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Burke Lakefront Airport Educational Issues Forum

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MAXINE GOODMAN LEVIN
COLLEGE OF URBAN AFFAIRS

Cleveland State University

Prepared for:
Cleveland Lakefront Partners

Prepared by:
Kathryn Wertheim Hexter
Matthew Harrison Grabenstein

May 2003

**Burke
Lakefront
Airport
Educational
Issues
Forum**

**Levin College
Forum**

2121 Euclid Avenue Cleveland, Ohio 44115
<http://urban.csuohio.edu>

**BURKE LAKEFRONT AIRPORT
EDUCATIONAL ISSUES FORUM
SEPTEMBER 18, 2002**

**Part of
NORTHEAST OHIO'S WATERWAYS
LAKEFRONT PLANNING ISSUE FORUMS**

Prepared for:
**CLEVELAND LAKEFRONT PARTNERS
(CITY OF CLEVELAND, GREATER CLEVELAND GROWTH ASSOCIATION, CLEVELAND
TOMORROW, AND CLEVELAND NEIGHBORHOOD DEVELOPMENT COALITION)**

By:
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Matthew Harrison Grabenstein, Graduate Assistant
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INTRODUCTION

On September 18, 2002, the Maxine Goodman Levin College of Urban Affairs, Cleveland State University and the Cleveland Lakefront Partners (the city of Cleveland, the Greater Cleveland Growth Association, Cleveland Tomorrow, and the Cleveland Neighborhood Development Coalition) sponsored a public forum on Burke Lakefront Airport. The forum was the first in a series of four intended to deepen the community's understanding of some of the more complex issues related to the city's lakefront planning efforts. It was also part of the Levin College Forum Program's two-year Northeast Ohio's Waterways forum series, which is focusing public attention on development of a comprehensive vision for all of Northeast Ohio's waterways. The purpose of the Burke Lakefront Airport forum was to inform the public about the nature and role of the airport and how it will affect plans for the Cleveland lakefront.

The issue forums are an important part of an ongoing process by the Lakefront Partners to involve the public in lakefront planning. The issues addressed in these forums emerged from the first round of city-sponsored public meetings in spring 2002 and from the February 2002 kick-off event of the Levin College Waterways series. More than 1,500 people attended the events and hundreds of comments were submitted. Summaries of the comments and proceedings can be found on the following web sites:

<http://planning.city.cleveland.oh.us/lakefront/cpc.html>

<http://urban.csuohio.edu/waterways/proceedings/feb902.htm>

Although opinions differed over strategies, the overwhelming consensus of these public meetings and comments can be summed up in one word: *access*.

Citizens of Greater Cleveland want greater access to its most unique asset, its waterways. After years of use and abuse, Clevelanders want to reclaim their waterways and usher in the next economic revolution, one that capitalizes on the region's natural environment beyond its traditional industrial use. Citizens want to make Cleveland a better place for natives to live and work and for newcomers to settle; they understand that this may be accomplished by respecting and enjoying the region's unique lakes, rivers, and valleys. The Burke Lakefront Airport Forum is the first in a series that was designed to help Clevelanders better understand the factors that influence decisions affecting their waterways so that the citizenry may serve as educated participants in the planning process.

BACKGROUND

Burke Lakefront Airport occupies approximately 450 acres on the shore of Lake Erie in Cleveland, Ohio. The airport spans nearly two miles along the Shoreway from East 12th Street, just east of the Rock and Roll Hall of Fame, to East 53rd Street in the industrial area of Goodrich/Kirtland Park (see map).

As part of the major east-west corridor between New York and Chicago, the airspace above Cleveland is the busiest in the United States. The Federal Aviation Administration's (FAA) Cleveland Air Route Traffic Control Center in Oberlin, Ohio handles over three million air traffic operations annually. Burke's primary role, as designated by the FAA National Plan of Integrated Airport Systems, is to act as a reliever airport for Hopkins International Airport in Brook Park.¹ Handling over 90,000 flight operations annually, Burke provides aviation services for corporate flights, news and police helicopter flights, charter flights, flight training, and pleasure flying that the commercial airlines and military do not provide. Burke also has the capacity to handle some large commercial jets if necessary.

