The Ohio & Erie Canal National Heritage Corridor Committee

The Ohio & Erie Canal National Heritage Corridor Committee was established by the Act to assist federal, state, and local authorities and the private sector in the preparation and implementation of an integrated Corridor Management Plan. The Committee Members are listed below.

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Many public workshops were conducted during the planning stages of this project. On the front and back cover is a partial list of those who participated in the workshops.

Jay Abercrombie
Al Acken
Jon Adams
Phillip Agboje
Ginny Aken
Eleanor Allen
Shady Allen
Gill Allersworth
Micha Altman
Gloria Alretow
June 2000

The Ohio & Erie Canal Association is proud to present the Corridor Management Plan for CanalWay Ohio, the Ohio & Erie Canal National Heritage Corridor. This Plan has been prepared as part of the federal designation of the Canal as a National Heritage Corridor. The federal designation will help preserve and interpret the unique and significant resources of the Canal.

This Corridor Management Plan describes the wealth of resources throughout the Corridor and establishes a course of action for the Ohio & Erie Canal Association, municipalities, and residents and businesses for preserving and interpreting the Corridor's resources.

We want to thank the many residents, advocacy groups, municipal officials, and business people who contributed to the development of this Plan and who have supported the idea of the National Heritage Corridor for many years.

We look forward to your continued participation as we make the Corridor Management Plan a reality!

The Ohio & Erie Canal Association
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The Ohio & Erie Canal National Heritage Corridor Management Plan is composed of two volumes. **Volume One** constitutes the Technical Report, which includes all relevant recommendations. **Volume Two**, printed in a limited run, constitutes several topical inventories and special studies, which may be useful to those interested in the background of the Management Plan. For those interested in the complete Management Plan, contact the Ohio & Erie Canal Association.

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- 2: Ethnic and Occupational Resources (Carol Poh Miller)
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Page iv, background map: American Canal and Transportation Center
Page 1, background photo of dredge boat: Cuyahoga Valley National Recreation Area/NPS
Back cover, thumbnail images, left to right: Bruce Ford, City of Akron Stark County Park District ICON architecture ICON architecture Broadway Area Housing Coalition
As we stand at the dawn of the Internet millennium, it is hard to imagine the rough-hewn character of rural nineteenth century Ohio and how the Ohio & Erie Canal changed the landscape and lifestyles of our region. Native Americans had enjoyed this remote protected land for centuries. Early Europeans settlers were struggling to carve out a life along the Cuyahoga and Tuscarawas Rivers, defining territories and redrawing international boundaries. A young American nation was emerging.

The Management Plan for the Ohio & Erie Canal National Heritage Corridor presents a bold and comprehensive vision for an historic resource that dramatically changed the culture and economy of its region. The vision has emerged from a grassroots process that has engaged many hundreds of citizens and officials to develop a consensus about what is important and how the resources of the corridor can be used to shape the future. The Plan offers an ambitious and collaborative framework that will celebrate the culture and resources of the region, attract visitors, energize investment, and further extend the powerful legacy of the Canal into the future.
The Ohio & Erie Canal affected the pace and character of this rural land and changed the life of people of the region forever. When the Canal was completed in 1832 from Cleveland to Portsmouth, Ohio, it became part of a continuous link from the Atlantic Seaboard to the Gulf of Mexico, via the Great Lakes and the Ohio and Mississippi Rivers.

Relying upon a natural transportation corridor, a seven-mile Native American portage over the watershed divide connecting the Cuyahoga and Tuscarawas Rivers, the Canal connected Ohio to the rest of the nation and the world. The Canal changed national and local economic markets, creating dramatic investment opportunities in its hinterland and influenced agricultural and industrial potentials across its region and the growing nation.

The human and economic impact of the Ohio & Erie Canal was immediate, as it positioned the State of Ohio to compete with the more established Atlantic states. The Canal attracted pioneers and immigrants, workers and entrepreneurs to the region, first to build it, then to use it as a reliable transportation system for goods and passengers. The Ohio & Erie Canal was not only the first, but also the most extensive, prosperous, and successful link of Ohio’s state-wide canal system. The Canal brought prosperity to existing and new communities along its route. Cleveland, Akron and Massillon became bustling commercial and trade urban centers as a result of the Canal. Canal villages that are still apparent today sprang up and prospered at layover and transshipment points.

Later, as rail technology surpassed the slow-moving and small canal boats, industrial growth was attracted to the larger cities that were established along the Canal. Even as the transportation functions of the Canal declined and it ceased to operate, industrial development continued on the banks of the Canal as its water supply system offered a source of power and industrial process cooling.

Today the Ohio & Erie Canal corridor traverses a rich and diversified cultural and natural landscape that is a direct legacy of the Canal era. More than 3.4 million people live in the region surrounding the Ohio & Erie Canal National Heritage Corridor. Over 1.7 million hikers and bikers use the first improved stretch of the Towpath Trail in the Cuyahoga Valley National Recreational Area and the success of this recreation system, and its strong constituency, has prompted counties, park agencies, and localities to extend this recreational system, reconnecting the region to its past, and unifying their efforts around the Canal Corridor.
1.2 The National Heritage Corridor

Northeast Ohio appreciates its recreational and open spaces. Metropolitan Park Districts were established in 1917 in Cleveland and in Summit County in 1921, and both park districts began to acquire land that encompassed important sections of the Canal in the Cuyahoga Valley. A four-mile watered portion of the Canal around Independence was designated a National Historic Landmark in 1966 and a 19-mile section was later declared nationally significant under the National Park Service new area criteria, becoming the spine of the Cuyahoga Valley National Recreation Area.

Following years of local advocacy, including formation of two large non-profit groups (the Ohio Canal Corridor, in Cuyahoga County, and the Ohio & Erie Canal Corridor Coalition, in the southerly section of the corridor), Congress designated the Ohio & Erie Canal National Heritage Corridor in 1996 under the Omnibus Parks Bill.

National Heritage Corridors are eligible for limited assistance through the U.S. Department of the Interior. The intent of designation is to help local entities to protect and use historic, cultural, and recreational resources for community benefit, while raising regional and national awareness of their unique importance.

The Canal and access to the Great Lakes spurred the explosion of industry in Cleveland and elsewhere in the Corridor.

Cleveland's Industrial Valley shows the Canal's impact in attracting technology, entrepreneurial energy, and industry.
The Corridor Management Plan

Congress required that a Management Plan and an Environmental Assessment be prepared and submitted to the Secretary of Interior for approval, recommending actions and programs for the conservation, funding, management, and development of the Corridor for the first six years of the Plan.

The Management Plan takes advantage of previous studies done in cooperation with the National Park Service and other concurrent federal, state, county and local plans to develop a comprehensive set of recommendations and programs. The planning process reviewed resources in the corridor, proposed approaches to coordinate federal, state, and local actions, and included an interpretive plan for the Corridor. The Environmental Assessment is also available.

The detailed recommendations of the Plan are contained in a Technical Report, published under separate cover and available in communities and libraries throughout the Corridor, as well as at the National Park Service, Ohio Canal Corridor, Ohio & Erie Canal Corridor Coalition, and Ohio & Erie Canal Association.

Chapter 1, The Executive Summary, provides an overview of the Management Plan.

Chapter 2, The Canal and its Region, describes the importance of the Canal and the Heritage Corridor, its development history and key resource categories including the natural and recreational resources, the historic and ethnographic resources, and the cultural landscapes of the corridor.

Chapter 3, The Plan: Routes to Prosperity, Past and Future, provides a full description of the Plan and its components including the corridor boundary, the corridor journeys, the heritage venues, the interpretive strategy and the heritage programs.

Chapter 4, Implementation Strategies and Responsibilities, defines the implementation and action agenda, recommended actions, and cost estimates for the next six years.

A series of Appendices presents the Ohio & Erie Canal National Heritage Corridor authorizing legislation, a summary of the Environmental Assessment for the Plan, and other data regarding resources and the planning process.

The Ohio & Erie Canal Association (OECA), a non-profit entity, was identified in the legislation as the management entity responsible for the Management Plan. OECA has launched initial programs and provided matching grants for early improvements, administering federal funds appropriated for the Corridor.

The Ohio & Erie Canal National Heritage Corridor Committee is an appointed body of local citizens and officials that provides oversight to the work of the OECA and must approve the Management Plan prior to its submittal to the Secretary of the Interior.

Public Participation During the Plan

The Management Plan is the result of an intensive 12-month planning process that involved dozens of public workshops and meetings at different locations along the corridor at each stage of the work. Staff and consultants met with municipal officials, interest groups, residents, and community leaders. Regular newsletters and other outreach activities ensured a high level of participation throughout the process. A broad level of interest and support in the Heritage Corridor was identified in each public forum as a result of the planning process. Appendix D summarizes the public process during each phase of the work plan.
Chapter 1: Executive Summary

1.3 The Story of the Canal

The story of the Ohio & Erie Canal is complex and multi-layered, involving historical evolution over several centuries, and has resulted in today’s cultural landscape, extending along a 100-mile corridor and spanning four counties. The Canal has provided not one, but many “Routes to Prosperity,” capturing human struggle and ingenuity, successive generations of transportation, and the evolution of the Corridor and region. Four broad themes are proposed for interpretation of the Corridor; together, the themes and development history of the Corridor provide a powerful background for the numerous natural, historic, and cultural resources of the area and a framework for the Plan and each of its components.

The Land

The geography and land influenced human settlement locations, agricultural patterns, natural resources, selection of the Canal route, later industrial developments, and, eventually, environmental reclamation and conservation.

Moving along the Corridor

The Canal revolutionized the region's transportation development. The Corridor has been a connecting route, a two-way north-south line which was first used as a trail, then as a boundary, and later as canal route. The Canal set in motion a regional economic engine that demanded more and better transportation, eventually offering a cross-section of transportation technology, from rivers and portage trails to canal to railways and highways.

Prosperous Valleys

The Canal was pivotal to the economic growth of the region and state of Ohio. It incorporates the nature of human action in shaping and renewing the land for economic expansion including agriculture, commerce, industry, and capitalism. The Canal contributed to the rapid economic growth of the corridor and facilitated the transition from leader in commercial trade and exporter of natural resources to leader in industrial development and innovation.

People and Communities of the Region

The people drawn by the Canal’s opportunities shaped the identity of the Corridor and its region. As a principal crossroad between south-north and east-west travel, the area attracted many migrants from the Atlantic seaboard as well as immigrants drawn towards economic opportunity. It extends through a long continuum: from the earliest presence of humans to pioneers to later migrants and immigrants during Canal and industrial development. The communities of the Corridor were created by people who built the Canal, worked in factories, and stayed in neighborhoods with distinctive cultural traditions that are still preserved today.
1.4 Elements of the Plan

The Plan proposes that the Ohio & Erie Canal National Heritage Corridor, crossing four counties and multiple communities, serve as a focus to reinvest in historic settings, to conserve the natural environment, to support recreation, and attract new development. The Corridor and its resources - ranging from major historic urban and industrial areas to small preserved villages and rural landscapes - is a setting where the public can understand how the forces of history have shaped their region and communities. The Plan recommends a management strategy to make wise long-term use of the area. The Plan is described in detail in Chapter 3 of this document. The approach recommended has four major elements - Boundary, Corridor Journeys, Heritage Venues, and Heritage Programs.

Boundary

The Plan recommends designation of a boundary for the heritage corridor that encompasses the primary resources associated with the Ohio & Erie Canal and its regional legacy. As a result, the Ohio & Erie Canal National Heritage Corridor has been expanded from the 87-mile length proposed in the legislation to 110 miles between Lake Erie and Dover/New Philadelphia. The boundary has been drawn to encompass important natural and man-made resources, linked together by a history of settlement, transportation, industrial growth, and urbanization. These resources include not only the immediate Canal Corridor but also areas whose growth and development were prompted by the Canal or by subsequent developments and uses that were enabled by the economic prosperity the Canal provided. Areas within this boundary would, in general, be eligible for receipt of financial and/or technical assistance with federal funds appropriated for the Heritage Corridor, although such assistance would be subject to policies, procedures, and priorities established as part of this Plan.

Key resources within the corridor boundary include the core Canal resources and key cultural landscapes:

- The Canal setting and Towpath Trail
- Urban settings with close associations to the Canal and its legacy of transportation, industrial, and community development
- Rural and natural settings along the Canal
- Rural and natural settings along the Cuyahoga Valley Scenic Railway corridor
- The Ohio & Erie Canal Scenic Byway
- The former Lincoln Highway Corridor, linking Massillon and Canton.

“Indiana Bob” Sammartino of Canton, owner of Indian River Canoe Outfitters

The transnational Lincoln Highway came out of the Good Roads Movement in the early 1920s, led by the League of American Wheelmen.
The Plan: Routes to Prosperity

Figure 1
Legend
- Canal Route
- Scenic Byway
- Multi-modal Journeys
- Journey Gateway (not all locations shown)
- CanalWay Center
- Existing Railroad
- Proposed Railroad
- Proposed Electronic Gateway
Journeys in the Corridor will feature hiking, bicycling, and water excursions.

Corridor Journeys

Residents and visitors can best understand the Heritage Corridor by moving along it. The Plan recommends that the visitor and interpretive experience be centered on journeys and loops along the corridor to capture the interpretive idea of a regional transportation system that brought wealth to the sparsely developed Ohio countryside. This Plan emphasizes various transportation modes to provide residents and visitors choices of multi-modal journeys which can tell the story of the corridor, while supporting improvements that will provide community benefits along the length of the corridor. The Plan will facilitate these journeys through its support of transportation elements and will support interpretation along the many routes. The journeys will take place on a series of linkages between transportation modes. Some of these are in place and others are in the process of development. Types of transportation modes will include the following:

- Towpath Trail
- Existing and Future Navigable Reaches of the Canal
- Ohio & Erie Canal Scenic Byway
- Cuyahoga Valley Scenic Railway
- East-West Connecting Trails and Greenways

Used together, these transportation modes create a Journey Network that will facilitate exploration and use of the corridor.

Heritage Venues

The Plan identifies a multi-layered system of heritage venues throughout the corridor. The heritage venues, including existing and new locations, are widely distributed throughout the corridor and offer various levels of visitor support, features of interest, local capabilities, and interpretive focus. The key venues along the Journey Network contain scores of nationally and locally recognized historic districts and thousands of properties and settings that recall the legacy of the Canal era and the subsequent growth of the region. The Plan encourages support for historic resources throughout the corridor, with special emphasis on the immediate Canal corridor, on journey linkages, and at places where residents and visitors will begin and end trips. Heritage venues are settings which include important resources associated with the Canal and its legacy, and closely associated with the "journeys" that will explain the corridor. Four types of heritage venues are recommended:

- **CanalWays** - areas with specific Canal-related interpretation that explain the corridor. CanalWays are venues which are close to the Canal, convenient for visitors, and where a Canal overview and detailed interpretation and staff are available. Three new CanalWays are proposed where special efforts should be made to provide corridor-wide interpretation - in Cleveland, Akron, and Bolivar/Zoar. Several existing locations where specific Canal-related interpretation is already provided are recognized as CanalWays and should be supported and featured in project maps and literature.

- **Electronic Gateway** - a planned high-technology educational center in Stark County, is recognized by the Plan to have the potential to serve as an interpretive and educational resource.

- **Journey Gateways** - these areas are important nodes where corridor users feel a sense of arrival to a special resource, are provided information on experiencing the corridor, and may find interpretation and/or services associated with that experience. A number of general settings are identified at this time as important Journey Gateways, due to location and existing characteristics, while others may be established and recognized during the process of implementation of the Plan.

- **Landings and Trailheads** - these areas, typically on the Towpath Trail and/or Scenic Byway, include places of orientation to the Corridor, with minimal services or interpretation.

- **Related Visitor Facilities** - there are many existing interpretive and informational venues throughout the corridor that serve the public, but do not currently provide information specifically oriented to the Canal or its effects. These venues can play an important function through cooperative efforts with other aspects of the Corridor Plan.

At Lock 4 in Stark County, visitors can appreciate a watered Canal and rehabilitated lock in a park setting.
Figure 2

Journey Network Diagram
Heritage Programs

The OECA will use federal heritage funds to provide technical and financial assistance to entities in the Corridor. The OECA’s programs will supplement the substantial efforts of many regional and local entities, including the National Park Service, regional park districts, municipalities, and other institutions throughout the Corridor, who will continue to act as the primary developers and stewards of the Corridor’s resources. OECA’s programs and activities will be catalyst efforts to build upon and expand partnerships with these public and private entities to initiate “bricks and mortar” improvements for corridor-wide linkages, to provide interpretation along the corridor journeys and at heritage venues, and to encourage resource stewardship, education, and economic development to take advantage of these initiatives.

The activities of the OECA will reflect the goals for the heritage corridor:

- **Resource stewardship** will encompass protection, preservation, enhancement, and management of the natural, cultural, and historic resources of the Corridor for future generations. Resource stewardship activities by OECA may include assistance to public or private local entities to preserve resources and settings as well as advocacy for conservation initiatives.

- **Heritage interpretation** will explain the story and significance of the Corridor to residents and visitors, providing informational materials and exhibits that will help them appreciate its historical and contemporary importance.

- **Facility development** will include investments in areas and venues where the interpretation, education, recreation, and visitor experience will occur. OECA can support direct improvements to preserve and rehabilitate historic resources and associated key settings, as well as the recreation-oriented trail expansions that have prompted strong community interest in the corridor.

- **Educational, cultural, community and economic development programs of OECA** will partner with existing organizations and entities to develop programs, events, and materials that reach across municipal borders to provide regional benefit. OECA can also encourage economic development activities designed to increase information about the entire corridor and its parts and include marketing, financing assistance, and promotional activities.

- **Planning and design assistance** could be provided to entities along the Corridor. OECA will be in a unique position to provide either direct planning and design assistance or to establish programs to assist localities or other entities to encourage site-specific or area-wide development and preservation that is compatible with the goals of the Plan.
1.5 Implementation of the Plan

Heritage Partnerships
The Plan will require public and private partnerships and cooperative actions among governmental units and non-profit interests. Partnerships have been essential since the idea for the heritage corridor was conceived. It is important that these partnerships continue and be given direction by this Management Plan as the partners seek to implement a single, shared vision.

The OECA should be a catalyst and an advocate for its public and private sector partners both for proposed “bricks and mortar” improvements, as well as for the supportive programs and activities described above. The OECA can facilitate actions by others to respond to the needs and opportunities along the Corridor, initiating programs and actions. The OECA’s role in implementation of the Plan should include:

- Providing grants to partner entities to implement specific projects.
- Providing grants to support programs and activities related to heritage resources.
- Providing technical assistance in preservation.
- Advocating, defining, and supporting partnership efforts with state, federal, and local governments, and developing consensus and constituencies for fiscal commitments from these partners to implement the Plan.

The two non-profit entities, Ohio Canal Corridor and the Ohio & Erie Canal Corridor Coalition, have played formative roles in developing the regional constituency for the Ohio & Erie Canal National Heritage Corridor. Both organizations have established important contacts and forged valuable partnerships with businesses, local, state, and national political units, non-profit organizations, planning and park agencies, and the media. Each takes a lead on specific local projects within its area of influence. Both collaborate on regional, state, and national issues and projects and will play a vital role in the future success of the Corridor.

Public-Sector Partnerships
As a catalyst organization, the OECA should create partnerships to accomplish its mission and to evolve into a sustainable organization when direct federal heritage funds are no longer available. These public-sector partners include the National Park Service, Ohio Department of Transportation Federal Highway Administration, County Park Districts, other state and federal agencies, county governments, and local Governments.

Private-Sector Partnerships
The private sector—individuals, businesses, and non-profit organizations—have been key to the preservation and enhancements in the Corridor to-date and will continue to make major contributions to new business development opportunities in the Corridor. Increased use of the Corridor by regional residents, such as restaurants, overnight accommodations, and other services will spur similar development further.

There is also potential for other business development opportunities. Increased opportunities and visitation to the Corridor will create a demand for recreational amenities such as bicycle rental, canoe and kayak rental, touring outfitters, camping outfitters, guided tours, travel and transport services and additional uses for the Cuyahoga Valley Scenic Railroad. A Chamber Coordinating Group made up of members of the various Chambers of Commerce in the Corridor region could assist with many of these activities and could establish the Ohio & Erie Canal Partnership Services Program for outside funding in the form of grants and direct contributions and a Corridor-wide Loan Fund.
Coordination and Resource Management
The success of the Plan depends on the OECA’s ability to effect changes in resource management, land use planning, and infrastructure investment. The OECA can serve, figuratively, as a regional “conscience” for good design and appropriate treatment of resources in the following ways:

- Comment in an advisory capacity on major federal "actions" taken within the boundary.
- Enter into cooperative agreement(s) with the National Park Service for technical assistance, financial assistance, operational support, and a range of other activities.
- Execute cooperative agreement(s) regarding the scope and method of funding for significant State and/or County Park district funding.
- Coordinate with the Metropolitan Planning Organizations in the Corridor as well as with County governments to play a significant role in promoting trails and improving traditional transportation projects to better meet the goals of the Plan.

OECA can also serve as an advocate for effective comprehensive planning in the Corridor. OECA should encourage counties to adapt their long-range plans to reflect the National Heritage Corridor and its resources and develop comprehensive plans to incorporate the heritage corridor.

The OECA should also promote effective historic preservation regulations within the boundary and in encouraging local units of government, who are responsible for land use management and related policies, to enact measures that will enable improved stewardship.

Costs and Benefits of the Management Plan
The estimated capital costs to implement the Heritage Corridor Management Plan are approximately $150.2 million. Of this total, about $77.6 million is for facility development, including trails, railroad extension, gateways, linkages, etc. Over $70 million would be spent on preservation, economic development, education, and interpretation. These costs incorporate a range of actions taken by public and non-profit entities throughout the Corridor, and will be more than the amount available from authorized federal heritage funds. The major types of expenditures envisioned by the Corridor Management Plan include:

- The Plan recommends that OECA enlist major cooperative funding commitments from key public agencies. This will not be easy, but it will be essential to implement improvements of the magnitude recommended across a wide region. The State of Ohio should be encouraged to target funds to the Corridor, matching or exceeding the authorized federal funding. County Park Districts should be encouraged to seek special bond authorizations for the Corridor, perhaps in a coordinated effort, to continue their exceptional progress with the Towpath Trail and its connectors. Ohio DOT and US DOT should be encouraged to support funding for bikeway links and other elements of the Corridor. The OECA should continue soliciting support from foundations and non-profits for programs and construction throughout the Corridor. The OECA should also continue to coordinate with and encourage local governments to see the Corridor as a major element of community revitalization, supporting projects and improvements in their jurisdictions.

Estimated Expenditures for the Ohio & Erie Canal Corridor are as follows:

**Scenic Byway**
- $1,800,000
  - signage, rest areas, roadside improvements

**Interpretation**
- $1,300,000
  - corridor-wide interpretive prospectus, regional and community maps, kiosks, wayside exhibits

**New CanalWay Centers**
- $53,300,000
  - initial scoping and other assistance, construction exhibits

**Support to Existing CanalWay Centers**
- $280,000
  - supplemental corridor exhibit and technical assistance

**Linkages**
- $85,000,000
  - construction and maintenance of the towpath trail, water linkages, connecting trails, and extension of the Scenic Railroad

**Journey Gateways**
- $3,400,000
  - technical assistance, local streetscape and signage improvements

**Heritage Programs**
- $4,500,000
  - programs to foster preservation, economic development, education, and technical assistance

**Total**
- $150,000,000

*My daughter uses the towpath on a regular basis with her kids. The more the hiking trails extend over long distances, the better the trails – like the Trans-Canada trail.*

- Ken Higgs and Jim Coats, Ontario
The economic benefits of the Plan will be substantial. The Canal will become a focal point of visitation and a generator of economic benefits and will be an engine for local economic development. Investment in the corridor improvements will create jobs and economic opportunities and will ripple through the economy through local spending. Cities and towns along the Canal can focus development of vacant parcels of land to a scale that is appropriate and to uses that complement the Canal.

The Corridor communities will see benefits from increased tourism, tax generation, new jobs, related development, and spending from people using the recreational facilities. The major benefits that are associated with expanded use of the Corridor will be felt as the project is completed, and will be sustaining and repetitive:

- an estimated additional 3.3 million new residents and visitors per year will use the Corridor;
- these Corridor users will spend an estimated $69 million per year;
- approximately 328,000 new overnight visitors will create demand for new hotel rooms, bed and breakfasts, and other visitor services.
Implementation of the Corridor Management Plan will take place over the next 10 to 20 years. The first six years of the Plan will be critical to increasing the regional constituency and building a track record for implementation projects and activities.

**Phase I**

*Establish Identity (2000-2006)*

This six-year Phase builds on existing efforts and goes halfway through the period identified for federal funding. Projects that are underway, such as the Scenic Byway and Towpath Trail, have momentum that will be sustained through this initial phase. Other elements, such as interpretation, are early-action items because they are key to other elements.

Key priorities during this phase would include:

- Continue extension of the Towpath Trail and other core linkages; support other regional trail linkages
- Develop marketing materials and supportive improvements for key journey loops and gateways
- Develop an interpretive prospectus, standards for interpretive exhibits, and a corridor-wide assistance effort for wayside exhibits
- Assist in developing partnerships to scope the three new CanalWay Centers
- Coordinate with the development of the Stark County Electronic Gateway at Sippo Lake
- Initiate cooperative actions with the National Park Service for technical and financial assistance
- Initiate demonstration grants for educational, cultural, and economic programs

**Phase II**

*Pilot Projects that use the Regional Framework (2007-2012)*

This phase of the Plan should focus on completion of the physical improvements. It should also be a period in which the OECA makes a concerted effort to establish programs that take advantage of the physical improvements done in Phase I.

Key priorities during this phase would include:

- Complete key linkages that have been defined as the Journey Network
- Expand the connecting trail network
- Market the entire Corridor and its journeys
- Assist the CanalWay Center project partners to complete construction
- Continue coordination with NPS for program involvement
- Develop Corridor-wide programs and mechanisms for their continued operations

The Towpath Trail and its linkages are the spine of the National Heritage Corridor. The Boston Store, in the Cuyahoga Valley National Recreation Area, is a well-used venue for bicyclists and visitors.
Phase III:
The Long Term: A Self-Sustaining Regional Asset

In the long-term, when heritage funds are no longer available, the National Heritage Corridor will retain its designation and prominence, and local entities will be responsible for the stewardship and programming of its key resources. The long-term mission for the OECA would be to develop revenue sources to sustain its operations, to continue marketing the Corridor as a destination, to encourage appropriate development and use, and to insure that local entities maintain the quality of the experience.

Alliances and regional coalitions are critical to the long-term success of the National Heritage Corridor as well as to the accomplishment of short-term projects. In addition, the OECA should pursue a wide range of funding mechanisms, including regional and community-based voluntary support, licensing of CanalWay Ohio products, and state support.

A broad-based constituency for the Corridor—state, regional, and community—will ensure long-term success.
The important resources along the Corridor include not only the remains of the Ohio & Erie Canal and buildings related to it, but also patterns of urban and rural development that were directly influenced by the opportunities and initiatives that were prompted by its success. These cultural landscapes—ranging from canal villages to community-defining industries to important regional parks and open spaces—incorporate hundreds of sites on the National Register of Historic Places, representing a rich tapestry of cultural, economic, and ethnic life that is characteristic of the region’s history and future. Implementation of the Plan can protect and enhance these resources, using them effectively to improve the quality of life across the region.
2.1 National Importance of the Canal and Corridor

Transportation Corridors

Shortly after Ohio became a state in 1803, Lake Erie was the central means of goods shipment, but access from the eastern part of the country and the Ohio River in the south was limited. New York's Erie Canal connected Lake Erie to the Hudson River. The Ohio & Erie Canal soon followed, using the Cuyahoga and Tuscarawas river valleys, as they provided a water source and served as connectors to other bodies of water. Completed in 1832, the 308-mile-long canal created an inland waterway between the Great Lakes and the Gulf of Mexico and established this important transportation Corridor as part of a regional economic network of waterways connecting east and west, north and south.

Local and National Economic Effects of the Canal

Similar to the Erie Canal, the Ohio & Erie Canal played a significant role in the establishment of a market economy by providing an economical way to transport goods that promoted specialization, economies of scale, and the growth of profitable commerce. As a result, capital and expertise were attracted to the Corridor and accelerated the effects of the late 19th century Industrial Revolution.

The Ohio & Erie Canal and its connection with the Erie Canal created a co-dependent and interrelated "national economy." Eastern farmers could no longer compete with fertile farms in the Northwest. Reduced shipping costs enticed easterners to buy plentiful western agricultural produce because it was more economical than growing their own.

The rapidly growing Old Northwest was an excellent market for manufacturing, and the East Coast began to focus on mass production of manufactured goods. Soon, a symbiotic production/consumption relationship was established between the two geographic areas, fueled by the Ohio & Erie Canal. Other Ohio-region canals that expanded this Canal network helped strengthen these economic relationships.

The Imprint of the Canal on the Economy and Structure of the Region

The advent of the Canal led to great prosperity in Ohio. Small towns and cities were developed along the waterway, with places like Peninsula and Zoar benefiting from their proximity to the Canal. Ohio City, Clinton, Canal Fulton, Navarre, and Bolivar were Canal villages: communities that developed as a direct result of the Canal's construction. Cities such as Cleveland, Akron, and Massillon also thrived, as they became nationwide leaders in shipping and production of wheat, grains, iron and steel, machinery, and other goods. By 1850, quarries, sawmills, flour mills, wool factories, wagon makers, cabinet makers, shoemakers, tanneries, brick kilns, and shingle factories were all located within the Canal Corridor.

As businesses developed, people were attracted to the region. During the late 19th century, many migrants and immigrants came to the area, attracted by the prospering Canal cities, towns, and villages, and the potential for jobs. Worker housing was established in close proximity to jobs, with company towns developed in some areas. The population of major cities grew dramatically over the next 100 years, fueled initially by the Canal and later by the business and industry the Canal fostered.
National Recognition

During the mid-20th century, concern with preservation of the Ohio & Erie Canal National Heritage Corridor grew. Many individual sites along the Corridor gained recognition on state and national levels, with listings on the Ohio Archaeological Inventory, Ohio Historic Inventory, and National Register of Historic Places, in addition to National Natural Landmark and National Historic Landmark designations.

In 1966, a four-mile watered portion of the Canal around Independence was designated a National Historic Landmark due to its importance as a Canal and transport system. The 33,000-acre Cuyahoga Valley National Recreation Area was established in 1974, ensuring the protection of 19 miles of the Canal Corridor.

In 1975, the National Park Service conducted a Suitability/Feasibility Study for the Canal. This Proposed Ohio & Erie Canal document found the Canal to be lacking in integrity. However, it was "judged to have national significance," with several individual sections considered "outstanding examples of well-preserved canal and related facilities."

In 1991, Congress directed the National Park Service to conduct a study of the Ohio & Erie Canal Corridor, and in 1993 the NPS prepared The Ohio & Erie Canal Corridor Study: A Route To Prosperity. Concentrating on an 87-mile segment of the Canal Corridor, the study reexamined the definition of "integrity," taking a broad perspective of its resources. Deemed eligible for nomination as a National Heritage Corridor, the Ohio & Erie Canal Corridor was so designated in 1996 under the Omnibus Parks Bill.

Diagrams of the evolution of the Corridor are provided in Figures 1 and 2. The history of the Corridor has been divided into four general eras:

- Pre-Canal Era (1720-1824)
- Ohio & Erie Canal Golden Era (1825-1860)
- Canal Legacy Era (1861-1920s)
- Modern Era (1920s-today)

Each era is important in understanding how the Canal has affected the uses and appearance of the Corridor.

Pre-Canal Era (1720-1824)

By the 1700s, several indigenous tribes relocated from the east were established along the Cuyahoga and Tuscarawas rivers, and were using a network of trails that crisscrossed the territory in all directions, including the Portage Path linking the Cuyahoga and Tuscarawas rivers through the north-south watershed drainage divide. Before 1740, fewer than half a million Europeans had settled in this "New World." Few had advanced as far as the Ohio River and the Great Lakes. The French had explored the region, entering from Canada via a regional waterway system of rivers and lakes from Nova Scotia to the Gulf of Mexico and called this territory New France. The French were interested in trade and not settlements in the Cuyahoga River Valley region. The French traders from Detroit had established trading partnerships with the Native cultures, focusing mainly on fur.

Settlement in the region proceeded slowly. British colonists began to establish settlements between the Ohio River and Lake Erie and created a rivalry between the British and the...
French over territory and fur-trade control. After the French and Indian War and the American Revolution in the mid-1770s, interest increased in the territory west of the Ohio River. Clashes in the region between Native Americans and Americans led to the Treaty of Greenville in 1795 that established the boundary between the United States and Indian Territory as following the Cuyahoga River, the Old Indian Portage, the Tuscarawas River, and then west from Fort Laurens near Bolivar.

Other early Europeans in the region included Moravian missionaries from Saxony (Germany) who first settled in Bethlehem, Pennsylvania. They later established several settlements in the Tuscarawas River Valley, and also established the first town on the banks of the Cuyahoga River at Tinker’s Creek in 1786 called Pilgerruh, formerly an Ottawa village. Moravian settlers set up Schoenbrunn Village in New Philadelphia in 1772, the first Christian settlement in Ohio.

Migration from New England and the east increased after the Revolutionary War, with settlers arriving primarily from New York and Connecticut. Connecticut’s 1662 charter extended its border to the Mississippi. Connecticut ceded its lands in 1786, but retained 3 million acres in Ohio, a 120-mile strip south of Lake Erie to south of modern-day Barberton at the 41° Parallel called the Western Reserve of Connecticut. In 1786 nearly 2,000 Connecticut residents whose property was burned or destroyed by the British in the Revolutionary War were given 500,000 acres of land of the Western Reserve along Lake Erie. By 1796 the mouth of the Cuyahoga River was seen as the ideal location for the first major settlement of the Western Reserve.

In 1796, Moses Cleaveland led a surveying party along Lake Erie to the Western Reserve, landing at the mouth of the Cuyahoga River, and on July 22, the settlement of Cleveland was founded. Soon, villages such as Newburgh and Ohio City were also developing near the Cuyahoga River, representing the area’s first large settlement. People of German ancestry from Pennsylvania settled the Tuscarawas Valley. In 1817, 300 German separatists came to the United States to establish a new community. Settling along the Tuscarawas River, they named the community Zoar, meaning “a sanctuary from evil,” and Zoar became a model communal society, pooling resources and creating a support structure. This communal system was especially important after two poor crop yields.

Native American settlements in pre-Canal Ohio used a network of trails as early as 1700.

Key Resources: Pre-Canal Era

Evidence of Prehistoric cultures: Paleo, Archaic, Adena, Hopewell, Early Late Woodland, Whittlesey
Native American pathways and trails including the Portage Trail
Archeological sites linked to Native Americans Settlements
Fort Laurens State Memorial
Zoar State Memorial and Historic Zoar Village
Schoenbrunn Village State Memorial
Cuyahoga River and Tuscarawas River
Moravian Mission
Dunham Tavern Museum
Stagecoach routes
Early settlement patterns: Canton (first Stark County town/post office) Kendal (became part of Massillon), Middletown, Bethlehem (became Navarre), Ohio City (Cleveland), and the Village of Newburgh, Newburgh Township, Clinton, Greentown, Uniontown, East Sparta, Newman, Sandyville, Hudson, Tallmadge, Stow Township, Munroe Falls, Brecksville Township, New Portage and Johnson’s Corners Crossroads Settlement (became Barberton) Ghent, Milan (became part of Canal Fulton).
The Ohio & Erie Canal Golden Era (1825-1860)

The Canals in Ohio in the 1800s had a dramatic economic impact, transforming Ohio from the verge of bankruptcy into a thriving state. Construction of the Erie Canal in New York in 1816 spurred interest in improving Ohio's waterways. The creation of a Canal system permeated the politics of Ohio, and by 1820 the newly formed State of Ohio had established a commission to study possible routes for a north-south Canal that would link the Ohio River with the Great Lakes. In 1822 the Ohio Canal Commission brought James Geddes from New York as his work on the Erie Canal was finishing and commissioned him to examine possible Canal routes. He selected the Cuyahoga and Tuscarawas rivers' Corridor route because of the Summit Lakes, whose height and location would serve as potential water supply for the Canal.

Promise of the Canal fueled speculative development along the Canal's route. A new town was commissioned to be called "Akron" and to be established at the strategic portage location on the Canal's route. Two land owners adjacent to Bethlehem registered plats of new towns—Navarre and Rochester—which eventually merged to become Navarre.

Figure 3

Pre-Canal Era (1720 - 1824)

Figure 4

The Ohio & Erie Canal Golden Era (1825 - 1860)
The segment from the Portage Summit to Lake Erie was given first priority. Work on the Akron-Cleveland section started in July 1825, with the first 38-mile section of the Canal containing 42 locks. This stretch was completed in 1827. The Canal continued south, passing through Zoar and Coshocton, and paralleled the rivers on its way to Portsmouth where it connected with the Ohio River in 1832. The Canal was 308 miles long with 158 locks and rose and fell 1,218 feet along the way.

Canal construction and related industries brought migrants and new immigrants to the region, including German and Irish, who settled in the valleys. Villages developed where locks and turning basins were located or where Canal boats were serviced or loaded.

After the Canal opened, Ohio, which had been on the brink of insolvency, rose to become the third most prosperous state in the nation. For over 20 years, Canal construction was the economic engine in the development of Ohio with close to
$16 million spent on construction alone. When the first segment of the Canal was opened in 1827, the economic and cultural impact of the new north-south travel and trade route via the Canal was seen immediately and spurred completion of the rest of the Canal.

The Canal provided new transportation and growth opportunities for communities whose trade and transportation patterns had previously developed in an east-west direction. Every point of access to the Canal offered potential to mill, store grain, and sell goods from the east to area immigrants or to provide food and lodging for travelers. Immigrants traveled to Ohio from New York and other states and settled in the area to help meet the demands for labor to build Ohio’s Canal system. Real estate and population boomed.

The success of the Ohio & Erie Canal generated interest in more Canals. One was the mostly-private Pennsylvania & Ohio (Mahoning) Canal that opened in 1840 and linked Akron on the main line of the Ohio & Erie Canal with the Ohio River. The new Canal connected the Ohio & Erie Canal with the Pennsylvania system, providing a direct water route to the port of Philadelphia. The Sandy & Beaver Canal—the only fully privately financed Canal in the State of Ohio, supported by Pennsylvania industrialists—was also built in this period between Pennsylvania and Magnolia in Stark County.

Two large regional centers emerged—Akron and Cleveland—as trade throughout the Great Lakes increased and agricultural goods production and shipment developed throughout the area. Commerce and industries emerged around Canal freight activity. Mills, slaughterhouses, and warehouses increased in number in villages and cities, and along the Canal; other commercial activities such as taverns, stores, and lodging were related to boat and passenger services. Boston and Peninsula specialized in boat building, and warehouses, gristmills, and granaries were erected along the Canal banks in the Canal towns of Cleveland, Navarre, Massillon, Clinton, and Canal Fulton.

**Key Resources: The Golden Era**

**Canal-related commercial and industrial areas and features:**
- The Flats in Cleveland, Boston, Peninsula, Johnny Cake (Everett), Alexander’s Mill, Cascade Locks and Mustill House and Store, Downtown Akron, Downtown Massillon, the Surbey Feed Mill in Navarre, Clinton, Canal Fulton, Bolivar, and Rogues Hollow, Canal Dover (Dover), New Philadelphia

**Agricultural landscapes and Farms:** Historic farmstead and associated structures (barns) and fields such as Hale Farm and Burfield’s Farm

**Extractive Industry:** Located in Clinton, West Creek area, Independence Township, and Peninsula, quarries and clay; coal mines in Navarre and Rogues Hollow

**Canal villages and towns:** Akron, Clinton, Ohio City (Cleveland), Canal Fulton, Crystal Springs, Rochester (became Navarre), Rochester (annexed to Navarre), Navarre, Bolivar, Massillon, West Massillon and East Brookfield (became part of Massillon), Johnny Cake Lock (Everett), Peninsula, Zoar, Dover and New Philadelphia

**Canal historic districts and buildings:** Peninsula Historic District, Boston Mills Historic District, Canal Visitor Center building, Frazee House, Canal Fulton Historic District, and others

**Canal infrastructure remnants including watered and unwatered Canal, locks, bridges and towpath, Canal feeders, basins Portage/Summit Lakes**

**Richard Howe House**, home of a resident engineer for the Canal, Simon Perkins Mansion, founder of Akron

**Remnants of the Pennsylvania-Ohio Canal (later, Mahoning Canal) route and the Sandy & Beaver Canal** remnants of the Sandy & Beaver Canal prism can still be seen as it approached the Tuscarawas River on Township Road, New Philadelphia Canal Feeder
Chapter 2: The Canal and its Region

Canal Legacy Era (1861-1920s)

Industry prospered in major cities and towns along the Canal. Cleveland and Akron in particular developed a strong industrial base with products ranging from rubber to oats to iron. By 1860, iron was Cleveland’s most valuable product. Rubber manufacturers such as B. F. Goodrich and Goodyear located in Akron because of the Canal, whose water could be used in the cooling process. Development happened in the smaller cities, too. Akron industrialist O.C. Barber created Barberton to promote industrial development. He built the Diamond Match factory complex in 1881 and the city itself in 1891 on a site with access to both the Canal and railroad.

However, the height of the Canal system in Ohio was relatively short-lived, peaking between 1832 and 1850. In the 1850s, the allure of the railroad—no water supply needed and railroads can go anywhere—led to more miles of track being built in Ohio than in any other state in the country. Even the little settlements such as Crystal Springs jumped on board the train surge, bypassing the slower Canal in favor of the railroad for shipping coal and other goods. The railroads had several advantages over Canals in that they ran east-west in contrast to the north-south orientation of the Canals; they were easier to build; and they provided faster transportation. The Canals were adversely affected by other factors. During the 1850s, several droughts stopped traffic on the Ohio & Erie Canal, the Pennsylvania & Ohio Canal, and a portion of the Sandy & Beaver. The Pennsylvania & Ohio Canal went out of business in the mid-1850s when it was sold to the Mahoning Railroad. After closure of the Pennsylvania & Ohio Canal floods in 1858 and 1860 further weakened Canal activity.

In 1861 the Ohio Canal system was turned over to a private operation under whose control it remained for more than 15 years. After the Civil War, Canal traffic decreased steadily and rarely showed profit after 1865. But although Canal revenue suffered, Canal development had attracted regional economic growth sufficient for other transportation improvements, and developments such as port activities and railway investment became possible.

Key Resources: Canal Legacy Era

- Cleveland steel, oil, and paint industries
- Tremont, Slavic Village
- Cuyahoga Valley Scenic Railroad
- Jaite Mill Historic District
- Railroad infrastructures: Canton, Akron, Cleveland, East Sparta, Mineral City, Sandyville, Zoarville, Massillon
- Messenger Canal in Clinton: a feeder Canal to transport coal from Rogues Hollow to the Ohio & Erie Canal
- Barberton
- Warwick District in Clinton and Rogues Hollow
- Mining in Rogues Hollow
- Steel Industry artifacts and settings: machinery, structural members, bridges
- Schumacher’s Mills in Akron
- Quaker Oats Mills
- Goodyear, Goodrich, and Firestone complexes
- Goodyear Heights and Firestone Park

The Ohio & Erie Canal featured 146 locks over 308 miles and rose to a height of 395 feet above Lake Erie.

Source: Roscoe Village Foundation
As the railroads, and eventually roads for automobiles became more important, the Canals began to outlive their usefulness. As Canal use decreased, many Canal sections were abandoned or acquired by railroads. The state began divesting itself of portions of Canals and in 1872 gave the final three miles to the city of Cleveland, cutting off Canal access to the basin where Great Lakes shippers docked. Within the Corridor, the Valley Railway Company began in 1873 to build a railroad from Cleveland to Canton via Akron near the Massillon mining district and acquired parts of the Canal bed for a section of its right-of-way.

During the same period—from the 1890s on—most of Ohio’s branch and feeder Canals were abandoned. Although parts of the Canal underwent major reconstruction between 1905 and 1908, the final blow to the Canal era came when portions of the Canal did not survive the devastating 1913 flood. In Akron, parts of the Canal were dynamited, ending the Ohio & Erie Canal.

The Modern Era (1920s–today)

From the early part of the century until the late 1960s, the Canal was hardly even a memory to many. Some parts of the Canal were developed on and filled in, removing any sense of history and understanding of the import of the Canal. Massillon, Akron, Cleveland, Dover, and Zoar all lost significant pieces of the Canal. In other cities and towns, the Canal was forgotten and ignored, used by illegal dumpers and vandals.

