

Crabgrass Frontier

Motor City Green is a history of green spaces in metropolitan Detroit from the late nineteenth- to early twenty-first century. The book focuses primarily on the history of gardens and parks in the city of Detroit and its suburbs in southeast Michigan. Cialdella argues Detroit residents used green space to address problems created by the city's industrial rise and decline, and racial segregation and economic inequality. As the city's social landscape became increasingly uncontrollable, Detroiters turned to parks, gardens, yards, and other outdoor spaces to relieve the negative social and environmental consequences of industrial capitalism. Motor City Green looks to the past to demonstrate how today's urban gardens in Detroit evolved from, but are also distinct from, other urban gardens and green spaces in the city's past.

Follows the Stassos family through four generations of ambition, love, violence, and change, focusing on the turbulent lives of the Stassos children

At the end of the 19th century, economist Thorstein Veblen wrote 'The Theory of the Leisure Class.' A century later, the economic conditions in America had changed beyond recognition. Improvements in agricultural productivity led to better nutrition and triggered improved productivity and living standards throughout the economy. American workers chose to take the benefits accruing from economic growth in the form of higher wages, shorter workweeks, better working conditions and increased leisure. This text charts the rise of leisure activities during this period. -- Provided by publisher.

Although it focuses on the local nature of the development, it draws comparisons to the similarities and differences of other locales across the country, and stresses the primary significance of new methods of transportation to suburban expansion.".

Ordering the City

A Primer on the Urban Sprawl Debate

The Urban Planning Imagination

Redesigning the American Lawn

Selling Culture

The Suburbanization of the United States

The Limitless City

Proud to Be an Okie

Drawing on a rich diversity of theoretical approaches and analytical strategies, urban geographers have been at the forefront of understanding the global and local processes shaping cities, and of making sense of the urban experiences of a wide variety of social groups. Through their links with those working in the fields of urban policy design, urban geographers have also played an important role in the analysis of the economic and social problems confronting cities. Capturing the diversity of scholarship in the field of urban geography, this reader presents a stimulating selection of articles and excerpts by leading figures. Organized around seven themes, it addresses the changing economic, social, cultural, and technological conditions of contemporary urbanization and the range of personal and public responses. It reflects the academic importance of urban geography in terms of both its theoretical and empirical analysis as well as its applied policy relevance, and features extensive editorial input in the form of general, section and individual extract introductions.

Bringing together in one volume 'classic' and contemporary pieces of urban geography, studies undertaken in the developed and developing worlds, and examples of theoretical and applied research, it provides in a convenient, student-friendly format, an unparalleled resource for those studying the complex geographies of urban areas.

On Melbenan Drive just west of Atlanta, sunlight falls onto a long row of well-kept lawns. Two dozen homes line the street; behind them wooden decks and living-room windows open onto vast woodland properties. Residents returning from their jobs steer SUVs into long driveways and emerge from their automobiles. They walk to the front doors of their houses past sculptured bushes and flowers in bloom. For most people, this cozy image of suburbia does not immediately evoke images of African Americans. But as this pioneering work demonstrates, the suburbs have provided a home to black residents in increasing numbers for the past hundred years—in the last two decades alone, the numbers have nearly doubled to just under twelve million. Places of Their Own begins a hundred years ago, painting an austere portrait of the conditions that early black residents found in isolated, poor suburbs. Andrew Wiese insists, however, that they moved there by choice, withstanding racism and poverty through efforts to shape the landscape to their own needs. Turning then to the 1950s, Wiese illuminates key differences between black suburbanization in the North and South. He considers how African Americans in the South bargained for separate areas where they could develop their own neighborhoods, while many of their northern counterparts transgressed racial boundaries, settling in historically white communities. Ultimately, Wiese explores how the civil rights movement emboldened black families to purchase homes in the suburbs with increased vigor, and how the passage of civil rights legislation helped pave the way for today's black middle class. Tracing the precise contours of black migration to the suburbs over the course of the whole last century and across the entire United States, Places of Their Own will be a foundational book for anyone interested in the African American experience or the role of race and class in the making of America's suburbs. Winner of the 2005 John G. Cawelti Book Award from the American Culture Association. Winner of the 2005 Award for Best Book in North American Urban History from the Urban History Association.

