



EcoCity Cleveland

IDEAS AND TOOLS FOR A SUSTAINABLE BIOREGION

\$2

Vol. 7, Numbers 10-11 Nov/Dec 2000
Editor: David Beach

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Good words

You have to love your city
and love the area you're trying to improve:
genuinely love it,
not regard it with suspicion, disdain,
any of those emotions, or whatever you do,
even with the best of intentions,
will be destructive and disastrous.

— Jane Jacobs

In many ways the environmental crisis
is a design crisis.
It is a consequence of how things are made,
buildings are constructed,
and landscapes are used.

— Sim Van der Ryn

AN ECOVILLAGE BREAKS GROUND



Design for the W. 65th Street Rapid Transit station

After several years of quiet,
community planning
the Cleveland EcoVillage is
becoming a reality.
A new Rapid Transit station and
housing development
will be catalysts for future improvements.
The project will demonstrate how urban redevelopment
can incorporate advanced environmental design.

See pages 6-13



Check out our new Bioregional Map Poster !

See page 19

Planting ideas

I felt mighty strange with the shovel in my hand on that recent November morning.

As a writer and reporter, I had covered a lot of groundbreaking (and smirked at the big shots who had to pose for the cameras), but I had never been in one myself. Now, there I was with one of the gold-painted shovels, turning over the ceremonial pile of sand that had been placed next to the W. 65th Rapid station.

What had I done? RTA had found the \$4 million for the station redevelopment. The councilman and the neighborhood development organization had organized the public meetings to lobby for the station. The neighborhood residents had turned out to give clout to the lobbying. They had done the real work.

All I had done, really, was contribute an idea. Back in 1996, I began talking about the possibility of an "ecovillage" development — a project in a Cleveland neighborhood that would bring the latest environmental thinking to urban revitalization. It was just an idea, a conceptual framework to help people think about redevelopment in a different way.

With the help of other EcoCity Cleveland board members, I nursed the idea with several small grants for a feasibility study and early planning. We talked to people all over the city — members of neighborhood organizations and block clubs, city planners, developers, architects, funders of neighborhood development. We tried to excite them with the possibilities. And the idea took root in the Detroit Shoreway neighborhood.

Today, the idea is influencing the building of Rapid Transit stations and new housing. It is creating a physical context — a real place — for people interested in green building and ecological design.

The big thing we do at EcoCity Cleveland is plant such ideas. We try to create the conditions where new thinking can flourish. Sometimes Northeast Ohio isn't the most fertile ground for this work. But the difficulties make success even more rewarding in the end.

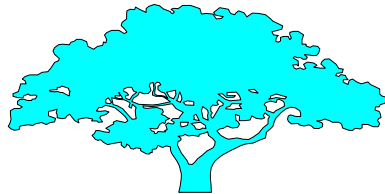
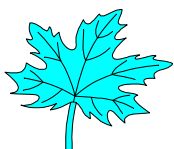
That shovel actually felt pretty good.

Thanks

Thanks to the George Gund Foundation and the Cleveland Foundation for grants to support the ecological design of new housing in the Cleveland EcoVillage. And thanks to the Commission on Catholic Community Action for a recent "Church in the City" award for the EcoVillage project. Also thanks to the Cyrus Eaton Foundation for a grant to purchase digital equipment for public presentations.

— David Beach
Editor

P.S. I hope all of our members and friends will want to purchase copies of our beautiful new Bioregional Map Poster (see page 19 for information). Everybody who sees it says, "Wow! This is so cool!" It makes a great gift.



Mission

EcoCity Cleveland is a nonprofit, tax-exempt, educational organization.

Through the publication of the *EcoCity Cleveland Journal* and other programs, it will stimulate ecological thinking about the Northeast Ohio region (Cuyahoga Bioregion), nurture an EcoCity Network among local groups working on urban and environmental issues, and promote sustainable ways to meet basic human needs for food, shelter, productive work and stable communities.

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Discovering an urban stream: Hiking in the ravine along Dugway Brook.

Photos by Jeff Forman

Restoring their brook

The east branch of Dugway Brook follows Superior Avenue through University Heights and Cleveland Heights. Then it flows through Cain Park and Forest Hill Park on its way to Lake Erie.

For much of its length, it flows below ground in culverts like many urban streams. But where it is allowed to be above ground, it creates beautiful, wooded ravines that are a scenic asset to surrounding neighborhoods. The only problem is that the creek is heavily polluted with sewage.

During the past two years, the residents of the Cummings Road Neighborhood Association in Cleveland Heights decided to do something about the sewage so they could start enjoying their brook. They found an illegal discharge from a metal pipe protruding from a nearby hillside. The effluent flowed nearly continuously. It foamed and smelled.

They called and wrote letters to all the public authorities who have responsibility for such pollution problems – the city, county health department, regional sewer district, and Ohio EPA. And they systematically logged the contacts to document their case.

After about a year of working with public officials, they got the Cleveland Heights utilities commissioner, Dennis Zentarski, to take charge of the problem. He initiated a number of cleanup activities:

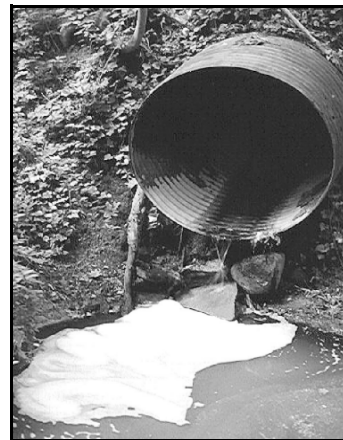
- Bacteria counts were taken from pipes discharging into the brook from South Euclid and University Heights, and those cities were informed of water quality violations.
- A map of the storm and sanitary sewer lines was provided to the neighborhood residents.
- The city conducted a video inspection of local sewer pipes.
- The city conducted dye tests to track the sources of illicit connections between storm sewers and sanitary sewers.
- University Heights repaired three illicit sewer connections.
- Cleveland Heights regouted pipe

joints to reduce leaky sanitary sewers.

These steps have substantially reduced the discharge from the pipe in question. Now the city has promised to find and correct other illegal discharges along the brook. Officials are continuing to meet with neighborhood residents.

The residents are encouraged by the progress. And they are continuing to sponsor other activities to raise awareness of the brook and the natural area of the ravine. They are organizing hikes for kids, conducting water quality observations, restoring the habitat of the ravine by planting native seeds, and educating local residents about techniques to prevent stormwater pollution.

All this shows what a determined neighborhood and a responsive city can do to protect water quality and heal our urban streams. □



Offending discharge: Illicit connections cause sewage to drain into Dugway Brook.

Cleveland Innerbelt study

The Ohio Department of Transportation has started a 24-month planning process for the biggest and most expensive road repair project in our region's history. Consultants are evaluating a T-shaped corridor from the interchange of I-71 and Ohio 176 (Jennings Freeway), north through downtown Cleveland to the I-90/Ohio 2 split, as well as Ohio 2 between the Cleveland Browns stadium and the Martin Luther King Drive exit off I-90.

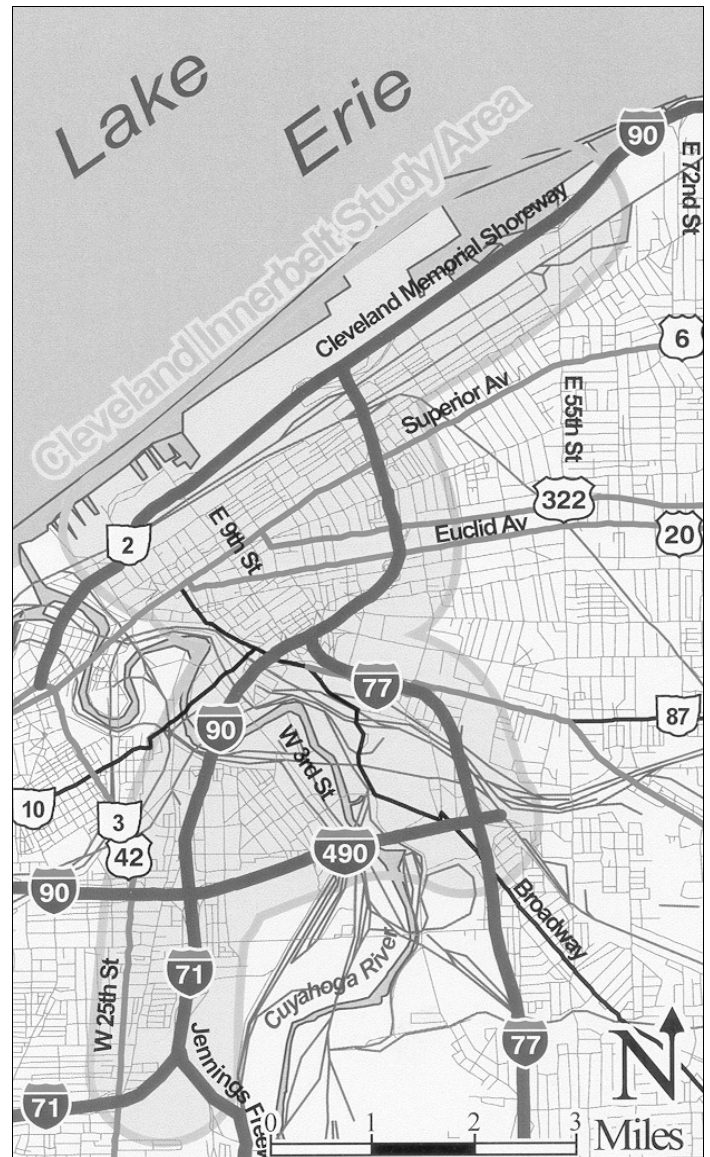
Rebuilding the Innerbelt could last four to five years and will cost well over \$100 million simply to replace the bridge decks and the existing 60 lane-miles of pavement. More than 160,000 vehicles per day will likely be routed onto neighborhood streets during construction, creating nightmares for both suburban motorists and local residents.