The airport's facilities include two runways, one 6,198 feet by 150 feet and the other 5,200 feet by 100 feet. The runways are separated by a distance of 510 feet and connected by four taxiways. Built in 1961, the air traffic control tower now includes an instrument landing system for guiding aircraft in poor visibility conditions. The airport also maintains two hangars, a 57,750 square foot terminal, a rescue and firefighting facility, and space for maintenance and warehousing. The airport operates 24 hours a day, Monday through Friday, closing at 11:00 P.M. on Friday evening. Its weekend hours are Saturday 7:00 A.M. to 11:00 P.M. and Sunday 8:00 A.M. to midnight.

Burke is the home of two fixed base operators who own and operate two fuel farms. As of July 2002, eighteen lessees and concessionaires were under contract at Burke including four flight schools, the Cleveland National Air Show, and the Women's International Air and Space Museum. The city of Cleveland's 2002 budget accounts for 19 city employees at Burke.

¹ Reliever airports have the function of relieving air traffic congestion from the primary airport. Reliever airports are not designated to handle flights diverted during bad weather, in those instances, flights use the closest airport that has the capacity to accommodate the aircraft and get the passengers to their destinations as quickly as possible.

HISTORY

City Manager William R. Hopkins first announced the idea for an airport as part of a larger vision for the lakefront in 1927. Official airport development began in 1945, three years after city council passed an ordinance authorizing the construction of a bulkhead and placement of fill on the east lakefront. In 1946, under Mayor Thomas Burke, for whom the airport would later be named, the city's "Official Lake Front Development Plan" was changed to include the creation of "landing places for land and amphibious planes" between East 9th and East 26th Streets.

The Cleveland Lakefront Municipal Airport was developed for three reasons: 1) to serve as a relief airport for Cleveland Municipal Airport (Hopkins); 2) to attract businesses to downtown Cleveland; and 3) to provide a disposal site for Cuyahoga River dredging. It opened in 1947 with a 2,000-foot dirt runway and small operations facility and hangar. In 1950 the city applied for and was awarded a federal grant pursuant to the Federal Airport Act that allowed a 50 percent federal share of the costs to dredge the Cuyahoga River for the purposes of the airport. After the additional fill had accumulated, the airport was improved in 1957 with a 5,200-foot hard surface runway. A terminal, control tower and concourses were constructed between 1957 and 1968, and during the 1970s the airport's facilities were expanded with new buildings, a new control tower, an additional runway, and the currently vacant Aviation High School (part of the Cleveland Municipal School District). The most significant recent changes occurred in 1998 with the federally funded rehabilitation of the larger runway and the addition of an instrument landing system. Burke has also continued to host the Cleveland Air Show and Grand Prix since 1964 and 1981, respectively.

PANEL DISCUSSION

Introduction: Norman Krumholz, Professor of Urban Studies, Maxine Goodman Levin College of Urban Affairs, Cleveland State University

The two-hour Burke Lakefront Forum was held from 7:00 to 9:00 P.M. on September 18, 2002 at Burke Lakefront Airport. Norman Krumholz, Professor of Urban Studies and former city of Cleveland Planning Director, moderated the discussion. The forum began with an introduction by Professor Krumholz, who briefly explained the context of the Burke Forum and announced the other forums in the Northeast Ohio Waterways Series: “Utilities and Railroads,” “Port Activities,” and “Climate and Shoreline.” Next, Professor Krumholz offered some background on the airport and stressed that the purpose of the forum was not to make any decisions but rather to begin the conversation. He noted that future community meetings would be hosted by the city to “refine and discuss options for the lakefront.”

