



# EcoCity CLEVELAND

IDEAS AND TOOLS FOR A SUSTAINABLE BIOREGION

Volume 1, Number 5 August 1993  
Editor/writer: David Beach

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## Good words

Of all the things you learn here,  
remember this the best.

Don't hurt each other,  
and clean up your mess.

Take a nap every day. Wash before you eat.

Hold hands. Stick together.

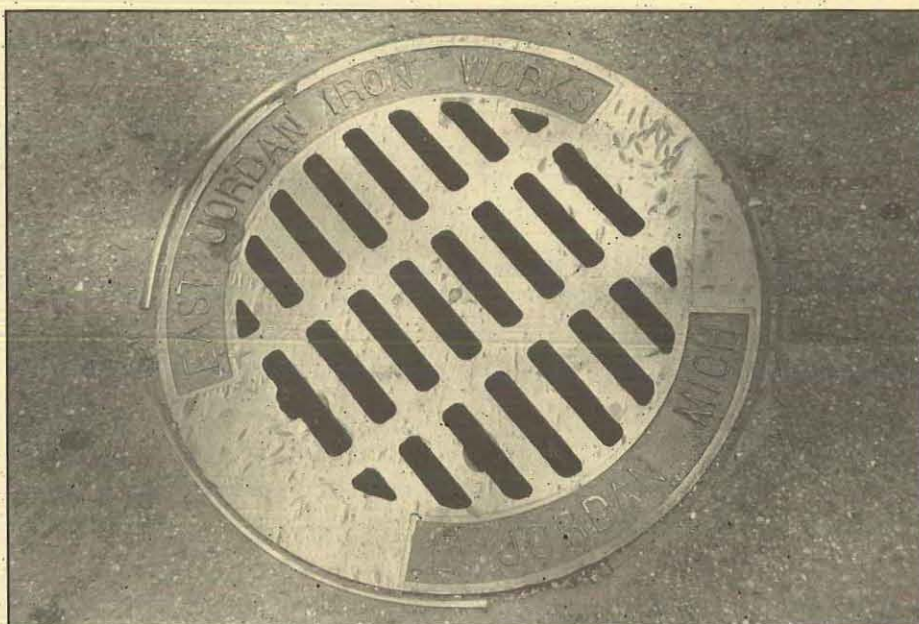
Look before you cross the street.

Remember the seed in the little paper cup:

First the root goes down,  
and then the plant grows up.

-- from "Kindergarten Wall,"  
a children's song by John McCutcheon

# FINDING



## DUGWAY BROOK

*Many of our smaller urban streams have been turned into storm sewers -- culverted, covered up and forgotten. It's not easy to find them, much less imagine what they might have been like long ago. The following describes editor David Beach's attempt to find his own watershed in Cleveland Heights.*

**My bicycle finds you.** It coasts to the low spots in the suburban streets. Even where development has obliterated the natural contours of the land, where the gradient is almost imperceptible to the eye, my bike glides down to where you once flowed free. Where you still flow through the sewers.

In the middle of Meadowbrook Road is a sewer grate made by the East Jordan Iron Works. I peer into the culvert below and see a trickle of water -- Dugway Brook, my watershed.

Years ago, they built over you, turned you into a storm sewer. Then they named the road "Meadowbrook" to commemorate what was destroyed.

Were there meadows here 90 years ago, before Cleveland Heights was subdivided? Today, there are trim lawns and single-family homes. On both sides of the street the lawns slope down to the curb, giving a hint of your old ravine. But I doubt the people

*Continued on p. 6*



# Our role

A publication like *EcoCity Cleveland* keeps evolving over time. But, after five issues, we already seem to filling several roles.

We are providing a new perspective -- what we've termed a "bioregional vision" -- that isn't available in other media. By bringing a variety of urban and environmental issues together in one publication, we are trying to help readers think more holistically. And we are building support for regional thinking and action.

In the absence of a large, well-funded environmental center in Northeast Ohio, we are promoting a network of groups and individuals. We are stimulating discussion and the cross-fertilization of ideas. We're doing this not only through the journal, but through personal contacts and referrals. Some days our phone never stops ringing!

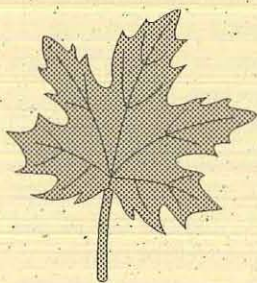
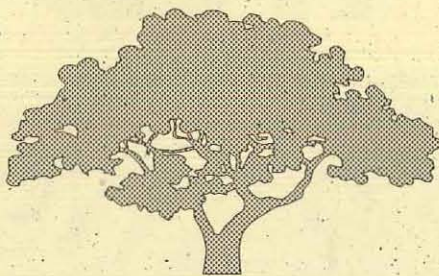
We are importing ideas from around the country and the world -- showing how they might be applied here.

And we are starting to export ideas from Northeast Ohio. Around the country, people seem to be intrigued and pleasantly surprised to read about our Cuyahoga Bioregion. (After all, why should places like the West Coast have a monopoly on ecological innovation?) We get frequent calls from environmental organizations in Washington, DC, and elsewhere. We are trading subscriptions with other ecocity and bioregional groups. And we have been listed as a resource in the national bioregional journal, *Raise the Stakes*.

As you continue to read *EcoCity Cleveland*, think about how we are filling these roles -- and what other roles we should be filling. What is your vision of what *EcoCity Cleveland* could become in two years?...in 10 years? How can we do a better job supporting your work and promoting activism? As I've written before, *EcoCity Cleveland* aims to be a participatory publication. Let me know what you think!

And while you're thinking about priorities for *EcoCity Cleveland*, also think about environmental priorities for the region. Our cover story in September will be about efforts to begin an environmental priorities program in Northeast Ohio, a consensus-building process intended to illuminate our needs.

--David Beach, Editor



## Thank you

Thanks to the Center for Neighborhood Development at Cleveland State University for providing space at CSU for our Advisory Board luncheon on July 14. And thanks to the Food Co-op for catering the healthfully delicious (yet inexpensive) food.

## Mission

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

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# Justifying RTA's Dual Hub

## Wouldn't you like to believe in the Dual Hub?

Ecocity plans always seem to include mass transit rail lines serving densely-populated, pedestrian-friendly urban centers. And that's what the Greater Cleveland Regional Transit Authority's proposed Dual Hub line is meant to do:

It would connect two of Northeast Ohio's largest employment centers -- downtown Cleveland and University Circle -- with a subway through the central business district and above-ground rail along Euclid Avenue. It could make RTA's entire rapid transit system go to more places riders want to go. And it could stimulate redevelopment of the core of the region.

RTA management believes so strongly in the Dual Hub that it has made the line the backbone of its "Transit 2010" long-range plan (see article on page 4 by RTA general manager Ronald Tober). But the project also has attracted critics -- such as Norman Krumholz, a professor at Cleveland State University's College of Urban Affairs and a former Cleveland planning director -- who predict the project will be a costly fiasco.

Among the big questions:

■ **A billion dollars?** Early cost estimates for the Dual Hub range from \$500 million to nearly \$1 billion. Whatever the final number turns out to be, it's clear that digging subway tunnels under downtown and creating a rail right-of-way along Euclid Avenue will be one of the biggest public works projects in Greater Cleveland history. The project would soak up nearly half of RTA's capital budget for the next 20 years. Up to 60 percent of the money could come from the federal transit funds, but the state, local governments, and businesses and institutions along the new line would have to come up with the balance.

Would local elected officials -- already out on a political limb for championing Gateway and other downtown projects -- dare propose new taxes to pay for the Dual Hub? Could Cleveland State University trustees contribute millions for a campus transit station when they are cutting academic programs and raising tuition? In general, even if the Dual Hub is a vital transit improvement, can we justify spending so much when there are so many

other pressing urban needs? How might the money be better spent?

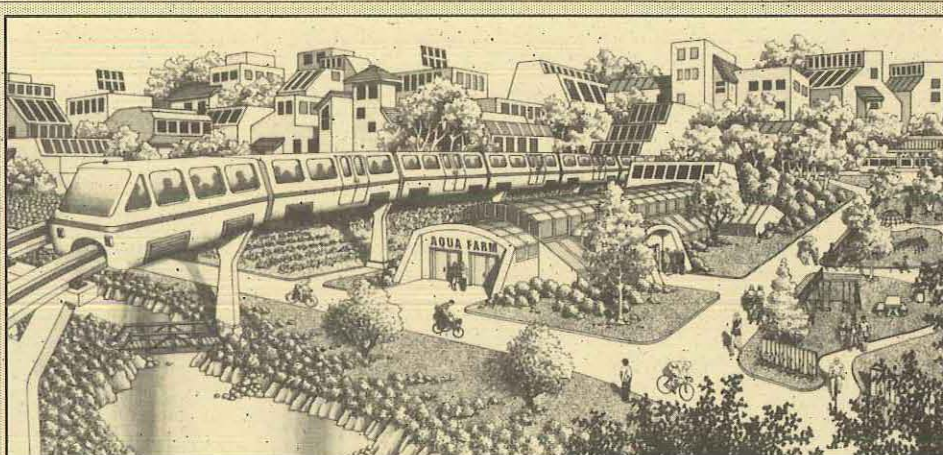
■ **Rosy scenarios?** In cities across the country, transit systems have underestimated the costs and over-estimated the ridership of new, fixed-rail lines. The lines then become chronic money-losers which can jeopardize the financial health of entire transit systems.

