Inside

Enterprise zones: Five more years of unintended consequences

• The region's $170 million new capacity wish list

• Sprawl in full: Tom Wolfe's American landscape

• High mileage moms

Good words

Spread across the land surface of the planet, tuned to local environments, with potential to renew the earth and run on sunlight, species and individual organisms are special creations for the spaces they inhabit. The loss of such diversity from the landscape is very serious. But the loss of cultural diversity across the land surface... is also serious. I suspect that we pay this disappearing diversity such little respect because of the illusion that knowledge overall is more plentiful.

—Wes Jackson, Altars of Unhewn Stone

Adventure today means finding one's way back to the silence and stillness of a thousand years ago.

—Pico Iyer

HIGHWAY IMPACTS

Impacts beyond the median: I-90 in Lorain County, prior to recent widening.

Citizens groups in Ohio have complained for years that our state highway department, ODOT, does a poor job evaluating the environmental impacts of its projects. Now, there are signs that federal oversight agencies agree.

See us on the Web at www.ecocleveland.org
Visions for a movement

"If a movement needs visions, here they come," wrote syndicated urban affairs writer Neal Peirce in a recent column about the upwelling movement for smart growth in America. "Vivid illustrations just released in the Chicago and Cleveland regions contrast future landscapes likely under standard sprawl against smart growth alternatives."

We are proud that the Cleveland regional vision Peirce described to his national audience was our Citizens' Bioregional Plan. We released the plan on May 15, and its ideas for sustainable development patterns have gotten rave reviews from citizens, planners and elected officials. People keep telling us, "This makes great sense. Let's do it!"

So now we are working to implement parts of the plan. One immediate opportunity is to advance the concept of an Ootseholz Emerald Necklace, a major new open space and recreational amenity for Northeast Ohio. Another task will be to get the plan adopted as a framework for transportation planning in the region. We also will be working with partner organizations to refine the plan's analysis of development patterns, industrial land availability, forested lands, and other factors.

Web site
You can see the Citizens' Bioregional Plan—complete with interactive maps—on our Web site, www.ecocleveland.org. The site is improving all the time as we add new sections. Take a look—and tell us what you think! We hope the site will become the heart of a citizens' information network for the region.

Thanks
According to Neal Peirce, "Sprawl and growth touch our most vital issues—the way we've developed our continent for a half-century, our relations race to race and class to class, our hopes for community and economic opportunity. The discussion is really about the kind of society we hope to build."

In agreement with Peirce, more members of the philanthropic community are realizing the importance of these issues. We see evidence of this in the growing diversity of funders supporting EcoCity Cleveland. In particular, we would like to thank a number of local foundations for grants received in recent months: the Orange Good Foundation, Abington Foundation, Sears-Sweatland Family Foundation, Nord Family Foundation, Raymond John Wean Foundation, and Nelson Talbot Foundation.

David Beach
Editor

Mission
EcoCity Cleveland is a nonprofit, tax-exempt, educational organization. Through the publication of the EcoCity Cleveland Journal and other programs, it will stimulate ecologically thinking about the Northeast Ohio region (Cleveland, Akron, Canton), nurture an EcoCity Network among civic leaders working on urban and environmental issues, and promote sustainable ways to meet human needs for food, shelter, productive work and stable communities.

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Our apologies to the EcoCity Cleveland reader who are not named after the names below. One or more names are not visible due to the limitations of this publication.

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SPRAWL

Jobs, growth...wherever

By Bradley Flann

Earlier this year the Ohio General Assembly and Governor Bob Taft finished work on a $4 billion, two-year state budget. Buried within its 1,000-plus pages was one of the most sprawl-inducing, environment-degrading provisions possible: a five-year extension of the state's Enterprise Zone program.

Several Northeast Ohio legislators, including Sen. Eric Fingerhut and Rep. Ed Jesse, worked hard but unsuccessfully to limit the program's extension to less than five years. Proponents of the extension argued that the Ohio Department of Development needed to assure business leaders of the state's "business-friendly" climate (there was even a bogus threat that GM's continued presence in the Lorain area depended on extension of the program). Originally designed in 1982 to encourage investment and job creation in Ohio's distressed, older cities, enterprise zones are now established in 86 of Ohio's 88 counties. Growing suburban communities like Twinsburg and Hudson are able to use the tax breaks allowed in enterprise zones to compete with Cleveland and Toledo. With limited tax bases, promoters of "deal-creation," and access to new highways, suburban and rural enterprise zones easily win out in the competition for business investment and job creation. As a result, farmland, open spaces and forests are converted to light industrial parks, big-box retail outlets and new subdivisions, while broward industrial locations, older retail businesses and homes in our region's older communities are allowed to decay.