After introducing the topic, Professor Krumholz briefly introduced the five panelists, David Beach, Steve Nagy, Ted Esborn, John Mok and Mark Coffin, and explained that after all the panelists have made their presentations, the floor would open for questions from the audience.

David Beach, Founder and Director of EcoCity Cleveland

EcoCity Cleveland is a nonprofit organization that promotes ecological planning, smart growth, and transportation alternatives in Northeast Ohio. Mr. Beach is a writer and native Clevelander who has studied, planned, and advocated sustainable growth for the region for the past 20 years.

Mr. Beach began his presentation by commenting on the importance of sharing information about the lakefront with the citizenry so that better decisions may be made. He then introduced a study prepared by The BLUE Project, an initiative of EcoCity Cleveland and the Cleveland Waterfront Coalition. BLUE is an acronym for “Building the Livable Urban Edge,” and the project’s purpose is to research other cities’ waterfronts so that Cleveland’s may benefit from the best design practices. The project paid special attention to options for Burke and commissioned a study of the airport led by attorney William M. Ondrey Gruber. Mr. Beach reported that a first draft of the study was available and that he would use the information

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gathered to address some of the questions that citizens have posed about Burke in earlier public meetings.

The land that Burke occupies, Mr. Beach reported, is composed of fill that sits atop the Lake Erie lakebed. The state of Ohio maintains the public trust interest in the lakebed and the city owns the fill and the airport facilities. Of the approximately 92,000 flight operations (each landing and take-off equals one operation) that occurred in 2001, a “large portion” of the operations were made by small, single-engine planes and helicopters. Only four jets are based at Burke.

As to Burke’s role as a reliever airport for Hopkins International, Mr. Beach indicated that if Burke were to close, it was his opinion that the small aircraft could be accommodated by one of the other regional airports and that Hopkins would not be overburdened. He indicated that the center of gravity for air travel has followed the suburban expansion southeast towards the I-271 corridor. Additionally, September 11 has had an adverse impact on air travel that may negatively affect Burke’s flight volume.

It is Mr. Beach’s opinion that Burke has not been a significant draw in bringing businesses to downtown Cleveland, as originally envisioned. Another use, such as a park or residential neighborhood, may be more effective in bringing workers back to the city. The popular idea of having a bike path along the lakeshore would be difficult if Burke remains an airport due to a lack of available space and Federal Aviation Association (FAA) safety concerns. Although the FAA would not like to see Burke, or any airport close, there is no law against it and any monies owed to the federal government for prior investments would not be astronomical. Mr. Beach reported that the airport runs at an annual deficit of approximately \$1 million to \$1.4 million per year, which is offset by subsidies from Hopkins.

Mr. Beach concluded his presentation by suggesting five possible scenarios for Burke: 1) do nothing and maintain the status quo; 2) improve the facilities and services of Burke as recommended by the current airport plan; 3) close the airport and make it a park; 4) close the airport and develop housing with green space; and 5) let the airport remain and move the port authority to the airport’s east end, opening up the part of the lakefront closest to downtown and the warehouse district. In his opinion, with the exception of maintaining the status quo, all of the scenarios have advantages and disadvantages that should be explored further. Mr. Beach was confident, however, that all scenarios are possible and that ultimately the shape of the lakefront will reflect the opinions and values of the citizens of Greater Cleveland.

Steve Nagy, Airport and Aviation Planner, PB Aviation, Inc., a division of Parsons Brinckerhoff

Mr. Nagy began by explaining that he would be focusing on six major points from the perspective of aviation planning, the relationship between Burke and Hopkins, and regional and national air space.

First, Hopkins and Burke are respectively designated as primary and reliever airports in the FAA's National Plan of Integrated Airport Systems (NPIAS). The FAA, which is responsible for the safe and efficient operation of airspace in the United States, identifies the roles and functions of airports in all regions of the country and projects their development needs over a 10-year period. Primary airports handle the majority of airline travel and passengers within a geographic region. Reliever airports have the function of relieving air traffic congestion from the primary airport by providing the facilities for smaller, general aviation flights. Reliever airports are not designated to handle flights diverted during bad weather; in those instances, flights use the closest airport that has the capacity to accommodate the aircraft and get the passengers to their destinations as quickly as possible. The FAA manages the airspace above the airport, the capacity of which must also be able to handle the diverted flight.

