



# Healthy Metropolitan Food Systems

New Partners for Smart Growth  
February 2012

# Global Food System Stress



# Many Flavors of U.S. Food Insecurity

## Sustainability

- Energy Dependency
- Environmental Degradation
- Soil Depletion
- Mono-Culture

## Viability

- Disappearing Farmers
- Food Safety
- Subsidy Dependency

## Equity

- Economic Concentration
- Worker Justice
- Food Access

## A National Security Strategy That Doesn't Focus on Threats

New York Times, May 3, 2011

- “A National Strategic Narrative,” a paper written by Captain Porter and Col. Mark Mykleby of the Marines, which calls on the United States to see that it cannot continue to engage the world primarily with military force, but must do so **as a nation powered by the strength of its educational system, social policies, international development and diplomacy, and its commitment to sustainable practices in energy and agriculture.**

# Midwestern Perspectives

**Detroit**



**Chicago**



# Mid Century Jetsonian Thinking In the 1960s things looked promising...

## TODAY'S DOWNTOWN... WITH MANY PROBLEMS

No one denies that Detroit has many serious problems. One thing that has constantly worked against our city is that it was never laid out to serve as the center of a metropolitan complex the size of the UDA. The very product that supplies its life blood—the automobile—also serves to create one of its major problems—parking and traffic congestion.

Radiating major thoroughfares funnel tens of thousands of automobiles into the central core of the city daily—and most of these must be stored until their drivers are ready to return to their homes at night. "Progress through demolition" usually means another parking lot.

Detroit's development over the last 100 years has been characterized by radiating bands of residential areas alternating with bands of industrial expansion. Each decade the more affluent citizens would move out

to a new, cleaner belt, escaping the soot and noise which had enveloped their former homes. Consequently, the inner portions of the city deteriorated more rapidly and ultimately resulted in slums.

But the automobile made it possible to live farther and farther out, and that's what people did—moved farther and farther out.

By the time the community finally became aware of the massive problem it faced, it was almost too late.

### A Thriving City in Spite of Itself

Through it all, Detroit has survived, and steps are afoot to alter past trends. Progress has been made along Detroit's waterfront and a new image appears. The Central Business District boasts many new office buildings, but still the downtown area faces a critical shortage of modern office space.

Wayne State University and the new Medical Center are emerging as one of the finest educational/health complexes in the Midwest. The freeway network is nearing completion and well-designed parking garages are replacing unsightly, space-consuming, open parking lots.

In the human sphere, residents of the inner city are banding together, rolling up their sleeves, and collectively initiating projects to upgrade their environments. Aided by industry, and federal, state and local funds, they are showing what a concerned and inspired citizenry can do.

The magnitude of the job is tremendous, and the sacrifices and dislocations may at times seem unsurmountable. The costs are high, but the results are rewarding. The problems we are aware of, but the solutions come harder.

Typical of Detroit's major thoroughfares, Woodward Avenue has seen change throughout the life of the city. From a one-lane horse path, it has undergone many face liftings and is today the principal north-south route, other than the freeways, leading out of the downtown area. But time has taken its toll and Woodward Avenue does not fulfill the role for which it has great potential.



Compare this view of a section of Woodward Avenue with that shown on the previous page. The basic changed ingredient is that emphasis has been placed on the human scale. True, physical changes are evident, but the purpose of these changes is to meet human needs and not to accommodate material requirements.

## A NEW DETROIT... EMERGING FROM THE PAST

**The Old Landmarks Will Still Be There**  
Downtown Detroit will still be recognizable in the year 2000. Familiar skyscrapers tower over the Straits, and Judge Woodward's radiating avenues—Michigan, Grand River, Woodward and Gratiot—are discernible. But most vehicular traffic is underground and most workers and shoppers come to downtown Detroit by rapid-transit systems. As a result, the hideous surface parking lots have largely disappeared, replaced by shops, mini-parks, small businesses and town houses.