This work highlights the multiple, often overlooked, and frequently misunderstood connections between land use and development policies and policing practices. In order to do so the book draws upon multiple literatures as well as concrete case studies to better explore how these policy arenas intersect and conflict.

The Ethics of Metropolitan Growth is about the decisions people make that shape the built environment, from the everyday concerns of homeowners and commuters to grand gestures of national policy. Decisions about the built environment have taken on a particular urgency in recent months. The financial crisis that began in the home mortgage system, the instability of fuel prices, and long-term projections of oil depletion and climate change are now intertwined with more conventional concerns about metropolitan growth, such as traffic flow and air quality. Now, it would seem, is an excellent time for clear thinking about what the built environment can and should become in the future. Robert Kirkman argues that decisions about how to configure and live within the built environment have ethical dimensions that are sometimes hard to see, questions relating to well-being, justice, and sustainability. This book provides practical guidance for sorting through the ethical implications surrounding metropolitan growth, bringing the most immediate concerns of ordinary people to the centre of environmental ethics.

A Reference Guide

Car Country

The New Deal for Veterans

The Automobile in American History and Culture

How Immigration, Segregation, and Youth Violence are Changing America's Suburbs

How the Streets Were Made

Manufacturing Suburbs

Economic Addictions and the Environment

"A timely work of groundbreaking history explains how the American middle class ballooned at mid-century until it dominated the nation, showing who benefited and what brought the expansion to an end"--

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

How high energy consumption transformed postwar Phoenix and deepened inequalities in the American Southwest In 1940, Phoenix was a small, agricultural city of sixty-five thousand, and the Navajo Reservation was an open landscape of scattered sheepherders. Forty years later, Phoenix had blossomed into a metropolis of 1.5 million people and the territory of the Navajo Nation was home to two of the largest strip mines in the world. Five coal-burning power plants surrounded the reservation, generating electricity for export to Phoenix, Los Angeles, and other cities. Exploring the postwar developments of these two very different landscapes, Power Lines tells the story of the far-reaching environmental and social inequalities of metropolitan growth, and the roots of the contemporary coal-fueled climate change crisis. Andrew Needham explains how inexpensive electricity became a requirement for modern life in Phoenix—driving assembly lines and cooling the oppressive heat. Navajo officials initially hoped energy development would improve their lands too, but as ash piles marked their landscape, air pollution filled the skies, and almost half of Navajo households remained without electricity, many Navajos came to view power lines as a sign of their subordination in the Southwest. Drawing together urban, environmental, and American Indian history, Needham demonstrates how power lines created unequal connections between distant landscapes and how environmental changes associated with suburbanization reached far beyond the metropolitan frontier. Needham also offers a new account of postwar inequality, arguing that residents of the metropolitan periphery suffered similar patterns of marginalization as those faced in America's inner cities. Telling how coal from Indian lands became the fuel of modernity in the Southwest, Power Lines explores the dramatic effects that this energy system has had on the people and environment of the region.

Presents a collection of bibliographic essays that describe the history, culture, and impact of the automobile and automobile industry in the United States.