Mr. Nagy then turned to some slides that showed the part of the national airport system controlled by the traffic control tower in Oberlin, Ohio. Oberlin handles the 70,000 square miles of airspace above Cleveland, Detroit, and Chicago. This is the busiest in the country because of its location in the corridor between New York, Chicago and the west coast. He pointed out that delays at Hopkins have a "ripple effect" that causes delays in the airspace above. The FAA pays special attention to this and has spent \$100 million on improvements to Hopkins and \$6.5 million on improvements to Burke, airports that work together in tandem. A 1994 FAA capacity study identified Burke and the other satellite airports as "cornerstones" of the regional system and recommended that they remain open to handle smaller, general aviation flights, some of which would end up at Hopkins if Burke closed. Furthermore, if closure were proposed for Burke, the FAA would look at issues such as the provision of another reliever airport of comparable location and function and the possible reimbursement of the \$6.5 million in funds that they have already invested in Burke.

Mr. Nagy ended his comments by pointing out that Burke Airport includes more than the facilities and runways visible on the ground. It also includes a three-dimensional perimeter of protected airspace that has to be taken into consideration. This protected airspace was a factor in planning for the Rock and Roll Hall of Fame and Browns Stadium and would have to be

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considered a factor in any other proposed development nearby. He also added that the Cleveland Air Show and Grand Prix auto race would be difficult to relocate if Burke were closed.

Ted Esborn, Attorney and shareholder, McDonald, Hopkins, Burke & Haber Co., L.P.A.

Mr. Esborn practices in all areas of environmental law. His presentation focused on the history and creation of the landfill under Burke and was based on research he conducted as part of an investigation of the potential impact of an Ohio Environmental Protection Agency (OEPA) regulation on the airport. The research, conducted about nine years ago, looked at the type and quality of fill material and current environmental conditions.

Mr. Esborn's presentation consisted of 40 slides, compiled from the archives of the Western Reserve Historical Society and the Cleveland Public Library, which pictured the formation of Burke's site from 1929 to 1963.

His slides illustrated that the eastern half of the Burke site was used for the dumping and burning of solid waste, a practice stopped by court order in 1958 in response to a citizen's lawsuit. Up until that point, the city routinely burned waste on the site and used the ash for fill material. He cited numerous *Cleveland Press* articles about the hazards and damage caused by smoke and ash blowing across the Shoreway and into downtown from the site.

The majority of the western half of the site is comprised of fill from dredging the Cuyahoga River and from the excavation of the *Cleveland Press* building at the intersection of East 9th Street and Lakeside Avenue, and from some of the interstate highway projects. The city and the Army Corps of Engineers continued to extend the fill north into the lake using construction and demolition material. The cover material or soils placed on top of the dredge materials are between 10 and 14 feet thick. An estimated 90 percent of the land is built on "clean fill" with 10 percent built on garbage.

In September 1960, the terminal was completed and in the early 1960s Aviation High School was constructed on the eastern portion of the site.

John Mok, Director, Department of Port Control, City of Cleveland

Mr. Mok, as the new director of the Department of Port Control, is responsible for the operation and management of Hopkins and Burke airports. He explained that the purpose of his

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presentation was to describe Burke today and to share some thoughts about plans for the future.

Burke's role in the regional air system is to serve charters, recreational and corporate planes, medical transport, police and news helicopters, military operations and training flights. It is home to two fixed base operators and four flight schools. This year, Burke is expected to host 92,000 flight operations, a reduction from 100,000 in 2000, its peak year to date. Mr. Mok believes the reduction is due to the economic downturn. Economic impact studies estimate that aircraft activities at Burke contribute about \$45.6 million in direct and indirect expenditures to the regional economy. The Department of Port Control plans to continue to utilize Burke as an airport, a statement that was met with a round of applause from the audience.