There is little pollution. The river has been cleaned up so that there is good swimming and fishing. The air is clean and fresh. Factories have moved, in many instances,

and their furnaces, foundries and generators no longer rely on coal and coke. There are no sanitation problems—thanks to improved incineration facilities. Trucks are nonexistent on surface levels. Even the noise level is drastically reduced.

This is the prediction of the Urban Detroit Area Research Project. It is not a promise. It is based on the probability of high-speed transportation routed around or under metropolitan Detroit, rather than funneled through it and on the probability of the new urban center near St. Clair which will absorb much of the doubled new growth of the UDA by 2000.

**A Pleasant Place to Visit**  
Metropolitan Detroit, in the 21st century,

should be a very agreeable place to live in, to work, shop or visit. Its plants will be largely dispersed to other areas of the UDA and its slums will disappear, their inhabitants moving to areas where there will be parks, proper educational facilities, and decent housing. All these will be closely linked with the cultural, commercial and mercantile advantages of the metropolis.

Major thoroughfares, such as the concept of Woodward Avenue shown above, will once again become vital centers of human activity. Separated from the noise and dangers of the transportation requirements of the city, pedestrians can browse the shops or just sit in the tree-and-shrub lined plazas and relax.

# The end of history?







# What Went Wrong

Too many plans and too many planners?



A photograph of a courtyard area. In the foreground, there is a black chain-link fence supported by two white concrete pillars. Each pillar has a white globe-shaped lamp on top. Behind the fence, a red brick building with several windows is visible. A large sculpture made of three interlocking grey pipes is mounted on the brick wall. The pipes are connected in a chain, with the middle pipe having a small blue label that reads "RECONNECT". The sky is bright and overcast. There are some green plants and trees in the courtyard.

Using Regional Food  
Systems to Re-connect  
Cities



Go Big or Go Home



# Access to Good Food

Diet related health issues are bankrupting the country



# Rethinking Progress





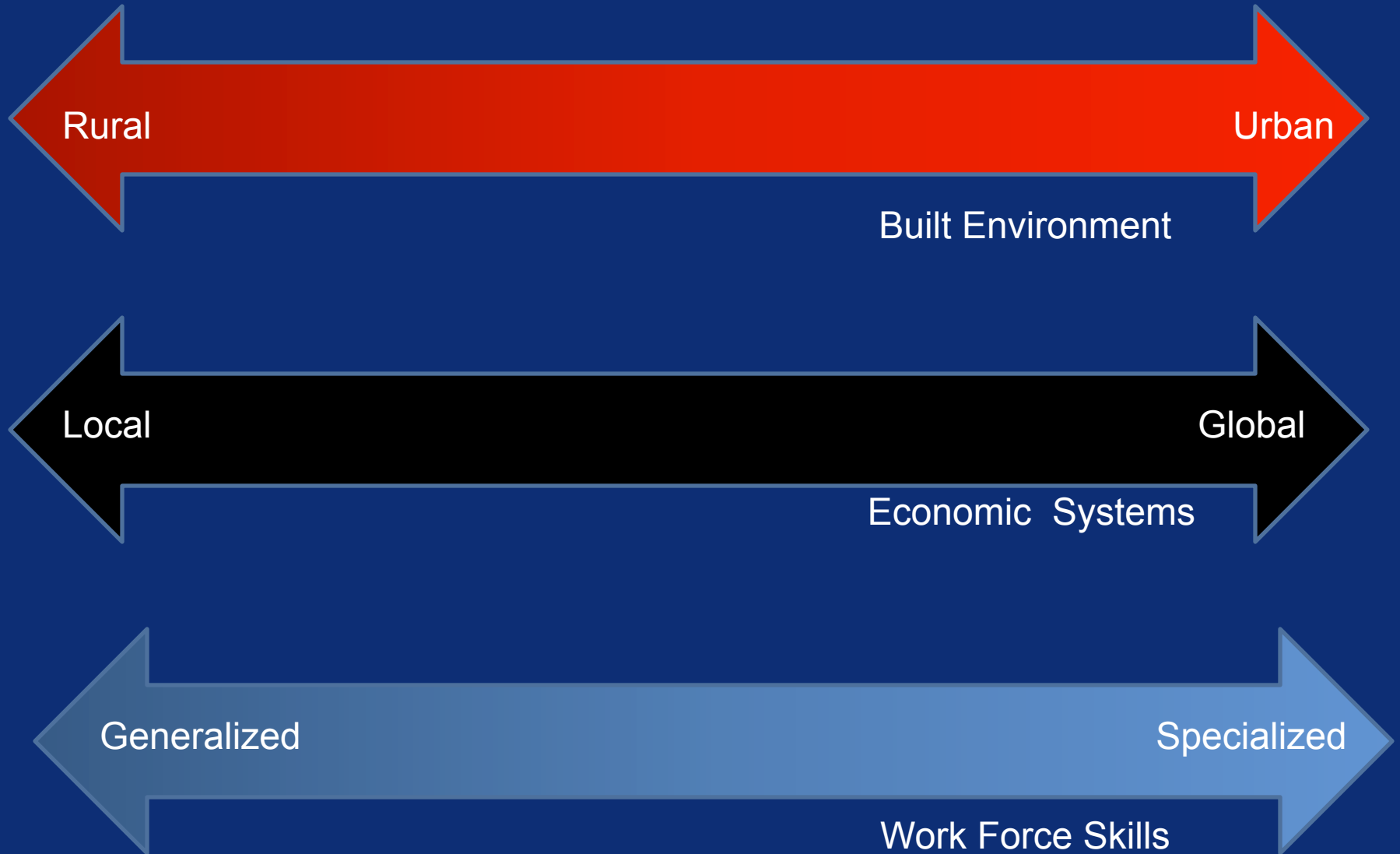
Repurposing existing structures for hydroponics or aquaculture