The news isn't all bad, though. A well-done study could connect and streamline many existing initiatives, including the Flats trucking study, Euclid Corridor Transportation Project, Cleveland-Akron-Canton Corridor Study, Convention Center planning, and the Canal Towpath Trail extension into downtown (for instance, modifications to the Metro Curve area of I-71 could include a bridge to allow the Towpath Trail safe passage around the steel mills). As if to emphasize this positive potential, the planners involved are calling the study "the opportunity of a lifetime" and the resulting project the most important one of their careers.

Bordering neighborhoods are wary of ODOT's every move, mindful of the tremendous damage they sustained when the highways were first built. Today they're seeking to limit the impacts of traffic during the years of construction, and to ensure that their quality of life will be improved when the project is completed.

For more information, contact Craig Hebebrand, ODOT project manager, at 216-581-2100 or craig.hebebrand@dot.state.oh.us.

Highway impacts: The Innerbelt study will propose improvements to the shaded area of the map.



U-Pass coming to Cleveland?

Greater Cleveland RTA is in contact with representatives of Cleveland State University and Case Western Reserve University about starting an innovative pass program. More than two dozen campuses around the country offer the U-Pass, which gives all students unlimited transit rides in exchange for a nominal charge that is assessed with other student fees each semester. The national average cost per eligible student is \$32 annually.

U-Pass programs usually require students to approve a special levy to fund universal transit passes. Student and employee organizations are often involved in program planning and management.

Rail-Volution courting Cleveland

Rail-Volution, a national conference that promotes transit and livable communities, would like to come to Cleveland. Board members of the prestigious annual event have

offered to hold an upcoming quarterly meeting here, and would like to meet with local transit and community officials. A key factor in a decision to come to Cleveland would be a commitment of support from RTA.

At this October's Rail-Volution, Denver hosted more than 1,200 public, private and nonprofit-sector professionals, showcasing the region's investment in transit and the pedestrian-friendly neighborhoods that are developing around it. Past conferences have been held in Dallas, Portland, St Louis, and Washington DC. Rail-Volution will land in San Francisco in late 2001.

For more information visit www.railvolution.com/ata glance.htm.

Bicycle access coming to RTA rail

RTA General Manager Joseph Calabrese recently announced that bicycles will be allowed on the agency's rail system by this

coming spring. Details of the policy are still being worked out, but the timing of the project appears to match their bikes-on-bus program, to be kicked off at the annual Earthfest celebration at Cleveland Metroparks Zoo on April 22, 2001.

The secret life of AAA

A recent article in the Natural Resources Defense Council's *Amicus Journal* reveals that along with maps, insurance, and late-night towing, your friendly all-American auto club has a political agenda that's no good for the environment.

"A lot of people belong to AAA because they think it's a nice place to get Triptiks and traveler's checks," says Daniel Becker, director of Sierra Club's global warming and energy program. "What they don't know is that AAA is a lobbyist for more roads, more pollution, and more gas guzzling." Read the article at www.nrdc.org/amicus/01win/aaa/aaa.asp.

Making the air-rail connection

Local members of the Ohio Association of Railroad Passengers are pointing out how easy it would be to link Cleveland Hopkins Airport with Amtrak's passenger rail service. Perhaps the only thing that may need to be built is a rail station and a 500-foot-long, enclosed walkway over SR 237, linking a new station with the airport's long-term parking deck (see diagram at right). The parking deck is already linked by moving walkway to the airport's terminals.

All Amtrak trains to and through Cleveland use tracks that are within a 737 jet's length from the Hopkins parking deck. And all future trains to Cincinnati and Chicago will be routed past this location.

Presently, this link would give cities like Toledo, Sandusky, Elyria, Erie (PA), Alliance, and Pittsburgh direct rail service to Hopkins Airport, making it a total transportation facility. With future expansion envisioned by Amtrak and the Ohio Rail Development Commission, Galion/Mansfield, Columbus and Youngstown would gain a fast rail link to connecting flights at Cleveland.

This would make rail and air travel complementary services,



Ken Prendergast/OARP

allowing each to feed traffic to the other to the markets they serve best. Greater Cleveland can be a leader in this for perhaps as little as \$15 million to \$25 million to construct the necessary infrastructure.

Bike/hike trails get funds

The following local projects recently received transportation funding:

- Cleveland Lakefront Bikeway, Phase 2 — \$340,980 for a paved path, tunnel, and signs to mark a shared route from E. 9th Street to Cleveland's western border, utilizing the existing path in Edgewater State Park (total of 6.42 miles).
- Oakwood Fitness Trail, Phase 3 — \$334,721 for Richmond Road Bikeway, 10-foot wide path on west side of Richmond from Broadway Avenue to Forbes Road.
- Bath Nature Preserve North Fork Trail — \$300,194 for a bridge over North Fork Creek and an underpass at Cleveland-Massillon Road.
- Silver Lake Hike and Bike Trail Extension — \$33,600 to improve the drainage and wearing surface of an unimproved section of the Metro Parks Serving Summit County's Hike & Bike Trail within the village limits.

Driven to spend

A new study of spending in major metropolitan areas finds that sprawl drives up transportation costs, and the households in Cleveland-Akron pay about 18 cents of every dollar on getting around the community.

Driven to Spend by the Surface Transportation Policy Project and the Center for Neighborhood Technology uses Consumer Expenditure Survey data to rank 28 large metropolitan areas by what portion of household expenditures are devoted to transportation. Cleveland-Akron households spend an average of \$6,384 per year on transportation, with more than 95 percent of

that going toward automobiles.

The study finds that in the most sprawling metro areas surveyed, households spend an average of \$1,300 more on transportation than households in the least sprawling areas. Detailed analysis of neighborhoods within metro areas finds that household automobile costs are often thousands of dollars higher in sprawling neighborhoods with poor transportation choices.

Sprawl increases distances and reduces travel choices, requiring car ownership and driving up transportation costs. About 75 percent of automobile costs go toward simply owning a car, without ever driving a mile.

The study says most American families spend more on transportation than on health care, education, or food. In the Cleveland-Akron area, households spend more on transportation than any other single category, including housing.

High transportation expenses can hurt family finances by shifting money away from an investment in home ownership and toward a car, an asset that depreciates rapidly. While a less expensive home far from town may seem to be a good bargain, many families end up spending more on vehicles to reach that home. Every \$10,000 invested in a home can reap \$4,730 in equity over ten years, while every \$10,000 spent on automobiles will yield just \$910.

The full report, along with the Ohio state fact sheets, can be found at www.transact.org.

Insurance discounts for SUVs?

State Farm, the nation's biggest auto insurer, recently announced a shift in its pricing policies that will cut medical coverage rates

for drivers of the biggest cars, trucks and sport utility vehicles, based on claims data showing them to be the safest. Consumer safety experts immediately criticized State Farm's move, saying it will penalize drivers of smaller vehicles who are more likely to be hurt in a crash.

But justice may be served. State Farm and other insurance companies may raise liability rates for SUVs because of the damage they cause to other vehicles. And since liability coverage usually costs much more than medical, SUV owners could end up paying more.

School sprawl

In a new report released during National Education Week, "Historic Neighborhood Schools in the Age of Sprawl: Why Johnny Can't Walk to School," the National Trust for Historic Preservation contends that public policies, including excessive acreage requirements, funding formulas and planning code exemptions, are promoting the spread of mega-school sprawl on outlying, undeveloped land at the expense of small, walkable, community-centered schools in older neighborhoods. Among its recommendations, the National Trust suggests eliminating arbitrary acreage standards, funding biases, and certain zoning exemptions that undermine the public's ability to maintain older and historic schools as centers of community life and learning.

See the report at www.nthp.org.

— *Transportation news compiled by Ryan McKenzie, with assistance from Shannon Harps of the Ohio Sierra Club*

Rapid station groundbreaking kicks off EcoVillage development

Can public transit be a catalyst for neighborhood development? Can neighborhood development bring more people and activity to support the use of transit? Can both work together in mutually beneficial ways to protect the environment?

