

EcoCity CLEVELAND

DESIGNING CITIES IN BALANCE WITH NATURE

\$4

Double Issue

Vol. 8, No. 10/12 Summer 2002

Editor: David Beach

Inside

Updates on the BLUE Project and other EcoCity activities



Our divided region:
The disparities that hurt the prospects of Northeast Ohio



First Suburbs' agenda



Can we develop without tearing up the countryside?



Following transportation money



Good words

A strangling, parasitic noose of wealthy suburbs encircles Cleveland, sucking the life out of it and returning little of substance. There is little incentive for comfortable suburbanites, who in reality owe their subsistence to the city, to become involved in inner-city problems that increasingly beset Cleveland.

— Dr. Floyd D. Loop, CEO and chairman of the Cleveland Clinic Foundation, writing about the need for metropolitan consolidation, in a collection of letters to the new mayor of Cleveland commissioned last year by the Federation for Community Planning

Save the date!
EcoCity Cleveland's
10th Anniversary Celebration
and Bioregional Hero Awards
on August 29
See details on back cover

AT THE END OF CUYAHOGA COUNTY



In the next few years Cuyahoga County will become the first county in Ohio to build out—come to the end of its supply of open land.

This will be an historic turning point.

The central county of our metropolitan region will have to reorient itself from growth to redevelopment and maintenance.

It will require us to discover

how to take care of communities in perpetuity.

If we can't make this transition to long-term sustainability, the entire region—and the entire state—are in trouble.

See pages 5-7

Hello, again

It's been a while since the last issue of this journal, so you may have been wondering what the good folks at EcoCity Cleveland have been doing. On the next page is a short summary of our recent projects. Below is a description of some exciting internal developments. We've been busy!

In the past few months we have invested a lot more of our writing/publishing time in electronic media than in print media, specifically in the development of our new Web site (please check it out at www.ecocitycleveland.org). It was an enormous task, but now we have reformatted nearly all of EcoCity's publications for the site so that they are available 24/7 to everyone, everywhere. There is extensive information and resources about ecological design, smart growth, transportation choices and other issues. We are also maintaining a calendar of events and other current information. Our hope is that the site will develop into a central information clearinghouse for environmental and sustainability groups in Northeast Ohio. We see this as investment in the future—an investment in communications and networking capacity that will make us a much more effective and creative organization.

We also have been supporting the development of the Cleveland Environmental Center, an office building renovation now underway in the Ohio City neighborhood of Cleveland. The building will demonstrate many "green" design features, and we will be moving into it later this year. (It's hard to appreciate how excited this makes me and the rest of the staff unless you understand that EcoCity's offices have always been in the third floor of my house. This arrangement worked fine when we had just two or three people. But now there are days when five people are jammed in here, and we desperately need a larger and more professional working environment.)

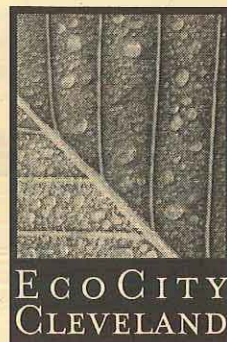
Finally, we are busy planning our 10th Anniversary celebration. It's hard to believe, but EcoCity was founded in 1992. Don't miss our member party on the evening of August 29. See the details on the back cover of this issue.

David Beach
Editor

Richard Shatten

Everyone at EcoCity Cleveland was saddened by the untimely death of Richard Shatten in February. As a member of our Board of Trustees, Richard was an important advocate for our organization and for the issues of regional planning and economic sustainability. In his positions as the director of Cleveland Tomorrow and, in recent years, as director of the Center for Regional Economic Issues at Case Western Reserve University, Richard challenged the region to think deeply about its future. He was always brimming with great ideas for improving quality of life in Northeast Ohio.

We were especially honored that the Shatten family requested that donations in Richard's memory be made to EcoCity Cleveland or to CWRU. We have established a special memorial fund, and we thank everyone who has contributed to date.



ECOCITY
CLEVELAND

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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Unless otherwise noted, all articles and photographs are by David Beach. Submissions from others are welcome, but please call first. We cannot be responsible for unsolicited materials.

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We've been busy!

EcoCity Cleveland staff members have been making progress on a number of projects in recent months, sometimes by working quietly behind the scenes and sometimes by working in the public eye. Below is a quick summary.

The dues and donations of EcoCity members provide basic support that makes this work possible. Thanks!

EcoVillage town homes

On May 2 we helped break ground for the first major development in the Cleveland EcoVillage—a 20-unit town home development on W. 58th Street. The homes will feature the latest green building features, including super

energy efficiency, controlled ventilation, non-toxic building materials, and proximity to transit. The architect is Betsy

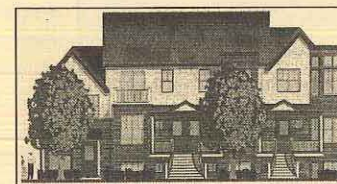
Pettit of Building Science Corporation, a national leader in the design of high-performance buildings.

The developer of the town homes (and our partner in the EcoVillage project) is the Detroit Shoreway Community Development Organization. EcoCity Cleveland provided design assistance with the help of grants from the Cleveland Foundation and the George Gund Foundation. We also will be documenting the building process and offering workshops so that the lessons of green building can be

spread throughout the design and construction community of Northeast Ohio. For example, a workshop on March 19 featured nationally-known landscape architect Carol Franklin of Andropogon Associates, who discussed appropriate ecological design for urban greenspaces, stormwater management, and combining industrial heritage with recreational amenities.

As an example of the care being taken in building the town homes, only a couple of large trees were removed, and one of the them was milled on site to provide framing lumber for a straw bale greenhouse in the EcoVillage.

For updates and photos, see our Web site.



EcoVillage town home design for W. 58th St.

Green building codes

The Cleveland EcoVillage project aims to demonstrate advanced techniques of green building, such as energy efficiency,

passive solar design, nontoxic building materials, considerations of life-cycle costs, and alternative forms of wastewater treatment. In addition, the project is helping the City of Cleveland think about how green building techniques can be made part of the city's building code.

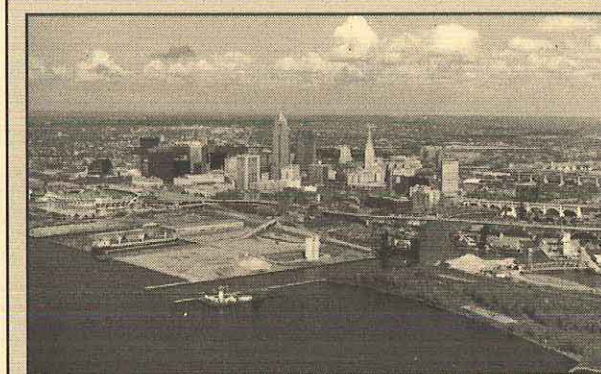
The project hired local green building expert Jim LaRue to write a "green appendix" to the new code that the city is planning to adopt. The appendix offers guidance to those wishing to build in a more

Continued on the next page

A site to use!

Our Web site, www.ecocitycleveland.org, has nearly all of our EcoCity publications online, the best calendar of sustainability-related events in Northeast Ohio, interesting photos, and much more. With the help of a recent grant from the Cleveland Foundation, we plan to keep improving the site as an essential clearinghouse of information.

Please check the site often. And send us your ideas for content, photos, and services. The site will only be as good as the community it involves.



See a portfolio of aerial lakefront photos in the BLUE section of our Web site.

The BLUE Project

The interface of city and nature has always been one of EcoCity Cleveland's fundamental concerns. And nowhere is this interface more important than along Cleveland's Lake Erie shoreline.

About a year ago, we observed that there was a crying need for comprehensive planning and open civic discussion about the future of the lakefront. So we teamed up with the Cleveland Waterfront Coalition to create the BLUE Project: Building the Livable Urban Edge.

The BLUE Project will generate new ideas and build public support for a dramatically better waterfront in Greater Cleveland—a waterfront with world-class public access and ecological quality. The project received funding from the George Gund Foundation to:

- Identify a full range of "big picture" concepts and approaches for waterfront planning (such as the style of waterfront that is appropriate for Cleveland).
- Research critical issues for future waterfront development (such as the possibilities for converting Burke Lakefront Airport to other uses).
- Research best practices for urban waterfronts.
- Assure an exemplary public process for waterfront planning.
- Stimulate the civic imagination about waterfront alternatives—and how a great waterfront can contribute to the life of a city.

The BLUE Project is independent of the City of Cleveland's lakefront planning process, which recently held a series of public meetings. But BLUE will coordinate with the city process and supplement the city's efforts. One of our first tasks will be to compile examples of best waterfront designs from around the world and evaluate how they might apply to our special circumstances in Cleveland.

To help our research, we are inviting people to send us their favorite photos and drawings of waterfront designs. We are creating a portfolio of best practices and will post them on our Web site. Please email your photos, drawings or other ideas to david@ecocitycleveland.org, or mail items to EcoCity Cleveland, 2841 Scarborough Rd., Cleveland Hts., OH 44118 (please include location and credit information). Send your waterfront images and help create a great lakefront vision for Cleveland!

environmentally responsible manner. It is only advisory at this point, but it is hoped that the ideas will eventually become a standard part of the code. The EcoVillage project is working with city officials to make that happen. EcoCity staff helped edit the appendix, which is available in draft form in the Ecological Design > Green Building section of our Web site.

Circle-Heights Bike System

We believe there is a very special district on the east side of Cleveland. This district starts in the University Circle neighborhood and extends up the Portage Escarpment (Cedar Hill, Edgehill, Fairhill) to the surrounding Heights. The district is divided among four cities — Cleveland, Cleveland Heights, Shaker Heights, and University Heights — but it is united by similar history, community design, and commuting patterns.

This "Circle-Heights" district also is ideally laid out for alternative transportation—biking, walking, transit. Unlike new suburban areas where destinations are so far apart that people have to drive everywhere, it has interesting activity centers spaced close together (University Circle, Coventry, Shaker Square, Cedar-Lee, etc.).

During the past year, we have been cultivating a conversation among planners and public officials in the Circle-Heights district about creating a system of bike lanes, traffic-calmed streets, and designated bike routes that would link these activity centers with safe, convenient routes for bicycling. In May, we organized two public meetings to give citizens an opportunity to contribute ideas to a draft plan.

The comments (which are posted in the Transportation Choices > Bicycle section of our Web site) are helping us design a map of the proposed bike system. The map will be an illustrated, birds-eye-view painting of the Circle-Heights district. It will create a whole new vision for this area.

Bike advocacy

In many ways, EcoCity staff members have been working to make bicycles a bigger part of the local transportation system. In recent months we have advocated for bike lanes to be incorporated into RTA's Euclid Corridor project (see page 18), for more bike racks on buses, and for bikes to be allowed on the RTA Rapid. We are also providing technical assistance to the design team working to transform the Detroit-Superior Bridge into a better urban place. And we are

helping the City of Cleveland expand programs for installing bike racks downtown and throughout the city.

Traffic calming

Last year we published a well-received issue of our journal on traffic calming, the art of reclaiming streets as public places for people (see the contents on our Web site in the Transportation Choices > Traffic Calming section). On March 5 of this year, we partnered with the Cleveland Green Building Coalition to organize three workshops with national traffic calming expert Dan Burden.

In the morning, more than 100 transportation and planning professionals heard Burden talk at the Northeast Ohio Area-wide Coordinating Agency about the purpose of cities (the maximization of exchange opportunities and the minimization of travel) and the need to go on a "road diet" to curb over-reliance on the automobile. In the afternoon, Burden talked about neighborhood livability with staff members of Cleveland neighborhood development organizations. And in the evening, he introduced the concepts of traffic calming to nearly 300 city residents at an Ohio City Streets Congress.

Inspired by the Burden presentation, EcoCity staff member Manda Gillespie helped the Ohio City Streets Committee obtain \$5,000 in CityWorks grants to plan for traffic calming in the neighborhood.

Open space preservation

Over the past couple of years, we have been providing assistance to the Northeast Ohio Regional Parks Consortium, a group of eight county park districts and the National

Park Service. Recognizing that nature does not stop at county lines, the consortium has been studying open space opportunities in the region—possibilities for linking existing parks and protecting river corridors.