A growing body of research, including a recent study by Cleveland State University's Urban Center, indicates that enterprise zones have been unsuccessful in creating significant numbers of new jobs and businesses in the state. They have, however, promoted the relocation of businesses and jobs within the region and other metropolitan areas throughout Ohio.

Fingerhut and Jesse argued that renewing the program for a single year would have given the legislators time to study the true impact of the enterprise zone program on the state's economy. Ultimately, the state must understand that it matters where in Ohio economic development takes place.

From a statewide perspective, development officials see Ohio competing with Michigan, Kentucky and other states. They often don't see much difference between a job in Solon and a job in Cleveland.

But there is a difference. If development strategies abandon our cities, unemployed people, and existing infrastructure, the entire region will be weakened in the long run. It's a matter of regional sustainability and social justice.

For more information, see "In the zone: How enterprise zones have promoted urban sprawl in Northeast Ohio," moving to Cunningham sections of EcoCity Cleveland's Web site (www.ecocleveland.org).
Highway impacts

Citizens groups in Ohio have complained for years that our state highway department, ODOT, does a poor job evaluating the environmental impacts of its projects. Now, there are signs that federal oversight agencies agree.

At right is a recent letter from U.S. EPA to the Federal Highway Administration (FHWA) office in Columbus. The letter raises concerns that ODOT often performs quick and superficial assessments of projects and (surprise!) finds that there will be no significant impacts. Instead, ODOT should be performing more in-depth Environmental Impact Statements (EISs) that evaluate a wider range of potential impacts.

"For a state the size of Ohio with the magnitude of transportation projects, it's surprising that we're seeing almost no EISs at all," says EPA's Michael MacMullen, the author of the letter. "It's not the first time I've raised this issue."

MacMullen met with ODOT and FHWA officials in July to discuss several projects, including a major bypass road around Lancaster and the planned I-90 interchange at SR 015 in Mentor (which just received final environmental approval). In some cases, the concerns were simply a matter of insufficient paperwork, meaning that ODOT did the analysis but did not fully document the work. But in other cases, MacMullen says, the analysis was too narrow. Not enough thought was given to the possible alternatives to building the project or to the secondary impacts of the project, such as land use impacts on surrounding communities.

To be fair, Ohio is not alone among states failing to study the broader impacts of projects, MacMullen adds. Such impacts are difficult to study and there's little agreement on methodology.

But here's a suggestion of how the process should work, using the recent widening of I-90 in Lorain County as an example. When ODOT studied the environmental impacts of adding lanes to I-90, it found none because the study focused narrowly on what was going to happen in the construction zone—the median of the existing highway. But that narrow interpretation of "impacts" ignored all the larger impacts of adding capacity to a major highway corridor at the edge of the metropolitan area.

Instead, the study should have analyzed how the project might:

- promote greater urban sprawl in Northeast Ohio and contribute to the economic decline of older communities in the region;
- affect the quality of life of city residents;
- cause changes in regional patterns of land use and population density;
- promote more driving in the region in the long run, thus creating more air pollution;
- promote development of farmland and natural areas, thus affecting water quality and other natural systems.

In other words, the study should have paid as much attention to these larger impacts as it did to the impacts on wetlands and historic structures in the immediate path of a new road.

U.S. EPA's MacMullen says he is starting to work with ODOT and Ohio EPA on process to take secondary impacts into account. The key will be to incorporate broad environmental considerations into the early stages of transportation planning.

"As a society we need to get a better handle on the broader impacts," MacMullen says. "I'm optimistic that we will see changes in the next several years."

June 7, 1999
Mr. Michael Armstrong
Federal Highway Administration
200 N. High
Columbus, OH 43215

Dear Mr. Armstrong:

As you know, in accordance with the applicable regulations of the Council on Environmental Quality, the Federal Highway Administration has the lead responsibility for ensuring compliance with the National Environmental Policy Act (NEPA) requirements concerning full disclosure of, and adequate assessment for, the environmental impacts likely to be associated with highway projects. The U.S. Environmental Protection Agency has a review and comment role in these matters, as set forth in both the NEPA and in Section 309 of the Clean Water Act.