Say hello to a food system like that of our grand parents or of other cultures that have maintained food systems with fewer processed foods.

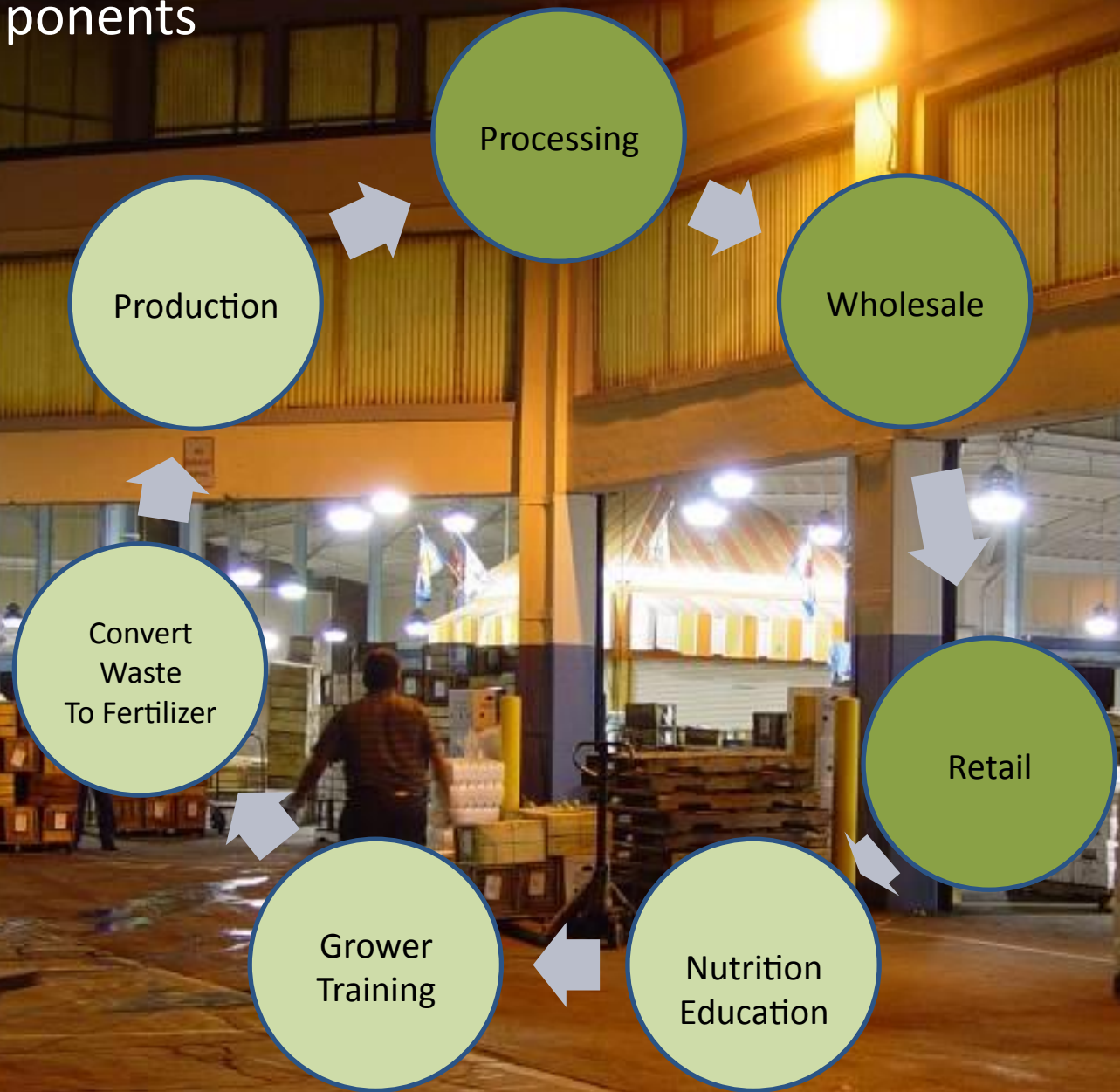


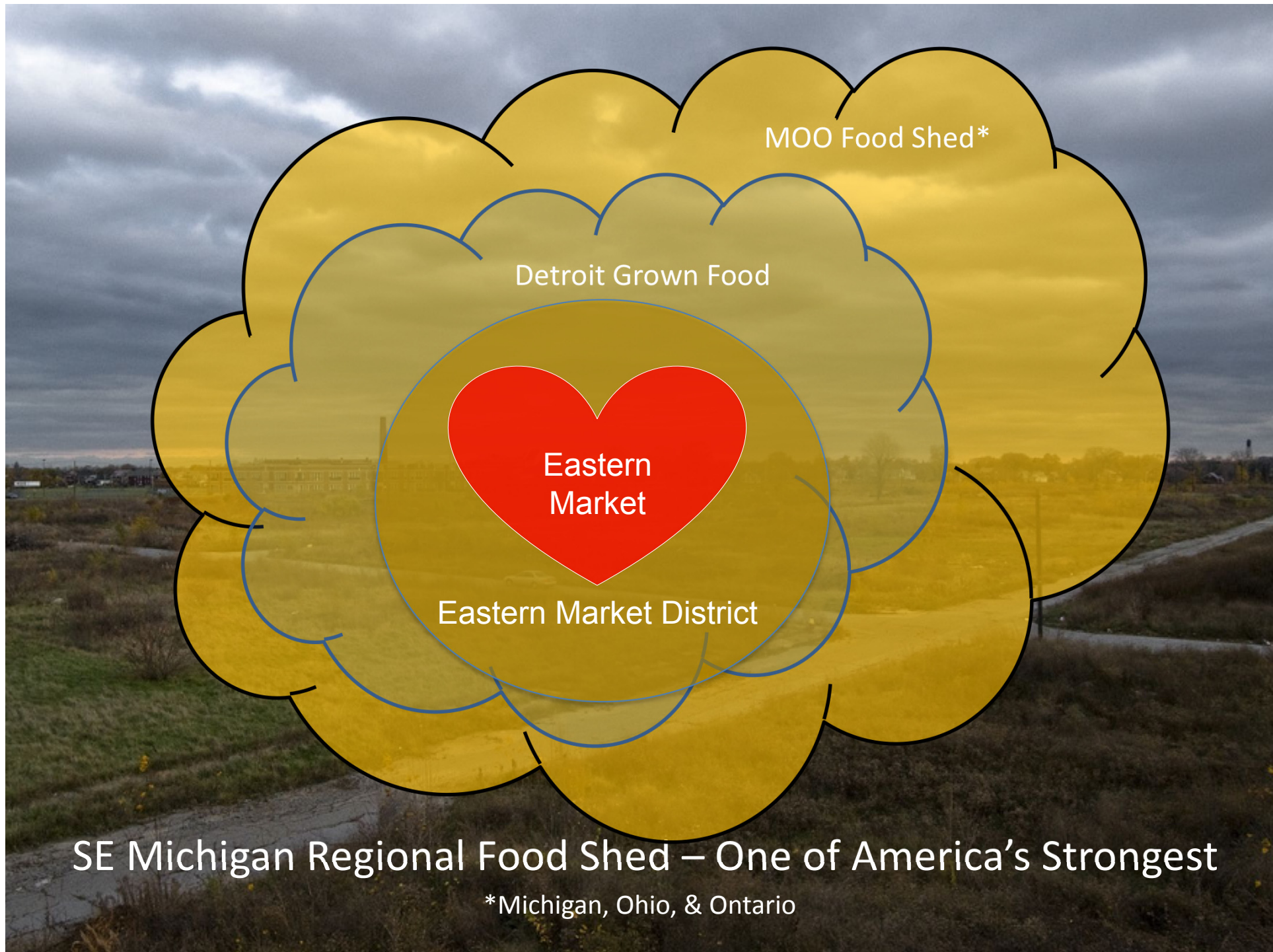


. . . or just another cycle of history ?



