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A trails system for Ohio

Catholic Diocese acts
to save the cities

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with bioengineering

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Good words

Earth Day may be a turning point
in American history.
It may be the birth date
of a new American ethic
that rejects the frontier philosophy
that the continent was put here for our
plunder, and accepts the idea that
even urbanized, affluent, mobile societies
are interdependent—with the fragile,
life-sustaining systems of the air,
the water, the land.
—Gaylord Nelson,
organizer of the first Earth Day,
1970

There's more to life than cheap underwear.
—Slogan of Wal-Mart opponents
in Westford, MA

TURNING WILDERNESS INTO REAL ESTATE

The original land survey
of the Western Reserve

They arrived on the Fourth of July near Conneaut Creek
and drank a toast to the community
they were about to create.
Then, with a chessboard design in their heads,
they measured off the wilderness into squares.
The year was 1796,
and the Cuyahoga Bioregion was about to receive
its most dramatic face-lift
since the retreat of the glaciers.
Story on p. 8
Reparations

We often hear about the benefits of new roads, not about the full costs to local communities and the region. But here’s a rough calculation of the costs of one proposed road project—the planned relocation of SR 83 in eastern Lorain County. The Ohio Department of Transportation and officials in Avon Lake and North Ridgeville want a new, four-lane highway connecting I-90 and SR 10. The new highway would ease traffic congestion and open up the area to increased development.

What would be the impact on the region? Cleveland State University housing policy analyst Tom Bier suggests that we think in terms of the “enabling power” of the new road. For example, it could hasten the development of perhaps 25,000 new homes in the open fields of eastern Lorain County. At $200,000 per home, the cumulative investment would be $5 billion. That’s a pretty good return for a road that might cost around $100 million.

But since our region is not growing appreciably, not all of this would be new investment. Rather it would be investment redistributed from elsewhere in the region, much from existing urban areas in Cuyahoga County. Thus, while the new road will promote development out in the corn fields, it will promote massive declines in tax base and population in Cleveland and other communities in Cuyahoga County. It’s an economic zero sum game—one that is wasteful and not in the long-term interests of the region as a whole.

What should we do? First, we have to realize that these roads drive stakes through the hearts of our cities. Too often the inner cities are labelled failures when they are in fact being victimized by infrastructure investments and tax policies. It’s hard to compete when public policy provides overwhelming incentives to move out.

Second, we must insist that when government extends infrastructure to the country, it makes compensating investments in the cities. Highway planners are not accustomed to factoring equity into the cost-benefit equations for a new road, but they must start. In the case of SR 83, for example, they should ask what public investments in Cuyahoga—in road improvements, parks, schools, cleanup of contaminated land—would generate a $5 billion return. Or, within Lorain County, they should consider what investments in its older cities would allow them to compete more fairly.

If our cities are to survive, we must insist on reparations.

More praise from the Utne Reader

Last month we mentioned the great review we received in the Utne Reader, the national magazine that tracks alternative media. Now, in the May-June issue the magazine’s editors have named EcoCity Cleveland a finalist in their 7th Annual Alternative Press Awards. Another finalist from Ohio is Plain magazine, which got its start in the Geauga County.

Congratulations to our bioregion!

David Beach
Editor
TRAILS FOR PEOPLE

Finding the missing links

In recent years there's been an explosion of interest in recreational trails in Ohio. This has been driven by the state's wealth of natural resources, a growing population, and a heightened awareness of the health benefits associated with active transportation. Many Ohioans are looking for ways to get outdoors, explore the state's scenic beauty, and enjoy a healthier lifestyle. Trails are a key component of this movement, providing a safe and enjoyable way to connect communities, promote economic development, and enhance the quality of life for residents.

Ohio is blessed with a rich history of transportation and settlement, which has left a legacy of abandoned railroads, waterways, and other linear features that can be repurposed into trails. With the help of dedicated volunteers, organizations, and government agencies, these trails are being transformed into vibrant recreational corridors that benefit both people and nature.

The Discover Ohio by Trails System: Here are the routes in Northeast Ohio which could become links in a statewide system of multi-purpose trails. Numbered trails are described on the next page. See the back cover for an map of the entire state with key symbols used.

Source: Ohio Rails-to-Trails Conservancy

Ohio is behind neighboring states in miles of rail-trails. Since 1972, over 2,300 miles of track have been acquired in the state. Many segments have been sold to private buyers which breaks up the rights-of-way and prevents future public use. Trails can be challenging to build for other reasons, too. They typically pass through multiple political jurisdictions. Some adjacent property owners incorrectly assume that trails will bring vandalism and other undesirable behavior. (In fact, trails often increase nearby property values.) And the state departments of Transportation and Natural Resources, which need to coordinate rail-trail conversions, haven't made trails a priority.

Despite the challenges, there is widespread public support for linear greenways. To publicize the need to improve the state's trail system, Ohio RTC's Berrigan and Steve "The Walkerman" Newman, an Ohio native and the first person to walk solo around the world, plan to bike and ride horseback along the proposed route of the 325-mile Ohio-to-Erie Trail.