I have previously expressed concern to your office that some highway projects in Ohio may not have been adequately assessed for the full range of impacts which could attend project implementation activities. To be more specific, I think it likely that some projects involving potentially significant impacts on the human environment might be treated in Ohio as environmental assessment projects, whereas NEPA requires that those projects involving significant impact should be addressed within the context of an Environmental Impact Statement (EIS).

I have several examples of situations where it appears that significant environmental impacts might be at issue for Ohio highway projects, but an environmental assessment has been prepared without subsequent issuance of an EIS. One such possible example was recently provided to me by a resident of Mentor, Ohio, who is concerned for the impacts of an FHWA-supported project to be undertaken in that area. There are other examples which should also be discussed.

I believe we should meet to discuss the issue of NEPA compliance in detail... If you have any questions, please feel free to contact me at 312-886-7342. I can also be reached by e-mail at macmullen.michael@epa.gov.

Sincerely yours,

Michael W. MacMullen
Senior NEPA Environmental Scientist
U.S. EPA Region 5
$170 million wish list

Northeast Ohio has so many aging roads, bridges and transit facilities that more and more of the region's transportation budget has to be spent just to maintain our existing transportation system. But a year ago the region gets to propose a wish list of new projects that will expand the system.

These "major new capacity projects" compete with projects from around the state for a special pot of funds controlled by the Ohio Department of Transportation. This is an important contest to rank because new capacity projects — often new or wider roads, new interchanges, or new transit facilities — do a lot to influence development patterns in a metropolitan area.

On August 13, the governing board of the Northeast Ohio Areawide Coordinating Agency (NOACA) will vote on its proposal for 13 new projects for Cuyahoga, Lake, Geauga, Medina and Lorain counties. It's a mixed bag of projects. On the one hand, a number of imaginative road widenings in suburban locations are intended to relieve traffic congestion (but will probably lead to more congestion and automobile dependence in the future). On the other hand, proposed new transit centers could help create a more balanced transportation system that gives people more options for how to get around. Here are the projects under consideration (with the amount of funds requested):

• Widening & reconstruction of Front St. in Berea ($1.1 million)
  • Intelligent Transportation System (ITS) to manage traffic and divert traffic ($4.1 million)
  • Network of KTA transit centers ($17.6 million)
  • Improvements to Cleveland Hopkins airport entrance and exit roads ($16.5 million)
  • Widening of Grayton Road, realignment of the Grayton Road ramps on I-480, and the relocation of a section of Brookpark Road ($19.9 million)
  • Widening of Bagley and Pleasant Valley roads in Middleburg Heights and Parma ($25.6 million)
  • Widening of SR 18 in Medina County ($9.2 million)
  • Roadway grade separation on Lorain Road in Cleveland ($3.8 million)
  • Widening of SR 8 in Waklton Hills ($2.8 million)
  • Widening of 1.5 miles of I-90 in Lorain County ($1.3 million)
  • Construction of a Crocker Road / Stadium Road connector from I-480 to Center Ridge in Westlake ($17.6 million)
  • Widening of U.S. 20 in Painesville Township ($7.7 million)
  • Widening of SR 84 in Wickliffe ($6.8 million)

During the past several months a NOACA committee called this list of projects from 39 projects proposed by communities, county engineers, transit agencies and others in the region. The committee is instructed to rank these projects objectively with a scoring system based on regional significance and planning principles — assessing which projects would contribute most to economic development, the redevelopment of older communities, environmental quality, and quality of life.

Originally, the committee recommended 10 projects with a total price tag of about $140 million. But then politics intervened. Pressure from elected officials, such as Congressman Steve LaTourette, persuaded NOACA to add road widenings projects in Lake County and a new Stadium Road connector in Westlake.

The current list of 13 projects totals about $170 million, which represents over 50 percent of all expected funds statewide (the five most needy counties hold less than 30 percent of the state's population). It's likely, then, that some of the region's projects won't be funded. And it also means that ODOT's selection panel, the Transportation Review Advisory Council (TRAC), will be setting priorities for our region.

On September 16 or 17, the TRAC will meet in Northeast Ohio (location not yet announced) for a public hearing on the proposed new projects. Call Michael Call at ODOT for more information on the hearings (614-466-7700) or visit NOACA for more information about the list of priority projects (216-241-2414).