African American Suburbanization in the Twentieth Century

State Policy and White Racial Politics in Suburban America

The Rise And Declineof America'S Man-Made Landscape

Streets and the Shaping of Towns and Cities

Colored Property

How the Rise of the Middle Class Transformed America, 1929-1968

How Corporatism Conquered the World, and How We Can Take It Back

Now includes “The Life Inc. Guide to Reclaiming the Value You Create” In Life Inc, award-winning writer Douglas Rushkoff traces how corporations went from being convenient legal fictions to being the dominant fact of contemporary life. The resulting ideology, corporatism, has infiltrated all aspects of civics, commerce, and culture—from the founding of the first chartered monopoly to the branding of the self, from the invention of central currency to the privatization of banking, from the Victorian Great Exhibition to the solipsism of Facebook. Life Inc explains why we see our homes as investments rather than places to live, our 401(k) plans as the ultimate measure of success, and the Internet as just another place to do business. Most important, Rushkoff illuminates both how we’ve become disconnected from our world and how we can reconnect to our towns, to the value we can create, and, mostly, to one another. As the speculative economy collapses under its own weight, Life Inc shows us how to build a real and human-scaled society to take its place.

A companion to an exhibition at The Hudson River Museum, a collection of original essays accompanies an array of photographs, paintings, maps, ephemera, and other images that capture the growth, development, and transformation of the suburban New York community of Westchester over the course of a more than a century. Simultaneous.

Dreaming Suburbia is a cultural and historical interpretation of the political economy of postwar American suburbanization. Questions of race, class, and gender are explored through novels, film, television and social criticism where suburbia features as a central theme. Although suburbanization had important implications for cities and for the geo-politics of race, critical considerations of race and urban culture often receive insufficient attention in cultural studies of suburbia. This book puts these questions back in the frame by focusing on Detroit, Dearborn and Ford history, and the local suburbs of Inkster and Garden City. Covering such topics as the political and cultural economy of suburban sprawl, the interdependence of city and suburb, and local acts of violence and crises during the 1967 riots, the text examines the making of a physical place, its cultural effects and social exclusions. The perspectives of cultural history, American studies, social science, and urban studies give Dreaming Suburbia an interdisciplinary appeal.

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

Los Angeles and the Automobile

A Search for Environmental Harmony

Hooked on Growth

The End of the Suburbs

The New Suburban History

Places of Their Own

How The Suburbs Happened

Cultural Politics, Country Music, and Migration to Southern California

One of the great debates of our time concerns the predominant form of land use in America today -- the all too familiar pattern of commercial and residential development known as sprawl. But what do we really know about sprawl? Do we know what it is? Where did it come from? Is it really so

bad? If so, what are the alternatives? Can anything be done to make it better? The Limitless City offers an accessible examination of those and related questions. Oliver Gillham, an architect and planner with more than twenty-five years of experience in the field, considers the history and development of sprawl and examines current debates about the issue. The book: offers a comprehensive definition of sprawl in America traces the roots of sprawl and considers the factors that led to its preeminence as an urban and suburban form reviews both its negative impacts (loss of open space, increased pollution, gridlock) as well as its positive aspects (economic development, personal freedom, privacy) considers responses to sprawl including "smart growth," urban growth boundaries, regional planning, and the New Urbanism looks at what can be done to improve and counterbalance sprawl The author argues that whether we like it or not, sprawl is here to stay, and only by understanding where it came from and why it developed will we be able to successfully address the problems it has created and is likely to create in the future. The Limitless City is the first book to provide a realistic look at sprawl, with a frank recognition of its status as the predominant urban form in America, now and into the near future. Rather than railing against it, Gillham charts its probable future course while describing critical efforts that can be undertaken to improve the future of sprawl and our existing urban core areas.

For the past five years, journalist Sarah Garland has followed the lives of current and former gang members living in Hempstead on the border of Garden City, Long Island. Affiliated with Mara Salvatrucha and 18th Street, their troubling personal stories expose the cruel realities of segregation, racial income gaps, and poverty that lie hidden behind suburban white picket fences. As Garland travels from Los Angeles to El Salvador and back to the East Coast, she reveals a disturbing cycle of poverty in which families, fleeing from troubled Central American cities, move into America's suburban backyards, only to find the pattern of violence repeating itself. Brilliantly reported and sensitively told, Gangs in Garden City draws back the veil on a hidden, troubling world.