Last October, we helped the consortium publish its vision of where thousands of acres of land could be conserved and where more than 1,000 miles of new trails could be constructed throughout the region. We took the parks' data and created a beautiful poster showing a map of the potential

opportunities and presenting the case for a much larger open space initiative in Northeast Ohio. If you'd like a free copy of the poster, just contact us with your name and address.

Policy development

In the often murky area of policy development, we've also been busy. Our staff advocates for ecological design and sustainability on many task forces and committees. We've been exploring options for open space preservation in the region. And recently we have been funded to work on two projects related to smart growth in Ohio. In the first project, we are providing research support to the Lake Erie Balanced Growth

Blue Ribbon Task Force, which has been organized by the Ohio Lake Erie Commission to recommend ways to balance development with the health of the Lake Erie watershed. In the second project, we are working with the Funders' Network for Smart Growth and Livable Communities to develop a policy background paper for foundations on the prospects for smart growth in Ohio (in a way, this is follow-up to our "Ohio Smart Growth Agenda" study of several years ago; see it on our Web site in the Smart Growth > Ohio Smart Growth section). □



Vision for open space: Park districts, land trusts, planning agencies, and other conservation groups are talking about larger efforts to preserve the remaining countryside of Northeast Ohio, as well as connect to urban greenways and the lakefront. EcoCity's role is to help see the big picture.

Reaching the end of Cuyahoga County

We will soon come to the end of Cuyahoga County. New development will reach the far boundaries of Westlake, North Royalton, Olmsted Township, Solon, and the other communities that still have some open land. At that point, for the first time in history, the county will be unable to grow through physical expansion.

Then we will have to ask, "Now what?"

What will we do with an entire county that is fully built out and starting to age? Will the disinvestment and decline that has hit the central city and some of the inner-ring suburbs continue to spread until the whole county is affected? What will happen to the metropolitan region if a county the size of Cuyahoga goes into decline?

A number of local elected officials and planners are starting to ask such questions. They are realizing that for 200 years we have been focused on "growth," which has largely meant new construction on virgin land. We have not worked very hard at maintaining and redeveloping communities once they get old.

But it's time we started to learn. When whole counties become built out, the stakes get pretty high for the economic prospects of everyone in the state.

Hearing the story

On February 22, State Rep. Edward Jerse of Euclid hosted an informational hearing on the implications of Cuyahoga County's impending build-out. The hearing attracted about 50 public officials,

business leaders, and others who are concerned about the future of the region.

"We want to define the problems, define solutions, and make the case that the entire region should pay attention," Jerse said.

Tom Bier, director of the Housing Policy Research Program at Cleveland State University, outlined the challenges (see summary on page 6). He said the root of the problem is that Cuyahoga will soon be

unable to grow its tax base through new development. Unless there is extensive redevelopment, decline will be inevitable. Already, the value of industrial real estate in the county is declining, commercial real estate development is running out of new sites, and the value of residential real

estate is not keeping pace with outer counties.

"The future is aging real estate and declining tax capacity," Bier said. "While Cuyahoga's new suburbs are becoming built-out, its oldest suburbs are aging to where they are susceptible to decline. Two-thirds of the county's suburban homes were built before 1960; one-third of the homes were built in the 1950s alone."

Cuyahoga County Treasurer James Rokakis said that he is already noticing more communities facing tough property tax problems. Even relatively wealthy communities at the edges of the county are struggling to raise

enough money for schools.

Rokakis called for more incentives to promote redevelopment, such as the county's low-interest loan program for

The economic stability of Cuyahoga County and the region depends heavily on extensive redevelopment of obsolete real estate and reinvestment in Cleveland and the older suburbs.

home repair that is helping homeowners in older suburbs. And he called for people in Cuyahoga County to reach out to residents of surrounding counties who don't want development to sprawl over the countryside. "We need more alliances with the outer counties to help them

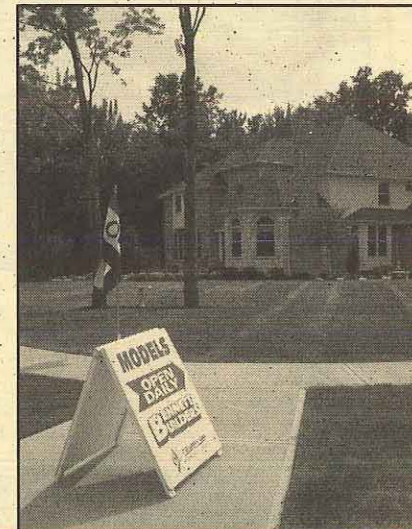
preserve land," he said, adding that a good place to start is the farmland preservation tax issue on the November ballot in Geauga County.

Opportunities in redevelopment

If we can make the transition fast enough, a redevelopment mindset could improve quality of life in Cuyahoga County, according to County Planning Commission director Paul Alsenas.

"This is an opportunity to align land use with our economic development strategies for attracting highly educated workers in the new economy," he said. "Now a lot of land is used by cars. If we want a higher quality of life, we need a more urbane environment. So we need to redevelop at higher densities and pay more attention to transit, pedestrian spaces, and bike facilities."

Greenspace should also be a priority, Alsenas said. Developers are now filling in the last vacant lots in the county. These are often places that were passed over in the past as too difficult to develop. They are stream corridors, wetlands, steep slopes—the best of the county's remaining greenspace. We need to act quickly to preserve these remaining places and channel development energies into the redevelopment of land that has



Going fast: Outer suburbs of Cuyahoga County, such as Westlake, will be fully developed soon.



Key to the future: Clearing and redeveloping obsolete real estate.

Implications of Cuyahoga County's impending build-out

Cuyahoga County will be the first county in Ohio to be fully developed. Very little undeveloped land remains in the outer suburbs, and most of it will be used within 20 years. (Within the region, Lake and Summit counties will be next to reach build-out. Beyond the region, Hamilton County/Cincinnati will follow Cuyahoga.)

Here are some of the implications of this historic transition:

- Cuyahoga County is losing its capacity to grow its tax base through outer suburban development – which endangers the economic future of the county and region.

- As Cuyahoga's land supply diminishes, development grows in adjacent counties. The value of residential construction in Cuyahoga County has not increased since 1986. During the same period the annual value of residential construction in Geauga, Lake, Lorain, Medina, Portage and Summit counties increased from \$400 million to \$1.2 billion.

- While Cuyahoga's new suburbs are becoming built-out, its oldest suburbs are aging to where they are susceptible to decline. Two-thirds of the county's suburban homes were built before 1960; one-third of the homes were built in the 1950s alone.

- Cuyahoga residents are moving to neighboring counties (Cuyahoga is the only county in the region that is losing population). One-third of Cuyahoga's homeowners who sell and purchase another home move to an adjacent county.

- Between 1983 and 1999, growth in Cuyahoga's property tax duplicate lagged neighboring counties: Cuyahoga residential real estate increased in value 35 percent (with much of that resulting from suburban construction) while adjacent counties increased 81 percent (adjusted for inflation). Commercial real estate increased 50 percent while adjacent counties increased 60 percent. Industrial real estate *decreased* 22 percent while adjacent counties increased 30 percent.

- The economic stability of Cuyahoga County and the region depends heavily on *extensive* redevelopment of obsolete real estate, reuse of salvageable buildings, and reinvestment in Cleveland and the older suburbs. (The same holds for Lake County with respect to Painesville, Wickliffe, Willowick, etc.)

- The unprecedented situation calls for all levels of government to engage jointly in determining policy and program initiatives that will secure the future of Ohio's counties as they reach build-out.

—from a presentation by Tom Bier,

director of the Housing Policy Research Center,

Levin College of Urban Affairs, Cleveland State University,

before a legislator informational hearing on February 22, 2002, organized

by State Rep. Edward Jerse

already been built upon.

Chris Warren, then director of economic development for the City of Cleveland, noted that there are many positive examples of redevelopment in the city, including the fact that Cleveland is now a regional leader in new housing permits.

Unfortunately, the city is still tearing down more old houses than it builds new.

The barrier to increased production in the city is the shortage of land that has been cleared, cleaned up, and made ready for redevelopment. Warren called for increased state funding to make that happen.

"It's a matter of fiscal responsibility," he said. "In a region with slow population growth we should be investing in places that already have infrastructure, not investing to extend infrastructure to promote

development in new places. We can't afford the ongoing obligations to repair and replace redundant infrastructure."

Warren said the state should examine policies that now promote development in new locations at the edges of metropolitan areas—including the state's Enterprise Zone program and ODOT's ranking system for choosing transportation projects.

"The big redevelopment money is in highways," Warren said. "ODOT's main funding category is called 'Major New.' What does that tell you?"

Out of the industrial land game

Industrial real estate experts at the hearing echoed Warren's call for more investment in urban land assembly.

"There are 50 million

square feet of obsolete factories in Cleveland alone—the equivalent of a 1,000-acre industrial park," said Charlie Webb of the Greater Cleveland Growth Association. "We have a good inventory of land, but it's covered with obsolete buildings so we can't get at it."

David Hexter of Alan R. Daus & Associates said that many companies want to stay in Cuyahoga

County close to existing infrastructure and a large pool of workers, but there are few sites available for redevelopment. Developers who might be interested in working close to the urban core can't wait for land to be assembled.

Christopher Johnson of National City Investments agreed, saying, "Northeast Ohio lacks an orderly process for making land available. Without land, you're not in the game."

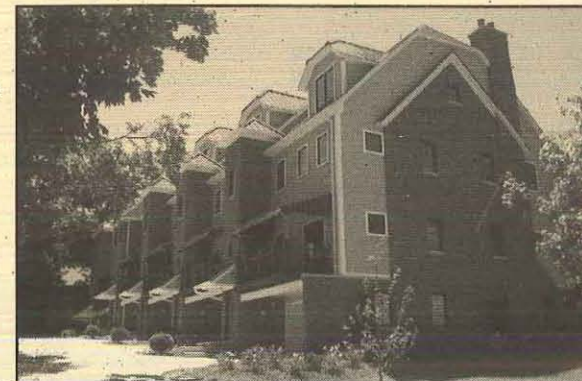
He said that the current pattern of sprawling development around the region was a wasteful economic development strategy. "We need a redevelopment authority at a regional scale to have a more systematic approach to development."

Balanced development for older communities throughout Ohio

Obsolete real estate is not just found in the central city. Increasingly, it is a problem for older suburbs, too.

Several mayors from the First Suburbs Consortium, an organization of 14 inner-ring suburbs around Cleveland, spoke at the hearing about the challenge to maintain older communities. Inspiring examples of reinvestment can be found, said Shaker Heights mayor Judy Rawson, but the projects are tough.

She said the region needs long-term planning for economic development and tools such as tax credits for the repair of historic houses and the development of mixed-use centers, as well as greater funding for land



Infilling: New styles of housing can contribute to the redevelopment of older suburbs like Cleveland Heights.

assembly. [See First Suburbs policy agenda on pages 8-9]

This redevelopment agenda could be perceived as being anti-new communities, but Lakewood mayor Madeline Cain emphasized, "It's not them against us. We're looking for equity and balance."

Indeed, the economic erosion of older communities is a statewide concern. It's a concern for Cincinnati, Dayton, Youngstown, and the other big cities. It's a concern for second-tier cities like Mansfield, Elyria, Newark,

Lima, and Springfield. It's a concern for struggling small towns like the county seats of farming areas. And it should also be a concern for the still growing communities at the edges of the state's metropolitan areas—communities whose future depends on a healthy

urban core.

To achieve a better balance, our region and our state must rethink the concept of growth. We must understand that sometimes the best "growth" is the redevelopment of an old building, not a new strip mall out along the highway. Or the best way to maintain tax base is to maintain older communities as attractive places for investment.

This will be hard to do in an America where the habit is to move on, build new, and then move on again. But at some point we must learn how to commit to a place and take care of it in perpetuity.

We have no choice. We can no longer afford to abandon places or people. □

At some point we must learn how to commit to a place and take care of it in perpetuity.



Three questions when nearing the end of a county

The impending build-out of Cuyahoga County raises many questions about the future of Northeast Ohio. Here are three:

Can we respond to long-term trends?