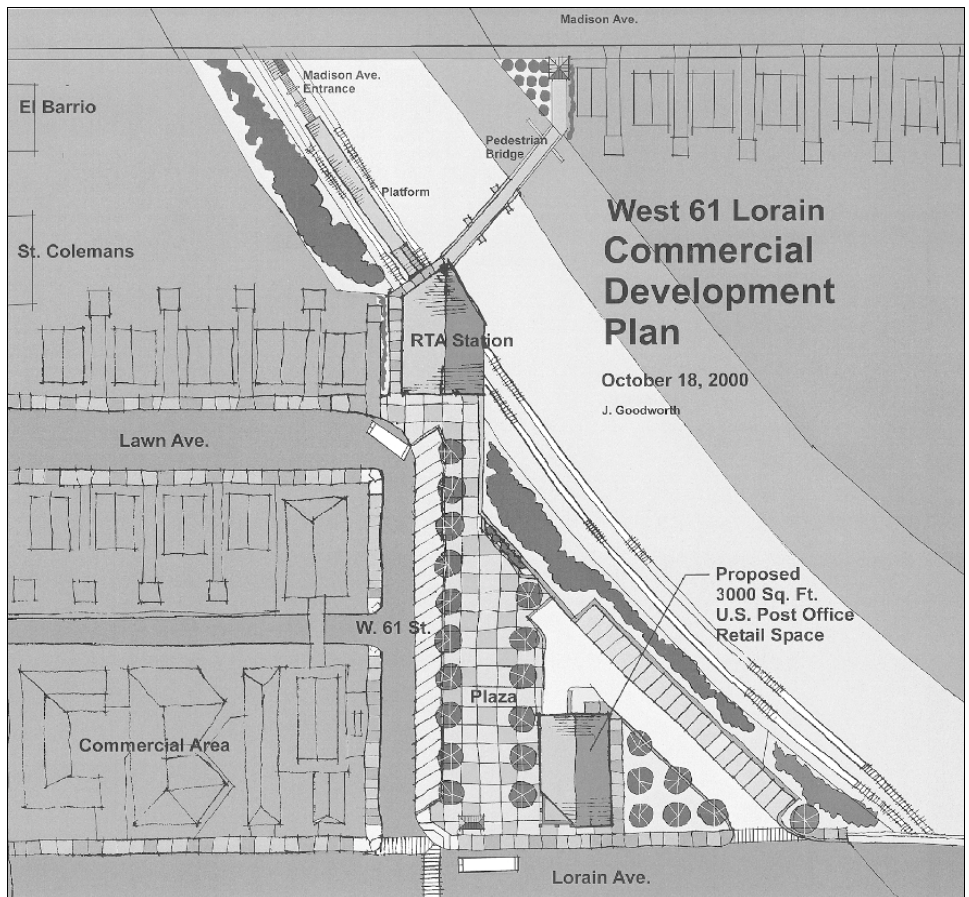
The Cleveland EcoVillage project aims to prove that the answer to all these questions is yes. And the project took a major step forward on November 2, as ground was broken for a \$4 million redevelopment of the W. 65th Street Rapid Transit station on the RTA Red Line.

A few years ago, the Greater Cleveland Regional Transit Authority talked about closing the old station because it was decrepit, dangerous, and hardly anyone used it. But the residents of the Detroit Shoreway neighborhood rallied to save the station. Hundreds of people turned out to public meetings to convince RTA that improved rail transit could be a vital part of the community.

RTA officials were also persuaded by the energy and interest generated by the EcoVillage project, a partnership between the Detroit Shoreway Community Development Organization and EcoCity Cleveland. The EcoVillage site is centered on the area of the neighborhood within easy walking distance of the W. 65th Street Rapid (about a quarter-mile radius around the station). Within that area, the project is promoting the development of homes and businesses that incorporate the latest environmental thinking and are expressly linked to transit – so EcoVillage residents can live, shop, and work within a convenient, walkable neighborhood and reduce the amount of environmentally-



Neglected asset: The existing W. 65th Rapid station.



RTA site plan for the redeveloped W. 65th Rapid Station, including high-visibility entrance from Lorain Avenue and opportunities for mixed-use commercial development.

damaging driving they have to do in cars.

“We believe this project will provide this neighborhood with better public transportation, bring back some residents, and positively impact the entire community,” said RTA general manager Joe Calabrese at the groundbreaking ceremony. “We thank our partners in this project for their continued support – Councilman Timothy Melena and the city administration, the Detroit Shoreway Community Development Organization, and EcoCity Cleveland. Without them, we would not be here today.”

Residents’ ideas

Referring to the potential impact of a rail transit line that links the neighborhood to downtown and the airport, Ward 17 Councilman Melena added, “You don’t get resources like RTA Rapid stations every day.” And he commended RTA for working with local residents in several design workshops and incorporating their ideas into the plans for the new station.

The features include:

- A 1,200 square foot station designed to complement the architecture of surrounding houses.
- A prominent entrance off Lorain Avenue (the current station is buried in the middle of a block and is practically invisible from the main streets).
- Space for a heated waiting area, RTA police mini-station, and a concession area

for a coffee shop or other vendor.

- Preservation of a foot bridge over the Rapid tracks to maintain convenient access to the station.
- Public art to enliven the station.
- Purchase of an adjoining used car lot on Lorain Avenue as a site for future development (one possibility is a post office, which would be an activity center that would draw riders to the station).

Green features

In keeping with the ecovillage theme, the station also will include a number of “green” features:

- Enlarged windows on the south side for natural light and warmth.
- Passive solar heating techniques demonstrated with dark floors to absorb heat and ventilation controlled through the roof.
- Roof made of recycled metal and painted to match the copper patina of neighboring St. Coleman’s Church.
- Decorative rosetta window made from recycled glass.
- Rainwater collection system to retain stormwater for watering the grounds.
- Benches made from recycled tires and concrete.
- Landscaping with hardy native plants.
- Experimental photovoltaic system to light the RTA logo.

The new Rapid station will be a major public investment in a neighborhood where the promise of transit can be realized — in the use of environmentally-friendly transportation and in compact development that gives people convenient access to transit options. Construction of the station is expected to be complete in April 2002. It should be an exciting centerpiece for an urban neighborhood that is rebuilding with the environment in mind. □

Contacts

For more information about the new W. 65th Rapid station and the Cleveland EcoVillage project:

- David Rowe, EcoVillage project manager, Detroit Shoreway Community Development Organization, 216-961-4242.
- Manda Gillespie, EcoCity Cleveland, 216-932-3007.
- John Goodworth, Greater Cleveland RTA, 216-566-5100.



“People ask if RTA is a development company or a transit agency. I say that if we do a good job with transit, the development will follow.”
— RTA general manager Joe Calabrese at the groundbreaking for the redevelopment of the W. 65th Street Rapid Transit station on Nov. 2.

Photo by Manda Gillespie



Helping to break ground for the new Rapid Transit station are (left to right):

- Bill Whitney, director of the Detroit Shoreway Community Development Organization
- Susan Axelrod of the Mayor’s office
- Timothy Melena, councilman of Ward 17
- Joe Calabrese, general manager of RTA
- David Beach, director of EcoCity Cleveland
- Allan Krulak, board member of RTA



No welcome: The current entrance to the W. 65th Rapid is hidden by weeds and chain link fencing. The station platform is down in a ravine. Many people don’t even know the station exists.



New station house: The redeveloped Rapid station will rise above the ravine and be a beacon for the neighborhood.

Drawing by John Goodworth/RTA

Progress in the Cleveland EcoVillage

After several years of community discussions and planning, the Cleveland EcoVillage project started to show visible progress in 2000. In addition to the groundbreaking for a redeveloped Rapid Transit station, there were a number of other developments:

- The project partners — the Detroit Shoreway Community Development Organization and EcoCity Cleveland — named community and technical advisory committees to assure the project takes advantage of the best thinking available (see list of committee members on the next page).

- The Detroit Shoreway Community Development Organization acquired property along W. 58th St. for a 20-unit housing development, the EcoVillage's first major housing initiative. EcoCity Cleveland received funding from the George Gund Foundation and the Cleveland Foundation assist with the ecological design of the development. National green building experts will assure state-of-the-art design and construction, while EcoCity Cleveland will document the process and organize a series of green building training opportunities for the building industry in Northeast Ohio. (See page 13 for an explanation of "green building.")

- The first EcoVillage community garden was established as a partnership between the El Barrio social service agency and St. Stephen's Church, with funding from local businesses and a Cleveland CityWorks grant. The garden helped transform unsightly vacant lots on Ithaca Court into raised-bed gardens for local residents. The Ohio State University Extension Service urban gardening program assisted the project.



Vacant lot comes alive: The EcoVillage project helped organize an urban garden for neighborhood residents.

Photo by Manda Gillespie

- Local green building expert Jim LaRue was hired with funding from the George Gund Foundation to study Cleveland's building codes and propose performance standards to encourage residential construction that is more energy efficient, less wasteful of materials, and that can employ other green building techniques. LaRue also advised EcoVillage residents on how to retrofit existing homes using environmentally preferred methods.

- GreenBuilt, Ltd., a local green developer, acquired sites in the EcoVillage to build two prototype single-family homes, each which will heat for less than \$400 per year and incorporate other aspects of green design, as well be beautiful additions to the neighborhood. (See page 12 for more about GreenBuilt's first amazing house in Cleveland.)

- The Foundation for Environmental Education, Key Bank, and Wire-Net donated a 1-kilowatt solar panel system to Gallagher Middle School, a Cleveland public school near the EcoVillage. The solar panel will not only generate a small amount of electricity for the school but will be used as an educational resource for the students and teachers. It will be installed by the spring.

- With the support of Councilman Tim

Melena, Detroit Shoreway is working on a Lorain Avenue planning and marketing study to evaluate needed street improvements in the area of the EcoVillage.

Coming up in 2001

In the coming year, progress in the EcoVillage will accelerate. Here are some developments to look forward to:

- Over the winter, there will be a community meeting for area residents to discuss design options for the new housing development on W. 58th St.

- In the spring, there will be a design workshop to allow architects and other building professionals in the region to work with the W. 58th St. development team of architects and a national green building consultant to understand how to incorporate green design into a project.

- Next summer the EcoVillage community garden will expand and have almost double the participants.

- By next fall, the construction of new homes and the beginnings of a new Rapid Transit station will be visible in the Cleveland EcoVillage.

All this activity shows the possibilities that can be created with an effective partnership of a nonprofit community development organization like Detroit Shoreway and an environmental organization like EcoCity Cleveland. It's all about bringing together the skills to do development projects and the latest environmental thinking about building technology and urban design. □



Development site: A site on W. 58th Street composed of mostly vacant lots will soon have up to 20 new homes.