Discover Ohio by Trail Tour
The tour begins in Cincinnati on May 13 and concludes in Cleveland on June 3, National Trails Day. At noon on Friday, June 2, trail supporters will rally at Cascade Locks in Akron (call the Ohio & Erie Canal Corridor Coalition for details, 434-5657). At 2:30 p.m., Sunday, June 3, supporters are invited to join the last mile of the walk from Columbus Road Park to the Powerhouse Special Events Site on the West Bank of the Flat (call Ohio Canal Corridor at 348-1823 for details). At 3 p.m. June 3 the Discover Ohio by Trail Tour will conclude with a rally at the Powerhouse events site.

Ohio trails in Northeast Ohio

These trails in Northeast Ohio are proposed for inclusion in the Discover Ohio Trails System. Many small, local trails are not included here, but they may also be linked to the statewide network. The Hookey Trail, which is Ohio's official hiking trail but not a fully developed all-purpose trail for much of its 1,260 miles, is also not included here.

Existing trails

Ohio and Erie Canal Towpath Trail (21) (Cuyahoga and Summit counties), a 29-mile crushed gravel trail along the former canal towpath in the Cuyahoga Valley National Recreation Area. Maintained by the National Park Service and set to be extended north and south of the park.

Emerald Necklace (22) (Cuyahoga, Lake and Summit counties), a 69-mile network of existing and planned bike-bike trails developed by the Cleveland Metropolitan Park District.

Maumee to Erie Trail (28) (Sandusky, Portage and Cuyahoga counties), a 23-mile rail-trail with scenic interchange and existing sections along a right-of-way owned by Ohio Edison. Maintained by the Metro Parks Serving Summit County.

Headwaters Trail (19) (Portage County), a scenic rail trail from Mantua to Garretsville. Purchased by the Headwaters Landtrust and donated to the Portage County Park District.

Robb Road Trail (20) (McKinley, Summit and Portage counties), a 52-mile rail-trail from Northeast to the William Henry Harrison Monument. Maintained by the Headwaters Landtrust and donated to the Portage County Park District.

Enterprise Bike Trail (17) (Mahoning County), a 12-mile rail-trail from Struthers to New Castle, PA.

Ohio Trail System

A planned 230-mile trail from Ravenna to New Philadelphia. The first segment from Ravenna to Warren could be acquired.

Huron River Greenway (Fayette County), a potential 12-mile trail along the Huron River from New Palestine to the city of Huron. Supported by the Huron River Greenway Coalition and Erie County Metropolitan Park District.

Holmes County Greenway Trail (Holmes County), a proposed 34-mile trail through Amish country which could connect to the Kokosing Gap Trail in Knox County.

Metolius Trails (Lawrence County), a 12-mile rail trail from Elverson to Millersburg. An 11-mile section in western Lawrence County is scheduled for construction in 1997 to Leominster Metro Parks. The city of Oberlin is working on a section now.

Great Ohio Lake to River Greenway (Ashland, Trumbull, Mahoning and Columbiana counties), a 75-mile route from Ashland to Lake Erie.

Ohio River Greenway (Ashtabula, Trumbull, Mahoning and Columbiana counties), a 75-mile route from Ashtabula to East Liverpool which connects the North Shore Trail, Western Reserve Greenway, Niles to Canfield Trail and the Leominster Greenway.

Northern Ohio Trails

49-mile rail-trail from Elyria to Millbury. An 11-mile section in western Lorain County is scheduled for construction in 1997 to Leominster Metro Parks. The city of Oberlin is working on a section now.

Source: Discover Ohio Trails System Ohio Rail-Trail Action Plan by the Ohio Chapter of Rails-to-Trails Conservancy

Ohio Rail-Trail Action Plan

Ohio's rail-trail network is growing rapidly, but there is still room for improvement. To help guide the development of future trails, the Rails-to-Trails Conservancy has developed the Ohio Rail-Trail Action Plan, which identifies potential new trails, recommends funding sources, and outlines strategies for successful trail development. The plan is a valuable resource for trail planners, landowners, and other stakeholders who are interested in creating new trails in Ohio.

Trail contacts

Rails-to-Trails Conservancy, 337 N. High St., Suite 211, Columbus, OH 43215, (614)224-8070.

Cops of Ohio's new Discover Ohio Trails System Action Plan, which includes a color poster map of trails in the state, are available for $15 each.

Bohne Trail Association, 601 East 3rd St., Worthington, OH 43085.

Friends of the Western Reserve Greenway, PO Box 575, Orrville, OH 44659.

Headwaters Landtrust, PO Box 177, Huron, OH 44839, (419)343-6100.

Ohio Canal Corridor, 1422 Euclid Ave., Suite 862, Cleveland, OH 44115, (216)239-1823.

Ohio Department of Natural Resources, 1400 Market Ave. N., Columbus, OH 43215, (614)266-6402.

Ohio Department of Transportation, 25 S. Front St., Ste. 300, Columbus, OH 43215, (614)464-1200.

Ohio & Erie Canal Corridor Coalition, 725 W. Main St., Suite 525, Akron, OH 44311, (330)437-5222.

Ohio Railroad Trail Fund, PO Box 2146, Columbus, OH 43210, (614)538-6987.

PLACED, 5795 Lakewood Rd., Ravenna, OH 44266, (784)536.


Local and county governments, park districts, and planning agencies are also involved in trail projects.