We're talking about patterns of history that transpire over decades – the gradual development of a metropolitan region. These are events that don't fit into an election cycle. Can we respond? Can we anticipate? Can we adapt before it's too late?

A major part of being a sustainable society is the ability to think long term.

Can we get better without getting bigger?

By definition, if you are fully built out, you can't grow – can't expand, can't develop new land. You have to maintain and redevelop what you've got. But that doesn't mean you can't get better.

Paul Gottlieb of the Center for Regional Economic Issues at Case Western Reserve University recently did an interesting study for the Brookings Institution called "Growth without Growth: An Alternative Economic Development Goal for Metropolitan Areas." In it, he debunks the notion that you have to grow to improve quality of life. In fact if you measure quality of life improvement by rising per capita income, there's no correlation between population growth and income.

Indeed some fortunate metro areas are building wealth without much growth – getting better without all the pressures and problems that growth can cause (e.g., overcrowding, pollution, traffic congestion). We need to figure out how to hit that sweet spot. Right now, Greater Cleveland has low income growth and low population growth.

Can we learn how to take care of this place as our home—permanently?

The conservationist Aldo Leopold once said that one of the biggest challenges for human beings is to learn how "to live on a piece of land without spoiling it." To be successful in the future, we need to develop a profound commitment to place. We can no longer just pick up and move another exit down the freeway. We have to build permanent communities and leave our home to future generations better than we found it.

A call for state action

In recent years, the First Suburbs Consortium (FSC) has become a strong advocate for the redevelopment of older communities in Northeast Ohio. Now with 14 older, inner-ring suburbs as members, the FSC has conducted studies of how to redesign and market outmoded shopping districts and housing stock, worked with the county to develop creative loan programs for housing repair and brownfield cleanups, and has created a nonprofit development council to manage redevelopment projects.

The FSC is also working with other First Suburbs groups around Ohio on a state policy agenda—changes that would orient the state to the redevelopment and maintenance needs of older communities. A summary of the FSC agenda is below. For more information, see the Smart Growth section of our Web site.

In 1998 a group of elected officials representing older, built-out suburbs from the Cleveland, Columbus, Dayton and Toledo areas met to discuss common challenges. As a result, the Ohio First Suburbs Consortium (FSC) was formed. A summary of its position is as follows:

Ohio's economic growth depends on the attractiveness of its major cities. The evidence from across the country is compelling: strong economic growth is occurring in cities that are attractive to young, well-educated, talented people who choose a city to live in because of its amenities and quality of life. Employers capitalize on the resulting pool of human resources. *Ohio's cities are weak*

The policy blind spot

First suburbs are caught in a policy blind spot. Unlike central cities, they are not poor enough to qualify for many federal and state reinvestment programs and not large enough to receive federal and state funds directly. Unlike newer suburbs, they are ill suited to federal and state programs that focus on building new infrastructure and housing rather than maintaining, preserving, and renovating what is already built. In general, first suburbs are undermined by large federal and state policies that, on balance, facilitate sprawl and concentrate poverty. These policies set the dominant "rules of the game" that ultimately shape metropolitan growth in ways that undermine older communities.

—from *Valuing America's First Suburbs: A Policy Agenda for Older Suburbs in the Midwest* by the Brookings Institution (see www.brookings.edu/urban).

competitors in the national (and global) competition for talented people.

State government undermines Ohio's major cities and inner suburbs. Economic and residential development at the outer

edges of metropolitan areas occurs easily and is readily supported by state policy and practice. But the state does little to support redevelopment and maintenance of aged central cities and inner suburbs. As a result, Ohio's central cities have been unable to achieve

competitive attractiveness. **Ohio's First Suburbs want all communities – from the mature to the newly developing – to be prosperous and stable.** Policies, practices and expenditures need to be re-balanced to ensure competitive attractiveness of urban core communities. State government must set the framework. FSC advocates the following:

A call for state action

The FSC requests the Office of the Governor to initiate a comprehensive assessment of the situation by working with the commissioners of Cuyahoga, Hamilton, Franklin, Lucas, Summit and Montgomery counties to provide (1) an analysis of the age, condition, and viability of the counties' real estate, and (2) plans for ensuring either maintenance or redevelopment of properties

over 40 years old. The FSC also suggests that the Department of Development prepare an overview of the six county assessments and that the governor initiate a review of current state policies and programs to determine their effects on the marketability of existing real estate and the use of existing infrastructure.

Infrastructure funding for transportation, communication and utility networks

Public subsidies for new infrastructure serving new

communities have the effect of luring economic development from the urban core. Meanwhile older communities face staggering infrastructure costs for aged systems. Already pressed by flat revenues

and increased costs, most older cities are trapped in competitive disadvantages in the struggle to maintain "their" infrastructure.

First suburbs usually are not competitive in receiving local assistance from the state's Capital Improvement Program and the Local Transportation

Improvement Program. These programs and other state assistance to comply with clean water mandates should use the following criteria:

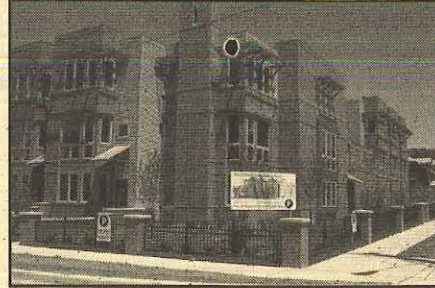
- Funding should only be for water and wastewater needs and source water protection.
- Funding should not subsidize new development.
- The funding program should assure accountability by fund recipients.
- Funding may be used to restructure or consolidate systems that are in significant noncompliance with the law.
- Priority should be given to projects that address the most serious threats to public health; systems with the greatest needs, based on affordability; and small systems with compliance problems.

Changes to Issue 2 Infrastructure funding factors

The factors used to evaluate applications for capital improvements under the "Issue 2" program should be modified to require that all funded projects:

- Preserve and improve the efficiency of the existing system.
- Enhance both the economic health of the local applicant and the economic viability of other existing communities in the impacted region.
- Result in efficient land use development or redevelopment that facilitates accessibility, saves future infrastructure costs, and preserves and enhances farmland, forests and open space in the impacted region.

Ohio Revitalization Linked Deposit Program



No help: Cleveland Heights invested its own funds to clear this site and make it ready for new housing.

Can we develop without tearing up the countryside?



If current trends continue, the seven-county region will add about 6,500 households a year in the near future. At the same time, the homebuilding industry will build about 10,000 new housing units a year. Most of those houses will be built on farmland in rural areas. Can we consider where else they might go?

Let's start by pointing out that there will be 3,500 more new houses than new households each year. This means that a number of older homes will be abandoned as households move up to newer housing. But what if we did a better job maintaining those older homes? We might find that a lot of those 3,500 new housing units could be "created" through the preservation and rehabilitation of existing homes. With aggressive redevelopment strategies, let's say that 2,000 units could be located in this way.

That leaves 8,000 new units to be built. To find new sites for these houses, we could again look at the infill development potential of existing urban areas—creative ways to add attractive new housing to existing communities. For example, the City of Cleveland alone could take 1,000 new units a year. If other core urban areas—Akron, Painesville, Lorain, Lakewood, Euclid, etc.—absorbed a proportional amount, we might find room for 2,000 more units. Built with good design and a mix of housing styles (single-family detached, condos, row houses, apartments), these units could contribute to the quality and diversity of core communities.

Out of the remaining 5,000 units, 3,000 might be distributed in newer suburbs. The emphasis might be to integrate housing in "edge city" employment centers as part of a retrofit program to turn them into denser, mixed-use centers.

That would leave 2,000 houses to be built in the country each year. Smart development would cluster the units in "conservation subdivisions" near existing towns. Doing so would take up less than half of the land of conventional subdivisions.

If we could do all this, we could meet the future housing needs of our population with a diverse and affordable supply of homes. We could keep builders busy constructing new homes and rehabbing existing ones. And we could do nearly all of it within the existing developed area of the region.

We don't have to bulldoze hundreds of thousands of acres of countryside!

Home builders in the city

Even home builders who have spent the past several decades building new homes in far-flung suburbs are realizing that the future of Northeast Ohio—as well as their own business—depends on the redevelopment of older communities. An example of this shift is the Urban Housing Committee recently formed by the Home Builders Association of Greater Cleveland to promote more construction in the central city and inner-ring suburbs.

"The association has recognized that the next frontier in residential construction is in the city and the first-ring suburbs," says HBA director Nate Coffman. "We'll all live and die based on the health of the city and those older suburbs."

The new committee will help HBA members enter the urban market and will work with the cities to reduce barriers, such as city hall bureaucracy, cumbersome permits and out-of-date building codes.

The market for new housing in Cleveland has been growing. About 300-400 homes are being built each year in the city, and the goal is to raise that to 1,000 units a year.

The State Treasurer should implement a Housing Revitalization Linked Deposit Program utilizing state funds on deposit to provide lower-interest loans to homeowners in aged communities.

State Historic Preservation Tax Credit Legislation

State Historic Preservation Tax Credit legislation is proposed to provide tax credits for qualifying owner-occupied housing, investment housing and commercial buildings. Properties constructed more than 50 years ago could qualify by virtue of their significant architectural, cultural or other specified qualities or by their location in a district meeting such criteria. The tax credits would encourage owners, lenders and investors connected to neighborhoods in existing older communities to revitalize and rehabilitate properties.

Restoration of municipal revenue losses resulting from SB 108

As a result of Senate Bill 108, enacted by the General Assembly in 2000, older, established communities throughout Ohio are about to suffer disastrous estate tax revenue losses.

An analysis of estate tax filing data shows that the average revenue loss for Northeast Ohio FSC member-cities will be approximately \$290,00 per year — nearly equal to the cost of four police officers or firefighters. It is probable that similar losses will be experienced by many other older Ohio communities.

The looming financial crisis for local governments can be averted only by prompt state action to restore or replace the desperately needed local operating revenues eliminated by the General Assembly.

Ohio's Local Government Funds

The State Local Government Fund system designates a portion of the state sales tax, use tax, personal income tax, corporate franchise tax and public utility excise tax to local governments. Cities rely on these steady, predictable revenue sources for large parts of their budgets.

House Bill 405 would have reduced the Local Government Funds by up to 6% for 2002-2003. In order to avoid the prospect of future Local Government Funds cuts, the state must increase the cities' share of funding, increase state taxes and/or enact new taxes.

Changes to Ohio's Enterprise Zone Tax Abatement Program

Although intended to encourage development in distressed communities, Ohio's Enterprise Zone Program criteria have been changed over the years to allow wealthy communities to be eligible, thus placing distressed communities at an even greater competitive disadvantage.

The program should be returned to its original intent by restricting its use to urban counties, limiting the size and placement of enterprise zones, providing state infrastructure investments in the zones, restricting waiver of criteria to the creation of zones, and establishing an independent board to monitor the program. □

Our divided region:

How Northeast Ohio's prospects are limited by urban sprawl, racial segregation, and concentrated poverty

In early 1995, we published a cover story that described the fear of urban policy expert David Rusk that the City of Cleveland might be "past the statistical point of no return." Rusk, the former mayor of Albuquerque, NM, had been studying which American cities were succeeding or failing, based on measures of poverty and racial segregation. He found that healthy cities were those with metropolitan

governments or some other regional approaches for sharing responsibility for urban problems. Failing cities, like Cleveland, were isolated by their surrounding suburbs.

Rusk said the developments that had earned Cleveland the reputation of "Comeback City" – such as Jacobs Field, the Rock & Roll Hall of Fame, and new neighborhood housing – were encouraging, but they couldn't overcome the regional forces of urban sprawl and inner-city disinvestment. No city had successfully carried out an inner-city, neighborhood-centered strategy sufficient to reverse the city's decline.

"To end Cleveland's isolation, you need a regional solution," Rusk concluded. "You need to open up economically and racially...If you don't, it will affect the economic competitiveness of the entire region."