RTA officials reply that the bad experiences of other cities have been exaggerated by studies commissioned during the anti-transit Reagan years. They say RTA *can* afford the Dual Hub and

other projects in its long-range plan. They even predict that the Dual Hub will "pay for itself" by raising property values and tax revenues along its route. The critics, however, say "prove it."

■ **Fighting the last war?** Why keep investing in an old, hub-and-spoke transit model? The region keeps sprawling and dispersing people and jobs over wider areas, making the central hub less important. We now have many smaller nodes of activity. Why waste our money trying to recapture some idyllic, street-car past?

*Continued on p. 5*



## Building communities around transit

*Some cities are making conscious efforts -- through design guidelines, master plans and zoning -- to make development support mass transit and vice versa. San Diego recently adopted the "transit-oriented development" concept explained below.*

The Transit-Oriented Development (TOD) concept is simple: moderate- and high-density housing, along with complementing public uses, jobs, retail and services, are concentrated in mixed-use developments located at strategic points along the regional transit system. Low-density housing and other auto-oriented uses surround these TODs in secondary areas. The location, design, configuration, and mix of uses in a TOD provides an alternative to traditional development by emphasizing a pedestrian-oriented environment and reinforcing the use of public transportation.

This linkage between land use and transit is designed to result in an efficient pattern of development that supports the transit system and makes significant progress in reducing sprawl, traffic congestion and air pollution. The TOD's mixed-use clustering of land uses within a pedestrian-friendly area connected to transit, provides for growth with minimum environmental and social costs...

Transit-Oriented Developments are mixed-use neighborhoods, up to 160 acres in size, which are developed around a transit stop and core commercial area. The entire TOD site must be within an average 2,000-foot walking distance of a transit stop.

*-- from Transit-Oriented Development Guidelines  
prepared for the City of San Diego  
by Calthorpe Associates, 1992*

*Illustration by David Spellman from Sustainable Cities: Concepts and Strategies for Eco-City Development*



# Tober's grand plan

## How RTA management plans to revitalize mass transit in the region

by Ronald J. Tober

A bit of timeless wisdom credited to Will Rogers advises that it's not enough to be on the right track; you also have to be moving ahead or else you'll be run over.

Sound advice -- especially for the Greater Cleveland Regional Transit Authority.

Unless this community's public transit system is dramatically revamped to meet today's realities and tomorrow's demands, it will, in fact, be run over by relentless progress and left behind by hundreds of thousands of Greater Clevelanders who are going places that their transit system simply doesn't take them.

That process has been evident for a long time. Little by little, year after year, ridership has dropped because the transit system has not kept pace with demands of the marketplace. People, businesses and jobs have moved out of the city into the suburbs and beyond, but the transit system that purports to serve them is substantially the same as it was two decades ago.

If we can agree that a first-class transit system is an essential element in the viability and the livability of a community, then this community's future could well depend on revising and

rethinking the direction that RTA has been going.

Transit 2010 is a comprehensive attempt to do just that. It is an evolving long-range plan that represents the collective wisdom and expertise of citizens, public officials, community leaders, planners and transit professionals. But more than that, it is an effort to bring together resources and build the consensus needed to take the system and region into the 21st century.

The centerpiece of the plan is a project called the Dual Hub. The Dual Hub involves relocating RTA's existing rail lines to create a new rail service linking downtown with University Circle. It could include a downtown subway providing circulation and stations throughout the central business district, as well as street-level service along either Euclid or Chester avenues to University Circle. It would also feature a rail connection between University Circle and Shaker Square.

If approved, the project would have a greater impact on the entire region than any other single development in recent history, including Gateway. Not only would it be a monumental construction project, it could be a catalyst for hundreds of millions, even billions, of dollars in new



development along the 5.5-mile Dual Hub corridor. More than 160,000 jobs exist today in that corridor in medical, educational and cultural institutions and commercial businesses, and more than 83,000 residents live there.

In cities such as Pittsburgh, Toronto, Washington, DC, and Atlanta, the development of modern rail service sparked significant commercial and residential development along the routes. While construction of a transit line alone cannot create new development, it does improve access and offers a significant level of public commitment that enhances an area and encourages private investment.

But perhaps more important, especially in a larger context, is Dual Hub's significance as the heart of a redrawn and recast comprehensive public transportation system that draws people from where they are and takes them to where they want to go.

As envisioned in Transit 2010, Dual Hub is the spine of a rail system that includes new rapid transit lines into Euclid, Cleveland Heights, Pepper Pike, Highland Hills, Parma, the I-X Center and Berea, and North Olmsted. It is the single most important

component of an expanded system that also includes:

- **Commuter rail service.** Trains connecting downtown Cleveland with Mentor, Aurora, Akron, Medina and Lorain along existing freight tracks.

- **Transit centers.** Community-based hubs where two or more RTA routes converge, some including facilities with waiting areas and concessions.

- **Community circulators.** Smaller 30-foot buses connecting residential areas and local activity centers with feeder and connector service to mainline routes.

- **High occupancy vehicle (HOV) lanes.** Reserved lanes on new or existing highways for buses, vans and other vehicles with multiple occupants during peak hours.

- **Park-and-Ride lots.** Secured parking lots in outlying suburbs for bus and rail commuters.

It has been argued -- and most certainly will be again -- that Dual Hub is nothing more than an expensive duplication of service that already exists between downtown and University Circle.

From a transportation standpoint, that is simply wrong. The existing Red Line was built more than a generation ago through areas that were essentially industrial and already on the decline.





Existing right-of-way was used to keep costs down without regard to the future prospect of running trains through areas where no one was going and operating stations no one was using.

Dual Hub would serve an area that is growing and developing: from Public Square to Playhouse Square, Cleveland State University, MidTown Corridor, Cleveland Clinic, University Hospitals and University Circle itself. It would also offer downtown stations throughout the central business district so riders could avoid transferring from trains to buses to complete a trip.

From a conceptual standpoint, Dual Hub critics are even more wrong. RTA's very existence depends on its ability to attract new riders. Even if the economy picks up and work-related commuter trips increase because jobs have been restored, those returnees are the same people we already lost.

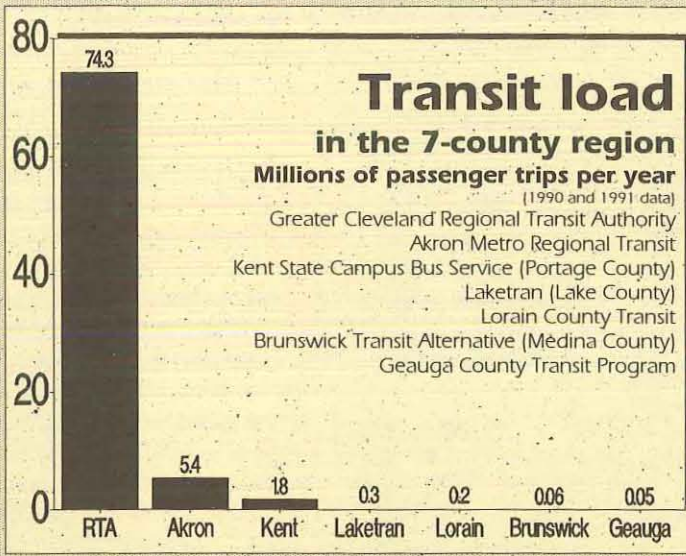
Attracting new riders depends on our ability to provide quality service, meet new needs, anticipate changes, and give the people what they want.

Transit 2010 is a bold and ambitious plan that is also realistic and necessary. It is also a very large investment; as much as \$800 million to construct in its entirety.

Dollars well spent? That certainly has been the focus of discussion during recent months...But this we know with total certainty right now: The transit system we have today cannot be and will not be the transit system we have 20 years from now. If we do nothing more than we are doing now, the system will eventually but inevitably degenerate.

In the alternative, if we work now to build a transit system that truly meets the needs and the realities of the 21st century, then we will be making a major contribution to our community's future. □

Ronald Tober is RTA general manager.



### Justifying the Dual Hub

From p. 3

■ **Rail fixation?** According to critics, capital-intensive rail projects may be monuments to the egos of transit officials and the construction industry, but are not necessarily the best use of transit dollars. "Why can't we be more innovative and flexible?" they ask. Instead of fixed rails, invest in better bus service, van pooling and bikeways -- services that can readily adapt to population shifts. And realize that a new train alone will not get people out of their cars. Politically controversial policy changes -- higher parking fees, tolls on commuters, a gasoline surcharge -- may also be needed.