The land around the Canal continued to change. The cities and towns that grew because of the Canal grew and evolved after the Canal era had ended, greeting successive waves of immigrants and newcomers. Neighborhoods grew and changed, expanded and contracted, and were further shaped by the interurban and the impact of an automobile-oriented culture.

Although the introduction of the automobile dramatically changed land use, the design and appearance of cities and towns, and the way people related to the land as they traveled at a much faster speed, it also opened up previously inaccessible places for recreational purposes. A network of parkways for “pleasure vehicles” was developed in Cuyahoga and Summit counties for this purpose. Protecting the regional landscape and natural environment from over-development also became an issue early in the 20th century. Metropolitan Park Districts were established in 1917 in Cleveland and in Summit County in 1921, and both park districts began to acquire land in the Cuyahoga Valley. Soon, community interests turned toward the protection of the Cuyahoga Valley as a recreation resource and open space protection became vital to enjoyment of the major cities.

Key Resources: The Modern Era

- Cleveland Metroparks and Metro Parks, Serving Summit County
- The CVNRA natural and environmental resources
- The Stark County Park District
- Cascade Valley
- Towpath Trail and Greenway
- The Muskingum Watershed Conservancy District
- Portions of the Canal that have been revived, such as Canal Fulton
- Bolivar Dam, Dover Dam
Rockefeller Park, with its magnificent bridges designed by landscape architect Charles Schweinfurt, was created when John D. Rockefeller donated the land in 1897 for a park. The establishment of this significant green space was the result of the City Beautiful Movement, based on Frederick Law Olmsted's ideology that the dreary industrial cityscapes of the late 19th century could be transformed into beautiful and functional environments. The resultant parks and green spaces sought to create an ideal community, providing an improved quality of life to residents.

The 1913 Lincoln Highway, the nation’s first transcontinental road, grew out of demands of a new transportation mode, the automobile and the efforts of the Good Roads Movement promoted by the League of American Wheelmen. This initiative led to a campaign of road improvements, new technologies, new guidelines and a change of national road policies, as well as the establishment of the Bureau of Public Roads. The Lincoln Highway shaped Ohio’s cultural landscape and passes through the cities of Canton and Massillon, within the boundaries of the National Heritage Corridor.

During the second half of the 20th century, several trends and events coincided to prompt the rediscovery and protection of the Canal. The Cuyahoga Valley National Recreation Area (CVNRA) was established in 1974 as a National Park Service unit, providing federal protection of the land and resources, including the Ohio & Erie Canal. The CVNRA contains several miles of watered Canal bed, the Towpath Trail, a lock, and feeder and aqueduct remnants. The new National Recreation Area became a focal point for bikers, hikers, and environmentalists, and soon attracted the interests of preservationists and historians. Soon, creation of a Canal Corridor became central to the CVNRA’s mission. Interest in cultural and heritage preservation grew in parallel to earlier efforts to preserve open space for the enjoyment of urbanites and the initiation of the environmental movement.

Several other initiatives in the second half of this century supported protection of the Ohio & Erie Canal heritage. In 1966, four watered miles of the Ohio & Erie Canal were designated as a National Historic Landmark. In the late 1960s and early 1970s the Ohio Historical Society began to more actively promote and expand its operations; more sites became protected and interpreted, one of which was the community of Zoar, located on the Canal. In 1970, the first full-size working Canal boat replica called St. Helena was built in Canal Fulton and began carrying hundreds of passengers annually. Canal lands were transferred from the state to the Stark County Commissioners in this period, recognizing the Canal’s importance to the region. In 1979, a comprehensive master plan was prepared for the Cascade Valley Park that identified the Cascade Locks in Akron as the key feature for the overall park. The site was designated as a significant historic district by the U.S. Department of the Interior in 1992 and was listed on the National Register of Historic Places. In the subsequent years, interest heightened, leading to National Heritage Area designation in 1996.

### 2.3 Key Resources

The Ohio & Erie Canal Corridor includes archeological, historic, ethnographic, and natural resources, forming a rich tapestry of cultural landscapes and settings throughout its 100-mile length.

#### Archeological Resources

The Corridor is replete with prehistoric and historic archeological resources. Five prehistoric cultures made this region their hunting ground and home. They include Paleo Indians, Archaic Indians, Adena and Hopewell, both mound builders, and Whittlesey.

The area around Bolivar served as the capital of the Delaware and Tuscarawas Indian Nations during the 1700s. Also located near Bolivar is Fort Laurens State Memorial and Museum, a NRHP archeological site which preserves the location of Ohio’s only Revolutionary War fort.

In the northern part of the Corridor, two National Register Districts—the Irishtown Bend Archeological District and the Terra Vista Archeological District—preserve larger groups of archeological resources. Six archeological sites are listed on the National Register of Historic Places, two in Cuyahoga County, three in Summit County, and one in Tuscarawas County.

The Ohio Archeological Inventory (OAI) has identified over a thousand prehistoric and historic archeological sites within the Ohio & Erie Canal Corridor. The number of sites, by county, includes:

- Cuyahoga County 371
- Summit County 268
- Stark County 367
- Tuscarawas County 512

Since there has never been a systematic Corridor-wide archeological survey, there is the possibility that many more sites exist.
Historic Resources

The Ohio & Erie Canal transformed the economy of the region and left a lasting imprint on communities and landscapes along its length. Industrial and transportation structures, commercial buildings, religious and cultural institutions, and many types and styles of housing still remain as reminders of the boom, bust, and boom cycles of the 1800s and early 1900s. In the cities of the region, these institutions and housing types reflected the diversity of the new population drawn to the area by major economic opportunities. Historic resources along the Corridor include over 50 National Register historic districts, typically located in urban or village settings, and over 350 individual structures on the National Register of Historic Places. These structures and districts, as well as other "background" buildings, are often part of larger settings and landscapes that are closely associated with the Canal and its economic and cultural legacy. Appendix C provides a list of key resources, including buildings, bridges, and other engineering structures that are listed on the National Register of Historic Structures. Key resources are found in each of the four primary counties, with sites in most communities.

The types of historic resources along the Corridor are described below in terms of the development periods similar to those presented in Section 2.2 (Pre-Canal era, Ohio & Erie Canal Golden era, Canal Legacy era, Modern era). Resources associated with each of these periods typically reflect cultural and technological influences as well as the predominant industrial and commercial activities of the time. Within each period, predominant architectural styles are identified that reflected the values, customs, and priorities of their owners and builders. In each period, the key themes of the Corridor—transportation, industry, and community—are reflected in the built environment and still convey the influence of the Canal and its legacy of prosperity on the region.

Pre-Canal and Canal Eras

Relatively few structures remain that pre-date the Canal. Log houses, block houses and half-timbered dwellings can still be seen in communities such as Zoar and East Sparta, as well as scattered structures at former cross-roads and farmsteads. Photographs from the Canal era show wood-frame buildings lining the Canal. Gable roofs predominated, and buildings were typically one to two stories high. Many mills were located along waterways to take advantage of hydropower, typically built at three or more stories to take maximum advantage of this power source. Mills often had windows with six-over-six or nine-over-nine lights, a simple fascia board, and horizontal siding. Wood-frame sheds were typically sided with vertical board and batten and some of the larger industrial buildings and warehouses were of brick construction.

Although typically lacking in decorative detail, these buildings often exhibited the squat massing and shallow pitch roof gables associated with Greek Revival or the end-step gables associated with the Federal Style.

As local subsistence farming gave way to production farming for distant markets, and as early industry was drawn to the Corridor, the resultant wealth and capital encouraged an upwardly mobile population to experiment with more cosmopolitan, outward-looking styles and designs. In the early years of the Canal era, the architecture of the region combined a mix of styles; some highly characteristic of the region and others reflective of national trends.

Federal and Greek Revival architecture, proliferated by pattern books like those of Asher Benjamin and Minard Lafever, were popular in the east and were brought by emigrants from New England and mid-Atlantic states. Although typically lacking in decorative detail, these buildings often exhibited the squat massing and shallow pitch roof gables associated with Greek Revival or the end-step gables associated with the Federal Style.

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Chapter 2: The Canal and its Region

Throughout the Corridor, many modest residential and commercial structures took root throughout the Corridor, adopting roof and window treatments from these classic styles.

In contrast to these formal architectural transplants, vernacular buildings—those not designed by architects—dominated the Canal era. Despite socioeconomic differences among those who lived in high-style houses and those who didn’t, high-style architecture influenced folk and vernacular architecture. Significant building types from the Canal era include Canal-related industries, mills, warehouses, Canal worker housing, and the significant residential building stock of the region’s early growth years.

The residential architecture of the Canal era reflected building traditions that were brought from the east by families moving to this part of Ohio. Many of the prevalent early house types had their roots in the building styles of the regions from which these emigrants came.

In the northern part of the Corridor, early settlers came from the states of the northeast. Some of the house types that evolved from these regions included: the Hall and Parlor, typically built with an off-center door; the three-bay Side-Hallway Gable Front, a New England house type; and the Center Door Gable Front, predominant in New York. The New England One-and-a-Half, characterized by a side gable and a three-to-five-bay eave façade, was commonly used as a farmhouse during this period. These forms, but in particular the Upright and Wing, became strong expressions of the vernacular style in the Western Reserve, especially during the Greek Revival period. The three-bay New England bank barn is also prevalent, as is the New York dairy region farm layout of a road separating the farmhouse and the barn.

In the southern part of the Corridor, many settlers came from the states of the mid-Atlantic region. In the Pennsylvanian German-settled area in the southern Corridor, L-house styles are prevalent, reflecting a popular house form with origins in Virginia. This two-story, one-room-deep house has a central hall flanked symmetrically by one bay or two bay rooms. Barns in the southern portion of the Corridor reflect the Germanic fore-bay construction that has its roots in the mountainous regions of Germany, Austria, and Switzerland.

At the end of the Canal era, picturesque styles started to appear, reflecting increased prosperity, a new worldliness, and the potential of emerging building technologies like balloon-frame construction. The Gothic Revival Style, associated also with the Carpenter Gothic, started to be seen in the Ohio & Erie Canal region with some early examples of the Italianate Style. Churches, public, and commercial buildings in larger cities in the Corridor include examples of other, ornate styles, such as the Romanesque Revival used for the Old Stone Church on Public Square in Cleveland, built in 1855.

Surviving Canal-era resources include: farm structures (late Federal, Greek Revival, Gothic Revival, and Early Italianate Styles); mills; other industrial structures, such as structures for the manufacture of agricultural equipment; Canal worker housing (similar styles to the farm structures), the Canal and its locks, and Canal mercantile and other commercial structures. Mercantile and commercial structures include shops and stores built to serve the developing market economy that was instigated by the Canal, and were of many different styles, depending in part on function. Manager housing has also survived, and examples are seen in the Simon Perkins Mansion and the Richard Howe House in Akron.

The Canal Legacy Era

The railroad era and post-Civil War period was marked by continued growth as access to distant markets was made possible by railroad expansion, new communications such as the telegraph, and other technology enabling the beginnings of a mass-market culture. The growth of industry greatly expanded the economy and created new wealth—wealth that created a management and merchant class able to ostentatiously display its success through investment in large houses and gracious new neighborhoods with rich and diverse architectural styles. Pattern books produced by Bicknell, Palliser, Comstock, and Downing, among others, and national media popularized new building styles, including Italianate, Second Empire, Stick Style, Shingle Style, Eastlake, and Queen Anne. New mansions, built by prosperous
industrialists, formed exclusive neighborhoods like Akron’s Fir Hill. Even more modest dwellings often had the ornamental embellishment that is strongly associated with the architecture of the gilded age.

Some styles and materials were more localized, such as the small houses of glazed brick built around the turn of the century, capitalizing on the brick and tile industry in the southern portions of the Corridor, including Stark and Tuscarawas counties. "Iron spot" vitrified bricks sometimes were marked with colored spots from the iron in the local clay used in the brick-making. Stark County was a center for clay and brick products, taking advantage of rich deposits along the route of the Sandy & Beaver Canal, toward Magnolia and beyond.

The Valley Railway Historic District, from Rockside Road to Howard Street in Akron, is designated as a National Register Historic District and is an important linear resource. This rail Corridor formed an important link between the coal fields of east central Ohio and the steel industry of Cleveland and retains high integrity along its length, retaining a rural feeling throughout the National Recreation Area and a close association with adjacent settings in Jaite, Boston, Peninsula, and Everett. The Combination Station building type, such as the example found in Peninsula, consisted of a structure of three segments, combining under one roof the functions of stationmaster office, freight storage, and passenger waiting area. Other resource types associated with railroad landscapes in the Corridor include bridges, signal towers, and miscellaneous appurtenant structures.

Post-Canal era resources, reflecting the region’s expansion along the former Canal Corridor, number in the thousands. These resources include: mills, machinery manufacturing, steel, paint, brick, rubber, and automobile related industry housing, streetcar suburbs, worker housing, and ethnic neighborhoods, public structures, schools, government and religious institutions.

At the turn of the century, a growing region saw robust expansion of its housing and neighborhoods, creating new tracts of worker housing as well as enclaves of the new entrepreneurs and the emerging management classes. Housing needed for the great influx of workers came in the form of catalogue houses, put up as company towns by real estate speculators and company owners. Planned communities, such as Goodyear Heights, not only resulted from the need for worker housing and the mass production of housing stock, but also out of concern for social reform and the practice of welfare capitalism.

A characteristic element of the catalogue houses of this period was their use of forms that provided the most living area for the least lot size. The "Homestead House," a gable-fronted two-story rectangular house, typified this concept, along with the American Four Square and the Bungalow house—two other predominant catalogue house types. Many of these houses had architectural stylistic elements representing the predominant styles, such as Palladian windows from the Colonial Revival period on dormers of American Four Squares.

Ethnic immigrants from Eastern and Southern Europe settled in Ohio’s industrial cities, establishing new, relatively densely-settled ethnic neighborhoods. Cleveland’s Tremont Historic District is a good example of this settlement pattern, with rows of cottage-scale houses and large churches with onion-dome towers, representing building forms associated with the Old World rather than the new one of efficiency and mass production. The Broadway Avenue Historic District was the commercial center of a Czech community in the late 19th and 20th century and featured buildings of diverse architectural styles; many named after their Czech owners. Nearby Slavic Village is another neighborhood with strong associations to ethnic heritage.

In contrast to the ethnic workers’ neighborhoods, the wealthy built in eclectic revival styles. West Akron has many residential buildings in Tudor Revival style, including the Seiberling Mansion (Stan Hywet Hall). Other examples of Tudor Revival are found in communities across the region. The middle class joined in this movement with the so-called Stockbroker Tudor, and catalogs for Sears, Roebuck and Aladdin featured this style. The adoption of the Tudor style was attributed, in part, to the Romantic Revival of American Architecture in the early 20th century and this style, along with the Colonial Revival style, was marketed to appeal to a
perceived need to define a dominant American or Anglo culture during a period of massive immigration and rapid industrialization of the urban environment. The Georgian Revival and Dutch Colonial Revival are two other popular styles used by all social scales. Fine examples of many other architectural styles of the early part of the 20th century are scattered throughout the Corridor, including Craftsman, Prairie, and other styles that developed as a response to the culture of mass production of the period.

The factories of the industrial revolution had their own type. Four- to five-story brick structures next to railroad tracks, containing rows of large windows and monitor or saw-tooth roof features took up large blocks in the Corridor's growing cities. Many of these factories had large Clock Towers, emblematic of the effective assembly line production that required companies to schedule the lives of the new workers coming up from Appalachia or the Eastern and Southern European countries.

### Table 1: Summary of Historic Resource Inventories

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<th>Identified Resources</th>
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**Resource Data**

Although there are several sources of historic resource data available, these data have significant shortcomings and omissions. An important work item as part of the Corridor Management Plan’s implementation should be a more comprehensive inventory and data assessment, to insure that key resources are located with comparable reliability from county to county and to assist in further preservation, development and use efforts as the Ohio & Erie Canal Corridor Management Plan is implemented. Figure 7 shows the National Register Historic Districts in the Corridor.
National Register Historic Districts

Figure 7

Legend
1. Cleveland Warehouse District
2. Cleveland Public Square
3. Union Terminal Group
4. Cleveland Mall
5. East Fourth Street
6. Playhouse Square Group
7. Lower Prospect / Huron
8. Prospect Avenue Row House
9. Upper Prospect Avenue
10. Market Square Historic District
11. East 8th Street
12. Newton Avenue
13. Flora Stone Mather College
14. Hessler Road / Hessler Court
15. Magnolia - Wade Park
16. Wade Park
17. Rockefeller Park Bridges
18. Franklin Boulevard/ West Clinton Avenue
19. Franklin Boulevard
20. Tremont Historic District
21. Ohio City Preservation
22. Archwood Avenue
23. Brooklyn Centre
24. Lorraine Avenue Commercial Historic District
25. Broadway Avenue
26. Warszawa Neighborhood
27. Miles Park
28. Edmund Glasson Farm
29. Ohio & Erie Canal
30. Valley Railway
31. Jate Mill
32. Bosson Mills
33. Peninsula Village
34. Michael Duffy Farm
35. Edward Cranz Farm
36. William and Eugene Cranz Farm
37. Western Reserve Academy
38. Hudson
39. Virginia Kendall State Park
40. Camp Manasoc Concord Lodge and Adirondacks
41. Camp Manasoc Foresters Lodge and Kit Carson-Dan Boone Cabins
42. Everett
43. Tallmadge Town Square
44. Brown Bender Farm
45. Cascade Locks
46. Diamond Match
47. Anna-Dean Farm
48. Tuscarawas Avenue - Alexander Sq. Commercial
49. Canal Fulton
50. Fourth Street
51. Zorar District

Archeological District Sites
- Irishtown Bend
- Terra Vista
Ethnic and Occupational Resources

Pre-Canal Era

Much of the evidence of pre-historic Native American settlements in the Ohio & Erie Canal Corridor has been destroyed by industrial development or lost to erosion, or buried under valley sediments. However, several Native American Indian Mounds and fortifications have been found along the banks of the Cuyahoga River. These sites reflect an evolution from an economy that balanced hunting, fishing, and gathering with limited gardening to one more reliant on agriculture. There is evidence that beginning A.D. 1500, there was year-round occupation in large fortified villages growing maize, beans, and squash, with village sites located at about eight-mile intervals on the steep bluffs along the Cuyahoga. These sites were abandoned about 1640 and don’t appear to have been occupied on any permanent basis until the mid-1740s, when groups of Ottawa moved east into the fur trading area of northern Ohio.

Starting in the 1750s, encroachment by white settlement forced Native Americans to migrate to areas west of the Cuyahoga River. The lands east of the river were open to white settlement, and settlers from Connecticut gradually began to filter in to the region.

South of Akron, and cutting a wide swath through the middle of Ohio, settlers were largely wheat and livestock farmers rooted in the Pennsylvania-German culture of southeastern Pennsylvania. The first settlers in Tuscarawas Valley were pioneers of German ancestry and Pennsylvania birth or residence. At Dover, laid out in 1807, German would be spoken in trade, at home, and in church services through the 19th century.

The primary occupation of early Ohioans was farming, difficult in the rough wilderness. The earliest (pre-Canal) industries processed farm products for local consumption. In 1799, the first gristmill in the Western Reserve was built at the falls of Mill Creek at Newburgh, and sawmills and gristmills were built throughout the Corridor. The use of water power was growing and led to construction of more gristmills. Distilleries, too, were plentiful on the frontier.

Canal Era

The Corridor study area remained thinly settled for 25 years. Construction of the Ohio & Erie Canal brought prosperity and people to the region by opening Ohio to trade with eastern markets. By 1825, 2,000 men, including many Irish immigrants who had recently completed New York’s Erie Canal, were at work building the Canal in the Cuyahoga Valley.

With the completion of the Canal in 1832, Cleveland was in a strategic position as a trading crossroads between the interior and the East. By 1836, both Cleveland and Ohio City had become thriving mercantile towns. In the years 1837-38, most of the cities’ residents were merchants, self-employed artisans, or skilled workers in small shops and industries. Much business centered on shipping and exchange—in 1836, almost 2,000 brigs, schooners, sloops, and steamboats called at Cleveland Harbor—providing significant employment opportunities. Female heads of households operated boarding houses or worked as dressmakers or schoolteachers.
The first industries in the Corridor took root shortly after the Canal fully opened. In Cleveland, iron foundries and steam engine plants, soap and candle factories, breweries, rope walks, potteries, carriage factories, and more were identified in the Directory of Cleveland. In Ohio City, the Cuyahoga Steam Furnace would build the first locomotive west of the Alleghenies in 1842, and by 1849 it would become the largest manufacturer of steam engines in Ohio.

Akron led the industrial growth with flour mills, blast furnaces, and woolen factories. By 1840, Cleveland had become the principal market for grain on the Great Lakes and Ohio the nation's leading wheat-producing state. Massillon earned the name "Wheat City" even before the Canal reached Portsmouth to the south in 1832, storing and shipping massive amounts of wheat. Canal Fulton, Massillon, Navarre, Bolivar, and Dover all became busy buying and shipping points for produce, especially wheat. Clinton became a center for wheat warehousing and coal mining, providing services of all kinds to travelers, farmers, and boatmen. Coal headed to Akron and Cleveland was shipped through Cleveland. Independence Township had a ledge of high-quality sandstone, and by the 1840s quarrying had become the principal industry. By 1870, seven quarries were operating there, producing grindstones, block stone, perch stone, and flagging, most of which was shipped by Canal to Cleveland.

In addition to fostering the development of small industries, in some cases the Canal provided the waterpower. In 1826, the Ohio Board of Canal Commissioners was authorized to buy land next to the state's Canals wherever surplus water might be profitably used for "hydraulic purposes." Numerous mills were established along the Canal to take advantage of its waterpower. An example, still standing at Lock 37, is Alexander's Mill (Wilson's Mill) in Valley View, built in 1855.

During the Canal era, Ohio's immigrants came predominantly from northern European countries, especially Germany and Ireland. Germans would remain Ohio's largest immigrant group into the early 20th century. Poor economic conditions led many Germans to emigrate and settle throughout the Corridor. Sizable concentrations were found in Cleveland, Ohio City, and Akron, and in Stark and Tuscarawas counties, where many had strong ties to the Pennsylvania Germans settlers. Besides farming, many were skilled craftsmen who worked as jewelers, tailors, cabinetmakers, musical instrument makers, mechanics, and brewers.

There were about 500 Irish in Cleveland by 1826, many of them helping to build the Canal. Substantial numbers of Irish fled the potato famine in the 1840s to settle in Ohio. In Cleveland, they clustered around the Cuyahoga River, creating the Angle and Irishtown Bend neighborhoods. Despite their agrarian tradition, in northern Ohio the Irish worked as laborers and, later, at unskilled jobs in developing heavy industries.

African-Americans in Cleveland go back almost to the city's beginnings— the first African-Americans settled in Cleveland in 1809. There were a small number of African-American householders who worked as hairdressers, laborers, masons, boatmen, and cooks. By 1860, 799 of the city's 43,000 residents were African-American. Seventy-three free African-Americans lived in Akron by 1850, most of whom worked as laborers or in trades such as barbers and carpenters.

**Canal Legacy Era**

The shift from water-based transportation to railroads changed the small-scale mercantile character of the Corridor's towns and cities, bringing industry, immigration, and urbanization to some, while leaving others to lead the sleepy life of backwaters. With Cleveland now served by rail and water, the city could attract industries dependent on raw materials and ready access to the nation's markets. By the mid-1860s, there were 30 oil refineries in Cleveland, and the city's factories were producing machinery, castings, bar iron, nails and spikes, structural iron, railroad equipment, and stoves. The opening of the Sault Ste. Marie Canal in 1855 made it possible to ship Lake Superior iron ore to lower lake ports, laying the foundation for Cleveland's iron and steel industry.

**Cleveland**

Cleveland grew to become a national industrial center, home to huge shipping, materials handling, and shipbuilding industries. By 1880, almost 6,000 laborers were working in the city's 38 iron and steel plants. The manufacture of sewing machines, paint and varnish, woolen goods, and ready-to-wear suits were other notable components of the city's industrial base, which would continue its robust expansion until the Great Depression. The principal industry was iron and steel, closely followed by foundries and machine shops.
Automobiles and automobile parts placed third. Slaughtering and meatpacking, clothing, printing/publishing, and paint were other leading industries.

Immigrants flocked to Cleveland following the Civil War to work in the city's expanding industries. Whereas most earlier immigrants came from the German states, Ireland, and Great Britain, those who arrived after 1870 also included large numbers of southern and Eastern Europeans: Poles, Russian Jews, Hungarians, Czechs, Slovaks, Slovenes, Croats, Serbs, Italians, Greeks, and others. Most came as workers, not settlers, part of a massive migration of labor. As many as a third came as temporary workers who took their earnings and went home. Most of the new arrivals were semiskilled and unskilled laborers who filled the city's labor needs.

By 1880, Cleveland's 12,500 German-born workers held a variety of jobs: professional and personal services, trade and transportation, and manufacturing, mechanical, and mining industries. The largest number worked at skilled trades and many also worked as domestic servants, traders and dealers, iron- and steelworkers, and machinists.

Cleveland's 6,500 Irish-born workers were largely employed as laborers, iron- and steelworkers, and domestic servants. The third-largest nationality group, the 4,900 workers born in Great Britain, worked as iron- and steelworkers, laborers, in the skilled trades, and as domestics.

Countwide, the ethnic population was large. Thirty-five percent, or 68,753, of Cuyahoga County's 196,653 residents were foreign-born. Of these, the largest numbers were born in Germany, Ireland, England, and Wales. The city also had a sizable Czech presence. Of the county's 128,190 native-born, the largest number (after those born in Ohio) came from New York State.

The other three Corridor counties are quite different. Far fewer residents were foreign-born, with 16 percent (Summit), 13 percent (Stark) and 11 percent (Tuscarawas) from other countries. Of the native-born, the largest number (after those born in Ohio) came from Pennsylvania. Immigrants in these counties were primarily from Germany, England, Ireland, Wales, and Switzerland.

By 1880, Cleveland was a big, busy industrial city. Most of the large number of foreign-born residents had settled in distinct sections of the city. On the near East Side were large numbers of Germans and Russian Jews. North of Euclid Avenue and east of the downtown business district, there were large numbers of Yugoslavs—Serbs, Slovenes, and Croats. The first Italians in Cleveland settled in the lower Central-Woodland district (Big Italy). Later, Cleveland's Italians settled several other distinct colonies, including an area south of Euclid Avenue and Mayfield Road (Little Italy) and, on the West Side, along Fulton Road south of Clark.

Czechs who settled on farms along the south side of Kingsbury Run were the first of the Slavic nationalities to immigrate to America. Many worked in the Newburgh mills of the Cleveland Rolling Mill Company or in Standard Oil refineries. By 1890, there were 10,000 Czechs in the city, and Cleveland would become one of the largest Czech cities in the world after Prague, Vienna, and Chicago. Unlike most immigrant groups, the Czechs worked largely at skilled trades—as masons, carpenters, tailors, shoemakers, coopers, bakers, and brewers.

Slovaks began arriving in Cleveland in the 1870s, initially settling south of Public Square in the Haymarket district, then relocating along Buckeye Road (near Woodhill), on the near West Side, and in Lakewood's Bird's Nest neighborhood. All of these areas were near manufacturing plants. Slovak men furnished the fundamental labor for many of the city's heavy industries, while many of the young women worked in the city's cigar and candy factories. By 1918, there were an estimated 35,000 Slovaks in Cleveland.

The largest influx of Poles occurred between 1900 and 1914. By 1920, there were 35,000 Poles in Cleveland. Many settled along Fleet Avenue, near the industrial valley in an area that came to be called Warszawa (Little Warsaw), and worked in nearby steel mills and rendering plants.

Cleveland's African-American population grew slowly but steadily and was generally dispersed throughout the East Side. The "Great Migration" began after large-scale European immigration ended and southern African-Americans were actively recruited to meet the needs of wartime industries. Between 1910 and 1920, the city's African-American population tripled to 34,500, the majority of whom lived in a segregated neighborhood in the Central Avenue district.

Akron, The Rubber City

The Atlantic & Great Western Railroad reached Akron in 1852, laying the foundation for important new industries, including agricultural implements, saw pipe, stoneware, matches, oatmeal, and, later, rubber. Ferdinand Schumacher popularized oatmeal as a breakfast food then, in 1865, started the first of several large cereal mills powered by Eliakim Crosby's Cascade millrace. Rubber made a quiet debut in 1870, when Dr. B. F. Goodrich arrived from New York to start a new factory for rubber hoses. The arrival of bicycles and the horseless carriage in the 1890s marked the beginning of a vast new market for rubber.

At the turn of the century, only one-sixth of Akron's 43,000 residents were foreign-born, in contrast to Cleveland, Ohio's most ethnic city, where it was one in three. But Akron never attracted the waves of foreign immigrants that Cleveland did. Foreign immigration had been curtailed by the time the city's tire and rubber industry boomed on the eve of the First World War. Instead, new workers came largely from West Virginia and Kentucky, and from the Cotton Belt in the South, finding work in tire plants and other. By 1920, Akron's rubber plants employed 85 percent of the city's industrial workers.

Between 1910 and 1920, Akron's population jumped from 69,000 to 208,000. The newcomers occupied houses hastily thrown up wherever space allowed; some slept in relays in the city's numerous jury-rigged boarding houses. Although most of the new arrivals were white, significant numbers of African-Americans began to arrive in 1918, when the rubber companies began hiring African-Americans. By 1920, there were 5,580 African-Americans in small pockets throughout the city. About 18 percent of Akron's population was foreign-born.
Barberton
Barberton’s Diamond Match Company, which once covered two city blocks, could produce up to 250 million matches a day. Barber’s offer of land attracted other manufacturing companies, whose need for cheap labor in turn attracted Eastern European immigrants to the city. Ethnic parishes flourished in Barberton, examples of which included Slovak, Polish, Slovenian, and Ruthenian churches, and the Allen Chapel African Methodist Episcopal Church. About 24 percent of Barberton’s 1920 population of 18,811 was foreign-born whites.

Canton
Canton, the seat of Stark County, grew dramatically after 1880. On the line of the Pittsburgh, Fort Wayne & Chicago Railroad, Canton grew to become a center of iron and steel fabricators. The invention of a greatly improved metal plow by Joshua Gibbs helped propel Canton in this direction and increased the city’s fame as the reaper and mower capital of the United States through the 1890s.

In 1888, the city enticed several watch manufacturers to relocate to Canton. One company, the Dueber-Hampden Company, built a huge three-story factory complex that employed over 2,300, many of them German and Swiss artisans. Dueber-Hampden contributed substantially to the doubling of Canton’s population to 26,189 between 1880 and 1890.

In 1898, Henry H. Timken of St. Louis selected Canton for the manufacture of his patented tapered roller bearing. The Timken plant became Canton’s biggest employer and the world’s largest manufacturer of roller bearings. In 1904, the United Steel Company began operations in Canton, initially intending to furnish sheet bars to two local steel-fabricating companies. But in response to increasing demand for stronger and lighter steel for automobiles, the company began to manufacture alloy steel, producing, at Henry Ford’s request, the first U.S.-made vanadium steel in 1906. In 1926, United Alloy Steel merged with Canton’s Central Steel Company to form Central Alloy Steel Corporation. Canton’s population grew from 30,667 to 87,091 between 1900 and 1920, and many of its workers were employed in the iron and steel, steel works, and rolling mills industries.

In 1920, Canton’s 14,680 foreign-born residents were primarily Italians, Greeks, Germans, and Slovaks. In 1920, most of Canton’s 1,283 African-Americans lived in Wards 4 and 5, bordering the business district on the southeast.

Massillon
When Massillon’s supremacy as a grain market declined with the Canal, the city turned to industry. The Massillon Iron Company had produced pig iron and stoves as early as 1833. With the discovery of coal nearby in 1855 and the coming of the railroads, Massillon became an important distribution point for coal and, later, a steel center and the site of small factories making a variety of metal products. By the 1860s, the city was making agricultural implements and metal-truss bridges; by the 1880s, it had flour milling and glassworks industries.

In the 20th century, steel-making rose to dominance. The Central Steel Company was organized in 1914 to supply steel to the Massillon Rolling Mill Company. Following its merger with United Alloy Steel of Canton in 1926, Central Alloy supplied Enduro stainless to Henry Ford, General Motors, and for the construction of New York’s Chrysler, Radio City, and Empire State buildings.

Despite the presence of heavy industry, Massillon never attracted large numbers of foreign immigrants. In 1920, the city’s 1,845 foreign-born accounted for just 9 percent of the city’s total population of 17,428. Of these, the largest group was German-born (464), followed by small and almost equal numbers of those born in Austria (193), Greece (191), and England (182).

Beyond the Corridor’s urbanizing industrial centers, many of the old Canal towns, declined following the end of Canal transportation. Boston, Peninsula, Clinton, Canal Fulton, Navarre, Bolivar, and Zoar retained much of their character as small, local mercantile towns. Canal Fulton was briefly reinvigorated following the discovery of coal nearby to the west. The boom, which lasted from about 1865 and 1905, attracted Scotch, Irish, English, and German immigrants, many of whom remained when the mines closed.
Chapter 2: The Canal and its Region

The Modern Era

Large-scale European immigration ended with World War I and restrictive legislation that followed. During World War II, thousands of southern African-Americans came north to work in expanding wartime industries. Following the war, Cleveland received large numbers of displaced persons from Europe, especially Ukrainians and Hungarians, and large numbers of Puerto Ricans and Appalachians. African-American migration continued, and by 1960 Cleveland’s African-American population was over 251,000. Repeal of the National Origins (Quota) Act in 1965 opened the way for the arrival of new Asian immigrants.

Meanwhile, the face of the Corridor’s towns and cities changed dramatically after World War II as the children and grandchildren of the immigrants who had fueled the industrial revolution left the cities for new homes in the suburbs. New highway construction and the ready availability of low-interest Federal Housing Administration loans facilitated migration to the suburbs. Retail stores followed, fundamentally changing long-established patterns of life.

The Corridor’s large urban industrial centers had revived and remained prosperous through the postwar industrial expansion that lasted until the late 1950s. They then began, along with other cities in the nation’s industrial crescent, a long and wrenching decline. Foreign competition hurt the heavy industries and steel, automotive products, and machinery dwindled. Companies moved plants from obsolete multistory buildings to new, more efficient one-story plants in the suburbs or, just as often, out of the region altogether. Thousands of workers were left jobless by cutbacks and restructuring.

Between 1950 and 1980, Akron lost 28,000 rubber industry jobs, and by 1978 none of the Big Four tire companies made passenger car tires in Akron. Barberton lost more than 3,000 manufacturing jobs in the 1950s as companies, including Diamond Match, closed their doors or moved away. The story in Canton and Massillon was the same, with heavy losses in the steel and durable goods sectors. Cleveland was hit the hardest. Between 1970 and 1985, the Cleveland metropolitan area lost 86,000 manufacturing jobs. In many instances, lost manufacturing jobs were replaced by new service-industry jobs that paid much less than the blue-collar jobs that had long been the region’s mainstay. By 1990, most of the region’s work force were in managerial and professional capacities, technical, sales, administrative support, and service occupations.

Population fell in the major cities with the loss of manufacturing jobs. In Cleveland, population fell from a peak of 914,808 in 1950 to 505,616 in 1990. Some 47 percent of the population was African-American. From a peak of 290,351 in 1960, Akron lost 57,332 by 1990, with 25 percent African-American. From a peak of 116,912 in 1950, Canton’s population declined to 84,161 in 1990, of whom 15,325, or 18 percent, were African-American.

Natural and Recreational Resources

Overview of Park and Open Space Uses

The Ohio & Erie Canal National Heritage Corridor is a big area with many contrasts—the gritty industrial areas in the north, the Cuyahoga Valley National Recreation Area, and the rural areas in the south.

Expansive natural areas and recreation resources provide welcome relief to the industrialized or developed areas in the northern part of the Corridor. In Cuyahoga County and Summit County, about 14 percent of the acreage is devoted to recreation, while in the southern two study-area counties—Stark and Tuscarawas—only about 2 percent to 3 percent is devoted to recreation. The Cuyahoga Valley National Recreation Area represents the single biggest and most dramatic open space in the Corridor. Entering the CVNRA, one experiences a significant change in landscape and context, shifting from an urban setting to a natural and historic setting quickly.

Cleveland’s “Emerald Necklace,” a 19,000-acre green belt under the jurisdiction of Cleveland Metroparks, is another large open-space feature in the northern part of the Corridor. In addition to the Emerald Necklace, Cleveland also developed an inner ring of parks that stretched from Lake Erie on the west (Edgewater Park), along the West Boulevard “parkway,” to Brookside Park, east to Washington Park, Garfield Park, and up to the eastern lakefront at Gordon Park with its East Boulevard parkway heading toward Shaker Lakes. Brookside Park and Washington Park would later be broken up by highway construction. Metro Parks, Serving Summit County maintains large parks and recreation areas. Figure 8 shows the Park and Recreation Resources in the Corridor.

The new Cleveland Metroparks Ohio & Erie Canal Reservation has already attracted recreational visitors from urban neighborhoods, many of whom were not aware of the Canal Corridor before its completion.
In the central and southern part of the Corridor, where the landscape is more rural, the Stark County Park District and the Muskingum Watershed Conservancy District are the primary providers of parks, trails, campgrounds, and other recreational resources. The Ohio Department of Natural Resources manages parks in Cleveland, Akron, and scattered smaller facilities in Stark County.

In addition to these major open space and recreation resources, the Corridor is dotted with thousands of smaller open spaces, from neighborhood parks to golf courses and bicycle paths. Akron alone operates over 2,100 acres of parks and recreation facilities.

The Corridor has very different land use characteristics. The northern part of the Corridor—Cuyahoga and Summit counties—are predominantly urban, with over 62 percent of the land in Cuyahoga County considered urban and 45 percent of the Summit County land considered urban. The southern two counties are dramatically different; over half of Stark County land is used for agriculture and almost 90 percent of Tuscarawas County is either forest or agricultural. While the population in the Corridor has held steady since 1994, population shifts from the denser, urban core areas in Cuyahoga County to outlying areas have resulted in a loss of agricultural land in Summit and Tuscarawas counties. Similar trends to a lesser degree have occurred in Stark County.

**Water Resources**

Water resources in the Corridor are significant features of the Canal Corridor, and water quality is key to the quality of visitor experience. It is clear that water quality is impacted by events both inside and beyond the boundaries of the heritage Corridor.

The Ohio & Erie Canal National Heritage Corridor is contained in both the Lake Erie (Great Lakes) and the Ohio River (Mississippi) watersheds. The high point in the Corridor is the Portage Lakes on the south side of Akron. The principal water bodies are the Cuyahoga and Tuscarawas rivers, tributaries, and the Portage Lakes. Created by glaciers, the Portage Lakes are "kettle ponds" that were dammed to increase storage capacity to provide water for the Canal.

The Cuyahoga River drains 813 square miles of Geauga, Portage, Summit and Cuyahoga counties. A 25-mile stretch of the upper Cuyahoga is designated a scenic river by the Ohio Department of Natural Resources. Thirty-seven tributaries, over 286 miles in length, feed the river.

The Cuyahoga River ranges from an almost pristine river in the Cuyahoga Valley National Recreation Area to an industrial waterway contained by sheet piles in Cleveland. Water quality can be highly variable due in part to combined sewer overflows that do not separate storm water from wastewater. For several days after storms, bacteria levels become elevated. Over the past 20 years, significant progress has been made in reducing the impact of point source pollution. However, fish have been found with PCB levels that exceed standards, and bottom sediments are still heavily polluted.

The Tuscarawas River also has highly variable environmental quality. Water quality in the Corridor, in all cases, is fair at best and often poor. The Tuscarawas has suffered from siltation from mineral extraction and agricultural practices. While point source pollution sources have been reduced, there are still chemicals and untreated sewage that are entering the systems.

The Ohio & Erie Canal is also part of the hydrologic system. Significant parts of the Canal remain watered, and the quality of the riparian environment in many of these areas is attractive and vibrant. This is especially true in the Cuyahoga Valley National Recreation Area (CVNRA) and Cleveland Metroparks' new Canal reservation. There is the potential for sport fishing in the Canal in the CVNRA if flows from the Cuyahoga River were reduced or eliminated and other improvements were made.

The Muskingum River Flood Control System of the Muskingum Watershed Conservancy District impacts the southern portion of the Corridor. A system of dams (both wet and dry) and levees control floodwaters. Atwood Lake, Beach City, Bolivar Dam, and Dover Dam (the latter two are dry) are within or close to the Corridor.

Dover Dam's impact area extends along the Tuscarawas River from almost Bolivar to Zoarville and along Connooton Creek to Atwood Lake, and includes a drainage area of almost 1,400 square miles. Portions of the Tuscarawas River have been channelized as part of this program. Bolivar Dam impacts Sandy Creek from Bolivar east almost to Malvern along the Sandy & Beaver Canal Corridor. Its drainage area is 500 square miles since development is limited in these flood-impact areas; they are high-quality greenways.
Plants and Wildlife

The Canal Corridor is rich in wildlife and diverse plant species. The CVNRA has the best documentation of wildlife and plant species in the Corridor. As development and sprawl continue in the Corridor, the threats of habitat degradation, loss, and fragmentation, and invasive species are significant to the natural diversity and balance.

Within the CVNRA, there are close to 200 bird records. Many of these birds are migratory, indicating that the riparian Corridors are migration routes. There are 32 species of mammals, with deer being the most common. Beaver, squirrel, rabbit, fox, possum, woodchuck, and muskrat are common. Coyote have reappeared in recent years, and sightings are becoming more frequent. Beaver, though now common, have only reappeared in the last 20 years. Amphibians number 22 and are of special concern due to the apparent loss of these populations globally. Thirty-eight species of fish are listed, and fishing could become an important activity if water quality can be improved.

The National Park Service data include 848 plant records, and although all are not readily identifiable, the rich diversity is apparent when one walks from the lowlands to the uplands, or across the valley. The flood plain canopy typically consists of cottonwood, willow, and sycamore. Bottomland is crossed next with buckeye, elm, and silver maple forests. Valley walls harbor black walnut, hemlock, and red maple, while the uplands contain oak, hickory, and many old agricultural areas in various stage of plant succession. Plants and wildlife listed as threatened and endangered on the state and federal lists have been observed in the CVNRA.

Creation of the national heritage Corridor creates opportunities to address habitat and other issues on a larger scale. A 100-mile long, unbroken Corridor with east-west links to additional open space networks could do much to counter the effects of an otherwise fragmented landscape.

Cycling in the Cuyahoga Valley National Recreation Area has become a popular recreational activity for regional residents.
Recreation

There is a strong commitment to recreation in the Corridor study area. Figure 8 shows the major recreation and park lands throughout the Corridor, including not only parks managed by all levels of government but also major privately owned recreation open space. Passive and active recreation is supported by federal, state, county, and local agencies throughout the Corridor. A major emphasis is on creating linkages and systems of parks and trails that connect to each other and to activity centers.

In Cuyahoga County, the Cleveland Metroparks’ Emerald Necklace has 14 reservations with over 82 miles of nature trails, cross-country ski trails, and fitness trails. Other activities in the reservations include swimming, ice skating, boating, golfing, and wildlife management.

The CVNRA combines natural, cultural, historic, and recreation resources along a series of paths and trails that attract recreation enthusiasts. Four main visitor centers are located on or near the Towpath Trail or other nearby trails. The national recreation area connects to local and regional parks and open spaces with connections such as the Buckeye Trail and the regional Bike and Hike Trail. The Cuyahoga Valley Scenic Railway provides opportunities for multi-modal trips through the CVNRA, with its Bike and Hike train shuttles. Winter sports are popular activities and include skiing, snowboarding, sledding, snow shoe, and winter hiking.

Summit County’s 6,700-acre regional park system, managed by Metro Parks, Serving Summit County, combines a nature study area, arboretum, and several large conservation areas with 11 developed parks and 25 miles of bike/hike trail. Its Trail and Greenway Plan identifies many new opportunities for linking trails and enhanced trail systems.

The Stark County Park District has developed over 3,600 acres of parkland at six sites as well as 25 miles of Towpath Trail along the Ohio & Erie Canal. The Park District’s Greenway and Trail Plan (1999) outlines an ambitious plan for creating a network of bike paths, walking trails, sidewalks, and equestrian trails, many of which would connect the county’s parks and recreation areas.

The Tuscarawas County Canal Lands Development Committee has prepared a plan for the Towpath Trail between Bolivar and Zoon.

The Muskingum Watershed Conservancy District (M WCD), created in 1933 for flood control purpose, is dedicated to conservation and recreation combined with flood control efforts. Encompassing 18 counties, M WCD is the biggest conservancy district in Ohio. The counties include four study-area counties-Summit, Stark, Wayne, and Tuscarawas. Recreation facilities include hiking trails, campgrounds, marinas, and picnic areas.