EcoVillage advisory committees

To assure that the Cleveland EcoVillage project benefits from the best thinking available, two advisory committees have been organized. A community advisory committee is composed of local residents and business owners who are committed to the future of the neighborhood. And a technical advisory committee includes local and national experts in ecological design, construction and planning. Members are listed below.

Community advisory committee

Pete Accorti
John Brown
George and Patricia Clement
Paul Edelman
Paul Gibbons
Dennis Grady
Eileen Kelly
Andy Kyprianou
Christopher Larson
Elaine Marquard
Pete Menyhart
Tom Minotas
Pam Mizer
Shirley Panagopoulos
Elton Raines
Tina Ramser

Technical advisory committee

Timothy Beatley, University of Virginia
School of Architecture
Abe Bruckman, local planner
Kevin Burke, William McDonough + Partners
Barb Clint, ParkWorks
Paul Downton and Cherie Hoyle, Urban
Ecology Australia
John Goodworth, Greater Cleveland RTA
Soren Hansen, Build Up Greater Cleveland
Mark Hobericht, NASA Glenn Research
Center and Natural Building
Sadhu Johnston, Cleveland Green Building
Coalition
Wendy Kellogg, CSU College of Urban Affairs
Kim Kimlin, local economic development
consultant
Bob Kobet, Hanson Design Group
Jim LaRue, GreenBuilt Inc.
Jean Loria, CW Waterworks
Kathleen O'Neill and Dennis Rinehart, OSU
Extension
Rachel Peterson, Urban Ecology (San
Francisco Bay Area)
Joe Pustai, eQuest Engineering
Patty Stevens, Schmidt Copeland Parker
Stevens
Kathleen Tark, City Architecture

THE PLAIN DEALER

WEDNESDAY, NOVEMBER 8, 2000

Miracle above the gulch

Plowing \$4 million into a rapid transit station used by about 200 riders a day may seem an extravagantly wasteful gesture by the Regional Transit Authority.

But since plans exist to transform the run-down neighborhood into one of new homes, businesses, gardens and parks, the RTA has reason to be confident that a more prosperous future is ahead for its W. 65th St. rapid stop.

Indeed, the planned new station, to be built adjacent to a plaza and perhaps a new post office, will be a beacon for the neighborhood. It will replace one that has been described as little more than a wooden platform in a railway gulch.

For that and other reasons, the station repels rather than attracts customers.

For one thing, it is not actually on W. 65th St., a major cross-town artery, but on W. 61st, between Lorain and Madison Aves. It has been associated with crime, including a murder.

An RTA planner called it "a very foreboding place."

Yet when the agency announced plans in 1997 to close the station, 130 people showed up at a neighborhood meeting to protest. Residents pointed out that other RTA stations were undergoing facelifts and said that

if W. 65th were given an attractive new look and made safe, its neighbors would use it.

Other stations on the western leg of the Red Line — West Side Market, West Boulevard and Triskett — have been given striking new appearances as part of a multimillion-dollar refurbishing of the Airport-Windermere route, which was mostly built in the early 1950s.

Despite the neighborhood's opposition, the case for closing W. 65th St. would have been hard to refute, had no other change been planned for the area. By the same token, investment on the scale planned by the RTA would have been unwarranted without two nonprofit groups' plans to build a mix of environmentally friendly three-story retail and apartment buildings and other housing aimed at diverse economic and ethnic groups.

The groups — Detroit Shoreway Community Development Corp. and EcoCity Cleveland — also plan to renovate existing homes and businesses. An emphasis would be placed on saving energy, a goal that the RTA is ideally equipped to promote.

We wish all three success. Combined, they present a bold, exciting vision that could write a stirring new chapter in the story of Cleveland's inner-city revival.

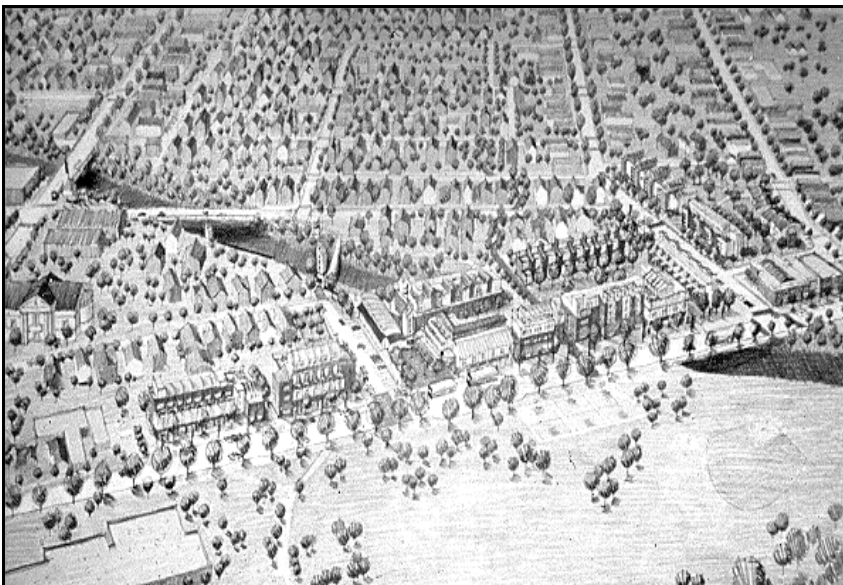
"...a model for urban redevelopment"

In November, the Cleveland EcoVillage project received a special "Church in the City" award from the Commission on Catholic Community Action and Cleveland Bishop Anthony Pilla. The Commission recognized the EcoVillage for being:

...a model for urban redevelopment that addresses environmental, economic, and social problems that impact the entire region. We salute EcoCity Cleveland and the Detroit Shoreway Community Development Organization for involving neighborhood organizations and churches, as well as professional consultants, politicians, and business leaders in the planning process that has strengthened and empowered the Detroit Shoreway community. The project fully demonstrates the Church in the City concept of people working together toward a greater good.

What is the Cleveland EcoVillage?

The Cleveland EcoVillage is a national demonstration project with the goal of developing a model urban village that will realize the potential of urban life in the most ecological way possible. The EcoVillage will unite the latest Green Building ideas (energy efficiency, passive solar design, nontoxic building materials, considerations of life-cycle costs, wastewater treatment with living machines) with the



Ideas for the future: Conceptual drawing of possible development opportunities around the W. 65th Street Rapid Station (from the EcoVillage concept plan by City Architecture). The drawing looks north from I-90; the main street in the foreground is Lorain Avenue.

best thinking of the New Urbanism movement (pedestrian-friendly streets, mixed-uses, proximity to transit, urban green space). The project already has received national recognition in the form of a Sustainable Development Challenge Grant from the U.S. Environmental Protection Agency.

Why do it?

Older cities like Cleveland are now being redeveloped, and it is vital that this regeneration take into account ecological design and long-term sustainability. The EcoVillage project can create a model for other neighborhoods in Cleveland. We can start to put Cleveland on the map as a "green city." And by improving the quality of urban life, we will reduce pressures for wasteful urban sprawl. Other cities are advancing these concepts. For instance, New York has green tax credits, green building guidelines and the first green skyscraper at Four Times Square. Pittsburgh has programs for the greening of residential neighborhoods and the first environmentally-friendly convention center. Ecological design can play a powerful role in preserving and restoring American cities – and enabling our society to meet the challenges of the 21st century.

Who are the partners?

The Cleveland EcoVillage project is a partnership between one of Cleveland's leading neighborhood-based development organizations, the Detroit Shoreway Community Development Organization, and a nationally-recognized environmental planning organization, EcoCity Cleveland. In addition to these main partners, the project involves the Greater Cleveland RTA, private developers, the City of Cleveland, other neighborhood development organizations and other environmental organizations, such as the Cleveland Green Building Coalition.

What is the location?

The EcoVillage planning area centers on the W. 65th Street Rapid Station and surrounding neighborhood on the west side of Cleveland. It is an ethnically diverse community with residents of low to moderate incomes. Development opportunities include the Rapid Station, adjacent commercial strip, and vacant lots for infill housing. Existing homes and businesses can be rehabbed to the latest green standards.

What design concepts are being considered?

With a new Rapid Station as a catalyst for redevelopment, the EcoVillage can become a transit-centered village, with mixed-use developments centered on the Rapid Station, higher density housing in proximity to transit, and pedestrian/bike links throughout the neighborhood. Innovative housing concepts, such as cohousing, are also being considered. All new construction and rehabilitation will strive to meet the highest standards of green building.

What environmental programs might be included?

In addition to new development, the EcoVillage is planning for neighborhood programs for recycling, urban gardening, habitat restoration, environmental education, development of environmental businesses and jobs.

What are the funding sources?

Initial planning for the EcoVillage has been supported by the George Gund Foundation, the Katherine and Lee Chilcote Foundation, and the Cleveland Cityworks program. Funding for a project manager has been provided by U.S. EPA. Ecological design assistance for a new housing development on W. 58th Street has been funded by the George Gund Foundation and the Cleveland Foundation. Future phases of the EcoVillage will likely be supported by local and national foundations, federal agencies, building materials manufacturers, financing through utilities and location-efficient mortgages, and investments by private developers.

EcoVillages:

Building communities without compromise

What does it really cost us to live in the places we call home?

We seldom ask this question, or at least we don't ask it completely. There are at least three kinds of costs associated with where we live: 1) our own household costs; 2) the public sector costs to sustain our community; and 3) the less quantifiable social costs of certain kinds of communities. We often think about the first kind of costs, but not the last two.