■ **Necessary gamble?** The above assumes that transit systems should follow their riders and give up trying to counteract the powerful forces of urban sprawl. If riders move to distant suburbs, then RTA should follow with services for low-density communities.

This raises perhaps the most tantalizing question about the Dual Hub: should transit passively follow riders, or should it seek to influence where they live and work? Obviously, urban sprawl is making mass transit less and less practical in Northeast Ohio, and it may make the Dual Hub a loser, too. But if we don't make major public investments in transit, we may have no chance to counter sprawl -- no chance to create compact, energy-efficient, ecological communities where people don't have to depend on the automobile.

RTA's rail system already has one of the lowest riderships in the country. If nothing is done, it will continue to decline, say its planners. So do we take the billion dollar gamble? Do we try to create a successful rail system that would help revitalize the urban core? And if we decide to make the investment, is the Dual Hub the best project?

Even though the Dual Hub has been studied for a decade, planners still don't have solid answers to such questions. So local officials are in the process of approving yet another million-dollar study. At a recent transportation planning meeting, officials (many of them very reluctantly, very cautiously) voted to proceed.

"I am embracing the next phase without committing to the project," said Cuyahoga County Commissioner Timothy Hagan. "It's a reasonable expense to help

make a decision of this magnitude."

The year-long study, a "supplemental draft environmental impact statement," will consider three major alternatives:

1. Do nothing -- keep the existing system.
2. Improve existing bus and rail services in the Dual Hub Corridor (for example, create reserved bus lanes along Euclid Avenue).
3. Build a new subway/rail line (a number of routes will be studied through downtown and along the corridor, all with the general effect of moving the Red Line north).

The study also is supposed to include detailed estimates of ridership, capital and operating costs and economic development benefits, as well as a public involvement plan.

It's a study that begs for close scrutiny. Its analysis must be accurate and trustworthy so the public can decide whether the Dual Hub is worth the expense.

RTA is already planning for its new rail line to be up and running by 1999. To the authority's planners, the Dual Hub is as important as the Innerbelt, the section of highway through downtown that ties together the Interstate highways and distributes traffic through the center of Cleveland. But the planners have a lot of people to convince before they can break ground.

Finally, an ironic (tragic?) historical note. The most expensive part of the Dual Hub was almost built in the 1950s. Cuyahoga County voters approved a \$35 million bond issue to build a downtown subway loop to relieve traffic congestion. But, thanks to opposition from then County Engineer Albert Porter, the bonds were never sold. Greater Cleveland's flawed rapid transit system was never fixed because a powerful politician believed in highways. □



## Finding Dugway Brook

*From p. 1*

in the houses realize they live along a creek. Most people don't know their watershed. They don't care where the rain goes, except when it backs up into their basements.

I climb on my bike and coast downstream, trying to trace your course to the northwest, where in about four miles you empty into Lake Erie.

Past Cedar Road, you escape from the underground culvert and cut between the houses. This is one of the few stretches where you look like a real brook. You flow over rocks at the bottom of a twenty-foot ravine. Overhanging maple trees shade your waters.

Then you play hide and seek for a few blocks, disappearing into culverts and rising to the surface again. You go right under a couple of houses, and I'm tempted to knock on the doors and ask the people if they can sense you underneath. Do they bend toward you like divining rods? Do they ever put their ear to the basement floor and listen?

You go back in the culvert for a quarter mile. Under Coventry Elementary School. Under a parking lot and stores along Coventry Road. The hillside behind the drugstore has been dug out for a parking garage, but I can still see the sandstone outcroppings that you exposed long ago.

You cross Coventry, go under a block of apartment buildings, cross Mayfield Road, and emerge in Lake View Cemetery. This is where you should be most joyful. You should be poised to tumble down the escarpment here, fall 150 feet down the edge of the Appalachian Plateau to the Lake Plain below.

The cemetery is a place of scenic vistas, the place Cleveland's ruling class chose for a burial ground. John D. Rockefeller. President James A. Garfield. The Hannas and Mathers and Wades. Stone walls and decades of solicitous landscaping have preserved them here on the heights above the grimy city.

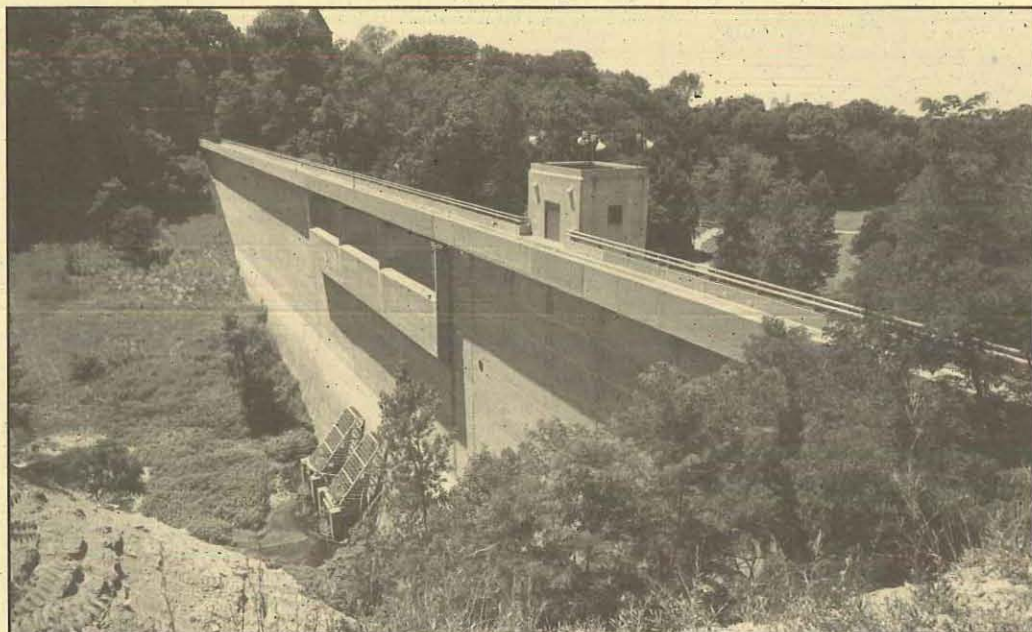
You enter this chosen place through a double-barreled culvert about 25 feet wide. The weather has been dry, so you are only an inch deep. From behind a chain link fence above the culvert I can see bits of brown gunk floating by. A sanitary sewer line is blocked somewhere upstream and you get the overflow. You stink like an outhouse. And that is how you start your happy tumble down the escarpment.

I park my bike and follow you into the cemetery on foot. Just downstream are your waterfalls. You cascade over countless, thin layers of shale, churning and forming the buttermilk falls which are characteristic of the region. These show off your best face, but in your deeper pools the effects of pollution are obvious. All the submerged rocks are coated with brown algae, which have grown wildly on nutrients from the sewage. It looks like you are covered with brown fir.

I kneel down, wanting to touch it. But I hesitate. Who knows

what your bacteria count is today? How would I wash my hands out here? If the water itself is polluted, it's impossible to wash. Finally, I reach in with one hand. The algal growth is slimy and delicate; it rubs off the rocks with the slightest touch. I then turn over a few rocks to look for insects. Healthy streams are home to a diversity of aquatic life, but you are home to pollution-tolerant sludge worms. I replace the rocks and head downstream.

In the middle of the cemetery is the dam, the Lake View Cemetery Flood Control Facility. To stop flooding in upstream communities they confined you in culverts, straightened your kinks, paved your wetlands, and, consequently, eliminated all the natural friction that used to moderate your flow. As a result, rainwater races off the escarpment to flood the downstream communities. So the regional sewer district took 67,000 cubic yards of concrete and built a dam, a 125-foot tall structure to counteract the structures upstream. In a 20-year storm, the dam will back you up into the ravine in the cemetery and release you through a spillway in a mannerly fashion.



**Taming a little brook: Flood control dam in Lakeview Cemetery, Cleveland Heights.**

I stand in the dam's shadow and lean against the concrete. Today it seems absurd -- this massive wall for your gentle trickle. But, 20 feet up, I notice a watermark. If a good thunderstorm were to stall over your watershed and dump a couple of inches of rain, you could drown me like a bug in a puddle.

On the other side of the dam, you feed a couple of ponds full of urbanized Canada geese. Then you disappear into a culvert under the east side of Cleveland. For the next two and a half miles I can't see you, but I can easily guess your course because, although the city has engulfed you, there are lasting scars. In places there are open, grassy gashes through the fabric of the neighborhoods, places where you still won't let them build, where adjoining streets have been forced to depart from the city grid and follow your old curves.

It is in this stretch that you suffer your worst insults, or, as the sewer district calls them, "dry weather overflow events." The combined sanitary and storm sewers are antiquated and overloaded. Some pipes are within an inch of overflowing in the best of



conditions; all it takes is a little blockage to make them spill into you. Such blockages happen all the time, and so do ruptures in the sanitary lines running within your culvert. Whole sections of rusted iron pipe fall apart, and the raw sewage pours out.