A few months ago, Rusk returned to Cleveland, and his analysis was even more depressing. In a paper presented to the Northeast Ohio Alliance of Hope (NOAH), a social justice initiative by faith-based organizations in Cuyahoga and Lorain counties, he said that Cleveland was still being pulled down by a strong undertow of urban sprawl, racial segregation, and concentrated poverty. And he presented data that showed how these trends were harming the prospects of the entire metropolitan region – by isolating people from opportunity and reducing overall property values.

Following are edited excerpts of Rusk's presentation.

By David Rusk

My remarks focus on the key issues of urban sprawl, racial segregation, and concentrated poverty – also referred to as "metropolitan development patterns," "socioeconomic polarization," and "fiscal disparities." Whatever the terms we use, these trends really come down to one basic issue: what gets built where for whose benefit?

I would like to summarize my information in five statements:

- Northeast Ohio continues to consume a great deal of land with little net population growth.
- For four decades, suburban gains been almost totally offset by the City of Cleveland's losses.
- Hyper-segregation by race is slowly diminishing, but

segregation by income is rising. The region's elementary schools are now the most economically segregated in the nation.

▪ "Excess" housing construction plus the "segregation tax" depressed the growth in value of the homes of most homeowners.

▪ These negative trends can be reversed, but only if the "rules of the game" are changed to redefine what gets built where for whose benefit.

Let me examine the evidence that supports each of these statements.



New house in Westlake: "Excess" housing construction plus the "segregation tax" depressed the growth in value of the homes in Greater Cleveland.

Northeast Ohio continues to consume a great deal of land with

little net population growth.

Urban sprawl is like pornography – hard to define but you know it when you see it. One yardstick for sprawl is the growth of urbanized areas – a central city and its contiguous suburbs – as defined by the U.S. Census Bureau.

Table 1 compares relative growth rates of urbanized population and urbanized land from 1950 to 1990. Between 1950 and 1990, the Cleveland area's urbanized population grew 21%, while the amount of urbanized land grew 112%. In other words, the Cleveland area's sprawling development patterns consumed land at about 5 times the rate of population growth – much more than the national average of three to one. Excluding the 1950s (a decade of explosive suburban growth), Lorain-Elyria's ratio was about one and a half times the rate of

Table 1
Land-to-population growth ratios for Northeast Ohio urbanized areas, 1950-90

Urbanized Areas	Population Growth	Land Growth	Land-to-Population Growth Ratio
National average	88%	255%	3 to 1
Cleveland	21%	112%	5 to 1
Lorain-Elyria (1960-90)	50%	78%	1½ to 1
Portland, OR	129%	242%	2 to 1

Table 2
Growth of population (1990-2000) compared to loss of farmland, 1987-97

Metro Area	Population	Farmland	Acre per Net New Resident
State of Ohio	4.7%	-6.0%	1.8
Cleveland	1.8%	-12.0%	0.8
Lorain-Elyria	5.0%	-9.1%	1.0
Portland, OR	19.0	-0.1%	0.001

population growth. (High ratios reflect both very low-density suburban development and a hollowing out of the core city from population loss. Between 1950 and 2000, Cleveland lost 48% of its population.)

What were the trends in the 1990s? At the time this was written, Census 2000 had not yet released data for urbanized areas. Yet every five years the Census of Agriculture documents the shrinkage of farmland within metropolitan counties. That can be compared with population growth to derive a rough measure of the march of urbanization.

During the past decade, metro Cleveland's population grew by 1.8% while during a comparable 10-year period farmland shrunk by 12.0% percent (Table 2). This is a rate of farmland loss about six times population growth. Another way to look at it is that metro Cleveland added about 32,000 more people, but lost about 25,500 acres of farmland. That's over three-quarters of an acre for each new resident. The Lorain-Elyria area used up more (about one acre per new resident).

Another measure is the federal Natural Resources Inventory, which recorded that Ohio's "developed land" increased 21.0% during the 1990s compared to a 4.7% increase in population – a 4.5 ratio of growth in developed land to population growth. This was the sixth worst ratio among all states.

Ohio used up 1.24 acres of land for every net new resident from 1987-97. By contrast, Oregon (with the U.S.'s strongest, anti-sprawl state laws) used up only 0.31 acre per net new resident. With less available undeveloped land to begin with, Ohio's growth patterns consumed land at four times Oregon's rate.

In summary, by any measure, during the 1990s, Northeast Ohio – indeed, the entire state – continued its historic pattern of consuming a lot of land in the face of relatively modest population growth.

For four decades, suburban gains been almost totally offset by the City of Cleveland's losses.

What gets built where for whose benefit? Most of the land consumed by urban sprawl is dedicated to cars (highways, roads, parking lots) and homes. Let's focus on the regional housing market.

During the 1970s and 1980s, home builders in the Cleveland area built 167,300 new homes. However, only 62,300 new households were formed to fill them. In effect, the market produced 169% more new homes than were "needed" (Table 3).

Of course, the new always sells or rents (though not necessarily at the profit margins the builders/owners hope for). However, in such a soft housing market with so much "excess" housing, something ultimately has to give – and it's usually the older housing in older communities.

At the bottom of the housing chain, there is no one with money to buy or rent such housing. Whatever its physical condition, historic charm, or (often) convenient location, much older housing is rendered economically obsolete. Owners often just walk away and abandon it to the city that, in turn, is forced to tear it down. During these two decades, 89,000 housing units from the pre-1970 housing stock just vanished from the

Table 3
New homes built compared to new households formed for Northeast Ohio, 1970 to 1990

Metro Area	Homes Built	Households Formed	"Excess" Homes Built	Pct 1970 Units "Vanished"
Cleveland	167,300	62,200	169%	-12.7%
Lorain-Elyria	31,200	21,000	49%	-9.5%
Portland, OR	203,400	164,200	24%	-9.5%

Table 4
Change in assessed property valuation in Northeast Ohio, 1970 to 2000 (in billions, adjusted for inflation)

Metro Area	Valuation in 1961	Valuation in 2000	Real Change 1961-2000	Real Change 1991-2000
Cleveland PMSA	\$6.369	\$39.447	6%	13%
Cuyahoga	\$5.634	\$28.420	-13%	8%
Cleveland	\$2.918	\$5.447*	-67%*	-12%*
Rest of Cuyahoga	\$2.716	\$20.033*	31%*	3%*
Geauga	\$0.100	\$2.291	294%	40%
Lake	\$0.458	\$5.653	112%	9%
Medina	\$0.178	\$3.082	198%	53%

Metro Area	Valuation in 1971	Valuation in 2000	Real Change 1971-2000	Real Change 1991-2000
Lorain-Elyria PMSA	\$1.022	\$5.223	18%	20%
Elyria city	\$0.230	\$0.792*	-18%*	11%*
Lorain city	\$0.370	\$0.822*	-47%*	-1%*
Rest of Lorain Co	\$0.421	\$2.930*	67%*	31%*

*Based on 1999 assessed valuation before catch-up reassessments in Cuyahoga and Lorain counties in 2000 that will improve percentage changes.

inventory by 1990. Some 59,000 units vanished within the City of Cleveland.

Lorain County did better, growing by 20% in inflation-adjusted terms over a 30-year period. However, both cities lost tax base – Elyria -18% and Lorain -47%. Again, the cities' losses substantially offset suburban growth.

What is the impact of these dynamics on property wealth? To believe the Ohio Tax Commission's annual summaries, Metro Cleveland has experienced tremendous growth in property wealth. The assessed valuation of all industrial, commercial, and residential property in the region grew from \$6.4 billion in 1961 to \$39.5 billion in 2000 (Table 4 on previous page).

Did real property wealth increase more than six fold during the four decades? Of course not. There was tremendous inflation that accounted for much of the dollar increase in property value.

In fact, between 1961 and 2000, after adjusting for inflation, property wealth increased just 6%. A 6% total return over four decades! In effect, every dollar of new property wealth created in Cleveland's suburbs was almost totally offset by loss of a dollar of property wealth within the City of Cleveland. During these 40 years, Cleveland lost almost two-thirds of its property tax base, shrinking from 46% of the region's assessed valuation in 1961 to just 15% in 1999.

Hyper-segregation by race is slowly diminishing, but segregation by income is rising. The region's elementary schools are now the U.S.'s most economically segregated.

Using an index of dissimilarity (in which 100 = total apartheid), Table 5 measures residential segregation of African Americans in Northeast Ohio compared with 18 large northern metro areas and 16 large southern metro areas. During the past

Table 5
Change in residential segregation of African Americans, 1970 to 2000 (Dissimilarity Index: 100 = total racial apartheid)

Category	1970	2000
Large Northern Metro Areas (18)	85	74
Cleveland PMSA	91	80
Lorain-Elyria PMSA	71	52
Portland, OR PMSA	81	48
Large Southern Metro Areas (16)	80	62

decades black residential segregation declined modestly in most metro areas, and very slowly in the Cleveland area. With an index score of 80, the Cleveland area was the nation's fifth most racially segregated region in 2000.

But if segregation of African Americans is declining, economic segregation is increasing steadily. Jim Crow by income is replacing Jim Crow by race. Using the same dissimilarity index (on a scale of 0 to 100) to measure the relative segregation of poor persons, Table 6 shows economic segregation rising steadily throughout Northeast Ohio. In fact, Cleveland was the nation's third most economically segregated region in 1990.

Why are economic segregation indices so much lower (i.e., with scores in the 30s, 40s, and 50s) than racial segregation indices (i.e., with scores in the 50s, 60s, 70s, and 80s)? In part,

Table 6
Change in economic segregation of poor persons, 1970 to 1990 (Dissimilarity Index: 100 = total economic apartheid)

Category	1970	2000
Large Northern Metro Areas (18)	36	44
Cleveland PMSA	43	51
Lorain-Elyria PMSA	26	38
Portland, OR PMSA	25	27
Large Southern Metro Areas (16)	37	38

Table 7
Concentration of poor persons by race in poverty census tracts, 1990

Category	Poor Whites	Poor Blacks	Poor Latinos
Northern Metro Areas (11)	29%	81%	63%
Cleveland PMSA	37%	91%	79%
Lorain-Elyria PMSA	34%	74%	66%
Portland, OR PMSA	20%	56%	15%
Southern Metro Areas (15)	22%	69%	44%

the answer lies in the fact that American society has historically segregated more by race than by economic class. But a large factor is that most poor whites do not live in poor neighborhoods. Table 7 summarizes the percentage of poor whites and poor blacks that live in census tracts with greater than 20% poverty rates.

What does this mean? For one thing, if you are poor and white, for example, in the Cleveland area, the odds are two out of three that at your neighborhood school your own children's classmates will be primarily middle-class children. By contrast, if you are poor and black in the Cleveland area, the odds are nine out of ten that your own children will be surrounded by other poor school children.

This is important because the socioeconomic backgrounds of a child's family and of a child's classmates are the strongest influences shaping school outcomes. And researchers have consistently found that low-income children learn best when attending predominantly middle-class schools.

In America, particularly in a "little box" region like Cleveland that is organized into 101 cities and townships and 56 school districts, where a child lives largely determines what educational opportunity that child will have – not in terms of how much money is spent per pupil, but who the child's classmates are.

It is true that school officials do not have much influence over where different groups of children live – but other public officials do. Planning and zoning policies and public investments for roads, water and sewer lines, and other infrastructure have a huge impact on land development and the housing market. In effect, *housing policy is school policy*. Economically segregated housing means economically segregated schools. Mixed-income

neighborhoods lead to mixed-income schools.

What is truly ominous is that, despite the greatest economic boom in our nation's history, our public elementary schools became more economically segregated during the 1990s (Table 8). Using the same dissimilarity index, if all the U.S.'s elementary schools are treated as one, unified school district, the economic segregation index increased from 43 at the beginning of the 1990s to 45 at the decade's end. Large metro areas averaged a similar increase (47 to 49).

Throughout the 1990s, economic segregation of elementary schools in the Cleveland area increased from an index of 68 to an index of 71. *By the end of the decade, the Cleveland area had the most economically segregated elementary schools in the nation, followed closely by Newark, Hartford, Detroit, and Milwaukee.* (The only consolation was that three other contenders for #1 status – New York, Chicago, and Philadelphia – didn't provide sufficient data for comparison.) Based on population projections,

Table 8
Change in economic segregation of low-income pupils in elementary schools during the 1990s (Dissimilarity Index: 100 = total economic apartheid)

Category	Early 1990s	Late 1990s
USA (as one hypothetical school district)	43	45
82 of 100 largest metro areas	47	49
State of Ohio (as one hypothetical school district)	50	53
Cleveland PMSA	68	71
Lorain-Elyria PMSA	46	41
Portland OR PMSA	39	40

over the next 25 years, Ohio's public schools should experience even higher levels of economic segregation unless there are fundamental changes in housing patterns.