The topic of streets and street design is of compelling interest today as public officials, developers, and community activists seek to reshape urban patterns to achieve more sustainable forms of growth and development. Streets and the Shaping of Towns and Cities traces ideas about street design and layout back to the early industrial era in London suburbs and then on through their institutionalization in housing and transportation planning in the United States. It critiques the situation we are in and suggests some ways out that are less rigidly controlled, more flexible, and responsive to local conditions. Originally published in 1997, this edition includes a new introduction that addresses topics of current interest including revised standards from the Institute of Transportation Engineers; changes in city plans and development standards following New Urbanist, Smart Growth, and sustainability principles; traffic calming; and ecologically oriented street design.

On rare occasions in American history, Congress enacts a measure so astute, so far-reaching, so revolutionary, it enters the language as a metaphor. The Marshall Plan comes to mind, as does the Civil Rights Act. But perhaps none resonates in the American imagination like the G.I. Bill. In a brilliant addition to Oxford's acclaimed Pivotal Moments in American History series, historians Glenn C. Altschuler and Stuart M. Blumin offer a compelling and often surprising account of the G.I. Bill and its sweeping and decisive impact on American life. Formally known as the Serviceman's Readjustment Act of 1944, it was far from an obvious, straightforward piece of legislation, but resulted from tense political maneuvering and complex negotiations. As Altschuler and Blumin show, an unlikely coalition emerged to shape and pass the bill, bringing together both New Deal Democrats and conservatives who had vehemently opposed Roosevelt's social-welfare agenda. For the first time in American history returning soldiers were not only supported, but enabled to pursue success—a revolution in America's policy towards its veterans. Once enacted, the G.I. Bill had far-reaching consequences. By providing job training, unemployment compensation, housing loans, and tuition assistance, it allowed millions of Americans to fulfill long-held dreams of social mobility, reshaping the national landscape. The huge influx of veterans and federal money transformed the modern university and the surge in single home ownership vastly expanded America's suburbs. Perhaps most important, as Peter Drucker noted, the G.I. Bill "signaled the shift to the knowledge society." The authors highlight unusual or unexpected features of the law—its color blindness, the frankly sexist thinking behind it, and its consequent influence on race and gender relations. Not least important, Altschuler and Blumin illuminate its role in individual lives whose stories they weave into this thoughtful account. Written with insight and narrative verve by two leading historians, The G.I. Bill makes a major contribution to the scholarship of postwar America.

Flesh and Blood

Detroit and the Production of Postwar Space and Culture

Pavements in the Garden

Power Lines

Dreaming Suburbia

The American Suburb

Housing Segregation and Black Life in America

The GI Bill

Argues that much of what surrounds Americans is depressing, ugly, and unhealthy; and traces America's evolution from a land of village commons to a man-made landscape that ignores nature and human needs.

In this book, Yelena Bailey examines the creation of "the streets" not just as a physical, racialized space produced by segregationist policies but also as a sociocultural entity that has influenced our understanding of blackness in America for decades. Drawing from fields such as media studies, literary studies, history, sociology, film studies, and music studies, this book engages in an interdisciplinary analysis of the how the streets have shaped contemporary perceptions of black identity, community, violence, spending habits, and belonging. Where historical and sociological research has examined these realities regarding economic and social disparities, this book analyzes the streets through the lens of marketing campaigns, literature, hip-hop, film, and television in order to better understand the cultural meanings associated with the streets. Because these media represent a terrain of cultural contestation, they illustrate the way the meaning of the streets has been shaped by both the white and black imaginaries as well as how they have served as a site of self-assertion and determination for black communities.