And that's during dry weather. During "rain events" the system is purposely designed to overflow. With your puny million gallons a day of "natural" flow you were supposed to wash it all away. When it became obvious that you could not, they buried you to hide the stench.

The culvert finally takes you under the Conrail tracks and the East Shoreway. Then you reappear one last time in Bratenahl for a lethargic, quarter-mile run to the lake. You are back in affluent surroundings again -- a wooded ravine between lakeside mansions and luxury condominiums. But you spoil the scene. You are a pool of thick, green-brown water. Septic sediment covers your stream bed. Plastic cups, McDonalds filet-o-fish clamshells, and used condoms litter your banks up to the high watermark.

Few people stroll beside you here. The path is overgrown with prickly raspberry canes. I try to fight through on foot, but have to turn back. I go around to one of the mansions and ask to cut through the backyard. A chauffeur answers the door and, intrigued by my unlikely quest, escorts me under the oaks and through the English ivy to the path that leads to your mouth.

He leaves me there, and I descend into the ravine to follow your last oxbows. For a minute, I'm distracted by a kingfisher on stream patrol. The bird rattles furiously back and forth, from snag to snag, but I never see him dive to catch anything.

Around the next bend, the trees thin, and suddenly I reach the lake shore. In the space of a few hundred feet, I travel to a different world -- from a putrid lagoon to the windswept freshness of the lake. A crisp northeaster drives the waves, bursting and spraying, into the armor stones along the shore. Here your pinched mouth disgorges the sins of the city.

Today, however, the lake is protesting. It's surging against your current, driving back your sewage. Litter is floating upstream -- Doritos bags returning to the hands that dropped them.

I want to cheer out loud, tell the lake to keep fighting. If only the northeaster could grow strong enough, if the lake could surge high enough, then all the crap could be pushed back to its source. Then you and all the other imprisoned creeks could rise out of the sewers and run wild through the city.

I imagine you would like that. It would be sweet revenge.

*Although the city has engulfed you, there are lasting scars. In places there are open, grassy gashes through the fabric of the neighborhoods, places where you still won't let them build, where adjoining streets have been forced to depart from the city grid and follow your old curves.*

## Restoring urban watersheds

Can we smash the concrete culverts and let urban creeks run free? It's been done. Activists in Berkeley, CA, raised and restored a portion of Strawberry Creek, turning it into an asset for their neighborhood.



In Northeast Ohio, a few urban stream restoration efforts have already begun. The Friends of the Black River have cleaned up and started habitat restoration along the river in Elyria. The Cuyahoga Remedial Action Plan is studying habitat improvements along the Cuyahoga River and tributaries. The Cuyahoga Clean Waterways project will soon be stenciling warning signs on sewers that drain into Euclid Creek. And the Natural Resources Defense Council and Minority Environmental Association have organized "Heal the Waters" workshops in Cleveland to stimulate concern for watersheds in inner-city neighborhoods.

Federal funding for such efforts may be on the way. A bill to create a national Urban Watershed Restoration Program will soon be introduced in Congress as an amendment to the Clean Water Act. According to a draft of the bill:

- Inner-city communities are disproportionately impacted by water quality degradation and aquatic habitat loss in urban areas.
- Local residents in urban communities can and should be supported and empowered to revitalize and restore the urban streams, rivers, lakes and wetlands in their neighborhoods.
- Water quality and watershed programs in urban areas must create new and diverse jobs for youth-at-risk and other unemployed workers in order to ensure the long-term participation of urban communities within these programs.
- A range of biological techniques, including revegetation and other methods, have been demonstrated to be effective in restoring urban waters, but have been underutilized and underfunded in municipal and watershed management programs.
- Loss of species diversity and the invasion of exotic species negatively impact estuarine habitat and can be addressed through projects that enhance the diversity of indigenous plant and animal communities.
- Lack of public access to waterways and riparian park land fosters human isolation from and disinterest in urban watersheds. Access to waterways can and should be created in urban neighborhoods when and where appropriate.

For more information about the Urban Watershed Restoration Act, contact EcoCity Cleveland advisory board

member Diane Cameron at the Natural Resources Defense Council, 1350 New York Ave., NW, Suite 300, Washington, DC 20005, (202) 624-9347. □





# On the wrong side of the tracks?

## CSU study fails to find environmental racism in Cuyahoga County

"Environmental racism" and "environmental equity" have become slogans of the grassroots environmental movement in the United States. They reflect a belief that minority communities are disproportionately impacted by industrial toxins, dirty air and contaminated drinking water and the location of noxious facilities such as landfills, incinerators and hazardous waste sites.

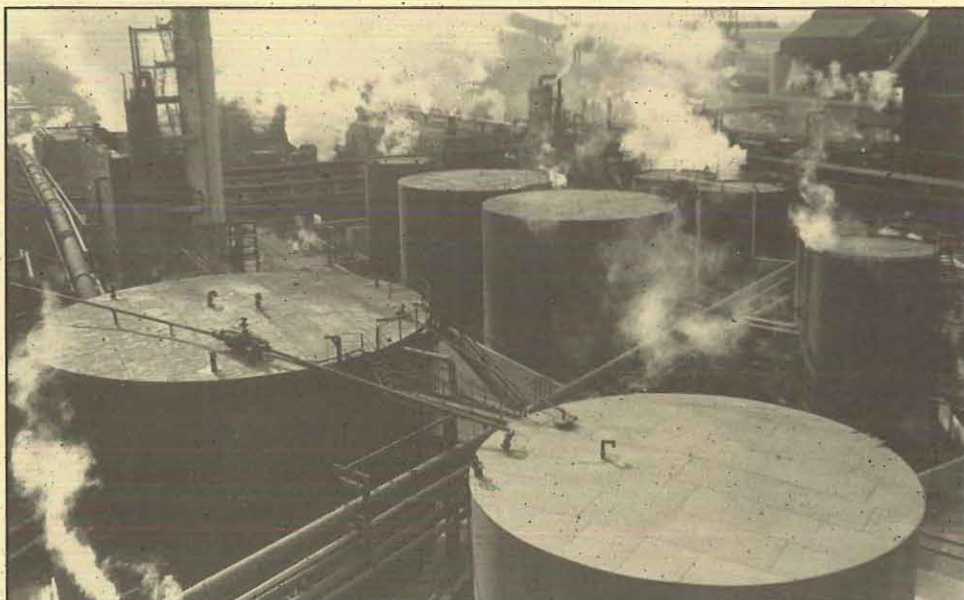
In Cuyahoga County, however, race is not closely associated with toxic chemical releases, according to a recent study by researchers at Cleveland State University. The location of polluting facilities has more to do with the income of nearby communities.

Given the highly segregated housing patterns and concentration of industry in the county, "the results were not what we expected," says William Bowen, assistant professor of urban studies and public administration at CSU. "We could find no relationships between race and toxicity."

According to Bowen, the study is the first in the nation to examine EPA toxic release data at the census tract level. Previous studies, which found correlations between toxic facilities and minorities, analyzed larger areas, such as entire counties or zip codes. At that level, though, fine distinctions can be lost. For example, the bulk of a county's toxic emissions can occur on the opposite side of the county from the location of the county's minority neighborhoods.

At the statewide level, the CSU study did indeed find that counties with high minority populations also have the highest toxic emissions. That makes sense, since both are clustered in urban counties where more industrial jobs are available.

But when the researchers looked at Cuyahoga County by census tracts, they found the opposite correlation -- neighborhoods with higher percentages of whites are slightly more likely to experience larger releases. Two possible



Who gets dumped on? In Cuyahoga County, the distribution of toxic releases seems to be related more to income than race.

reasons for this result, Bowen says, are the clusters of industry and waste sites in suburbs like Solon, Glenwillow, Oakwood and Brecksville, and the lack of reported toxic releases in the predominantly African-American city of East Cleveland.

The study also considered different forms of chemical releases (into air, water or land) and estimates of the toxicity of various chemicals. Data was not available, however, for power plants or small industrial facilities exempted from reporting requirements. Nor did the study include environmental hazards like lead paint, which disproportionately poisons minority children, or the potential for accidental releases (leaks, spills, explosions), which may create great risks for entire neighborhoods.

Bowen emphasizes that many factors influence where people live and where polluting facilities are located -- housing discrimination, historical land-use patterns, zoning, economic conditions and the political organization of communities, to name a few. He cautions that the overall trends found in the study do not rule out racism in particular siting decisions. "Even if it happens just once, it's a terrible thing," he adds.

But he says that, in general, the study

is good news for minorities. "It means that they have no higher probability of living near facilities that are going to hurt them than anyone else." □

For more information about the CSU study, contact William Bowen at 687-9226 or Mark Salling at 687-3716.

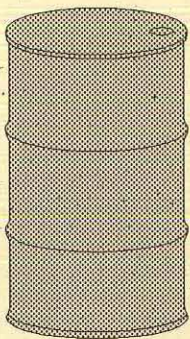
## Environmental justice and the politics of science

"To date, the environmental decision-making has failed to address the *justice* question. That is, who gets help and who does not, who can afford help and who can not, why some populations get studied while others get left off the research agenda, why industry poisons some communities and not others, why some contaminated communities get cleaned up while others do not and why some laws and regulations are enforced in some communities and not in other communities. The debate surrounding these questions has more to do with *ethics* and *politics* than 'objective' science."

