

THE

COVENTRY VILLAGE

NEWS

Newsletter of Coventry Neighbors, Inc.

February, 1974

Volume II, No.2

...from the editor

We've several enclosures this month, and a few important meeting announcements. The "Coventry Multi-Media Showcase" flyer is self-explanatory, and is a wonderfully creative endeavor, not only as a fund-raiser for the Unitarian Society, but as a rare cultural event for our community. Hope to see many of you there!...The "WEB-FEET" flyer is a reminder of the Coventry Action Line's existence and its phone number, and also a reminder that volunteers are still needed to man (or "person") the phones for two hour shifts. Also needed are a desk and a desk-chair, and cash contributions which are tax-deductible) to enable the Action Line to continue after our three-month pilot project funds run out. If you can help in any way, contact Mary Simpson, Action Line Co-ordinator, at the Congress Office (321-6775), Dave Burwasser, Shift Co-ordinator (932-7676), or Ellen Gardiner, Treasurer (932-8729). And, after reading the enclosed WEB-FEET flyer, pass it on to a friend or neighbor who may be able to use the Action Line for information, assistance, or suggestions....The other flyer pertains to the proposed CMHA hi-rise in the Kenilworth area. See separate article for details and/or plan to attend the Board of Zoning Appeals meeting in City Council Chambers on February 20, at 8:00 P.M....Other meetings to put on your calendar are our next Program Meeting on Monday, February 25, when we will have the opportunity to view and to discuss the film, "Scaling the Suburban Wall". A representative of the Community Relations office of the city will be present to answer questions, and several of our members have first-hand knowledge of projects discussed in the film. Also, please note a meeting on Thursday, Feb. 28, for all Action Line volunteers, at 8:00 P.M. at the Congress office, 2158 Lee Road. New recruits welcome. A.H.

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XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
X           M E E T I N G S !           X
X Program Meeting - Feb. 28 - 8:00 P.M. X
X   "Scaling the Suburban Wall"       X
X Film and discussion period following. X
X                                         X
X Business Meeting - March 11         X
X   Board Meeting at 7:30 P.M.        X
X   General Meeting 8:30 P.M.        X
X Meetings are held at the Unitarian X
X Society Building, 2728 Lancashire Road X
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YOUR HELP IS NEEDED!

DISCRIMINATION IN HOUSING IS AGAINST THE LAW, YET STEERING* IS ALLOWED TO PERSIST.

(*Steering is the encouragement or discouragement of home seekers into or away from certain neighborhoods because of race.) You are needed to eliminate such discriminatory practices by Monitoring, Checking, and Auditing the practices of real estate agents. This is one of the main goals of the Housing Task Force of the Heights Community Congress. We cannot reach that goal without you. Black and white volunteers are needed to monitor the practices of the real estate industry on a continuing basis. By so doing, we can help to integrate our white suburbs, and maintain our integrated neighborhoods. If you would like more information, or would like to and can give a few hours a month to help achieve this goal, please call Sue Nigro, Housing Task Force Chairperson at 321-6775 or at 932-0575.

Sue Nigro

CALL "WEB-FEET": A community resource referral service--and much more!

Attendance is improving. Please come to meetings, and bring a friend. We also need suggestions for future Program Meetings. Voice suggestions at a meeting, or call Ann Hunter at 932-8729. We want to have meetings YOU are interested in.

TRANSPORTATION FLYWHEELS--A "NEW" TECHNOLOGY--Could Cleveland Heights Use It?
By Staff Science Writer Dave Burwasser

Recent issues of Newsweek and Popular Science, and an article last year in Scientific American, have described a rediscovered vehicular technology that could bring major savings in energy and pollution, and is uniquely applicable to mass transit.

The idea is to store energy in the motion of a large, rapidly spinning flywheel (kinetic energy) rather than in the form of gasoline or Diesel fuel (chemical energy). This notion is being applied in buses and transit cars, where faster change is possible than in the private automobile market, in projects funded by the federal Department of Transportation. The flywheel unit is typically somewhat larger than a standard car engine and is supplied by Garrett AiResearch Corp (Torrence, Cal).