Discovering the missing links

Every trip is a walking trip.

The 44,000-mile interstate highway system is essentially now complete. If our national transportation system were the human circulatory system, we would have built the major veins and arteries. What we have not built are the capillaries, the smallest vessels where the real work of oxygenation, nutrient exchange, and waste removal take place. It is a region of the processes that run our bodies takes place.

Without capillaries, we die.

Trails, sidewalks, bicycle paths, and other pathways are the capillaries of our transportation system.

Every trip starts and ends as a walking trip, even if only from our front door to the car. Yet, policymakers have totally ignored this crucial transportation link. In a recent outline of our National Transportation System published by the U.S. Department of Transportation, bicycling and walking trails were not even mentioned.

David Burnell, Rails-to-Trails Conservancy
Building cities of peace and justice

Update: The Church in the City

In November 1993, Cleveland Bishop Anthony Pilla released a groundbreaking statement, The Church in the City, which explained how urban sprawl and outmigration were exerting a terrib le toll on the Catholic Diocese and inner-city communities (see our December 1993 cover story). Pilla challenged church members to begin building “new cities of justice and peace.” The vision statement was significant because it provided a moral argument against sprawl to go along with all the economic, social and environmental arguments. It was also significant because it provided a compelling regional vision from one of the few institutions—the eight-county diocese—that truly embraces the whole region.

Since the statement’s release, a diocesan task force has developed an action plan to implement its message. The plan, recently released in draft form, outlines what the Church—working in collaboration with the larger community—can do over the next several years to address the urgent needs of central cities.

The draft states: “Our actions will build upon the many good things already being done within our cities. But we also must face the harsh economic reality of the times and seek to reverse powerful trends of outmigration, unjust social mores, and diminishing resources. It means personal and institutional conversion as we put into practice personal and communal choices...To succeed in this vision, we will need strong, well-organized skills to put to use in imparting a moral and ethical dimension to political and economic life. It will be necessary to act on our Gospel values in the home, neighborhood, workplace and in the political arena.”

Here is a summary of recommended actions.

**Ongoing education**

Deepen our people’s awareness and concern about the issues facing our central cities and select a number of interdependent relationships that must exist among urban, suburban and rural people and parishes—a call for a spirit of solidarity in the image of “we are in this together.”
- Formative experiences through prayer and reflection.
- Continue leadership and reinforcement of the vision.
- Opportunities in liturgy and preaching.
- Teaching ministries to build on present efforts (schools, PSR, adult ed., colleges, seminars).
- Materials for parish bulletins and newsletters.
- Formative interactions which draw people together from different areas.

**Leadership Development**

Developing an informed and proactive laity and clergy motivated by Gospel values and a powerful sense of social justice.
- Diocesan Social Action Training Institute.
- Educational experience about the realities of urban life and ministry.
- Urban ministry pastoral training experiences.

**Tell the good news of the cities**

Tell the many good things being done in our cities that people seldom, if ever, hear about—stories that celebrate life and give hope.
- Share stories using personal interactions and gatherings.
- Develop positive communications using an annual proactive strategy involving various media and special awards.

**Analysis and advocacy**

Support policies and practices which will help our cities to be better places to live through sound housing, effective schools, safe neighborhoods, and simple job opportunities through networking between parish social action commissions, diocesan groups and community agencies in a united effort.
- Establish Social Concerns Commissions in all parishes.
- Address timely issues by convening forums on social policies and practices (with community leaders in the Cleveland, Akron, and Lorain/Elyria metropolitan areas).
- Diocesan Committee to advocate for responsible land use policies.
- Proactive approach to identify and work with people on public and private boards.
- Strengthen the role of the Diocesan Social Action Office/Commission to leadership and support.
- Support effective distribution of health care through networking between diocesan and community agencies.

**Parish structures and interdependent relationships**

Establish links between suburban and urban parishes that can provide for the mutual sharing of gifts and ministries in a variety of creative ways, recognizing that parishes are vital to the life of the Church and the life of neighborhoods.
- Develop and encourage effective models for parish partnerships (between urban, suburban and rural parishes) which recognize the gifts and needs of each community.
- Use the Future Parish Staffing Project to prepare and encourage models for more effective staffing, ministries, structures, and facility use.
- Continue to develop and support cooperative evangelization efforts among parishes.
- Assign parish staff members who will consistently support models of collaboration.
- Encourage parishes to consider wider Church needs when planning for major parish expenditures.

**Redevelopment**

Join with business, community organizations and other faith traditions to promote redevelopment of the city using effective partnerships.
- Form a talent pool for organizing, directing and supporting local groups in parish-based and ecumenical neighborhood, city-wide and regional initiatives, using church-based community organizing, skills banks and neighborhood development groups.
- Provide training, technical assistance and existing resources to support parish-based neighborhood redevelopment and job creation.
- Develop diocesan participation in economic empowerment areas.
- Support existing and new housing initiatives (landbanking, diocese-linked deposit programs, local housing trust funds, Faith Based Housing Corporation, home ownership, pension fund investments, Habitat for Humanity).
- Encourage and support initiatives to address drug prevention and treatment.
- Utilize the experience and tradition of churches in providing community building activities and services (food and clothing distribution, family activities, youth programs, credit unions, community health care).
- Encourage and support victims assistance programs, prison ministries and community reentry programs.
- Advocate need for proposal for urban gardening projects.