The household costs are, theoretically, the easiest to measure. Where you live affects your cost of housing, your job opportunities and income potential, and many other line items in your household budget. For example, you may choose to move from Cuyahoga County to Lorain County for lower housing prices, lower taxes and lower car insurance costs. But you may end up with much higher transportation costs as you commute farther to work. A recent study found that the average Northeast Ohio household spends \$6,384 per year on transportation — nearly 18 cents out of every dollar, or more than is spent on health care, education, food, or even housing.

Larger costs

Where you live also affects the public costs to sustain your larger community. A move to a new suburb may include the costs of new roads, extending sewer and water lines, building new schools, and duplicating other services that already exist in other parts of the metropolitan area. If you live in a community that requires your family to have a car—or, more likely, multiple cars—the public costs of this extend far beyond the transportation costs to you.

According to some experts, if you take into account the pollution and waste associated with the production, use, and disposal of an automobile as well as the complete costs of the oil it uses as fuel, the initial cost of a typical car would be at least \$100,000, and a tank of gas would be \$250. If we are paying so much less for our cars and gasoline now, who is making up the difference? We all are. We pay tax dollars to fund hazardous waste clean-ups. We pay subsidies to the oil industry and taxes to the military to defend foreign oil fields. And our children will pay tomorrow in the form of lost environmental quality. Transportation is not the only example: we are also paying in many other ways for lost farmland, water pollution, air pollution, and energy consumption that are associated with our choices of where to live.

The remaining costs associated with where we live — social costs — are the most nebulous, but they are directly related to our well-being. If we all move so that older cities become disinvested shells and

sprawling suburbs become monotonous seas of traffic congestion, who will pay the costs of social isolation and alienation, degraded sense of safety, and missing connections to nature? What price tag do we put on our time—the increased hours spent commuting between work and home, juggling family needs, and getting between restaurant, grocery store, school and home? Just because we don't measure these costs in the Gross Domestic Product does not mean they are not real. We are already paying the price. Our children will continue to pay it.

Communities without trade-offs

Ideally, we should have communities that don't force us into unfortunate trade-offs between these different costs. But today many people feel forced to spend more money, use more resources, and waste more time in order to feel a greater sense of safety. Or they compromise access to nature in order to have shorter commutes and the opportunity to walk to the grocery store.

The goal of an ecovillage, as conceived for the Cleveland EcoVillage project, is to create a community where these trade-offs won't be so drastic. Ecovillages should allow people to live affordably, have transportation options, maximize free time, reduce social and environmental costs, and maximize healthy social environments.

It's a lot to ask for. But we should demand nothing less than great places that help us live well while reducing our impact on the earth.

— Manda M. Gillespie



EcoVillage view: The Detroit Shoreway neighborhood, just two stops on the Red Line from downtown Cleveland.

Cleveland's greenest home

A new kind of home can be found at 4301 E. 71st Street in Cleveland's Slavic Village neighborhood. From the outside it looks like many of the other wood-frame homes in the neighborhood. But from the inside one can see the special design features that make it the city's first affordable "green" home – a home that can heat for less than \$300 a year and that provides a remarkably healthy indoor environment for its owners.

The 2,200-square-foot home was constructed recently by GreenBuilt Homes, Ltd., a local partnership comprised of Jim LaRue (aka "The HouseMender"), Phil Davis, Carlton Rush, and Tesco Builders, Inc. It was designed by Building Science Corp. and Betsy Pettit Architects, Boston-based experts in green building techniques. The project was supported by the Building American program of the U.S. Department of Energy.

Features of the house include:

- A tight building envelope to seal cracks and minimize heat gain or loss. Details include a well insulated outer wall and high-efficiency windows with double glazings.

- Energy-conserving insulation, including insulated subslab and foundation walls under the house and a roof with R-30 insulation between the rafters, R-5 styrofoam insulation on the inside of the rafters, and R-38 cellulose insulation in the collar beam area.

- Healthy building materials, such as kitchen countertops made of straw bonded together with resins that don't off-gas hazardous volatile organic compounds. Low-toxic paints were used throughout the house, and materials made of particle board were sealed to reduce chances of chemical off-gassing.

- Water-saving devices installed on sinks, showers, and bath tub.

- Energy-efficient, compact fluorescent lighting throughout the house.



Prototype green house: The GreenBuilt home on Cleveland's east side provides affordable comfort while being easy on the environment.

Photo by Manda Gillespie

- Roof with a southern exposure not visible from the street that has been designed for future installation of photovoltaic panels (solar cells that generate electricity from sunlight).

- Wiring for phone and cable service in each room for maximum space flexibility.

- Recycled materials, including carpeting made of recycled plastic bottles and siding made of 90 percent recycled vinyl.

The home is so well insulated and efficient that it can be heated by the hot water tank. Total energy consumption for heating is less than a third of a conventional house. Yet the rooms are spacious and flooded with natural light.

GreenBuilt Homes plans to build similar homes in Cleveland, including two next year in the Detroit Shoreway neighborhood as part of the Cleveland EcoVillage project. The firm seeks to set a new standard for low/moderate income housing in the city – housing that provides superior health and safety, comfort, affordability, energy efficiency, and resource efficiency.

The house on E. 71st is selling for \$169,500, and subsidized financing is available. For more information, call Slavic Village Development at 216-429-1182, ext. 110.

Building green

Green building is building so that the least damage is done to the earth and we make sure there will be enough of everything for the next generation. This means we should:

- Make appropriate use of the land.
- Make efficient use of natural resources.
- Enhance the human health of the builders and homeowners.
- Use non-toxic materials and local materials to assist the local economy.
- Preserve plants, animals, endangered species and natural habitats.
- Protect agricultural, cultural and archeological resources.
- Reduce total lifetime energy use.
- Make the structure economical to build and operate.
- Demonstrate recyclability of all the materials used.
- Create a building that has a positive effect on occupants in the working and living space.

Source: *Greenbuilding Guide* of the City of Austin, Texas

Green principles for ecovillage development

As more and more green development projects are built around the world, it's becoming easier to judge what is cutting-edge in the field. The following list suggests principles for achieving truly green development appropriate for an ecovillage.

The latest alternative energy technology.

Though it's not necessary to be "off the grid," a development should include alternative energy technology (e.g., solar panels, window glazings, wind-to-electricity generators and/or hydrogen fuel cells) not just for demonstration but for total energy savings.

Design for optimal energy performance.

This includes the positioning of the development to make the most of the sun's energy, building in creative designs to optimize daylighting, including gray water re-use into the design of the structure (gray water is household wastewater from sinks and showers, not from toilets), and planning for high energy efficiency.

Permaculture as a design technique.

A development from the size of one home to multiple-unit town homes should be designed to deal creatively with stormwater run-off, should feature native and edible plants and should include space for community gardening. Part of proper landscape design is reducing the need for maintenance—little or no mowing or fertilizers and no pesticides or herbicides are needed to have a beautiful and productive yard if properly designed. Dealing with stormwater run-off not only suggests such techniques as decreasing the amount of impermeable surfaces but incorporating tools such as "green" roofs or rain-barrels into building design.

Healthy homes—materials in all buildings should meet the highest green building standards for health.

All paints, stains, and finishes should emit the lowest possible VOCs (volatile organic compounds), carpets should be eliminated or designed not to off-gas harmful chemicals, garages should be separated from living spaces or appropriate fans and ventilation built into both home and garage. The same attention to air quality should be paid to appliances and furnishings. Energy-efficient homes are most often tightly sealed homes, making air quality and ventilation issues even more important.

Low-embodied energy, the basic tenets of green building.

Green building includes attention to energy efficiency, green energy technologies, healthy indoor air quality, relationship to place, longevity of building design, and more. One tool used to measure over-all "green-ness" of a building is its embodied energy. Buildings and developments striving to be green should minimize the over-all energy required in the design, building, construction, development, use, re-use, and disassembly—all parts of the total "embodied energy" of the building.

Density as a design goal.

A successful urban ecovillage should demonstrate effective

techniques for doing dense development well, exhibiting an appropriate balance of public and private spaces and ensuring privacy while making the most of the land available. This is a key component in both green development and good urban redevelopment.

New Urbanist community design.

The New Urbanism movement has greatly advanced the way we think of community design. A successful ecovillage should demonstrate the principles of New Urbanism by including prominent sidewalks, placing homes and shops closer to the street and including porches and common greenspaces. Another basic design principle of New Urbanism is that any development or community should be designed to encourage pedestrian rather than automobile traffic.

Affordability and diversity of housing types.

Many ecological developments are not very affordable. This is an important issue for the Cleveland EcoVillage, which is located in a low- to moderate-income neighborhood. To reduce development costs, it is possible to partner with organizations such as Habit for Humanity or government programs such as Rebuild America. Other possibilities include designing affordability into the project by creating smaller units, adding mother-in-law or rental suites onto some units, or subsidizing a few units and then capping their re-sale value.

Community participation.

Many ecovillages and community redevelopment models from other areas have attributed the success of their projects to effective community participation. The Cleveland EcoVillage should continue to build upon its strong community involvement base by requiring community design workshops for all new developments.

Designing for co-housing potential.

Co-housing is a central feature of many ecovillage projects. By sharing kitchens, dining areas, yards and expensive tools, co-housing residents can live more affordably, reduce their environmental impacts, and develop a community of friends. The Cleveland EcoVillage should pay attention to building common spaces that will allow for future co-housing potential. This might include the development of a small community center with a common kitchen and play area, as well as common outdoor spaces for gardens, socializing, and fun.

Design adaptability.

Developments should be designed for future adaptability. It should be easy to update buildings with the latest energy technologies as they become available, as well as possible to re-use the buildings for different uses in the future.

Testing of building performance.

Testing to see if a building is performing up to design specifications is a key component of successful green building. The developer and architect need to ensure they build-in the time and money needed for this process—referred to as building commissioning.