In addition to providing the mainline north-south Towpath Trail, the heritage Corridor could also provide and improve east-west trail and bikeway connectors from neighborhoods and parks. A network of trails and bikeways that would provide access to and from the Canal Corridor would open resources up to many. Approximately 30 connector trails and bikeways have already been proposed throughout the Corridor, many of which are funded and will be implemented soon.
Cultural Landscape of the Corridor

Purpose

Understanding the cultural landscapes that define the Ohio & Erie Canal National Heritage Corridor is critical to appreciating what the area was like before the Canal, how it grew and changed because of the Canal, and how the Corridor evolved after the railroad and automobile supplanted the Canal. A cultural landscape is an area where visible cultural and natural resources retain a strong association to the historic events, activities, or people that were important to its visible form. Such a landscape may be principally manifest in its natural features, such as climate, geologic processes, or water courses, or by cultural factors, such as the way a village was settled, how businesses started, or the ethnic background of the residents. Transportation routes, building types, urban patterns, vegetation, and the predominant uses are among the characteristics that contribute to defining cultural landscapes.

The Ohio & Erie Canal National Heritage Corridor encompasses a group of resources that has undergone considerable change over the centuries, yet has retained much of the sense of its heritage, character, and natural qualities. The cultural landscapes in the Ohio & Erie Canal National Heritage Corridor are varied and distinctive, ranging from Canal villages and neighborhoods to community-defining industries. The cultural landscape analysis has been a major factor in defining what is important in the Corridor and in developing ways to communicate the story of the Canal and its influence so people throughout the Corridor can understand its impact on the region, state, and nation.

Throughout the Ohio & Erie Canal National Heritage Corridor, cultural landscapes reflect the influence of transportation advances of both the Canal and railroad, associated commerce and industry, and the groups who moved into the Corridor to avail themselves of the economic, social, and educational opportunities that developed.

Cultural landscape types

Within the Ohio & Erie Canal National Heritage Corridor, eight types of cultural landscapes have been defined; the form of each such cultural landscape communicates the forces that shaped it:

- Early settlements
- Canal villages
- Canal-related commerce and industry
- Ethnic and workers neighborhoods
- Upper and middle management districts
- Port and distribution areas
- Community-defining industries
- Rural and agricultural
- Parks and open spaces

A brief synopsis of each type of cultural landscape is provided, along with a highlight of resources that typify each landscape type.

Early settlements

Few remnants remain of early settlements, which, as noted above, were established along trails and routes as service areas and places for trade. Agriculture played an important role in the history of early settlements in the Corridor, taking advantage of the rich flood plain and the access to the river for transporting goods. Communities such as Clinton supported the production of cranberries, wheat, oats, and Indian corn, which in turn generated mills and whiskey distilleries. The two key settings that include collections of resources pre-dating the Ohio & Erie Canal both are now managed as state historic sites:

- Schoenbrunn Village (1772) was typical of the state’s Early European and American settlers who brought with them traditions and simple ways of life. It had been hoped that the Moravian principles of pacifism would keep the village out of the fray between the colonists and the Indians, but strife that continued for years forced the settlers to move. The village was recreated and appears as it did 200 years ago.
- Zoar Village (1817) was characterized by communal living. All property was pooled and retained by the Society of Separatists of Zoar, and the village grew to amass assets of over $1 million before dissolving in 1898. The impact of the Zoarites on the village structure and function is clearly seen today.

Zoar Village remains one of the Corridor’s historic gems and commemorates the early religious community that pre-dated the Canal.
Canal Villages

Although most of the areas that became Canal villages were founded before construction of the Ohio & Erie Canal, many emerged as a direct result of the construction of the Canal, typically developing at locations where Canal boats were serviced or loaded, or where a stop was required to negotiate locks or to turn boats. Many Canal villages retain a small-scale character and the same physical relationship of buildings and streets to the Canal, which gave the form to settlement and growth. In some of these villages, the Canal is still visible and watered, retaining a sense of prominence despite having lost its function as a means of transport. Some of the Canal villages in the Corridor include:

- **Ohio City**, Cleveland, was founded in 1805 when the Treaty of Greenville was abandoned and the west side of the Cuyahoga River was given up by the Native American peoples. Most of Ohio City was laid out in 1819 and its business district grew and rivaled Cleveland’s for a time. The two cities merged in 1854. Although the Canal has been long since removed from this area, residential building stock in Ohio City include many homes built for Canal workers and warehouse and dock workers.

- **Boston and Peninsula** were nearby settlements that were deeply influenced by the Canal. When the Ohio & Erie Canal opened in 1827, Boston became a commercial area serving the Canal boats. Stores, a tavern, and related structures were built. By 1836 Boston began a boat-building trade, and the town shortly had a boat yard and a dry dock by 1850. Peninsula also featured boat-building operations, quarries, and a large mill. Both villages retain commercial and residential structures associated with their early growth and later prosperity.

- **Clinton, Canal Fulton, Navarre, Magnolia, and Bolivar** typify the Canal villages of the southern reach of the Corridor, retaining a small town character and linear form. Each of these communities prospered through Canal-related activities and took on a shape and form that was strongly oriented to the Canal. The Canal’s influence is most strongly felt in Canal Fulton, where a replica Canal boat, the St. Helena III, provides rides between the village center and Lock 4. Navarre formed when three villages came together when the Canal was built. However, even in Bolivar, where I-77 parallels (and obscures) the former Canal bed, the buildings and town layout provide clear evidence of the linear influence of Canal-related growth and commerce.

Canal-related commerce and industry

Commerce and industry that built up around the Canal form cultural landscapes in which the importance of the Canal as a supplier of power, water, and transportation, people and goods for the town is clearly seen. These centers of economic activity retain smaller-scale industry, Canal structures, or warehousing facilities near the Canal. The presence of the Canal is not essential for the cultural landscape to be complete; several Canal-related commercial/industrial areas were never located on the Canal. Examples of settings that retain influence of Canal-related commerce and industry include:

- **Cascade Locks in Akron** is a superb example of a Canal-era district of commerce and industry, because it contains locks, mill-races, and other structures from the early Canal era. The city of Akron was founded because the Ohio & Erie Canal was planned to run through the area. Initially, the town’s commercial activity revolved around servicing the needs of the Canal workers. Stores, lodging places, and taverns are examples of this initial commerce in Akron. The Mustill House and Store across from Lock 15 was a popular commercial establishment for Canalers making their way through the Cascade Locks.
Downtown Akron took advantage of the boom in commercial activity generated by the Canal and the Canal-related industry developing in the Cascade Locks area. Initially, when the Canal opened, the focus of commercial activity shifted to servicing Canal boats and their passengers. There were 21 locks in the Akron area requiring about six hours to travel the two Canal miles. This allowed plenty of time for Canal boat passengers to get off and spend time and money in Akron. Businesses were built along the Canal, parallel to Main Street, and the downtown became a center of commerce and today remains the primary artery through the city's central business district. Although the railroad had come on the scene and siphoned away business from the Canal by the late 1800s, the Canal still offered industry a number of reasons to locate in Akron in addition to the transportation benefits. Akron has spent considerable effort through the 1990s revitalizing its downtown and using the Canal and towpath as a centerpiece. The city has reconstructed locks, made parks and open space, and created interpretive pieces to draw people and business back to the Canal.

Rogues Hollow, an area north of Clinton in Wayne County prominent in the mid-1800s, was one of the largest mining areas in the region. Coal was taken by trams to the Messenger Canal Slip and then transported by boat on the Ohio & Erie Canal in Clinton to Akron and Cleveland. This area retains the characteristic topography and evidence of the early mining and related activities.

Massillon was officially founded in 1826 as a result of the construction of the Ohio & Erie Canal. Warehouses, lining the banks of the Canal, and granaries sprang up in Massillon, which became known as "Wheat City," serving as a wheat trading and shipping point for the region. By 1837 Massillon had six taverns, 13 dry goods stores, three grocery stores, 15 warehouses, two tanneries, one mill, and one woolen factory, among others. Economic growth attracted other industries, including the Massillon Iron Company and the Massillon Rolling Mill Company, and the population of this early industrial town increased rapidly. Canal-related industries continued to be an important part of the local economy and Canal-related industries continued to be an important part of the local economy. The elimination of the Canal in downtown.

Ethnic and workers' neighborhoods

Workers' neighborhoods and districts have left powerful imprints across the Corridor, giving insight into immigration patterns, intra-city migration patterns, and "company towns." Jobs became available for entry level and other workers, often immigrants with basic skills needing steady jobs. The immigrants, who came from largely rural environments with village life centered on places of worship, adopted established settlement forms to the growing industrial urban environments, creating ethnic neighborhoods that functioned like villages. Canal-construction workers, Canal-boat workers and lock tenders, workers in industrial concerns, and port laborers all located in neighborhoods close to their jobs and tended to live with people who spoke the same language and had similar customs and traditions. Places of worship and ethnic social halls were also established. Examples of ethnic and workers' neighborhoods can be found throughout the Corridor, including:

- Tremont and Slavic Village/Broadway respectively on the west and east sides of Cleveland's industrial valley, were important immigrant neighborhoods that were supported by the Canal and its successor industries. Tremont was a convenient location for workers going to jobs in the steel mills and was a center for German, Irish, Polish, Greek, and Ukrainian immigrants in the mid- to late-1800s. Slavic Village was a center for Czech and Polish immigrants and retains lively commercial districts and a characteristic architecture, as well as strong ethnic associations.

- The Village of Newburgh, Garfield Heights, Brooklyn Heights, and Independence were early settlements that each

In Akron, businesses were built along the Canal, and Main Street and the downtown became a center of commerce and today remains the primary artery through the city's central business district.
• The Village of Newburgh, Garfield Heights, Brooklyn Heights, and Independence were early settlements that each attracted businesses strongly influenced by Cleveland's prosperity and industrial growth. In the Village of Newburgh, for example, the Mill Creek, fertile soil, and waterpower opportunities attracted jobs and made the village attractive to many ethnic workers. Quarries and stone in the Independence area attracted some skilled stonemasons when the Canal was being constructed and thereafter.

• Anna Dean Farm was built by Akron industrial leader O. C. Barber in 1891 and consisted of a complex of 100 buildings on 3,500 acres on Barberton's east side. Barber's intent was to create a model farming community that would incorporate the best agricultural and architectural practices from Europe. His vision was to build a facility that would be permanent, countering what he thought was an ephemeral approach to farming. He also planned to turn the farm into part of an agricultural college, but the farm's size and complexity made operating such an institution too costly. Although only a handful of the 100 original buildings have survived, the Anna Dean Farm was a remarkable agricultural venture, the magnitude of which is unmatched in the area. The ornate farm buildings have a common architectural style that reinforces their relationship to each other.

• Other neighborhoods in the Akron and Canton vicinity attracted workers and still retain tightly spaced rows of modest small houses. North Hill, in Akron, grew due to its proximity to the Canal; workers in the nearby mills and factories lived in this neighborhood that has dramatic views over the rivers and the valley and is characterized by architecturally distinct styles. The neighborhood retains many characteristics of a worker neighborhood. Cuyahoga Street and North Maple Street around Cascade Locks is a Canal-era worker neighborhood and Akron's oldest Catholic church is there. Kenmore is an example of a town that traditionally attracted more workers than management, many of whom were Irish.

Upper and middle management districts

The upper and middle managers that growing industries required typically moved out, away from the industry and the dense neighborhoods brimming with ethnic workers, and displayed their new-found prosperity by occupying larger and more lavish quarters. Several areas typical of this landscape associated with management and prosperity include:

• Fourth Street in Massillon is an example of a district that is a record of Massillon's development, social progress, and self-image. Always considered fashionable and a "good address," the Fourth Street District has architectural types that are not found in such a concentration anywhere else in Stark County.

• Fir Hill became a place for Akron's upper and middle management after the Civil War, with spacious houses, typified by the historic Hower House, that contrasted with the denser downtown Akron housing types and neighborhoods. Despite losing favor in the beginning of the 20th century because booming industrial development was encroaching, Fir Hill now is home to institutions associated with the University of Akron. It is the oldest remaining neighborhood in Akron.

• West Hill and Highland Square in Akron are located close to where the old Portage Path Trail passes through Akron on the west side of the city. Large, attractive houses are common in the Highland Square area, which dates back to the early 20th century. The Highland Square area features several small green squares, in addition to parks and other undeveloped land, and is free of industrial influences. West Hill, adjacent to Highland Square in Akron, grew as an upper-management enclave in the early 1900s as the growing industry in downtown Akron and immediate surroundings pushed the wealthier residents farther out.

• North Canton grew as a company town for the Hoover Company and became more of an upper and middle management enclave.
Port and distribution areas

Ports and places from which goods are shipped and received are strong cultural landscapes. In this area, they are symbols of commerce and trading with distant cities and countries, industrialization, and goods production. The port and distribution areas in the Ohio & Erie Canal National Heritage Corridor are in the northern section. These working areas are large tracts of land occupied by either the means to transport or spaces and buildings to store goods. Key port and distribution areas in the Corridor are clustered at the mouth of the Cuyahoga River and include:

- **The Flats** is at the tip of the port area. Cleveland was originally a place of docks and warehouses, spurred by the Ohio & Erie Canal, because of its advantageous location on the Cuyahoga River near Lake Erie. With the advent of the railroad and the decline of the Canal, the Flats became more industrial in nature, with iron furnaces, mills, shipyards, and other industry locating there. Today, the Flats is an eclectic mixture of warehouses, industry, businesses, and nightlife and entertainment, yet because of the prominence of the river and its industrial architecture, it retains the features and characteristics of a port and distribution area.

- **Warehouse District and Cleveland Central Business District**, east of the Flats, began to be developed as manufacturing and distribution functions expanded through the success of the Canal in the 1850s. The warehouse district at the river expanded after the Civil War to occupy the entire riverbank, and the warehouse buildings to the east were transformed into stores, offices, and hotels. The business district expanded north and toward Public Square. The central business district was forming in the mid-1800s. The Warehouse District is unique in several ways. First, it is the evidence of the prosperity of the Canal era. The warehouses themselves are a window on the volume of goods moved in and out through their size and the size of their gates. Second, the Warehouse District was relatively untouched by Urban Renewal, consolidation of city blocks, and highway expansion, leaving it largely intact as a cultural landscape.

- **The Industrial Port Area** at the mouth of the Cuyahoga River developed with the construction of the Ohio & Erie Canal and with the improvements in Great Lakes shipping capabilities that allowed for easy access for the delivery of raw goods, particularly ore. The industrial port area continued to grow when the railroad came through, providing access and more markets than ever. The invention of the Hulett ore unloaders now located on Whiskey Island revolutionized the process of unloading ore, cutting costs dramatically. Ore boats, such as the William G. Mather, now docked at North Coast Harbor in Cleveland, hauled massive amounts of ore to Cleveland’s port for many years, establishing its form as a cultural landscape.

Community-defining industries

The impact of the Canal on cities and towns in the region can also be measured by the industrial growth along its borders. Post-Civil War advances in industrial development increased the capability of power and speed and led to technologies, materials, and methods of production. Cities and towns took on a new look as businesses grew larger, developed more distant markets, and became grittier. Industries that define communities create some of the most powerful cultural landscapes in the Corridor. Notable examples of these landscapes include:

- **Iron and steel plants** were concentrated, and still remain, along the industrial valley of the Cuyahoga River in Cleveland, dominating the former alignment of the early Canal. The iron industry profited from the Ohio & Erie Canal as ore was transported from Massillon and other points south. Later, as the Great Lakes were made more accessible, ore from other sources was transported on the river to the furnaces. By 1860 iron was Cleveland’s most valuable product. Soon, the production of steel would become another major product, and by 1880, steel and iron accounted for about 20 percent of Cleveland’s products. Iron and steel also defined Massillon and Canton as numerous small factories that made a variety of metal products opened between 1860 and 1914. Steel manufacturers in Massillon and Canton merged in 1926 to become a powerhouse in the production of steel.
Chapter 2: The Canal and its Region

Cleveland’s chemical industry was facilitated by the successes of Cleveland businessman John D. Rockefeller, who built and bought almost all of the refineries in Cleveland and made the city one of the major oil refining centers in the country. The chemical industry developed out of the oil refineries’ need for sulfuric acid, and it led to paint factories being established in the Industrial Valley that was so well served by rail and water transportation. Sherwin-Williams and Glidden, among others, built large paint and varnish factories to take advantage of the proximity to symbiotic industries, including oil.

Tire and rubber manufacturing dramatically changed Akron, physically and socially. The B.F. Goodrich rubber manufacturing plant relocated from New York to Akron in 1870 to be on the Ohio & Erie Canal, needed for cooling waters. The rubber industry exploded in Akron after the turn of the century with the advent of the automobile, and by 1920, 20 of the 300 rubber manufacturers in the United States were in Akron. Firestone and Goodyear were among the biggest rubber manufacturers in Akron and they soon made Akron into a company town. The neighborhoods of Goodyear Heights and Firestone Park were planned and developed to house rubber-factory workers. The industrialists from the rubber industry helped move Akron onto the national map not only through their successes with the rubber industry, but also by building open-space amenities in the planned neighborhoods for the workers and helping build city parks.

Barberton was created for the purpose of promoting industrial development. O.C. Barber’s Diamond Match Company and the many other businesses he promoted left indelible marks on Barberton and its planned residential community.

Rural and agricultural landscapes

Rural and agricultural landscapes are common in the southern portion of the Ohio & Erie Canal National Heritage Corridor and are characterized by large unbroken vistas with small-scale agricultural or homestead-type structures. Rural and agricultural landscapes maintain a relationship to the Canal largely due to the absence of development and discontinuities created by development and infrastructure improvements. Several Reaches of the Corridor are characterized by rural and agricultural landscapes, including Barberton to Clinton (south of the lime lakes), Clinton to Crystal Springs, Massillon to Dover and New Philadelphia, and large segments of the rail Corridor connecting Akron to Canton and south.

Many of these rural and agricultural landscapes are along two-lane roads, as well as on southerly portions of the Ohio & Erie Canal Scenic Byway, parallel to the Canal. Other road-related landscapes throughout the Corridor are gradually changing, with the gradual increase of contemporary housing development and retail services. The former Lincoln Highway, between Canton and Massillon, is not immune to these pressures, but still has some segments that retain a character closer to its early 20th century period.
Parks and open spaces
Public open spaces and public greens are signature cultural landscapes that typically are cherished and protected. Key man-made open spaces include formal urban parks, such as North Coast Harbor, Cleveland's Public Square, and Washington Park in Newburgh Heights, which provides a green relief from the industrial and transportation infrastructure that dominates the area. Mill Creek Falls, the tallest waterfall in Cuyahoga County, marks the beginning of settlement in the southeastern portion of Cuyahoga County. When mosquito-infested swamps in Cleveland bred malaria, residents sought higher ground and found the Falls area in what became Newburgh Heights. Water power from the Falls was used in sawmills, gristmills, and a carding mill. Lake Anna, Barberton's original public space, is a 20-acre park in the center of town with a spring-fed lake as the centerpiece. The town radiated from the park at Lake Anna, with the first tier of streets reserved for residential uses and the second-tier streets set aside for commercial uses. The park retains its image as a public open space and town common.

The regional park systems in the Corridor are evidence of dramatic commitments to open space and recreation resources. In Cuyahoga County, the Cleveland Metroparks, established in 1917, consists of 14 reservations of over 19,000 acres of parks and attractions. The Park District is commonly called the "Emerald Necklace" because the reservations form a ring around Cleveland. In Summit County, Metro Parks, Serving Summit County, maintains a park system of developed parks, bicycle trails, and nature study areas. Both Cleveland Metroparks and Metro Parks, Serving Summit County provide recreation and interpretive experiences within their facilities. The State of Ohio operates facilities at Portage Lake.

The Cuyahoga Valley National Recreation Area in Cuyahoga and Summit counties extends over 22 miles in the heart of the Corridor. With a variety of uses—the CVNRA is a natural and cultural gem that offers relief from the industrial area to the north and the other areas of burgeoning commercial and residential development.

The Stark County Park District's parkland at eight sites is supplemented with Towpath Trail along the Ohio & Erie Canal and trail rights-of-way that provide green space opportunities. In the southern part of the Corridor, the Muskingum Watershed Conservancy District is a major presence. Atwood Lake, eight miles from Zoar, is managed by the District, along with thousands of acres of conservation land, flood-control facilities, and campgrounds, marinas, and trails.

Regional Constituency for the Canal
The regional importance and value of the Canal have been understood since the 1960s when the Canal was saved from being disposed of by the State of Ohio. A state senator from Navarre, Sen. Ralph Regula, now a member of the United States House of Representatives, was instrumental in convincing Stark County to acquire the Canal from the state and leading the movement to preserve and enhance the Canal and its legacy in Ohio.

In the 1960s and early 1970s, municipalities along the Canal initiated projects that celebrated the Canal and promoted its preservation and restoration. In 1974, Congress created the Cuyahoga Valley National Recreation Area which became the backbone of the system of recreation, environmental protection, and historic preservation.

Extension from the CVNRA north to Cleveland and south along the Towpath Trail was encouraged by several organizations. In 1985, an advocacy group in the northern part of the Corridor, the North Cuyahoga Valley Corridor and now called the Ohio Canal Corridor, formed to push for the Canal to be designated as nationally significant and to save and restore the Towpath Trail, the Canal, and the river. In 1989, the Cascade Locks Park Association formed in the southern part of the Corridor to work on making the Cascade Locks District, just south of the CVNRA, a gateway to Akron. Shortly thereafter the Ohio & Erie Canal Corridor Coalition was created to work on preserving and enhancing the Canal resources south of the CVNRA, including Summit, Stark, and Tuscarawas counties.

These Canal groups, municipal and county officials, the State of Ohio, and the federal government have worked together to draw attention and resources to the Canal Corridor. These efforts have resulted in construction of many miles of the Towpath Trail outside the CVNRA; Canal Fulton Park and the Canal boat replicas, St. Helena I, II, and III; the Cuyahoga Valley Scenic Railroad excursion train; numerous historic preservation activities; community economic development; and more.
In 1992, the North Cuyahoga Valley Corridor project, a seminal land use, transportation, and economic development plan was prepared by Cuyahoga County Planning Commission. The study outlined how the North Cuyahoga Corridor plan integrates with the national heritage Corridor concept. At the same time, the coalition of Canal groups worked with U.S. Congressman Regula for several years to convince Congress to designate the portion of the Ohio & Erie Canal from Cleveland to Zoar as a national heritage Corridor. The coalition was successful in 1996 when the President Clinton signed the Omnibus Parks Bill that included the Ohio & Erie Canal as a national heritage Corridor.

**Related Corridor Initiatives**

The legislation that established the Ohio & Erie Canal National Heritage Corridor created a management and coordinating body to receive and disburse federal funds for the Corridor; provide grants and technical assistance to agencies and non-profit organizations; and coordinate the preparation of a Corridor Management Plan. One of the major duties of this body, the OECA, is to make grants and loans available to help advance the goals of the heritage Corridor.

The OECA is a 15-member group that was formed through cooperative effort of two non-profit organizations that worked to secure the national heritage designation, the Ohio Canal Corridor and the Ohio & Erie Canal Corridor Coalition. The OECA now advances the heritage Corridor concept, working with state, county, local, and non-profit groups and providing matching funding and technical assistance for projects and initiatives that support the heritage Corridor.

In addition to the grant program administered by the OECA, other Canal-related Corridor initiatives include a variety of community plans, zoning initiatives, greenway plans, historic preservation zoning, and other regulatory and guidance documents that recognize and incorporate the Canal Corridor. At the state level, the Statewide Comprehensive Outdoor Recreation Plan recognizes the importance of the Canal Corridor. All four counties that comprise the vast majority of the Corridor have adopted or proposed plans that support the Canal. Summit County's Trail and Greenway plan acknowledges the Canal resources. Stark County's trail/greenway and Canal Corridor plans emphasize the Canal and its potential. Cleveland Metroparks embraces the Canal Corridor concept, adding 325 acres along the Canal to its system and planning for more. Jackson Township has adopted amendments to the zoning bylaws that designate land in the area of the Canal as Canal Parkland and created an Open Space District.

Some cities, towns, and townships within the national heritage Corridor have recognized the importance of the Canal. Akron, Bath, Barberton, Clinton and Zoar have included the Canal Corridor in their planning and growth plans, and Jackson Township created a zoning classification that specifically addresses development concerns within the Canal Corridor.

**Local and Regional Improvements**

In addition to the planning and guidance documents that reflect the Canal Corridor influence and importance, improvements to local and regional areas and facilities have been undertaken, including:

- **Towpath Trail** - Over 15 miles of trail have been constructed since 1996.
- **Ohio & Erie Canal Reservation** - A 325-acre park and visitor center has been constructed.
- **Neighborhood preservation** - Scattered-site historic rehabilitation in Cleveland for homeowners.
- **Rehabilitation of pre-Canal and Canal-era structures** - Mustill House and Store, the Boston Township Hall, and the Zoar Town Hall.
- **Signage improvements** - Kiosks, maps, and signage for trail users in Massillon.

**Events and Activities**

The Canal Corridor is fast becoming a desirable place to play, enjoy nature, and learn about the area's history. Events and activities that bring people to the Canal Corridor are going on all the time. Some of them include:

- **Tour du Corridor** two-day bicycle ride
- **Polar and Easter Bunny Express train rides**
- **Towpath Marathon**
- **RiverSweep cleanup**
- **Towpath Trek**
- **Captain Nye's Fishing Derby**
- **Cleveland-on-Foot history hikes through neighborhoods and along rivers**
- **Lock 4 Towpath Trout Derby**
- **Cuyahoga Valley National Recreation Area tours, bike rides, Canal lock demonstrations, etc.**

Cleveland’s RiverSweep Cleanup draws attention to the problems and opportunities along the Canal and river environment.
Economic

Overview of the resident and tourist markets

The Ohio & Erie Canal National Heritage Corridor has significant potential in terms of its economic development impacts. With a large number of people living in the Corridor or nearby, and because the Corridor is located within Ohio's biggest visitor region, the Corridor has many attributes favorable to supporting creative use and economic development within the Corridor.

An analysis of the resident and tourist markets was conducted along with an analysis of the visitor "infrastructure" to assess the support for the Ohio & Erie Canal National Heritage Corridor. The resident market for the Ohio & Erie Canal National Heritage Corridor is large—about 3.4 million residents. About 71 percent live in counties adjacent to the Corridor. About 53 percent of Ohio's leisure travelers were state residents, indicating there is a great deal of interest among residents in exploring their own state.

Ohio is an important destination for travel and tourism and was ranked sixth among all states in 1997, receiving 66 million leisure travelers. The Corridor is in the State's busiest tourist region (the northeast) with over 22 million leisure travelers staying in this region during their trip. As a tourist destination, the Corridor has a variety of activities and attractions that are conducive to a day trip or outing for both residents and visitors. A reported 84 percent of all leisure travel to Ohio originated less than 250 miles away and suggests that the Corridor could expect to receive a large percentage of these tourists traveling within these distances.

The Corridor has a number of attractions and sites that have broad appeal to a wide range of visitors. There are a large number of historic and cultural sites that are already destinations for residents, tourists, and school groups. This market is expected to grow about 10 percent over the next 15 years. In addition, many activities in the national heritage Corridor attract users in the 20-49 year age, including bicycling and hiking. Finally, the historic and cultural sites in the Corridor typically attract families and mature adults, many of whom are traveling with a tour group. These visitors typically know something about the area and seek out opportunities to satisfy their interests. The combination of these types of visitors in the Corridor indicates a strong market for the development, continued support, and success of the national heritage Corridor.

A profile of travelers in Ohio reveals that almost half were found to be visiting friends and families as their purpose for traveling, slightly higher than the nationwide average. Related, 92 percent of the Ohio leisure travelers in 1997 traveled by automobile, reflecting the fact that Ohio is essentially a regional tourist destination to which people travel relatively short distances. Further, leisure travelers in Ohio have a strong tendency to attend activities that are commonly found in the national heritage Corridor, including cultural events, touring by auto or bus, and visiting historic sites.

Corridor venues attract both residents and visitors. Figure 9 indicates some of the visitor centers and interpretive venues in the Corridor today. Among the biggest attractions in the Corridor is the Cuyahoga Valley National Recreation Area, with over 3 million visitors per year. The large regional parks and historic attractions such as Hale Farm and historic Zoar also draw both residents and tourists. The Flats area in Cleveland continues to grow and currently has over 7 million visitors per year. Altogether, there are over 40 major visitor attractions and visitor centers throughout the Corridor.
Community Development Pressures and Opportunities

The Ohio & Erie Canal was an important source of economic growth for the region and hence a number of industrial areas grew up along the Canal from the earliest times. These developments have, in turn, defined the character of their respective areas and often are still important economic contributors to their communities. The following section notes a series of such development opportunities, noted on Figure 10, Regional Development Initiatives.

Active or Proposed Industrial/Mixed-use Areas

The Ohio & Erie Canal National Heritage Corridor could provide a boost to industrial and mixed used projects in the study area. Cuyahoga Valley Industrial Area is the location of several important industries in the Cuyahoga Valley of Cleveland and includes the cities of Cuyahoga Heights and Newburgh Heights. Valley View in greater Cleveland is a natural "gateway" to the Cuyahoga Valley National Recreation Area and a fast-growing segment of the Corridor, where development is placing pressure on the Canal setting. South of Summit Lake near Wilbeth Avenue is an active industrial area which the Ohio & Erie Canal traverses and which has the potential for beneficial or adverse impact on a highly scenic water Reach of the Canal. Barberton currently contains underutilized land areas and industrial real estate along the Canal. The City of Barberton has developed a Master Plan that highlights these areas, along with ideas for redevelopment. An area between Massillon and Navarre is a large tract of land (in parts of Perry, Massillon, and Bethlehem Townships along U.S. Route 62) that has been set aside for industrial and business use.

Downtown Areas and Business Districts

Eight key opportunity areas for downtown growth are highlighted. The Canal could provide more draw for visitors and could help create new public spaces and nodes. For example, in the Flats, a 20-square block area in downtown Cleveland that is being revitalized, Canal-related exhibits, programming, and amenities would provide additional attractions and activities for visitors. Similarly, Broadway and the Euclid Avenue Corridor in Cleveland are older retail/business districts that are being revitalized with significant new investment. Downtown Akron is the subject of several initiatives which may take advantage of city improvements to use the Canal as an important focus and cultural amenity. Akron Northside is close to Cascade Locks Park and the vicinity has considerable underutilized land and buildings and can serve as a potential "gateway" for the Ohio & Erie Canal National Heritage Corridor. In Downtown Canton, a downtown business group, Canton Tomorrow, is focusing significant energy in planning for downtown redevelopment, linking to historic sites. Lincoln Center is an area of downtown Massillon, bordered by Lincoln Way Boulevard to Cherry Street, adjacent to a planned recreation center that may be linked to the Scenic Byway and Towpath Trail.

Neighborhoods/Residential Areas

Neighborhood revitalization and residential development could be bolstered by activities, initiatives, and funding through the Ohio & Erie Canal National Heritage Corridor. New infrastructure, such as trails and the Scenic Railroad, that would connect the neighborhoods to the Canal Corridor and to natural features such as the Mill Creek Waterfall would greatly enhance these communities and draw visitors. Key areas in transition that represent residential development opportunities are described below.

The Mill Creek Residential Development is a single-family housing development of 217 units, adjacent to 35 acres of parkland, and is an example of a public-private partnership. There are many Cleveland neighborhoods adjacent to or within close proximity to the Ohio & Erie Canal that could benefit from the development of the Canal in terms of economic as well as recreational opportunities. These include Tremont, Ohio City, Broadway, Slavic Village, Garfield Park and others. The residential communities that border the CVNRA (Brecksville, Sagamore Hills Township, Peninsula, etc.) are areas that benefit from their proximity to the National Recreation Area. In Akron, Highland Square is a late 19th- early 20th-century residential neighborhood with commercial nodes in West Akron on West Market Street between Merriman Road and Portage Path. The West Hill Neighborhood is located in Akron in close proximity to Cascade Locks Park.

Northside is another Akron neighborhood located adjacent to the downtown and known for its eclectic character. The Mill Creek Waterfall is an example of a public-private partnership. It is an industrial area which the Ohio & Erie Canal traverses and which has the potential for beneficial or adverse impact on a highly scenic water Reach of the Canal. Barberton currently contains underutilized land areas and industrial real estate along the Canal. The City of Barberton has developed a Master Plan that highlights these areas, along with ideas for redevelopment. An area between Massillon and Navarre is a large tract of land (in parts of Perry, Massillon, and Bethlehem Townships along U.S. Route 62) that has been set aside for industrial and business use.

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Figure 10

Regional Development Initiatives

Legend

1. "The Flats"
2. Port & Civic Vision 2000
3. Valley View / Gateway
4. Northside, Akron
5. Downtown Akron
6. Barberton Area
7. Downtown Massillon
8. Massillon to Navarre
9. Downtown Canton

- Areas of unregulated and/or high growth
- High growth interchange areas
Highway Interchange Areas

Within the Corridor and throughout the adjacent region, existing highway interchanges that provide critical access are under significant development pressure. Development at existing interchanges is under pressure to expand, and new interchanges to serve sprawl developments are proposed. Most of these major interchange areas within the Corridor are development nodes including I-480 and I-77 in Independence, Garfield Heights, and Valley View; Route 8 in Boston Heights; and U. S. Route 30 and U. S. Route 62 south of Massillon. Canal Corridor initiatives could be useful in guiding development to areas already served by transportation infrastructure and influencing the scale and uses of new development.

Existing Regulatory Environment

Regional Planning

Corridor-wide planning and regional coordination are still in the early stages of organization and effectiveness. The Canal Corridor area is now gradually beginning to shift away from a strictly local planning perspective toward greater regional planning. Changes in leadership at the state and federal level have prompted this shift as well as responses to initiatives from local citizens who recognize the value of cooperation among various units of government.

Transportation planning in the Ohio & Erie Canal National Heritage Corridor is a major regional planning tool. Changes in transportation have long influenced patterns of development, and the federal government has required that decisions on access and development be coordinated through Metropolitan Planning Organizations (MPO). Three of the four Canal Corridor counties within urbanized areas are in an MPO and are undertaking coordinated transportation planning. Rural Tuscarawas County is not represented by an MPO and is part of a loosely defined association of counties.

Planning at the county level has been done by several of the counties in the Corridor; however, these countywide plans have not generally been as effective as anticipated. Counties are in a relatively weak position regarding implementation of plans in contrast to cities, villages, and townships. Counties lack the authority granted to the others to zone.

Community Planning and Zoning

Zoning in the Ohio & Erie Canal National Heritage Corridor is frequently used without the requisite comprehensive plan that would set forth long-term development and preservation goals for a community. Community plans, or comprehensive plans, have been adopted by fewer than one-quarter of the communities that have zoning regulations. Comprehensive plans help coordinate local and regional goals.

Land Use Plans

The Ohio Revised Code provides a county or regional planning commission with power to make "studies, maps, plans, recommendations and reports concerning the physical, environmental, social, economic and governmental characteristics, functions, services and other aspects of the region or county, as a whole or as more than one political unit within the region or county." This does not provide county and regional planning commissions with the legal authority to implement plans. Countywide plans may be prepared but they are generally conceptual in nature and advisory in practice in Ohio. The legal authority for controlling land use is largely the responsibility of cities, villages, or townships. While all counties within the Corridor have planning commissions, only Stark County has an official countywide plan, adopted in 1996.
Open Space and Recreational Plans
Regional open space and recreation plans are abundant in the Corridor. Cleveland Metroparks, Metro Parks, Serving Summit County, and the Stark County Park District have open space/park/greenway plans, along with the National Park Service’s Cuyahoga Valley National Recreation Area. Tuscarawas County is the only county in the Corridor that does not have a park district that coordinates open space and recreation facilities. Consequently, the county has no park plans. The Muskingum Watershed Conservancy District (MWCD), which covers part of Summit, Stark, and Tuscarawas counties, is responsible for conservation and recreation on its lands and waters. The MWCD is administered in a unique way. Under the Ohio Conservancy Act, the MWCD is governed by a Conservancy Court made up of one common pleas judge from each of the 18 counties in the MWCD. The court appoints a five-person Board of Directors to oversee the district. MWCD is a local unit of government, not a state or federal agency. The Trust for Public Land (TPL) works with organizations and communities to conserve land for recreation. TPL’s legal and real estate specialists work with landowners, government agencies, and community groups to create urban parks, gardens, greenways and riverways. It also helps build livable communities by assisting communities in setting aside open space in the path of sprawl, and in conserving land for watershed protection, scenic beauty and recreation while safeguarding the character of communities by preserving historic structures and landscapes.

Historic Preservation Plans
Historic preservation planning varies widely throughout the Corridor. The direction of historic preservation planning has moved from an emphasis on architecture to an appreciation of its impacts on economic and community development, and some communities have latched on while others have not. In general, most community or county plans and zoning ordinances have given little attention to preserving local heritage.

In addition to government organizations and agencies, there are a host of non-profit organizations active in the Corridor, focusing on the environment, alternative transportation, historic preservation, and more. Examples include Eco-City Cleveland, whose Citizens Bioregional Plan promotes innovative thinking to control sprawl development. The Cleveland Restoration Society’s Preservation Resource Center of Northeastern Ohio was recently established. Progress Through Preservation has received OECA grants for inventoried and landmarking Canal-era resources in Akron. The Canton Preservation Society, established in 1977, emphasizes “community preservation” over piecemeal preservation of structures.

Restoration of the Mustill House and Store above in the Cascade Locks area in Akron has been spearheaded by non-profit organizations. Right, the building before renovation.
The Plan has been designed to preserve and interpret the resources of the region, using them to improve recreation, to facilitate economic development, and to enhance communities. The boundary of the National Heritage Corridor encompasses the regional resources most closely related to the Canal and its legacy, encouraging public and private entities to partner in resource protection and improvement. The Plan celebrates this transportation Corridor by defining a network of Corridor journeys—on foot, by bike, by car, by boat, and by rail—that will enable residents and visitors to appreciate the Corridor's broad sweep by using it for recreational trips. A series of venues, at regional and local scales, are designated to facilitate these journeys and to explain the Corridor's history and importance to future users.
Chapter 3: The Plan - Routes of Prosperity, Past and Future

3.1 Goals

The goals for the Heritage Corridor emerged from a series of public meetings at the outset of the project where ideas, concerns, and issues were raised. These goals have been modified to reflect comments from these meetings and from the OECA Board.

Preservation and Conservation
- Preserve significant historic structures and other resources associated with the Ohio & Erie Canal.
- Build upon and strengthen the Corridor constituency for preservation and enhancement of key manmade, natural, and cultural resources.
- Protect waterways, wetlands, and other natural resources.
- Promote the preservation of natural and scenic vistas for future generations.
- Promote sound environmental practices in project design and implementation.

Interpretation and Education
- Communicate the story of the Canal and its influence to enable people throughout the Corridor to understand its impact on the region, state, and nation.
- Develop an interpretive program that combines existing resources and new initiatives to convey a coherent story.
- Develop educational opportunities and activities to enable people of all ages to learn about and appreciate the Canal Corridor and its significance, using both traditional methods and contemporary technology and systems.

Recreation and Visitor Experience
- Develop strategies and actions to provide a high quality and safe visitor experience in the Corridor, which will encourage repeat use by Corridor residents and visitors.
- Promote creation of a continuous multi-use trail along the entire length of the Corridor.
- Encourage creation of additional active and passive recreation and open spaces along the Corridor by public and private entities.
- Advocate and facilitate trail, roadway, and greenway linkages between the Canal Corridor and adjacent neighborhoods and park systems.

Community and Economic Development
- Promote the use of economic incentives to encourage compatible development that will enhance the resources of the Canal Corridor.
- Encourage communities and jurisdictions along the Corridor to adopt measures to support appropriate uses and compatible development adjacent to the Canal and its associate resources.
- Unify and strengthen connections between communities and neighborhoods and promote regional collaboration.
- Take advantage of the unique economic potentials that will be created through the Corridor's extensive trail and transportation systems, including developing means and methods to support visitor use through state-of-the-art information systems.

Management and Implementation
- Identify opportunities and develop mechanisms to facilitate local and grassroots involvement in Corridor planning and other future activities.
- Establish the fiscal needs of the Corridor Plan and identify a strategy to meet such needs over the long term.
- Coordinate closely with the National Park Service, the State of Ohio, Ohio Canal Corridor, the Ohio & Erie Canal Corridor Coalition, regional entities, and localities to develop a cooperative approach to implementation of the Plan and its elements.
Defining the Heritage Corridor

Alternatives Considered and Findings

Four alternatives were developed for the Corridor and presented at a series of community meetings throughout the study area. The alternatives encompassed divergent attitudes and assumptions regarding the Corridor boundary, interpretive approach, and overall project emphasis. A summary of these alternatives is provided below.

No Action Alternative

This alternative is required for consideration by guidelines of the National Environmental Policy Act (NEPA) and is generally interpreted as continuation of present policies and procedures with no new major direct actions. In this case, financial assistance has been provided from the Department of the Interior before adoption of a Management Plan, but would be presumed discontinued if a Plan were not formally adopted. This alternative would probably result in some additional grant assistance as well as the continued ad hoc efforts of local groups to preserve and interpret the Canal. Corridor actions become totally local, due to lack of a management plan and eventual loss of eligibility for federal heritage assistance and loss of national designation. Key characteristics of this alternative included the following:

- No management plan is adopted.
- Boundary remains unchanged from 1993 study.
- Preservation efforts and visitor activities are largely uncoordinated and rely primarily on local initiatives.
- Education/interpretation programs depend on local initiative.
- Visitor experience is uneven and uncoordinated.
- Economic development relies on local initiatives.
- Lack of management plan limits funds and cooperative initiatives.

Alternative 1: The Canal and its Communities

In this alternative, the boundary of the heritage Corridor would be expanded to incorporate more communities and many diverse existing resources, providing assistance to participating communities for projects that are supportive to the goals of the Plan. The Plan reinforces existing venues and Corridor elements. Characteristics of Alternative 1 included:

- Boundary is enlarged to incorporate related resources and interpretive sites.
- Preservation efforts are encouraged but rely on local initiative.
- Existing interpretive sites are coordinated; Corridor identity increases.
- Visitor experience and recreation activities are "self discovery" tours.
- Improved informational materials and tourist marketing boost local economy.
- Management plan provides technical assistance, marketing, and coordination.
Chapter 3: The Plan - Routes of Prosperity, Past and Future

Alternative 2: Routes to Prosperity
In this alternative, the heritage Corridor would be narrowed and centered on Canal resources. The heritage Corridor focuses on core resources related to transportation themes, emphasizing not only their immediate environment but also the “journey” along the Corridor, enabling visitors to learn about the Corridor as they travel through it. This approach would emphasize preservation and related visitor improvements along this discrete and relatively narrow area. Characteristics of Alternative 2 included:

- Narrow boundary, parallel to the Canal and railroad.
- Multi-modal journeys by bike, foot, car, and train.
- Preservation strategies for important resources within the boundary.
- Interpretation efforts focus on core Canal- and rail-related resources.
- Economic development activities target core areas with assistance.
- Management plan coordinates, promotes, develops stewardship, and packaging services.

Alternative 3: The Region the Canal Shaped
This alternative would have two boundaries: an inner boundary, focused on Canal/railroad resource area and an outer boundary including related resources. The idea of the heritage Corridor in this approach is to combine a broad regional outreach with targeted interpretation at key nodes to explain the relationship between the Corridor and its region. The Corridor program combined focused improvements in core resource areas with an inclusive effort that recognized the scale and breadth of regional resources. Characteristics of Alternative 3 included:

- An inner boundary where most physical improvements, interpretation, visitor services, visitor activities and preservation efforts would be focused.
- An outer boundary serving as a buffer area that could benefit from educational and cultural programs and regional marketing.
- Preservation assistance targeted to critical areas within the inner boundary.
- CanalWay Centers that would emphasize geographic themes to explain the Corridor.
- “Constellations,” or groups of resources, interconnected with CanalWay Centers and existing resources.
- Economic development efforts targeted to the inner boundary, providing increased information that would indirectly benefit areas of the entire Corridor.