Flywheel buses were tried many years ago in Europe and failed, for two major reasons that have since been overcome. One is in the materials. When you think of a big flywheel you usually think of steel or some other heavy metal. Steel does give you a lot of energy storage at any given RPM because of its high weight; but that same weight produces spin stresses in the wheel that will tear it apart above a certain spin rate. The RPM must be kept below that level, and thus the energy that can be stored is limited. What you need is a material that is strong and light, and it turns out the new fiber composite materials, some developed under the space program, are just the ticket. Flywheels of this type can store ten or more times the energy per unit weight as steel flywheels.

The second reason has to do with design. When you put on the brakes of your car, the energy of forward motion (kinetic energy) is changed by friction to heat energy as your car slows and the temperature of the brake disc or drum rises. This heat energy is dissipated--lost--to the air, and more must be drawn from storage (gas tank) to get the car moving again. A gas tank does hold more total energy than any flywheel, and the flywheel would run down quickly.

But the new-design flywheel units don't use standard brakes. Instead, they slow the vehicle by drawing power from the vehicle wheels and using it to spin up the flywheel again. Thus the energy--or at least a good fraction of it--is available to get the vehicle moving again. This sounds like "something for nothing," but it isn't; the fact is that standard braking systems are scandalously wasteful of energy, throwing it away every time a car stops. A small car braking from 30 MPH to zero in ten seconds blows seven and a half kilowatts of power in the process. That's part of the reason the era of cheap energy is just about over. The flywheel system uses electric motor/generator links connecting the flywheel and vehicle wheels. A loaded bus can run six miles between spin-ups of a modest-sized flywheel unit, and uses far less energy than a gas or Diesel vehicle on the same run.

This creates a pollution improvement too. First, the original energy input is from an electric power line, so the pollution is created at the generation point rather than at the vehicle, and it's easier (and cheaper) to clean up smoke-stack output than exhaust-pipe output. More importantly, the energy recovery system burns less fuel and thus creates less pollution in the first place. Newsweek reports that a Cleveland area engineer has even developed a small flywheel booster unit for conventional cars that could slash per-mile gas consumption and cut highway pollution.

An obvious question: If the system is basically electrical, why not choose the kind of electric vehicle that already exists? Answer: The flywheel gives and takes energy much faster than the storage batteries used in such vehicles. This means that "spin-up" is quicker than "charge-up", acceleration is faster, and the system can accept recovered energy more efficiently.

Cleveland Heights is planning a mini-bus system. Could such a system use this new technology to keep fuel costs down and air quality up? Can federal funds for the experiment be negotiated? Isn't it worth looking into?

(This article, prepared by Coventry Village News staff, is based on material supplied by an ad hoc group of residents of the Kenilworth/Edgehill/Overlook region of the Coventry Area.)

At 8:00 P.M. on Wednesday, February 20, the Board of Zoning Appeals will be asked to approve an extreme variance from the parking requirements of the City of Cleveland Heights, for parking surrounding the proposed 8-story public housing project ostensibly for the low-income elderly. This variance, if approved, will be the second extreme parking variance granted in the same already-congested census tract (#1411), the first being the Musicians' Tower on Lancashire Road.

PARKING: The 127 units of the proposed structure would demand 191 parking spaces (127 of these under cover) under the Cleveland Heights Zoning Code. Sanford Construction Co., contractors for the CMHA, will ask to be allowed to put in only 84 spaces--107 less than code--and only 20 of these under cover! This is an area where parking from institutions already overflows into the street--the Church of Christ Scientist, the College Club, the Margaret Wagner House of Benjamin Rose Institute, the Light of Yoga Society, are all within a few hundred feet of the proposed site.