-- Robert Bullard, professor of sociology at the University of California, Riverside, and author of *Confronting Environmental Racism: Voices from the Grassroots* (quoted from the journal of the Citizens Clearinghouse for Hazardous Waste, July-August 1993)



# 10,000 brownfields



As reported in our April issue, a community working group organized by the Cuyahoga County Planning Commission has been devising new strategies to tackle the problem of contaminated sites in the county. This is a

critical economic problem for older, industrial areas because, if old "brownfield" sites aren't cleaned up and redeveloped, businesses will have to keep on moving out to new "greenfield" sites in the suburbs or outlying counties. The resulting sprawl then destroys natural areas and farmland, requires wasteful duplication of infrastructure, and creates more traffic.

In July, the working group issued its report. It estimates that Cuyahoga County could have up to 10,000 sites requiring some kind of cleanup. Approximately 40,000 acres, or 14 percent of the county's area, have historically been devoted to the kinds of industrial and commercial activities which could result in environmental contamination. The cleanup bill will undoubtedly run into the billions of dollars.

Here are excerpts from the report's recommendations.

In the report, the Brownfields Working Group recognizes the too long ignored need to place the challenge of brownfield reuse at the forefront of the county's, the state's and the nation's agenda. Moreover, the report proposes far-reaching and strategic changes in regulations, financing mechanisms and local community action that must occur to transform Cuyahoga County's economic and physical landscape.

The working group's deliberations suggest that the Cuyahoga County community is no longer will to:

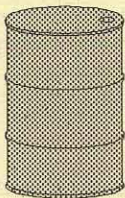
- Neglect tens of thousands of acres of the county's land at a time when this, the nation's 17th largest county, is in fierce economic competition with other

metropolitan areas across the country and the world.

- Expose the county's residents to potential serious health and safety hazards, leave our environment in a degraded condition, and tolerate a physical appearance of neglect and hopelessness in some areas.

- And allow admittedly difficult institutional, technical, financial and legal problems to paralyze our will and diminish our ability to respond as a community to strategic needs.

## What's standing in our way?



The working group identified more than 20 barriers to brownfields redevelopment, especially the following:

- Regulatory barriers -- uncertainty in site cleanup standards, uncertainty of cleanup costs, uncertainty as to time cleanups will take, lack of finality to the process, lack of public involvement, lack of intergovernmental coordination.

- Financial barriers -- high remediation costs, lack of private sector development financing [lenders fear liability], added development time, public funding programs not oriented to brownfields reuse.

- Community action needs -- inventories of sites, technical assistance programs, pollution prevention programs, public health analysis and outreach, brownfields land-use planning and zoning methods.

## What needs to be done?



The report details 75 recommendations with the belief that traditional approaches are not working and we need to do more than simply tweak the current system. The major recommendations are:

- Establish a new division at the Ohio EPA, the Voluntary Action Program, to encourage private parties to clean up sites.

- Expand the authority of the Ohio

EPA to take action against generators and transporters of hazardous waste and hazardous substances.

- Establish security exemption liability limitation mirroring the U.S. EPA rule [limiting lender liability].

- Standardize risk assessment procedures.

- Set standards based on future site uses. [This could be controversial because it might involve lowering cleanup standards for certain uses.]

- Create a county revolving loan fund to be used for site assessments and cleanups.

- Expand the use of Issue 2 infrastructure funds for environmental purposes.

- Expand the use of Ohio Water Development Authority funds for site cleanups.

- Recommend an Environmental Bond Fund for cleanup of major sites.

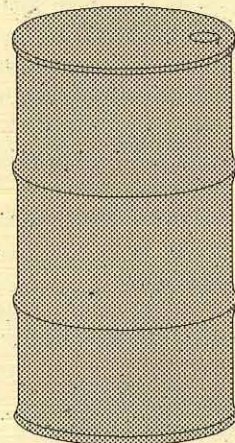
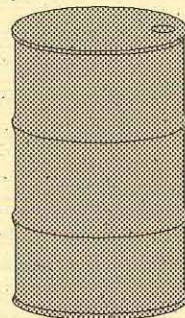
- Expand land banking programs.

- Establish training and information resources for community groups.

- Develop methods for local planners to prioritize sites for cleanup and development.

- Establish a local Health Advisory Group of medical and environmental health specialists to inform the public on health risks. □

For copies of the "Brownfields Reuse Strategies" report, contact the Cuyahoga County Planning Commission, 323 Lakeside Avenue West, Suite 400, Cleveland, OH 44113, 443-3700.





# Buying a piece of the farm

## Community-supported agriculture forges links between farmers and city folks

Out in Geauga County, near the headwaters of the Cuyahoga, Grand and Mahoning rivers, there is a family farm with a perfect, white, Greek Revival farmhouse under the maple trees. It's called Silver Creek Farm, and you can be one of the "owners" for \$350 a year.

That's how much it costs to join the farm's CSA program. A CSA (short for Community-Supported Agriculture) is a form of buying cooperative in which city dwellers invest in a farm in return for a share of the harvest.

The actual owners of Silver Creek Farm, Ted and Molly Bartlett, have found it difficult to raise enough capital for spring planting or find consistent markets for their crops. In these respects, their farm is no different from many small farms.

The CSA solves such problems by creating a community of people who support the farm, share some of the risks of bad years, and guarantee a market. The idea, which is popular throughout Europe and Japan, is now catching on in the United States. According to a recent article in *New Farm* magazine, there are now about 400 CSAs in the country.

"It's one way of putting people back in touch with family farms," says Molly Bartlett, who also works as a potter. "The CSA members can see how their food is produced, and the farmer can get better feedback about what customers want."

The Bartletts grow certified organic fruits and vegetables on 15 of their 125 acres. They also raise sheep for fiber and meat and poultry for eggs and meat. The farm is a major supplier of organic produce to the Food Co-op in Cleveland and other local health food stores.

Here's how their CSA works. In the early spring, members pay their \$350 share, which helps the Bartletts get the crops planted. Then, for 30 weeks, the members receive seven to 10 pounds of farm fresh produce each week. The overall cost of the food is about 10 percent lower than the farm's regular retail prices.

With each basket of food, the Bartletts include a newsletter and recipes to help members learn how to cook less familiar vegetables like kale and leeks.

"You get what is in season for this region, which is probably healthier for you" Molly Bartlett says. "In a supermarket you can get whatever you want, but you don't know where it comes from or what's in it."



**Ted and Molly Bartlett: Inviting the community to support local farms.**

The food is delivered to distribution points at the Naturally Good For You store in Chagrin Falls, at the Food Co-op in Cleveland and a home in Cleveland Heights. Members can also drive out to the farm at 7097 Allyn Road near Hiram and pick up their food themselves.

"Members can come out any time," says Ted Bartlett, a philosophy professor at Cleveland State and Case Western Reserve universities. "This becomes their farm. They can walk in the woods, swim in the pond or come out to work for a day."

The general public can buy produce at the farm on Saturdays, 10 a.m. to 4 p.m. But the 18 members of the CSA always get the pick of the crop.

CSAs can operate in different ways. For example, a group of people in Ann Arbor, MI, bought a farm together and hired a gardener to grow produce for them, according to Molly Bartlett.

A CSA started by Crooked River Growers, a group of six organic farms in Geauga and Lake counties, requires less commitment from members. People pay a small fee (about \$25) for the right to buy

whatever they want at wholesale prices. A similar membership club is offered by The Farmer is Adele, a six-acre organic vegetable farm near Grafton in Lorain County.

Organizations can also be part of CSAs. For example, student cooperatives at Oberlin College have contracted with local farmers to supply apples, honey, cider and other produce. The students then return compost material to the farms.

Whatever the variation on the CSA theme, however, the basic purposes remain the same -- linking city and farm, supporting the local farm economy, promoting sustainable farming practices and developing greater awareness of the sources of our food. □

*"It's one way of putting people back in touch with family farms. Members can see how their food is produced, and the farmer can get better feedback about what customers want."*

### Contacts for local CSAs and organic farming

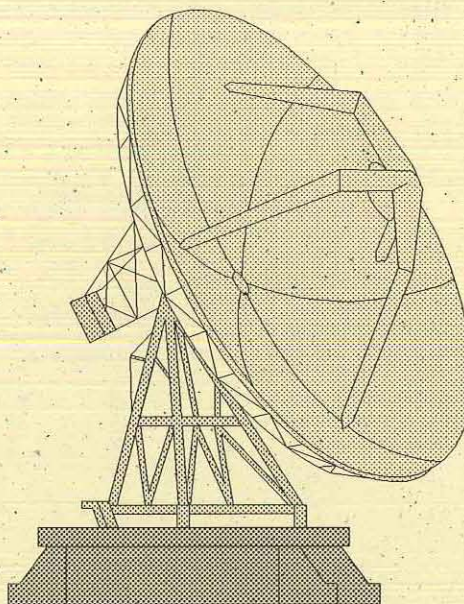
- Silver Creek Farm, 562-4381.
- Crooked River Growers, 834-4757 (Little Pond Farm).
- The Farmer is Adele, 926-3316.
- The Food Co-op in Cleveland, 791-3890.
- Mustard Seed Market in Akron, 666-7333.
- Naturally Good For You in Chagrin Falls, 247-6700.
- Ohio Ecological Food and Farm Association, 65 Plymouth St., Plymouth, OH 44865, (419) 687-7665.
- CSA North America (national network), c/o Indian Line Farm, R.R. 3, Box 85, Great Barrington, MA 01230.