"Excess" housing construction plus the "segregation tax" depressed the growth in value of the homes of most homeowners.

Let me bring these issues right home – literally, *your* home. In 1970, the average home in America was worth \$20,000. By 1990, the average home was worth \$92,000. Had the average home really more than quadrupled in value in just 20 years? Of course not. The whole cost of living increased enormously as well. Adjusting for inflation, the value of the average home went up 36 percent nationally (Table 9).

Not around here, however. In the Cleveland area, the average home lost 4% in inflation-adjusted value. For homeowners in the City of Cleveland, the average home lost 27% of its value. And black-owned homes in the City of Cleveland dropped 31% in real value. In other words, looking at your home as an investment, black homeowners lost major money during the 1970s and 1980s.

Northeast Ohio's economy was a lot better in the 1990s. I'm sure the results for the last decade were better than the previous two decades. But I suspect that Northeast Ohio's housing market may still have lagged behind national averages. And,

Table 9
Inflation-adjusted change in average home value in Metro Cleveland, 1970 to 1990

Area	1970-90
USA Average	36%
Metro Cleveland (all homeowners)	-4%
City of Cleveland (all homeowners)	-27%
City of Cleveland (black homeowners)	-31%
Lorain County (all homeowners)	7%
City of Elyria (all homeowners)	-4%
City of Lorain (all homeowners)	-7%
Portland OR PMSA	28%

unfortunately, I am confident that black homeowners came out on the short end again.

Why? What's going on here? Two things.

First, the phenomenon of building "excess" housing during the 1970s and 1980s that I discussed above. Beyond the tens of thousands of older homes that just vanished, a soft housing market meant slow or no increases in real housing prices. Thus, the growth in the real value of homes in Northeast Ohio (-4% and 7% in the Cleveland and Lorain-Elyria areas, respectively) lagged far behind the national average (36%).

When a planning commission approves a new, 500-home subdivision out in Geauga or Medina counties, don't think that action has nothing to do with you in Cuyahoga County. It could well be gutting the value of your home. What happens out there affects what happens in here. What gets built where for whose benefit?

But why did African-American homeowners do so much worse than white homeowners? The second answer is: the "segregation tax." Let me explain.

In 1990, the average black homeowner in the Cleveland metro area had an income of \$34,642 and owned a home valued at \$52,200. For each dollar of annual income, the average black homeowner received \$1.51 of house. As you would expect, the average white homeowner had a higher income (\$47,765) and owned a higher valued house – a much higher valued house (\$94,600). For each dollar of annual income, the average white homeowner received \$1.98 of house. Dollar for dollar, in the Cleveland area the average black homeowner received only 76 percent of the home value received by the average white homeowner – 24 percent less.

I have studied this phenomenon for the 100 largest metro areas. The only factor that explains the existence of this dollar-for-dollar gap is the degree of residential segregation. Generally (but not always), the more segregated a region's housing market is, the greater the home value-to-income gap between blacks and whites. Thus, I've labeled this gap the "segregation tax" (Table 10).

The Cleveland area's housing market remains highly racially segregated. On a scale of 0 to 100 with 100 indicating total apartheid, the Cleveland area improved from an 85 in 1990 (when the segregation tax was 24%) to an 80 by 2000. Hopefully,

Table 10
Change in residential segregation of African Americans, 1990 to 2000, and size of segregation tax in 1990
(Dissimilarity Index: 100 = total racial apartheid)

Metro Area	1990	2000	1990 Segregation Tax
100 Large Metro Areas (USA)	65	60	-18%
Cleveland PMSA	85	80	-24%
Lorain-Elyria PMSA	56	52	-12%
Portland OR PMSA	66	48	-12%

a further decline in residential segregation led to a smaller segregation tax in 2000.

Why does a "segregation tax" exist? I am sure that nowadays an African American heart surgeon joining the staff of Cleveland Clinic can buy whatever home he or she wants anywhere on terms equal to a white of equal income. The rules have changed (though imperfectly) because of the civil rights revolution.

What the "segregation tax" reflects, however, is that the great majority of black homeowners own their homes in majority black neighborhoods where most white home seekers won't buy. If most of the almost 86% of homebuyers in the Cleveland area who are white won't bid on houses that come on the market in black neighborhoods, that automatically reduces price competition and decreases the market value of such houses.

The "segregation tax" exists not because of what black homeowners do or don't do, but because of what most white homebuyers won't do — buy homes in black neighborhoods.

These negative trends can be reversed, but only if the "rules of the game" are changed to redefine what gets built where for whose benefit.

Is Cleveland a "Comeback City" or the Greater Cleveland area a "Comeback Region?" Certainly the 1990s were a lot better economically for Northeast Ohio than the previous two decades had been. Though it continued to lose population, jobs, and tax base, the City of Cleveland was no longer in the absolute free fall that it had been. But it is clear that so many of the region's highest profile civic initiatives that have successfully turned downtown Cleveland into what I would call a "yuppie theme park" have minimal impact on the trends I have described.

To do better, you'll have to change the underlying "rules of the game" that shape what gets built where for whose benefit. In summary, here's what you need:

- To combat urban sprawl, you need a strong, regional growth management policy, including a regional urban growth boundary like the Portland, OR, region has implemented. (Note the sharp contrast in land consumption between Northeast Ohio and the Portland area in Tables 1-3.)

- To combat growing economic segregation, you need a strong, regional, mandatory, inclusionary zoning law like Montgomery County, MD, that requires 10% of new subdivisions must be affordable housing for modest-income workers and that another 5% of the new homes must be sold to the public housing authority for low-income families.

- To offset widening fiscal disparities, you need a strong, regional tax-base sharing policy like the Twin Cities Fiscal Disparities Plan that pools 40% of the growth business property taxes and redistributes it among seven counties, 188 municipalities, 60 school districts, and 40 other public agencies.

Throughout this paper I have listed the Portland region's statistics without comment in the various tables. Under Oregon's state land use law, Portland controls the question of what gets built where *for everyone's benefit* better than any other major region. As a result, Portland had the greatest improvement in racial integration among all 320 metro areas in the 1990s, was the fourth most economically integrated region in 1990, had virtually stable levels of economic integration in its public schools, and had no fiscally stressed older suburbs by 2000.

Some actions can be taken locally. The Northeast Ohio Area Coordinating Agency (NOACA) makes important regional transportation decisions. Some counties still retain substantial land use planning and zoning powers. Citizens can impact local comprehensive plans.

But region-wide reforms really require new state laws. You cannot get Portland's results without Oregon's law. Success with the state legislature requires building broad based coalitions to push needed reforms — first in Northeast Ohio, then statewide. □

For more data and maps describing economic and racial disparities in Northeast Ohio, see the *Northeast Ohio Metropatterns* report at the Web site of the Metropolitan Area Research Corporation (MARC) at www.metroresearch.org. MARC's report on Northeast Ohio was commissioned by the faith-based organization United WE-CAN!, which was a predecessor to the Northeast Ohio Alliance of Hope (NOAH). MARC has also completed reports on other metropolitan areas of Ohio, including Cincinnati and Youngstown.

On April 30, a thousand members of local churches and other faith-based groups met at St. Michael's Church in Cleveland for a regional NOAH gathering on justice and regional equity. They pledged to work for regional solutions to the problems facing Northeast Ohio. For more information about NOAH, call 216-398-0374.

The toughest political issue

Enterprise zones, community development banks, nonprofit inner-city housing developments—all the tools of "empowerment"—are not futile efforts. They will produce some new businesses, some new jobs, some new homes, and some revitalized neighborhoods. They will be more effective, however, if carried out within a framework of actions to bring down the walls between city and suburb. Absent efforts at reunification, such programs will be unable to reverse the downward slide of the inner cities...

Throughout history, cities have been the arena of opportunity and upward mobility. In America the "city" has been redefined since World War II. The real city is now the whole urban area—city and suburb—the metropolitan area. Redeeming inner cities and the urban underclass requires reintegration of city and suburb.

This is the toughest political issue in American society. It goes right to the heart of Americans' fears about race and class. There will be no short-term, politically comfortable solutions.

—David Rusk,
Cities Without Suburbs, 1993

The injustice of sprawl

...The way we "sprawl" prevents most low-income residents from accessing the better housing, jobs and schools in the suburbs. This is the result of local zoning regulations, government policy and market forces. Suburbs are not interested in opening their borders to low-income housing. Even if they were, they could not do so without major federal housing subsidies now in short supply. As a result, whole regions of many metropolitan areas in the United States are barred to most low-income households.

The worst result of this economic segregation or sorting out of economic classes is our continuing failure to provide a decent education to millions of young students. At this moment, more than 25 percent of all U.S. children under 16 are black or Hispanic. Most come from low-income families, and most go to school in big-city systems that provide a very low quality education. Without the opportunity for education, these children will find it very difficult to rise above their circumstances. Their lack of proper education blights their young lives and threatens America's future standard of living.

There is also a broader moral point: The present system of economic segregation and sprawl is fundamentally unfair and anti-democratic. Americans believe in equal opportunity. Anything that creates and sustains a growing concentration of urban poverty and subordination is a moral and constitutional betrayal demanding remedial action, not just as a matter of policy, but as a requirement of justice.

—Norman Krumholz,
 professor at Cleveland State's Levin College of Urban Affairs and former Cleveland planning director (from a recent letter to the editor in *The Plain Dealer*)

Making sprawl a labor issue

The AFL-CIO passed its first-ever resolution on urban sprawl and smart growth at its national convention in Las Vegas, December 3-6, 2001. The resolution was submitted by the Chicago Federation of Labor as well as the Cleveland Federation of Labor and the Contra Costa County AFL-CIO.

The resolution links sprawl to many ills harming working families, reminds us all that some unions have been doing things for decades that are now called "smart growth," and authorizes the federation's leadership to weigh in on the rapidly-emerging smart growth debate.

Resolution #16: Urban Sprawl and Smart Growth

Whereas the issues of urban sprawl and smart growth have become major public and political issues, as demonstrated by the recent passage of hundreds of ballot initiatives, ordinances and laws; and

Whereas urban sprawl strains all working families by creating overly-long commuting times, fueling air pollution responsible for skyrocketing children's asthma rates, creating a lack of affordable housing near jobs, eroding public services, and denying workers a choice about how to get to work; and



Whereas sprawling big-box retailers such as Wal-Mart undermine neighborhood grocery retailers that provide family-supporting wages and benefits; and

Whereas unionized, inner-city hospitals have been disproportionately shut down, partly because of the concentration of inner-city poverty caused by sprawl; and

Whereas the abandonment of our cities, caused by sprawl, undermines their tax base and thereby harms the quality of public services, which in turn creates pressure for privatization of those services; and Whereas the same tax-base erosion is a fundamental cause of school funding inequities and classroom crowding, which fuel pressure for school vouchers; and

Whereas the rise of "edge cities" on the fringe of urban areas has harmed the collective bargaining strength of janitorial and building maintenance unions and dispersed the hospitality industry, harming the wages of restaurant and hotel employees; and

Whereas sprawling development on urban fringes creates new jobs beyond public transit

grids, leaving commuters no choice about how to get to work, and undermining public transit ridership; and

Whereas anti-union manufacturers flee cities for outlying areas as part of their union-avoidance strategies, making jobs inaccessible for many people who need them most, including dislocated workers who have been victimized by deindustrialization and NAFTA; and

Whereas many other unions have suffered as a direct result of the disinvestments, corporate flight, and tax-base erosion caused by sprawl; and

Whereas many unions have long worked to defend urban institutions that benefit all working families; and

Whereas unions of transit workers have for decades advocated to improve public transportation that improves air quality and gives working families a commuting choice; and