**School partnerships**

Strengthen Catholic schools and support our public school systems, recognizing that both Catholic schools and public schools have essential roles within our cities. They serve children and families from common neighborhoods and face the challenges of life in these neighborhoods. There remains a great untapped potential for developing new forms of cooperation.
- Create new strategies and partnerships for strengthening Catholic elementary schools and high schools and supporting the public school systems in our cities.
- Examine and address issues of socio-economic and multicultural diversity through cooperation among urban and suburban parish day schools, high schools and PSR programs.
- Strengthen the presence and accessibility of Catholic schools through the development of new models of cooperation, resource sharing and restructuring.
- Develop cooperative relationships and policies to continue to address the employment of families from different Catholic parishes and other faith traditions.

**Interfaith cooperation**

Recognize the opportunities to join with our brothers and sisters of other faith traditions in addressing common concerns and ministries.
- Continue to seek out opportunities for interfaith partnerships throughout our metropolitan area.
- Recognize, support and build upon existing interfaith ministries and partnerships.
- Explore new models for daily ministry presence and social service in cooperation with other faith traditions.

**Ongoing diocesan support structure**

Keep alive and sustain in a visible and effective manner the needed actions and commitments.
- Implementation Steering Committee named by the Bishop to plan, coordinate, sustain and monitor implementation, activities and serve as a clearinghouse to gather and utilize creative ideas.
- Develop collaboration between Catholic Churches and new models of leadership and the implementation efforts.
- Assess how the funds of the local Campaign for Human Development might be utilized to support parish initiatives consistent with The Church in the City.
- Explore options for staff support and funding in the wider community.
- Develop the implementation plan of The Church in the City.
- Participate and plan with the Cleveland Bicentennial Celebration (1996) and the 75th Anniversary of Catholic Charities (1996).

The diocesan task force is inviting comments on this draft implementation plan from church members and other concerned citizens. It hopes to finalize the plan by fall. For more information, contact the Church in the City Task Force, 1027 Superior Ave., Room 600, Cleveland, OH 44114. Or call Tom Allio in Akron (330-278), Sharon Kuebler in Lorain (244-4037), or Len Calabrese and Richard Krywacz in Cleveland (216-638).

**Protestants pinched by growth, too**

The PO recently reported how four Protestant churches in fast-growing Avon Lake are being forced to spend hundreds of thousands of dollars each to expand their overcrowded facilities. A Catholic parish is also planning to expand.
- The article implied that such growth is good. It didn't mention the economic and social costs of maintaining older churches in the inner city while duplicating buildings out on the metropolitan fringe.
- Perhaps it's time for an interfaith movement against sprawl and gentrification.
Turning wilderness into real estate

The original land survey of the Cuyahoga Bioregion

Many of our present-day land use problems are the result of regarding land simply as a commodity, not as a living resource linked by wind and water to the landscape around it. This, the second in a three-part series of articles, explores the roots of our "commodification" of the Cuyahoga Bioregion.

By Benjamin Hitchings

To an adventurous young man named Amzi Atwater, Canaan, Connecticut, bore little resemblance to the promised land. So, in the spring of his twentieth year, Atwater left this aging settlement on the eastern seaboard and headed for the frontier. Two months later in uptown New York, he found a job with the Connecticut Land Company. His assignment was to mark off imaginary townships surveyors隔着 a swamp. At the root of this change were the surveyors themselves, but even more importantly, the owner could now have "unaffected rights," or the privilege of utilizing the various natural resources that the area had to offer. In contrast, Euro-Americans viewed land as a commodity. The owner possessed not only the right to use a given parcel of land, but also the ability to resell or lease it. More importantly, the owner could lease or sell the land and convey these rights to others. In this world view, land was a possession that could be traded by individuals on the open market.

Chaining the land

"We found it had chains through this beautiful spot of land. I carried the fore end of the chain, and it was with difficulty, that I got one foot before the other, some times my foot would catch in the vines and pitch me my whole length." To divide the land east of the Cuyahoga River into townships, the surveying party broke into smaller groups of about half a dozen men each. Amzi Atwater was assigned to work for Moses Warren. This team consisted of an axe man, a flag man, two chainmen, and a pack horseman, in addition to Warren, the surveyor. The principal tools at the party's disposal were the surveying compass, mounted on a staff that had crude crosshairs for sighting along imaginary lines typed 6 ft long. This length was the industry standard and had been selected so that 10 square chains would constitute an acre of land and 6,400 square chains would make up a square mile. Warren's party then proceeded through the woods "pulling a line" from a fixed endpoint. The axe man would clear a path through the trees and the underbrush; the flagman would serve as a human sighting marker that it was difficult to attempt and difficult to perform a passage through either man or beast. At other times, heavy underbrush obstructed their efforts. The bushes are Thorns, Plums, Crabapples, Hazelnut ... all united in their branches which very much hindered our progress. Only where the grid intersected Lake Erie and the Cuyahoga River did it yield to the natural contours of the landscape. Thus, while the grid system of surveying sped the transfer of land, it was divorced from the features of the land. By imposing a new logic on the natural landscape in the Cuyahoga Bioregion, the surveyors launched a process that would increasingly distance human inhabitants from the natural world around them. Responsibility for this separation lay not with the surveyors themselves, but rather with the mind set of their culture as a whole, which maintained a view of land ownership that contrasted sharply with that of the indigenous inhabitants.