The Port Control's plan to keep Burke is based on two main factors. First, corporate aviation activity is expected to accelerate as the economy recovers and post-September 11 concerns over executive safety escalate. He added that many corporations prefer the convenience and security of private jets. This option has become more affordable as a result of two trends in aviation. The first is a new generation of less expensive general aviation aircraft and the second is the increasing popularity of fractional ownership. Second, as Steve Nagy commented, Burke is very important to Hopkins as the two airports are part of an integrated system.

In discussing future plans for Burke airport, Mr. Mok presented slides illustrating master plan proposals that include expansion areas for fixed base operators and installing new hangars for general aviation and corporate aircraft. The long-term plan for Burke envisions the potential need for another runway. As the "combined disposal facility" on the airport's north side fills in, Burke's total area could be expanded to allow for an additional runway, a reconfiguration of existing runways, or to provide public access.

He noted that public access has been an important theme of the mayor's initiative on lakefront development. He compared Cleveland's lakefront to Chicago's and noted that Chicago has all the same uses as Cleveland, including an airport, but it has managed to also provide continuous public access. He suggested that there may be ways to meet Mayor Campbell's objective for the lakefront development plan and to "...optimize uses of the property, but also principally to examine how we may seek to institute public access along the entire lakefront."

He concluded that it may be appropriate to explore short-term, alternative uses of the property to the north of the airport that is within the new confined disposal facility perimeter but outside of the airport's obstacle free area and runway protection zone. He suggested that the

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community might explore opening up this property for public access or recreational pursuits, until such time as it is needed for a future runway.

Mark Coffin, real estate developer and President, R.F. Coffin Enterprises

Mr. Coffin is the developer of the mixed-use Quay 55 project on the lakefront at East 55th Street and North Marginal Drive. Mr. Coffin began by explaining that, in contrast to the other speakers, his presentation was designed to stimulate further discussion and thought, not to provide factual information. He offered ideas about potential uses for the Burke site if it were no longer an airport. Specifically, his presentation addressed possible opportunities for development that would "...enhance the city of Cleveland, to enhance communities for the residents who live here, and hopefully attract additional ones...it's all about people."

Mr. Coffin presented numerous slides of waterfront developments in other cities to illustrate his point that development can be a combination of public and private efforts. If the city's ultimate goal is to have public access to its lakefront, we will need the amenities that will draw people to the lakefront.

He then showed several slides illustrating the various phases of his Quay 55 development, a mixed-use development on the lakefront, just to the east of Burke airport. The first phase of Quay 55 is the redevelopment of an historic building on the lake into 139 residential apartments. Phase Two will consist of 65-75 town homes. Phase Three will be an 80,000-100,000 square foot office building, and for Phase Four, a public marina is being considered. The development will also open up 2,000 linear feet of lakefront to the public that was previously inaccessible. Mr. Coffin is confident that Quay 55 will be successful despite its close proximity to the airport because of the property's exceptional views of the lake and its proximity to downtown, shopping, sports, entertainment, and dining.

The site of Burke is prime real estate for the same reasons as Quay 55, and its size, 480 acres, makes it a "developer's dream, a city's dream." The area is large enough to support several neighborhoods with all types of housing, pedestrian friendly roadways, fountains, boardwalks, shopping, entertainment, hotels, cafes, and coffee shops. Transportation links could be established via ferry boats and cruise ships. Offices or even a convention center may be appropriate. Mr. Coffin added that everything could be intertwined with parks for all sorts of outdoor activities and a rail line could surround the site.