Bike news

• Bike-friendly cities: The cities of Oberlin, Avon Lake, and Tallmadge have been named as Northeast Ohio's first official "bike-friendly communities" in May. Among their bike-friendly accomplishments, Oberlin has compiled a major section of the Ohio Bicycle Highway, bicycle paths, Avon Lake has developed a 25-mile bikeway system of paths and lanes with the assistance of a Federal Transportation Enhancement Award, and Mentor has integrated bicycle facilities development into its regular road maintenance and improvement program.

The League of American Bicyclists qualifies cities that have set up a system of bicycle-friendly facilities, including providing a minimum of bicycle safety policies and programs and minimum per-capita investments in bikeways and other facilities.

• East side bike route: Other local communities are also starting to think about local bike facilities. Six east side suburbs — Pepper Pike, Beachwood, Cleveland Heights, Shaker Heights, University Heights, and South Euclid — have designated a total of 18-miles of on-street bike route. The route, which runs mostly along Monticello Boulevard, Belvoir Road, and Shaker Boulevard, will be the first pilot route in the Cleveland Metropolitan Parklands Eastside Bikeway system. In the future, it could run from Chagrin Falls to University Circle.

NOACA help: The region's transportation planning agency, NOACA, deserves credit for setting the stage to being a powerful economic force and allowing other projects to be considered. The committee also reviewed preliminary plans for road reconstruction and new capacity projects, looking for ways to improve designs for the benefit of bicyclists.

Ohio bike award: Congratulations to Cleveland bike advocate James Crofford for researching the 1999 Horsefawn Award for Service to Ohio Bicycing from the Ohio Bicycle Federation. In addition to contributing years of service to the Committee and producing a monthly newsletter called Crocker Mail, a monthly journal for the Greater Cleveland cycling community, and the Ohio Bicycle Events Calendar.

Pothole madness

According to another study by the Surface Transportation Policy Project, motorists are spending twice as much to fix damage to their cars caused by bad urban highways than states have chosen to spend out of flexible federal funds available to fix those roads.

Road rage In early March the Surface Transportation Policy Project released its "Road to Rage" report, which concludes that future drivers are driving more aggressively in places with uncontrolled sprawl development. See STPP's Web site at http://www.transact.org/aggressive driving/99report rpt_text.htm for a copy of the full report.

NOACA board officers

The Northeast Ohio Areawide Coordinating Agency (NOACA) plays a big role in deciding how to spend hundreds of millions of transportation dollars in Cuyahoga, Lorain, Medina, Geauga and Lake counties. Officers for the 1999 NOACA Governing Board include:

• President: Jerry Hiby, Mayor of Mentor (location not yet announced)
  • Vice president: Hunter Morrison, Mayor of Brunswick
  • Treasurer: Robert (Skip) Tilmes, City Manager of Brunswick
  • Asst. secretary: Thomas Gilles, Lake County Engineer
  • Asst. secretary: Janet Novak, Geauga County Commissioner
  • Treasurer: Jon Carmeli, Cuyahoga County Commissioner

Membership is $15 through the Northeast Ohio Association of Regional Rail Passenger service, or call 614-644-0306 for more information.

Trains and more

The Ohio Association of Railroad Passengers is an effective nonprofit organization working to promote rail transportation — including light rail transit in cities, commuter rail in metro areas, and inter-city rail across Ohio. Memberships are $15 through GARPT, 2422 S. Patterson Blvd., Dublin, OH 43017. Inquiring calling the OARP's 24-hour news hotline at 614-476-0334.
Sprawl in full
Tom Wolfe's American landscape for the '90s

A Man In Full: A Novel by Tom Wolfe

by Robert Jaquay

When a topic is sparked by scholarly journals and op-ed pages suddenly emerges in a week
total of popular fiction, attention is sure to be paid by those passionate about the subject.
Such is true for Tom Wolfe's latest novel, A Man In Full, set in contemporary
Atlanta, which has been described by Wolfe's protagonist — the Man In Full himself — as
Charlie Croker, a Georgia developer whose fortune rose along with his
wildly successful "edge city" office
ventures around Atlanta.

Despite years of real estate experience and a
string of successful projects, Croker miscalculates the pace of hi s wildly successful
unbroken string of development to occur, and gave short shrift to the negative consequences of edge cities on
traditional downtowns, urban core neighborhoods or first-ring suburbs. Like
Garreau, Wolfe ends up painting a partial — but
incredibly neat — picture of Atlanta.

Perhaps it is unfair to criticize this otherwise enjoyable book on such a narrow basis. A Man In Full is not about sprawl, which is about a driven man who creates it.