Preferred Alternative
The Plan: The Routes to Prosperity
Based on the community meetings to review the alternatives, a preferred approach was selected for further refinement that combined features of Alternatives 2 and 3. These alternatives were further described to feature the interpretive and physical development focus on the “journeys” described in Alternative 2, refined boundary delineation to incorporate recognizable resources, and Corridor-wide interpretation associated with “CanalWay Centers” similar to that proposed in Alternative 3. These Alternatives were again presented to a series of community meetings for comment, prior to receiving guidance from the OECA Board and the O&E National Heritage Committee on the preferred approach. Based on these comments, an approach with a single boundary was recommended for simplicity of administration and clarity, as well as the clearer resource delineation that it would offer, as compared to the two-tiered approach. A concept diagram of the Preferred Alternative is shown in Figure 11 and the remainder of this Chapter describes the Plan in detail.
### Concept of the Plan

The Ohio & Erie Canal National Heritage Corridor includes diverse resources across a 100-mile Corridor that is five to ten miles wide. This broad area, from Lake Erie to Dover/New Philadelphia, includes important natural and man-made resources, linked together by a history of settlement, transportation, industrial growth, and urbanization. The area is highly diverse, containing major historic urban and industrial areas, small preserved villages, rural landscapes, and types of development to be expected in a contemporary region. The challenges for the Heritage Corridor are to define an area that encompasses the most important resources, to conceive a way to protect these resources, to structure experiences that will engage the public in understanding the story of the Corridor, and to put in place a management capacity to make wise long-term use of the area. The approach recommended has the following four major elements:

#### Boundary

The Plan recommends designation of a boundary for the heritage Corridor that encompasses the primary resources associated with the Ohio & Erie Canal and its regional legacy. These resources include not only the immediate Canal Corridor but also areas whose growth and development were prompted by the Canal or by subsequent developments and uses that were enabled by the economic prosperity the Canal provided. Areas within this boundary would, in general, be eligible for receipt of financial and/or technical assistance with federal funds appropriated for the Heritage Corridor, although such assistance would be subject to policies, procedures, and priorities established as part of this Plan.

#### Corridor Journeys

The 1993 feasibility study for the Heritage Corridor was entitled the “Route to Prosperity,” capturing the idea of a regional transportation system that brought wealth to the sparsely developed Ohio countryside. This Plan emphasizes transportation linkages—Towpath Trail, Scenic Byway, Cuyahoga Valley Scenic Railroad, and navigable water Reaches of the Canal and its rivers—to provide residents and visitors choices of multi-modal journeys which can tell the story of the Corridor, while supporting improvements that will provide community benefits along the length of the Corridor. The Plan will facilitate these journeys through its support of transportation elements and will support interpretation along the many routes.

#### Heritage Venues

The Corridor encompasses scores of nationally and locally recognized historic districts, properties, and settings that recall the legacy of the Canal era and its subsequent regional growth. The Plan encourages support for historic resources throughout the Corridor, with special emphasis on the immediate Canal Corridor, the journey linkages, and at the places where users of this network will start and end their trips. At key Journey Gateways, interpretation will be supported to tell the story of the Corridor and its evolution, historic preservation of key settings will be facilitated, and supportive services will be encouraged to enhance the visitor experience and contribute to community and Corridor-wide economic vitality.

#### Heritage Programs

The Ohio & Erie Canal Association will continue to serve as the management entity for the national heritage Corridor, providing technical and financial assistance through federal funds directed to the National Heritage Corridor and encouraging coordination of programs and activities that support the project’s goals. The OECA’s programs will supplement the substantial efforts of many regional and local entities, including the National Park Service, regional park districts, municipalities, and other institutions throughout the Corridor, who will continue to act as the primary developers and stewards of the Corridor’s resources. The OECA’s programs and activities will be catalyst efforts to build upon and expand partnerships with these public and private entities to initiate “bricks and mortar” improvements for Corridor-wide linkages, to provide interpretation along the Corridor journeys and at heritage venues, and to encourage resource stewardship, education, and economic development to take advantage of these initiatives.
3.4 Boundary

Rationale and Purpose
The proposed boundary of the Ohio & Erie Canal National Heritage Corridor is shown in Figure 12 and adapts the concept shown in "A Route to Prosperity" to focus on core Canal resources, including key cultural landscapes:

- The Canal setting and Towpath Trail
- Urban settings with close associations to the Canal and its legacy of transportation, industrial, and community development
- Rural and natural settings along the Canal
- Rural and natural settings along the Scenic Railroad Corridor
- Scenic Byway

In general, the Corridor boundary is relatively narrow to focus attention and financial resources on these key resources of importance to the Canal story and setting. The boundary has, typically, been defined by using readily locatable physical features (streets, water bodies, transportation facilities), although the outside limits of the boundary in the urban area of Cuyahoga County north of Memphis Street and Route 43 should be 200 feet beyond street centerlines to insure that both sides of the street are included. In some cases, it has been necessary, due to discontinuous street networks, to locate the boundary relative to either the Scenic Byway or the railroad Corridor—in such instances a setback of 2,000 feet from the centerline of the transportation Corridor has been recommended.

The boundary centers on the Canal north of Akron, widening out to incorporate the entirety of the Cuyahoga Valley National Recreation Area as well as a surrounding buffer, and to encompass historic settlement centers, many of which are sited along the ridges of the Cuyahoga River Valley. Some of Cleveland’s earliest settled neighborhoods are included. The boundary recognizes not only the Canal, but also areas whose growth was prompted by the prosperity of the Canal era. South of Akron, the boundary splits to follow the routes of the Canal, to the west, and the proposed extension of the Cuyahoga Valley Scenic Railroad, to the east. An east-west segment of the Corridor between these two north-south elements of the Corridor is defined between Massillon and Canton to include both the Lincoln Highway and a proposed recreational trail between these cities. South of Navarre, the Corridor widens out to encompass a portion of the former Sandy and Beaver Canal, as well as Zoar Woods and a Reach of the Canal and river between Zoarville and Dover/New Philadelphia.

A three-page map of north, central, and south parts of the Corridor is shown in Appendix B, and shows the streets and physical features that delineate the boundary.
A three-page map of north, central, and south parts of the Corridor is shown in Appendix B, and shows the streets and physical features that delineate the boundary.
3.5 Corridor Journeys

Traveling the Corridor

The Plan recommends that the visitor experience be centered on journeys and loops along the Corridor, using a variety of modes, including the railroad, the Canal, the bike/hike trail, the Scenic Byway, and water transport, where possible. Each segment of the Corridor and its journeys would have a different focus. Users could experience a short loop segment, several loops, or the entire Corridor. Wayside exhibits along the loops, as well as historic and natural settings, would highlight the history and significance of resources along the trail. This approach puts special emphasis on the modes of transportation, the points of entry to each segment, and to the linkages between venues.

Table 2 indicates major characteristics of Corridor journey segments and where different journey choices should be available. Figure 13 shows the location of each journey segment. In addition to the new initiatives listed, there are opportunities within nearly every segment for neighborhood connector trails to link existing nearby districts to the Towpath Trail and other Journey Gateways. There are also opportunities to connect existing parks to create a strong and coherent system of parkland. Additionally, public transportation services and intermodal services such as bike racks on buses within the larger jurisdictions (particularly Cleveland and Akron) may serve an important role in making the Towpath Trail and other Corridor journeys accessible to a diverse urban population.
### Table 2: Characteristics of Corridor Journey Segments

<table>
<thead>
<tr>
<th>Segment and Interpretive Emphasis</th>
<th>Transportation Modes Available</th>
<th>Potential New Initiatives</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1 Industrial Valley and Related Urban Neighborhoods</strong></td>
<td>Scenic Byway</td>
<td>Northern extension of Scenic Railroad, Rockside Road to Terminal Tower, with Harvard Avenue station</td>
</tr>
<tr>
<td>Early urban neighborhoods and their evolution</td>
<td>Towpath Trail and bikeway (partial)</td>
<td>Completion of bikeway and Towpath Trail along edges of Industrial Valley</td>
</tr>
<tr>
<td>Immigration, the stories of people who came to work and settled the inner-core neighborhoods</td>
<td></td>
<td>Water excursion from Harvard Avenue to Canal Basin Park</td>
</tr>
<tr>
<td><strong>2 Cuyahoga Valley National Recreation Area</strong></td>
<td>Scenic Byway</td>
<td>Potential enhancement of corridor-wide interpretation</td>
</tr>
<tr>
<td>The Valley, its natural and cultural resources, and recreation</td>
<td>Towpath Trail and bikeway</td>
<td></td>
</tr>
<tr>
<td></td>
<td>David Hudson Trail to Hudson</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Scenic Railroad</td>
<td></td>
</tr>
<tr>
<td><strong>3 Akron to Barborton</strong></td>
<td>Scenic Byway</td>
<td>Completion of bikeway and Towpath Trail through Akron, linking to ODNR lands</td>
</tr>
<tr>
<td>The “Portage” and watershed divide</td>
<td>Towpath Trail and bikeway (partial)</td>
<td>Water excursion from central Akron to Nesmith Lake and Summit Lakes</td>
</tr>
<tr>
<td>The city-building effect of the Canal and its larger networks</td>
<td>Scenic Railroad (partial)</td>
<td></td>
</tr>
<tr>
<td>Industrial communities and paternalism (Akron’s development and Barborton)</td>
<td>Canoeing on the Tuscarawas River</td>
<td></td>
</tr>
<tr>
<td>The Canal’s role in flood control and water supply</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>4 Barberton to Zoar</strong></td>
<td>Scenic Byway</td>
<td>Completion of Towpath Trail that will link all canal villages from Akron to Zoar including Barberton, Clinton, Canal Fulton, Massillon, Navarre, Bolivar, and Zoar.</td>
</tr>
<tr>
<td>Rural canal environment</td>
<td>Towpath Trail and bikeway (partial)</td>
<td></td>
</tr>
<tr>
<td>Canal villages (Clinton, Canal Fulton, Navarre, and Bolivar), early settlements, and cities</td>
<td>Canoeing on the Tuscarawas River</td>
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<td></td>
<td></td>
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<tr>
<td><strong>5 Massillon to Canton</strong></td>
<td>Original Lincoln Highway/Tuscarawas Street</td>
<td>County Trail Lincoln Highway</td>
</tr>
<tr>
<td>Early highway travel</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>6 Akron to Canton</strong></td>
<td>Local roads</td>
<td>Scenic Railroad</td>
</tr>
<tr>
<td>Rural and scenic landscape</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Early railroading and freight service</td>
<td></td>
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<tr>
<td><strong>7 Canton to Zoar</strong></td>
<td>Local roads</td>
<td>Scenic Railroad</td>
</tr>
<tr>
<td>Rural and scenic landscape</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>8 Zoar to Dover/New Philadelphia</strong></td>
<td>Scenic Byway</td>
<td>Towpath Trail and other Regional Trails</td>
</tr>
<tr>
<td>Rural canal settlement and scenic landscapes</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
There are a number of branches from the mainline of the Towpath Trail that are essential elements of the system. The trail extending from the Towpath Trail in Massillon to Canton, those routes that connect the historic sites along the east and west Scenic Byway routes—trails to the Mill Creek, Ohio City, Brooklyn Centre, and Old Brooklyn.

Shown below are initial concepts developed in consultation with representatives of LTV for the routing of the trail near this vital industry central to the history of the Canal. The potential for an overlook and ability to see steel operations without intrusion into their day-to-day activity would offer a sense of drama and interest to the trail in this segment. These sketches illustrate that, despite difficulties of routing and coordination, the Towpath Trail will be an essential facility where visitors and residents can experience a sense of the Corridor’s continuity, using partnership efforts to complete these difficult segments. The specific route and design characteristics of this segment need to be determined by the likely implementation agency.

Transportation Modes

The journeys will take place on a series of linkages that will be possible by various modes. Some of these are in place and others are in the process of development. The types of linkages will include several facilities and modes whose status is reviewed in the remainder of this section:

- **Towpath Trail**
- **Existing and Future Navigable Reaches of the Canal**
- **Ohio & Erie Canal Scenic Byway**
- **Cuyahoga Valley Scenic Railroad**
- **East-west Connectors**

Together, the linkages create a Journey Network that will facilitate exploration and use of the Corridor. The elements of this network—existing and proposed—are illustrated in **Figure 14**. Each type of linkage is described in the following sections of this chapter.

**Towpath Trail**

A major priority for the OECA and communities has been the extension of the Towpath Trail along the route of the Canal. Public awareness of the potential of the Towpath Trail was heightened by the highly successful efforts of the National Park Service in the Cuyahoga Valley National Recreation Area, which has improved a continuous 20-mile trail along the Canal on the north-south axis of the park, with very high regional visibility and use. Extension of the Towpath Trail north and south of the National Recreation Area, as well as the establishment of other segments of the trail, has been a strong community and county priority and has been supported by many of the matching grants provided in the initial two years of OECA’s operations. Each County has supported this priority enthusiastically, with major initiatives by Metroparks in Cuyahoga County for the $9 million Ohio & Erie Canal Reservation; by Metro Parks, Serving Summit County in the Cascade Locks vicinity with the Bath Road trail connection to the Mustill House and Store; by Stark Parks District with 20 miles of trails in place; and in initial planning and development by Tuscarawas County. Approximately 50 percent of the Towpath Trail is either in place or funded, as indicated in **Table 6** in Chapter 4. Local projects are making a real difference in raising awareness of the potential for trail improvements.

The cost to complete the remainder of the Towpath Trail is presented in **Table 7**, page 107. Several segments of the Towpath Trail pose some difficulties and will require unusual and costly solutions to overcome obstacles. These include: a structurally expensive routing along the edges of the industrial valley in Cleveland to insure no adverse impact to visitor safety or the operations of LTV steel and other steel operations; a difficult connection between Cascade Locks and downtown Akron, passing through other transportation elements; required bridges south of Akron to carry over a series of feeder waterways from the east; crossing of Route 21 in downtown Massillon, crossing a rail Corridor and I-77 in the vicinity of Bolivar, and negotiations with private property owners.
Figure 14

Key Journey Elements
Existing and Future Navigable Reaches of the Canal

- **segments of the Canal that remain watered** and reaches of the Cuyahoga and Tuscarawas Rivers are passable by small boats, although seasonal water levels affect usability. Canoe livery services in Bolivar and Canal Fulton offer day and overnight trips, and many groups of canoeists take advantage of navigable sections of the Canal and rivers, even portaging around the dams and guard gates. Several important opportunities to encourage additional boat use should be incorporated into the Plan:
  - **the segment of the Cuyahoga River north of Harvard Avenue** has the potential for tour boat use up to a future landing near the Canal Basin Park, although such activities would need to be carefully coordinated and monitored to ensure that they are operated by licensed and experienced skippers, and that these smaller craft can safely navigate around the large ore barges on the winding Cuyahoga. Such a river journey would be quite dramatic, passing through Cleveland’s industrial valley, and would offer the potential for multi-modal tour loops between Harvard Avenue and the Canal Basin via bike, boat, and/or rail.
  - **canoe access in the Cuyahoga River** has potential in the CVNRA and in the new Ohio & Erie Canal Reservation from Rockside Road to lower Harvard Avenue. Poor water quality following major storms is one of the main obstacles. Eliminating combined sewer overflows is beginning to address this issue.
  - **the segment of the Canal between Lock 1 in downtown Akron and Nesmith Lake** has high scenic and recreational potential. In this segment, a concession tour for boats with relatively shallow draft could offer excursions that would reveal a quiet and lightly settled “Reach of the Canal”, directly adjacent to the Akron downtown. This stretch of the Canal could also be part of a multi-modal loop, as a relatively continuous Towpath Trail is possible on the easterly side of the Canal, mostly on land owned by the Ohio Department of Natural Resources (ODNR). The combination of boat excursion and bike return trip could be very attractive for visitors and residents alike. The southerly part of this segment would connect to Summit Lakes and terminate at Nesmith Lake, where uses along the lakeside and adjacent Scenic Byway could provide space for concession rentals, excursion docking, and supportive food, beverage, and information services.
  - **south of Nesmith Lake**, and continuing to Barberton, the Canal is passable by canoes and kayaks, whose use could be encouraged by providing docks and landings, as well as linkages to other journeys in this Reach.

Ohio & Erie Canal Scenic Byway

In 1996, the State of Ohio designated a 100-mile north-south route parallel to the Ohio & Erie Canal between the Canal’s northern terminus at the Cuyahoga River and I-77 in Dover as the state’s first Scenic Byway. The Scenic Byway is important transportation infrastructure for this heritage greenway. Communities along the Scenic Byway should be encouraged to review and assess their sections of the Scenic Byway and develop local plans that incorporate resource stewardship, historic preservation, natural conservation, and sensitive economic development.

The Federal Highway Administration of the U.S. Department of Transportation is authorized to provide federal funding for planning and implementing enhancements to state-designated Scenic Byways. According to FHWA guidelines, Scenic Byways have “special, scenic, historic, recreational, cultural, archeological, and/or natural features which are considered representative, unique, irreplaceable, or distinctly characteristic of an area and are so outstanding as to make the road memorable.”

A Scenic Byway Management Plan was completed in 1996 recommending policies and approaches to road improvement, directional signs, other enhancements such as posted speed limits, parking, and bicycle lanes, and cooperative management measures to enhance special features of the route and to improve the visitor experience. Under an agreement among the County Engineers, OCC, and OECCC, and in cooperation with the Ohio Department of Transportation, a $300,000 effort is underway to design and implement byway marker and directional signs to attractions, with the start of installation scheduled during the period when this Plan is submitted for approval. Other activities that may be eligible for implementation support as part of the Scenic Byway include wayside interpretive markers, byway guides, and roadside enhancements.
Cuyahoga Valley Scenic Railroad

The Cuyahoga Valley Scenic Railroad (CVSRR) is an important regional recreational link and cultural resource, developed and operated under cooperative arrangements among the National Park Service (track acquisition, upgrade, and station construction), county and city agencies, and a non-profit corporation responsible for operations and marketing. The CVSRR is a critical link along the Corridor, as it follows (and intersects with) the immediate Canal and river Corridor between its current northern terminus at Rockside Road in Independence and its scheduled extension in spring 2000 to the Northside station just beyond North Main Street in Akron. The railroad offers popular themed seasonal tours (foliage, Halloween, Polar Express), and is used for day trips to the National Recreation Area and provides an opportunity for travel circuits that combine rail legs with hiking or biking along the 20 miles of existing Towpath Trail. The CVSRR long-range plan includes extension north to Tower City, in Cleveland, and extension south to Canton and, eventually, to Zoar at the southerly end of the Corridor. These extensions have the potential to greatly expand the recreational use and economic potential of the Ohio & Erie Canal National Heritage Corridor, as they will make convenient and enjoyable modes for using the Corridor accessible to large population centers in Cleveland, Akron, and Canton.

The extensions north to downtown Cleveland and south to the north side of Akron's downtown are particularly important and should have the high priority. As part of the northern extension, a station should be located at Harvard Avenue to enable effective loop journeys to the Ohio & Erie Canal Reservation (to the south of Harvard Avenue) and through edges of the industrial valley to the north. This station would also provide access to the Cleveland Metroparks Zoo/Rainforest.

The costs for improvements of these elements of the CVSRR are presented in Table 9 in Chapter 4.

Opportunities abound for multimodal trips on the Cuyahoga Valley Scenic Railroad that connect, biking, hiking, and auto excursions.
**East-west Trail Connectors**

An important element of the Corridor Plan is the encouragement of east-west trail connections to the Towpath Trail and the other north-south linkages that comprise the network of journeys. These east-west linkages are important as they draw other adjacent neighborhoods—both within and outside the Corridor boundary—to the "spine" of the project. **Figure 15** shows these potential linkages, which have been strongly supported at the community and county level and would make a rich system of trails and connections along the length of the Corridor. The types of linkages that are shown include, but are not limited to:

- **Connections shown in the trail plans** for Stark and Summit Counties
- **Connections proposed by a study in Cuyahoga County** done concurrently with the planning and design of the O&E Canal Reservation in order to link neighborhoods to the east and west of the Towpath Trail
- **Regional connections** such as trails along West Creek to Parma and along the former Sandy and Beaver Canal within and, potentially, beyond the boundary of the Corridor
- **Rail-to-trail conversions**
- **Other long-distance trail connections**, such as the Buckeye Trail and Ohio to Erie Trail.
- **The trail link between Massillon and Canton**, providing a link to Canton and the proposed Sippo Lake educational facility that could provide the potential for electronic marketing, educational, and information services in the Corridor and throughout north-east Ohio.

![Image of the Towpath Trail in Clinton](image_url)
Figure 15

East-West Linkages

Legend

- Existing Towpath Trail
- Proposed Towpath Trail
- Neighborhood Linkages
- Other Proposed Bikeways

1. Cleveland Lakefront Bikeway
2. Eastern Heights
3. Euclid Ave.
5. Norfolk & Western/Rapid/Rails to Trails
6. Big Creek
7. Harvard Ave. to Ohio Erie Canal Reservation Gate at E. 49th
8. Mill Creek
9. To Garfield Reservation
10. Cuyahoga Valley Rail Trail
11. Cuyahoga Valley
12. Buckeye Trail
13. West Creek Greenway
14. Metroparks Loop
15. Cuyahoga Valley Railroad Trail
16. Akron-Peninsula Rd. Trail
17. Connector to Arbor Hill Rd. in Bath
18. Hampton Hills Trail
19. Sand Run Parkway Trail
20. Mud Brook Trail
21. To Gorge Park Trail
22. Connection to Penn Ohio Canal Route
24. To Perkins Park & Historic Route of Portage Trail
25. Connection to Historic Sites around Lake Anna
26. To Firestone Metropark & Portage Lake
27. Possible Rails to Trails Conversion
28. Neighborhood Connection to Kenmore Area
29. Connection to Anna Dean Farm Bike Path
30. Bike Route to Rogues Hollow
31. Crystal Springs Connector
32. Sippo Valley Corridor Trail
33. Sippo Lake Connector
34. North Country Trail and Ohio to Erie Trail
### 3.6 Heritage Venues

Heritage venues are settings that include important resources associated with the Canal and its legacy, and closely associated with the “journeys” that will explain the Corridor. Four types of heritage venues are recommended:

<table>
<thead>
<tr>
<th>CanalWay Centers</th>
<th>Landings &amp; Trailheads</th>
</tr>
</thead>
<tbody>
<tr>
<td>Areas with specific Canal-related interpretation that interpret and explain the Corridor. Three new CanalWay Centers are proposed, and several existing locations where specific Canal-related interpretation is already provided are recognized as CanalWay Centers.</td>
<td>These areas, typically on the Towpath Trail and/or Scenic Byway, include places of orientation to the Corridor, with minimal services or interpretation.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Journey Gateways</th>
<th>Related Visitor Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>These areas are important nodes where Corridor users feel a sense of arrival to a special resource, are provided information on experiencing the Corridor, and may find interpretation and/or services associated with that experience. A number of general settings are identified at this time as important Journey Gateways, due to location and existing characteristics, while others may be established and recognized during the process of implementation of the Plan.</td>
<td>There are many existing interpretive and informational venues throughout the Corridor that serve the public, but do not currently provide information specifically oriented to the Canal or its effects. These venues can play an important function through cooperative efforts with other aspects of the Corridor Plan.</td>
</tr>
</tbody>
</table>

Characteristics of each of these venues are amplified in the Sections below.

### CanalWay Centers

CanalWay Centers are venues which are close to the Canal, convenient for visitors, and where a Canal overview and detailed interpretation and staff are available. **Figure 16** indicates the location of these proposed CanalWay Centers, recommending recognition of several existing venues and establishment of three new venues to provide Corridor-wide interpretation.

A planned high-technology education center is being developed to serve as a programming and outreach resource, and is described on page 80.
CanalWay Centers: New and Existing Venues

Figure 16

Legend
- Existing Venues
- New CanalWay Centers

1 North CanalWay Center - Cleveland
A CanalWay concept emerged for the creation of a Canal Basin Park, to serve as a northern anchor for the National Heritage Corridor and to explain the technological ingenuity, entrepreneurial, and industrial might that the Canal enabled, as well as to showcase the evolution of communities and immigrant groups drawn to the region by these forces.

2 CanalWay Center - Akron
This CanalWay Center conveys the height of the Canal Era and the way the Canal enabled development of Akron and other communities along the corridor. This CanalWay Center concept recognizes that there are two canal-related focal points in central Akron. One is the Lock I vicinity, where to the south the Canal is navigable and passes major industrial buildings that are strongly associated with the city’s growth. The second is the North Side Railroad Station. These are major points of future canal-related usage and tourism. The idea of this CanalWay Center is to connect these nodes via not only the planned towpath trail, which is planned to weave through the highway network, but also via Akron’s Main Street, which would provide supportive visitor services and venues to supplement the journey experience.

3 South CanalWay Center - Zoar & Bolivar
The South CanalWay Center would include both Zoar and Bolivar, as well as the trail that links these nearby communities. This CanalWay Center incorporates most rural segment of the corridor and contains many characteristics of the Pre-Canal Era. Significant state properties are in Zoar and Bolivar – Fort Laurens in Bolivar and Zoar State Historic Site.

Stark County Educational Center (Electronic Gateway)
Stark County is planning to develop a technologically sophisticated Educational Center at Sippo Lake that has the potential to provide informational and educational services throughout the corridor, using contemporary Internet-based communications. This facility, which is planned to open in the next couple of years, could serve as an “Electronic Gateway” to the entire corridor, if the planned staff and facilities can provide an information channel and a venue for curriculum development. If media for visitor information services are incorporated, the facility might provide a source of revenue to OECA.
Existing Venues

The existing venues that focus specifically on the Canal and already interpret specific aspects of the Canal’s history should be recognized for their existing interpretive content, information and experience. These venues include:

- **Ohio & Erie Canal Reservation and Center/Lenard Krieger CanalWay Center** opened in 1999 as part of a planned 6.5-mile trail by Cleveland Metroparks that extends to the National Recreation Area. The focus of interpretation in the exhibit is the urban infrastructure that characterizes the working Canal and the industrial and urban investment prompted by it.

- **Cuyahoga Valley National Recreation Area “CanalWay Center”**—this major resource, managed by the National Park Service, includes two major interpretive facilities that feature the Canal and its history, including the Canal Visitor Center (at the north end of the CVNRA) and the Boston Store (at the center).

New Venues

Three new CanalWay Centers are recommended to communicate a coordinated and Corridor-wide interpretive perspective and overview. These venues are generally identified, but should be further scoped in cooperation with OECA and local interests. CanalWay Centers are not necessarily individual buildings or facilities, but are linked settings that work together to comprise a visitor experience that will communicate important aspects of the Canal’s history. The purpose of each of these three CanalWay Centers would be to emphasize how the region’s geography and settlement were intertwined with the Canal and to interpret, in a coordinated way, how the Canal contributed to maximizing the potential of the region. Each CanalWay Center should incorporate overview interpretation about the Corridor as a whole as well as specialized interpretation about the key chronological periods of the Canal and how these relate to the geography of the Corridor.

Given the limited level of resources available to OECA through the federal Heritage Area funding and the potential scope of each CanalWay setting, the new CanalWay Centers will require a high level of cooperation with local entities and would require funding and operational support with other agencies and entities beyond OECA. Three general locations are recommended by the Plan, in the south, central, and north parts of the Corridor.

South CanalWay Center (Zoar and Bolivar)

The southerly Reach of the Corridor is the most rural segment and is an effective setting to convey many characteristics of the Pre-Canal Era. The south CanalWay Center would include both Zoar and Bolivar, as well as the trails that link these nearby communities. Significant state properties are in Zoar and Bolivar—Fort Laurens State Memorial in Bolivar and Zoar Village Memorial Site—which provide recognized and protected resources, existing historical interpretation, and a continuous staff presence. The combination of these sites also can communicate important aspects of the Pre-Canal era, including the ethnic settlements (not only Zoarites but also other settlers from the mid-Atlantic region) and the major east-west trails and regional geographic connections that caused the location of Fort Laurens as a defensive outpost. Zoar State Historic Site is a visitor destination today, and with the state’s on-going rehabilitation of the Zoar Hotel to serve as a visitor center, could offer a venue where interpretation of the Canal could be incorporated. Bolivar includes not only the Fort but also a visually powerful Canal Village setting, where several under-utilized buildings could be rehabilitated and used for both interpretive and commercial purposes. **Figure 17** shows the South CanalWay Center.
Access to either Zoar or Bolivar is convenient, using a combination of I-77, Route 212, and the Scenic Byway, and a pedestrian/bicycle loop between these venues is sufficiently short (eight miles round trip) to make a marketable and enjoyable visitor experience. Key improvements necessary to implement this south CanalWay Center would include:

- **Streetscape and interpretive improvements in Bolivar**, including rehabilitation of historic structures for private re-use and Canal-related information services
- **Streetscape and parking improvements in Zoar**, including accessibility improvements and additional compatible lighting. Streetscape improvements would be implemented in a way that does not diminish the historic character of the village.
- **Completion of Scenic Byway improvements** between Bolivar and Zoar
- **Completion of Towpath Trail between Bolivar and Zoar**, including crossing of I-77. A crossing in the vicinity of Fort Laurens would be very desirable in order to heighten the linkage between the Towpath Trail and this resource.
- **Addition of Canal interpretation** to proposed Zoar Visitor Center

It would be important to undertake additional research on Bolivar’s history and interpretive potentials prior to undertaking detailed planning and design, to insure that its role is properly interpreted. A CanalWay Center with two points of entry could be readily staged, as Zoar represents a current attraction that could have initial appeal and clarity, while improvement in Bolivar, including the connecting trail link, could be phased over time. Figure 18 indicates the potential focus of activity in Bolivar. Figure 19 indicates potential improvements that should be considered in Zoar to improve parking, traffic, and the streetscape environment in the historic core of the village.
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Akron CanalWay Center

Akron is the recommended location for a CanalWay Center that conveys the height of the Canal Era and the way the Canal enabled development of Akron and other communities along the Corridor. Akron, at the highest point along the Canal and at the historic “portage” and the watershed divide, illustrates how the Canal transportation system promoted urban growth and investment, caused by the construction of both the Ohio & Erie Canal and the Pennsylvania & Ohio Canal from the east parallel to the Little Cuyahoga River and in the approximate location of Akron’s current Main Street. The two Canals intersected at the approximate location of Lock 1, at the heart of downtown Akron.

This CanalWay Center concept Figure 20 recognizes that there are two Canal-related focal points in central Akron—the Lock 1 vicinity, where to the south the Canal is navigable and passes major industrial buildings that are strongly associated with the city’s growth and the Cascade Locks and Northside Railroad Station, which are major points of future Canal-related usage and tourism. Between these two nodes, the continuity of the Canal has been interrupted by highway and other construction, requiring a new type of “portage” to connect these areas. The idea of this CanalWay Center is to connect these nodes via not only the planned Towpath Trail, which is planned to weave through the highway network, but also via Akron’s Main Street, which would provide supportive visitor services and venues to supplement the journey experience. The CanalWay Center would encourage appropriate reuse and redevelopment in the Northside vicinity, and would be complementary to planned improvements now underway by the City of Akron to its downtown.

Several potential sites could be appropriate locations for indoor interpretive space that could offer an overview of the entire Corridor as well as targeted interpretation on the height of the Canal era, and decisions on which is most appropriate would require significant input from the City of Akron as well as from other interested parties to the Plan. These potential sites include portions of the vacant parcel south of the proposed rail station, the former rubber plant at the south end of Cascade Locks Park, or the Lock 1 vicinity, where potential concession boat tours might be offered from Canal-side.

Opportunities associated with this concept are shown in Figures 20 and 21 and could be pursued independently, and might include: (1) new residential infill development in the Howard Street vicinity; (2) encouragement of continued revitalization and infill in the emerging North Main Street entertainment district, north of Martin Luther King, Jr. Freeway; (3) attraction of private investment to the area across from the proposed train station; (4) interpretive improvements in the Lock 1 vicinity; (5) re-establishment of a direct connection between Main Street and North Main, under the freeway. Some of these concepts are different than those within the Cascade Locks Plan prepared by the Cascade Locks Association and require coordination with this group, which has shown great interest in revitalization efforts. Key improvements necessary to implement this south CanalWay Center would include:

- Completion of Cascade Locks Park
- Construction of proposed pedestrian/bicycle Towpath Trail connector between Cascade Locks Park and Lock 1
- Completion of Northside Scenic railroad station
- Decision on preferred venue for indoor interpretation of Canal overview and this CanalWay Center and scoping of interpretive improvements
- Streetscape improvements to link North Main Street and Cascade Locks areas more closely to Main Street and the downtown
Two notable opportunities for encouraging joint public-private cooperative improvements exist and should be pursued in conjunction with the CanalWay Center concept.

The first public-private opportunity is at the hillside to the south of the proposed CVSRR station between Furnace and Ridge streets. This parcel has the potential to accommodate a range of uses (as shown in Figure 21) and should be investigated for potential private development, so long as key connections could be maintained that are essential to the CanalWay Center concept. These connections, that might be incorporated as condition of approval for such development would include:

- **development of an ample viewing terrace** from the upper level, Furnace Street end of this parcel (across from the end of North Main Street) that would preserve a panoramic view of the valley beyond
- **provision of an ADA compliant access** between the southerly end of the parcel on Furnace Street and the northerly end of the parcel on Ridge Street. This could either be an outdoor ramp path

(as shown by some of the options in Figure 21) or could be by providing public access to an elevator and lobby that would be integral to the potential development and open to the public during the operating hours on the CVSRR.

- **allocation of 1,000-1,500 square feet to serve as an exhibit space** to provide a location overview of this end of the CanalWay Center and to introduce visitors to the significance of Akron’s story in the context of the entire Canal.

The second public-private opportunity would be at the Lock 1 vicinity, also shown in Figure 22. In this setting, if local officials desire to cooperatively pursue a CanalWay Visitor Center, there might be a need for 4,000-5,000 square feet of visitor service and exhibit space. One strong possibility would be to explore adaptive use in a lower story of the Hamlin building, an important Canal-related historic structure where major rehabilitation is under study. Such space could directly overlook Lock 1, and with removal of the ODNR maintenance structure whose uses are planned to be relocated to the Summit Lakes vicinity, could be part of a coordinated site interpretive and site improvement program that would create in important Canal-related open space adjacent to major uses in the heart of Akron’s downtown.
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Figure 21
Northside Area Visitor Center Option

Figure 22
Lock 1 Visitor Center Option
**North CanalWay Center: Potential Activities**

1. **B & O Railroad Station**
   At the historic B & O Railroad Station, the lower two floors (7,000 SF) contain exhibits to introduce the National Heritage Corridor, the Ohio and Erie Canal and its impact on industrialization, and the immigrants who sought new lives in Cleveland. The upper floors house a mix of public and private uses.

2. **Hulett Ore Unloaders**
   Two Huletts provide a centerpiece for an interpretive landscape and a museum of industrial technology. The Huletts are located (one “up”, one “down”) adjacent to the skeleton and form portions of an ore boat that allow visitors to see how the Huletts work without blocking views of the river. Visitors walk under the Huletts and adjacent to the ore cars and shunt engines.

   The Museum (20,000 SF) includes new buildings and reuses the north B & O rail shed. Working models and videos of the Huletts and ore boats in action are included in the museum. Lighted at night and sited on key axial view lines (Center Street, Columbus Road, Canal Road) the Huletts are a visual magnet, providing a new sense of place and arrival for the entire Canal Basin/Setter’s Landing district.

3. **Rewatered Canal and Turning Basin**
   The Canal connects from the Cuyahoga River to the old B & O Railroad Station. The Canal Basin, with barges and boats, is recreated, and investigation of Locks 43 and 44 is undertaken to find archaeological remains and evidence of the weigh lock that existed in this part of the canal.

   A pedestrian route along the south side of the Canal offers a walk through the City’s history as an industrial power and transportation/distribution hub.

   Other properties offer opportunities to showcase Cleveland’s continuing history of entrepreneurship, stretching from Alfred Kelly and John D. Rockefeller to present times.

   Infill parking, with support areas under the RTA viaduct, to the south.

4. **Mixed Use Infill**
   New buildings are combined with adaptive reuse.

   The building style is “gritty” and appropriate to the area.

   25,000 to 40,000 SF of new construction, linked to existing buildings.

   Infill parking, with support areas under the RTA viaduct, to the south.

1. Two Huletts with rail platforms and ore cars
2. Frame of ore boat hold
3. Ore boat wheel house superstructure with viewing platform
4. Ore boat outline
5. Huletts Museum entry
6. Technology and Innovation venue
7. Ohio and Erie Canal National Historic Area information and interpretive venue, including mixed use
8. Re-watersed canal
9. Canal basin with period boats and tour boat center
10. locks
11. Hand operated lift or swing bridge
12. Potential mixed use, including residential
13. Mixed use, including new and rehabilitated buildings
14. Replacement parking under RTA viaduct
15. Re-use of Van Duzen studio for public or private use
16. Links to existing parks
17. Lorenzo Carter log cabin

**NOTE:** Drawings show initial concepts related to the Canal Basin. The specific site for relocation of Huletts Ore Unloaders is conceptual and may be revised or changed based on property availability and other feasibility factors.
North CanalWay Center

The proposed North CanalWay Center has been investigated during the course of the preparation of the Management Plan. A concept emerged for creation of a Canal Basin Park, to serve as a northern anchor for the National Heritage Corridor and to explain the technological ingenuity, entrepreneurship, and industrial might that the Canal enabled, as well as to showcase the evolution of communities and immigrant groups drawn to the region by these forces. The northern end of the Corridor is a fitting locus for this CanalWay Center, as it showcases the burly industrial and urban landscape of Cleveland's industrial valley and the proximity to Lake Erie.

The Canal Basin Park proposal would be at the terminus of the Ohio & Erie Canal and would incorporate the Canal basin, now devoted to parking lots and related infrastructure. The proposal for this site would take advantage of existing and future activity centers which will energize the park, including the Flats entertainment district—Cleveland's downtown and warehouse district. The proposed terminus of the Cuyahoga Valley Scenic Railroad is at the Tower Terminal, adjacent to planned residential and mixed use development. This context is shown in Figure 22. The site is already a veritable museum of bridges and technology, which would be enhanced by relocation of two Hulett ore unloaders to a site along the Cuyahoga River. A rewatered Canal Basin could connect all elements of the park, including a potential reuse of the former B&O Station, which could serve as the indoor interpretive venue for the CanalWay Center. This site would link to other Corridor resources by the Scenic Byway, the Scenic Railroad, the proposed bike trail, the RTA light rail line stop at Settler's Landing, and, potentially, by boat tours through licensed concession operations, linking to Canal venues to the south.

Many elements of this proposal would require substantial coordination with other entities, including the City of Cleveland, affected adjacent property owners, advocate groups for the Hulett relocation, and other regional interests. Key minimum improvements for the northerly CanalWay Center are shown in Figure 23 and include:

- Rewatering the Canal Basin and Canal connector.
- Securing and improving exhibits and interpretive space within the former B&O Station.
- Coordination with related infrastructure and services, area-wide.
- Developing concessions for boat tours to link to other Canal-related venues upstream.
- Coordination with Hulett relocation and interpretive improvements to make most effective use of these unique industrial artifacts. If the site shown is not available, further study would be required if this proposal is to be integrated with the Canal Basin re-watering.
- Developing a framework for management and operations of the elements of the proposal.

The Hulett Ore Unloaders, standing 100 feet high, revolutionized the U.S. iron and steel industry in the early 1900s.
Electronic Gateway

Stark County has initiated planning and implementation for an Education Center that may offer a unique technical capacity to provide information and educational program distribution service for the Corridor. The facility, planned to be located at Sippo Lake along the east-west portion of the Corridor between Canton and Massillon, is intended to be hard-wired to all schools in Stark County and to have staff with capacity in educational curriculum development, information services provision, and state-of-the-art internet media and communications. When completed, subject to satisfactory arrangements between the County and OECA, this facility could serve as an Electronic Gateway for information and content about the Corridor, potentially serving as a source for visitor information services delivered to key Corridor venues and as a clearinghouse to make educational programs available to Corridor communities. If realized, this facility, while not necessarily a physical visitor-oriented venue, could be a different kind of “Center” and could possibly be a self-financed revenue source to provide income to OECA.

Journey Gateways

The Plan recommends designation, improvement, and use of Journey Gateways, areas along the Corridor that are important points of departure and orientation for the journeys that will be the heart of the visitor experience. Journey Gateways will often be places where multiple Corridor linkages intersect—the Cuyahoga Valley Scenic Railroad, the Scenic Byway, the Towpath Trail, and/or the Canal or River—and, when located in neighborhoods or areas not on the Towpath Trail, will typically have nearby clusters of visitor services or attractions. Places designated as Journey Gateways should be given high consideration for technical and financial assistance to assist in improving the Corridor experience and environment. Many of the areas that will be designated as Journey Gateways would typically have most or all of the following typical characteristics:

- Provide an attractive setting in terms of historic, cultural, and/or natural environment.
- Offer the potential for multi-modal access (bike, pedestrian, equestrian, automobile, train, boat) and the opportunity for manageable travel loops of high visitor interest.
- Provide access to visitor services such as comfort facilities, food/beverage, information, and parking.
- Nearby to reasonable lodging to facilitate overnight accommodations for out-of-town tourists and visitors.
- Access to seasonal staff and/or volunteers who can provide trip-planning and journey information.
- Access to information and interpretative materials on natural and cultural resources in the vicinity and on typical Corridor journeys.

Several venues in the Corridor meet many of these criteria today because of the transportation and historic resources improvements that have been put in place; whereas other areas along the Corridor may be eligible for designation as Journey Gateways as Corridor improvements are made. Additionally, other areas should have priority for future designation as Journey Gateways, subject to the provision of effective linkages to support the Corridor journeys which are envisioned. Above and beyond the foregoing typical characteristics, additional conditions that define important current and future Journey Gateways include:

- Areas where Interpretive Reaches (as defined in Section 4.3, above) intersect, providing opportunities to those using the Corridor to select very different travel and interpretive experiences. An example would include Rockside Road, where to the north the Canal Corridor is highly developed with dense mixed commercial and industrial uses and to the south starts to evolve into the rich natural landscape of the National Recreation Area.
- Sites that have strong regional accessibility from within and outside the Corridor and the region, facilitating visitor use. Examples might include Boston or Peninsula within and adjacent to the National Recreation Area, Canal Fulton and Massillon, accessible from Route 21 and I-77.
- Sites with significant natural and/or cultural attractions that are integral to the Canal story could be Neighborhood Gateways. Examples might include Mill Creek Falls, Ohio City/West Side Market, Tremont/Lincoln Park, Cascade Locks.
- Sites with the potential for expanded visitor services that could support improved marketing and packaging of excursions and visitor experiences. Examples could include many of the small and large communities along the Corridor which have a mix of services and facilities that could support Corridor users, such as Clinton, which is accessible from Routes 21 and I-77 or Navarre in Stark County where east-west connections provide easy access to the heart of the Canal Corridor.

Figure 24 shows the potential types of improvements that might evolve in a typical Journey Gateway, using the example of Navarre. This is a typical Canal village whose form is entirely derivative of the influence of Canal activities and commerce. In Navarre, the Canal is no longer watered and much of the right of way has reverted into private ownership. The Towpath Trail is planned along an abandoned rail right of way adjacent to the Tuscarawas River, two blocks south of Bethlehem Square, and adjacent to Navarre and Rochester Squares.
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A site that could be an important element of this strategy is a poorly defined lot to the rear of the Village Hall, on the former route of the Canal. An interpretive park, perhaps in conjunction with modest parking to support visitor use, would allow visitors to understand the former relationship between the Village and the Canal and would also create an amenity that might support revitalization efforts.

The Plan indicates that linkages between the Towpath Trail and these latter squares should be encouraged and that such linkage would create opportunities for organizing greenway connections and locating appropriate visitor services. Strong linkages could attract adaptive reuse in the Rochester Square area, perhaps encouraging bed and breakfasts or other services that could facilitate bike, hike, and canoe journeys along the Corridor. The village is already working on improvements that could facilitate this strategy, including acquisition of a house near Underwood Park where visitor comfort services and information might be provided, and improvement of a primitive campground just east of the village on the Tuscarawas River.

As a Journey Gateway, Rochester Square in Navarre could provide visitor services, multi-modal access, and highlight historic and cultural resources.

Figure 24
Potential Navarre Journey Gateway
3.7 The Corridor Story

The story of the Heritage Corridor is complex and multi-layered, starting long before the Canal was built and extending after the use of the Canal as a means of transportation ceased. This story deals with historical evolution over several centuries resulting in today’s cultural landscape, extending along a 100-mile Corridor and spanning four counties. While there are many interpretive venues along this length that address the Canal, there are no interpretive venues telling the story of the region as a whole from the point of view of the Canal and its heritage Corridor.