Whereas many locals of the United Food & Commercial Workers have joined community coalitions against Wal-Mart and other anti-union "big box" retailers; and

Whereas the AFL-CIO Housing Investment Trust has used Building Trades pension-fund investments to construct tens of thousands of units of low- and moderate-income housing, helping address America's affordable housing crisis; and

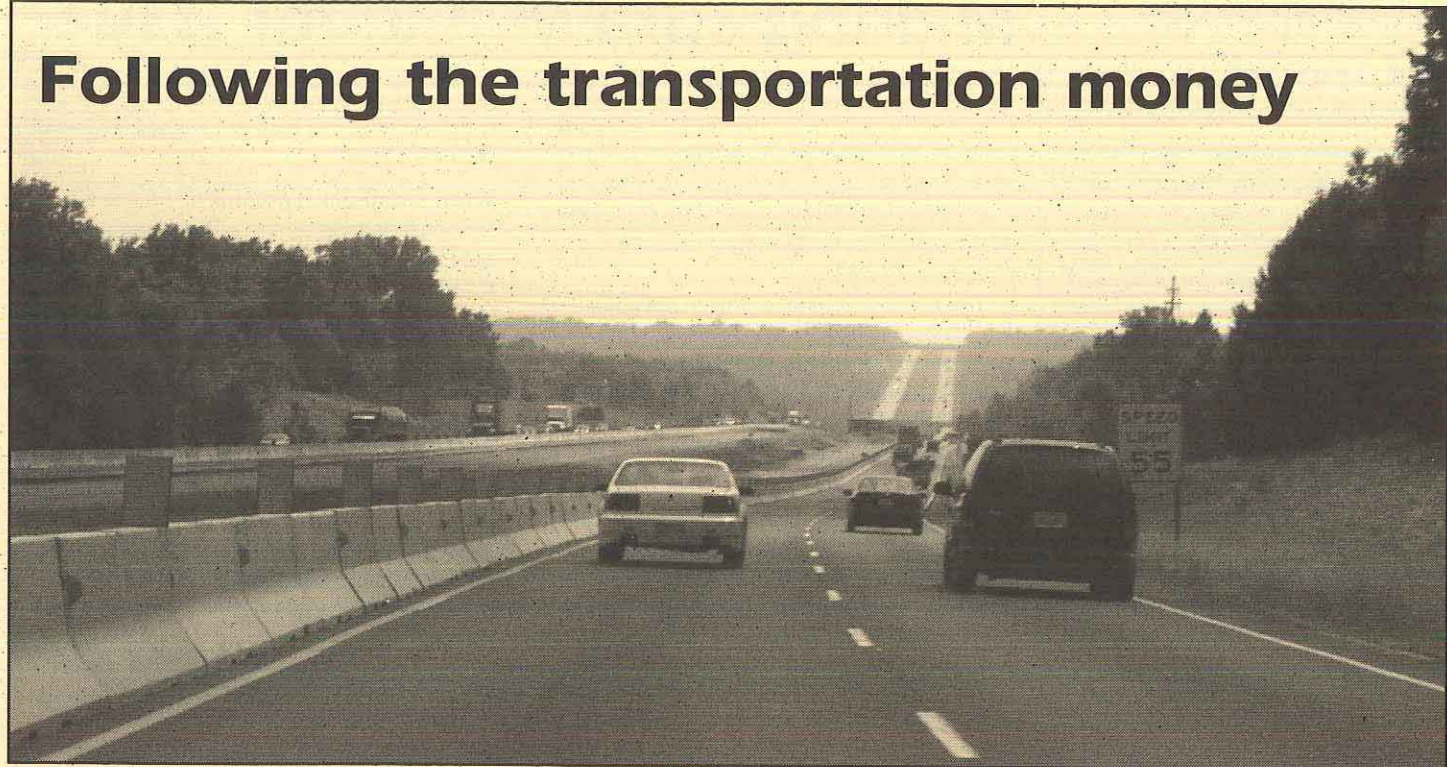
Whereas many other central labor bodies and state labor federations have long advocated for policies now collectively called "smart growth," such as affordable housing, better public transit, school rehabilitation, and the reclamation of brownfields; and

Whereas organized labor rightfully deserves credit for these many achievements, but has so far been largely overlooked in this national debate; and

Whereas "smart growth" is an ambiguous and evolving term that applies to several different kinds of policies, and many competing interest groups are now seeking to define it;

Now, therefore be it resolved that the AFL-CIO authorize and direct its leadership to actively engage in the emerging public and political debates surrounding urban sprawl and smart growth, asserting labor's rightful role in the national debate about the future of America's cities for the benefit of all working families.

Following the transportation money



Transportation funds are often the largest influx of capital dollars coming into a community—and they are dollars that have a big impact on regional growth patterns, urban design, and quality of life. So it pays to pay attention to the how those funds are allocated.

The Northeast Ohio Areawide Coordinating Agency (NOACA) allocates the funds for the five-county region (Cuyahoga, Lorain, Medina, Geauga and Lake counties). The agency maintains an official list of transportation projects to be constructed with federal funding. This list, called the Transportation Improvement Program (TIP), includes both short-term and longer-term projects.

TIP project sponsors can include local communities, county engineers, the Ohio Turnpike Commission, ODOT and transit operators. Projects range from road resurfacing and bridge reconstruction to traffic signal upgrades, bus purchases, and transportation enhancement projects, which beautify and visually enhance transportation facilities.

The \$600 million list

The following 27 major transportation investments are on "Tier 1" of the TIP and are expected to be constructed within the next five years or so. The total budget is nearly \$600 million, with big-ticket items including RTA's Euclid Corridor busway project, Hopkins airport access upgrades,

and expansions of the Interstate highway system. A number of other road-widening projects will promote more driving in suburban areas.

- \$222 million, Euclid Corridor Transit: Busway, CBD circulation, Cleveland.
- \$51.6 million, I-71 reconstruct and widen: Way/Med Co. Line to I-76.
- \$42.7 million, SR-237/Hopkins Airport Access Ramps Upgrade.
- \$26.5 million, I-80 widen exit 9A to Exit 10.
- \$23.7 million, I-71 pavement replacement and upgrading: I-76 to SR-18.
- \$20.6 million, I-90 widen & repair west of SR-306 to Morley Rd.
- \$20.6 million, I-90/ SR-615: new interchange; and widen SR-615 Center St: I-90 to SR-84.
- \$19.9 million, SR-237 at Front St., construct RR grade separations.
- \$18.4 million, Aerospace Parkway Extension, Brookpark.
- \$16.7 million, Bagley Rd, RR grade separation.
- \$13.0 million, Heisley Road: construct RR grade separations, widen approaches from Jackson St to Hendricks Rd.
- \$12.4 million, US-322/I-271: upgrade interchange and reconstruct Mayfield Rd.
- \$11.9 million, SR-91 SOM Center Rd widening: Wilson Mills Rd to White Rd.
- \$11.5 million, SR-82 Royalton Rd widening: Lor/Cuy Co. line to US-42.

- \$10.2 million, SR-18 reconstruct and widen: Windfall Rd to Med/Sum Co. line.
- \$9.3 million, I-80/ SR-58 New Toll Gate/interchange.
- \$9.1 million, SR-84/I-90 widen Bishop Rd: US-6 to I-90; upgrade I-90 ramps.
- \$8.9 million, SR-252 Columbia Rd RR grade separation.
- \$7.6 million, US-20 Mentor Ave widen & reconstruct: Mentor ECL to Fern Rd.
- \$7.0 million, I-71 at SR-18 modify interchange, upgrade SR-18 approaches.
- \$6.5 million, Pelton Rd over Chagrin River, Realign road and replace bridge: Erie Rd to Lost Nation Rd.
- \$6.4 million, SR-82 Royalton Road widening: I-71 to W 130th St & construct new bridge.
- \$5.2 million, SR-611 Colorado Ave, reconstruct and widen: Henderson Dr to Lorain ECL.
- \$3.9 million, SR-83 Wooster-Avon Lake Rd. RR grade separation.
- \$3.3 million, Bessemer Ave Extension, Cleveland.
- \$2.3 million, Cooper-Foster Park Rd, part 3: Kolbe Rd to E of SR-58, reconstruct and widen.
- \$1.3 million, GCRTA transit center, Southgate Shopping Center.

For more information about regional transportation planning, call NOACA staff at 216-241-2414 or see www.noaca.org.

Cleveland learns from Chicago

Cleveland Mayor Jane Campbell is showing signs that she wants to make Cleveland a first-class bicycling city, and her planning staff is studying best practices. In March, EcoCity's Ryan McKenzie accompanied city planner Marty Cader to Chicago to attend a quarterly meeting of the Chicago Mayor's Bicycle Advisory Council and to meet Chicago bike staff.

Chicago, which is aiming to become the most bicycle-friendly city in America, provides an inspiring example. The city has formed an innovative partnership with the nonprofit Chicagoland Bicycle Federation to staff bike programs, an arrangement that leverages bike expertise and stretches available funding. As a result, the city has installed more than 7,000 bicycle parking racks, constructed more than 50 miles of bike lanes (30 more miles will be added in 2002), conducted a "Shop By Bike" advertising campaign, provided



classes on safe cycling techniques, and organized an annual Bike Month with dozens of rides and special events. In addition, 23 Chicago Transit Authority stations now have indoor bicycle parking, and the all of nearly 1900 CTA buses will have bike racks by late summer.

Bikes on transit

The Greater Cleveland RTA is doing its part to make the region more bicycle-friendly by expanding its Rack & Roll program. The transit authority has installed bike racks on nearly 200 buses and will soon be installing 225 more. With federal funding committed from the Northeast Ohio Areawide Coordinating Agency, RTA will have to spend just \$80,000 of local money to outfit the remaining half of its bus fleet. Full fleet coverage should be complete in two years. Then bicyclists can be assured of dependable transit connections everywhere in Cuyahoga County.

Bikes are also permitted on the RTA Rapid lines during off-peak hours. And bike access is also now allowed at the Tower City Rapid station (enter from Prospect

Avenue only and take the elevator between the third floor and station level).

EcoCity Cleveland transportation program manager Ryan McKenzie was a primary advocate for these bike facility improvements.

Bike-friendly bridges

Thanks to inquiries by EcoCity Cleveland staff, six-foot shoulders will be added to the Lorain-Carnegie Bridge when it is re-stripped this year. The new striping will not create official bike lanes, but it will make cycling safer and more comfortable.

As part of reclaiming the Detroit-Superior Bridge as a people-friendly urban place, design work is continuing for six-foot bike lanes and redesigned intersections. The design will be finished by December, and construction will start next spring. The interim route of the westside Cleveland Lakefront Bikeway, connecting Edgewater Park to the existing bikeway at North Coast Harbor, will cross the Cuyahoga River using the enhanced bridge.

Bikes on Coventry?

The Coventry special improvement district and the City of Cleveland Heights are considering streetscape improvements through the Coventry Village area. EcoCity Cleveland has asked for bicycle lanes to be considered, and has provided documentation about how lanes are incorporated into similar streets in other cities.

To convince skeptical city officials that bike lanes can work on Coventry, citizens will have to contact city council members and staff.

EcoCity influencing transit planning

The following is from the June 2002 issue of the *Inside RTA* newsletter, published by RTA for public officials and community leaders in Greater Cleveland.

RTA is updating its Long-Range Plan using the latest Census Data, future travel and development projections and community input. With a 25-year horizon, the plan will envision a transit system that supports the region by considering people's choices for where they live, work, shop, and seek entertainment. With an emphasis on transit-supportive development, RTA's future plan will be coordinated with other major long-term plans being developed by the City of Cleveland, NOACA, EcoCity Cleveland and other organizations.