Possessing the land

This country appears to have formerly been thinly settled, in the neighborhood of a large Indian town but not at present. Due to a series of trade wars amongst rival tribes over control of commerce with Europeans, the Cuyahoga Bioregion was largely vacant by the time the surveyors landed. The arrival of Cleveland's party launched the final stage in the displacement of the indigenous inhabitants. At the same time, it brought a shift in settlement patterns. The result of this change was differing notions of land ownership. For the Native Americans, ownership took place at the community level and was restricted to using the land. If a village established itself in a specific locale, it was a possession, which was "affected rights," or the privilege of utilizing the various natural resources that the area had to offer. In contrast, Euro-Americans viewed land as a commodity. The owner possessed not only the right to use a given parcel of land, but also the ability to resell or lease it. More importantly, the owner could lease or sell the land and convey these rights to others. In this world view, land was a possession that could be traded by individuals on the open market.

Laying down the grid

"To-day I assisted in traversing the Cuyahoga River. This found to be not at all agreeable work. The nettles and thorns made it very difficult to carry the chain." Over the next four months, Amzi Atwater fulfilled his journal with images like this one as he and the 45 other members of the survey painstakingly traversed the Western Reserve, dividing up the land. The impetus for their work was money. In 1795, the Connecticut Land Company had purchased the Western Reserve from the State of Connecticut for $1.2 million. Now the stockholders wanted to cash in on their investment. But first they had to survey their land, because they could not sell a product that they could not define. The first task for the surveyors was to locate the Pennsylvania border, which formed the eastern boundary of the Reserve. Then they ran a second baseline along the 41st degree North Latitude to establish the southern boundary (what today is the southern border of Portage County) and began marking off townships. While early surveyors in North America used a system of meets and bounds that divided the land along its natural contours, Cleveland's party laid down an artificial grid that divided the land into 5-mile by 5-mile squares. Each square was identified as a "numbered township" in a numbered "range." Initially, this work was carried out only on land east of the Cuyahoga River, since at this time the river marked the western boundary of the United States. Cleveland's party chose the grid system for several reasons. The first was to divide the land equitably amongst the stockholders of the Connecticut Land Company. In addition, the grid would facilitate the sale of the land to the general public and provide long-term security of title for each parcel. The resulting checkerboard bore no relationship whatsoever to the natural features of the land. In some places, the rigid survey lines took the surveyors through dense swamps. Atwater writes: "On the 56th mile is a Cranberry swamp...so
The rigors of life on the survey were further evident by the scant number of employees who returned the following year to continue the work. Less than a third of the original party signed on for another season, and they were probably sorry they did. In 1797, three people died of malaria alone in two days. The surveyors who felt they could not wait for the following year wrote, "From 14 to 39 chains on this mile the line runs through a groove of white pine trees." This was truly miserable work. In addition to supply allowances for several days, but dinner ... For Life in the woods was miserably work. In addition to supply allowance for several days, but dinner ... [For supper we had each a piece of bread not larger than a wheat kernel. In many ways, surveying was troublesome work. We could not afford to maintain a variety of occupational hazards that came with life in the wilderness.]

**Life in the woods**

"We had lived upon a very short allowance for several days, but the last we had but little besides bread and dinner ... [For supper we had each a piece of bread not larger than a wheat kernel."

"In many ways, surveying was troublesome work. We could not afford to maintain a variety of occupational hazards that came with life in the wilderness."

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**A forest of giants**

For those who remained on the survey, there was considerable work to be done. One of the more important tasks was to take notes on the features of the landscape. This was required by the Connecticut Land Company to provide the company stockholders and prospective buyers with information on where the best land was located.

Thus, as the surveyors laid out the township lines, they kept written descriptions of the soil, timber, topography, water courses, and other features of the landscape along each mile. In the process, they generated the most comprehensive written record of features on the native landscape in the Cuyahoga Bioregion, at the same time that they prepared it for conversion to other uses.

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**The great Hinckley wolf hunt**

As European settlers turned the Ohio wilderness into property, they began to remove the animals they thought would be useful to their exploitation of the land. One "varmint" targeted for removal was the wolf.

In the "Great Hinckley Hunt," 600 men were organized to kill wolves and other predators. Atwater wrote, "This part of our country we called the Mosquito Swamp, on account of the number of mosquitoes that swarmed around at our time along Conneaut Creek, the party also tried to build a "hut to shelter us from a heavy shower of rain."

"In September, conditions became so intolerable that the surveyors sought shelter at a place where they were attended with heavy thunder and sharp lightning." 

In September, conditions became so intolerable that the surveyors sought shelter at a place where they were attended with heavy thunder and sharp lightning. In September, conditions became so intolerable that the surveyors sought shelter at a place where they were attended with heavy thunder and sharp lightning. In September, conditions became so intolerable that the surveyors sought shelter at a place where they were attended with heavy thunder and sharp lightning.
Lakewood: Undermined by sprawl?