Corridor-wide Interpretive Strategy

As the OECA looks toward the next ten years, the Corridor has the potential to become a major heritage destination in the region and the country. To support this initiative, the interpretive strategy will ensure that the residents and visitors are aware they are traveling and living within a special place and are able to understand and appreciate the resources within its bounds. Rather than conceiving of the Corridor as a set of independent communities and counties divided by political boundaries, the strategy envisions a Corridor-wide interpretive experience. Key to this Corridor-wide approach is reinforcement of the geography of the Corridor by linking historical and chronological phenomena to the visible qualities of the landscape. Another essential ingredient of the interpretive strategy is a recognition that the Corridor can be perceived and experienced in a variety of ways, making moving throughout the Corridor exciting. The interpretive approach takes advantage of the many core historic and natural resources distributed along the Corridor, making it possible to create multiple interpretive nodes or centers. Finally, the interpretive approach will build upon the many interpretive venues that already exist, making a rich set of coordinated interpretive programs along the Corridor.

Landings and Trailheads

Landings and trailheads are places where users can enter the “routes,” the Canal Corridor, Scenic Byway, or other Corridor linkages. These sites are characterized by a relatively low level of support services and are, typically, not staffed and not located within centers of urban activity. These locations may be nearby existing historic and natural resources and need informational signage:

- interpretive and informational waysides to provide overview to Corridor and area
- direction to nearest visitor or interpretive facility
- information about nearby visitor services.

Related Visitor Facilities

The Corridor has many existing staffed visitor and interpretive facilities with interpretation on natural or historical features of the Corridor and region. These places, even when not directly along the “routes” have the potential to provide supportive interpretation, and are venues where coordinated exhibits and cooperative actions could be encouraged by OECA. Figure 9 (in Chapter 2) indicates the location of some of these types of facilities.

An interpretation strategy telling the story of the region as a whole will link history to the visible qualities of the landscape. Shown is the Frazee House, built in 1826.
The interpretation builds upon these opportunities by proposing the following regional strategy:

- **Thematic Framework**: the interpretation will be story driven and use the overarching idea of "Routes of Prosperity" to organize and explain the Corridor’s resources. Under this umbrella, four broad themes have been developed to capture the story of the Canal and its region, including The Land, Moving along the Corridor, Prosperous Valleys, and People and Communities of the Region.

- **Interpretive Reaches and Corridor Journeys**: The interpretive strategy will emphasize the primary transportation functions of the Corridor and the themes of the "Routes of Prosperity" to convey the story. The Interpretive Reaches and Journeys, like the themes, are organizing tools, in this case spatial components that differentiate the various segments of the Corridor to make them more accessible and understandable to the residents and visitors. They will be formed by a network of linkages and associated landscapes or clusters of resources. Together they will shape the heritage and interpretive experience up and down the Corridor.

- **Interpretive Venues**: In-depth interpretation will be offered at interpretive heritage venues forming a network of interpretive sites and facilities at several key locations along the Corridor. These venues will offer various levels of interpretation depending on their locations, access, and proximity to core resources. Interpretation will range from presentation of an overview of the story and the Corridor to individual exhibits designed to provide a focus on specific topics and themes in support of the understanding of the resources in their vicinity.

- **Interpretive Programs**: A coordinated set of interpretive programs will be designed to use the themes, the story, interpretive reaches and journeys, and venues. The OECA will coordinate with other interpretive initiatives to shape a network of sites, activities, and events within each interpretive reach and the Corridor boundary.

The Valley Railway prospered in the post-canal period, requiring portions of the canal bed for right-of-way.
**Thematic framework**

In its 1993 study, *A Route to Prosperity*, the National Park Service proposed several themes and sub-themes. These themes were transportation, business, agriculture, architecture, American ways of life, and cultural developments.

The Ohio & Erie Canal National Heritage Corridor story has many facets. It must build public awareness of the resources, be easily explained to the visitors and present a schematic and accurate image of the Corridor’s history. To achieve effective and exciting communication, the thematic structure that will provide the underpinning for interpretation of the heritage Corridor needs to be simple and compelling. An overall theme of “Routes of Prosperity” captures the essence of the story, the diversity of the transportation resources, and dynamic of the Corridor’s evolution. Under this umbrella, four broad themes are proposed:

**The Land**

This theme recognizes land characteristics that influenced human actions and, in turn, were shaped by humans. The geography and land influenced human settlement locations, agricultural patterns, selection of the Canal route, later industrial developments, and, eventually, environmental reclamation and conservation.

**Prosperous Valleys**

This theme focuses on the Canal’s contribution to the economic growth of the region and State of Ohio. It incorporates the nature of human action in shaping and renewing the land for economic expansion including agriculture, commerce, industry, and capitalism. The Canal contributed the rapid economic growth of the Corridor and facilitated the transition from leader in commercial trade and exporter of natural resources to leader in industrial development and innovation.

**Moving along the Corridor**

This theme focuses on the Canal as an engine for transportation development. At the core of the Ohio & Erie Canal story is the role of the Corridor as a connecting route, a two-way north-south line which was first used as a trail, next as a boundary, then as Canal route. This Canal was an early example of transportation infrastructure that echoed various transportation movements. The Canal and later transportation developments ensured the development of ingenious transportation technology. Today, it offers a cross-section of transportation technology, from rivers and portage trails to Canal to railways and highways.

**People & Communities of the Region**

This theme embraces the peoples’ and communities’ roles in shaping the identity of the Corridor. As a principal crossroad between south-north and west-east travel, the area attracted many migrants and immigrants. It extends through a long continuum: from the earliest presence of humans to pioneers to later migrants and immigrants during Canal and industrial development. The communities of the Corridor were created by people who built the Canal, worked in factories, and stayed in neighborhoods with distinctive cultural traditions that are still preserved today.
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Experiencing the Canal

The Plan recommends that the interpretive experience be centered on journeys and loops along the Corridor. Each journey focuses on particular themes and resources of the area. There are four primary Interpretive Reaches and four secondary Interpretive Reaches described below: the four primary Interpretive Reaches focus on the Canal Corridor and illustrate the four themes; the secondary Interpretive Reaches emphasize one or two themes and focus on other transportation events than the Canal. A system of signs, waysides and kiosks will be associated with the interpretive reaches and journeys, as well as other devices such as maps, brochures, audio tapes, and tour guides.

Primary Interpretive Reaches

The Industrial Valley and Cleveland Urban Neighborhoods
This Interpretive Reach encompasses most of the Cleveland area along the Cuyahoga River extending from the Lakeshore front to the Ohio & Erie Canal Reservation and Visitor Center abutting the National Recreation Area. This segment best conveys the story of the technological ingenuity, entrepreneurs, and industrial might that the Canal enabled, as well as the evolution of communities and immigrant groups drawn to the region by these forces. The northern end of the segment will showcase the CanalWay Center and its industrial and urban landscape. Several other existing interpretive resources and facilities are found within this segment that support this aspect of the story, including the Irishtown Bend archaeological district, West Side Market, Old Superior Viaduct, and other Cleveland ethnic neighborhoods and historic districts, the Western Reserve Historical Society, The William G. Mather Museum, the proposed Crawford Museum of Industry and Transportation, the Great Lakes Science Centers and the newly opened Leonard Krieger CanalWay Center within the Metroparks Ohio & Erie Canal Reservation.

The Cuyahoga Valley National Recreation Area Interpretive Reach
This Interpretive Reach extends from the edge of Valley View to the northerly edge of Akron. It is characterized by its natural environment and portrays the Cuyahoga River Valley and its cultural and recreational resources. The National Park Service manages most of the land along this Reach. It also includes the longest completed portion of the Towpath Trail and several Canal-related resources. It offers several interpretive facilities, including two major interpretive facilities that feature the Canal and its history, including the Canal Visitor Center (at the north end), the Boston Store (at the center), and Peninsula. The Frazee House features settlement history and the Hunt Farm features life in a small agrarian community. The New England extended culture—the Western Reserve—is quite evident in Hudson. Other educational facilities focus on the natural environment including the Cuyahoga Valley Education Environmental Center.

The Towpath Trail's natural environment attracts bicyclists, hikers, and nature lovers. This lock, near Peninsula, is an important point of access within the National Recreation Area.
Akron to Barberton Interpretive Reach
This Interpretive Reach extends from north of Cascade Locks in Akron to south of Barberton. It portrays the height of the Canal Era and later successful transition to rail and industrial center. It demonstrates the strategic importance of this crossroad for transportation developments and illustrates the way the Canal enabled development of Akron and other communities along the Corridor. Akron, at the highest point along the Canal and at the historic "portage" and the watershed divide, illustrates how the Canal transportation system enabled urban growth and investment, caused by the construction of both the Ohio & Erie Canal and the Pennsylvania and Ohio Canal from the east parallel to the Little Cuyahoga River and in the approximate location of Akron's current Main Street. The two Canals intersected at the approximate location of Lock 1, at the heart of downtown Akron. Later, railroad developments took over the Pennsylvania and Ohio Canal.

Barberton was created by O. C. Barber as a result of railroad network expansion. He established the Diamond Match Factory and the city on a site with access to both Canal and railroad. Key interpretive resources and facilities include the setting itself and its topography including Summit and Nesmith lakes, the Mustill House and Store and Cascade Locks Park, a navigable Canal segment from Lock 1 Park south to Barberton, the future railroad station, other railroad infrastructure, several industrial structures including Goodyear and Goodrich Plants, Firestone Tire & Rubber Co., and related neighborhoods. In addition, a series of buildings on Main Street backs up to the former Ohio & Erie Canal, including the 1899 J. P. Whitelaw Building, and the Wagner Provision Company building of 1910.

Barberton to Zoar Interpretive Reach
This Reach encompasses most of the Tuscarawas Valley within the heritage Corridor and is the most rural segment. It is an effective setting to convey many characteristics of the Pre-Canal Era and Early Canal Era. It includes most of the settlements and towns that preceded the Canal era such as sites of Native American activities near Bolivar and Fort Laurens as well as early settlements that pre-dated the Canal, but were energized by its construction. These communities include Clinton, Massillon (Kendal), Navarre (Bethlehem), Canal Fulton and Zoar. Significant interpretive facilities punctuated this segment including the Canal Fulton Old Days Museum and Heritage House, the St. Helena Canal boats, The Spring Hill Historic House Museum (Home of Thomas Rotch, Kendal Founder). The state properties of Fort Laurens in Bolivar and Zoar State Historic Site provide important interpretation of the early history of the Corridor and a continuous staff presence. The coordination of these sites can communicate important aspects of the Pre-Canal era and Early Canal Era, including the Native American, ethnic settlements (not only Zoarites but also other settlers from the mid-Atlantic region).

Secondary Interpretive Reaches
Massillon and Original Lincoln Highway Segment to Canton
This Interpretive Reach includes the Canton-Massillon axis that has often been referred as the birthplace of alloy steel. Steel manufacturing companies in the two communities merged to form Republic Steel. Massillon, located on the Canal, was in close proximity to many natural resources, was shaped and reshaped by successive waves of transportation developments and evolved from a wheat trading and shipping center to a coal and steel manufacturing center. The original Lincoln Highway, the nation's first coast-to-coast highway and first in the movement to build improved roads in the United States, was Route 172 in Massillon and Canton. In 1925, named highways were replaced by a national system of numbered highways, and the old Lincoln Highway was broken up. Now, Route 30 is known as the Lincoln Highway in the Massillon-Canton Corridor. Akron's Frank Seiberling, president of Goodyear, played a major role in the highway's development.
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Akron to Canton via Scenic Railroad Corridor
This Interpretive Reach includes Canton and the proposed Scenic Railroad extension to Canton. While the Canal was critical to many early developments, the railroad was responsible for the growth of other towns. Canton grew from a small agrarian town, distant from the Canal, and was forced to develop connections to the new railroad network. The Pennsylvania & Ohio Railroad laid tracks through Alliance to Canton in the mid 1800s. This started one of the most significant growth periods in Stark County. Canton evolved into a center of iron and steel, influencing Henry Timken to select Canton as a business location in 1898, and attracting other steel companies to support the growing automobile market. Canton became the center of economic activity in Stark County while many of the towns along the Canal and the Tuscarawas River saw their development stalled following the decline of Canal transportation activities.

Canton to Zoar via Scenic Railroad Corridor
This Interpretive Reach includes a later extension of the Scenic Railroad from Canton to Zoar. This rural Corridor would provide access to Zoar via alternative transportation and widen opportunities for intermodal journeys throughout the Corridor.

Zoar to Dover/New Philadelphia Interpretive Reach
This Interpretive Reach, an extension of the Barberton to Zoar Reach in Tuscarawas County, is rural in character and illustrates characteristics of the Pre-Canal Era and Early Canal Era. It includes the State-run Schoenbrunn Village, a recreation of the first organized American settlement in the Northwest Territory, run by the State of Ohio. Pre-Canal and Canal-era towns such as Dover are also found.

Table 3 outlines the potential thematic stories for each Interpretive Reach.

A signage system for both directional and interpretive signage will be developed using the existing logo. This would make visitors aware they are traveling the Canal Corridor, help them navigate between Interpretive Reaches and provide an opportunity to understand different aspects of the Ohio & Erie Canal story.

Corridor-wide and Interpretive Reach publications like informational brochures with maps, and comprehensive guides similar to NPS maps will be developed to support the interpretive experience. Tables 4 identifies various strategies at interpretive venues.

<table>
<thead>
<tr>
<th>Storyline</th>
<th>Theme 1: The Land</th>
<th>Theme 2: Moving Along the Corridor</th>
<th>Theme 3: Prosperous Valleys</th>
<th>Theme 4: People and Communities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cleveland’s development, including the evolution of transportation, the emergence of modern industry and the life of immigrants during the 19th and early 20th century.</td>
<td>Ecology of the Lake and the River.</td>
<td>Canal impacts on Cleveland’s development.</td>
<td>Industry and the capitalist economy.</td>
<td>Underground railroad stories.</td>
</tr>
<tr>
<td></td>
<td>Working to support industry operations.</td>
<td>A cross-section of transportation infrastructure from lake to canal to rail and roadways.</td>
<td>From extractive industries to steel making industry and oil/pump industry.</td>
<td>Early Ethnic neighborhoods and their evolution.</td>
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<td></td>
<td>The burning river and its remediation. Mill Creek as waterpower.</td>
<td></td>
<td></td>
<td>Industrialist and entrepreneur stories.</td>
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<tr>
<td>Akron’s development and the golden age of the Ohio &amp; Erie Canal operations throughout the 19th century.</td>
<td>The watershed divide and the Portage Trail. Taming the waters: the system of flood control, waterpower and water supply.</td>
<td>The canal as a transportation and engineering marvel. Cascade Locks. The golden era of the canal and its replacement by the train.</td>
<td>Akron’s development from transportation hub to commercial to industrial center.</td>
<td>Working in the industries along the canals and rail. Managers and workers’ stories. Richard Howe, canal engineer.</td>
</tr>
<tr>
<td>The Tuscarawas River landscape and life during the 18th and 19th centuries in rural communities along the canal.</td>
<td>The natural Tuscarawas Valley environment. Rural landscape.</td>
<td>Pre-canal transportation. Traveling the canal.</td>
<td>Trade and commerce along the canal. Economic decline after the canal stopped operating. Agricultural economy.</td>
<td>Life before the canal. Community-building along and on the canal. Early ethnic stories, the Native American, the Zoos, etc.</td>
</tr>
<tr>
<td>The impact of automobile and roadway development on the Massillon area.</td>
<td>“Good roads” movement.</td>
<td>Early highway travel.</td>
<td>Industrial innovation.</td>
<td>Wheat City workers.</td>
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Table 3: Interpretive Themes and Stories
<table>
<thead>
<tr>
<th>Interpretive Formats</th>
<th>CanalWay Centers</th>
<th>Electronic Gateway</th>
<th>Journey Gateways</th>
<th>Landing &amp; Trailheads</th>
<th>Related Interpretive Venues</th>
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</thead>
<tbody>
<tr>
<td>Media Presentation of the Ohio &amp; Erie Canal Corridor Story</td>
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<td>Canal System Overview Map Exhibit</td>
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<tr>
<td>Overview Journey Map Kiosks</td>
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<tr>
<td>Topical/Thematic Exhibits</td>
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<td>Traveling Exhibits</td>
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<tr>
<td>Interpretive Publications and Guides</td>
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<td>Web Site Access Interactive Exhibits</td>
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<td>Wayside Exhibits</td>
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<td>On-site Demonstrations</td>
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<tr>
<td>Interpretive Plaques and Markers at Key Resources</td>
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<tr>
<td>Self-guided Tours Audio Tape/Maps</td>
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3.8 Heritage Programs

The Plan should go beyond the "bricks and mortar" improvements required to build the linkages that will support the journeys and should encompass a wide range of programs to achieve the project's goals. To illustrate the potential range of these programs, the following sections review the types of assistance programs might be developed, cross-cutting five major program elements:

- Resource stewardship
- Heritage infrastructure
- Facility development
- Other heritage programs
- Educational & cultural programs
- Community & economic development programs
- Planning & design assistance

Resource Stewardship

**Principles**

Resource stewardship encompasses protection, preservation, enhancement, and management of the natural, cultural, and historic resources of the Corridor for future generations. These tasks are, in general, the responsibility of the localities, public entities, and private interests that control and manage buildings and lands throughout the Corridor. OECA should encourage public and private entities within the Corridor to recognize the value of historic resources as well as natural and recreational resources inside the boundary and should advocate enactment, by responsible local government entities, of effective resource protection. Preservation and appreciation of ethnic resources in all parts of the Corridor is important. Within the Corridor's boundary, special emphasis should be given to the immediate vicinity of the Canal, the Towpath Trail and connectors, Scenic Railroad and Byway, and at the Heritage Venues, and to review of projects adjacent to sites or settings which receive assistance through OECA's programs.

**Programs**

Resource stewardship activities by OECA may include assistance to public or private local entities to preserve resources and settings as well as advocacy for conservation initiatives. Communities that endorse the Corridor Management Plan would be eligible for assistance that might be targeted to private residences and businesses, as well as towards key civic spaces and buildings.

OECA programs to encourage natural resource conservation and stewardship could include:

- **working with localities and groups**, such as the Little Cuyahoga River Conservancy, Cleveland RAP, and Ohio Greenways, to identify and prioritize natural areas of concern to target for conservation.
- **encourage communities to invest in upgrades of sewage treatment facilities** with the goal of eliminating combined sewer overflow discharges into streams
- **assistance establishing programs and incentives to conserve farmland and protect habitat.**
- **providing technical assistance** to identify tools and techniques for municipalities to use with land-use/transportation planning and re-zoning efforts, to conserve natural resources.
- **initiating demonstration programs** to gather support for programs and projects.
• assisting with education and advocacy activities, such as brochures and guides to wildlife and flora and outreach materials to inform citizens and officials of the benefits of land conservation.
• work with Canal communities to educate them on the value of "smart growth." This includes promoting planning for both development and conservation, and quantifying the benefits.
• promote the use of parks and greenways as cost-effective ways to generate community economic development. In the 1850s, landscape architect Frederick Law Olmsted justified the purchase of land for New York’s Central Park by noting that the rising value of adjacent property would produce enough taxes to pay for the park.
• advocate that all development proposals within the Corridor include strategies to protect natural, historic, and scenic resources.
• encourage preservation of riparian Corridors, establishment of green buffers on all waterways, protection of watersheds, and urban stream restoration.

• encourage communities to tax tourists to raise funds for OECA-related preservation and conservation activities.
• develop strategies to protect farms, our "working landscapes." They are an important part of the history of the Corridor and its open space system.
• encourage development of a regional system of habitat reserves in which the Canal and river Corridors play a key role. This can help preserve species diversity while easing development regulations on less sensitive land.
• promote sustainable development, meeting the needs of the present without sacrificing future opportunities.
• strengthen and form new partnerships with ODNR, local park districts, and other interest groups that can assist in programming, advocacy, and financial support.
• encourage the formation of "Friends of the Tributary" and "Friends of Beaver," etc. These groups would provide volunteer manpower, expertise, political support, and public outreach.
• develop a strategy to reduce flows of untreated or inadequately treated sewage into the hydrologic system.
• develop specific strategies to deal with invasive (non-native) plant and animal species.
• ensure that open space linkages are adequate enough to allow for the movements of the species we wish to encourage-avoid fragmentation of habitat.

OECA historic preservation programs could include
• working with municipalities to identify priority resources and areas of critical concern.
• provide assistance to conduct a comprehensive review of Ohio Historical Inventory forms to develop historical resource inventory information at comparable and appropriate level of detail across the Corridor.
• providing grants to localities enacting preservation ordinances and/or guidelines within the boundary in a proactive and systematic manner.
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Heritage Interpretation

Principles
Heritage infrastructure incorporates the support system for the interpretation, recreation, and visitor experience along the Corridor.

Programs
OECA heritage infrastructure programs could include informational materials/services and interpretive materials that visitors and residents need to access, understand, and appreciate the Corridor. Because of the magnitude of many of the proposed infrastructure and facility improvements, OECA’s involvement in many of the larger projects would be primarily as a catalyst for investment—providing funding for feasibility studies, concept design, securing funding from others, etc.—which would spur capital investment by others. OECA could also invest in capital improvements. OECA programs and activities here might include:

- Providing assistance to define the scope, scale, and management of CanalWay Centers and defining appropriate and reinforcing Corridor-wide approaches to their interpretative exhibits and materials.
- Supporting the design and construction of interpretive facilities and materials, including wayside exhibits, informational signage and publications, maps, guides, off-site exhibits, media modules, and research.
- Recruit and train volunteers to assist with programs

OECA would support projects that advocate for historic preservation at state, county, and local levels.

OECA could recognize businesses and private interests that participate and are aligned with the Corridor’s mission, providing them special recognition and acknowledging their eligibility for assistance.

OECA would support projects that advocate for historic preservation at state, county, and local levels.

Live interpreters at the Schoenbrunn Village State Memorial.
Facility Development

Principles
Facility development encompasses investments in areas and venues where the interpretation, education, recreation, and visitor experience will occur.

Programs
OECA programs related to facility development could involve direct improvements to preserve and rehabilitate the historic resources and associated key settings. Because of the magnitude of many of the proposed facility improvements, OECA’s involvement in many of the larger projects would be as a catalyst for investment—providing funding for feasibility studies, concept design, securing funding from others, etc., which would spur capital investment by others. OECA programs and activities here might include:

- Supporting the Towpath Trail extensions and links with OECA grants or assisting municipalities prepare grant applications.
- Providing assistance in defining the scope, scale, and management of CanalWay Centers.
- Assisting with improvements to Journey Gateway sites.
- Providing support for funding improvements in facilities and services at Landings and Trailheads.
- Providing technical and financial assistance to historic restoration and rehabilitation projects.

Educational and Cultural Programs

Principles
Educational activities within the Corridor should focus on working with existing educational organizations and entities to develop programs and materials that reach across borders, providing regional benefits. Education should be focused not only on students and residents, but also on policymakers and officials.

Programs
OECA programs in this element could assist partner entities, potentially including museums, visitor facilities, non-profit entities, institutions, and school districts, to create educational programs, multi-media materials, research, and regular and periodic events that bring attention and people to the Corridor. OECA activities could include, but would not necessarily be limited to:

- Supporting the Towpath Trail extensions and links with OECA grants or assisting municipalities prepare grant applications.
- Providing assistance in defining the scope, scale, and management of CanalWay Centers.
- Assisting with improvements to Journey Gateway sites.
- Providing support for funding improvements in facilities and services at Landings and Trailheads.
- Providing technical and financial assistance to historic restoration and rehabilitation projects.
- Supporting festivals, events, parades, and calendar of events that trumpet the ethnic character of the Corridor.
- Developing relationship with local publishers to publish and distribute research studies.
- Providing assistance with development and marketing of the proposed Stark County Electronic Gateway Center.
- Using new technologies and the internet to achieve creative materials and distribution channels for educational programs and content that can be widely available throughout the Corridor and beyond, potentially in collaboration with Stark County’s planned Electronic Gateway Center at Sippo Lake.
- Developing programs in conjunction with existing education groups, institutions, and non-profits, such as the Cuyahoga Valley Environmental Education Center and the Camp Tuscazoar Foundation.
- Providing assistance and/or sponsorship for conferences or colloquia to review educational and cultural research opportunities along the Corridor as well to propagate the results of studies that are undertaken with OECA sponsorship.
- Working with the Cuyahoga Valley Association’s junior ranger program to involve students and young people directly in educational programming.
- Working with transportation agencies to make it easier for people to access all parts of the Corridor by transit.
- Providing incentives for higher education research, directed study, and internship opportunities.

Community and Economic Development Programs

Principles
Economic development activities should increase information about the entire Corridor and its parts, both in terms of visitor sites, development opportunities, and support for the journeys that are the theme of the Corridor. Marketing and promotional activities should be coordinated with state and regional activities to maximize exposure of the region for both residents and visitors. Development should be targeted to areas and uses that will be compatible with the Corridor landscape. OECA should take a lead role working with localities on interpretive planning and implementation.

Programs
Heritage programs and activities could promote and assist community and economic development through marketing initiatives targeted to both residents and visitors, creation and promotion of development opportunities, assistance securing development financing, and promotion of locally based businesses. OECA can play an important role in the development of such programs by:

- Supporting development of informational materials on the Corridor, such as maps, guides, and related services, potentially including assistance in packaging tours of the Corridor that incorporate multiple services and might be targeted to different market segments, including leisure travelers and residents.
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- **Supporting improved marketing of the Corridor** and its tourist service resources, potentially including working in coordination with existing business development entities to market the entire Ohio & Erie Canal National Heritage Corridor as a “product” with high visibility and impact. OECA should investigate and support new media and electronic communications, potentially making expanded use of the Internet, to develop internal communications within the Corridor, to provide effective visitor information, and to provide potential for revenue sources to support Corridor-wide information and products.

- **Encouraging centrally managed entrepreneurial activities** in the Corridor, such as CanalW ay Ohio logo licensing, fee-based activities, and/or development packaging and equity interests in key locations.

- **Encourage brownfields reclamation and conversion** to new uses with higher economic benefits.

- **Work with local government and banks** to develop creative loan packages for service-related businesses that are integral to the Canal experience, such as bed and breakfasts, bicycle rentals, unique or ethnic food and gift shops.

- **Providing financial and technical assistance** for Corridor-related revitalization efforts that reinforce historic venues and settings, such as business retention efforts, assistance in new business creation that take advantage of the Corridor’s journeys, and historic rehabilitation.

- **Target activities where there is significant leverage of the public-sector investment.**

- **Providing periodic assistance to projects that demonstrate success at practices in coordinating development, reuse, and/or preservation with other Corridor programs.** This might include development of a coordinated “National Main Street” program for the Corridor’s core resource communities, providing marketing, design, organization, and promotions.

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### Planning and Design Assistance

#### Principles

The OECA has brought a Corridor-wide perspective to this Corridor Management Plan, but is not in a position to directly manage or influence local planning and design matters. Additionally, many localities, particularly smaller entities, do not have access to technical expertise or the resources to procure outside professional advice to address resource preservation and development issues. Often, municipal pressure to “get things done” is sufficient to prompt approvals of development initiatives that threaten or jeopardize strategies for larger areas that would reinforce the Corridor Plan. The OECA will be in a unique position to provide planning guidance and expertise to other Corridor entities; often the ability to review options, develop approaches, and give consideration to creative implementation can make a difference in forging local consensus. Such planning and design assistance may be pivotal to successful implementation of the Plan and can also help by establishing standards for the programming and design of physical sites and facilities. OECA’s level of activity could range from hiring experts for design assistance to publishing a booklet or awarding a grant.

#### Programs

OECA could provide either direct planning and design assistance or to establish programs to assist localities or other entities to encourage site-specific or area-wide development and preservation that is compatible with the goals of the Plan. Such assistance may support local efforts that use key resources to revitalize and support more vital communities. Such assistance could include:

- **Promoting awareness of the economic benefits of regional planning, cooperative actions, and visioning for the communities of the Corridor.**

- **Direct review and comment on development proposals that could impact Corridor resources.**

- **Technical or financial assistance to local organizations to assist them with project or area-wide planning and design efforts.**

- **Development of guidelines and prototype approaches for dealing with particular kinds of Corridor resources, such as worker housing neighborhoods, Main Street revitalization, Canal-related landscapes, and rural land conservation.**

- **Assistance with establishing “Main Street” business development and revitalization projects.**
The non-profit Ohio & Erie Canal Association, assisted by the Ohio Canal Corridor and the Ohio & Erie Canal Corridor Coalition, will be a catalyst for a broad public-private partnership that will embrace localities, counties, and park districts, as well as state and federal agencies. The Plan proposes that available federal heritage area funds will be leveraged over ten-fold to create a truly regional network of facilities and programs associated with the Corridor. Full implementation of the Plan will draw over 3 million new users to the Corridor to take advantage of its recreational and activity venues; expenditures by these visitors will draw new investments to the communities along the Corridor for years to come.
4.1 The Heritage Partnership

Partnership Concept

The boundary recommended for the Ohio & Erie Canal National Heritage Corridor encompasses a large area, incorporating many municipalities and including downtown areas, neighborhoods, major parks, open lands, and a full range of urban and rural land uses. The scope of the Plan is substantial, building upon many existing facilities and services to realize the journeys envisioned by the Plan and including a wide range of historic and contemporary settings. The scale of facility improvements, preservation, and desired program initiatives—even if implemented to minimal levels—is beyond the scope of any individual agency or entity. Consequently, the realization of the Plan must rely on the concept of partnership and cooperative actions across public and private sectors and among levels and types of governmental units and non-profit interests. Such partnerships have been essential since the outset of the heritage Corridor concept, forming constituencies interested in protection and improvement of the O&E Canal Corridor (such as the Ohio Canal Corridor and the Ohio & Erie Canal Corridor Coalition) and bringing together public and private funding to improve venues and linkages along its length. These partnerships must continue and be given direction by this Management Plan, seeking to implement a single shared vision that can be supported by diverse interests and entities.

Role of the Ohio & Erie Canal Association

The Ohio & Erie Canal Association (OECA) is the non-profit entity established for the specific purpose of serving as the management entity for the Ohio & Erie Canal National Heritage Corridor. The OECA is a 501(c)(3) non-profit entity that has been given the authority, under the terms of the Ohio & Erie Canal National Heritage Corridor Act of 1996, to use federal funds for the following purposes:

- to make grants and loans to the State of Ohio, its political subdivisions, non-profit organizations, and other persons.
- to enter into cooperative agreements with, or provide technical assistance to federal agencies, the State of Ohio, its political subdivisions, non-profit organizations, and other persons.
- to hire and compensate staff.
- to use its funds to match other state and federal funding sources.
- to contract for goods and services.

These capacities must be understood in the context of the National Heritage Corridor, which is very different from a conventional developed and managed park or recreational area, in that it encompasses a broad area including many public and private uses. The intent of designation of the National Heritage Corridor by Congress was not to undertake the types of land management and control that would be typical in a National Park or National Recreation Area, but rather to encourage partnership efforts, by public and private entities, to protect, enhance, and make effective use of heritage resources to achieve regional and community betterment. Indeed, the Congress specifically prohibited use of any designated federal funds under the enabling statute for land acquisition and required the consent of local municipalities prior to the inclusion of any private land within the boundary.

It is important to stress that the resources expected to be available to OECA from federal heritage funds in the pursuit of these programs are currently limited, by statute, to a cumulative maximum of $10 million through 2012. This amount,
Many such programs would ideally be replicable and self-sustaining. An example of a “platform” grant would be a curriculum development effort undertaken with state and/or local educational organizations with the intent and capability to widely distribute and propagate results for use by others within and beyond these organizations.

- **Providing technical assistance in preservation and interpretation of Corridor resources.** As implementation progresses, OECA will be called upon to advise on Corridor wide matters dealing with resource preservation and interpretive facilities. OECA should develop the staff capacity - preferably through cooperative agreements with the National Park Service and other partners - to advise on resource documentation, compatibility of proposed improvements, long-term resource protection mechanisms that can be enacted at the local level, and interpretive exhibits and installations that may be sponsored by others but should be designed to reinforce the overall sense of Corridor unity and message. Examples of such staff assistance could include additional documentation of key historic settings or promulgation of design and content standards for interpretive exhibits receiving OECA support.

- **Developing staff capacity and sources of funding for broader Corridor-wide organizational initiatives and programs that require centralized staff support.** Several concepts have emerged in the planning process for Corridor-wide efforts (refer to the previous Chapter, Section 3.7 and to 4.2, below). OECA should advocate for and coordinate commitments to support these efforts and could supply the “home base” for their operations, potentially with special-purpose staff or staff provided from partner agencies. Examples would be a Partnership Services Program (see Section 4.2) or a Corridor-wide “Main Street” effort financed with support of external agencies but potentially managed in coordination with other Corridor-wide efforts.

while a considerable total, is very modest when spread across 100 linear miles and multiple county and local jurisdictions. There may be supplementary sources of assistance for the Corridor from the State of Ohio should a State Heritage Program be developed, as has been done in other jurisdictions, such as Pennsylvania and Maryland. Lottery revenues not currently dedicated to education are another possible source of state funds. Accordingly, despite the fact that there are few limitations placed on these federal funds (they cannot be used for land acquisition), a clear set of priorities must be developed to facilitate implementation of the Plan over time.

Given this background, OECA should be a catalyst and an advocate for its public and private sector partners both for proposed “bricks and mortar” improvements, as well as for the supportive programs and activities described in the previous Chapter. OECA does not have the capability to construct capital improvement projects or to operate or maintain facilities. Rather, through a range of technical and financial assistance programs, OECA can enable and facilitate actions by others to respond to the needs and opportunities along the Corridor, initiating the types of programs and actions identified in Section 3.7, above. The OECA's role in implementation of the Plan should include:

- **Advocating and supporting Corridor-wide partnership efforts to implement the Plan.** This role involves more than being the “cheerleader” for the Plan, although this is an important advocacy function that will be pivotal in recruiting support from participating public and private partners. The OECA has already reached out to engage financial and technical support from foundations, non-profits, and public entities and should continue to do so, not only for direct contributions to OECA-led activities but also for funding more complex projects and programs sponsored by other partners. Additionally, OECA will have the opportunity to comment upon projects undertaken by others to advise on their consistency with the Plan, particularly those projects within the Corridor that receive federal funding where OECA will have the opportunity and obligation to comment as part of the NEPA review process. An example of a type of project where OECA can play an important advocate role might be the extension of the Scenic Railroad, whose cost is far beyond OECA's individual capacity to support, but whose linkages are very important to the overall Plan.

- **Providing grants to partner entities to implement specific capital projects.** The emphasis on these grants to date has been on “gap” financing to support trails and key rehabilitation projects. As the project evolves, these activities will continue but emphasis should shift to activities with partners that build capacity and constituencies for implementation of more complex projects by others. An example of such a capacity-building effort would be “front-ending” early feasibility studies for the CanalWay Centers to identify required actions and commitments necessary to solicit funding commitment by others.

- **Providing grants to support programs and activities related to heritage resources.** This would include project-specific “spot” grants to individual organizations and programs as well as “platform” grants to entities that are developing or are encouraged to develop programs of Corridor-wide benefit, with high funding leverage that can recruit external sponsorship from other sources.
The Role of OCC and OECCC

Ohio Canal Corridor (OCC) and the Ohio & Erie Canal Corridor Coalition (OECCC) have played formative roles in developing the regional constituency for the Ohio & Erie Canal National Heritage Corridor. Both organizations have established important contacts and forged valuable partnerships with businesses, local, state, and national political units, non-profit organizations, planning and park agencies, and the media. Each takes a lead on specific local projects within its area of influence. Both collaborate on regional, state, and national issues and projects.

As described above, OCC and OECCC both make appointments to the Board of Trustees of the management entity, OECA. In addition, the Trustees and supporting staff of both organizations have dedicated significant time and energy to the organizational development of OECA and its current operations.

In many ways, the history and constituency of the two non-profit organizations have benefited the OECA. They have provided a smooth introduction of the new non-profit and integrated the priorities of the OECA within their individual work programs. This has allowed the OECA to quickly take advantage of the funding opportunities provided under the legislation while addressing the responsibilities of executing the Corridor Management Plan.

The decision by OECA not to staff a separate non-profit organization has resulted in significant savings in administration overhead in the first two years of operation. The real winners in this scenario have been the communities from Cleveland to Dover/New Philadelphia that have experienced a noticeable increase in activity and projects, supported through a competitive grant program that has earmarked the majority of federal funding into trails, historic preservation, interpretation, education, and economic development.

The Ohio Canal Corridor and the Ohio & Erie Canal Corridor Coalition have provided essential and valuable on-the-ground assistance, working with many players and partners in defining projects that meet the goals of the National Heritage Corridor. They have been the eyes and the ears for issues of importance at every level—local, state, and national. Using this intimate knowledge, they have consulted OECA on the merits of various regional efforts.

The decision to maintain and strengthen this relationship has distinct advantages in that the two non-profit organizations are able to participate in a variety of issues, projects, and activities, whereas the OECA is limited by legislation language found in the bill that designated the National Heritage Corridor. Both Ohio Canal Corridor and the Ohio & Erie Canal Corridor Coalition represent strong, independent grassroots organizations, supported by donations from local communities.

Ohio Canal Corridor and the Ohio & Erie Canal Corridor Coalition have established a firm foundation upon which future Heritage Corridor efforts can rest. They have provided effective leadership, serving as a national model for community partnership-building and regional cooperation. Together, the OECA, Ohio Canal Corridor and the Ohio & Erie Canal Corridor Coalition are well positioned to continue the accelerating pace of progress in establishing America's premier national heritage Corridor: CanalWay Ohio.

The important functions that can be served by OCC and OECCC to support OECA's ongoing activities can and should include, but need not be limited to:

- sustaining and expanding the "grass roots" support and constituency for the Corridor;
- maintaining liaison with the public and other entities to insure that their viewpoints and concerns receive due consideration by OECA;
- recruiting and nurturing expanded partnering with Corridor entities and the private sector to implement projects and programs of the Plan;
- developing cooperative means to communicate ongoing OECA progress to the public, and;
- providing staff support for Corridor-wide educational, cultural, and economic development programs.
Public-Sector Partnerships

As a catalyst organization, the OECA needs to partner with other entities to accomplish its mission and to enable evolution to a sustainable organization when direct federal heritage funds are no longer available.

National Park Service Role

An important precursor to the establishment of the Ohio & Erie Canal National Heritage Corridor was the creation and substantial completion of the Cuyahoga Valley National Recreation Area, and the tremendous regional support and use of the Towpath Trail improved and operated by the National Park Service. The legislation creating the Heritage Corridor specifically enables the National Park Service to "...provide to public and private organizations within the Corridor (including the management entity for the Corridor) such operational assistance as appropriate to support the implementation of the Corridor Management Plan, subject to the availability of appropriated funds..." and authorizes the Secretary of the Interior to "...enter into cooperative agreements with public and private organizations for the purposes of implementing..." the Plan. Such assistance would not be from directly appropriated funds directed to OECA, but could be provided by NPS. A current example is technical assistance services now being provided by NPS for restoration and rehabilitation of the Mustill House and Store in the Cascade Locks vicinity of Akron.

NPS has provided a very important supplement to OECA’s capacity by assigning staff with expertise in historic preservation and implementation to the Management Plan effort. Continuing NPS staff support should be requested by OECA to ensure its access to expertise that will be essential in grant assessment and monitoring as well as for Corridor-wide interpretive and preservation implementation activities. Additionally, NPS assistance could be requested by OECA or other Corridor entities, when appropriate, for other activities recommended by this Plan, including:

- **Resource Stewardship Activities:** NPS assistance could be requested for research on historic resources, both improving the quality and thoroughness of documentation and, potentially, collecting further information on key sites and settings where improvements are planned. Additionally, NPS expertise could be requested to assist, either through technical advice or through direct participation, in restoration and/or rehabilitation efforts at key venues in the Corridor. Additionally, the OECA and its partners can benefit from the considerable expertise of NPS in resource management for natural and recreational resources.

- **Interpretation and Educational Activities:** The NPS has significant expertise in the planning and design of interpretive venues and exhibits for historical sites, and could be of assistance in scoping the Corridor-wide interpretive prospectus, developing standards for materials and media, and researching site- and area-specific wayside and other exhibits. Additionally, NPS has developed numerous educational programs and activities within CVNRA and this expertise could be very useful in developing and implementing parallel programs throughout the Corridor.

- **Operational Support and Services:** NPS could provide significant assistance in developing and assisting with the operation of educational programs, tours, and on-site interpretation. NPS rangers bring a widely recognized expertise and visibility to such activities, and could be requested to assist with activities at CanalWay Centers, at special events or venues, and with special activities or programs. Additionally, where key resources are affected by wear and tear or by proposed improvements, NPS could advise and provide assistance to maintenance, conservation, and curatorial efforts, both site-specific and Corridor-wide.

Santa Claus takes a ride on the Polar Express each year courtesy of the Cuyahoga Valley Scenic Railroad.
State and Other Federal Agency Roles

The State of Ohio can play an important supportive role to OECA’s efforts, and has already committed special-purpose funds to support preparation of this Management Plan.

The Ohio Department of Transportation (ODOT) and the Ohio Department of Natural Resources (ODNR) provide ongoing assistance through matching funding programs, and also manage key resources throughout the Corridor. The Ohio State Historic Preservation provides limited, but important, technical and financial assistance to preservation activities across the state, and should be encouraged to target some portions of such activities to the Corridor.

ODOT has provided support for the Scenic Byway improvements and should be encouraged to continue to support the Corridor through allocation of supportive transportation improvements, through administration of its allocated TEA-21 funding, and through careful consideration of any proposed Corridor transportation improvements to insure that they are planned and designed to be compatible with the key resources identified in this Plan.

The state in 1999 established a Heritage Areas Program through the Division of Travel and Tourism within the Ohio Department of Development. Proposed new bonding initiatives to build greenways across the state, in discussion over the last year, would be a good example of a type of state support. Both of these initiatives are highly supportive of this Plan and the Corridor’s objectives. Heritage tourism is an important initiative that could take advantage of the Ohio & Erie Canal Corridor’s national designation; other states that have emphasized similar efforts include South Carolina, whose Department of Parks, Recreation, and Tourism is developing tourism products that build upon resources in the South Carolina National Heritage Corridor. Other states, such as Massachusetts, New York, Maryland, and Pennsylvania, have initiated significant programs for State Heritage Parks, including capital funding, bond initiatives, and operational support, many of which supplement companion National Heritage Areas in their jurisdictions.

All of these sources could and should be important sources of support to the initiatives described in this document. The OECA should strongly advocate that the state include the Ohio & Erie Canal National Heritage Corridor within such a state program. Another important opportunity, which recognizes the long-term potential of the Corridor, is for new sources of Environmental Education funding, potentially through the state, in order to create curriculum and other educational materials of regional and statewide benefit.

County Park Districts and County Governments

Each county that was part of the original “A Route to Prosperity” study has made significant commitments to the Corridor, principally through improvements and expansions of their county-wide park (and trail) systems, centered on the Towpath Trail. Significant commitments have included:

- **MetroParks in Cuyahoga County** has completed the Ohio & Erie Canal Reservation, many regional parks adjacent to the Cuyahoga Valley National Recreation Area, and other linking parks and greenways as part of its overall system.
- **MetroParks**, serving Summit County has made significant improvements to the Cascade Locks Park, has completed a county-wide trail and greenway plan, built a bikeway from Bath Road to the Mustill House and Store, and has extended its significant park system, which incorporates key open space and water resources in the National Heritage Corridor boundary, including the Summit Lakes recreation areas.
- **Stark County Park District** (Stark Parks) has also completed a countywide trail plan as well as a significant length of the Towpath Trail within its jurisdiction.
- **Tuscarawas County**, although it does not have a county park agency, has also made significant progress on soliciting personnel and funding contributions to advance the Towpath Trail within its jurisdiction.

The public sees that the three county park districts have an impressive track record promoting, building, and maintaining recreation facilities. The public has an expectation that the park districts will be actively involved in the Towpath Trail and connector projects. This high level of public support should be leveraged to build multiple partnership opportunities to team up with local park agencies at the municipal and township level and with the National Park Service and the ODNR.

Because the three park districts have the ability to raise county bond revenues, they have the potential to finance specific portions of the linear park system. It may be possible, in the future, for Tuscarawas County to consider formation of a county park district to enable stronger regional support for trail extensions. The county park districts could also support an individual bond issue for recreational improvements, coordinating these efforts through a unified marketing and public outreach campaign. These efforts should be encouraged and should be extended. Although the parts of Wayne County (the Rogers Hollow area) and Carroll County (the Sandy and Beaver Canal to Magnolia) in the Corridor are small, official support should be solicited in these two counties as well.