## Gund grants for the environment

The George Gund Foundation recently announced a number of grants to support environmental and urban initiatives in the region:

- Rails to Trails Conservancy -- Operating support for the Ohio chapter and for a workshop at the national conference (\$65,000 over two years).
  - Ohio Alliance for the Environment -- Program to establish environmental priorities for Ohio (\$6,000).
  - In Defense of Endangered Species -- Ohio coalition for renewal of the Endangered Species Act (\$5,000).
  - Friends of the Crooked River -- RiverDay activities for the Cuyahoga River (\$3,000).
  - Inform, Inc. -- Technical assistance to Ohio citizens' groups on pollution prevention (\$30,000).
  - City of Cleveland -- Lead Poisoning Prevention Summit (\$4,500).
  - Environmental Law and Policy Center of the Midwest -- start-up support for work on energy efficiency and transportation in the Great Lakes region (\$150,000 over two years).
  - Industrial States Policy Center -- Develop grassroots support in Ohio for the Great Lakes Water Quality Initiative (\$60,000 over two years).
  - The Sierra Club Foundation -- Lake Erie Clean Steel Program (\$35,000).
  - The Environmental and Energy Study Institute -- Education programs on transportation, energy pricing and energy efficiency (\$35,000).
  - Institute for Conservation Leadership -- Leadership development workshops for environmental organizations in the Great Lakes region (\$35,000).
  - Natural Resources Defense Council -- Clean Air Network to provide technical information to Great Lakes environmental groups (\$20,000).
  - Citizens Fund -- Analysis and dissemination of Toxic Release Inventory data to Great Lakes' citizen groups (\$20,000).
  - Global Tomorrow Coalition -- Globescope '93: Processes for Sustainability meeting (\$3,000).
  - Opportunity Technologies, Inc. -- Community Food Garden Program in Cleveland Metropolitan Housing Authority estates (\$5,000).
  - Cuyahoga County Planning Commission -- Brownfields Working Group (\$5,000).
  - Garden Center of Greater Cleveland -- School Garden Outreach Project (\$100,771 over three years).
- The largest grant made by the foundation at its June meeting went to Neighborhood Progress Inc., an intermediary organization which supports housing and commercial development activities in Cleveland's neighborhoods. NPI will receive \$2.1 million over two years, as well as a \$400,000 loan.



## Will the information highway pass through Northeast Ohio?

Cities pursuing economic growth used to compete for canals, then railroads, then highways. Now the competition is turning to fiber optic cables and other electronic linkages of the information age.

Will our region be able to develop an adequate telecommunications infrastructure? That's the question posed by a report issued recently by the Cuyahoga County Planning Commission.

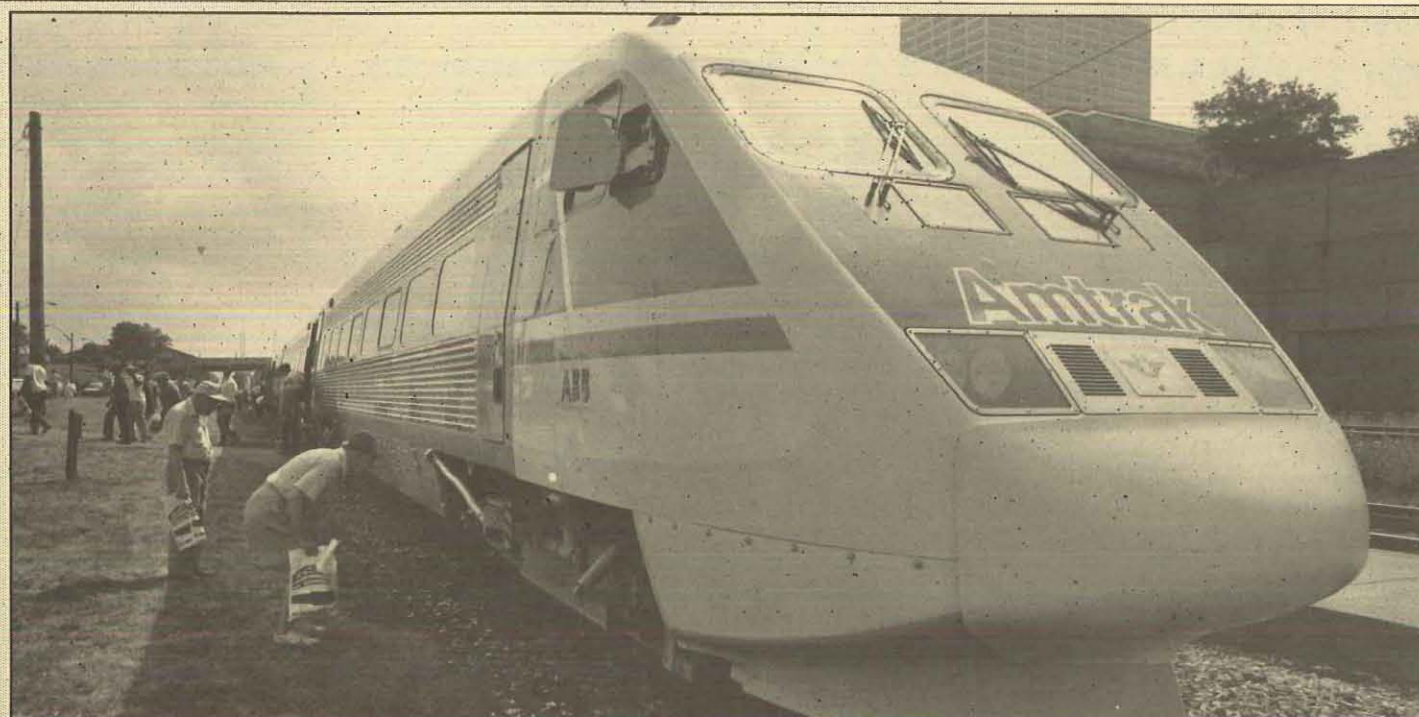
Long-distance telephone companies have already connected major cities with fiber optic cables -- cables made of glass strands which can carry thousands of times more data than copper wires. And the report explains that Ohio Bell/Ameritech has added a "fiber ring" through downtown Cleveland, fiber loops serving office parks in Beachwood and North Olmsted, a connection between downtown Cleveland and University Circle, and a cable along I-77 between Cleveland and Akron. In addition, local universities, corporations and hospitals are developing their own fiber optic systems to transmit voice, data and video images.

The report raises a number of questions about a regional strategy on telecommunications:

- Is the present infrastructure sufficient to access new applications and innovations?
- Should the region be making direct public investments in telecommunications, as it does for other forms of transportation?
- Do current regulatory policies give Ohio a comparative advantage or disadvantage?
- And how will the new information highways affect traffic congestion and urban sprawl? Will they reduce commuting by car? Will they hasten sprawl by allowing people to live and work anywhere? How can we plan for the impact of the information revolution on the shape of our urban areas?

*For more information, call Robert Jaquay at the Cuyahoga County Planning Commission, 443-3700.*





## High-speed dream

If crowds of admirers are any indication, Ohio is ready and eager for high-speed rail passenger service. People flocked to see this American-built bullet train, which stopped at Cleveland's Amtrak station July 20 as part of a national tour. The electric train, called the X2000, can go 40 percent faster on conventional track than other trains, thanks to wheel

assemblies that bend with curves and a computerized tilting system that banks the cars. The visit was sponsored by Amtrak and the Ohio High-Speed Rail Authority, which advocates establishing high-speed rail service between Cleveland, Columbus and Cincinnati. On a train like this, Clevelanders could reach Cincinnati in about five hours -- and reduce highway congestion, save fuel, cut air pollution.

## New handbook for protecting sensitive lands

Want to sell the family farm for retirement income, but don't want the acreage to be subdivided for houses? Need advice on preserving sensitive wetlands along a river corridor?

Then what you need is the new handbook, *Common Groundwork: A Practical Guide to Protecting Rural and Urban Land*. The 207-page book explains how land-use decisions are made, describes over 30 growth management tools (such as zoning, easements, tax incentives, agricultural districts and land trusts), and features case-histories that show how local people have used the various tools. It's also full of resources and contacts.