The city of Lakewood was the subject of a prominent story in The New York Times on February 26. But the national exposure wasn't all good.

The story told how Lakewood is emblematic of older, inner suburbs in the Northeast and Midwest—communities that are losing middle-class residents and tax base to newer suburbs farther to the east.

"For the moment, Lakewood remains stable," said the story, "but whether it will stay that way is doubtful. No action is in sight in last, most analysts say." The story went on, "Who can say where it ends," said [Cleveland State University housing analyst Tom Bier]. "It's beyond Lakewood:... for their older suburbs."

For greater Los Angeles area to drive 100 miles to work every day. The outer reaches of Cleveland are 25 miles or so. You're living in the country at 35 miles so that by L.A. standards, we could continue for decades going farther and farther out. The whole landscape is moving outward and that's not good for cities or for their older suburbs.

Subject for debate

Urban sprawl could be a major issue in the upcoming mayoral race in Lakewood. Locally, it might be the first time that regional patterns of stagnation are hotly debated in an inner-suburban neighborhood.

Design for the city

As a new housing is being developed in the city of Cleveland, planners are concerned about locating suburban housing designs being built to the small streets. To get an idea of the problem, just drive downtown on Avenue to see new homes that clash horribly with the surrounding neighborhood in terms of scale and style.

In an effort to ensure consistent quality of design, the City Planning Commission is establishing residential design review and the construction of new single-family homes. The guidelines address appropriate scale, setbacks from the street, porches, windows, materials and other architectural issues. They also discourage the placement of suburban-style garages on the front of homes.

"We want developers and local development corporations to think about what is unique about this part of the city and what people are working," says city planning director Hunter Morin. "In rebuilding Cleveland's neighborhoods we have to have Cleveland housing. We have to respect the neighborhood vernacular." Next, cities in the region should think about design guidelines for energy conservation.

Regional open space

A recent series of articles in the Cleveland Metroparks newsletter discussed critical issues confronting the park district, including the issue of conserving open space at the regional level. "Development in and outside of Cleveland continues to be a problem," said Nipps. "We must be more active to protect and conserve these lands and open spaces for the future. Cleveland Metroparks executive director Vern Hartenburg says, "Because urbanization and development of historically rural landscapes is occurring at such an alarming rate, a comprehensive plan to protect, expand and enhance existing reserves and significant natural resources is needed now." Why not a "Western Reserve Greenbelt" financial and managed cooperatively by seven to 12 metropark districts in the region?

Apartheid in Cleveland?

A local housing advocacy group is calling the Cuyahoga Metropolitan Housing Authority (CMHA) a "gatekeeper for apartheid." In a complaint filed recently with the U.S. Department of Housing and Urban Development, Greater Clevelanders for Fair and Affordable Housing charged that CMHA's Section 8 Housing Program perpetuates segregation by concentrating subsidized rental units in communities with the highest percentages of black residents. Predominantly white neighborhoods with comparably priced rental units are for fewer Section 8 units. Thus, race, and not economics seems to play the most influential role in the distribution of subsidized housing.

Greater Cleveland has long been one of the most racially segregated metropolitan areas in the nation.

Back to shanty towns?

The future of federally-subsidized housing is much in question today, reports the newsletter of the Cleveland Tenants Organization: "On the one hand, the Republican-dominated Congress is threatening to make sweeping cuts to spending on federal housing programs. On the other hand, Clinton administration proposals to 'reinvent' HUD could leave the nation's subsidized housing stock vulnerable to both market and political forces."

While housing advocates debate the possible impacts of proposed rent vouchers for tenants and housing block grants, it's not clear that market forces can provide housing for low-income families, according to the tenants organization. "One consequence of the massive HUD cuts in the Reagan '80s was the remembrance of homelessness as a public policy issue. As the New Deal policies that created and ended shanty towns are being revived, one expert says to see low-income families turn back to Depression-style solutions to their housing needs."

Tareq honored

Congratulations to Cris Trepal, co-director of the Earth Day Coalition and board member of EcoCity Cleveland, for receiving a Greater Cleveland Women of Achievement Award from theYWCA of Cleveland. In recent years, no one has worked harder than Trepal on local environmental issues—from ices in neighborhoods to radioactive waste from nuclear power plants. It's nice that recognition of ecological accomplishments extends beyond the environmental movement.

Phone book recycling

April shownr coming, new phone directory is ready. Drop off your old phone books to be recycled at Cleveland Metroparks reservations during May and June. Last year, the Directory Recycling program recycled 470 tons of phone books. Call Jennifer Tiercel 443-3700 for details.

Students close the loop

Over 50 schools in Northeast Ohio are participating in Finest Supermarket's to recycle newspapers and grocery bags. Students clean recycles and other debris in the bags, which are then shipped to a company that uses them to make new bags and sell them by the name "School Recycled Trash Bags." Finest pays the schools up to $1 a ton for the recycled Finest bags. For more information, call 1-800-866-2880 for your nearest Finest Supermarket.