Various county departments—Economic Development, Public Works, Transportation—could lead a number of efforts to promote and support the Corridor. These could include County Engineers adopting policies to aid the Scenic Byway, Economic Development departments lending money or providing grants to compatible projects, etc.
Local Government Roles
Many of the “projects” which are implemented in support of the overall Management Plan will be directed at the local level, requiring partnering with municipal jurisdictions to plan and implement improvements. The enthusiastic participation of local governments will be pivotal to the success of the Corridor Plan and should be forcefully advocated by OECA. Building local support for “projects” is needed not only for locally funded projects, but also to provide matches for funds from federal, state, and private sources. Perhaps the most significant aspect of this participation may be the adoption of local preservation initiatives, including nomination of local historic districts and preservation partnerships by local governments, who retain the crucial prerogatives for land use management and control. With this level of cooperation, the resources that have been identified in the Plan and by subsequent research can be protected and used for public benefit long beyond the life span of the federal funding assistance.

Private-Sector Partnerships
Role of Non-Profit Organizations
Many non-profit groups have provided significant funding for the types of public benefit projects defined in the Plan. Philanthropic, private, and community foundations as well as many other non-profit and donor organizations have generously supported the Corridor’s planning and implementation. As the Plan moves firmly into implementation, there will be ample opportunities for existing non-profit organizations to adopt projects and programs within their work plans that help satisfy the intended mission and goals of the Heritage Corridor. Private foundations will play a particularly important role as they choose local and regional initiatives in which to invest and should be encouraged to maintain a close involvement in the implementation of the Plan.

Business Development Opportunities
Implementation of the Ohio & Erie National Heritage Corridor Management Plan will create new business development opportunities in the Corridor area. Many of these opportunities will be prompted by increased use of the Corridor by regional residents, who will be the predominant users of the Corridor and will create opportunities to expand visitor services such as restaurants, although some tourists from greater distances will create additional demand for overnight accommodations and other services.

The Canal will become a focal point of visitation and a generator of positive economic impacts for a number of Corridor communities. These cities and towns can look to the Canal as an engine for local economic development and investment in the physical infrastructure adjacent to the Canal. In particular, these cities and towns can focus development of vacant parcels of land to a scale that is appropriate and to uses that complement the Canal. At the same time, care should be taken to ensure that development and/or redevelopment will in no way jeopardize the historic and natural resources of these areas. Inappropriate development could diminish the attractiveness and natural resources of a particular setting, which could negatively impact tourism and the economic benefit to the Corridor region as a whole. Such appropriate development can not only result in economic benefits, but as aesthetic resources, they can be utilized and enjoyed by residents in addition to tourists.

Potential for other business development opportunities clearly exists. Increased opportunities and visitation to the Corridor will create a demand for recreational amenities such as bicycle rental, canoe and kayak rental, touring outfitters, camping outfitters, guided tours, travel and transport services and additional uses for the Cuyahoga Valley Scenic Railroad. Journeys along the Towpath Trail and the Scenic Byway will create the need for visitor services such as bicycle shops and lodging.
In general, there exists an opportunity to develop additional tourism and visitor infrastructure around the Corridor. With so many sites and attractions along the entire length of the Corridor, tour companies can help enhance the visitor experience by organizing a number of touring options and modes. There are very few bed and breakfast establishments along the Corridor. Given the nature of many Corridor attractions, the many historic communities and homes, and the rural setting that typifies much of the Corridor, there appears to be a great opportunity to develop this segment of the lodgings marketplace.

The potential for the development of the bed and breakfast segment of the lodgings marketplace should be accompanied by an effort to address and update current local ordinances regarding the operation of bed and breakfast establishments. Zoning issues regarding the location, number of rooms and parking requirements for bed and breakfasts can be complex, as the most suitable sites are often in residentially zoned districts where commercial lodgings of any type are prohibited. Variances on a case-by-case basis may provide relief for prospective bed and breakfast operators, though it results in a more lengthy and costly process and might dissuade bed and breakfast development.

Often the number of rooms determines whether the establishment is a bed and breakfast or a hotel. Each designation carries its own regulations, though hotel regulations are stricter and require certain investments that often cannot be made by bed and breakfast owners. As well, a bed and breakfast with few rooms might not be economically feasible. Ordinances should be updated, if necessary, to address crucial zoning, size and restrictions issues in order to promote the establishment and successful operation of bed and breakfasts in the Corridor communities.

Additionally, the rural setting may provide an appropriate location for a conference/retreat center that can be utilized by corporate clients from Cleveland, Akron, Canton and Pittsburgh, among others.

Increased visitation to the Corridor will also benefit the non-profit sector. Many of the historic museums, homes, memorial sites and cultural organizations that are found in the Corridor area will be given greater exposure as a result of the implementation of the Management Plan. Sites at the southern end of the Corridor stand to benefit the most, given their current lower visitation profile. For example the Massillon Museum and a number of initiatives in and around the Village of Zoar (including the Bolivar-Zoar CanalWay Center) will benefit from the establishment of the Canal-related infrastructure put forth in the Management Plan. However, many of these not-for-profit organizations rely on limited staffing, lean budgets, and volunteers. Increased visitation may stretch these limited resources even more, creating the necessity for creative solutions to revenue generation, organizational capacity, and visitor management. An entrepreneurs' training program for local and regional managers and executives of historic sites in the Corridor area can help these not-for-profits better understand their relationship to the tourism market, improve community relations, learn revenue-generating techniques and engage in strategic planning. Coordination with the Kent State Leisure Studies program should be pursued.

**Examples from Other Heritage Areas**

Heritage areas such as the Ohio & Erie National Heritage Corridor often rely on one or more governing bodies to coordinate regional activity and promote economic development. Two examples from the region include the Allegheny Heritage Development Corporation and the Steel Industry Heritage Corporation, both of southwestern Pennsylvania. The Steel Industry Heritage Corporation helps to manage and coordinate activities in the Rivers of Steel Heritage area by lending technical assistance to the region's steel-producing cities and towns on historic preservation and cultural and natural resources conservation. The Allegheny Heritage Development Corporation is more focused on the economic development aspects of heritage tourism, and has a number of programs and services available to communities, companies and individuals in the region. The Illinois and Michigan Canal National HeritageCorridor has implemented a Corridor-wide Chamber of Commerce that markets the overall destination and has also supported a Corridor-wide Main Street effort.

The Allegheny Heritage Development Corporation offers its Partnership Services Program to tourism-related businesses and attractions to help them assess their needs, increase business and save money. This program is achieved through a number of services, including:

- Communications marketing.
- Marketing and economic research.
- Follow-up on requests for information about area services and facilities, as well as inquiries about technical and financial assistance.
- Site and interpretive development.
- Training and professional development.
- Financing and business planning.
- Publications.

The overriding goal of the Partnership Services Program is to establish an image of critical mass among participants in order to attract additional visitors and customers. Through cooperation among area tourism facilities and tourist-related services, the Partnership Services Program helps to create a...
more vital destination area for visitors. And, unlike a typical Chamber of Commerce, the Partnership Services Program does not collect membership dues; rather, it charges a small fee for its services. Such a program could prove to be very beneficial to current and potential small businesses in the Corridor area. With visitation growth anticipated and a need for lodgings and other tourist-related services—especially in the southern part of the Corridor—this program could help the area’s tourism infrastructure develop in a professional, coordinated manner. This program could also benefit small, rural and independent attractions and services that may not derive the benefit of affiliation with large organizations such as the Cleveland MetroParks System or the National Park Service.

Another program developed in the Allegheny Region is the “Progress Fund,” a non-profit lending corporation that provides capital and technical assistance to small businesses that might not receive assistance from a bank. Borrowers include bed and breakfasts, campgrounds, country inns, recreational sites, cafes and restaurants, retail shops and tour operators. As well, the Progress Fund lends to offices, housing projects and public facilities located or seeking to locate in historic buildings and communities. Such a service could be very beneficial to individuals, small businesses and preservation organizations in the Corridor.

Proposed Strategy and Possible Mechanisms

Businesses in the Ohio & Erie Canal National Heritage Corridor also could benefit from the formation of a Chamber Coordinating Group made up of members of the various Chambers of Commerce in the Corridor region. The goals of this group, which could be convened by the OECA on a quarterly basis, would be to review issues of interest and concern to the entire Corridor area and develop promotional and marketing materials to help increase visitation throughout the Corridor. While not acting as a formal Chamber of Commerce, this Coordinating Group could utilize the combined experiences and resources of each local Chamber of Commerce for the benefit of the entire Corridor Region. Several types of Corridor-wide coordinating programs might emerge from this collaboration, as described below.

An Ohio & Erie Canal Partnership Services Program could have a staff of two to four, and would seek outside sources of funding in the form of grants and direct contributions from government agencies, private foundations, corporations and individuals. The program could also charge a fee for some of its professional services, though at a rate subsidized by funds raised and grants received.

A Corridor-wide Loan Fund could act much in the same way as a traditional lender, such as a bank. The major difference will be in the rates and terms offered to the client and that the Fund will only loan to visitor-related businesses. Prospective clients would have to show a business plan and financial statements indicating a positive net cash flow. The Progress Fund has established the following rates and terms that could potentially guide a Loan Fund program for the Corridor:

- Clients can borrow between $25,000 and $100,000.
- Repayment terms are negotiable; usually between 5-7 years, though larger loans could qualify for up to 15 years.
- Interest rates are variable and tied to the prime rate. Depending on the nature of the business, interest rates will be between 80 percent and 120 percent of prime.
- A portion of business financing should be provided by commercial bank loans.
- Loan origination fees could be up to 2 percent of the loan, though fees will be determined on a case-by-case basis and can be waived.
- The prospective client does not need to demonstrate full collateral.
- Financing cannot retire existing debt.

This segment of the Canal south of Akron offers tranquility.
If such a fund could be established, it might require a staff of two, including a director and a loan officer. Funding for this not-for-profit organization could come from government agencies, private foundations and corporations. For example, the Progress Fund, working in Southwestern Pennsylvania, is supported by the United States Department of Agriculture Rural Development Program and the Southwestern Pennsylvania Heritage Commission, among other sources. A substantial reserve would be necessary in order to provide lending services to multiple clients (although a similar lending program could be established on a smaller scale.) Operating revenue could be derived from loan interest and origination fees.

### 4.2 Coordination and Resource Management

OECA can and should play an important role in coordinating and encouraging effective policies and programs by various levels of government to protect the key resources in the Corridor. However, the OECA cannot and should not supplant the legitimate and important roles of county and local governments for land use management, historic preservation, and direct coordination of intergovernmental activities. Ideally, OECA will encourage others to act responsibly to exercise stewardship over the important resources in the Corridor, but cannot oblige others to act. OECA can serve, figuratively, as a regional “conscience” for good design and appropriate treatment of resources.

In terms of general intergovernmental coordination, OECA can act positively in the following ways:

- **Comment on major federal “actions” taken within the boundary through review of Environmental Assessments and Environmental Impact Statements promulgated by federal agencies and in commenting upon such actions as part of the A-95 federal review process.** Such comments would be advisory, but would have to be considered and responded to by the acting agencies.

- **Enter into cooperative agreement(s) with the National Park Service for technical assistance, financial assistance, operational support, and the range of other activities that might be undertaken by NPS as noted in Section 4.1.4, above.**

- **Execute cooperative agreement(s) regarding the scope and method of funding for significant State and/or County Park district funding**, if such targeted funding is enacted as recommended elsewhere in the Plan. Such cooperative agreements could give OECA the ability to shape and comment upon resultant actions from such funding. OECA could also play a coordinating role for historic preservation activities. One way would be to request that the state, through the State Historic Preservation Office, consider special forms of assistance to preservation groups such as OECA in recognition of the national designation.

- **Coordinate with the several Metropolitan Planning Organizations in the Corridor and with county governments to promote multi-modal and intermodal transportation, from planning through design.** The OECA should play a significant role in scoping and supporting bikeways, byways, and trails, including, potentially, serving as a conduit for some types of this funding. OECA can also serve as an advocate for effective comprehensive planning in the Corridor. Ironically, even though zoning is generally considered to require a legal foundation in accordance with a comprehensive plan, nearly every community in the Corridor has enacted zoning, but less than one in four has a comprehensive plan. OECA can advocate for effective comprehensive planning at the local level, and can advocate that such plans incorporate recognition of the Ohio & Erie Canal National Heritage Corridor. OECA should encourage:
  - **Counties to adapt their overall and sector long range plans to reflect the National Heritage Corridor and its resources.**
  - **Localities that have comprehensive plans to incorporate the National Heritage Corridor and its resources, reflecting these changes in policies, programs, and procedures.**
  - **Localities that do not have comprehensive plans to prepare them, incorporating suitable reference to the Corridor.**

The OECA could “make a difference” in advocating for effective historic preservation of key resources within the boundary and in encouraging local units of government, who are responsible for land use management and related policies, to enact effective measures that will enable improved stewardship along the entirety of the Corridor and at the local level. Only five of the local governments along the Corridor have enacted historic preservation ordinances (Cleveland, Akron, Barberton, Massillon, and Canal Fulton) while only three have completed historic preservation plans. The OECA should encourage resource stewardship as noted above in Section 3.7, including:

- **Encourage localities that do not have historic preservation plans to prepare them, and provide technical assistance in preparing appropriate resource inventories.**

- **Promote creation of a commission or review board empowered to enforce the historic preservation ordinance.**

- **Assist with establishing procedures for identifying, reviewing, and designating individual landmarks and historic districts.**

- **Assist communities in becoming Ohio Historic Preservation Office-Certified Local Governments to receive additional benefits.**

- **Provide assistance to localities in shaping and enacting historic preservation ordinances.** This type of assistance could be provided by promulgating, from readily available sources, model preservation ordinances that could be shaped to local needs and requirements.

An approach to resource management that could be promising, as it would reflect Ohio’s tradition of home rule and local control, would be to encourage each locality to enact an O & E Canal overlay district, encompassing key resources relating to the National Heritage Corridor and the Journey Network. Such overlay districts might encompass a provision for comment on public and/or private actions affecting key resources to enable citizens and OECA to review and comment upon their compatibility with the Plan. OECA could provide technical assistance in this process and could, as suggested above, draft a model overlay ordinance.
4.3 Costs and Economic Impacts

This section presents an approximate assessment of costs associated with implementation of the Management Plan. The costs have been developed at a level of detail commensurate with the regional scope of the Plan and have been based on typical comparable items, not site-specific designs. The costs represent total expenditures for each item; although the financial assistance authorized to the OECA from Federal Heritage Area funds is limited and may be only a proportion of the funds that may be needed to accomplish a total improvement. The same comment applies to operational and program assistance funds, which may be supplemented from a variety of sources. As just one example, completion of the Towpath Trail may benefit from a wide range of funding sources (including county, local, state, and TEA-21 federal funds).

Development Costs

Element and overall cost estimates for the Ohio & Erie Canal National Heritage Corridor are provided in Tables 6-9. The following narrative accompanies these tables and is intended to convey a sense of the data used, as well as the assumptions that are inherent to each estimate and its presentation. The intent of the data in this section is to provide an estimate of the total cost of Corridor-wide improvements to put in place the key journey linkage elements and venues defined in the Plan, to estimate the costs of programmatic assistance that should be offered by OECA and/or its partners, and to compare these estimates to the likely Federal Heritage funding that will be made available as part of the National Heritage Corridor designation.

OECA Grant History

Table 5, OECA Grants to Date, shows the distribution of the assistance grants that have been provided to local entities by OECA during its first two years of funded operation. The intent of this Table is to examine how OECA funds have been disbursed to date.

The grants have been classified to correspond to the program elements defined in Section 3.7 of the previous chapter.

Clearly, the predominant category of grants to date has been Facility Development, emphasizing the extension of the Towpath Trail, and amounting to 59 percent of the total allocated grants. The second largest category, comprising 30 percent of the total, was for Resource Stewardship projects, including the Mustill House and Store, other restoration, projects in Zoar and neighborhood preservation efforts.

Completing the Towpath Trail and Other Linkages

Table 6 provides an estimate of the status and cost of the Towpath Trail, which is the spine of the Heritage Corridor. The trail is nearly 50 percent complete or committed, based on major construction within the Cuyahoga Valley National Recreation Area, trail segments completed by Metroparks in Cuyahoga County (including the recently completed Ohio & Erie Canal Reservation), and segments by Metro Parks Serving Summit County, Stark Parks, and Tuscarawas County. The funds committed or expended to date on the Towpath Trail exceed $18 million, a very small proportion of which have been provided by OECA.

The estimates for the Towpath Trail, by segment, are based on information provided by contacts with each county, with minor adjustments for consistency. The major significant cost elements for the nearly 30 miles to be completed include segments of the trail which require viaduct or other costly construction in the LTV area of Cleveland’s industrial valley, linkages through the Cascade Locks to downtown Akron, and proposed bridge or tunnel crossings at the southerly edges of Stark County and at Bolivar in Tuscarawas County.

Although some of these linkages are quite costly, they are essential to provide overall trail continuity from end to end. In order to complete these trail segments, it will be important to seek significant funding support through sources external to OECA, as Heritage funds will not be sufficient to complete these costly segments. Such external sources could potentially include federal and state transportation funds through ODOT and TEA-21, county funding, and support from foundation and other non-profit sources.
### Table 5: OECA Grants to Date

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<td>Heritage</td>
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</tr>
<tr>
<td></td>
<td>Development</td>
<td>Infrastructure</td>
<td>Stewardship</td>
</tr>
<tr>
<td>Publication of Byway report</td>
<td>$4,500</td>
<td>$4,500</td>
<td></td>
</tr>
<tr>
<td>O &amp; E Corridor Visitor’s Guide &amp; Map</td>
<td>$10,000</td>
<td>$10,000</td>
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<tr>
<td>Neighborhood Preservation Program</td>
<td>$10,000</td>
<td>$10,000</td>
<td></td>
</tr>
<tr>
<td>Mill Creek Waterfall &amp; Trail Project</td>
<td>$8,600</td>
<td>$8,600</td>
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<tr>
<td>Canal Reservation Corridor Enhancement</td>
<td>$42,000</td>
<td>$42,000</td>
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<tr>
<td>Thornburg Station Public Amenities</td>
<td>$75,000</td>
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<tr>
<td>Boston Township Hall Restoration</td>
<td>$40,000</td>
<td>$40,000</td>
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</tr>
<tr>
<td>Restoration of Murnell House and Store</td>
<td>$100,000</td>
<td>$100,000</td>
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<tr>
<td>Richard Hows House Historic Structure Report</td>
<td>$20,000</td>
<td>$20,000</td>
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<tr>
<td>Inventory of Akron Historic Canal Resources</td>
<td>$5,000</td>
<td>$5,000</td>
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<tr>
<td>Canal Walk and Cleanup</td>
<td>$914</td>
<td>$914</td>
<td></td>
</tr>
<tr>
<td>6.8 miles of Towpath Trail in Stark County</td>
<td>$125,000</td>
<td>$125,000</td>
<td></td>
</tr>
<tr>
<td>Towpath trail in Massillon</td>
<td>$125,000</td>
<td>$125,000</td>
<td></td>
</tr>
<tr>
<td>Lawrence Township towpath</td>
<td>$125,000</td>
<td>$125,000</td>
<td></td>
</tr>
<tr>
<td>Restoration of Zoarville Bridge</td>
<td>$10,000</td>
<td>$10,000</td>
<td></td>
</tr>
</tbody>
</table>

**Total (6)** $1,140,994 $660,000 $65,500 $350,000 $20,894 $44,600

Note: the amounts shown do not include matching shares of local partner grant recipients.

### Table 6: Status of the Towpath Trail

<table>
<thead>
<tr>
<th>County</th>
<th>Length (miles)</th>
<th>Completed or Committed (miles)</th>
<th>Length to Complete (miles)</th>
<th>Cost Expended or Committed (yr 2000 $)</th>
<th>OECA Funding Support to date ($)</th>
<th>Cost to Complete ($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cuyahoga County</td>
<td>14.2</td>
<td>7.4</td>
<td>6.8</td>
<td>4,434</td>
<td>42,000</td>
<td>12,350</td>
</tr>
<tr>
<td>Summit County</td>
<td>40.2</td>
<td>22.7</td>
<td>17.5</td>
<td>11,686</td>
<td>50,000</td>
<td>9,306</td>
</tr>
<tr>
<td>Stark County</td>
<td>25.7</td>
<td>19.7</td>
<td>6.0</td>
<td>1,965</td>
<td>50,000</td>
<td>2,774</td>
</tr>
<tr>
<td>Tuscarawas County</td>
<td>14.0</td>
<td>0</td>
<td>14.0</td>
<td>0</td>
<td>125,000</td>
<td>2,800</td>
</tr>
</tbody>
</table>

**Total (6)** 94.1 49.8 44.3 18,485 567,000 27,230

Estimated costs from Cuyahoga Valley National Recreation Area, Summit County Greenways Plan (12/98), and Stark County Park District. Costs include trailhead at northern terminus but not Canal Basin Park and Visitor Center and do not include land acquisition, contingency, or design services.
Table 7 indicates the approximate costs of the neighborhood linkages, corresponding approximately to the trail segments indicated on Figure 13, above. These costs based on generalized estimates per mile of trail, corresponding to the type of conditions associated with each link. A lower estimate is shown for “share the road” types of trails, compared to new links requiring specific trail construction. Additionally, key links that involve known conditions and relatively high expense (such as potential viaducts or structures) have been reflected in the per-unit costs.

Several links are highlighted as comprised “Other Core Linkages,” reflecting their higher priority. These links, and the reason for their designation, include:

(1) the connections between Massillon and Canton which, although not part of the Towpath Trail proper, are essential in order to provide the key east-west connection between the southern branches of the Corridor;

(2) the north segment of the Scenic Byway, where the route splits to the east and west side of the industrial valley, because these Corridors represent the immediate linkage potential for the dense and historic neighborhoods in Cleveland to the Canal Corridor;

(3) the Towpath Trail spur in the LTV vicinity, as this link, though not continuous, represents the closet proximity of trail users to the key industrial uses in the valley.

Table 8 indicates a cost allowance for streetscape improvements in the vicinity of Journey Gateways, representing a varying level of investment in vicinity landscaping, street furniture, and signage at these key locations, depending on the characteristics of each venue. Special improvements at each venue are to be encouraged by local entities and may be significantly in excess of what is represented in this table, commensurate with user strategies for marketing Corridor travel.

“I think it's one of the best things that ever happened to this county. It's one of the most beautiful spots in the world.”

Glen Miller, who walks near the towpath near Lock #4 Park. Glen fishes for bluegill in the Canal.

The Scenic Byway journey in Zoar.
### Table 7: Costs of Trails and Neighborhood Linkages

<table>
<thead>
<tr>
<th>Linkages</th>
<th>Length (miles)</th>
<th>Cost to Complete ($'000)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Core Linkages</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Scenic Byway</td>
<td></td>
<td></td>
</tr>
<tr>
<td>North-Westside from I-480/Route 17 interchange to Canal Basin**</td>
<td>1.40</td>
<td>$720,000</td>
</tr>
<tr>
<td>North-Eastside from Bacci Park to Pittsburgh/Kingsbury intersection**</td>
<td>1.25</td>
<td>$625,000</td>
</tr>
<tr>
<td><strong>Bikeway</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LTV-area spur and overlook**</td>
<td>0.78</td>
<td>$4,100,000</td>
</tr>
<tr>
<td>Harvard Ave. to Ohio Erie Canal Reservation Gate at E. 49th</td>
<td>3.75</td>
<td>$93,750</td>
</tr>
<tr>
<td>Lincoln Highway Corridor</td>
<td>2.20</td>
<td>$1,230,000</td>
</tr>
<tr>
<td>Cuyahoga Valley Connector-Massillon to Canton</td>
<td>2.20</td>
<td>$1,230,000</td>
</tr>
<tr>
<td><strong>East-West Linkages</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cleveland Lakewood Bikeway West from E. 9th to Cleveland/Euclid Border</td>
<td>9.11</td>
<td>$0</td>
</tr>
<tr>
<td>Cleveland Lakewood Bikeway East from E. 9th to Cleveland/Euclid Border***</td>
<td>3.79</td>
<td>$6,000,000</td>
</tr>
<tr>
<td>Eastern Heights</td>
<td>2.00</td>
<td>***</td>
</tr>
<tr>
<td>Euclid Avenue</td>
<td>5.00</td>
<td>$125,000</td>
</tr>
<tr>
<td>Kinsman Avenue</td>
<td>3.75</td>
<td>$93,750</td>
</tr>
<tr>
<td>North to Westsiders/Rapid/Rails to Trails</td>
<td>1.25</td>
<td>$250,000</td>
</tr>
<tr>
<td>Big Creek-Path Section</td>
<td>6.86</td>
<td>***</td>
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<tr>
<td>Big Creek-Route Section</td>
<td>6.14</td>
<td>$135,500</td>
</tr>
<tr>
<td>Mill Creek</td>
<td>6.25</td>
<td>$1,250,000</td>
</tr>
<tr>
<td>To Garfield Reservation</td>
<td>6.00</td>
<td>$150,000</td>
</tr>
<tr>
<td>Cuyahoga Valley</td>
<td>12.50</td>
<td>$312,500</td>
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<tr>
<td>Buckeyes Trail***</td>
<td>85.00</td>
<td>***</td>
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<tr>
<td>West Creek Greenway</td>
<td>7.50</td>
<td>$187,500</td>
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<tr>
<td>Metroparks Loop</td>
<td>12.00</td>
<td>$300,000</td>
</tr>
<tr>
<td>Akron-Peninsula Trail</td>
<td>8.00</td>
<td>$200,000</td>
</tr>
<tr>
<td>Connector to Arbor Hill Rd in Bath</td>
<td>2.50</td>
<td>$50,000</td>
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<tr>
<td>Akron-Barberton Scenic/Rail to Trails</td>
<td>4.00</td>
<td>$80,000</td>
</tr>
<tr>
<td>Cuyahoga Valley Connector-Rail to Trails</td>
<td>10.00</td>
<td>$2,000,000</td>
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<tr>
<td>Hampton Hills Trail</td>
<td>1.35</td>
<td>$270,000</td>
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<tr>
<td>Sand Run Parkway Trail</td>
<td>2.50</td>
<td>$62,500</td>
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<tr>
<td>Mud Brook Trail-Route Section</td>
<td>0.25</td>
<td>$6,250</td>
</tr>
<tr>
<td>Mud Brook Trail-Path Section</td>
<td>0.45</td>
<td>$90,000</td>
</tr>
<tr>
<td>To George Park Trail</td>
<td>1.50</td>
<td>$300,000</td>
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<tr>
<td>Connection to Penn &amp; Ohio Canal Route-Path</td>
<td>0.80</td>
<td>$160,000</td>
</tr>
<tr>
<td>Connection to Penn &amp; Ohio Canal Route-Route</td>
<td>0.30</td>
<td>$7,500</td>
</tr>
<tr>
<td>Connection to Simon Perkins Mansions, John Brown Home, Children's Zoo</td>
<td>0.75</td>
<td>$150,000</td>
</tr>
<tr>
<td>To Perkins Park &amp; Historic Route of Portage Trail</td>
<td>1.50</td>
<td>$300,000</td>
</tr>
<tr>
<td>Connection to Historic Sites around Lake Anna-Path Section</td>
<td>0.25</td>
<td>$50,000</td>
</tr>
<tr>
<td>Connection to Historic Sites around Lake Anna-Route Section</td>
<td>0.60</td>
<td>$15,000</td>
</tr>
<tr>
<td>To Firestone MetroPark &amp; Portage Lake</td>
<td>1.00</td>
<td>$200,000</td>
</tr>
<tr>
<td>Neighborhood Connection to Kenmore Area</td>
<td>1.50</td>
<td>$37,500</td>
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<tr>
<td>Connection to Anna Dean Farm Bike Path</td>
<td>0.40</td>
<td>$80,000</td>
</tr>
<tr>
<td>Bike Route to Rover Hollow</td>
<td>1.60</td>
<td>$320,000</td>
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<tr>
<td>Crystal Springs Connector</td>
<td>1.00</td>
<td>$25,000</td>
</tr>
<tr>
<td>Sippo Lake Connector</td>
<td>2.00</td>
<td>$700,000</td>
</tr>
<tr>
<td>North Country Trail ***</td>
<td>12.00</td>
<td>***</td>
</tr>
</tbody>
</table>

** Costs assume allowance for selective streetscape improvements
*** Cleveland Lakefront Bikeway Estimate
*** No cost estimated; project underway or completed by others

### Table 8: Journey Gateways, Vicinity Improvements

<table>
<thead>
<tr>
<th>Location Type</th>
<th>Journey Gateways, Streetscape Improvements</th>
<th>Miles</th>
<th>Cost to Complete ($'000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>urban Ohio City**</td>
<td>0.25</td>
<td>$66,000</td>
<td></td>
</tr>
<tr>
<td>urban Tremont**</td>
<td>0.25</td>
<td>$66,000</td>
<td></td>
</tr>
<tr>
<td>urban Mill Creek Area**</td>
<td>0.25</td>
<td>$66,000</td>
<td></td>
</tr>
<tr>
<td>urban Broadway **</td>
<td>0.25</td>
<td>$66,000</td>
<td></td>
</tr>
<tr>
<td>suburban Harvard Avenue</td>
<td>3.00</td>
<td>$396,000</td>
<td></td>
</tr>
<tr>
<td>suburban Ohio &amp; Erie Canal Reservation</td>
<td>--</td>
<td>***</td>
<td></td>
</tr>
<tr>
<td>suburban Bacci Park</td>
<td>--</td>
<td>***</td>
<td></td>
</tr>
<tr>
<td>suburban Rocksides Road</td>
<td>0.25</td>
<td>$33,000</td>
<td></td>
</tr>
<tr>
<td>rural Canal Visitor Center-CVNRA</td>
<td>--</td>
<td>***</td>
<td></td>
</tr>
<tr>
<td>rural Station Road Bridge</td>
<td>--</td>
<td>***</td>
<td></td>
</tr>
<tr>
<td>rural Boston Store</td>
<td>--</td>
<td>***</td>
<td></td>
</tr>
<tr>
<td>rural Peninsula/Lock 29</td>
<td>--</td>
<td>***</td>
<td></td>
</tr>
<tr>
<td>rural Hale Farm &amp; Village</td>
<td>--</td>
<td>***</td>
<td></td>
</tr>
<tr>
<td>rural Indian Mound</td>
<td>--</td>
<td>***</td>
<td></td>
</tr>
<tr>
<td>suburban Stan Hywet Hall</td>
<td>0.63</td>
<td>$82,500</td>
<td></td>
</tr>
<tr>
<td>urban CanalWay Center-Akron</td>
<td>0.50</td>
<td>$152,000</td>
<td></td>
</tr>
<tr>
<td>suburban Summit Lake</td>
<td>0.30</td>
<td>$39,600</td>
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</tr>
<tr>
<td>suburban Lake Normont</td>
<td>0.25</td>
<td>$33,000</td>
<td></td>
</tr>
<tr>
<td>urban Barberton</td>
<td>0.30</td>
<td>$79,200</td>
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</tr>
<tr>
<td>suburban Clinton</td>
<td>0.25</td>
<td>$33,000</td>
<td></td>
</tr>
<tr>
<td>suburban Lock 4</td>
<td>0.25</td>
<td>$33,000</td>
<td></td>
</tr>
<tr>
<td>suburban Crystal Springs</td>
<td>0.25</td>
<td>$33,000</td>
<td></td>
</tr>
<tr>
<td>suburban Massillon</td>
<td>0.63</td>
<td>$82,500</td>
<td></td>
</tr>
<tr>
<td>suburban Sippo Lake</td>
<td>0.25</td>
<td>$33,000</td>
<td></td>
</tr>
<tr>
<td>urban Canton</td>
<td>0.50</td>
<td>$132,000</td>
<td></td>
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<tr>
<td>suburban Navarre</td>
<td>0.30</td>
<td>$39,600</td>
<td></td>
</tr>
<tr>
<td>suburban Zoarville</td>
<td>0.25</td>
<td>$33,000</td>
<td></td>
</tr>
<tr>
<td>suburban New Philadelphia</td>
<td>0.25</td>
<td>$33,000</td>
<td></td>
</tr>
</tbody>
</table>

Total: $1,544,400

Notes: Cost estimates do not include walks, curbs, or other infrastructures. Urban segments estimated at $50/linear foot. Suburban segments estimated at $25/linear foot. Rural segments estimated at $15/linear foot. ** Does not link directly with Towpath Trail. *** No cost estimated; substantially complete.
Table 9: Cuyahoga Valley Scenic Railroad Extension

<table>
<thead>
<tr>
<th>Rail Segments</th>
<th>Cost/Unit (yr 2000, $)</th>
<th>Cost Expended or Committed (yr 2000, $)</th>
<th>Cost to Complete (yr 2000, $)</th>
<th>Total Cost (yr 2000, $)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Harvard Avenue to Downtown Cleveland (6.2 miles)</td>
<td>648,800</td>
<td>0</td>
<td>1,884,960</td>
<td>1,884,960</td>
</tr>
<tr>
<td>Rockside to Harvard Avenue (5.4 miles)</td>
<td>116,356</td>
<td>0</td>
<td>628,322</td>
<td>628,322</td>
</tr>
<tr>
<td>Akron Area (3.25 miles)</td>
<td>593,269</td>
<td>1,500,000</td>
<td>428,124</td>
<td>1,928,124</td>
</tr>
<tr>
<td>Akron to Canton (17.5 miles)</td>
<td>528,000</td>
<td>8,000,000</td>
<td>1,240,000</td>
<td>9,240,000</td>
</tr>
<tr>
<td>Canton to Zoar (14 miles)</td>
<td>754,286</td>
<td>10,360,004</td>
<td>10,560,004</td>
<td></td>
</tr>
</tbody>
</table>

Stations
- Terminal Tower: 1,329,504
- Harvard Avenue: 200,000
- Eight CVNRA stations: 166,188
- Akron Northside: 784,212
- Canton: 300,000
- Zoar: 100,000

Summary Cost of the Management Plan

Table 10 presents the Summary Cost for the Heritage Corridor to 2012, incorporating the elements discussed earlier in this section. Segments A through H of the table summarize key elements of the Plan with the following clarifications:

A. Scenic Byway—Items associated with the Scenic Byway include the approximately $350,000 already allocated, for which route markers have been located and designed. The line items for "Interpretive Signage" and "Scenic Byway" deal with guide and interpretive signage, with quantities estimated based on the Corridor length and width. "Planning assistance for roadscape" is intended to deal with further implementation of the Scenic Byway Management Plan by cooperative planning with localities to define the needs for protection and enhancement of important character-defining elements and cooperative actions by localities to protect and enhance the byway environment. If the Byway is designated as a National Scenic Byway, many of these items could be eligible for substantial Federal Department of Transportation funding.

B. Interpretation—These items are oriented to area-wide and subarea interpretation, including "Corridor-wide Interpretive Prospectus," which would develop specific means, methods, and content for overall interpretive improvements. The remaining line items deal principally with maps and wayside exhibits and exclude new indoor interpretive exhibits that are dealt with under items C and D, CanalWay Centers.

Source: URS Greiner Woodward Clyde

Extending the Cuyahoga Valley Scenic Railroad

Table 9 provides an estimate of the status and cost of extension of the Cuyahoga Valley Scenic Railroad (CVSR), which already provides service to Corridor journeys between Rockside Road and Akron. As noted in the previous chapter, the Plan recommends and supports long range extension of the CVSR, which is planned to be extended from Akron to Canton in the near term future. Extension north, to Cleveland's downtown, is the next logical step, followed in the long-term future by southerly extension to Zoar. Beyond funds that have been either expended or committed, the cost of these extensions, as determined by update of the CVSR Master Plan of 1993, would be approximately $20 million, of which half would be devoted to the Canton to Zoar extension. These supplemental costs exclude right of way acquisition and would, typically not be substantially provided from OECA heritage funds.
### Table 10: Summary Cost Estimate to 2012

<table>
<thead>
<tr>
<th>Category</th>
<th>Number</th>
<th>Subtotal by Line Item ($)</th>
<th>Subtotal by Category($)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A Roads, Scenic Byway</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Interstate Signage</td>
<td>50</td>
<td>350,000</td>
<td>1,811,400</td>
</tr>
<tr>
<td>Scenic Byway</td>
<td></td>
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<td></td>
</tr>
<tr>
<td>Route markers (committed)</td>
<td></td>
<td>350,000</td>
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</tr>
<tr>
<td>Interpretive waysides</td>
<td>55</td>
<td>308,000</td>
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<tr>
<td>Rest Areas</td>
<td>8</td>
<td>78,400</td>
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</tr>
<tr>
<td>Roadside enhancement areas</td>
<td>8</td>
<td>560,000</td>
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</tr>
<tr>
<td>Byway guide</td>
<td>1</td>
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</tr>
<tr>
<td>Planning assistance for roadscape</td>
<td></td>
<td>100,000</td>
<td></td>
</tr>
<tr>
<td>B Interpretation</td>
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<td></td>
<td>1,261,000</td>
</tr>
<tr>
<td>Corridor-wide Interpretive Prospector</td>
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</tr>
<tr>
<td>Regional Unigrid Map</td>
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<td>91,000</td>
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<tr>
<td>Regional and Community Maps</td>
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<tr>
<td>Information Kiosks</td>
<td>10</td>
<td>560,000</td>
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<tr>
<td>Waysides - Primary</td>
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<tr>
<td>Waysides - community</td>
<td>50</td>
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<td>C New CanalWay Centers</td>
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<td>53,300,500</td>
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<tr>
<td>Scoping Studies</td>
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<tr>
<td>Soft Cost Assistance</td>
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<td>Construction</td>
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<tr>
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<tr>
<td>Site Improvements</td>
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<tr>
<td>Outdoor Interpretive Exhibit</td>
<td>3</td>
<td>16,250,000</td>
<td></td>
</tr>
<tr>
<td>Exhibits</td>
<td>3</td>
<td>8,000,000</td>
<td></td>
</tr>
<tr>
<td>Other design and contingency</td>
<td>3</td>
<td>6,838,500</td>
<td></td>
</tr>
<tr>
<td>D Support to Existing CanalWay Centers</td>
<td></td>
<td></td>
<td>280,000</td>
</tr>
<tr>
<td>Supplemental Corridor Exhibit</td>
<td>5</td>
<td>280,000</td>
<td></td>
</tr>
<tr>
<td>E Electronic Gateway</td>
<td></td>
<td></td>
<td>5,000,000</td>
</tr>
<tr>
<td>Proposed Sippo Lake Facility</td>
<td>1</td>
<td>5,000,000</td>
<td></td>
</tr>
<tr>
<td>F Linkages</td>
<td></td>
<td></td>
<td>85,628,908</td>
</tr>
<tr>
<td>Towpath Trail</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cost to complete</td>
<td></td>
<td>see Table 6</td>
<td>31,314,213</td>
</tr>
<tr>
<td>Water Linkages</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Support to Concession start-ups</td>
<td>100,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Docks, “hard” improvements</td>
<td>312,500</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Connecting Trails</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Allowance for assistance</td>
<td></td>
<td>see Table 7</td>
<td>28,868,438</td>
</tr>
<tr>
<td>Scenic Railroad</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cost to complete:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1) Track extensions</td>
<td></td>
<td>see Table 9</td>
<td>18,426,763</td>
</tr>
<tr>
<td>(2) Stations</td>
<td></td>
<td>see Table 9</td>
<td>8,866,525</td>
</tr>
<tr>
<td>(3) Misc. Upgrade Work</td>
<td></td>
<td>see Table 9</td>
<td>1,740,470</td>
</tr>
<tr>
<td>G Journey Gateways</td>
<td></td>
<td></td>
<td>3,430,500</td>
</tr>
<tr>
<td>Technical Assistance</td>
<td>20</td>
<td>500,000</td>
<td></td>
</tr>
<tr>
<td>Local Streetscape</td>
<td></td>
<td>see Table 8</td>
<td>1,230,500</td>
</tr>
<tr>
<td>Other Local Improvements</td>
<td>20</td>
<td>1,000,000</td>
<td></td>
</tr>
<tr>
<td>H Heritage Programs</td>
<td></td>
<td></td>
<td>4,500,000</td>
</tr>
<tr>
<td>Preservation Programs</td>
<td></td>
<td>1,500,000</td>
<td></td>
</tr>
<tr>
<td>Educational Programs</td>
<td></td>
<td>1,500,000</td>
<td></td>
</tr>
<tr>
<td>Economic Development Programs</td>
<td></td>
<td>1,500,000</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td><strong>$150,212,308</strong></td>
</tr>
</tbody>
</table>
Support to existing CanalWay Centers and interpretive venues such as the Helena III in Canal Fulton is an important element of the Plan.

C. New CanalWay Centers—These estimates are general in scope, assuming a range in scale of exhibit and visitor service space from a substantial facility in excess of 10,000 square feet at the northern CanalWay Center to 2,500 square feet at the southern CanalWay Center, with an intermediate scale of facility at the Akron location, with site improvements and related interpretation at commensurate scale. The outdoor exhibit and interpretive improvements that are estimated include the proposed Huletts installation and related site improvement and interior exhibit costs in Cleveland, as well as a proposed museum space and interior exhibits associated with the Huletts. It is assumed that the role of OECA for these facilities would be that of catalyst, providing initial detailed study and “soft” cost funding, to scope these facilities sufficiently to build a sense of excitement about the product, and to secure commitments from other local entities.

D. Support to Existing CanalWay Centers—It is assumed that a modular exhibit might be provided on the overall Corridor at each location. Costs assume an overall cost of design and planning of this element, plus production and installation.

E. Electronic Gateway—This facility is being planned and implemented by Stark County at Sippo Lake, along the segment of the Corridor between Canton and Massillon. The costs are those estimated by Stark County.

F. Linkages—Costs for the Towpath Trail and CVSRR are shown consistent with data provided, respectively, in Table 6 and Table 9 above, as these represent primary journey elements recommended by the Plan. Estimates for water linkages include an allowance for docks and support at several Journey Gateway locations as well as a lump-sum allowance for provision of support to concession start-ups for the water journeys. It is assumed that most costs associated with water linkages would be borne by private interests, offering fee services or concessions. The estimate for connecting east-west trails is supported by data in Table 7, which computes the cost of all linkages within the Corridor boundary shown in the previous chapter, based upon generalized cost per unit of trail length. Some of these linking trails are portrayed as “core” elements, inasmuch as they are integral parts of the central Journey Network, including scenic byway links parallel to the industrial valley in Cuyahoga County and linkages between Canton and Massillon in the southerly portion of the Corridor.

G. Journey Gateways—An allowance has been shown for technical assistance and to support local improvements in these locations. Table 8 shows a level of effort estimate for streetscape vicinity improvements to Journey Gateway settings, based upon an improvement allowance that is a factor of the type of setting and the distance between the Towpath Trail and the Scenic Byway. Additionally, estimates in Section H, described below, are intended to support a level of economic development assistance that could be provided (see description in Section 4.4, below) to facilitate local visitor-related investments and to encourage effective Corridor marketing at these locations.

H. Heritage Programs—General allocations have been assigned to programmatic forms of assistance to further the preservation, economic development, and educational objectives of the Plan, supportive of the directions provided in Section 3.7, above. Such funding allocations might be provided either as direct initiatives of OECA (for example, Corridor-wide economic development), as support through grant programs with local partners, or through partnership arrangement with other public entities, such as the National Park Service.

Table 10 estimates include money for design and contingency, which range from 15 percent to 60 percent. Items dealing with exhibit, graphic, and interpretive design are inherently cost intensive, and carry contingencies of up to 60 percent. Estimates in the 25 percent range are intended to cover typical design and construction contingencies associated with capital development projects at early stages of definition. Items with no factor are based on estimates that were either lump sum allowances (technical assistance and heritage programs) or where contingencies were part of earlier estimates (the CanalWay Centers).