— Compiled by Manda M. Gillespie, EcoCity Cleveland



Preserving and improving existing housing should be a primary goal of ecovillage development.

A second chance for Main Street

In the cover story of our last issue, “Saturated with Stores,” we summarized the findings of a major study of retail development in Northeast Ohio. The study by local planning agencies found that there has been a tremendous growth in the amount of suburban retail in the region, and current zoning will allow much more. Not only is there concern about overbuilding in some parts of the region but also concern about the decline of older retail districts where locally-owned stores are struggling to compete against the “big box” stores of national chains.

Tired of the mall

But there are signs the development tide is shifting. Real estate experts are starting to realize that people are growing weary of monotonous suburbs with traffic congestion and strip malls.

“Even without Columbine shootings and *Newsweek* cover stories, it’s been generally accepted that America’s once-coveted suburban lifestyle is under stress,” states *Emerging Trends in Real Estate 2000*, the respected real estate investment forecast compiled by PricewaterhouseCoopers and Lend Lease.

Emerging Trends calls suburban investment a “risky play.” And it describes “how dependence on the car, poor or nonexistent regional planning, shoddy infrastructure, and unremitting construction of second-rate commodity-type projects have turned many suburban landscapes into ugly expanses with deteriorating prospects for the future.”

Back to urbanity

What’s the alternative? The latest trend is redevelopment in cities and older, pre-war suburbs — places that offer quality architecture, diverse land uses, and more compact, walkable environments.

“*Emerging Trends* interviewees repeatedly mention infill development and urban renewal projects as favored investments. ‘We’re going back to the future,’ said an investment management executive. ‘The whole issue of urban renewal — regenerating the city and the idea of place — is finally being accepted by the investor and business. Today’s poorly

conceived suburbs will be the ghettos of the future.’”

This is the feeling that is driving projects like that redevelopment of Cleveland’s old Shaker Square into a “lifestyle center” with a whole foods grocery store, bookstore, movie theater and other restaurants and shops in a pedestrian-friendly, transit-accessible setting. And this is the hope that is inspiring the planning of other projects in the inner suburbs — from



A place to be: The Coventry shopping district in Cleveland Heights offers lots to do along an interesting public street.

Cedar Center in South Euclid and University Heights to Pearl Road in Parma Heights.

Ten of Cleveland’s inner-ring suburbs that are members of the First Suburbs Consortium (Bedford, Cleveland Heights, Euclid, Garfield Heights, Lakewood, Maple Heights, Shaker Heights, South Euclid, University Heights, and Warrensville Heights) have joined forces to study how to reinvent their aging commercial districts. They are working with retail development experts from Main Street Connections, a Columbus-based consulting firm, to identify common revitalization strategies.

Strategies

Many of the study’s recommendations deal with joint marketing techniques, financing tools, and finding the right mix of stores. But an overriding issue is restoring a strong sense of place to these districts — a sense of place that, in many cases, has been eroded in recent years by the intrusion of ugly, automobile-oriented development (such as generic chain stores set back from the street and surrounded by parking).

The Main Street Connections study offers a long list of strategies aimed at restoring the physical characteristics that make older commercial districts special (see next page). The message is that urban places should not try to copy suburban commercial models. Competitive advantage lies in celebrating the uniqueness and charm of older communities that grew up around streetcars rather than interstate highways.

Residents of these communities are

increasingly aware of the need to protect and restore the special quality of their urban places. For example, this was a major theme of the community visioning process that occurred recently in Cleveland Heights.

Citizens in Cleveland Heights have even organized a new advocacy group, FutureHeights, that will promote residential and commercial development that is compatible with the city’s distinctive character as a walkable, streetcar suburb. The group advocates:

- New building which respects the human scale and design principles of existing neighborhoods.

- Progressive design, creative re-use, and historic preservation.

- Pedestrian-friendly streets and commercial districts.

- Commercial development that includes a mix of uses — shopping, office, and residential.

- Locally-owned businesses and merchants.

It won’t be easy for Main Streets to compete with Wal-Mart and the other big box retailers scattered along the highway. But supporters hope that great neighborhoods with attractive public spaces will ultimately triumph over strip malls and parking lots. □

For more information

- Cuyahoga County Planning Commission, 216-443-3700 or <http://planning.co.cuyahoga.oh.us>.

- First Suburbs Consortium, 216-291-2854.

- Main Street Connections, 614-844-5705.

- FutureHeights, e-mail FutureHeights@aol.com.



“Unfortunately, most new retail complexes do not conform to the principles of sustainability...”

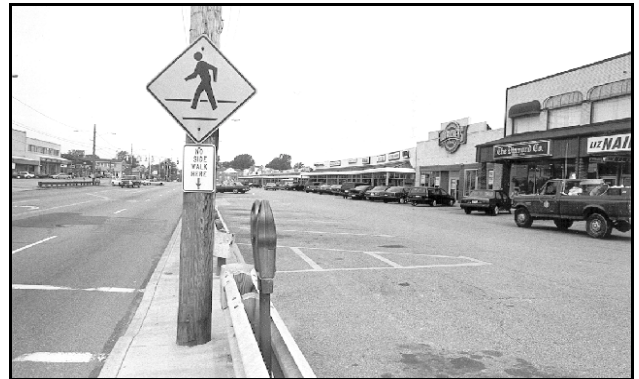
As a result of the continuing efforts of local communities to increase non-residential tax revenues, retail development is often encouraged because it provides employment opportunities, generates significant tax revenues and serves as a venue for local residents to purchase goods and services. It is therefore understandable why many communities have provided inducements to developers to attract this type of development.

Unfortunately, most new retail complexes do not conform to the principles of sustainability which are critical to the success of the smart growth movement. Sprawling retail development results in massive energy consumption, generates stormwater runoff which impacts downstream areas and disrupts established neighborhood retail districts by providing direct competition for their stores. Retail sprawl is fueled by a number of factors, including accelerated tax depreciation, excessive retail zoned land, high commercial property values, outmigration, and public decisions to extend or improve infrastructure in undeveloped areas.

— *Northeast Ohio Regional Retail Analysis, 2000*, prepared by the Cuyahoga County Planning Commission for the Northeast Ohio Areawide Coordinating Agency

Strategies for older commercial districts

- Make preservation of architectural heritage a priority.
- In urban districts where a majority of existing structures are located at the sidewalk, create continuous retail facade lines on the first floor by eliminating blank walls and filling in empty spaces such as parking lots with appropriate new developments; moving office uses to the edges or upper floors of the district; mirroring the facade line on both sides of the street to eliminate one-sided corridors.
- Corners are the key! Gas stations, drug stores, fast food and similar operations with setbacks and multiple curb cuts should either be discouraged from locating at key corners or required to build structures that complement the surrounding urban environment and encourage redevelopment of adjacent properties.
- Maximize visibility and appeal of retail storefronts through effective signage, storefront design and window merchandising.
- Consider views and sightlines to storefronts when planning and installing landscaping and amenities.
- Cluster retail in the center of the district in spaces adjacent to or across from other retail located within the district.
- Avoid mid-block curb cuts that deter pedestrian movement.
- Create separation between autos and pedestrians with on-street parking, curbs, wider sidewalks where appropriate, landscaping and amenities.
- Strengthen visibility, safety and attractiveness of pedestrian crosswalks.
- In urban districts, use traffic-calming techniques to slow vehicular traffic.
- Encourage additional community bus circulators and plan stops in commercial districts.
- Focus future development at anticipated and/or planned new transit stops.
- Connect commercial districts to bikeways and make the districts bicycle friendly with signage, bike lanes, bike racks, etc.
- Increase on-street parking where possible. Enforce appropriate parking restrictions to preserve prime spots for shoppers and visitors.
- Screen parking lots with attractive, low landscaping, fencing, etc.
- Where possible, add parking at the rears of buildings, enhance the appearance of building rears, create multiple, attractive corridors from parking areas to storefronts and combine with visible, attractive signage.
- In select cases and especially as redevelopment is successful, consider the addition of structured parking.
- Create attractive gateways into the communities and their commercial districts with attractive architectural elements and signage, especially where physical barriers currently restrict or discourage entry.
- Install comprehensive packages of identity, directional and informational signage in commercial districts.
- Create strong, attractive physical and visual links to nearby neighborhoods, civic and cultural amenities, natural resources, employment centers, etc.
- Focus infrastructure enhancements in core commercial districts.



Competitive upgrade needed: Planning has begun to turn Cedar Center in University Heights and South Euclid into a pedestrian-friendly neighborhood with a mix of shopping and housing.

— *from the Northeast Ohio First Suburbs Consortium Economic Revitalization Initiative prepared by Main Street Connections*

Big Creek gets attention

Big Creek, a severely degraded tributary of the Cuyahoga River, may be in line for a face-lift. The Northeast Ohio Areawide Coordinating Agency is working with the city of Cleveland and other partners to develop a plan to clean up the dumps and junkyards along the lower stretches of the creek. The goal is to open up the creek corridor to the public and create a trail connecting the Cleveland Metroparks Zoo and the Ohio & Erie Canal Towpath Trail.

Akron cries poverty on sewers

Water quality activists are getting tired of waiting for the city of Akron to stop treating the Cuyahoga River as a sewer. The city has completed a comprehensive study of how to stop its combined sewers from discharging raw sewage into the river when it rains. The upgrade cost: \$248 million. The political response so far from Akron officials: We don't want to spend the money.

Environmental accountability

The Ohio League of Conservation Voters is helping to hold elected officials and candidates accountable for their positions on environmental issues. Through legislative advocacy and direct political action, the bipartisan group hopes to elect a pro-environment/conservation working majority in both houses of the Ohio legislature by 2010.