Urban historians have long portrayed suburbanization as the result of a bourgeois exodus from the city, coupled with the introduction of streetcars that enabled the middle class to leave the city for the more sylvan surrounding regions. Demonstrating that this is only a partial version of urban history, "Manufacturing Suburbs" reclaims the history of working-class suburbs by examining the development of industrial suburbs in the United States and Canada between 1850 and 1950. Contributors demonstrate that these suburbs developed in large part because of the location of manufacturing beyond city limits and the subsequent building of housing for the workers who labored within those factories. Through case studies of industrial suburbanization and industrial suburbs in several metropolitan areas (Chicago, Baltimore, Detroit, Pittsburgh, Los Angeles, San Francisco, Toronto, and Montreal), "Manufacturing Suburbs" sheds light on a key phenomenon of metropolitan development before the Second World War.

This new edition, which is being reissued in a more artistic format and with many additional illustrations, updates the original text and adds a chapter showing what progress has been made in the ecological management of landscapes over the past decade."--BOOK JACKET.

Phoenix and the Making of the Modern Southwest

The Future of our Built Environment

Entertainment and the Transformation of Twentieth-Century America

A Critical International Introduction

Fortress California, 1910-1961

Land Use, Policing, and the Restoration of Urban America

The Dark Side of the All-American Meal

Life Inc

At the turn of the nineteenth century, American capitalism was in crisis, producing too many goods for too few buyers, that crisis was ultimately resolved in a novel, historically decisive manner by creating whole new categories of consumer goods and by appealing to new groups of people who might purchase them. What we now recognise as consumer society originated in that period, and it was mass culture, the first 'culture industry', that helped bring it into being. In a magisterial study of the process, Richard Ohmann surveys the new practices of advertising, mass distribution of goods, and, most important, the birth of the inexpensive mass-audience magazine to analyse the creation of the American professional-managerial class. Drawing upon work in economic, cultural, and social history, he integrates the seemingly disparate phenomena of modern middle-class life in a coherent tale of how the class was formed and came to occupy the foreground in the malign ideological formation, 'the American Dream.' Elegantly written, lucidly argued, and brimming with arresting facts and incidents, Selling Culture offers the definitive account of the relation between culture and economy in the transformation of the United States into a mass-consumption, mass-mediated society.

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

This first full-scale history of the development of the American suburb examines how "the good life" in America came to be equated with the a home of one's own surrounded by a grassy yard and located far from the urban workplace. Integrating social history with economic and architectural analysis, and taking into account such factors as the availability of cheap land, inexpensive building methods, and rapid transportation, Kenneth Jackson chronicles the phenomenal growth of the American suburb from the middle of the 19th century to the present day. He treats communities in every section of the U.S. and compares American residential patterns with those of Japan and Europe. In conclusion, Jackson offers a controversial prediction: that the future of residential deconcentration will be very different from its past in both the U.S. and Europe.

A Fortune journalist examines why suburbs are transforming and losing their appeal in society-improving ways, citing such factors as shrinking birth and marriage rates, environment-driven preferences for smaller homes and a renaissance in urbanized housing that promotes healthier lifestyles.

Geography Of Nowhere

The Suburbanization of Southern New Jersey, Adjacent to the City of Philadelphia, 1769 to the Present

Crabgrass Frontier:The Suburbanization of the United States

From Warfare to Welfare

A Century of Landscapes and Environmentalism in Detroit

Magazines, Markets, and Class at the Turn of the Century

Century of the Leisured Masses

The Urban Geography Reader

More comprehensive than any other book on this topic, Los Angeles and the Automobile places the evolution of Los Angeles within the context of American political and urban history.

Volume III surveys the economic history of the United States and Canada during the twentieth century.

Fortress California, now in paperback for the first time, links the growth of the U.S. military-industrial complex to civic leaders who competed for military bases and military contracts to ensure economic growth. Analyzing the growth of Los Angeles, San Diego, and San Francisco from 1910 to 1961, Roger W. Lotchin discredits the assumption that the industrialization of the Sunbelt was a result of a partnership between industry and the military. He provides instead a detailed and forceful argument that municipalities used federal resources to build urban empires and metropolitan-military complexes. These have increased the flow of federal dollars into the state, thereby shifting the focus of the military-industrial complex from warfare to welfare.