"A Man In Full may well leave a lasting impression about urbanization and development on America's collective conscience — the acquaintance message that sprawl exists, so get used to it.

The Plan

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The Right Whites Move Back Into Edge Cities."

In Full is set in contemporary Atlanta, which has been described by Time magazine as quite possibly "the fastest spreading human settlement in history.
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The Right Whites Move Back Into Edge Cities.
**Boosting eco-politics**

Environmental progress in Ohio depends on forging strong coalitions of environmentalists, public health interests, hunting and fishing groups and land preservation organizations. And the newly-formed Ohio League of Conservation Voters is aiming to mobilize such a coalition in order to hold elected officials accountable for protecting the state.

Dividing us by nodes: Northeast Ohio has been split into three area codes to accommodate the need for more telephone numbers. And last year Amsden agreed to divide the Cleveland area phone book into west and east side volumes. The move was defeated by public officials, such as Cleveland Council president Jay Westbrooks, who argued that such separate phone books would promote divisiveness and make it harder for people to feel part of a single region.

**Cinco sprawl**

The biggest land use issue in the Cincinnati area is how to manage growth in western Hamilton County. Many residents want to slow development and preserve the rural character of their communities. Some county commissioners are under pressure to expand severance, widen roads and authorize another bridge over the Ohio River.

Unhealthy indicators: Ohio ranks third in the nation for toxic emissions, Cuyahoga County has 25,000 children suffering from asthma, and in some Cleveland neighborhoods one in three children is poisoned by lead.

**Winners**

- **West Creek wins** thanks to the determined efforts of the West Creek Preservation Committee, Farmington residents voted overwhelmingly last November to designate 160 acres of city-owned land along the creek as a wetland aden. A citizens advisory committee is now making recommendations for recreational uses compatible with the natural area and is seeking funding for park development.

- **Hudson preservation** The Hudson Land Conservancy is working to preserve the remaining natural areas in that rapidly developing city. It recently protected 45 acres of wetlands, upland forest and open field in the Mad Brook watershed.

- **Sustainable Kent** The Environmental Committee of the City of Kent has proposed a set of "Goals and Indicators of Sustainable Development" that will help the city evaluate community development, environmental quality, activities and resources planning, and social and economic development. For more information, call the city service department at 330-672-3000.

- **Sustainable turb** Our Lady of Elms School in Akron is trying to minimize environmental impacts by developing athletic fields on fallow farmland at the Crown Point Ecological Center in Bath. Ecological features will include turf maintained without synthetic chemicals, parking and an area made of crushed stone instead of asphalt, minimal lighting, composting toilets, and a running track made of bits of scrap tires. All the features will provide opportunities for environmental education.

- **Sustainable Lake** Experience the Woodlawn Environmental Station, a cooperative effort between Cleveland State University and the Ohio Environmental Council. The station has been described in our issue of our journal. It serves as an educational outreach to raise public awareness of environmental issues.

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Remaking University Circle

Cleveland's University Circle has a world-class collection of museums, schools and other prominent institutions. But it's not a great place because of two big problems: the attractions are not linked together by high-quality public spaces and institutional development has bulldozed interesting residential streets. As a result, the Circle's urban life has been squeezed out by hostile streets and parking garages.

Now the organization that helped to run the bulldozers, University Circle Inc. (UCI), is trying to make amends. Under the new leadership of president David Abbott, UCI has embarked on a planning process to reshape the Circle and create "one of the premier urban districts in the country."

At recent public forums a number of themes have emerged:

- There is a need to create a sense of place in the Circle by increasing vitality, strengthening the residential and retail offerings, improving facade Avenue, making the Circle more user-friendly with attractive walkways, lighting and signage, providing better connections to the southwestern quadrant of the Circle by Cedar Hill, and eliminating real and perceived barriers between the Circle and streets. As a result, the Circle's urban life has not only by increased marketing and promotion but also by increased marketing and promotion; providing better alternatives to driving.

The following message comes from Paul Brachser, who helped create Cleveland's new Environmental Commission:

- Have your hometown received the Tree City USA designation from the National Arbor Day Foundation? If so, do you really think that your hometown deserves this designation?

Cleveland's Tree City USA designation provides the thought of an environmental conscience town full of lush woodlands and green space—a community striving to preserve its natural resources. I have found, however, that this is not necessarily the case.