MOBILITY: The argument is that the elderly do not use cars much, a piece of conventional wisdom open to serious question. There have been no problems, we are told, at Council Gardens or the Musicians' Tower. But Council Gardens is at a major intersection very well served by CTS; it is on the same block as a major social and service center (the JCC) and across a very well-regulated street from a major regional shopping center (Severence) which also provides medical facilities. And the Musicians' Tower is still EMPTY! At the Kenilworth site, there is no convenient shopping area. Coventry is a long walk away, Cedar-Fairmount is a middling walk across a dangerous intersection (Cedar/Euclid Heights), and University Circle is at the bottom of a very steep climb. People of advanced cannot count on their legs as their major transportation vehicle, and people in public housing have the same needs to shop, worship, visit the library and socialize as anyone else.

KENILWORTH/CMHA would put 250 such persons under one roof, and give them 84 parking spaces! **SEWERS:** The sanitary and storm sewers installed to meet the demands of single family homes in the area are already overtaxed by the Waldorf Towers population (155 suites) and parking of runoff and the College Club parking lot runoff. There is storm water flooding in area basements already during heavy rains. There are no plans for a retaining basin at the site and a glance at the site map (overleaf) gives a strong hint why--no room! The site is just too small, even with the trivial parking space granted, for the sewage facility needed.

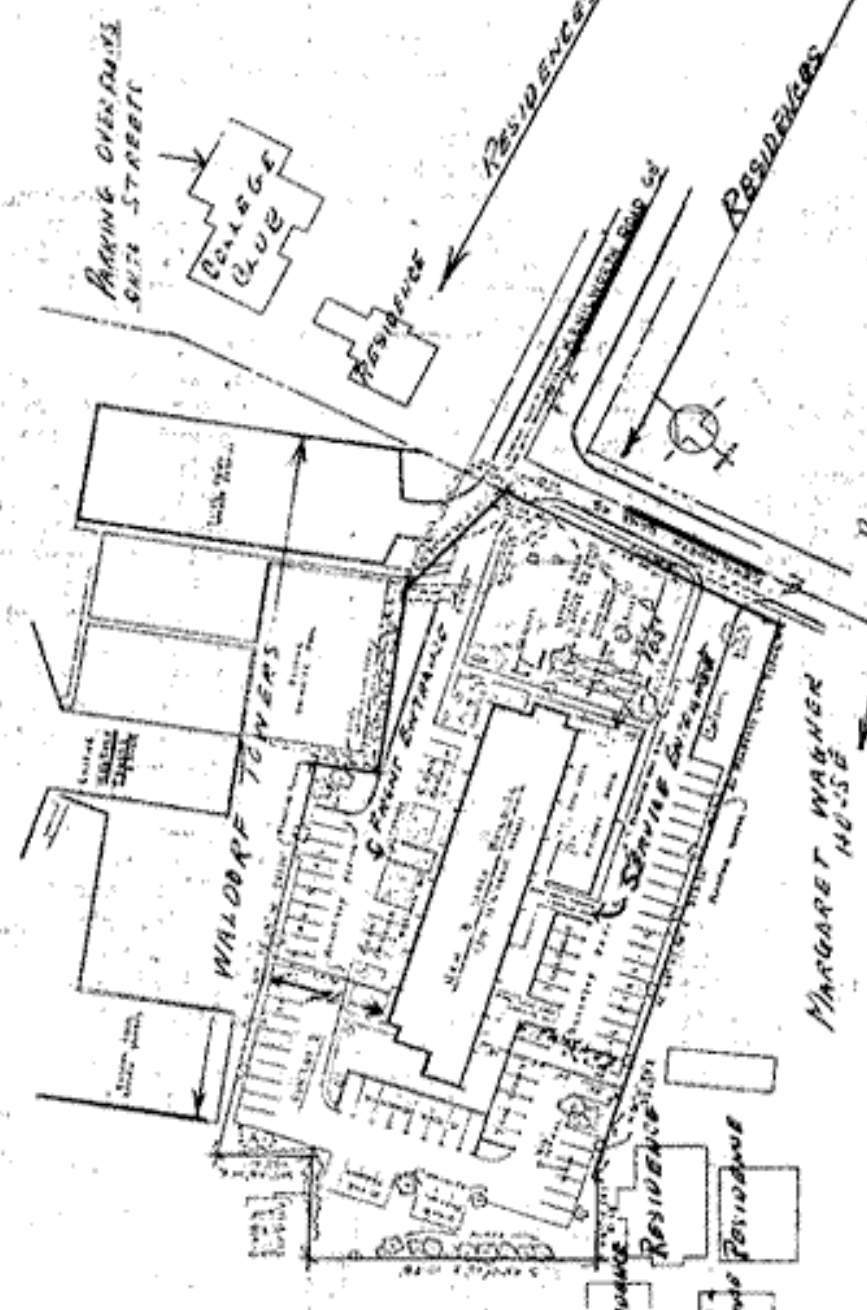
TREES: The proposed site is nicely wooded, and every tree would probably come down. Are trees more important than people? Of course not--but trees are important to people. The site is a windswept hilltop, and that wind will be fierce with no trees for protection. All too often we don't appreciate the trees we have--until the last one is cut down!