Overall Heritage Funding Strategy

Table 11 shows the costs, by program element for the long and short term. The intent of this table is to compare the likely overall cost of the implementation of the Heritage Corridor Plan to activities now underway and the Heritage funds anticipated, assessing how Federal Heritage funds have been expended, by program category, and to develop a strategy for targeting the future Federal Heritage funds and needs for new partnering initiatives. The columns of the table use the same headings as the program categories described above in the explanation of Table 5. Estimates for each category described above in Table 10 are shown. The top section of the table allocates the summary costs, by program category. The second section of the table compares the percentage of budget in each program category for total estimate for OECA grants to date, resulting in a proposal for the preferred percentage allocation of anticipated Federal Heritage funds to each program category.
### Table 11: Costs, by Program Element, Long and Short Term

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Roads, Scenic Byway</td>
<td>$1,811,400</td>
<td>$1,338,400</td>
<td>$573,000</td>
<td>0</td>
<td>$100,000</td>
</tr>
<tr>
<td>Interpretation</td>
<td>$2,181,000</td>
<td>0</td>
<td>$1,161,000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>New CanalWay Centers</td>
<td>$48,300,500</td>
<td>$6,431,213</td>
<td>$6,460,866</td>
<td>$6,431,213</td>
<td>$500,000</td>
</tr>
<tr>
<td>Existing CanalWay Centers</td>
<td>$280,000</td>
<td>$750,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Electronic Gateway</td>
<td>$5,000,000</td>
<td>0</td>
<td>$200,000</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Linkages</td>
<td>$85,628,908</td>
<td>$64,228,806</td>
<td>0</td>
<td>$21,364,102</td>
<td>$2,250,000</td>
</tr>
<tr>
<td>Journey Gateways</td>
<td>$5,450,000</td>
<td>$1,930,500</td>
<td>$562,500</td>
<td>$562,500</td>
<td>$375,000</td>
</tr>
<tr>
<td>Heritage Programs</td>
<td>$4,500,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$1,125,000</td>
</tr>
<tr>
<td><strong>Total, ($)</strong></td>
<td>$150,213,308</td>
<td>$77,674,919</td>
<td>$37,807,366</td>
<td>$29,422,815</td>
<td>$2,457,207</td>
</tr>
<tr>
<td><strong>Total %</strong></td>
<td>100%</td>
<td>52%</td>
<td>25%</td>
<td>20%</td>
<td>2%</td>
</tr>
<tr>
<td>Existing distribution of OECA grants to date**</td>
<td>58%</td>
<td>6%</td>
<td>31%</td>
<td>2%</td>
<td>4%</td>
</tr>
<tr>
<td>Proposed overall distribution of Federal Heritage Funds***</td>
<td>$6,400,000</td>
<td>$2,240,000 (35%)</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Potential local match</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(assume 3:1 avg.)****</td>
<td>$19,200,000</td>
<td>$6,576,000</td>
<td>$5,376,000</td>
<td>0</td>
<td>$448,000</td>
</tr>
<tr>
<td>Long-term funding gap+</td>
<td>$124,612,308</td>
<td>$60,858,919</td>
<td>$30,659,366</td>
<td>$24,302,815</td>
<td>$1,250,000</td>
</tr>
<tr>
<td>Long-term funding strategy</td>
<td>Seek TEA-21, ODOT, ODOT, ODNR support for trails and connections, Encourage special county park district funding for trails, Fund RR from non-heritage sources.</td>
<td>Seek additional assistance from SHPO, NPS through CVNRA, ODOT, and partners at CanalWay Centers, Encourage participation by local foundations and non-profits.</td>
<td>Seek additional assistance from NPS through CVNRA, partners at CanalWay Centers, and private development sources.</td>
<td>Develop educational and interpretive outreach programs, recruit participation by schools, universities, non-profits.</td>
<td>Support “front-end” costs at CanalWay Centers; involve county, local, and other organizations in support.</td>
</tr>
</tbody>
</table>

Notes:
* "Other Heritage Programs" includes cultural, educational, and community economic development programs.
** % based on proportion of each Element to total cost.
*** Proposed federal funding $ based on remaining funds from maximum $10 million heritage gap, less 20% administrative and overhead expense.
**** Local match assumed as 3 non-federal to 1 federal heritage funds.
+ Long-term funding gap based on difference between Items 1 and sums of Items 4 and 6.

Rationale for Proposal:
1. Facility Development: Reduce direct support for trail; gradually leverage other funds, particularly for more expensive segments.
2. Heritage Interpretation: Increase support for interpretation planning and installation; recognize need to communicate story of entire Corridor.
3. Resource Stewardship: Maintain priority for stewardship throughout all elements supported.
4. Other Heritage Programs: Develop new programs to take advantage of the resource and to make public aware of its importance.
5. Planning and Design Assistance: Continue to provide technical and planning assistance to prompt direct investments by partner agencies and private sector.

A proposed allocation of remaining heritage funds, taking account of likely overhead and administrative costs of 20 percent, is shown along with an explanation of the intent of each allocation in the notes.

The anticipated local “match,” the long-term funding gap in each program category, and a proposed approach to meet each type of gap are outlined at the bottom of the Table. This estimate is strategic, resulting in an approach that can be adopted by OECA in determining what types of uses and immediate priorities to place on use of its federal funds as well as how to approach potential project and funding partners in the short and long range.
Table 12 shows an outline of how OECA might approach potential partner agencies at federal, state, county, and local levels to attract the additional funding from these partners that will be required to implement the Plan. In this document, specific allocations and program types are not recommended, since the Plan will be implemented over a significant length of time and the type and amounts of resources available from such agencies and their programs will inevitably evolve.

4.3.2 Operating Costs

In general, OECA will not actually operate or maintain facilities or services. However, certain staff functions can and should be maintained to insure constituent responsiveness, communications, and the ability to provide technical assistance. Although OECA is in the process of determining its preferred mode of providing such services and the implications for its relationship to OCC and OECCC, it may be useful to note the comparable entities to OECA tend to experience an administrative and overhead cost approximating 15 percent-20 percent of total annual operating budget.

To the extent that significant staff-intensive assistance programs are provided, it is probably best that these be provided through partner entities, such as National Park Service, or through other cooperative arrangements. However, one possible mode of operations might include an election by OECA to provide “front end” funding for the start-up costs of major technical assistance and promotional services, in the expectation that once program objectives have been clearly defined, these services will be supported by other entities and sources. Several examples of such efforts are highlighted in Section 4.4.1, below.

4.3.3 Economic Impacts of the Plan

Implementation of the Corridor Management Plan will provide numerous additional opportunities for recreation and tourist activity. The journey Gateways, visitor centers and other attractions currently under construction or proposed will increase visitation along the length of the Corridor. Current visitation to the natural/recreational, historic and cultural attractions is estimated at 16.5 million visitors. Implementation of the Corridor Management Plan is projected to increase visitation throughout the Corridor area by approximately 3.3 million visitors, or 16.5 percent. Though much of the increase is projected to be the result of the proposed recreational infrastructure provided by the journey Gateways and parks, other historic and cultural attractions along the length of the Corridor--including museums, historic sites, and the arts--will benefit directly from these enhancements and should experience an increase in visitation.

Table 13 shows the projected annual spending by new visitors to Ohio & Erie Canal National Heritage Corridor. An additional 3.3 million visitors to the Ohio & Erie Canal National Heritage Corridor will generate new economic activity in the Corridor region. Day trip visitors to Corridor area venues will spend money on food, transportation-related items, gifts and souvenirs, and fees and admissions. Overnight visitors will make expenditures for lodgings in addition to the above categories. Of the 3.3 million new visitors, it is estimated that approximately 10 percent, or 330,000 visitors, will utilize overnight accommodations. This is approximately 164,000 room nights, assuming an average of two persons per overnight party. Broken out over the course of a year, the room nights are equivalent to 449 total rooms needed to accommodate the increase in overnight visitors. This is then doubled to 898 rooms in order to accommodate for the seasonal variation of visitation to the Corridor area. Currently there are 73 hotels and motels with a total of 10,721 rooms in the Corridor area. These additional 898 rooms represent an 8.4 percent increase in the total number of hotel and motel rooms with the potential for development in the Ohio & Erie National Heritage Corridor.

Nearly 70 percent of all current hotel and motel rooms in the Corridor are in Cuyahoga County, 17 percent are in Summit County, and only 13 percent of these rooms are in Stark and Tuscarawas counties combined. As well, there is a notable lack of bed and breakfast properties and campgrounds throughout the area. The 1998-1999 Ohio Accommodations Guide listed only six B & Bs in the Corridor, while there were only two Corridor-area campgrounds listed by the Ohio Campground Owners Association. Given the relative lack of these types of overnight accommodations and the types of visitation promoted by the Heritage Corridor (including heritage tourism and camping), there is excellent potential for the development of these segments of the marketplace. This is especially the case in the southern part of the Corridor, where visitor infrastructure is not as well developed. The potential for additional overnight accommodations will have a direct impact on construction and renovation jobs and permanent hospitality positions. As well, secondary economic impacts will be felt in other segments of the tourism marketplace, including restaurants, transport companies and recreational outfitters.
**Table 12: OECA’s Partnering Strategy**

<table>
<thead>
<tr>
<th>Cost</th>
<th>Facility Development</th>
<th>Heritage Interpretation</th>
<th>Resource Stewardship</th>
<th>Other Heritage Programs*</th>
<th>Planning &amp; Design Assistance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Cost</td>
<td>$77,674,919</td>
<td>$37,807,366</td>
<td>$29,522,815</td>
<td>$2,850,000</td>
<td>$2,457,207</td>
</tr>
<tr>
<td>Proposed Federal Heritage Funds, $</td>
<td>$2,240,000</td>
<td>$1,792,000</td>
<td>$1,280,000</td>
<td>$640,000</td>
<td>$448,000</td>
</tr>
<tr>
<td>Potential Local Match (assume 3:1 avg.)</td>
<td>$8,576,000</td>
<td>$5,376,000</td>
<td>$3,840,000</td>
<td>$960,000</td>
<td>$448,000</td>
</tr>
<tr>
<td>Long-term Funding Gap</td>
<td>$66,858,919</td>
<td>$30,639,366</td>
<td>$24,302,815</td>
<td>$1,250,000</td>
<td>$1,561,207</td>
</tr>
</tbody>
</table>

**Key Partner Roles**

**Federal government**
- National Park Service
- Department of the Interior
- FHWA

**State government**
- ODOT
- ODNR
- State Historic Preservation Office

**County government**
- County Park Districts

**Other entities**
- Local governments
- Private-sector partners**

* “Other Heritage Programs” includes cultural, educational, and community economic development programs

** private sector entities could include foundations and other non-profits

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The funding gap identified above for each category could be addressed through a partnering strategy involving government non-profit and private entities. Sources of support include:

**Federal government:**
The National Park Service and the Department of the Interior could provide technical assistance with a range of activities for facility development, heritage interpretation, resource stewardship, other heritage programs, and planning and design assistance. Financial assistance could assist with facility development, heritage interpretation, and resource stewardship.

Other federal agencies such as the Department of Housing and Urban Development (HUD) could provide project coordination support to ensure compatibility with the Corridor Management Plan in facility development, heritage interpretation, resource stewardship, other heritage programs, and planning and design assistance. These federal agencies could also leverage federal funding for Corridor demonstration and implementation efforts.

The Federal Highway Administration (FHWA) could support facility development and heritage interpretation by designating the Scenic Byway a National Scenic Byway.

**State government:**
The Ohio Department of Transportation (ODOT) could provide assistance in facility development and heritage interpretation through Scenic Byway improvements, funding for the bikeway, particularly in the complex LTV Steel parcel, and TEA-21 and mitigation funding for various types of facilities. ODOT’s TEA-21 Enhancements funding and various mitigation funds could also assist with facility development, heritage interpretation, and resource stewardship.

The Ohio Department of Natural Resources (ODNR) could assist with facility development and heritage interpretation by coordinating a variety of state initiatives and programs and improvements to ODNR property.

The Ohio Historic Preservation Office and other state agencies could target assistance programs to the Corridor for facility development, heritage interpretation, resource stewardship, other heritage programs, and planning and design assistance.

**County government:**
The three County Park Districts in the Corridor could support facility development and heritage interpretation by continuing to coordinate ongoing park and trail development. Special County Bond issues targeted to the Corridor could provide financial assistance.

**Other entities:**
Local governments could provide joint project funding and coordination with local efforts to support facility development, heritage interpretation, resource stewardship, other heritage programs, and planning and design assistance.

Specific investment projects in facility development and heritage interpretation could target private-sector partners, foundations, and other non-profit organizations for significant support.
The projected increase of approximately 3.3 million visitors to the Ohio & Erie Canal National Heritage Corridor will bring new spending to the area. A projection of new annual spending in the Corridor is presented in **Table 13**, immediately above.

Of the approximately 3.3 million projected new annual visitors, 10 percent are projected to be overnight visitors staying an average of one night in paid accommodations. Spending an average of $75 per capita, these visitors will spend nearly $25 million per year in the Corridor. Day trip visitors will spend much less per capita, though they will comprise the great majority of Corridor visitors. At an average of $15 per day per capita, this visitor segment will spend more than $44 million. The total direct economic impact of day trip and overnight visitor spending is projected to be nearly $69 million per year after implementation of the Ohio & Erie Canal National Heritage Corridor Management Plan is completed. This annual spending level is the estimate at completion; however, spending will gradually build up as elements of the Plan are put in place. Clearly, this new level of economic activity will have an ongoing positive impact on the demand for services, related business development, and associated community revitalization throughout the Corridor.

### Phasing Strategy

**Table 14** shows the general phasing strategy proposed for the types of project improvements defined in the previous section. The implementation approach is divided into three broad phases, corresponding to the sequence of anticipated funding associated with the federal heritage Corridor:

- **Phase I** represents the period through 2006, or the approximate halfway point to the defined end-date for the availability of the authorized heritage Corridor funds.
- **Phase II** represents the period ending in year 2012, the end of the period when federal heritage funds are anticipated to be available.
- **Phase III** refers to the period beyond 2012, when the Ohio & Erie Canal National Heritage Corridor will retain its designation as a nationally important resource, but will have to achieve self-sufficiency for program support.

Each of these Phases is amplified in the remainder of this section.

**Phase I: Establish Identity (2000-2006)**

This Phase represents a continuation of work in progress, during the years between the adoption of the Management Plan and 2006, the halfway point to the First 6 years (halfway to 2012). The general concept of this initial phase will be to establish the Corridor as a strongly perceived regional resource, expanding its regional visibility and constituency. Clearly, the work to achieve these objectives is well underway and will offer an excellent foundation for this phase. Key priorities during this phase would include:

- **Continue extension of the Towpath Trail and other core linkages** in cooperation with local and regional entities to achieve maximum feasible Corridor continuity. Expansion of the central trail, in conjunction with next year's planned start of the extension of the Cuyahoga Valley Scenic Railway to Canton, will create a sense of regional connection that will greatly benefit the identity of this major regional project. Cooperative funding and implementation strategies should be developed for the most difficult and costly links, such as the LTV segment in the north portion of the Corridor, using non-OECA funding sources wherever possible.
- **Continue to support other regional trail linkages that connect neighborhoods** in the Corridor to the central journey network, increasing the access of communities within and beyond the boundary to the Canal Corridor.

---

**Table 13: Projected Annual Spending by New Visitors to the Ohio & Erie Canal NHC**

<table>
<thead>
<tr>
<th>Type of Visitor</th>
<th>Number of New Visitors</th>
<th>Per Capita Spending</th>
<th>Length of Stay (nights)</th>
<th>Total Spending</th>
</tr>
</thead>
<tbody>
<tr>
<td>Overnight</td>
<td>327,900</td>
<td>$75</td>
<td>1.0</td>
<td>$24,592,500</td>
</tr>
<tr>
<td>Day Trip</td>
<td>2,951,100</td>
<td>$15</td>
<td>--</td>
<td>$44,266,500</td>
</tr>
<tr>
<td>Total</td>
<td>3,279,000*</td>
<td></td>
<td></td>
<td>$68,859,000</td>
</tr>
</tbody>
</table>

* above the 16.5 million existing visitors to natural, recreation, and cultural attractions

Source: The Office of Thomas J. Martin
Develop marketing materials and supportive improvements for key journey loops and Gateways, increasing the visibility of the Corridor for residents and visitors, and assisting communities in Gateway vicinities to improve nearby settings and develop supportive services. Part of this initiative could include development of a demonstration approach to providing services and means of transportation along key water links. Of these, the initial priority would probably be from Akron's Lock 1 to Summit and Nesmith Lakes, although this work should include periodic event-oriented services until clear progress is made on the Akron CanalWay concept.

Develop a detailed interpretive prospectus, standards for interpretive waysides exhibits, and a Corridor-wide assistance effort for wayside exhibits, based on the overall structure of the Plan, and its planned improvements.

Assist in developing partnerships to scope the three new CanalWay Centers with local entities, providing technical and limited financial assistance to define the specific improvements and the nature of the feasible funding strategy in each venue. Subject to substantial progress in each venue, including demonstration of strong local support, control of key properties, and commitment for operations and management, OECA could assist in defraying some proportion of the pre-development costs for each location.

Coordinate with the development of the Stark County Education Center at Sippo Lake to determine the feasibility of taking advantage of its planned investment in inter-connected information and educational services to establish an "electronic Gateway" to the entire Corridor. It is possible that this facility could, with minimum OECA cost, provide a capability for development of contemporary internet-based educational and information services to the users and residents of the Corridor.

Initiate cooperative actions with the National Park Service to take advantage of the technical and financial assistance authorized by the Heritage Corridor legislation. This assistance should incorporate, at a minimum, technical assistance in preservation and interpretation, but could be extended to include financial assistance with Corridor projects.

Initiate demonstration program grants at a modest level for educational, cultural, and economic programs and activities that can increase Corridor-wide visibility and recognition, with emphasis on activities that have strong potential to be replicated in other Corridor venues.
Phase II: Pilot Projects that use the Regional Framework (2007-2012)

The end of this Phase in 2012 is scheduled to be the "sunset" for the availability of federal heritage funds identified under the legislation designating the Ohio & Erie Canal National Heritage Corridor. Accordingly, the period from 2007 to 2012 should be one of consolidation and completion of the physical improvements identified in this Plan, as well as a period where the OECA makes a concerted effort to put in place programs that take advantage of the physical improvements that will have been put in place during Phase I. The improvements will focus on encouraging completion of the CanalWay Centers by OECA's partners, extension of the regional trail network, and development of program support activities that can be self-sustaining. Key priorities during this phase would include:

- Completion of the key linkages that have been defined as the journey network, enabling full utilization of the potential of the Corridor for local and visitor recreation use. This would hopefully include the difficult links and journeys such as water excursions and rail extension to Cleveland. The long-term extension of rail from Canton to Zohr would also be a target.
- Expansion of the connecting trail network, by encouraging county and local actions to reach out to communities inside and beyond the Corridor to form a truly regional system.
- Marketing the entire Corridor and its journeys for increased utilization by residents and visitor.
- Assistance to CanalWay Center project partners to complete construction and ongoing operations at the three primary venues to provide a highly visible method of interpreting and explaining the overall Corridor.
- Continued coordination with NPS for program involvement Corridor-wide, within CVNRA, and on-site at CanalWay centers.
- Development of Corridor-wide programs and mechanisms for their continued operations in economic development, educational and cultural programs/activities, and preservation.

Phase III
The Long Term: A Self-sustaining Regional Asset

In the long term, when direct funds are no longer available from the Department of the Interior, the National Heritage Corridor will retain its designation and prominence, and local entities will have to be responsible for the stewardship and program functions of its key resources. The long-term mission for OECA, as a non-profit entity, would be to develop revenue sources to enable continuing operations, to continue marketing the Corridor as a destination, to encourage appropriate development and use, and to ensure the local entities maintain the quality of the resource and of the Corridor experience.

Long-term success of the National Heritage Corridor depends on the management entity's ability to engage town, city, and state agencies, elected officials, businesses, institutions, and residents over the long run. The Corridor Management Plan is a long-term document and OECA, the management entity, must develop a strategy for sustaining an effective organization after the currently authorized federal assistance funds are no longer available after 2012. The management entity should continually work on creating alliances and coalitions that can pick up aspects of the Plan and take over leadership for implementation. This will help ensure that the immediate action and short-term projects and initiatives happen, while others, including OECA, continue to work on the long-term parts of the Plan. Part of the task of sustainability involves building a regional coalition and community of interest in support of OECA's activities and the Plan's recommendations. OECA actions in support of such a long-term coalition should include:

- Encourage communities within the boundary to endorse and adopt the Plan.
- Build on existing regional coalitions, interest groups, and organizations that have been active supporters of the Corridor.
- Do continual outreach to communities, officials, businesses, and organizations to ensure that the programs and projects of the Corridor Management Plan are supported, understood, and appreciated for their quality of life contributions.
- Pursue grants through new and enhanced coalitions.
- Work with agencies and elected officials to ensure that the mission and goals of the Ohio & Erie Canal National Heritage Corridor are recognized and used as important influence on local planning and design decisions.

In addition, OECA should investigate various longer-term mechanisms to achieve long-term sustainability recruiting involvement of key institutions, business interests, and beneficiaries of OECA’s programs and projects. As part of this investigation, OECA should consider the widest possible range of options, including, but not limited to:

- Direct solicitation of other public and private sources of development and operations funding.
- Requests for on-going direct state support.
- Regional and community-based voluntary support.
- Tourism or quality of life community or area-wide revenue sources, potentially associated with Corridor-wide promotional, marketing, and business assistance programs and activities.
- Citizen-advocate, membership-based organizations, existing and future.
- Marketing of products and services to generate revenue, including possible license fees for use of the CanalWay Ohio logo and other proprietary items.
Appendix A

Authorizing Legislation
Appendix A: Authorizing Legislation

Ohio & Erie Canal National Heritage Corridor Act of 1996.

TITLE VIII—OHIO & ERIE CANAL NATIONAL HERITAGE CORRIDOR

SEC. 801. SHORT TITLE.
This title may be cited as the "Ohio & Erie Canal National Heritage Corridor Act of 1996".

SEC. 802. FINDINGS AND PURPOSE.
(a) Findings.--Congress finds the following:

(1) The Ohio & Erie Canal, which opened for commercial navigation in 1832, was the first inland waterway to connect the Great Lakes at Lake Erie with the Gulf of Mexico via the Ohio and Mississippi Rivers and a part of a Canal network in Ohio that was one of America's most extensive and successful systems during a period in history when Canals were essential to the Nation's growth.

(2) The Ohio & Erie Canal spurred economic growth in the State of Ohio that took the State from near bankruptcy to the third most economically prosperous State in the Union in just 20 years.

(3) A 4-mile section of the Ohio & Erie Canal was designated a National Historic Landmark in 1966 and other portions of the Ohio & Erie Canal and many associated structures were placed on the National Register of Historic Places.

(4) In 1974, 19 miles of the Ohio & Erie Canal were declared nationally significant under National Park Service new area criteria with the designation of Cuyahoga Valley National Recreation Area.

(5) The National Park Service found the Ohio & Erie Canal nationally significant in a 1975 study entitled "Suitability/Feasibility Study, Proposed Ohio & Erie Canal".

(6) A 1993 Special Resources Study of the Ohio & Erie Canal Corridor conducted by the National Park Service entitled "A Route to Prosperity" has concluded that the Corridor is eligible as a National Heritage Corridor.

(7) Local governments, the State of Ohio, and private sector interests have embraced the heritage Corridor concept and desire to enter into partnership with the Federal Government to preserve, protect, and develop the Corridor for public benefit.

(b) Purposes.--The purposes of this title are--

(1) to preserve and interpret for the educational and inspirational benefit of present and future generations the unique and significant contributions to our national heritage of certain historic and cultural lands, waterways, and structures within the 87-mile Ohio & Erie Canal Corridor between Cleveland and Zoar;

(2) to encourage within the Corridor a broad range of economic opportunities enhancing the quality of life for present and future generations;

(3) to provide a management framework to assist the State of Ohio, its political subdivisions, and nonprofit organizations, or combinations thereof, in preparing and implementing an integrated Corridor Management Plan and in developing policies and programs that will preserve, enhance, and interpret the cultural, historical, natural, recreation, and scenic resources of the Corridor; and

(4) to authorize the Secretary to provide financial and technical assistance to the State of Ohio, its political subdivisions, and nonprofit organizations, or combinations thereof, in preparing and implementing a Corridor Management Plan.

SEC. 803. DEFINITIONS.
For the purposes of this title:

(1) The term "Corridor" means the Ohio & Erie Canal National Heritage Corridor established by section 804.

(2) The term "Committee" means the Ohio & Erie Canal National Heritage Area Committee established by section 805.

(3) The term "Corridor Management Plan" means the management plan developed under section 808.

(4) The term "Secretary" means the Secretary of the Interior.

(5) The term "technical assistance" means any guidance, advice, help, or aid, other than financial assistance, provided by the Secretary of the Interior.

(6) The term "financial assistance" means funds appropriated by Congress and made available to the management entity for the purposes of preparing and implementing a Corridor Management Plan.

(7) The term "management entity" means the entity recognized by the Secretary pursuant to section 807(a) to receive, distribute, and account for Federal funds appropriated for the purposes of this title.

SEC. 804. OHIO & ERIE CANAL NATIONAL HERITAGE CORRIDOR.
Appendix A: Authorizing Legislation

(a) Establishment.--There is established in the State of Ohio the Ohio & Erie Canal National Heritage Corridor.

(b) Boundaries.--

(1) In general.--The boundaries of the Corridor shall be composed of the lands that are generally the route of the Ohio & Erie Canal from Cleveland to Zoar, Ohio, as depicted in the 1993 National Park Service Special Resources Study, `A Route to Prosperity`, subject to paragraph (2). The specific boundaries shall be those specified in the management plan submitted under section 808. The Secretary shall prepare a map of the Corridor which shall be on file and available for public inspection in the office of the Director of the National Park Service.

(2) Consent of local governments.--No privately owned property shall be included within the boundaries of the Corridor unless the municipality in which the property is located agrees to be so included and submits notification of such agreement to the Secretary.

(c) Administration.--The Corridor shall be administered in accordance with the provisions of this title.

SEC. 805. THE OHIO & ERIE CANAL NATIONAL HERITAGE CORRIDOR COMMITTEE.

(a) Establishment.--There is hereby established a Committee to be known as the `Ohio & Erie Canal National Heritage Corridor Committee`, whose purpose shall be to assist Federal, State, and local authorities and the private sector in the preparation and implementation of an integrated Corridor Management Plan.

(b) Membership.--The Committee shall be comprised of 21 members, as follows:

(1) Four individuals, appointed by the Secretary after consideration of recommendations submitted by the Greater Cleveland Growth Association, the Akron Regional Development Board, the Stark Development Board, and the Tuscarawas County Chamber of Commerce, who shall include one representative of business and industry from each of the Ohio counties of Cuyahoga, Summit, Stark, and Tuscarawas.

(2) One individual, appointed by the Secretary after consideration of recommendations submitted by the Director of the Ohio Department of Travel and Tourism, who is a director of a convention and tourism bureau within the Corridor.

(3) One individual, appointed by the Secretary after consideration of recommendations submitted by the Ohio Historic Preservation Officer, with knowledge and experience in the field of historic preservation.

(4) One individual, appointed by the Secretary after consideration of recommendations submitted by the Director of the National Park Service, with knowledge and experience in the field of historic preservation.

(5) Three individuals appointed by the Secretary after consideration of recommendations submitted by the county or metropolitan park boards in the Ohio counties of Cuyahoga, Summit, and Stark.

(6) Eight individuals appointed by the Secretary after consideration of recommendations submitted by the county commissioners or county chief executive of the Ohio counties of Cuyahoga, Summit, Stark and Tuscarawas, including--

(A) from each county, one representative of the planning offices of the county; and

(B) from each county, one representative of a municipality in the county.

(7) Two individuals appointed by the Secretary after consideration of recommendations submitted by the Governor of Ohio, who shall be representatives of the Directors of the Ohio Department of Natural Resources and the Ohio Department of Transportation.

(8) The Superintendent of the Cuyahoga Valley National Recreation Area, ex officio.

(c) Appointments.--

(1) In general.--Except as provided in paragraph (2), members of the Committee shall be appointed for terms of three years and may be reappointed.

(2) Initial appointments.--The Secretary shall appoint the initial members of the Committee within 30 days after the date on which the Secretary has received all recommendations pursuant to subsection (b). Of the members first appointed--

(A) the members appointed pursuant to subsection (b)(6)

(B) shall be appointed to a term of two years and may not be reappointed to a consecutive term; and

(B) the member appointed pursuant to subsection (b)(2) shall be appointed to a term of two years and may not be reappointed to a consecutive term.

(d) Chair and Vice Chair.--The chair and vice chair of the Committee shall be elected by the members of the Committee. The terms of the chair and vice chair shall be two years.

(e) Vacancy.--A vacancy in the Committee shall be filled in the manner in which the original appointment was made. Any member appointed to fill a vacancy occurring before the expiration of the term for which their predecessor was appointed
shall be appointed only for the remainder of such term. Any member of the Committee appointed for a definite term may
serve after the expiration of their term until their successor has taken office.

(f) Compensation and Expenses.--Members of the Committee shall serve without compensation for their service on the
Committee.

(g) Quorum.--Eleven members of the Committee shall constitute a quorum.

(h) Meetings.--The Committee shall meet at least quarterly at the call of the chairperson or 11 of its members. Meetings of the
Committee shall be subject to section 552b of title 5, United States Code (relating to open meetings).

(i) Not Treated as Advisory Committee.--The Committee shall not be treated as an Advisory Committee for purposes of the
Federal Advisory Committee Act (5 U.S.C. App.).

SEC. 806. POWERS AND DUTIES OF THE NATIONAL HERITAGE CORRIDOR COMMITTEE.

(a) Hearings.--The Committee may, for the purpose of carrying out this title, hold such hearings, sit and act at such times and
places, take such testimony, and receive such evidence, as the Committee considers appropriate. The Committee may not issue
subpoenas or exercise any subpoena authority.

(b) Bylaws.--The Committee may make such bylaws and rules, consistent with this title, as it considers necessary to carry out
its functions under this title.

(c) Powers of Members and Agents.--Any member or agent of the Committee, if so authorized by the Committee, may take
any action which the Committee is authorized to take by this title.

(d) Corridor Management Plan.--Upon submission of a draft Corridor Management Plan to the Committee from the man-
agement entity, the Committee shall, within 60 days, review such plan for consistency with the purposes of this title and
endorse the plan or return it to the management entity for revision. Upon endorsement of the Corridor Management Plan,
the Committee shall submit such plan to the Secretary for approval pursuant to section 808.

(e) Review of Budget.--The Committee shall review on an annual basis the proposed expenditures of Federal funds by the
management entity for consistency with the purpose of this title and the Corridor Management Plan.

SEC. 807. MANAGEMENT ENTITY.

(a) Entity.--Upon petition, the Secretary is authorized to recognize the as the management entity for the Heritage Corridor.

(b) Eligibility.--To be eligible for designation as the management entity of the Corridor, an entity must possess the legal abil-
ity to--

1. receive Federal funds for use in preparing and implementing the management plan for the Corridor;
2. disburse Federal funds to other units of government or other organizations for use in preparing and implementing the
management plan for the Corridor;
3. account for all Federal funds received or disbursed; and
4. sign agreements with the Federal Government.

(c) Federal Funding.--

1. Authorization to receive.--The management entity is authorized to receive appropriated Federal funds.
2. Disqualification.--If a management plan for the Corridor is not submitted to the Secretary as required under section 808
within the time specified herein, the management entity shall cease to be eligible for Federal funding under this title until such
a plan regarding the Corridor is submitted to the Secretary.

(d) Authorities of Management Entity.--The management entity of the Corridor may, for purposes of preparing and imple-
menting the management plan for the Corridor, use Federal funds made available under this title--

1. to make grants and loans to the State of Ohio, its political subdivisions, nonprofit organizations, and other persons;
2. to enter into cooperative agreements with, or provide technical assistance to Federal agencies, the State of Ohio, its politi-
cal subdivisions, nonprofit organizations, and other persons;
3. to hire and compensate staff;
4. to obtain money from any source under any program or law requiring the recipient of such money to make a contribu-
tion in order to receive such money; and
5. to contract for goods and services.

(e) Prohibition of Acquisition of Real Property.--The management entity for the Corridor may not use Federal funds received
under this title to acquire real property or any interest in real property.
APPENDIX A: AUTHORIZING LEGISLATION

SEC. 808. DUTIES OF THE MANAGEMENT ENTITY.

(a) Corridor Management Plan.--

(1) Submission for review by committee.--Within 3 years after the date on which the Secretary has recognized the management entity for the Corridor, the management entity shall develop and submit for review to the Committee a management plan for the Corridor.

(2) Plan requirements.--A management plan submitted under this title shall present comprehensive recommendations for the conservation, funding, management, and development of the Corridor. The plan shall be prepared with public participation. The plan shall take into consideration existing Federal, State, county, and local plans and involve residents, public agencies, and private organizations in the Corridor. The plan shall include a description of actions that units of government and private organizations are recommended to take to protect the resources of the Corridor. The plan shall specify existing and potential sources of funding for the conservation, management, and development of the Corridor. The plan also shall include the following, as appropriate:

(A) An inventory of the resources contained in the Corridor, including a list of property in the Corridor that should be conserved, restored, managed, developed, or maintained because of the natural, cultural, or historic significance of the property as it relates to the themes of the Corridor.

(B) A recommendation of policies for resource management that consider and detail the application of appropriate land and water management techniques, including (but not limited to) the development of intergovernmental cooperative agreements to manage the historical, cultural, and natural resources and recreational opportunities of the Corridor in a manner consistent with the support of appropriate and compatible economic viability.

(c) A program, including plans for restoration and construction, for implementation of the management plan by the management entity and specific commitments, for the first six years of operation of the plan by the partners identified in said plan.

(D) An analysis of means by which Federal, State, and local programs may best be coordinated to promote the purposes of this title.

(E) An interpretive plan for the Corridor.

(2) Approval and disapproval of the Corridor management plan.--

(A) In general.--Upon submission of the Corridor Management Plan from the Committee, the Secretary shall approve or disapprove said plan not later than 60 days after receipt of the plan. If the Secretary has taken no action after 60 days upon receipt, the plan shall be considered approved.

(B) Disapproval and revisions.--If the Secretary disapproves the Corridor Management Plan, the Secretary shall advise the Committee, in writing, of the reasons for the disapproval and shall make recommendations for revision of the plan. The Secretary shall approve or disapprove proposed revisions to the plan not later than 60 days after receipt of such revision. If the Secretary has taken no action for 60 days after receipt, the plan shall be considered approved.

(b) Priorities.--The management entity shall give priority to the implementation of actions, goals, and policies set forth in the management plan for the Corridor, including:

(1) assisting units of government, regional planning organizations, and nonprofit organizations--

(A) in conserving the Corridor;

(B) in establishing and maintaining interpretive exhibits in the Corridor;

(c) in developing recreational opportunities in the Corridor;

(D) in increasing public awareness of and appreciation for the natural, historical, and cultural resources of the Corridor;

(E) in the restoration of historic buildings that are located within the boundaries of the Corridor and relate to the themes of the Corridor; and

(F) in ensuring that clear, consistent, and environmentally appropriate signs identifying access points and sites of interest are put in place throughout the Corridor; and

(2) consistent with the goals of the management plan, encouraging economic viability in the affected communities by appropriate means.

(c) Consideration of Interests of Local Groups.--The management entity shall, in preparing and implementing the management plan for the Corridor, consider the interest of diverse units of government, businesses, private property owners, and nonprofit groups within the geographic area.

(d) Public Meetings.--The management entity shall conduct public meetings at least quarterly regarding the implementation of the Corridor Management Plan.
(e) Annual Reports.--The management entity shall, for any fiscal year in which it receives Federal funds under this title or in which a loan made by the entity with Federal funds under section 807(d)(1) is outstanding, submit an annual report to the Secretary setting forth its accomplishments, its expenses and income, and the entities to which it made any loans and grants during the year for which the report is made.

(f) Cooperation With Audits.--The management entity shall, for any fiscal year in which it receives Federal funds under this title or in which a loan made by the entity with Federal funds under section 807(d)(1) is outstanding, make available for audit by the Congress, the Secretary, and appropriate units of government all records and other information pertaining to the expenditure of such funds and any matching funds, and require, for all agreements authorizing expenditure of Federal funds by other organizations, that the receiving organizations make available for such audit all records and other information pertaining to the expenditure of such funds.

SEC. 809. DUTIES AND AUTHORITIES OF FEDERAL AGENCIES.

(a) Technical Assistance and Grants.--

(1) In general.--The Secretary may provide technical assistance and grants to units of government, nonprofit organizations, and other persons, upon request of the management entity of the Corridor, and to the management entity, regarding the management plan and its implementation.

(2) Prohibition of certain requirements.--The Secretary may not, as a condition of the award of technical assistance or grants under this section, require any recipient of such technical assistance or grant to enact or modify land use restrictions.

(3) Determinations regarding assistance.--The Secretary shall decide if the Corridor shall be awarded technical assistance or grants and the amount of that assistance. Such decisions shall be based on the relative degree to which the Corridor effectively fulfills the objectives contained in the Corridor Management Plan and achieves the purposes of this title. Such decisions shall give consideration to projects which provide a greater leverage of Federal funds.

(b) Provision of Information.--In cooperation with other Federal agencies, the Secretary shall provide the general public with information regarding the location and character of the Corridor.

(c) Other Assistance.--Upon request, the Superintendent of Cuyahoga Valley National Recreation Area may provide to public and private organizations within the Corridor (including the management entity for the Corridor) such operational assistance as appropriate to support the implementation of the Corridor Management Plan, subject to the availability of appropriated funds. The Secretary is authorized to enter into cooperative agreements with public and private organizations for the purposes of implementing this subsection.

(d) Duties of Other Federal Agencies.--Any Federal entity conducting any activity directly affecting the Corridor shall consider the potential effect of the activity on the Corridor Management Plan and shall consult with the management entity of the Corridor with respect to the activity to minimize the adverse effects of the activity on the Corridor.

SEC. 810. LACK OF EFFECT ON LAND USE REGULATION AND PRIVATE PROPERTY.

(a) Lack of Effect on Authority of Governments.--Nothing in this title shall be construed to modify, enlarge, or diminish any authority of Federal, State, or local governments to regulate any use of land as provided for by law or regulation.

(b) Lack of Zoning or Land Use Powers.--Nothing in this title shall be construed to grant powers of zoning or land use control to the Committee or management entity of the Corridor.

(c) Local Authority and Private Property Not Affected.--

Nothing in this title shall be construed to affect or to authorize the Committee to interfere with--

(1) the rights of any person with respect to private property; or

(2) any local zoning ordinance or land use plan of the State of Ohio or a political subdivision thereof.

SEC. 811. SUNSET.

The Secretary may not make any grant or provide any assistance under this title after September 30, 2012.

SEC. 812. AUTHORIZATION OF APPROPRIATIONS.

(a) In General.--There is authorized to be appropriated under this title not more than $1,000,000 for any fiscal year. Not more than a total of $10,000,000 may be appropriated for the Corridor under this title.

(b) 50 Percent Match.--Federal funding provided under this title, after the designation of this, may not exceed 50 percent of the total cost of any assistance or grant provided or authorized under this title.
Appendix B

Boundary Map
Appendix C: List of Key Resources

In addition to historic resources and areas noted in the body of the report, a summary of properties on the National Register of Historic Places has been compiled and is attached as part of this Appendix. Readers should refer to Figure 3, which locates Historic Districts on the NRHP. Some additions will be made to this list for locally recognized districts and resources.