More in Twinsburg, Ohio, we have been "awarded" a USA designation for the last three years. While it is true that the city has planted hundreds of trees during that time (mainly in tree laws), it has also allowed literally hundreds of thousands of trees on hundreds of acres to be locally destroyed within the same time frame! The very environmental fabric of this city is being cut, ripped, shredded and torn apart at its seams; and yet the National Arbor Day Foundation has rewarded this city for environmental stewardship? It redounds the term "award!"

Many other cities and towns across the region are equally guilty of promoting a charade such as this. How many folks are being duped into believing all is well in their hometown when the exact opposite may be true? (Tragically witnessed the traversal of thousands of trees on a 50+ acre site behind the twinsburg City Hall next to Tinkers Creek (the largest tributary of the Cuyahoga River). This is part of another 30 to 40 acre site that adorns the city hall and also met the same fate. It is also across from yet another 30+ acres that met the same fate next to the Goodyear store on Darwood Road—the list goes on and on. This entire expanse of the city contained some of the most majestic and truly old-growth woodlands that remained, and now they are gone forever. The situation is so out of control that the city has now pledged to having to place a 105.0 million bond issue on the November ballot to purchase parkland outside of the city's borders.

I hope to god that this fate never falls upon your hometown. The lesson that I have witnessed have been enough to force grown adults on their knees to cry. What makes this whole situation so sad is that I ran the City of Twinsburg's Environmental Commission. This thinking was the cause of the recent removal of thousands of acres of a creek.

Transitions

- Cleveland and Ohio; the urban beautification and tree planting program, has transformed into ParkWorks, and will be having a more prominent role in the improvement of places in Cleveland. It's part of a growing appreciation of the importance of urban parks, green spaces and recreational opportunities.

- Andrew Baise is the new associate director of the Urban Design Center of Northeast Ohio. Formerly on the faculty of the School of Architecture at Kent State University, Baise specializes in the revitalization of inner-city neighborhoods. The Urban Design Center is part of a program of the Kent State University School of Architecture and Environmental Design. This fall, it will open an office in downtown Cleveland to assist in the revitalization of the city neighborhoods.

- Randy Brockway, a landscape sculptor from New Jersey, will be director of the new Northeast Ohio Center for Farmland Preservation, a project of the Westlake-based Resource Conservation and Development Center. The center will be a resource for communities trying to protect farmland and promote agricultural zoning, purchase of development rights and other land use programs. It will work to make farmland more economically viable by promoting farmers' markets and rural tourism.

- The American Farmland Trust has worked to protect farmland in Ohio by opening a Midwest Office in Columbus to help protect the region's best agricultural land.

- SEED Ohio, the sustainable energy group, has a new executive director, Carol Sobley, and a new program manager, David Kribs.

Upcoming farm appreciation days are August 7 (demotions of how to make pasto, goat cheese and zucchini recipes) and September 11 (demotions with draft horses, making salads, chopping sheep and spinning wool) at Silver Creek Farm, 9077 Albion Rd., off I-78, 100 feet north of I-78. Hours are 10 a.m. to 2 p.m. For more information about NOFF, call 216-464-2618 or 440-834-0724.

Another way to support local farms is by joining a community supported agriculture (CSA) program. CSAs allow city folks to invest in a local farm in return for a share of the harvest. CSAs in Northeast Ohio include Silver Creek Farm near Hiram (336-569-3487) and the Crown Point Ecology Center in Bainbridge (330-666-2020).

The Cleveland Botanical Garden and the North Union Farmer's Market have organized a series of lectures and food tastings to teach how gourmet chefs use locally grown ingredients in their cooking. On October 23, Deborah Madison, author of The Greens Cookbook and Vegetarian Cooking for Everyone, will speak on how to locally grown food on the table sustains culture and preserves the landscape. The program starts at 6 p.m. at the Botanical Garden in University Circle. Tickets are $35. Call 216-721-1600 for reservations.

Each Saturday until October 23, local farmers will be selling their products at the North Union Farmer's Market at Shaker Square. Hours are 8 a.m. to noon.

Resources

- Health in neighborhoods:
  - Sustainable Cleveland Partnership, which is coordinated locally by the Earth Day Coalition, has an Environmental Health Action Guide that provides local statistics, resources, and action tips to help neighborhoods address such environmental and health issues as childhood lead poisoning, unsafe drinking water, safe drinking water, recycling, brownfields, and better nutrition. It's available in a printed format online at http://www.nlinhk.org/ enviro/health. For more information, call 216-281-6468.