EXPERTS? Noel A. McBride, Chairman of the City Planning Commission doesn't like the site. Advocates of the site describe it as a "garden spot"; McBride finds that the construction would obliterate the garden. The Commission was unanimous that the site is not desirable, and cited criteria in the Housing & Urban Development Dept. publication HUD Challenge (5/73) which the proposal violates.

PREJUDICE: This is the usual point for high-rise advocates to take cheap shots at their critics by accusing them of prejudice against the elderly and/or poor. The information in this report was gathered and presented by people in their 60's and 70's who know the reality behind the glibness of "golden agers" and "fixed income". Elderly people don't want to be sent to a vertical ghetto if they have a choice. If they must live in high population-density conditions, they want a place where they can go to live, not a place where they are sent to die! If we really want to house the elderly, let's build housing, not a terminal isolation facility!

Please plan to attend the Board of Zoning Appeals meeting on February 20 and express your sentiments about the high-rise known. Better yet, if you know anyone on that Board, let them know your feelings beforehand. It may be that more and better housing for the elderly is needed in our city, but this facility would be advantageous only to its developers--not the its proposed elderly residents. As you can see by the site plan in this newsletter, there is almost no outdoor recreational space for residents. Other needs, as indicated above are equally under-met, if not completely ignored. Your help is needed now while it is still possible for something to be done!

1. THE PROPOSED DEVELOPMENT IS A RESIDENTIAL BUILDING WITH A TOTAL OF 191 UNITS. THE UNITS ARE TO BE ACCESSED VIA A CARPARK AND A STAIRCASE. THE CARPARK IS TO BE PROVIDED WITH 191 SPACES. THE STAIRCASE IS TO BE PROVIDED WITH 191 STAIRS. THE BUILDING IS TO BE PROVIDED WITH A RANGE OF AMENITIES INCLUDING A GYM, SWIMMING POOL, AND COMMON ROOMS. THE BUILDING IS TO BE PROVIDED WITH A RANGE OF SERVICES INCLUDING A CONCIERGE, SECURITY, AND MAINTENANCE. THE BUILDING IS TO BE PROVIDED WITH A RANGE OF FACILITIES INCLUDING A GYM, SWIMMING POOL, AND COMMON ROOMS. THE BUILDING IS TO BE PROVIDED WITH A RANGE OF SERVICES INCLUDING A CONCIERGE, SECURITY, AND MAINTENANCE.



SITE PLAN
SCALE 1:500

TABLE 1

LAND AREA	55,441	SQ. FT.	TOTAL UNIT AREA
TOTAL UNIT AREA	1,100,000	SQ. FT.	1,100,000
TOTAL UNIT AREA	1,100,000	SQ. FT.	1,100,000
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C.H. DODDING REGISTRAR 191 PAGES (1.5 PARKING SPACES PER UNIT)