The Institute for Environmental Education in Chagrin Falls wrote the book as part of a joint project with the Western Reserve Resource Conservation & Development Council and the Lake and Geauga Soil & Water Conservation

Districts. To order a copy, send \$14 for the book and \$3 for handling and shipping to the Institute for Environmental Education, 18554 Haskins Road, Chagrin Falls, OH 44023 (543-7303).

## Solon schools squeezed

Yet another suburb is finding it hard to provide services for its growing population. The failure of a levy last May has forced the Solon school board to cut \$1.6 million from its budget. Eighteen teaching positions will be eliminated, and special classes will be reduced.

The school district hasn't passed a levy since 1987, but during that time it has added nearly 1,000 students.

## Planeteering

Landfills are dead-ends. Nature works best in cycles. We are at our best when we fit our human activities into nature's life-renewing cycles.

Those were some of the lessons learned by third- and fourth-graders at St. Margaret Mary School in South Euclid and St. Clare School in Lyndhurst from recent hands-on lessons about composting and recycling. The Commission on Catholic Community Action sponsored the "Planeteering" program with support of the Ohio Environmental Education Fund.

## RiverDay 1994

The Friends of the Crooked River are already starting to plan for their next RiverDay celebration. Next year's theme will be "Bridges and Dams." To help with the planning, call John Kaminski at 356-8974.

## More simple living

Since writing the story on the Center for Plain Living in last month's issue, we came across another book on simple lifestyles: *Living More with Less* by Doris Janzen Longacre, who also wrote the *More-with-Less Cookbook*. It provides practical suggestions from a Mennonite perspective.



## Judy Fink

I will probably never know anyone who accomplished so much and changed the minds of so many people while being so close to death for so long as Judy Fink. She suffered a massive heart attack and quadruple bypass surgery a decade ago, but, ignoring doctor's orders, she continued being an activist with the Northeast Ohio Group of the Sierra Club and the National Coalition Against the Misuse of Pesticides.

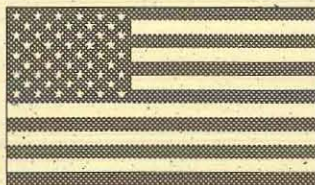
Often pale and gasping, Judy would attend meetings, conferences, talk shows and go anywhere she could to inform people about the dangers of pesticides and herbicides. She helped get local governments to regulate the use of lawn chemicals and require notification of neighbors. She pushed school systems to reduce pesticide use and employ integrated pest management programs. A former elementary school teacher, she promoted local environmental education efforts and school environmental clubs. When hardly anyone else would listen to the victims of pesticide poisoning, Judy would spend hours on the phone with them, offering emotional support and trying to find legal and medical assistance.

Judy's heart finally gave up for good on July 25. Through all her health problems, she never stopped preaching about the interconnectedness of things -- how by poisoning certain insects and weeds we also poison ourselves.

Her opponents probably called her irrational, emotional, hysterical -- the same slurs hurled at Rachel Carson. But Judy was right about what mattered. And she was stubborn and willful enough to make the rest of us listen.

So the next time you see a lawn marked with the little pesticide warning flags, give thanks for selfless activists like Judy Fink.

-- David Beach



## NAFTA and the Great Lakes

Water quality activists in the region are wondering how the proposed North American Free Trade Agreement might affect the Great Lakes. In a recent letter, members of the Lake Michigan Federation, Great Lakes United, Institute for Agriculture and Trade Policy, and the Canadian Environmental Law Association raised the following questions:

- **Great Lakes governance** -- Will NAFTA change the sovereignty of Great Lakes governments and the accountability to the public? Will NAFTA promote competitiveness or cooperation between Great Lakes jurisdictions?

- **Water quality** -- Industrial sectors in the Great

Lakes basin predicted to be NAFTA "winners" include chemical, plastic, machinery and metal. How will the growth of these industries affect public campaigns for pollution prevention and zero discharge?

- **Natural resources** -- Many Great Lakes groups are working to protect the region's remaining forests, wetlands, fisheries and to conserve its water resources. How will NAFTA impact efforts to implement regional sustainable resource plans? Could the waters of the Great Lakes be diverted into a continental water supply system?

- **Agriculture** -- The Great Lakes region is one of

the world's best areas for food production. How will NAFTA affect the future of that production, the family farm and sustainable agricultural practices?

- **Economic prosperity** -- Many Great Lakes communities are struggling to revitalize their economies and create "green" jobs that will enhance the environment. How could NAFTA rulings on unfair trade advantages impact these local development initiatives?

- **Indigenous peoples** -- The Indigenous peoples of the Great Lakes are already the most "at risk" population in the region. Will NAFTA improve their communities? Will it be consistent with existing treaty obligations?

## We'll all pay for the flood of '93

Even before massive flooding struck the Midwest this summer, the National Flood Insurance Program was already millions of dollars in the hole. More than \$490 million in federal flood insurance claims from Hurricanes Andrew and Iniki, the December Nor'easter that pummeled the Atlantic coast, and the March blizzard drove the program into an \$18 million deficit by early June.

"Congress created the National Flood Insurance Program in 1968 in response to bad floods that cost millions of dollars in disaster relief payments," says Beth Millemann, executive director of the

Washington, DC-based Coast Alliance. "The program made a deal: in exchange for federal flood insurance, communities were supposed to plan new development away from the hazardous water's edge. But, instead, roughly three-quarters of the program's policies now insure development along the hurricane, storm and erosion-prone coasts; those areas most hazardous and most prone to financially draining claims."

The taxpayer-backed program required a \$1.2 billion bail-out in the early



1980s, and it is likely to require another massive bail-out if not reformed by Congress. Reform legislation passed the House of Representatives last year, but was killed in the Senate by the real estate and homebuilding industries. Such legislation would halt the issuance of new federal insurance in erosion-prone coastal areas and protect natural floodplain areas.



## Jones Day defends "Old Joe Camel"



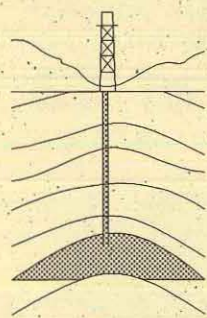
Cleveland's largest law firm, Jones Day Reavis & Pogue, is waging a legal battle against the medical researcher who discovered that children are as familiar with cigarette ads like "Old Joe Camel" as they are with Mickey Mouse. The research has generated national media attention, as well as accusations that tobacco companies are deliberately marketing to children.

Since the publication of the study by Dr. Paul Fischer, a professor of family medicine at the Medical College of Georgia, RJR Tobacco has attempted to discredit his work. Representing the tobacco company, lawyers from Jones Day's Atlanta office have tried to gain access to Fischer's research files, correspondence, personal notes, etc. Originally, they even tried to get the names and telephone numbers of the young children involved in the study.

Fischer is fighting back in the courts, and prominent physicians around the nation have set up a defense fund to raise money for legal expenses. A recent fundraising letter said: "The message is clear: RJR wants to intimidate, harass and discredit anyone who would attempt to do scientific research about their marketing practices. They are also willing to spend whatever it takes..."

Contributions to the Family Medicine Research Defense Fund can be sent to P.O. Box 3694, Chapel Hill, NC 27515.

## BP called environmental laggard



Cleveland-based BP America was not pleased with the environmental scorecard in the July 26 issue of *Fortune* magazine. The magazine named BP one of "The 10 Laggards" of corporate America in terms of environmental policies and performance.

According to the scorecard, "Until June, this wholly-owned subsidiary of British Petroleum had no corporate pollution prevention or waste reduction goals. Has no plans to phase out deep well injection, which accounts for 88 percent of total releases. Its toxic chemical releases, adjusted for sales, are among the highest in the petroleum industry; it has paid a number of large fines to the EPA for spills, leaks and violations. Also cited by the EPA for failing to report releases of certain chemicals."

BP's chemical plant in Lima is by far the largest generator of toxic wastes in Ohio.

## Mouthful of the month



"Devehicularization" -- as in "Exploring the upper limits of devehicularization of the nation's largest city," the motto of New York's *Auto-Free Press*. The paper is published by the group, Transportation Alternatives (92 Saint Marks Place, NYC 10009), which seeks to liberate New York from the automobile.



## Meet the neighbors

Great Lakes,  
gift of the glaciers,  
rooted in limestone and dolomite.  
Draining meltwater-carved rivers,  
slow-moving streams,  
land that oozes wetness,  
swamps, marshes, bogs, fens.

Beloved by algae, insects, fish,  
frogs, flocks of birds.  
Ringed by white pine forests,  
tallgrass prairie, oak groves,  
leafy woodlands.

Favored by bear, bison, wolverine, fox.  
Sacred to a dozen Indian nations.

Blessed with spring floods,  
summer fog, autumn fires, winter ice.  
Decorated with wildflowers,  
sand dunes, snow drifts.

A paradise...  
slowly being poisoned.  
A complex ecosystem,  
increasingly compromised.  
Home to 37 million humans,  
yearning for right livelihood,  
a political voice,  
a civil society,  
life-affirming contact with the natural world.