# Food System Components





MOO Food Shed\*

Detroit Grown Food

Eastern Market

Eastern Market District

# SE Michigan Regional Food Shed – One of America’s Strongest

\*Michigan, Ohio, & Ontario

The economics of re-localizing food production are enormous for cities of all sizes. Methodology developed by Michael Shuman estimates the following economic impact to Detroit of obtaining 20% of food from local sources:



New Jobs	4,719
Business Taxes	\$ 19,632,494
Increase earnings	\$124,754,720



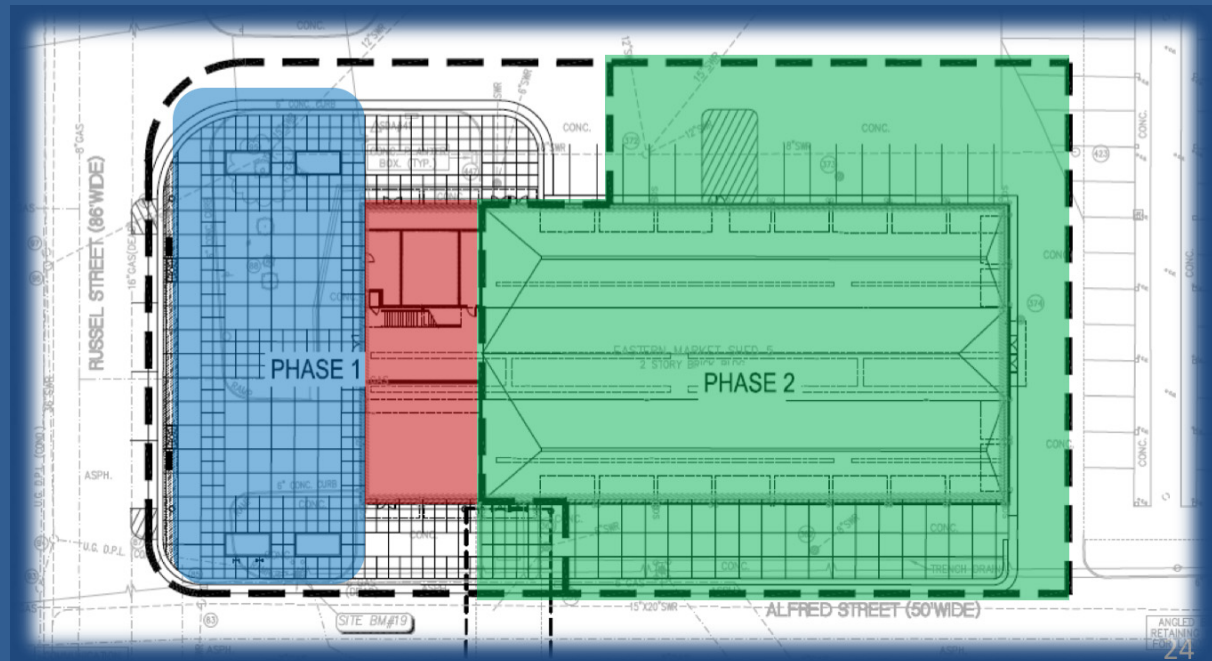
A hybrid market with both retail and wholesale operations