He transitioned from brainstorming about the lakefront to a discussion of the obstacles that he encountered when trying to develop next to Burke, but emphasized that he overcame

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the obstacles and saw the airport as an asset in many ways. For people like Mr. Coffin who love planes, the airport and the air show it hosts are wonderful amenities. Also, there are many other barriers to the lakefront that could be changed or better utilized: the Shoreway could be turned into a pedestrian friendly boulevard, the port could be moved to the Burke airport site, and the Cleveland Power Plant could be reconfigured. Mr. Coffin also mentioned the vacant Aviation High School, the police department building, the bluffs by Channel Three, and the FBI building. He ended his presentation and the panelist presentation portion of the evening with the statement: "We want to bring people to the waterfront."

QUESTIONS AND DISCUSSION

Professor Krumholz began the question and answer portion of the forum by instructing the audience members to approach the microphones at will, introduce themselves, and direct their questions to an individual panelist or the panel as a whole. The session lasted approximately one hour during which 16 audience members, the majority of whom were Cleveland residents, asked over 20 questions. The questions ranged from specifics about the airport and surrounding environment to general questions about Cleveland's economy and population.

The first questions were whether any core samples had been taken at Burke, what structures the land could support, and whether Burke could be used as a replacement for Hopkins. Mr. Esborn was not aware of any core sample borings, but stated that less than 10 percent of Burke's site is composed of garbage fill. He indicated that the land was stable and virtually anything could be built if the support structures rested on the lakebed. With respect to the use of Burke as a replacement for Hopkins, Mr. Nagy referenced the now defunct Jet Port plan of the 1970s and indicated that the FAA is not considering replacing Hopkins with an expanded Burke or any other lakefront airport at this time. The next audience member was met with applause when he questioned the wisdom of pursuing new developments when the ones Cleveland currently has are struggling. Mr. Coffin acknowledged the validity of the individual's concerns but offered no specific answers while Mr. Beach indicated that the solution lay in the construction of downtown housing, thereby bringing people downtown to frequent the existing businesses and increase the tax base. Mr. Beach also emphasized the importance of being careful not to create downtown development projects that compete with one another.

Another audience member was skeptical about the importance of Burke when only four jet aircraft are based out of the airport and it is able to close for events such as the air show and Grand Prix. Mr. Nagy responded to both questions, commenting that the number of based jet aircraft does not indicate actual corporate activity and that special events do pose difficulties but can be accommodated because they are planned far in advance.

Thomas Slavin, President of Million-Air Cleveland, the largest fixed base operator at Burke, asked Mr. Beach if he thought it was appropriate to consider redesigning the Shoreway when Cleveland's economy was faltering. Mr. Beach replied that the recent Browns Stadium is evidence of the community's capacity to construct public amenities and the audience applauded when he added that instead of constructing expensive facilities that are infrequently used, "it

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would be nice if we made investments for a change that benefited the large majority of the people, not just a few.”

In response to another audience member’s question about the relocation of the port, Mr. Beach said that moving it to the end of Burke’s property may be an option, allowing air, water, and rail to converge at one place: “I wouldn’t be quick to rid our lakefront of industrial uses. That’s what gives our lakefront some of its special characteristics.” He also brought up the idea of using high-speed rail to ease the burden on Hopkins. Mr. Beach explained, however, that all of his propositions are just that, propositions, they are not part of any formal plan.

Another audience member asked Mr. Nagy about the other airports in the region, their capacity, and how close Burke is to needing another runway. Mr. Nagy reemphasized that Burke is part of a regional airport system within which it is the only designated reliever for Hopkins. He added that the capacity of each airport in the system depends on the capacity of the total system and did not have an exact estimate of when Burke would require a new runway. With respect to another audience member’s question about the airport system, Mr. Mok emphasized the importance of regionalism, whether it be through regional cooperation or regional control.