The Great Lakes have drawn us to their shores.  
Now we must learn how to live in this  
community.

It's time to meet the neighbors.

-- From the call to the Great Lakes  
Bioregional Congress 1993.

The congress will convene in Chicago, September 16-19. Everyone who lives around the Great Lakes is invited to this four-day celebration of the diversity, both biological and cultural, of our watershed. The goal is to gain new insights, friends and tools for the task of reinhabiting the Great Lakes in a way that is both ecologically sustainable and socially just. For more information, write to GLBC '93, 3432 N. Bosworth, Chicago, IL 60657, or call (312) 929-5565.





**August 12=Thursday**  
Ohio Coastal Resources  
Advisory Council meeting, 10  
a.m. at OSU's Stone Lab Lake  
Erie research station. Call  
(614) 265-6413 for details.

**August 13-17**

**National Green Gathering** in Syracuse,  
NY. Includes a conference on Green  
Cities and Green Justice, August 13-14,  
and the Greens' annual Congress, August  
15-17. For more information, write to  
Green Gathering '93, P.O. Box 562,  
Syracuse, NY 13205, or contact the  
Northeast Ohio Greens at 523-1600.

**August 18=Wednesday**

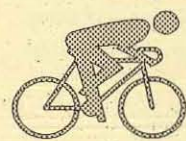
**NOACA Water Quality Subcommittee**,  
1:30 p.m. at NOACA, 668 Euclid Ave.,  
Atrium Office Building, Suite 400.

**August 19=Thursday**

**Friends of the Black River** monthly  
meeting, 7:30 p.m. at the Metro Parks  
Carlisle Visitor Center on Diagonal Road  
in Carlisle Twp. Shirley Tomasello of the  
Lake Erie Alliance will speak on issues  
affecting the lake.

**August 22=Sunday**

**Monumental Bicycle  
Tour**, a 25-mile tour of  
downtown Cleveland's  
historic sites, buildings,  
green spaces and public  
art. Meet on Mall A just east of the  
Mariott Hotel starting at 9 a.m. Cost is \$5.  
Sponsored by Wheels of Change, the  
bicycle advocacy project of the  
Northeast Ohio Greens. Call 241-3330  
for more information.



**August 22=Sunday**

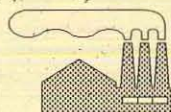
**Northeast Ohio Greens** potluck, 11  
a.m. at Katie Phelan's house, 1150  
Castleton Rd., Cleveland Heights. Call  
291-4534.

**August 25=Wednesday**

Monthly meeting of the Northeast Ohio  
Group of the **Sierra Club**, 7:30 p.m. at  
the Cleveland Museum of Natural  
History, University Circle. Local  
filmmaker Peter Griesinger will show  
selections from three recently completed  
videos about ecological economics --  
new approaches to valuing natural  
resources.

**August 28=Saturday**

**March on Washington** commemorating  
the 30th anniversary of the 1963 march  
led by Martin Luther King Jr. Sponsored  
by many labor, human rights, social  
justice and environmental organizations.



**September 4=Saturday**  
**Benefit for INHALE**  
(National Healthy Air  
License Exchange), the  
nonprofit group that buys  
and retires air pollution permits. The  
evening party will feature a rooftop  
terrace location, dessert buffet, music,  
dancing and a raffle. Advance tickets are  
\$25 and reservations are recommended.  
Call 575-6040 for more information.

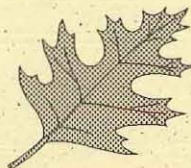
**September 7=Tuesday**

**The Western Cuyahoga  
Audubon Society** will  
meet at 7:30 p.m. at the  
Cleveland Metroparks

Rocky River Nature Center. Mark  
Shieldcastle from the Ohio Department  
of Natural Resources will discuss  
research being done at the new Black  
Swamp Bird Observatory.

**September 13=Monday**

**Friends of the Crooked River** monthly  
meeting, 7:30 p.m. at the Peninsula  
Library, 6105  
Riverview Road.



**Cuyahoga  
Valley Festival  
August 20-22**



Vanishing traditions in  
music and the arts will  
be featured at the 8th  
Annual Cuyahoga  
Valley Festival.

Highlighting the  
festival will be Arlo Guthrie and Xavier  
Band on Saturday night. Other musicians  
will include jazz/blues legend Jay  
McShann, Irish musician Mick Moloney  
and Scottish musician Tony Cuffe.

In addition to continuous music on  
several stages, Saturday and Sunday will  
feature demonstrations of traditional crafts  
and informational exhibits about the valley  
and its resources. A large children's area  
will provide educational activities and  
games. Ethnic food will also be sold.

Here's the schedule:

Friday, August 20 -- Festival open 5:30  
to 11 p.m. with a special evening concert at  
7:30 p.m.

Saturday, August 21 -- Festival open  
noon to 7 p.m. with the evening concert  
featuring Arlo Guthrie at 7:30 p.m.

Sunday, August 22 -- Festival open  
noon to 7 p.m.

The festival is at the special events site  
of the Cuyahoga Valley National  
Recreation Area on Riverview Road near  
Peninsula. Daily admission is \$5 for adults  
and \$1 for children (Saturday night concert  
extra).

**Board meetings of regional agencies**

Here are the regular, monthly meeting times of agencies that are shaping our region.  
Call to confirm.

- **Cleveland-Cuyahoga County Port Authority**, 101 Erieside Ave. Cleveland, 241-8004. Friday of first full week at 10 a.m.
- **Cleveland Metroparks**, 4101 Fulton Parkway, Cleveland, 351-6300. Second and fourth Thursdays at 9 a.m.
- **Cuyahoga County Planning Commission**, 323 Lakeside Ave. West, Cleveland, 443-3700. Second Tuesday at 2 p.m.
- **Greater Cleveland Regional Transit Authority (RTA)**, State Office Building, 615 Superior Ave. NW, Cleveland, 566-5100. First and third Tuesdays at 9 a.m.
- **Northeast Ohio Areawide Coordinating Agency (NOACA)**, 668 Euclid Ave., Cleveland, 241-2414. Second Friday at 9:30 a.m.
- **Northeast Ohio Regional Sewer District**, 3826 Euclid Ave., Cleveland, 881-6600. First and third Thursdays at 12:30 p.m.



**Yes!** I want to support the work of EcoCity Cleveland and receive 12 monthly issues of the *EcoCity Cleveland Journal*!

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone \_\_\_\_\_ Bioregion (be creative) \_\_\_\_\_

- ☐ Regular subscription--\$20
- ☐ Supporting--\$35 or more \_\_\_\_\_ (Tax-deductible contributions will help us reach more people.)
- ☐ Limited income--\$15 (or whatever you can afford)
- ☐ Send me \_\_\_\_\_ copies of the journal to share with friends.
- ☐ I want to be part of the EcoCity Network. Call me for information on these issues: \_\_\_\_\_

Please make checks payable to EcoCity Cleveland and mail to  
3145 Berkshire Road, Cleveland Heights, OH 44118

## Where are we going?

### WE'VE ALL READ THE STORIES:

Housing is abandoned in the city. New subdivisions sprawl over farmland. RTA can't provide mass transit service to an increasingly dispersed population. Highways grow more congested. Cars burn more fossil fuels and spew more greenhouse gases. Costly sewer and water lines are extended to new developments outside of Cuyahoga County. Existing infrastructure crumbles. Urban residents fight to revitalize neighborhoods. Rural residents fight to preserve wetlands. People are homeless. Wildlife habitats are destroyed.

These stories appear separately in the newspaper. Yet they are indeed related -- if you can appreciate the regional context in which they occur and how interdependent we are in Northeast Ohio.

Just what is our region? What are the natural limits to growth here? How can we build a sustainable future?

Ecocity Cleveland is a new, non-profit organization founded to ask such questions. Through the publication of this monthly newsletter and other programs, it will articulate an ecological vision for Northeast Ohio.

It will make us aware of our local watersheds. It will promote serious planning of compact, livable communities for people instead of sprawling suburbs for the automobile. It will help create a more self-reliant region -- one which imports less energy and resources and exports less waste and pollution.

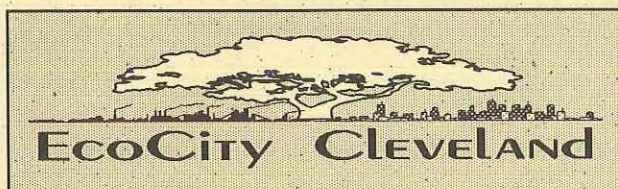
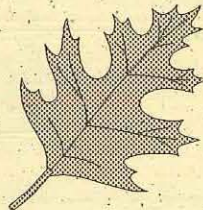
## Subscribe now!



Each month, the *EcoCity Cleveland Journal* will bring you 12 to 16 pages packed with the ideas, information and resources you need to set a new agenda for our region. It will be a convenient package -- synthesizing

information from scores of local activists and community organizations, journals and newsletters from around the country, planning agencies, the EPA and computer networks such as EcoNet.

**Don't miss it!**



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