More than 300  
independent food-related  
merchants





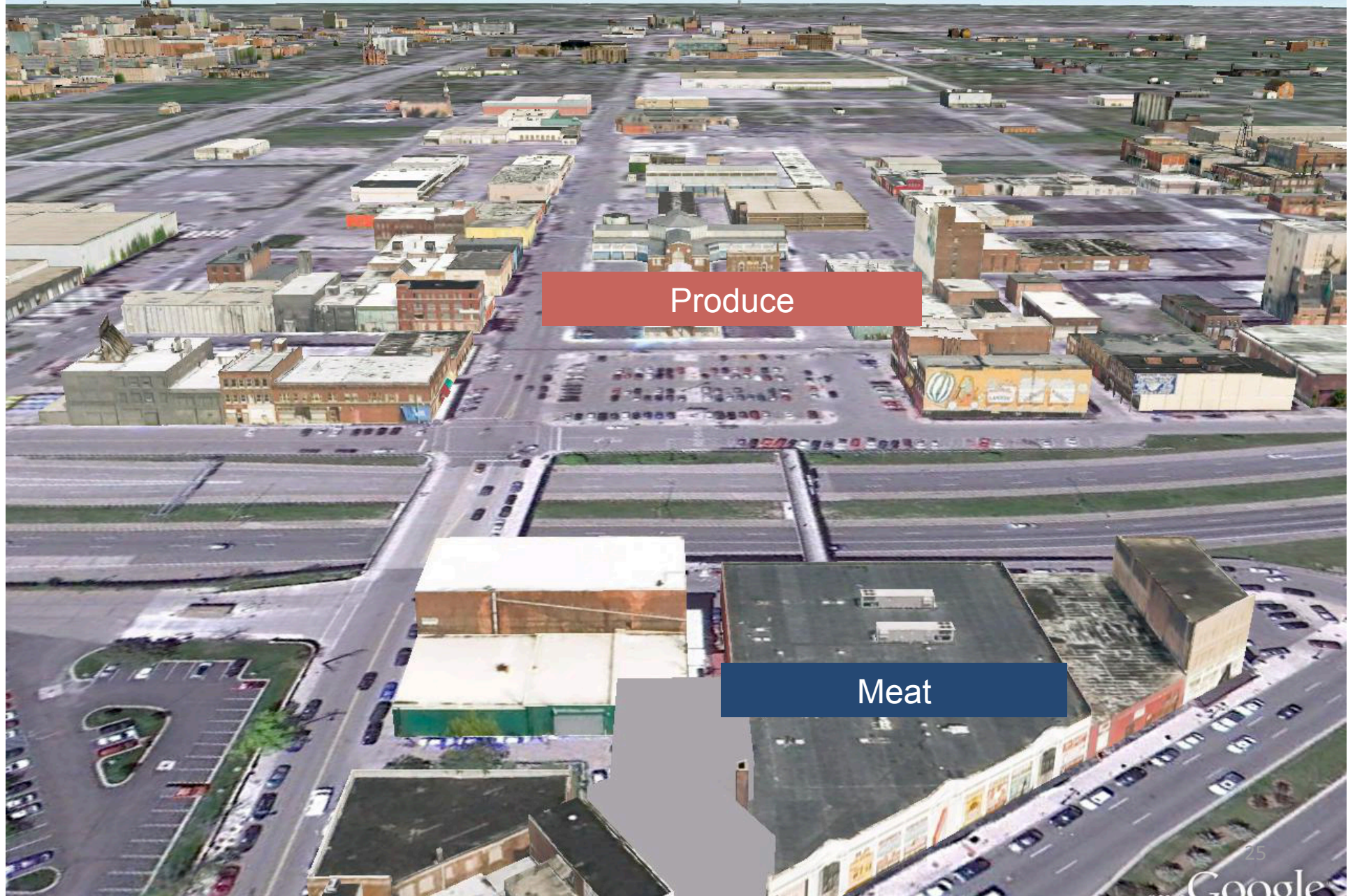
- Shed 5 will be renovated in 2012.
- The heart of the market's Plant & Flower sales.
- Community Kitchen to incubate and educate
- Expand Plaza towards Russell Street to larger plaza area.