The local transportation pot

While our regional transportation planning agency, NOACA, must approve all federally-funded transportation projects in the five-county region, it also has control over about \$36 million in additional special funds each year. Here is NOACA's 2003 priority list for these funds:

\$6,641,000	Shaker Heights traffic signals
\$6,545,000	Memphis Avenue (Ridge Rd to Pearl Rd)
\$3,724,000	SR 611 - Colorado Ave, phase II, Henderson Dr to Lorain ECL
\$3,600,000	2003 RTA bus replacements
\$2,338,000	W 140 th street (Puritas Ave to Lakewood Hts Blvd)
\$2,275,000	Erie Rd/ Pelton Rd
\$2,216,000	Garfield Heights traffic signals
\$1,848,000	Pettibone Rd
\$1,739,000	Medina Signals
\$1,737,000	Detroit-Superior bridge enhancement
\$920,000	SR 611, Henderson Bridge east abutment, embankment slip repair
\$666,000	Vine St enhancement - Willowick
\$600,000	Chardon traffic signals
\$500,000	Towpath overpass bridges at Warner Rd
\$425,000	Boston Rd right-of-way purchase (Pearl Rd to W 130 th St)
\$400,000	Auburn Rd
\$355,000	Oakwood Village fitness trail (Phase III)
\$320,000	West Creek Connector Trail
\$281,000	Park & Ride Lot @ I 90/ Vrooman Rd
\$260,000	Park & Ride Lot @ US 20/ SR 528 - Madison
\$142,000	Vine St enhancement, phase II (Eastlake)
\$96,000	Vista Bridge Enhancement
\$73,000	Chagrin Blvd enhancement - Phase I (Warr Ctr Rd to Norwood Rd)
\$45,000	Ozone Action Day Program
\$30,000	Vrooman Rd right-of-way purchase
\$8,000	Lorain County Transit Bicycle Racks on Buses

Making Euclid Avenue the alternative transportation corridor through the heart of the city

Recognizing that the best bike route from University Circle to downtown Cleveland is along Euclid Avenue, city planners have once again included bicycle lanes in the Euclid Corridor Transportation Project (ECTP). A letter from EcoCity Cleveland to Cleveland Mayor Jane Campbell (see below) helped to get the lanes back on track.

The ECTP will transform Euclid Avenue with dedicated busways and streetscaping. The public has expressed strong support for lanes from the project's beginning, but the idea had been dropped by consultants due to perceived space limitations. At the mayor's urging, officials from the Cleveland Clinic have now agreed to contribute an additional 20 feet of right-of-way to eliminate a crucial bottleneck. In combination with reduced median width throughout the corridor, this will allow bike lanes to be included on Euclid Avenue between Mayfield Road in University Circle and Playhouse Square in downtown.

EcoCity Cleveland salutes the mayor's strong desire to create a first-class city for bicycle transportation. For the official version of the Euclid Corridor project, see <http://euclidtransit.org/>.



RTA is already promoting the Euclid Corridor as a special transit route with colorful new buses.

April 9, 2002

Dear Mayor Campbell,

On behalf of EcoCity Cleveland, I'm writing to ask that bicycle lanes be included in the Euclid Corridor Transportation Project final design through the City of Cleveland.

The ECTP must create a national model for balanced transportation design, as well as establishing Euclid Avenue as the most livable street in our region. Euclid Avenue must not only cater to the delivery of RTA bus service, but also be desirable to pedestrians and cyclists using this direct route between the Heights and Public Square. The current ECTP proposal not only fails to address cycling transportation – it would in fact significantly degrade bicycle safety conditions through Cleveland's east side neighborhoods.

Today, Euclid Avenue is the most important bicycle transportation route between the Circle-Heights district and downtown Cleveland, and it offers tremendous potential to serve far more Greater Clevelanders if bike lanes are included in the future design of the new Euclid Avenue.

Despite strong and repeated support at public meetings and by NOACA's bicycle advisory subcommittee, ECTP consultants dropped bicycle lanes from their plans early in project design.

In a series of recent visits to Cleveland, however, several nationally-respected design experts have expressed shock that cycling improvements are not a fundamental policy aim of the ECTP vision. These experts have said that plenty of space is available for bike lanes, and that the lanes should be a key part of Euclid Avenue's revitalization.

The \$220 million spent on ECTP must improve safety and comfort for pedestrians, cyclists and transit users, while providing local motor vehicle access for the residents and employees at businesses and institutions along Euclid Avenue.

This "division of function" is particularly achievable for the Euclid Corridor. Fortunately, Chester and Carnegie avenues, which are less than 1,000 feet to either side of Euclid Avenue, easily provide through-route capacity for most vehicular traffic.

However, while these roads provide superior vehicle capacity through the corridor at faster design speeds than Euclid, their narrow lanes, high traffic volumes and high average travel speeds make them entirely inappropriate for bicycle transportation. This leaves Euclid Avenue as the only viable bicycling route between Downtown and University Circle and farther beyond to the Heights.

We note the importance of federal funding sources to the success of this project, and the U.S. Department of Transportation's strong encouragement to incorporate bicycle facilities wherever its funding is used. The current ECTP proposal would inescapably *downgrade* cycling conditions in this crucial corridor, severing a fundamental link in Cleveland's non-motorized travel network.

Mayor Campbell, EcoCity Cleveland applauds your desire to create a more livable community and the City's first bicycle master plan. A direct, first-class bicycle transportation route between University Circle and downtown must be a part of those plans, and should be achieved by incorporating bike lanes into the new Euclid Avenue.

Sincerely,

David Beach, Director
EcoCity Cleveland

What is transportation for?

At the December 2001 board meeting of the Northeast Ohio Areawide Coordinating Agency, EcoCity staff caused a minor uproar by introducing the resolution at right. Written as a parody of an official NOACA resolution (and as a New Year's resolution), it called on our regional transportation planning agency to think about the purpose of transportation and about how to measure progress towards creating more livable communities.

The resolution really hit a raw nerve. It was taken as an insult by many of the board members around the table (county commissioners, mayors, planning directors, etc). During the following month, NOACA staff prepared a detailed, four-page rebuttal. Essentially, they said we were nuts—as well as outrageous, inaccurate, misleading.

And they were completely correct!

At the February NOACA board meeting, EcoCity director David Beach showed up with the following explanation.

An outrageous resolution!

I have to confess that we were completely out of line in December when we introduced our resolution about measuring transportation progress. Our resolution was outrageous. It misrepresents what NOACA is doing and what NOACA legally can do.

But that was the point.

Our resolution is not something that NOACA can adopt today. It is a resolution that we hope will be adopted some day in the future by a very different NOACA operating in a very different region – a region that values the quality of place over the speed of movement between places, a region where communities are consciously designed to promote healthy forms of transportation like walking and biking rather than creating landscapes that are dominated by the violence of the automobile, a region that measures success by how little burden it places on the rest of the planet in terms of energy use and global warming.

Today, we are not measuring those things. And our region is not organized to do the kind of planning we will need to create the ecological communities of the future.

Our resolution was meant to be an invitation to begin thinking in a different way about transportation. It was not meant to be a mean-spirited criticism of NOACA. This agency has made a lot of progress in recent years thanks to the hard work and commitment of the board and staff. We recognize that.

And we recognize the political and legal constraints that NOACA currently operates under—especially the constraint of home rule, which prevents transportation planning from being well coordinated with land use planning at the regional level.

But that should not stop us from asking deeper questions about what we're doing here – and about what transportation is for.

So, we look forward to working with all of you on this. In another 10 years, I predict that this discussion will be much farther along, and that a resolution like ours will not seem outrageous. Indeed, it will seem like common sense.

RESOLUTION NO. 2002-001
(MEASURING PROGRESS)

RESOLUTION OF THE GOVERNING BOARD OF THE NORTHEAST OHIO AREAWIDE COORDINATING AGENCY proposed by EcoCity Cleveland

WHEREAS, the Northeast Ohio Areawide Coordinating Agency influences development throughout the region by deciding how to spend many millions of dollars of transportation funds each year; and

WHEREAS, to guide its investment decisions, NOACA has adopted Transportation Planning Goals that include calling for:

- A more balanced transportation system... prioritizing goods movement, transit, rail, pedestrian and bicycle travel instead of just single occupancy vehicle movement and highways. (Goal 4)
- Improving the transportation mobility of the transit-dependent... and providing mode choice for the general population. (Goal 5)

WHEREAS, NOACA has never measured its progress toward achieving its goals; and

WHEREAS, transportation is a tool to create more livable communities, not an end in itself. What citizens need is the ability to make social and economic transactions. The need for transportation to accomplish this signals that land uses are spatially mismatched – a sign of inefficiency and waste. So the less energy-consuming and polluting transportation needed, the better; and

WHEREAS, the transportation sector accounts for a quarter of world carbon dioxide emissions and is a major factor in destabilizing global climate.

WHEREAS, NOACA will be updating its long-range plan in 2002, providing an opportunity to begin measuring progress toward its goals.

NOW, THEREFORE, BE IT RESOLVED by the Governing Board of the Northeast Ohio Areawide Coordinating Agency that:

Section 1: The overriding goal of NOACA's work is to improve quality of life in Northeast Ohio by reducing demand for transportation and, where the inefficiencies of transportation cannot be avoided, by promoting more sustainable modes of transportation.

Section 2: NOACA must therefore target transportation investments to encourage development of neighborhoods and communities that provide more of the necessities of life in a compact area. This means promoting communities with a mix of land uses, a match between housing and jobs, and a public realm that supports walking, bicycling and transit.

Section 3: NOACA will reorient its staffing and programs so that it can do a better job of helping local communities link land use planning with transportation planning – thus helping them become more livable and environmentally responsible.

Section 4: NOACA will support these efforts with increased funding for walking, biking, and transit facilities and amenities.

Section 5: Beginning in 2002, NOACA will measure progress toward the above goals by tracking, at minimum, the following indicators:

Vehicle miles traveled (VMT) per household: Success means annually reducing average household vehicle miles traveled in the region.

Mode split: Success means annually increasing the region's share of walking, bicycling and transit use as a percentage of total trips.

Clean Ohio grants

In the first round of funding under the state's new Clean Ohio Bond Fund, the following projects were awarded grants for open space preservation and water quality enhancements in Cuyahoga County:

- Washington Park acquisition and restoration sponsored by Cleveland Metroparks (\$445,500).
- Mill Creek waterfall conservation project sponsored by the City of Cleveland (\$650,000).
- West Creek Greenway sponsored by the West Creek Preservation Committee (\$723,800).
- Upper Dugway Valley riparian corridor restoration sponsored by Cleveland Heights (\$157,052).
- Upper 40 riparian protection and restoration sponsored by Mayfield Village (\$583,000).
- Mill Creek quarries restoration sponsored by Garfield Heights (\$247,000).
- Mile 9 Landing sponsored by Valley View (\$350,000).
- Great Blue Heron Rookery Preserve buffer sponsored by Solon (\$169,661).
- Knollwood open space project sponsored by Gates Mills (partial funding of request of \$395,000).

Air pollution projects funded

A local citizens committee has allocated \$733,000 in federal funds to reduce toxic air pollution in Cleveland as part of an EPA program designed to be a national model for improving urban air quality. About a third of the funding will help reduce diesel exhaust, including a project to retrofit Cleveland school buses. Another grant will support the creation of the Cleveland Clean Air Century Campaign with a one-person office.

Here is the complete list of grants:

- Retrofit Cleveland school buses: \$150,000
- Retrofit private or public diesel vehicle fleets: \$93,000
- Use highway fuel off-road diesel fleets: \$2,500
- Anti-idling campaign: \$2,500
- Cleaner fuel for RTA buses: \$25,000
- Household hazardous waste collection-exchange: \$23,000
- Gas can exchange program: \$25,000
- Home indoor air education campaign: \$9,000
- Promote lower toxic materials in schools: \$43,000
- Middle school curriculum on toxic pollutants: \$5,000
- Survey toxic pollutants in Cuyahoga County: \$150,000
- Survey/education for auto body shops: \$26,000
- Electroplaters toxic reduction assessment: \$10,000
- Cleveland Clean Air Century Campaign and support: \$152,000
- Contingency funds: \$8,000
- Intern: \$9,000

Canal Corridor grants

The Ohio & Erie Canal Association recently awarded the following grants for projects helping to realize the vision of the National Heritage Corridor:

- Cuyahoga Valley Scenic railroad, \$71,000 for railroad equipment.
- Progress Through Preservation, \$7,500 for Valley Railway development guide.
- Old Brooklyn Community Development Corp., \$20,000 for Main Street program.
- Slavic Village Development Corp., \$10,250 for Mill Creek Visitor Center development.
- Cleveland Metroparks, \$40,000 for Lower Mill Creek corridor habitat study.
- Cuyahoga County Planning Commission, \$50,000 for Cuyahoga Valley master plan.
- Highland Square Business Association, \$10,000 for comprehensive revitalization plan.
- City of Akron, \$65,000 for Towpath Trail.
- MetroParks Serving Summit County, \$90,000 for Towpath Trail in Franklin Township.
- City of Barberton, \$75,000 for Wolf Creek trailhead.
- City of Canton, \$100,000 for Canton rail station.
- Village of Canal Fulton, \$40,000 for trail bridge and sluice gate.
- Stark County Park District, \$90,000 for Riverland Road, Towpath Trail.
- Village of Bolivar, \$3,750 for Towpath Trail.
- Camp Tuscazoar, \$35,000 for Zoarville station bridge.