Tasty water in Kent

Folks at the Kent Water Treatment Plant have become mechanics ofpipes since they won the "Taste of the Tap" award at an international water tasting competition held recently in Berkeley Springs, W.Va. Kent beat out 25 municipal water utilities from across the state. Kent draws its water from wells in the Bracken Creek Aquifer and is one of the largest private water plant managers in the state. Kent's plant manager John Kordnak says the taste is good attributable in part to the plant's lime-softering process, filtering, and chlorine deposits in pipes, which protect the taste once water is out in the distribution system.

Permits to pollute?

A long-time subscriber wrote recently to complain about the "Permits to Pollute" heading we use for our regular list of permits issued by Ohio EPA. He said, "The permits you list are applied for under our system of laws and regulations, are legally issued and are necessary for our current way of life. They are no more permits to pollute than the action of 1) starting up an automobile or lawn mower, 2) turning on the electrical lights, 3) flushing the toilet, or 4) taking out the garbage at home."

Yes, we all pollute. But the size of environmental impacts caused by industry and developers is typically much greater than that of the average homeowner. Our heading "Permits to pollute" was a conscious choice, and we hope that the extensive listing each month serves to remind readers of the size of environmentally degrading activity our society legally permits to support our way of life.

Overkill Dept.

You're not imagining things when you notice that commercial development is suddenly sprouting everywhere. In 1993, there were an estimated 18 square feet of retail selling space for every man, woman and child in the United States, up from just seven square feet in the mid-1970s. According to a recent article in The Wall Street Journal.

Among the most outrageous new products we've seen recently are "success-seekers" and "success-disposal systems," which, according to one catalog, "lets you quickly capture and dispose of insects at a comfortable distance without ever having to touch them." Fliers, spiders and beetles are hauled from the 14,000-fm. run and drawn into a carbon, disposable cartridge.

Pressure points

• Talking a toll: Perhaps that every political edition of the Ohio Turnpike Commission has run roughshod over the public since too often. The turnpike's recent plan to raise tolls 80 percent to finance extra lanes and other projects—a decision reached without opportunity for public comment—has stirred up intense opposition. Now the Sierra Club has filed a lawsuit against the turnpike commission. For too long the commissions have made major public infrastructure investments behind closed doors. The lawsuit officially justifies their recent action by claiming that an expanded road will bring economic growth. In fact, highway traffic has not increased even to replace businesses away from existing urban areas, with damaging effects on the region. (Unfortunately the alternative to the turnpike commission might not be any better. The Ohio Department of Transportation has the same costly plans to widen highways.)

• Slippery slope: Developers and homeowners can't resist building housing on the edge of picturesque streams and reservoirs. Most often, though, even though they often damage the natural resources they covet. A recent bad example lies along the Vermilion River, where a landowner wants to develop land which the Lorain County Metro-Parks seeks to add to its Vermilion River Reservation. The two sides are now fighting in court. Our verdict: the Vermilion is one of the best rivers in northern Ohio and the Metro Parks should be protected in its fight to preserve the river's character.

• No tax breaks needed: The rapidly developing city of Akron has decided to stop giving tax abatements to lure new industry. Apparently the enormous public subsidy of 105 is more than enough to attract business to the community.

• High tension: The battle against power lines is heating up again in Geauga County. The Cleveland Electric Illuminating Co. has proposed that more high-voltage lines are needed to supply power to new developments. County residents are resisting and attorneys and consultants are disputing the need and to fight the lines on environmental and health grounds. In the early 1980s, Geauga residents stopped CEI transmission lines from the Perry nuclear plant.

• Corporate Rights: B.F. Goodrich plans to move its headquarters farther out in the county to the new Kinross Lakes office park in Richfield. The company is now based in a large office building near the center of towns and a church expansion that would raise or relocate four historic cemeteries.

• No comment: "We feel the small here (the new SouthPark 'Civic Center Plaza') was never a significant project. We're not in the ballpark for this sort of thing," said a spokesperson for the Great Northern did not for Northern Ohio." (Office park-developer quoted recently in Crain's Cleveland Business.)
Ohio lags on energy savings

State and federal policies to increase the use of clean, renewable energy sources are producing results across the country—but not in Ohio. According to a recent state-by-state comparison published by Public Citizen, the consumer-advocacy group, Ohio ranks 48th in per capita use of renewable energy. Only about one percent of the energy consumed in Ohio comes from renewable sources, in contrast to 6 percent of Maryland's energy needs met from hydropower and biomass. Ohio currently generates 88 percent of its electricity from coal and 11 percent from nuclear plants. But renewables have great potential. The wind alone could provide all of our electricity.

Shaky progress toward conservation

In other regulations governing how the state's regulated utilities are making only modest progress in promoting efficiency and conservation. A recent report by the Center for Clean Air Policy analyzed the success of the utilities' demand-side management (DSM) programs—programs such as rebates for compact fluorescent light bulbs that encourage customers to save energy and reduce demand for electricity. Environmental and consumer groups have been advocating DSM programs because it's cheaper and cleaner to reduce demand than to build more power plants and generate more power. In 1993, the report says, the programs in five major utilities in the state (including Centerior and Ohio Edison) reduced energy demand by 0.28 percent. That's a small percent and lags significantly behind progressive states like Washington and Wisconsin. But it still represents a large amount of electricity—enough to supply a town of 15,000 homes for one year. It also represents a savings of $10.5 million off consumers' electric bills. And it meant the prevention of 8,000 tons of acid rain-causing emissions of sulfur dioxide and nitrogen oxides.