For more information, see www.ohiolcv.org, or call 614-481-0512.

Fox running the hen house

Environmental activists are outraged at recent legislation that transfers regulation of factory farms from Ohio EPA to the Ohio Department of Agriculture. They say that ODA promotes factory farms and is ill-equipped to deal with the water pollution, odor, and manure waste problems created by facilities that can have a million chickens in one location.

Sprawl class on-line

Harriet Tramer, an instructor at Cleveland State University's Levin College of Urban Affairs, has developed an on-line class on urban sprawl. For more information, see <http://www.bright.net/~jumpy/index.html>, or send e-mail to harriet@wolf.csuohio.edu.

Grants for the environment

Local foundations help shape the face of Cleveland and the bioregion by giving money for environmental and urban redevelopment efforts. Here is a selection of recent grants from a few of Cleveland's larger funding sources.



The George Gund Foundation

The Gund Foundation now has subcategories within its funding category of the environment. The subcategories represented in the following grants include: conservation of natural systems, protection of human health, nonprofit capacity building, urban sprawl/smart growth, and green buildings. The Gund Foundation has recently produced a brief publication on its initial strategy for funding green building projects in the greater Cleveland area.

- Cleveland Botanical Gardens–School garden outreach program, \$100,000.
- Cuyahoga Valley Environmental Education Center–River curriculum revision project, \$50,000.
- Shaker Lakes Regional Nature Center–Nature outreach program for Cleveland youth, \$40,000.
- Harbor Heritage Society–Operating support and collections program development, \$99,890.
- St. Vincent Quadrangle, Inc. –Superior Avenue streetscape project, \$40,000.
- Cleveland Neighborhood Development Corp. –Transit-oriented development outreach, \$7,350.
- The Land Trust Alliance, Inc.–Technical assistance and training for land trusts in Ohio, \$50,000.
- The Buckeye Forest Council–Operating support, \$27,000.
- Citizens Policy Center–Ohio pollution prevention campaign to negotiate good neighbor agreements with industrial polluters, \$135,000.
- Earth Day Coalition–Operating support, \$110,000.
- Environmental Health Watch, Inc. – Indoor environmental hazards and chemical accidents programs, \$110,000.
- The Clean Air Conservancy–Neighborhood-based ozone monitoring, \$60,000.
- Rivers Unlimited–Research, education and citizen organizing on Ohio's audit privilege law, \$60,000.
- Center for Health, Environment and Justice–Education, technical assistance and organizing activities in the Great Lakes region to eliminate dioxin exposure, \$60,000.
- Sustainable Energy for Economic Development–Green Energy Ohio Project, \$7,273.

- National Audubon Society–Campaign to promote and strengthen environmental education in Ohio, \$50,000.
- American Farmland Trust–Ohio field office operating support, \$70,000.
- Ohio Association of Railroad Passengers–Public survey on rail service, \$5,000.
- EcoCity Cleveland–Technical assistance and outreach for Cleveland EcoVillage green building project, \$46,354.

Ohio & Erie Canal Association

- Cleveland Restoration Society–Preservation program, \$25,000.
- Cuyahoga Scenic Railroad–Rail car purchase, \$50,000.
- Cleveland Waterfront Coalition–Hulett/Canal Basin, \$45,000.
- Tremont West–Higbee's Mansion, \$10,000.
- Cleveland Neighborhood Development Corp.–Main Street Program, \$40,000.
- Cuyahoga County Planning Commission–Towpath Trail planning, \$100,000.
- Cuyahoga Heights–Trail conservation, \$50,000.
- Peninsula Chamber of Commerce–Promotional material, \$10,000.
- Cascade Locks Park Association–Interpretive display, \$10,000.
- Akron–Train station, \$50,000.
- Summit Metro Parks–Trail construction, \$125,000.
- Canal Fulton–Trail construction, \$100,000.
- Stark Parks–Trail construction, \$80,000.
- Massillon–Trail construction, \$100,000.
- Navarre–Trail construction, \$125,000.
- Zoar Community Association–Town Hall preservation, \$75,000.

Ohio Lake Erie Commission

Awards for Lake Erie in the 1999 large grant cycle:

- Ohio Lake Erie Buffer Team–Ohio Buffer Team initiative, \$229,635.
- Toledo Metropolitan Area Council of Governments (TMACOG) –Portage River hydrological study, \$250,000.
- Ohio State University–Wetland renovation: East Harbor State Park, \$93,712.
- Sandusky River Watershed Coalition–Watershed plan/implementation, \$122,066.
- Ohio Dept. of Natural Resources Natural Areas & Preserves–North Pond kiosk project, \$11,100.
- Portage County Health Department–Wastewater systems program, \$86,375.
- TMACOG–Maumee River storm water management district, \$155,000.



Where the pollution blows

A citizen effort to monitor ozone pollution in Cleveland has found troubling variations in pollution levels between neighborhoods – including pollution hotspots not detected by the handful of official government monitoring stations.

“The results raise serious concerns about whether current ozone environmental protection policies are adequate,” says Kevin Snape, executive director of the Clean Air Conservancy, the nonprofit organization that did the monitoring. “The results also call into question whether the current EPA air monitoring around Cleveland is sufficient to address local health concerns.”

This summer the monitoring network will be expanded, with citizens collecting data using 60 handheld monitors in numerous Cuyahoga County neighborhoods. For more information or to view the data, see www.cleanairconservancy.org or call 216-932-8999.

For official ozone pollution data for Northeast Ohio, see <http://neoair.noaca.ohiou.edu/>. Additional information on air pollution levels and urban growth in Northeast Ohio is available on the Web site of EMPACT (Environmental Monitoring for Public Access and Community Tracking) at <http://EMPACT.nhlink.net>. EMPACT is a partnership of U.S. EPA, the Northeast Ohio Areawide Coordinating Agency, Earth Day Coalition, and the Kent State University Department of Geography.

Air pollution oversight

After many years of waiting, an air pollution advisory committee finally has been named to oversee Cleveland’s Bureau of Air Pollution Control. The bureau has been plagued by rapid staff turnover and poor performance, and the new committee will help recommend improvements and will be a conduit for citizen complaints.

A number of knowledgeable citizen activists are on the committee, including Chris Trepal, co-executive director of the Earth Day Coalition and Mark Pestak, a BP chemist who lives in the Ohio City neighborhood and has led the fight against the Northeast Chemical hazardous waste facility, and Kyle Dryfuss-Wells, a Tremont resident and associate director of Chagrin River Watershed Partners.

The committee will hold regular meetings on the second Tuesday of the month. For details, call the bureau at 216-664-2300.

Election roundup

Open space preservation and development issues were hotly contested in the November election. The results were mixed. Here is a brief summary of local issues:

■ **Ohio bond issue:** The \$400 million state bond issue for open space protection and urban revitalization passed with 57% of the vote, despite the opposition of several prominent environment groups who are concerned that the funds might subsidize the state’s troubled brownfields cleanup program. Strongest voter support came from urban and sprawl counties that have seen rapid loss of open space or have the need for urban revitalization. Rural counties where open space is currently abundant did not support the issue. Now the task is to get good implementation language from the state legislature so the funds are spent effectively. Successful implementation could help convince elected officials that smart growth policies benefit Ohio.

■ **TRW rezoning:** The citizen campaign to prevent TRW’s wooded corporate campus in Lyndhurst from being turned into a big shopping center failed by a handful of votes. Opponents argued that the project’s tax benefits were overstated and that the massive development would bring more traffic and stores to an already congested area. But their arguments were drowned out by an expensive public relations blitz by the developers.

■ **Portage parks:** In its third attempt for a levy, the Portage Park District came within one frustrating percentage point of winning dedicated funding for land acquisition and staff. Park supporters now hope that their next attempt will push the issue over the top so that rapidly developing Portage County can create a proper park district before land prices skyrocket.

■ **Geauga parks:** Geauga County voters narrowly approved a 1-mill replacement levy for parkland acquisition. The additional funding will help to strike a better balance between conservation and development in the rapidly growing county.

■ **Edison Woods:** One of the biggest open space preservation opportunities in northern Ohio may be lost, as Erie County voters turned down a tax levy to buy the 1,400-acre Edison Woods. The owner of the land, FirstEnergy Corp., may now sell out to developers.

■ **West Creek:** Parma voters approved a tax hike to buy 100 acres of woods next to the new West Creek Preserve. Grassroots organizing by the West Creek Preservation Committee has mobilized Parma to create a wonderful new urban park along West Creek, a long-neglected tributary of the Cuyahoga River.

■ **Crocker Park:** By a 55% margin, Westlake voters approved a controversial zoning change that will allow 75 acres of land near Detroit and Crocker roads to be intensively developed with residences, shops, offices and restaurants. The developers say Crocker Park will be one of the region’s first “New Urbanist” developments in a suburban location – a development that features a mix of land uses in a pedestrian-oriented environment. Opponents fear that it will become a regional attraction that will exacerbate traffic congestion.

■ **Medina character:** Medina residents voted to preserve the historic residential character of their town by soundly defeating a rezoning proposal that would have allowed four homeowners on E. Washington Street to sell their property for commercial use.

Nationwide, ballot measures dealing with growth issues also achieved mixed results. Open space conservation measures again proved popular with voters, while regulatory measures to control development were more controversial. According to a post-election analysis by the Brookings Institution, “This year’s ballot measure results reflect the complexity of the growth debate. Regardless of their outcome, these measures reflect voters’ frustration with how their communities are growing. While there is no clear consensus on how to grow differently, these ballot results reflect people’s willingness to act on and experiment with a variety of solutions.”