Crabgrass FrontierThe Suburbanization of the United StatesOxford University Press

The Rise And Fall Of Suburbia

The Cambridge Economic History of the United States

The Ethics of Metropolitan Growth

Picture Windows

Building Work and Home on the Metropolitan Fringe

Bourgeois Utopias

Where the American Dream is Moving

Crabgrass Frontier

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

Urban planning is not just about applying a suite of systematic principles or plotting out pragmatic designs to satisfy the briefs of private developers or public bodies. Planning is also an activity of imagination, with a stock of wisdom and an array of useful methods for making decisions and getting things done. This critical introduction uncovers and celebrates this imagination and its creative potential. Nicholas A. Phelps explores the key themes and driving questions in the circulation of planning ideas and methods over time and across spaces, identifying the contrasts and commonalities between urban planning systems and cultures. He argues that the tools for inclusive urban planning are today, more than ever, not solely restricted to the hands of planning bodies, but are distributed across citizens, a variety of organizations (what Phelps calls "clubs") and states. As a result, the book sets the ground for the new arrangements between these groups and actors which will be central to the future of urban planning. By unsettling standard accounts, this book compels us towards more critical and creative thinking to ensure that the imagination, wisdom and methods of urban planning are mobilized towards achieving the aspiration of shaping better places.

"Proud to be an Okie is a fresh, well-researched, wonderfully insightful, and imaginative book. Throughout, La Chapelle's keen attention to shifting geographies and urban and suburban spaces is one of the work's real strengths. Another strength is the book's focus on dress, ethnicity, and the manufacturing of style. When all of these angles and insights are pulled together,

La Chapelle delivers a fascinating rendering of Okie life and American culture."—Bryant Simon, author of Boardwalk of Dreams: Atlantic City and the Fate of Urban America

Northern whites in the post–World War II era began to support the principle of civil rights, so why did many of them continue to oppose racial integration in their communities? Challenging conventional wisdom about the growth, prosperity, and racial exclusivity of American suburbs, David M. P. Freund argues that previous attempts to answer this question have overlooked a change in the racial thinking of whites and the role of suburban politics in effecting this change. In Colored Property, he shows how federal intervention spurred a dramatic shift in the language and logic of residential exclusion—away from invocations of a mythical racial hierarchy and toward talk of markets, property, and citizenship. Freund begins his exploration by tracing the emergence of a powerful public-private alliance that facilitated postwar suburban growth across the nation with federal programs that significantly favored whites. Then, showing how this national story played out in metropolitan Detroit, he visits zoning board and city council meetings, details the efforts of neighborhood “property improvement” associations, and reconstructs battles over race and housing to demonstrate how whites learned to view discrimination not as an act of racism but as a legitimate response to the needs of the market. Illuminating government’s powerful yet still-hidden role in the segregation of U.S. cities, Colored Property presents a dramatic new vision of metropolitan growth, segregation, and white identity in modern America.

Westchester

Fast Food Nation

An Environmental History

Motor City Green

The Making of the Modern City

Promised Land

Gangs in Garden City

This accessible and provocative book explores whether getting 'unhooked' from economic growth to meet the needs of the environment is possible. Although giving the environment priority over growth may seem radical, the author argues that it can be accomplished using marketable emissions allowances, transferable development rights, and other tools popular with conventional economists. It can also be achieved by creating more interesting and environmentally friendly urban landscapes less beholden to the automobile. The key problem will be ensuring that everyone who wants employment can find it. This will require a transition to a shorter workweek, the wistful goal of many a harried worker. More leisure, a higher-quality environment, and more attractive cities and towns are the potential rewards of a less consumption-oriented society. Yet how can the power of special interests be overcome in the name of environmental conservation? This is the author's critical final question as he offers a clear path to a sustainable economic and environmental future.

A journalist explores the homogenization of American culture and the impact of the fast food industry on modern-day health, economy, politics, popular culture, entertainment, and food production.