Mr. Nagy was asked about what efforts, if any, the airport has undertaken to attract corporate air traffic, and Mr. Coffin was asked about how he plans to attract people to the lakefront. In response, Mr. Nagy could not offer specific marketing examples for Burke but referred to the FAA’s infrastructure investments such as the instrument landing system as an example of the kinds of features that attract corporate air traffic. Mr. Coffin reminded the audience member that plans for the lakefront are still in the idea stage and that, although he believed lakefront development would have a tremendous draw, a thorough marketing study still needs to be done. In response to one audience member’s question about the jobs and industry needed to support lakefront development, Mr. Coffin commented that by improving the amenities of the lakefront and downtown, including housing, Cleveland may effectively attract new businesses. More specifically, Mr. Mok added that communication and transportation, if anything, will probably be the industries to propel the economy of Northeastern Ohio. Mr. Beach suggested that the answer lay in the development of environmentally friendly technologies, and on the subject of the environment, Mr. Nagy explained that any future expansions of Burke would have to pass rigorous environmental scrutiny by the federal government.

The last two questions were, respectively, on the subjects of rail travel and tourism. Mr. Mok responded to the rail travel query enthusiastically, commenting that high-speed rail has been considered as a means to provide service to Cleveland’s neighboring regions and to

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alleviate some of Hopkins' air traffic. Mr. Beach agreed that rail is an important alternative to consider and recommended greater budget flexibility at the federal level so that money allocated for air and highway infrastructure may be used for rail infrastructure². Mr. Beach concluded the question and answer session by responding to the question about Cleveland and tourism. In his opinion, cities that strive to be great places to live are also great tourist cities. By creating great public spaces, as the region has the potential to do along the lakefront, Cleveland will not only become a wonderful place for Clevelanders to call home, but may also become a great tourist destination.

² There is currently no federal program for expanding high-speed rail services beyond the current Amtrak system. Both highways and airports have federal trust funds, but there is no such fund for rail.

PANELIST BIOGRAPHIES

David Beach, Director
david@ecocitycleveland.org

David Beach is the founder and director of EcoCity Cleveland, the nonprofit organization that promotes ecological design, smart growth, and transportation choices in Northeast Ohio. Through projects, research, and award-winning publications, EcoCity Cleveland works to create a metropolitan region that helps people live in greater balance with nature.

For the past 20 years, David has been a prominent writer, editor and community activist in Greater Cleveland. He has been a member of many local and regional environmental organizations and planning projects, and he speaks frequently on bioregional sustainability, urban sprawl and transportation planning to community groups and university classes.

David has deep roots in the Cleveland area: his family has lived here for six generations. He currently lives in Cleveland Heights, Ohio, with his wife and two sons. He is a graduate of Harvard University.

Steve Nagy, Senior Consultant
PB Aviation, Inc. (Parsons Brinckerhoff Company)

Steve Nagy is a life-long Cleveland-area resident and a graduate of Cleveland State University, where he majored in political science, and later received a master's degree in public administration. He is an Airport and Aviation Planner in the Cleveland office of Parsons Brinckerhoff.

Steve has been working in the aviation industry for 24 years, the first 22 years with the City of Cleveland's Department of Port Control, which operates both Hopkins and Burke Airports.

During his tenure with the city, Steve was the project coordinator for the Hopkins International and Burke Lakefront Master Plans completed in 1981, and updated in 1992.

The approval of this update by the Federal Aviation Administration in 2000 enabled the city to move forward with the construction of the new runway at Hopkins, as well as a variety of other development projects.

He also served as the airport's grant-in-aid coordinator for planning and aircraft noise mitigation projects since 1987, and was a city representative on the FAA's Airport Capacity Design Team in 1993.

Since November 2000, Mr. Nagy has been a Senior Consultant with PB Aviation, and works on aviation planning projects at several airports around the country. He has been a guest speaker on airport planning at conferences sponsored by the FAA, the Georgia Institute of Technology and the Airports Council International.