The report adds that most of Ohio's DSM programs are proving to be cost-effective and that they deserve to be expanded. Unfortunately, the state's regulated utilities can recover costs to favor investments in new supply. In addition, other flaws in the programs are preventing DSM from reaching its full potential. Such flaws recently prompted Centerior to abandon most of its DSM programs.

A major energy struggle is looming in Ohio. Utilities project a 21 percent increase in demand for electricity through the year 2014. In response, they plan on spending $3.6 billion to build new generating capacity and replace old plants. DSM programs could offset these investments in part if more customers' energy needs can be met.

But without strong citizen pressure it's uncertain whether the programs will take hold. It's also uncertain what impact deregulation and consolidation in the electric power industry will have on DSM programs.

Getting involved

To get involved in campaigns for renewable energy and conservation call Centerior, the Ohio, Minnesota, and Utah-based energy company promoting sustainable energy for economic development, at 781-9720. At the state level, call the Ohio Environmental Council's Campaign for an Energy Efficient Ohio at (614) 213-4900. The council annually ranks the states in terms of their commitment to energy efficiency, pollution prevention, and renewable energy. The 1995 report can be obtained at a cost of $4 per copy. For more information, call the Ohio EPA Northeast District Office in Twinsburg, 440-697-4150.

Permits to pollute

Here are some Ohio EPA actions of interest from recent weeks. For complete and a list of permits of interest in your county, write to the EPA's District Office for weekly legal notices in your local newspaper. For more detailed information, call the Ohio EPA EPA Northeast District Office in Twinsburg, 440-697-4150.

Fines


Drinking water violations

Sprout Lake Mobile Home Park, Portage County: Sandy Beach Trailer Park, Summit County: Country View South Apartments, Summit County: Healthschein Nursing Home, Summit County: Robert Express, Summit County.

Water pollution

Englewood Assoc., Middleburg Heights, discharge to Abramson Mob Corp., North Olmstead, discharge to Colacino Creek: Shell Oil, Cleveland, discharge to Cuyahoga River: Shell Oil, Cleveland, discharge to Mill Creek: Shell Oil, Cleveland, discharge to Big Creek: Stendall Foundry, Wellington, discharge to Chardonner Creek: Parker Handling, Kent, discharge to Plum Creek.

Ohio EPA District Office, Cleveland, incinerator: drum burner, Cleveland, rotary calciner, Cuyahoga River.

Air pollution

April 13: Environment Canada announces the 1995-96 acid rain reduction targets for Ontario.

May 3

Riverday, the fifth annual RiverDay sponsored by the Friends of the Crooked River. This year's river celebration focuses on the tributaries of the Cuyahoga River. Call the RiverDay information line at 1-800-765-7622 for a schedule of activities—bird, nature talks, cleanups, etc. Also a "How to get into fishing" as well as information on getting involved.

May 3

Spring Bird Census in the Cuyahoga Valley National Recreation Area. Meet at 7 a.m. at the park headquarters at Vaughn and Riverview roads.

May 13

International Migratory Bird Day, the height of the spring bird migration. Special events will be held at the Magee Marsh Wildlife Area, the National Wildlife Refuge west of Sandusky.

June 28

Fishing birds in the Cuyahoga Valley National Recreation Area, an illustrated talk on birds and the areas of the CVNRA where they can be found. 7:30 a.m. at the Happy Days Visitor Center on SR 303.

July 28

Forest fragmentation caused by unchecked development is contributing to the decline of many woodland songbirds. Project Tanager, sponsored by the Genoa Park District and the Cornell Laboratory of Ornithology, is studying the minimum forest tract needed by scarlet tanager for successful nesting. You can help search out these birds for study at 8 a.m. at Beartown Lakes Reservation, 1880 Quin's Rd., and at 10 a.m. at Rusies Denon Metzbanum Park, 7940 Cedar Rd. A follow-up session to confirm nesting is scheduled for June 11. Call 285-2222 for details.

July 31

Spring Bikes-to-Work Day sponsored by Wheels of Change, the bicycle advocacy project of the Northeast Ohio Green Group. Call for more information, the TIP Hotline at 216-241-3413, ext. 303.

June 3

The world's largest organic vegetable supermarket will be opening in Cleveland. Call the Green Planet, the world's largest organic vegetable supermarket, at 216-241-0050 for more information.

EcoCity Cleveland © April 1995
Discover Ohio Trails System

This map by the Ohio Rails-to-Trails Conservancy shows the network of all-purpose trails that could link Ohio. Some trails are already open for use, while others are under development or could be developed along abandoned rail lines. (See story on pages 4-5 for details.)

Why rail-trails?
Rail-trails are multi-purpose public paths created from abandoned rail corridors. Flat or following a gentle grade, they traverse urban, suburban and rural America and are ideal for many uses, such as bicycling, walking, horseback riding, cross-country skiing and wheelchair recreation. They also can serve as historic and wildlife corridors, linking isolated parks and creating greenways through developed areas. They also may stimulate local economies by increasing tourism and promoting local businesses. And they maintain the integrity of railroad rights-of-way.

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