- ✓ Plant and Flower Center
- ✓ Community Kitchen
- ✓ Artisan Plaza



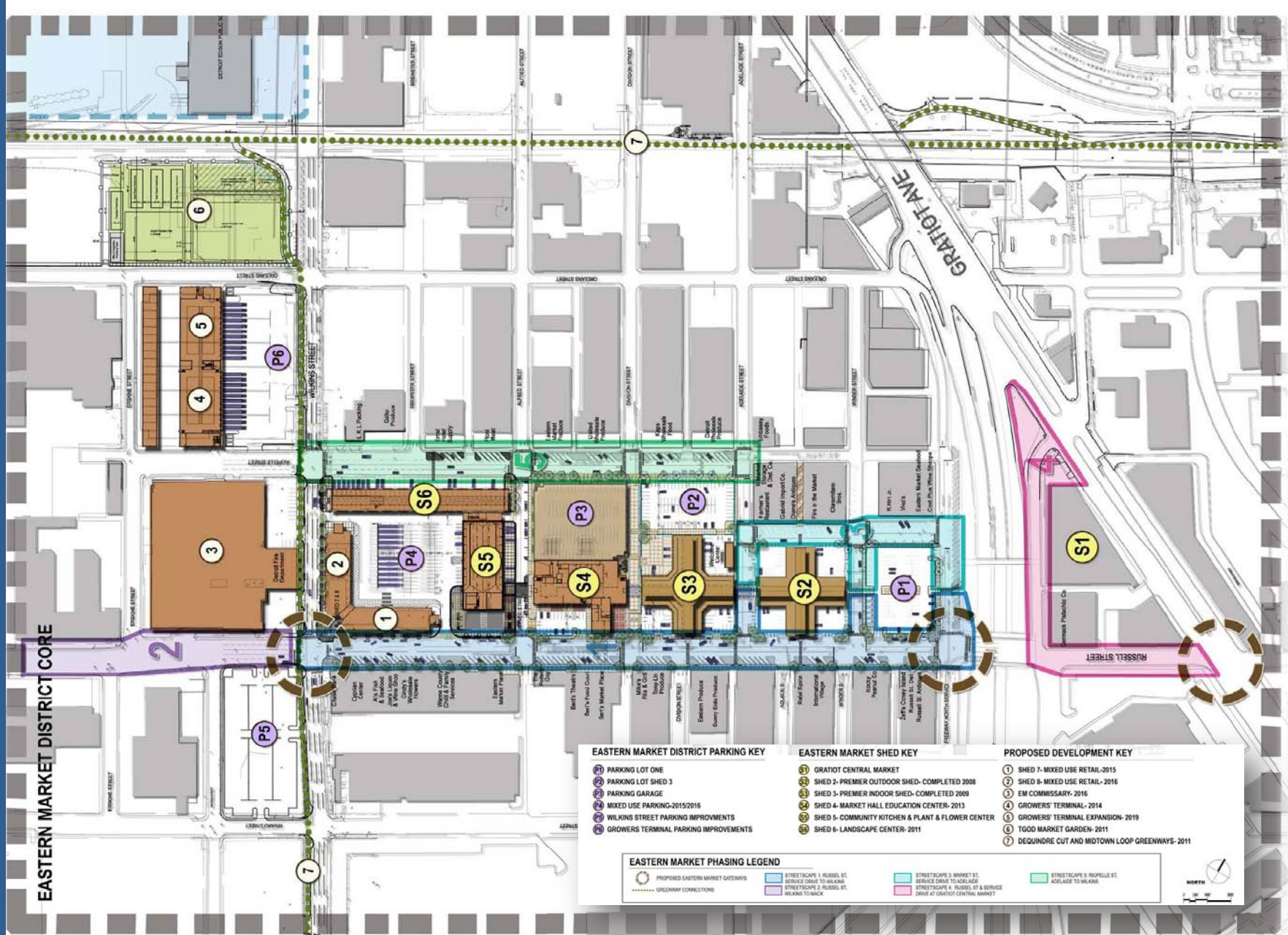
In the 1960's the DOT put a six lane freeway between Eastern Market's Meat and Produce departments.