Transitions

- **Seventh Generation**, the Lorain County environmental group, closed its doors recently because of budget troubles.

- **Richard Shatten**, director of the Center for Regional Economic Issues at Case Western Reserve University and a trustee of EcoCity Cleveland, has been appointed to the board of the Cleveland-Cuyahoga County Port Authority.

- Cleveland Heights Mayor **Ed Kelley** has been named to the Board of Trustees of the Greater Cleveland Regional Transit Authority. He was appointed by Cuyahoga County Mayors and City Managers Association, which has three seats on RTA's 10-member board. He replaces Edward Thellmann, the former Mayor of Walton Hills, who retired recently.

- RTA assistant general manager **Rose Mary Covington** is leaving the transit authority to head up the local office of the transportation engineering firm Parsons Brinckerhoff.

- After five years of dedicated volunteer work, **Tom Smith** is giving up his leadership of the Northeast Ohio Sierra Club Urban Sprawl Committee. Tom organized a regular program of meetings, put out a newsletter, and make the urban sprawl committee one of the most active of local Sierra Club committees.

- In recent months the local environmental community mourned the passing of **Arnold Gleisser** and **Foster Armstrong**. Arnold was a longtime anti-nuclear activist and promoter of energy conservation. Foster served 38 years on the faculty of the Kent State University School of Architecture and Environmental Design and founded the Urban Design Center of Northeast Ohio.

- Sustainable Energy for Sustainable Development (SEED) Ohio has merged with the Ohio Renewable Energy Organization to become **Green Energy Ohio** (GEO). The new group has experience with both wind power and solar power. For information, call 440-526-9941 or see www.GreenEnergyOhio.org.

- **Dick Munson** has resigned as executive director of the Holden Arboretum to return to college teaching. **Eliot Paine** has been named interim director.

- Ohio has a new public policy research organization with a progressive bent – **Policy Matters Ohio**. The group's director, **Amy Hanauer**, can be reached at 216-391-0900, ext. 13, or see more information at www.policymattersohio.org.

December 30

Beginners workshop in **crosscountry skiing** at Kendall Lake Shelter, Truxell Road, 2 miles east of Akron-Peninsula Rd., from 9 a.m. to noon. To register call 216-524-1497.

December 31

Celebrate the last day of the year with a Cleveland Metroparks **hike**. Beginning at 4 p.m., two locations: Mill Stream Run Reservation in Strongsville between routes 42 and 82, for information call 440-572-9990; North Chagrin Nature Center, Sunset Lane off of Rt. 91 in Mayfield Village, for information call 440-473-3370.

Weekends throughout January

The Winter Sports Center at Kendall Lake is open from 10 a.m. to 5 p.m. weekends throughout January and February for those interested in **snowshoeing and skiing** in the Cuyahoga Valley National Park, Truxell Road, two miles east of Akron-Peninsula Rd. For more information call the CVNP at 330-650-4636 or see www.dayinthevalley.com.

Throughout January

The Allen Memorial Art Museum in Oberlin displays its exhibit on the changing visions of the North American **landscape**. Call 440-775-8665 for information and museum hours.

January 3

Take a **night hike** at Eagle Creek Nature Preserve near Garrettsville beginning at 7 p.m. For information call Emliss Ricks at 330-527-5118.

January 5

Lessons in **urban geology** at the Boston Store in the Cuyahoga Valley National Park. For information call the Happy Days Visitor Center at 800-257-9477.

January 5

Owl prowl at Lake View Cemetery led by a naturalist from the Nature Center at Shaker Lakes, 7 p.m. To register, call 216-421-2665.

January 9

A workshop on the economic analysis of **green building** alternatives with Bob Stan, from 9 a.m. to noon at the Urban Design Center, 1820 Prospect Ave., Cleveland. To register contact the Cleveland Green Building Coalition at 216-732-3385 or see www.clevelandgbc.org.

January 9

Learn about **winter camping** in a series of three workshops beginning at the Happy Days Visitor Center from 7 to 9 p.m., located at SR

303, west of SR 8. For more information call the Cuyahoga Valley National Park at 330-650-4636 or see www.dayinthevalley.com.

January 9

Full-moon hike beginning at 8 p.m. from Horseshoe Pond on Major Road, one mile west of Riverview Road. For more information call the Cuyahoga Valley National Park at 330-650-4636 or see www.dayinthevalley.com.

January 13

Explore **ice caves** and formations at Nelson Ledges State Park in Portage County near Hiram with instructor Bob Faber from 9:30 a.m. to noon. For directions and registration contact the Holden Arboretum at 440-946-4400.

January 13

Stomp through **Kent Bog** beginning at 2 p.m. For information call Emliss Ricks at 330-527-5118.

January 13

The Earth Day Coalition will have a planning meeting for **EarthFest 2001** at 11 a.m. at the Cleveland Metroparks Zoo Auditorium. Everybody interested in learning about volunteer opportunities is encouraged to attend. For more information, call 216-281-6468, ext. 231.

January 16

The Cleveland Council on World Affairs will present a talk by **Jessica Tuchman Mathews**, president of the Carnegie Endowment for International Peace, at 5:45 p.m. at the Cleveland Playhouse, 8500 Euclid Ave. Mathews is an expert on environmental security, global governance and the information revolution. Tickets are \$25. Call 216-781-3730.

January 18

The **Redesigning Cleveland** for the 21st Century Speaker Series presents Joyce Lee at the Cleveland Public Library, Louis Stokes Wing, at 5:30 p.m. For more information contact the Cleveland Green Building Coalition at 216-732-3385 or see www.clevelandgbc.org.

January 23

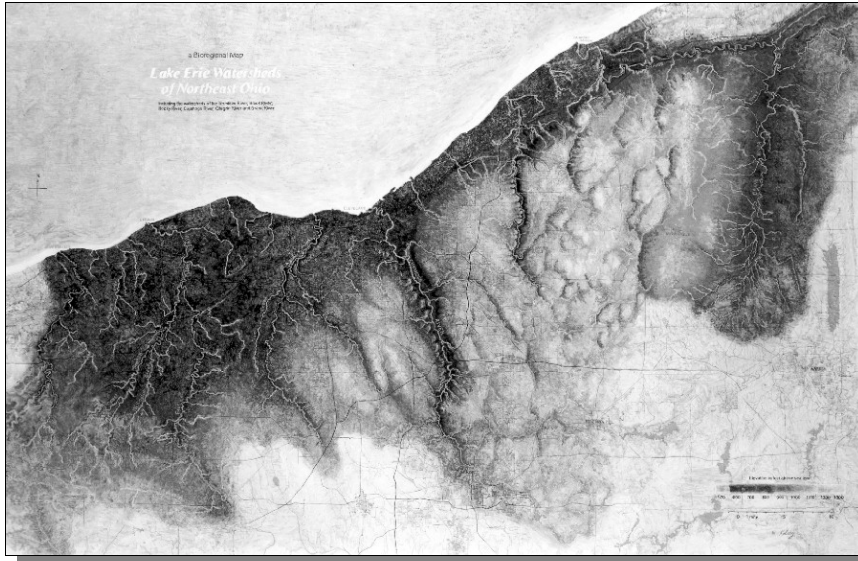
Monthly **nature book club** meeting, 6 p.m. at the Nature Center at Shaker Lakes, 2600 South Park Blvd in Shaker Heights. Call 216-321-5935.

January 27

All-day class on **native tree identification** beginning at 9 a.m. at the Holden Arboretum. For directions and registration call 440-946-4400.



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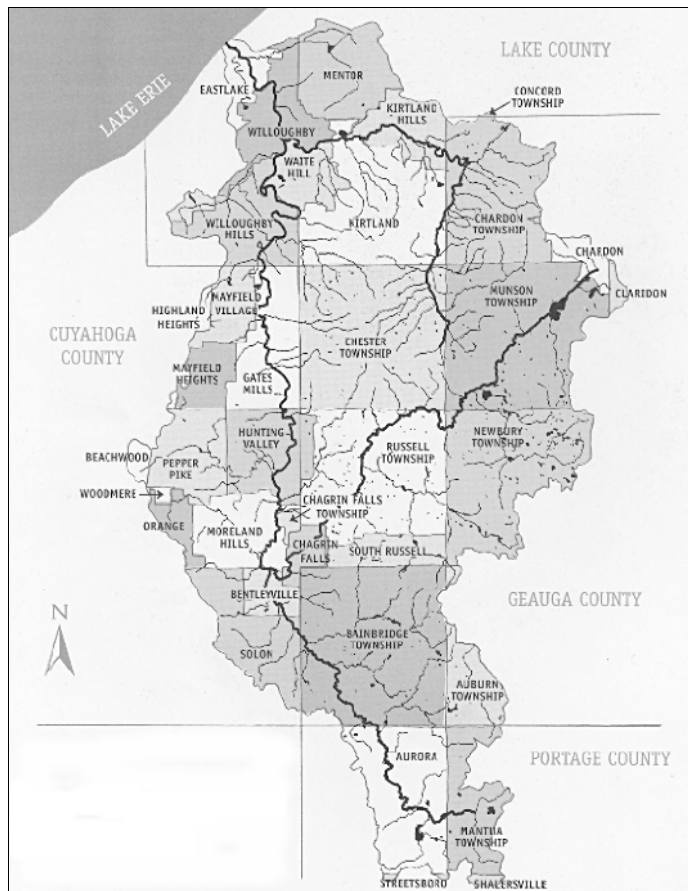
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Source: *The Chagrin River Watershed User Manual*, Chagrin River Watershed Partners, 2000

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