Towpath Trail progress northward

In recent months, the Ohio & Erie Canal Towpath Trail has made progress overcoming obstacles in the Flats of Cleveland. Last October, then-Mayor Michael White pledged the city's support of the trail for the first time, and the new administration of Jane Campbell has been even more supportive.

The Cuyahoga County Planning Commission has completed an exciting route plan for the trail that will take it six miles past the steel mills to the lakefront. The new managers of the steel plant and other Flats property owners are cooperating with the trail planning. There is growing public support to bring the trail to a potential park on Whiskey Island. And the Cleveland Metroparks just completed a new 1.6-mile section of the trail to connect the Canal Reservation with Harvard Road.

Overall, this northern portion of the trail could take five to seven years to complete and cost \$25-50 million—a modest price for a recreational and cultural amenity that could transform Northeast Ohio. The entire trail will extend south to New Philadelphia along the 110-mile length of the Ohio & Erie Canal National Heritage Corridor.

Bass Lake preservation

Bass Lake, one of the last best places in Northeast Ohio is being preserved, thanks to the efforts of the Geauga Park District, the Chagrin River Lake Conservancy, and the Trust for Public Land. The glacier-formed lake and hundreds of acres of surrounding wetlands and woods provide habitat for many rare plants and animals, including a nesting pair of bald eagles. A cold-water tributary of the lake is home to Ohio's native brook trout, which is threatened with extinction. Once financing is complete, the lake will become a public park and nature preserve.

Dumping on Ohio

State officials are concerned about increasing amounts of solid waste being dumped in Ohio from other states. In 2000, Ohio received 1.8 million tons of out-of-state waste; equal to the amount of trash the City of Akron would collect in 31.3 years. Of particular concern is waste being dumped in poorly regulated construction and debris landfills. The largest waste exporters to Ohio are New York, Pennsylvania, and New Jersey.

Farmland preservation

Far more applications have been filed to preserve farmland for future agricultural uses under the Clean Ohio program than there is money to buy easements. The Ohio Department of Agriculture says 442 applications from 49 counties have been received for the first round of funding under the Agricultural Easement Purchase Program intended to protect farmland from development.

Presuming a purchase price of an estimated \$2,000 per acre, that means more than \$126 million would be needed to buy all the 63,193 acres for which protection was sought. The state has \$6.25 million available in each of the next four years, for a total of \$25 million. However, an additional \$8 million for purchases may be available through the U.S. Department of Agriculture. A state advisory board has ranked the 442 applications (see www.state.oh.us/agr/). Four of the top ten ranked farms are in Fulton County; two in Portage County; and the others in Ashland, Clark, Wayne and Clark counties.

Sprawlmart aid

The local think tank, Policy Matters Ohio, has released a report entitled "Wal-Mart Special: Ohio Job Tax Credits to America's Richest Retailer." The brief report by Zach Schiller finds that last year the state of Ohio promised \$10 million in tax breaks to Wal-Mart to establish distribution and manufacturing facilities here.

These incentives were promised despite the facts that: food distribution facilities can only serve a 150-mile radius (so probably had to be in Ohio anyway); construction had already begun on one project before incentives were approved; and Ohio has been struggling financially while Wal-Mart's profits last year were \$6.6 billion. For more information, see www.policymattersohio.org.

Ohio joins Midwest rail

On July 2, Ohio Governor Bob Taft signed SB 212 into law, making Ohio the sixth state to join the Midwest Interstate Passenger Rail Compact. Congratulations to Sen. Jeffrey Ambruster—who shepherded the bill through the Senate and the House—and thank you to the Ohio Association of Rail Passengers and others who advocated for the bill's passage.

Elyria talks urbanism

Seeing how highways, malls and suburban subdivisions have sapped the vitality of his city, Elyria mayor Bill Grace is trying to start a public discussion about urban design. He recently organized a community discussion



Bus Story by Erin Brown

about *Home From Nowhere*, the book by James Howard Kunstler that advocates fighting urban sprawl and building town centers for the interaction of people rather than the passage of automobiles.

Winners

▪ **Sterling Newell Jr.** received the Cleveland Museum of Natural History's 2002 Conservation Award. For many years, he has assisted the museum's natural areas division on land purchases. Under his guidance, more than 2,000 acres of land have been acquired, protecting dozens of endangered plants and animals in rare habitats, including Pymatuning Creek Fen in Ashtabula County and Singer Lake in Summit County.

▪ The Ohio Environmental Council presented its 2001 Environmental Achievement Awards at its annual meeting last November. Awards went to **Active Citizens for Responsible Environmentalism** (London & Springfield) for stopping a landfill that might have threatened an important aquifer;

West Creek Preservation Committee (Parma) for overcoming great odds to establish the West Creek Preserve and greenway; the conservation organizations and public agencies who worked together to preserve **Edison Woods** (Erie County); **Bob Downing and Margaret Newkirk** of *The Beacon Journal* (Akron) for an expose on power plant air pollution; former Congressman **John Seiberling** (Akron) for a lifetime of land protection, including millions of acres of Alaskan wilderness and the Cuyahoga Valley National Park; **Steven Weems** (Cleveland) for outstanding youth leadership that transformed the barren courtyard of an inner-city school into a beautiful garden of native wildflowers; **John Gallagher** (Springfield) for stopping a highway and securing the permanent protection of the largest and best boreal and prairie fen complex in Ohio, Cedar Bog; **Luis Roman** (Camp Quilter, Sandusky County) for exemplifying the spirit and mission of the Civilian Conservation Corps.

Thanks to the donors who support our work!

EcoCity Cleveland thanks the following individuals and organizations who contributed to our 2001 year-end appeal for donations and other supporters who gave donations during the year of 2001.

Special friends, over \$100

The George Gund Foundation
The Cleveland Foundation
The Jean Thomas Lambert Foundation
U.S. Environmental Protection Agency
The George W. Codrington Charitable Foundation
The Lampl Foundation
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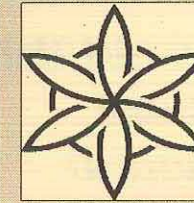
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Where's the Bioregional Calendar?

Our calendar of events is usually printed on the closing pages of this journal. But we now offer it on our Web site in a much more complete and more frequently updated format.

See the Calendar at www.ecocitycleveland.org. And send us your events to list. We want to make the calendar the best service possible.



Sustainable Communities Symposium 2002, September 12-13

"Green Urbanism: What you and your city can do" will be the theme of the Sustainable Communities Symposium 2002. The event will be at the Cleveland

State University Convocation Center and is being organized by the same broad-based planning committee that sponsored the major Sustainable Communities Symposium in May 2000 (see those conference proceedings in the Ecological Design > Sustainability section of our Web site).

The symposium will kick off Thursday evening, September 12, with a keynote address by Scott Bernstein, president of the Center for Neighborhood Technology in Chicago and a national leader in the movement for sustainability. On Friday, September 13, the symposium will include a full day of panels and break-out sessions on:

- Green development/energy
- Green business/neighborhoods
- Green transportation
- Green infrastructure
- Green governance
- Green economics

Cleveland Mayor Jane Campbell and Akron Mayor Don Plusquellic are invited luncheon speakers.

More details and registration information will be available soon. Check our Web site or www.scs2000.org, or call 216-523-7330.

Live in the EcoVillage!

The first major development of the Cleveland EcoVillage project will be 20 town homes on W. 58th Street just north of Lorain Avenue. The town homes will average 1,600 square feet and will feature the latest green building features, including super energy efficiency, controlled ventilation, non-toxic building materials, and proximity to transit. The architect is Betsy Pettit of Building Science Corporation, a national leader in the design of high-performance buildings.

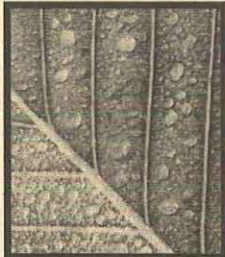


EcoVillage town home features:

- Photovoltaic solar systems
- Incredible energy savings
- Extraordinary indoor air quality
- 2-3 BRs, 2 1/2 BAs
- 1-2 car garage
- Spacious interiors
- Office/Computer area
- Located in the beautiful Detroit Shoreway neighborhood
- Bay windows
- Large kitchens
- Rear courtyard
- Brick/Stucco exterior
- Large walk-in closets
- Optional garden apartment
- Walk to new RTA Rapid station
- Bike to Downtown, Edgewater and the West Side Market

Prices start at \$172,900 and the financing package includes 1.5% interest rate reduction, \$7,500 second mortgage, and 15-year tax abatement. *Pre-construction special—\$2,000 credit towards closing costs on first 5 units sold!*

For more information or to view floor plans, visit the Web site of Progressive Urban Real Estate (www.progressiveurban.com) or call 216-619-9696.



**EcoCity
CLEVELAND**

**We're 10 years old this year!
We're celebrating!
And you're invited!**

What: EcoCity Cleveland's 10th Anniversary Party and Bioregional Hero Awards Presentation

When: Thursday, August 29, 2002 from 5:30 to 9 p.m. (program at 7 p.m.)

Where: Massimo da Milano restaurant, 1400 W. 25th St. (corner of W. 25th and Detroit Ave.)

Good company and good food! Come mingle with the friends of EcoCity Cleveland, greet this year's Bioregional Heroes, and learn about where our organization has been and where it's going.

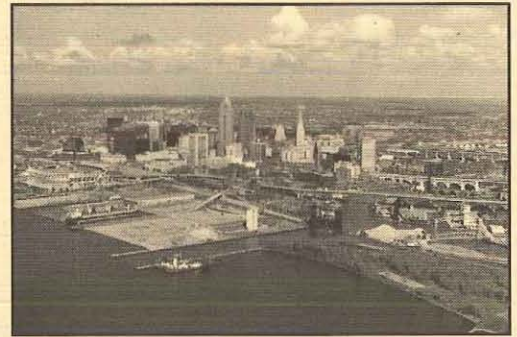
Special tour: See one of Cleveland's most interesting places — the lower streetcar level of the historic Detroit-Superior Bridge.

Families welcome. This is a free event for our members and friends, although a donation of \$5-10 per person will be greatly appreciated.

Nominate a Bioregional Hero!

Send us your nominations for individuals and organizations who have made an exceptional contribution to ecological health and quality of life in Northeast Ohio. Last year's award categories included Conservationist, Green Building, Smart Growth Development, Public Official, Messenger (for the media), Best New Organization/Program, Visionary.

Send nominations to david@ecocitycleveland.org or call 216-932-3007.



Celebrating ten years of...
exploring the bioregion,
designing cities in balance with nature,
protecting the countryside, and leading the civic discussion about a sustainable future for Northeast Ohio.

Join EcoCity Cleveland and help design cities in balance with nature!

Become a member today and receive the *EcoCity Cleveland Journal* with the ideas and information you need to create a more sustainable bioregion.

Name _____

Address _____

City _____ State _____ Zip _____

Bioregion (be creative) _____

Telephone _____

E-mail _____

- New or renewal regular one-year membership -- \$35.
- Supporting membership -- \$50 or more.
- Limited income membership -- \$15 (or whatever you can afford).
- Send me _____ copies of *The Greater Cleveland Environment Book* -- \$19 each (includes tax and shipping).

Please make checks payable to EcoCity Cleveland and mail to
2841 Scarborough Road, Cleveland Heights, OH 44118
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