Produce

Meat

# Eastern Market 360°: America's most comprehensive healthy metropolitan food hub



# Commissary Opportunities

Classroom serving sizes just one niche to fill.



EMC is partnering with the Detroit Public Schools to help them convert 30% of their \$16 million annual food purchases from highly processed to Michigan grown and minimally processed.



EMC is working with mobile food truck operators financed by the State of Michigan.



Gilligan's Island is an interesting community . . .

## Virtues

- Industrious
- Transparent
- Patient
- Confident
- Inclusive
- Trust
- Convivial
- Faithful

# Civic Traits

## Vices

- Complacent
- Nepotistic
- Impulsive
- Myopic
- Exclusive
- Distrust
- Inhospitable
- Parsimonious



# FURGENT

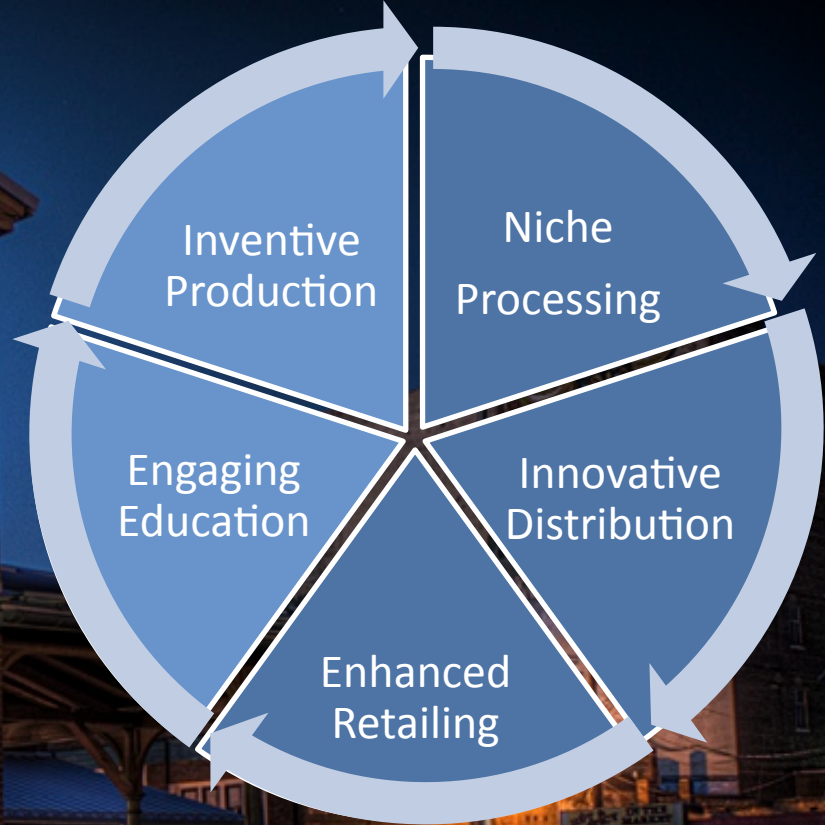
Furious urgency  
(aka git r' done)







EASTERN MARKET



Detroit Eastern Market  
Healthy Metropolitan Food Hub

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