- Business for smart growth:
  - The National Association of Local Government Officials (NOFF) has written a study, Profiles of Business Leadership on Smart Growth, which examines how businesses are working to reduce sprawl and make their metropolitan areas more economically competitive. Among the groups profiled is Build Up Greater Cleveland, a program of the Growth Association.

- Townscape features: Peg and Bob Bode have written a great new guide to the natural history of the Ohio & Erie Canal Towpath Trail. The 152-page book, The Nature of the Towpath, is available at local bookstores, visitor centers of the Cuyahoga Valley National Recreation Area, or from the Cuyahoga Valley National Park (PO Box 222, Peninsula, OH 44264). The price is $14.95 ($11.81 including tax and shipping).

- Lake Erie cleanup: a report on the status of a lakewide management planning effort for Lake Erie, which was written by the U.S. EPA at 328-868-7804.

- Environmental education: Ohio state agencies and organizations have joined "Ohio EE 2000: A Strategic Plan for Environmental Education in Ohio," which outlines strategies for integrating environmental thinking into school curricula. One major problem is state competency testing. Unless the state requires environmental knowledge, many schools won't teach it. For more information, call Ohio EEA's Office of Environmental Education, 614-644-2473.

- The Nature Index: The Natural Wildlife Federation, Island Wildlife League and others have issued a "Midwest Mercury Report" that details extensive mercury contamination in lakes and streams in the upper Midwest. See the report at www.iwla.org or call 651-649-1446.

Supporting family farms

Northeast Ohio Family Farms (NOFF) is a new project working to support small farms through cooperative marketing and educational experiences that connect consumers with the sources of their food and fiber. The project has organized farm appreciation days where consumers can explore a family farm and purchase fresh fruits, vegetables, meats, cheese, flowers and other products.

Upcoming farm appreciation days are August 7 (demonstrations of how to make pasta, goat cheese and zucchini recipes) and September 11 (demonstrations with draft horses, making salads, chopping sheep and spinning wool) at Silver Creek Farm, 9077 Albion Rd., off I-78, 100 feet north of I-78. Hours are 10 a.m. to 2 p.m. For more information about NOFF, call 216-464-2618 or 440-834-0724.

Another way to support local farms is by joining a community supported agriculture (CSA) program. CSAs allow city folks to invest in a local farm in return for a share of the harvest. CSAs in Northeast Ohio include Silver Creek Farm near Hiram (336-569-3487) and the Crown Point Ecology Center in Bainbridge (330-666-2020).

The Cleveland Botanical Garden and the North Union Farmer's Market have organized a series of lectures and food tastings to teach how gourmet chefs use locally grown ingredients in their cooking. On October 23, Deborah Madison, author of The Greens Cookbook and Vegetarian Cooking for Everyone, will speak on how to locally grown food on the table sustains culture and preserves the landscape. The program starts at 6 p.m. at the Botanical Garden in University Circle. Tickets are $35. Call 216-721-1600 for reservations.

Each Saturday until October 23, local farmers will be selling their products at the North Union Farmer's Market at Shaker Square. Hours are 8 a.m. to noon.

Resources

- Health in neighborhoods:
  - Sustainable Cleveland Partnership, which is coordinated locally by the Earth Day Coalition, has an Environmental Health Action Guide that provides local statistics, resources, and action tips to help neighborhoods address such environmental and health issues as childhood lead poisoning, unsafe drinking water, safe drinking water, recycling, brownfields, and better nutrition. It's available in a printed format online at http://www.nlinhk.org/ enviro/health. For more information, call 216-281-6468.

- Business for smart growth:
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- The Nature Index: The Natural Wildlife Federation, Island Wildlife League and others have issued a "Midwest Mercury Report" that details extensive mercury contamination in lakes and streams in the upper Midwest. See the report at www.iwla.org or call 651-649-1446.
August 7 Program about the 30th anniversary of the Cuyahoga River fire and the current condition of the river, 2 p.m. at the Boston Store of the Cuyahoga Valley National Recreation Area.

August 8 Emerald Necklace bike tour featuring 10-, 25-, or 50-mile rides through the Cleveland Metroparks. Call 216-371-6888 for registration information.

August 8 Walking tour of sacred landmarks in the University Circle area, 1-5 p.m. For more information, call 330-725-4911.

August 9 Cleveland Metroparks. Call 216-371-6888.

August 10 Farm tour of Sweetheart Farm, a diversified organic farm in Portage County, 1-4 p.m. Call 330-527-0813 for more information.