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Ted Esborn, Shareholder McDonald, Hopkins, Burke & Haber Company, LPA

Ted Esborn is currently a shareholder with the Cleveland law firm of McDonald, Hopkins, Burke & Haber Co., L.P.A., where he serves as coordinator of the firm's Environmental Law Practice Group. Prior to joining the law firm, he was the Commissioner of Environmental Health and Air Pollution Control for the City of Cleveland. Mr. Esborn also spent eight years in the City of Cleveland's Law Department, serving as Chief Assistant Director of Law for the Health and Environmental Law Section.

Mr. Esborn started his legal career in 1979 as a staff attorney for the Legal Aid Society of Lorain County. He is a graduate of the Case Western Reserve University School of Law, and received his undergraduate degree from Washington and Jefferson College in Washington, Pennsylvania. He is a former chairman of the Air Quality Subcommittee for the Northeast Ohio Areawide Coordinating Agency. He also served as Chairman of the NOACA Air Quality Public Advisory Task Force. He recently completed terms as Chairman of the Cuyahoga River Remedial Action Plan Coordinating Committee, and as President of the Cuyahoga River Community Planning Organization. He also serves on the Advisory Council of the Earth Day Coalition, and as a member of the Board of Directors for American River Communities. He has been a guest lecturer at environmental education programs sponsored by the Cleveland Bar Association, the Cuyahoga County Bar Association, the National Conference of Black Mayors, Case Western Reserve University's School of Law, Environmental Law Institute of Washington, D.C., and the National Business Institute. His practice involves all areas of environmental law, including CERCLA and RCRA litigation, negotiation of RCRA closure plans, Federal Clean Air Act permitting issues, NPDES permitting issues, and advising clients in the remediation of contaminated properties under state authorized "Brownfield" projects. Mr. Esborn is a member of the Cleveland (Member, Environmental Law Committee) and Ohio State Bar Associations.

John Mok, Director Department of Port Control City of Cleveland

John Mok was appointed Director of Port Control for the City of Cleveland in July 2002 and is responsible for the management and operation of Cleveland Hopkins International Airport and Burke Lakefront Airport. Mr. Mok brings to Cleveland over 18 years of experience in aviation planning, capital programming, strategy development and airport management. He previously served as the Vice President of Planning for the Dallas/Fort Worth International Airport, head of Strategic Planning for the Hong Kong Airport Authority, project manager for the Newark International Airport Redevelopment Program and the manager of the Major Works Program at John F. Kennedy International Airport. Mr. Mok obtained his undergraduate degree in Political Science and graduate degree in Urban Planning from Columbia University.

Mark C. Coffin, President R.F. Coffin Enterprises, Inc.

Mark C. Coffin, President of R.F. Coffin Enterprises, Inc., is in charge of new development and the day-to-day operations of the firm. He has served as President of the Northern Ohio Chapter of NACORE International, (The National Association of Corporate Real Estate Executives now

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known as CORENET), and has served on various other commercial real estate boards both in Ohio and Michigan.

Mr. Coffin is responsible for reviewing and determining the viability of new projects either initiated by or brought before R.F. Coffin Enterprises. His duties include the initial research and analysis of proposed projects and initiating those that are viable while overseeing those in progress and those that are in operation. The company has developed and opened two regional malls, one in Savannah, Georgia and another in Tupelo, Mississippi as well as four large neighborhood strip centers located in Madison, Indiana; Ironton, Ohio and Tupelo, Mississippi. Another strip center is under development while out lot parcels continue to be developed. In addition, R.F. Coffin Enterprises has other business investments within the Midwest.

Mr. Coffin has been involved with real estate since 1978, evolving from residential sales, condominium conversions, real estate management, commercial leasing, sales and site acquisition to commercial real estate development. Mr. Coffin has partnership interests in various real estate projects and other business ventures throughout the Midwest. He is currently focused on commercial real estate development and acquisition including shopping centers, hotels, office buildings, resident buildings and Quay 55, a mixed-used, lakefront development in Cleveland, Ohio.

Burke Lakefront Airport Educational Issues Forum

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APPENDIX

Cleveland Lakefront Map

Map Key