August 11 Farm tour of the Strathol Biological Center, a research center and demonstration farm in Delaware County, 2-5 p.m. Call 740-363-2348 for details.

August 19 Friends of the Crooked River canoe trip through the Pinery Narrows section of the Cuyahoga River. For details, call 330-666-9200.

August 21 Fall equinox celebration, 7 p.m. at the Crown Point Ecology Center. Details. For details, call Ohio Canal Corridor at 216-348-1825.

August 21 Tour du Corail '99 bike rally along the Ohio & Erie Canal Corridor. For details, call Ohio Canal Corridor at 216-348-1825.

August 25 September 18-19 TASSLE (Tour Along the South Shore of Lake Erie) bike tour sponsored by the Lomin Lions Club.

August 25 Fall equinox celebration, 7 p.m. at the Cleveland Metroparks South Chagrin Nature Center.

August 25 Monarch butterfly tagging to help international scientific studies, 1-3 p.m. at the Cleveland Metroparks South Chagrin Reservation Old Field area. To register, call 440-247-7075. Also offered August 21.

August 25 Evening hike to observe night wildlife, 7 p.m. at the Geauga Park District's Rockery Park. Call 440-834-1856, ext. 5420 for more information.

August 13 Taste of the earth banquet and auction to celebrate the 100th anniversary of the Crown Point Ecology Center, 3220 Eu Rd. in Bath. Call 330-666-9200 for ticket information.

August 20 Concert by Maggie, 7-10 p.m. at the Crown Point Ecology Center, 3220 Eu Rd. in Bath. Call 330-666-9200 for ticket information.

August 21 Hike to observe birds and the plants they depend upon, 7:30 a.m. at the Stanwood Hostel in the Cuyahoga Valley National Recreation Area.

August 21 Tinkers Creek stream stomp, an all-day hike through the creek's george in the Cleveland Metroparks Bedford Reservation. Call 216-341-3152 to register.

August 25 Monthly public program of the Northeast Ohio Sierra Club, 7:30 p.m. at the Nature Center at Shaker Lakes, 2620 South Park Blvd. in Shaker Heights.

August 26 Monarch butterfly tagging to help international scientific studies, 1-3 p.m. at the Cleveland Metroparks South Chagrin Reservation Old Field area. To register, call 440-247-7075. Also offered August 21.

August 26 Evening hike to observe night wildlife, 7 p.m. at the Geauga Park District's Rockery Park. Call 440-834-1856, ext. 5420 for more information.

September 10-11 "Inhabiting the Land: A Conference on Culture and Biology," the fifth annual Buckeye Gathering sponsored by the Buckeye Forest Council in the Hocking Hills. Featured speaker will be author Wes Jackson of The Land Institute. For more information, call 740-594-6400.

September 12 Hikes-a-them '99 hikes along Dean Brook, and the Shaker parkslands sponsored by Newman Outfitters for the benefit of the Nature Center at Shaker Lakes. For details, call 216-321-5935.

September 18 Paula Gonzalez, founder of EarthConnection in Cincinnati, will lead a workshop on envisioning a sustainable future, 9 a.m. to 4 p.m. at the Crown Point Ecology Center, 3220 Eu Rd. in Bath. Call 330-666-9200 for fees and information.

September 18 Geology walking tour of historic Lakeview Cemetery, 10 a.m. Call 216-421-2526. For reservations.

September 19-20 E. 18th and Euclid Avenue in Cleveland. A representative of Nortneas! Farm will be available at booksstores or directly from EcoCity Cleveland.

September 24 Farm tour of the Strathol Biological Center, a research center and demonstration farm in Delaware County, 2-5 p.m. Call 740-363-2348 for details.

September 25-28 Rail-Volution '99 conference in Dallas, the best national meeting on building livable communities with transit. For registration information, call 800-788-7077 or see www.railvolution.com.
Natural vegetation of Northeast Ohio at the time of earliest land surveys

Legend:
- Beech Forests
- Mixed Oak Forests
- Oak-Sugar Maple Forests
- Elm-Ash Swamp Forests
- Mixed Mesophytic Forests
- Sphagnum Peat Bogs

From the Conservation Development Resource Manual by the Countryside Program (adapted from a map by the Ohio Biological Survey)

"Indispensable reading for those who want to know what's really going on in the region or what the headlines may be a decade from now." —David Orr, Oberlin College Environmental Studies Program

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