<table>
<thead>
<tr>
<th>PROPERTY NAME</th>
<th>COUNTY</th>
<th>STREET ADDRESS</th>
<th>CITY</th>
<th>COMMENTS</th>
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<tbody>
<tr>
<td>Christian H. Rinderknecht House</td>
<td>Tuscarawas</td>
<td>602 N. Wooster Ave</td>
<td>Dover</td>
<td>Queen Anne</td>
</tr>
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<td>Christian Pershing Barn</td>
<td>Tuscarawas</td>
<td>Off OH 39 W of Dover</td>
<td>Dover</td>
<td></td>
</tr>
<tr>
<td>Dr. Joseph Slingluff House</td>
<td>Tuscarawas</td>
<td>No. Wooster Ave</td>
<td>Dover</td>
<td>Italianate</td>
</tr>
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<td>Fort Laurens Site State Memorial</td>
<td>Tuscarawas</td>
<td>Near OH 212, 1/2 mi. S of Bolivar</td>
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<td>Frederick Bernhard House</td>
<td>Tuscarawas</td>
<td>211 E. Front St.</td>
<td>Dover</td>
<td>Queen Anne</td>
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<td>Jeremiah Reeves House &amp; Carriage House</td>
<td>Tuscarawas</td>
<td>325 E. Iron Ave</td>
<td>Dover</td>
<td>Queen Anne/Italianate/Second Empire</td>
</tr>
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<td>John Deis House</td>
<td>Tuscarawas</td>
<td>203 W. 6th Street</td>
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<td>Italianate</td>
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<td>John Lebold House, Smokehouse &amp; Springhouse</td>
<td>Tuscarawas</td>
<td>Rt. 82 over Cuyahoga River, Brecksville, Cuyahoga County and Sagamore Hills</td>
<td>Bolivar</td>
<td>Greek Revival/S.European Heritage</td>
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<td>E.D. Fisher House</td>
<td>Tuscarawas</td>
<td>Rte 212</td>
<td>Bolivar</td>
<td>Archeology</td>
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<td>Tuscarawas</td>
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<td>H. Village Site</td>
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<td>Schoenbrunn Site State Memorial</td>
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<td>Courthouse Sq.</td>
<td>New Philadelphia</td>
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<td>230 W. Third Street</td>
<td>Dover</td>
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<td>210 N. Broadway</td>
<td>New Philadelphia</td>
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<td>Zoar Historic District</td>
<td>Tuscarawas</td>
<td>Bounded by 5th, Foltz, 1st &amp; rear property lines</td>
<td>Zoar</td>
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<td>Zoar Historic District (Boundary Increase)</td>
<td>Tuscarawas</td>
<td>Along OH 212</td>
<td>Zoar &amp; vicinity</td>
<td>Georgian</td>
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<td>Summit</td>
<td>220 S. Balch Street</td>
<td>Akron</td>
<td>Romanesque</td>
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<td>Akron Post office &amp; Federal Bldg</td>
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<td>Akron Public Library</td>
<td>Summit</td>
<td>69 E. M. Market Street</td>
<td>Akron</td>
<td>Beaux Art</td>
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<td>Gothic Revival</td>
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<td>Art Deco</td>
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<td>1041 W. Market Street</td>
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<td>Barker Village Site</td>
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<td>Akron</td>
<td>H. Graves Bovials/S. Archeology</td>
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<td>Summit</td>
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<td>Colonial Revival</td>
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<td>Cascade Locks Historic District/ Ohio &amp; Erie Canal</td>
<td>Summit</td>
<td>Bounded by North, Howard, Innerbelt Rt 59 and Canal from Locks 10-16, including discontinuous parts North</td>
<td>Chicago</td>
<td>Greek Revival</td>
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<td>Eagles Temple</td>
<td>Summit</td>
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<td>Art Deco</td>
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<td>East Market Street Church of Christ</td>
<td>Summit</td>
<td>864 E. Market Street</td>
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<td>Frederick Mustill Residence</td>
<td>Summit</td>
<td>234 Ferndale Street</td>
<td>Akron</td>
<td></td>
</tr>
<tr>
<td>Grace Reformed Church</td>
<td>Summit</td>
<td>172 W. Bowery Street</td>
<td>Akron</td>
<td>Romanesque</td>
</tr>
<tr>
<td>PROPERTY NAME</td>
<td>COUNTY</td>
<td>STREET ADDRESS</td>
<td>CITY</td>
<td>COMMENTS</td>
</tr>
<tr>
<td>--------------------------------------</td>
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</tr>
<tr>
<td>Hower Mansion</td>
<td>Summit</td>
<td>60 Fir Hill</td>
<td>Akron</td>
<td>Second Empire</td>
</tr>
<tr>
<td>Andrew Jackson House</td>
<td>Summit</td>
<td>277 E. Mill Road</td>
<td>Akron</td>
<td>Second Empire</td>
</tr>
<tr>
<td>Loew's Theatre</td>
<td>Summit</td>
<td>182 S. Main Street</td>
<td>Akron</td>
<td>Second Empire</td>
</tr>
<tr>
<td>Frank H. Mason House</td>
<td>Summit</td>
<td>615 Latham Lane, Franklin Twp</td>
<td>Akron</td>
<td>Tudor Revival / Bungalow/Craftsman</td>
</tr>
<tr>
<td>Wells E. Meriman House</td>
<td>Summit</td>
<td>641 W. Market Street</td>
<td>Akron</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Lewis Miller House</td>
<td>Summit</td>
<td>142 King Drive</td>
<td>Akron</td>
<td>Italianate</td>
</tr>
<tr>
<td>Mustill Store</td>
<td>Summit</td>
<td>248 Ferndale Street</td>
<td>Akron</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>O'Neil's Department Store</td>
<td>Summit</td>
<td>226-250 S. Main Street</td>
<td>Akron</td>
<td>Late 19th-20th</td>
</tr>
<tr>
<td>Ohio Canal Lock #15</td>
<td>Summit</td>
<td>On Ohio Canal, 25' N. of W. North Street</td>
<td>Akron</td>
<td></td>
</tr>
<tr>
<td>Ohio Canal Locks 10-14 Staircase of Locks</td>
<td>Summit</td>
<td>On Ohio Canal between W. Market Street and W. North Street</td>
<td>Akron</td>
<td></td>
</tr>
<tr>
<td>Old Akron Post Office</td>
<td>Summit</td>
<td>70 E. Market Street</td>
<td>Akron</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Col. Simon Perkins Mansion</td>
<td>Summit</td>
<td>550 Copley Road</td>
<td>Akron</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Quaker Oats Cereal Factory</td>
<td>Summit</td>
<td>120 E. Mill Street</td>
<td>Akron</td>
<td></td>
</tr>
<tr>
<td>Frank Mason Raymond House</td>
<td>Summit</td>
<td>655 Latham Lane</td>
<td>Akron</td>
<td>Late High Gothic Revival</td>
</tr>
<tr>
<td>Byron W. Robinson House</td>
<td>Summit</td>
<td>715 E. Buchtel Avenue</td>
<td>Akron</td>
<td>Tudor Revival</td>
</tr>
<tr>
<td>St. Paul's Sunday School &amp; Parish House</td>
<td>Summit</td>
<td>E. Market &amp; Forge Streets</td>
<td>Akron</td>
<td>High Gothic Revival</td>
</tr>
<tr>
<td>Charles Willard Seiberling House</td>
<td>Summit</td>
<td>1075 W. Market Street</td>
<td>Akron</td>
<td>Colonial Revival</td>
</tr>
<tr>
<td>St. Bernard's Church</td>
<td>Summit</td>
<td>240 S. Broadway Street</td>
<td>Akron</td>
<td>Romanesque</td>
</tr>
<tr>
<td>Stan Hywet Hall-Frank A. Seiberling House</td>
<td>Summit</td>
<td>714 N. Portage Path</td>
<td>Akron</td>
<td>Tudor Revival</td>
</tr>
<tr>
<td>Summit County House &amp; Annex</td>
<td>Summit</td>
<td>209 S. High Street</td>
<td>Akron</td>
<td></td>
</tr>
<tr>
<td>United Way Building</td>
<td>Summit</td>
<td>Perkins Street</td>
<td>Akron</td>
<td>Tudor Revival</td>
</tr>
<tr>
<td>Viall Lodge</td>
<td>Summit</td>
<td>1135 E. Market Street</td>
<td>Akron</td>
<td>Tudor Revival</td>
</tr>
<tr>
<td>Werner Company Building</td>
<td>Summit</td>
<td>109 N. Union</td>
<td>Akron</td>
<td></td>
</tr>
<tr>
<td>Wesley Temple AM E Church</td>
<td>Summit</td>
<td>104 N. Propect Street</td>
<td>Akron</td>
<td>Neoclassic / Black Heritage</td>
</tr>
<tr>
<td>Westmont Building</td>
<td>Summit</td>
<td>22 Rhodes Ave.</td>
<td>Akron</td>
<td>H. Multiple Dwelling</td>
</tr>
<tr>
<td>Young Woman's Christian Association</td>
<td>Summit</td>
<td>146 S. High Street</td>
<td>Akron</td>
<td>Neoclassic Moderne</td>
</tr>
<tr>
<td>Anna-Dean Farm</td>
<td>Summit</td>
<td>OH 619</td>
<td>Barberton</td>
<td>Agriculture</td>
</tr>
<tr>
<td>O.C. Barber Barn No. 1</td>
<td>Summit</td>
<td>115 3rd Street</td>
<td>Barberton</td>
<td></td>
</tr>
<tr>
<td>O.C. Barber Colt Barn</td>
<td>Summit</td>
<td>Austin Drive</td>
<td>Barberton</td>
<td></td>
</tr>
<tr>
<td>O.C. Barber Creamery</td>
<td>Summit</td>
<td>365 Portsmith Avenue</td>
<td>Barberton</td>
<td></td>
</tr>
<tr>
<td>O.C. Barber Machine Barn</td>
<td>Summit</td>
<td>Austin Drive</td>
<td>Barberton</td>
<td></td>
</tr>
<tr>
<td>O.C. Barber Piggery</td>
<td>Summit</td>
<td>248 Robinson Avenue</td>
<td>Barberton</td>
<td></td>
</tr>
<tr>
<td>Diamond Match Engineering Dept.</td>
<td>Summit</td>
<td>3, 21, &amp; 27 Fourth Street, NW &amp; 8 Second Street, NW</td>
<td>Barberton</td>
<td>Italianate</td>
</tr>
<tr>
<td>Tuscawas Avenue, Alexander Square</td>
<td>Summit</td>
<td>Bounded by Park Avenue, Tuscawas Avenue, 4th &amp; 5th Streets</td>
<td>Barberton</td>
<td>Neoclassic Moderne</td>
</tr>
<tr>
<td>Elijah Hale Residence</td>
<td>Summit</td>
<td>3243 Ira Rd</td>
<td>Bath</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Jonathan Hale Homestead</td>
<td>Summit</td>
<td>2686 Oak Hill Rd</td>
<td>Bath</td>
<td>Federal</td>
</tr>
<tr>
<td>Dustin Johnson Residence</td>
<td>Summit</td>
<td>1946 Cleveland - Massillon Rd</td>
<td>Bath</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>David Kittenger Residence</td>
<td>Summit</td>
<td>1904 Cleveland - Massillon Rd</td>
<td>Bath</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Dr. Rufus Randall</td>
<td>Summit</td>
<td>3675 Ira Rd</td>
<td>Bath</td>
<td>Late Victorian</td>
</tr>
<tr>
<td>John Richard Residence</td>
<td>Summit</td>
<td>1924 Cleveland - Massillon Rd</td>
<td>Bath</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>PROPERTY NAME</td>
<td>COUNTY</td>
<td>STREET ADDRESS</td>
<td>CITY</td>
<td>COMMENTS</td>
</tr>
<tr>
<td>-------------------------------------------------------</td>
<td>------------</td>
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<td>-----------------------------------------------</td>
</tr>
<tr>
<td>Bath Township Hall</td>
<td>Summit</td>
<td>1241 Cleveland - Massilon Rd</td>
<td>Bath</td>
<td></td>
</tr>
<tr>
<td>John Harshey Residence</td>
<td>Summit</td>
<td>4270 Bath Rd</td>
<td>Bath</td>
<td></td>
</tr>
<tr>
<td>Jim Brown Tavern</td>
<td>Summit</td>
<td>Boston Mills Rd</td>
<td>Boston</td>
<td>Federal</td>
</tr>
<tr>
<td>Lock No. 32</td>
<td>Summit</td>
<td>800 ft. N. of Boston Mills</td>
<td>Boston</td>
<td></td>
</tr>
<tr>
<td>Lock No. 33</td>
<td>Summit</td>
<td>1 mi. S. of Highland Rd</td>
<td>Boston</td>
<td></td>
</tr>
<tr>
<td>Luther B. Ranney Farm</td>
<td>Summit</td>
<td>6484 Old Rt. 8</td>
<td>Boston</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Boston Mills Historic District</td>
<td>Summit</td>
<td>Roughly Riverview, Boston Mills &amp; Stanford Rds &amp; Main St</td>
<td>Boston Mills</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Brown - Bender Farm (Boundary Increase)</td>
<td>Summit</td>
<td>3491 Afron - Peninsula Rd</td>
<td>Cuyahoga Falls</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Chuckery Race</td>
<td>Summit</td>
<td>5 of &amp; in Cuyahoga</td>
<td>Cuyahoga Falls</td>
<td></td>
</tr>
<tr>
<td>First Congregational Church of Cuyahoga Falls</td>
<td>Summit</td>
<td>130 Broad Blvd</td>
<td>Cuyahoga Falls</td>
<td>Gothic Revival - Romanesque</td>
</tr>
<tr>
<td>Hunt - Wilke Farm</td>
<td>Summit</td>
<td>2049 Bolanz Rd</td>
<td>Cuyahoga Falls</td>
<td>Late Victorian</td>
</tr>
<tr>
<td>Everett Knoll Complex</td>
<td>Summit</td>
<td>Furnace Run</td>
<td>Everett</td>
<td>Village Site / Archeological</td>
</tr>
<tr>
<td>Furnace Run Aqueduct</td>
<td>Summit</td>
<td>Approx. 400 ft E of intersection of Riverview and Everett Rds</td>
<td>Everett</td>
<td></td>
</tr>
<tr>
<td>Lock No. 27</td>
<td>Summit</td>
<td>805 Wye Rd</td>
<td>Ghent</td>
<td>Late Victorian</td>
</tr>
<tr>
<td>J. Hershey Residence</td>
<td>Summit</td>
<td>286 Cleveland Massilon Rd</td>
<td>Ghent</td>
<td>Queen Anne</td>
</tr>
<tr>
<td>J. Ligget Residence</td>
<td>Summit</td>
<td>481 Cleveland Massilon Rd</td>
<td>Ghent</td>
<td>Italianate</td>
</tr>
<tr>
<td>John William Creswell Corbusier House</td>
<td>Summit</td>
<td>226 College St</td>
<td>Hudson</td>
<td>Tudor Revival</td>
</tr>
<tr>
<td>Hudson Historic District</td>
<td>Summit</td>
<td>Roughly bounded by College, Streetsboro, S. Main &amp; Baldwin Sts</td>
<td>Hudson</td>
<td>Federal/ Greek Revival</td>
</tr>
<tr>
<td>Hudson Historic District (Boundary Increase)</td>
<td>Summit</td>
<td>Roughly bounded by Hudson St, Old Orchard Dr, Aurora St, Oviatt St, Streetsboro St &amp; College St to Aurora</td>
<td>Hudson</td>
<td>Greek Revival / Colonial Revival / Italianate</td>
</tr>
<tr>
<td>Grace Goulder Izant House</td>
<td>Summit</td>
<td>250 College St</td>
<td>Hudson</td>
<td>Colonial Revival</td>
</tr>
<tr>
<td>Jones Site #2 (33-SU-0082)</td>
<td>Summit</td>
<td>240 College St</td>
<td>Hudson</td>
<td></td>
</tr>
<tr>
<td>Orin Porter House</td>
<td>Summit</td>
<td>240 College St</td>
<td>Hudson</td>
<td>Italianate</td>
</tr>
<tr>
<td>Western Reserve Academy</td>
<td>Summit</td>
<td>Roughly bounded by Aurora, N. Main, Propect, College Sts (1 block of Oviatt St)</td>
<td>Hudson</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Lock No. 26</td>
<td>Summit</td>
<td>3.3 mi N of Ira Rd</td>
<td>Ira</td>
<td></td>
</tr>
<tr>
<td>Thornton - Guise Kitchen &amp; House</td>
<td>Summit</td>
<td>147S. Main St</td>
<td>Munroe Falls</td>
<td>Queen Anne</td>
</tr>
<tr>
<td>Brecksville - Northfield High Level Bridge Summit</td>
<td>Summit</td>
<td>OH 82 &amp; Cuyahoga River (Also in Summit County, Northfield Northfield)</td>
<td>Northfield</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Wolcott House</td>
<td>Summit</td>
<td>56 E. Twinsberg Rd</td>
<td>Northfield</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Palmer House</td>
<td>Summit</td>
<td>9370 Olde Eight Rd</td>
<td>Northfield Center</td>
<td></td>
</tr>
<tr>
<td>Wallace Farm</td>
<td>Summit</td>
<td>8230 Brandywine Rd</td>
<td>Northfield Center</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Jim Brown House</td>
<td>Summit</td>
<td>3491 Akron Peninsula Rd</td>
<td>Peninsula</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Edward Crazn Farm</td>
<td>Summit</td>
<td>2780 Oak Hill Rd</td>
<td>Peninsula</td>
<td></td>
</tr>
<tr>
<td>William &amp; Eugene Crazn Farm</td>
<td>Summit</td>
<td>2401 Ira Rd</td>
<td>Peninsula</td>
<td>Bungalow / Craftsman</td>
</tr>
<tr>
<td>Michael Duffy Farm</td>
<td>Summit</td>
<td>4965 Quick Rd</td>
<td>Peninsula</td>
<td>Unoccupied Land - Agriculture / H. Dwelling</td>
</tr>
<tr>
<td>Everett Historic District</td>
<td>Summit</td>
<td>4731 - 4642 Riverview Road &amp; 2151 - 2279 Everett Rd</td>
<td>Peninsula</td>
<td>Late Victorian</td>
</tr>
<tr>
<td>Everett Road Covered Bridge</td>
<td>Summit</td>
<td>SW of Peninsula on Everett Rd over Furnace Creek</td>
<td>Peninsula</td>
<td></td>
</tr>
<tr>
<td>PROPERTY NAME</td>
<td>COUNTY</td>
<td>STREET ADDRESS</td>
<td>CITY</td>
<td>COMMENTS</td>
</tr>
<tr>
<td>---------------------------------------</td>
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<td>-----------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>Jyrovat Farmstead</td>
<td>Summit</td>
<td>696 Streetsboro Rd</td>
<td>Peninsula</td>
<td>Bungalow / Craftsman</td>
</tr>
<tr>
<td>Lock No. 28</td>
<td>Summit</td>
<td>Deep Lock Q Quarry Metro Park</td>
<td>Peninsula</td>
<td></td>
</tr>
<tr>
<td>Lock No. 29 &amp; Aqueduct</td>
<td>Summit</td>
<td>Off SR 303</td>
<td>Peninsula</td>
<td></td>
</tr>
<tr>
<td>Lock No. 30 &amp; Feeder Dam</td>
<td>Summit</td>
<td>Off SR 303</td>
<td>Peninsula</td>
<td></td>
</tr>
<tr>
<td>Lock No. 31</td>
<td>Summit</td>
<td>200 ft E of Cuyahoga River &amp; approx 0.5 mi S of Ohio Tpk</td>
<td>Peninsula</td>
<td></td>
</tr>
<tr>
<td>Ohio &amp; Erie Canal Deep Lock</td>
<td>Summit</td>
<td>5 of Peninsula on Riverview Road</td>
<td>Peninsula</td>
<td></td>
</tr>
<tr>
<td>Peninsula Village Historic District</td>
<td>Summit</td>
<td>Both sides of OH 303</td>
<td>Peninsula</td>
<td>Federal / Greek Revival</td>
</tr>
<tr>
<td>George Stanford Farm</td>
<td>Summit</td>
<td>6093 Stanford Farm</td>
<td>Peninsula</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Stumpy Basin</td>
<td>Summit</td>
<td>200 ft of Cuyahoga River</td>
<td>Peninsula</td>
<td></td>
</tr>
<tr>
<td>Daniel Tild House</td>
<td>Summit</td>
<td>2325 Stine Rd</td>
<td>Peninsula</td>
<td>Gothic Revival</td>
</tr>
<tr>
<td>Allen Weltin House</td>
<td>Summit</td>
<td>2485 Major Rd</td>
<td>Peninsula</td>
<td>Gothic Revival</td>
</tr>
<tr>
<td>Lock No. 34</td>
<td>Summit</td>
<td>Highland Rd</td>
<td>Sagamore Hills</td>
<td></td>
</tr>
<tr>
<td>Lock No. 35</td>
<td>Summit</td>
<td>Off SR 82</td>
<td>Sagamore Hills</td>
<td></td>
</tr>
<tr>
<td>Robert McKisson House</td>
<td>Summit</td>
<td>7878 N Gannett Rd</td>
<td>Sagamore Hills</td>
<td>Colonial Revival / Greek Revival</td>
</tr>
<tr>
<td>Strawberry Site (33 SU 83)</td>
<td>Summit</td>
<td>323 East Ave</td>
<td>Stow</td>
<td>Archeology</td>
</tr>
<tr>
<td>Francis D. Alling House</td>
<td>Summit</td>
<td>323 East Ave</td>
<td>Tallmadge</td>
<td>Italianate</td>
</tr>
<tr>
<td>Tallmadge Town Square Historic District</td>
<td>Summit</td>
<td>Public Square</td>
<td>Tallmadge</td>
<td>Federal / Greek Revival</td>
</tr>
<tr>
<td>Canton Public Library</td>
<td>Stark</td>
<td>236 3rd St, SW</td>
<td>Canton</td>
<td>Romanesque</td>
</tr>
<tr>
<td>City National Bank Building</td>
<td>Stark</td>
<td>205 Market Ave, S</td>
<td>Canton</td>
<td>Queen Anne</td>
</tr>
<tr>
<td>George E. Cook House</td>
<td>Stark</td>
<td>1435 Market Ave, N</td>
<td>Canton</td>
<td></td>
</tr>
<tr>
<td>Dewalt Building</td>
<td>Stark</td>
<td>122 Market Ave, N</td>
<td>Canton</td>
<td></td>
</tr>
<tr>
<td>Landmark Tavern</td>
<td>Stark</td>
<td>501 E. Tuscarawas St</td>
<td>Canton</td>
<td>N - hotel</td>
</tr>
<tr>
<td>Margaret Medill House</td>
<td>Stark</td>
<td>701 Cleveland Ave, SW</td>
<td>Canton</td>
<td></td>
</tr>
<tr>
<td>William McKinley Tomb</td>
<td>Stark</td>
<td>7th St, NW</td>
<td>Canton</td>
<td>Renaissance Revival / Cemetery</td>
</tr>
<tr>
<td>Meallet - Canton Daily News</td>
<td>Stark</td>
<td>401 W. Tuscarawas St</td>
<td>Canton</td>
<td>Early Commercial</td>
</tr>
<tr>
<td>Old McKinley High School</td>
<td>Stark</td>
<td>800 N. Market Ave</td>
<td>Canton</td>
<td></td>
</tr>
<tr>
<td>Onesto Hotel</td>
<td>Stark</td>
<td>2nd &amp; Cleveland, NW</td>
<td>Canton</td>
<td></td>
</tr>
<tr>
<td>Palace Theatre</td>
<td>Stark</td>
<td>605 Market Ave, N</td>
<td>Canton</td>
<td></td>
</tr>
<tr>
<td>St. John's Catholic Church</td>
<td>Stark</td>
<td>6th St &amp; McKinley Ave, NW</td>
<td>Canton</td>
<td>High Gothic Revival</td>
</tr>
<tr>
<td>Saxton House</td>
<td>Stark</td>
<td>331 S. Market Ave</td>
<td>Canton</td>
<td></td>
</tr>
<tr>
<td>August Schuffenecker Building</td>
<td>Stark</td>
<td>135 6th St, SW</td>
<td>Canton</td>
<td>Renaissance Revival</td>
</tr>
<tr>
<td>St. Peter Church</td>
<td>Stark</td>
<td>720 Cleveland Ave, NW</td>
<td>Canton</td>
<td>High Gothic Revival</td>
</tr>
<tr>
<td>Stark County Courthouse</td>
<td>Stark</td>
<td>Market &amp; Tuscarawas Sts</td>
<td>Canton</td>
<td>Second Empire</td>
</tr>
<tr>
<td>Henry H. Timken Estate Barn</td>
<td>Stark</td>
<td>13th St, NW &amp; I-77</td>
<td>Canton</td>
<td>Agricultural</td>
</tr>
<tr>
<td>Trinity Lutheran Church</td>
<td>Stark</td>
<td>415 W. Tuscarawas St</td>
<td>Canton</td>
<td>Romanesque / Greek Revival</td>
</tr>
<tr>
<td>John Miller House</td>
<td>Stark</td>
<td>9677 Cleveland Ave, NW</td>
<td>Greentown</td>
<td>Federal</td>
</tr>
<tr>
<td>William Kettering Homestead</td>
<td>Stark</td>
<td>7753 Fulton Dr, NW</td>
<td>Massillon</td>
<td>Late Victorian</td>
</tr>
<tr>
<td>Massillon Cemetery Building</td>
<td>Stark</td>
<td>1827 Erie St, S</td>
<td>Massillon</td>
<td>Romanesque Revival</td>
</tr>
<tr>
<td>St. Marys Catholic Church</td>
<td>Stark</td>
<td>206 Cherry Rd, NE</td>
<td>Massillon</td>
<td>Gothic Revival</td>
</tr>
<tr>
<td>St. Timothys Protestant Episcopal Church</td>
<td>Stark</td>
<td>226 SE 3rd St</td>
<td>Massillon</td>
<td>Gothic Revival</td>
</tr>
<tr>
<td>Spring Hill</td>
<td>Stark</td>
<td>Wales Rd, NE</td>
<td>Massillon</td>
<td>C. Museum</td>
</tr>
<tr>
<td>PROPERTY NAME</td>
<td>COUNTY</td>
<td>STREET ADDRESS</td>
<td>CITY</td>
<td>COMMENTS</td>
</tr>
<tr>
<td>---------------------------------------------------</td>
<td>------------</td>
<td>-----------------------------------------</td>
<td>------------</td>
<td>-----------------------------------------------</td>
</tr>
<tr>
<td>Loew - Define Grocery Store &amp; Home</td>
<td>Stark</td>
<td>202 S. Market St</td>
<td>Navarre</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Stahl - Hoagland House</td>
<td>Stark</td>
<td>330 W. Wooster St</td>
<td>Navarre</td>
<td></td>
</tr>
<tr>
<td>First Methodist Episcopal Church</td>
<td>Stark</td>
<td>301 Lincoln Way E</td>
<td>Massillon</td>
<td>Romanesque Revival</td>
</tr>
<tr>
<td>First National Bank Building</td>
<td>Stark</td>
<td>11 Lincoln Way W</td>
<td>Massillon</td>
<td>Late 19th &amp; 20th Century</td>
</tr>
<tr>
<td>Five Oaks</td>
<td>Stark</td>
<td>210 4th St, N.E.</td>
<td>Massillon</td>
<td></td>
</tr>
<tr>
<td>Fourth Street Historic District</td>
<td>Stark</td>
<td>Roughly bounded by 3rd, 5th &amp; Cherry St &amp; Federal Ave</td>
<td>Massillon</td>
<td>Greek Revival / Italianate / Queen Anne</td>
</tr>
<tr>
<td>Ideal Department Store Building</td>
<td>Stark</td>
<td>55 - 59 Lincoln Way, E</td>
<td>Massillon</td>
<td>Chicago</td>
</tr>
<tr>
<td>Canal Fulton Historic District</td>
<td>Stark</td>
<td>Ohio-Erie Canal, Market, Canal, Cherry &amp; High Sts</td>
<td>Canal Fulton</td>
<td>Late 19th &amp; 20th Century / Late Victorian</td>
</tr>
<tr>
<td>Barber - Whitticar House</td>
<td>Stark</td>
<td>519 Cleveland Ave, SW</td>
<td>Canton</td>
<td>Colonial Revival / Queen Anne</td>
</tr>
<tr>
<td>Benders Restaurant - Belmont Buffet</td>
<td>Stark</td>
<td>137 Court Ave, SW</td>
<td>Canton</td>
<td></td>
</tr>
<tr>
<td>Bordner House</td>
<td>Stark</td>
<td>4522 7th St, SW</td>
<td>Canton</td>
<td>Italianate</td>
</tr>
<tr>
<td>Eagles Temple</td>
<td>Stark</td>
<td>601 S. Market Ave</td>
<td>Canton</td>
<td></td>
</tr>
<tr>
<td>Harry E. Fife House</td>
<td>Stark</td>
<td>606 McKinley Ave, SW</td>
<td>Canton</td>
<td>Shingle Style</td>
</tr>
<tr>
<td>First Methodist Episcopal Church</td>
<td>Stark</td>
<td>120 Cleveland Ave, SW</td>
<td>Canton</td>
<td>High Gothic Revival</td>
</tr>
<tr>
<td>First Reformed &amp; First Lutheran Churches</td>
<td>Stark</td>
<td>901 &amp; 909 E. Tuscarawas St</td>
<td>Canton</td>
<td>High Gothic Revival</td>
</tr>
<tr>
<td>Frances Apartment Building</td>
<td>Stark</td>
<td>534 Cleveland Ave, SW</td>
<td>Canton</td>
<td>Late 19th &amp; 20th Century</td>
</tr>
<tr>
<td>Hotel Courtland</td>
<td>Stark</td>
<td>209 W. Tuscarawas St</td>
<td>Canton</td>
<td>Renaissance Revival / Demolished</td>
</tr>
<tr>
<td>Bedford Township Hall</td>
<td>Cuyahoga</td>
<td>30 S. Park St</td>
<td>Bedford</td>
<td></td>
</tr>
<tr>
<td>Cleveland &amp; Pittsburg Railroad Bridge</td>
<td>Cuyahoga</td>
<td>Tinker's Creek</td>
<td>Bedford</td>
<td></td>
</tr>
<tr>
<td>Hezekiah Dunham House</td>
<td>Cuyahoga</td>
<td>729 Broadway</td>
<td>Bedford</td>
<td>Federal</td>
</tr>
<tr>
<td>Holsey Gates House</td>
<td>Cuyahoga</td>
<td>762 Broadway</td>
<td>Bedford</td>
<td>Queen Anne</td>
</tr>
<tr>
<td>U.S. Post Office</td>
<td>Cuyahoga</td>
<td>600 Broadway Ave</td>
<td>Bedford</td>
<td></td>
</tr>
<tr>
<td>Brecksville Town Hall</td>
<td>Cuyahoga</td>
<td>Public Square</td>
<td>Brecksville</td>
<td>Meeting Hall</td>
</tr>
<tr>
<td>William Burt House</td>
<td>Cuyahoga</td>
<td>9525 Brecksville Rd</td>
<td>Brecksville</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Brecksville Trailside Museum</td>
<td>Cuyahoga</td>
<td>Chippewa Cr. Dr. SE of jct. with OH 82</td>
<td>Brecksville</td>
<td></td>
</tr>
<tr>
<td>Jonas Conroad House</td>
<td>Cuyahoga</td>
<td>10340 Riverview Rd</td>
<td>Brecksville</td>
<td></td>
</tr>
<tr>
<td>Jaiite Mill Historic District</td>
<td>Cuyahoga</td>
<td>SE of Brecksville at Riverview &amp; Vaughan Rds</td>
<td>Brecksville</td>
<td>Rail - Industry</td>
</tr>
<tr>
<td>Dr. William Knowlton House</td>
<td>Cuyahoga</td>
<td>8937 Highland Dr</td>
<td>Brecksville</td>
<td>Italianate</td>
</tr>
<tr>
<td>Charles B. Rich House</td>
<td>Cuyahoga</td>
<td>9367 Brecksville Rd</td>
<td>Brecksville</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Russ &amp; Holland Snow Houses</td>
<td>Cuyahoga</td>
<td>12911 &amp; 13114 Snowville Rd</td>
<td>Brecksville</td>
<td>Greek Revival / Federal</td>
</tr>
<tr>
<td>Station Road Bridge</td>
<td>Cuyahoga</td>
<td>E of Brecksville at Cuyahoga River</td>
<td>Brecksville</td>
<td>English</td>
</tr>
<tr>
<td>Stebbins Farm</td>
<td>Cuyahoga</td>
<td>8255 Riverview Rd</td>
<td>Brecksville</td>
<td>Historic Use / Agricultural Outbuilding / Bungalow - Craftsman</td>
</tr>
<tr>
<td>Vaughn Site</td>
<td>Cuyahoga</td>
<td></td>
<td>Brecksville</td>
<td>Archeological / Hist-Camp / Pre-historic / Cemetery</td>
</tr>
<tr>
<td>Richard Vaughn Farm</td>
<td>Cuyahoga</td>
<td>9570 Riverview Rd</td>
<td>Brecksville</td>
<td></td>
</tr>
<tr>
<td>Abbey Avenue Bridge</td>
<td>Cuyahoga</td>
<td></td>
<td>Cleveland</td>
<td>Structure</td>
</tr>
<tr>
<td>Adelbert Hall, Case Western Reserve University Campus</td>
<td>Cuyahoga</td>
<td>Case Western Reserve Campus</td>
<td>Cleveland</td>
<td>Italianate / Stick Style / Richard Jonian Romanesque</td>
</tr>
<tr>
<td>Allen Memorial Mediacal Library</td>
<td>Cuyahoga</td>
<td>11000 Euclid Ave</td>
<td>Cleveland</td>
<td>Neo Classic Revival / Hist-Library</td>
</tr>
<tr>
<td>Archwood Avenue Historic Library</td>
<td>Cuyahoga</td>
<td>Archwood Ave roughly bounded by W. 31st Pl &amp; w. 37th St</td>
<td>Cleveland</td>
<td>Italianate / Queen Anne / Colonial Revival</td>
</tr>
<tr>
<td>PROPERTY NAME</td>
<td>COUNTY</td>
<td>STREET ADDRESS</td>
<td>CITY</td>
<td>COMMENTS</td>
</tr>
<tr>
<td>-----------------------------------</td>
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<td>---------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Archwood Congregational Church</td>
<td>Cuyahoga</td>
<td>2800 Archwood Ave</td>
<td>Cleveland</td>
<td>Colonial Revival</td>
</tr>
<tr>
<td>Beehive School</td>
<td>Cuyahoga</td>
<td>4345 Lee Rd</td>
<td>Cleveland</td>
<td></td>
</tr>
<tr>
<td>Dr. James Bell House</td>
<td>Cuyahoga</td>
<td>1822 E. 89th St</td>
<td>Cleveland</td>
<td>Romanesque</td>
</tr>
<tr>
<td>Sarah Benedict House</td>
<td>Cuyahoga</td>
<td>3751 E. Prospect Ave</td>
<td>Cleveland</td>
<td>Queen Anne</td>
</tr>
<tr>
<td>Bing Building</td>
<td>Cuyahoga</td>
<td>510-2 Prospect Ave</td>
<td>Cleveland</td>
<td></td>
</tr>
<tr>
<td>Bingham Company Warehouse</td>
<td>Cuyahoga</td>
<td>1278 W. 9th St</td>
<td>Cleveland</td>
<td>Chicago Style</td>
</tr>
<tr>
<td>Bohemian National Hall</td>
<td>Cuyahoga</td>
<td>4939 Broadway Ave</td>
<td>Cleveland</td>
<td>European-Ethnic Heritage / Romanesque /</td>
</tr>
<tr>
<td>Bomante House</td>
<td>Cuyahoga</td>
<td>3000 Mapledale Ave</td>
<td>Cleveland</td>
<td>Late 19th &amp; 20th Century</td>
</tr>
<tr>
<td>Broadway Avenue Historic District</td>
<td>Cuyahoga</td>
<td>Broadway &amp; Hamlet Aves &amp; E. 55th St</td>
<td>Cleveland</td>
<td>Late 19th &amp; 20th Century / Late Victorian</td>
</tr>
<tr>
<td>Brooklyn Bank Building</td>
<td>Cuyahoga</td>
<td>3764 W. 25th St</td>
<td>Cleveland</td>
<td>H. Business</td>
</tr>
<tr>
<td>Caxton Building</td>
<td>Cuyahoga</td>
<td>812 Huron Rd, SE</td>
<td>Cleveland</td>
<td>Business- Communications / Chicago</td>
</tr>
<tr>
<td>Cedar Apartments</td>
<td>Cuyahoga</td>
<td>2202 E. 30th St (20th?)</td>
<td>Cleveland</td>
<td></td>
</tr>
<tr>
<td>Cedar Glen Apartments</td>
<td>Cuyahoga</td>
<td>11424-11432 Cedar Glen Pkwy</td>
<td>Cleveland</td>
<td>Multiple Dwelling / Colonial Revival</td>
</tr>
<tr>
<td>Brooklyn Center, MRA</td>
<td>Cuyahoga</td>
<td>1867 Brooklyn Village Boundaries / Sackett Ave</td>
<td>Brookside Park</td>
<td></td>
</tr>
<tr>
<td>Center Street Bridge</td>
<td>Cuyahoga</td>
<td>Located NW of Cleveland</td>
<td>Cleveland</td>
<td></td>
</tr>
<tr>
<td>Central Y.M. C.A</td>
<td>Cuyahoga</td>
<td>2200 Prospect Ave</td>
<td>Cleveland</td>
<td></td>
</tr>
<tr>
<td>Cermak Building</td>
<td>Cuyahoga</td>
<td>3503 E. 93rd St</td>
<td>Cleveland</td>
<td>Speciality Store</td>
</tr>
<tr>
<td>Cleveland Arcade</td>
<td>Cuyahoga</td>
<td>401 Euclid Ave</td>
<td>Cleveland</td>
<td>Richardsonian Romanesque</td>
</tr>
<tr>
<td>Cleveland Discount Arcade</td>
<td>Cuyahoga</td>
<td>815 Superior Ave, NE</td>
<td>Cleveland</td>
<td>Neo Classic Revival</td>
</tr>
<tr>
<td>Cleveland East Pierhead Light</td>
<td>Cuyahoga</td>
<td>E breakwater pierhead, entrance to Cleveland harbor</td>
<td>Cleveland</td>
<td>H. Water Related</td>
</tr>
<tr>
<td>Cleveland Grays Armory</td>
<td>Cuyahoga</td>
<td>1234 Bolivar Rd</td>
<td>Cleveland</td>
<td>Richardsonian Romanesque</td>
</tr>
<tr>
<td>Cleveland Harbor Station, U.S. Coast Guard</td>
<td>Cuyahoga</td>
<td>New West Pier</td>
<td>Cleveland</td>
<td>Art Deco - Water Related</td>
</tr>
<tr>
<td>Cleveland Home for Aged Colored People</td>
<td>Cuyahoga</td>
<td>4807 Cedar Ave</td>
<td>Cleveland</td>
<td>Colonial Revival / Late Victorian</td>
</tr>
<tr>
<td>Cleveland Mall</td>
<td>Cuyahoga</td>
<td>Roughly T shaped mall area between E. 9th &amp; W. 3rd Sts</td>
<td>Cleveland</td>
<td>Beaux Art</td>
</tr>
<tr>
<td>Cleveland Packard Building</td>
<td>Cuyahoga</td>
<td>5100 - 5206 Prospect Ave</td>
<td>Cleveland</td>
<td>Neo-classic Revival</td>
</tr>
<tr>
<td>Cleveland Public Square</td>
<td>Cuyahoga</td>
<td>Superior Ave &amp; Ontario St</td>
<td>Cleveland</td>
<td></td>
</tr>
<tr>
<td>Cleveland Trust Co.</td>
<td>Cuyahoga</td>
<td>900 Euclid Ave</td>
<td>Cleveland</td>
<td>Beaux Art</td>
</tr>
<tr>
<td>Cleveland Warehouse District</td>
<td>Cuyahoga</td>
<td>Roughly bounded by Front &amp; Superior Aves., Railroad Summit, 3rd &amp; 10th St</td>
<td>Cleveland</td>
<td>Italianate - Early Commercial</td>
</tr>
<tr>
<td>Cleveland West Pierhead Light</td>
<td>Cuyahoga</td>
<td>Cleveland Harbor on Lake Erie</td>
<td>Cleveland</td>
<td></td>
</tr>
<tr>
<td>Cleveland Worsted Mills Co.</td>
<td>Cuyahoga</td>
<td>5846 - 6116 Broadway</td>
<td>Cleveland</td>
<td>Romansque</td>
</tr>
<tr>
<td>Colonial &amp; Euclid Arcades</td>
<td>Cuyahoga</td>
<td>508 &amp; 600 Euclid Ave</td>
<td>Cleveland</td>
<td>Art Deco / Neo-classic</td>
</tr>
<tr>
<td>Cook Building</td>
<td>Cuyahoga</td>
<td>4600-4800 Prospect Ave</td>
<td>Cleveland</td>
<td>Neo-classic Revival</td>
</tr>
<tr>
<td>Justus L. Cozad House</td>
<td>Cuyahoga</td>
<td>1508 Mayfield Rd</td>
<td>Cleveland</td>
<td>Italianate - Villa</td>
</tr>
<tr>
<td>Crawford-Tilden Apartments</td>
<td>Cuyahoga</td>
<td>1831 - 1843 Crawford Rd &amp; 1878 - 1888 E. 84th St</td>
<td>Cleveland</td>
<td>Multiple Dwelling</td>
</tr>
<tr>
<td>Cuyahoga Building</td>
<td>Cuyahoga</td>
<td>216 Superior Ave, NE</td>
<td>Cleveland</td>
<td></td>
</tr>
<tr>
<td>Andrew Jr. &amp; James Dall Houses</td>
<td>Cuyahoga</td>
<td>2225 &amp; 2229 E. 46th St</td>
<td>Cleveland</td>
<td>Italianate - Stick/Eastlake</td>
</tr>
<tr>
<td>Detroit-Superior High Level Bridge</td>
<td>Cuyahoga</td>
<td>Over Cuyahoga River Valley, between Detroit Ave &amp; Superior Ave</td>
<td>Cleveland</td>
<td>H +C Rd / Eng + Transportation</td>
</tr>
<tr>
<td>Division Avenue Pumping Station</td>
<td>Cuyahoga</td>
<td>Division Ave, at the foot of W. 45th St</td>
<td>Cleveland</td>
<td>Late 19th &amp; 20th Century</td>
</tr>
<tr>
<td>PROPERTY NAME</td>
<td>COUNTY</td>
<td>STREET ADDRESS</td>
<td>CITY</td>
<td>COMMENTS</td>
</tr>
<tr>
<td>-------------------------------------</td>
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<td>-----------------------------------------------</td>
</tr>
<tr>
<td>Dixon Hall Apartments</td>
<td>Cuyahoga</td>
<td>3814 E. Prospect Ave</td>
<td>Cleveland</td>
<td>Multiple Dwelling</td>
</tr>
<tr>
<td>Dunham Tavern</td>
<td>Cuyahoga</td>
<td>6709 Euclid Ave</td>
<td>Cleveland</td>
<td>Museum / Restaurant / Arch &amp; Commerce</td>
</tr>
<tr>
<td>East 89th Street Historic District</td>
<td>Cuyahoga</td>
<td>E. 89th St. roughly between Chester &amp; Hough Aves</td>
<td>Cleveland</td>
<td>Colonial Revival / Italianate - Queen Anne</td>
</tr>
<tr>
<td>East Blvd Historic District</td>
<td>Cuyahoga</td>
<td>Roughly bounded by East Blvd, St.Clair ave, E. 99th St &amp; University Circle</td>
<td>Cleveland</td>
<td>Late 19th &amp; 20th Century</td>
</tr>
<tr>
<td>East Fourth Street Historic District</td>
<td>Cuyahoga</td>
<td>Roughly on E. 4th St between Euclid &amp; Prospect Aves</td>
<td>Cleveland</td>
<td>Business / Business</td>
</tr>
<tr>
<td>Jeremiah Ensworth House</td>
<td>Cuyahoga</td>
<td>3214 E. Prospect Ave</td>
<td>Cleveland</td>
<td>Italianate - Queen Anne</td>
</tr>
<tr>
<td>Erie Railroad Cleveland Powerhouse</td>
<td>Cuyahoga</td>
<td>1246 River Rd</td>
<td>Cleveland</td>
<td>Manufacturing / Enemy Facility / Industry</td>
</tr>
<tr>
<td>Euclid Avenue Presbyterian Church</td>
<td>Cuyahoga</td>
<td>11205 Euclid Ave</td>
<td>Cleveland</td>
<td>High Gothic Revival</td>
</tr>
<tr>
<td>The Euclid - 71st St. Building</td>
<td>Cuyahoga</td>
<td>7002 - 7003 Euclid Ave</td>
<td>Cleveland</td>
<td>Beaux Art</td>
</tr>
<tr>
<td>Fidelity Building</td>
<td>Cuyahoga</td>
<td>1940 E. 6th St</td>
<td>Cleveland</td>
<td></td>
</tr>
<tr>
<td>First Methodist Church</td>
<td>Cuyahoga</td>
<td></td>
<td>Cleveland</td>
<td></td>
</tr>
<tr>
<td>Ford Motor Co. Cleveland Plant</td>
<td>Cuyahoga</td>
<td>11610 Euclid Ave</td>
<td>Cleveland</td>
<td>C - Art School / Industry</td>
</tr>
<tr>
<td>Forest City Bank Building</td>
<td>Cuyahoga</td>
<td>1400 W. 25th St</td>
<td>Cleveland</td>
<td></td>
</tr>
<tr>
<td>Franklin Blvd Historic District</td>
<td>Cuyahoga</td>
<td>Franklin Blvd From W. 52nd to W. 38th St</td>
<td>Cleveland</td>
<td>Queen Anne / Second Empire</td>
</tr>
<tr>
<td>Franklin Blvd -</td>
<td>Cuyahoga</td>
<td>5207 - 7625 Franklin Blvd, 5802 - 7325 W. Clinton Ave West Clinton Avenue Historic District</td>
<td>Cleveland</td>
<td>Queen Anne</td>
</tr>
<tr>
<td>Phillip Gaensslen House</td>
<td>Cuyahoga</td>
<td>3056 E. Prospect Ave</td>
<td>Cleveland</td>
<td>Italianate</td>
</tr>
<tr>
<td>Garfield Memorial</td>
<td>Cuyahoga</td>
<td>12316 Euclid Ave, in Lakeview Cemetery</td>
<td>Cleveland</td>
<td>Romanesque - Gothic</td>
</tr>
<tr>
<td>Dr. William Gifford House</td>
<td>Cuyahoga</td>
<td>3047 E. Prospect Ave</td>
<td>Cleveland</td>
<td>H - Single DwellingTudor Revival</td>
</tr>
<tr>
<td>Francis K. Glidden House</td>
<td>Cuyahoga</td>
<td>1901 Ford Dr</td>
<td>Cleveland</td>
<td>Renaissance / Tudor Revival</td>
</tr>
<tr>
<td>Globe Iron Works Building</td>
<td>Cuyahoga</td>
<td>2320 Center St</td>
<td>Cleveland</td>
<td>S. Industry / Late 19th &amp; 20th Century</td>
</tr>
<tr>
<td>Jacob Goldsmith House</td>
<td>Cuyahoga</td>
<td>2200 E. 40th St</td>
<td>Cleveland</td>
<td>Stick / Eastlake</td>
</tr>
<tr>
<td>Gordon Square Building</td>
<td>Cuyahoga</td>
<td>6500 - 6616 W. 65th St &amp; 1396 -1490 W.65th St</td>
<td>Cleveland</td>
<td>H - Hotel / C - Hotel - Speciality Store</td>
</tr>
<tr>
<td>Greyhound Bus Station</td>
<td>Cuyahoga</td>
<td>1465 Chester Ave</td>
<td>Cleveland</td>
<td>Transportation / Art Modern</td>
</tr>
<tr>
<td>Halle Building</td>
<td>Cuyahoga</td>
<td>1228 Euclid Ave</td>
<td>Cleveland</td>
<td>H - Department Store / Early Commercial</td>
</tr>
<tr>
<td>Hay - Mckinney &amp; Bringham - Hanna House</td>
<td>Cuyahoga</td>
<td>10825 East Blvd</td>
<td>Cleveland</td>
<td>Late 19th &amp; 20th Century</td>
</tr>
<tr>
<td>Hessler Court Wooden Pavement</td>
<td>Cuyahoga</td>
<td>11330 East Blvd</td>
<td>Cleveland</td>
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<td>Hessler Road / Hessler County</td>
<td>Cuyahoga</td>
<td>Bounded By Ford., Belflower, E. 115 &amp; Euclid</td>
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<td>Multi - family / Single Dwellings</td>
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<td>James Hill House</td>
<td>Cuyahoga</td>
<td>1840 W. 58th St</td>
<td>Cleveland</td>
<td>Stick / Eastlake / Queen Anne</td>
</tr>
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<td>Hilliard Apartment Building</td>
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<td>2804 - 2906 Sackett Ave</td>
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<tr>
<td>Holy Name High School - Gallagher Building</td>
<td>Cuyahoga</td>
<td>8318 Broadway Ave</td>
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<tr>
<td>Holy Rosary Church</td>
<td>Cuyahoga</td>
<td>12021 Mayfield Rd</td>
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<td>Late 19th &amp; 20th Century</td>
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<td>Cuyahoga</td>
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<tr>
<td>Joseph Ireland House</td>
<td>Cuyahoga</td>
<td>2074 E. 36th Street</td>
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C8
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<th>PROPERTY NAME</th>
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<th>STREET ADDRESS</th>
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<tr>
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<td>European Heritage</td>
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<td>Jennings Apartments</td>
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<td>Krause Building - Otto Mosey Café</td>
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<td>2042 - 2044 E. 4th St</td>
<td>Cleveland</td>
<td>H - Manufacturing / Chicago</td>
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<td>Sport Facility</td>
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<td>Dept. Store</td>
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<td>Lorain Avenue Commercial Historic District</td>
<td>Cuyahoga</td>
<td>3202 - 5730 Lorain Ave</td>
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<td>Queen Anne / Italianate / Romanesque</td>
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<tr>
<td>Lorain - Carnegie Bridge</td>
<td>Cuyahoga</td>
<td>Spans Cuyahoga River between Lorain &amp; Carnegie Aves</td>
<td>Cleveland</td>
<td>Art Deco</td>
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<tr>
<td>Lower Prospect - Huron Historic District</td>
<td>Cuyahoga</td>
<td>Blocks in downtown centered around jct of Prospect Ave, Huron rd &amp; E. 9th St.</td>
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<td>Neo - Classical / Romanesque Revival</td>
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<tr>
<td>Magnolia - Wade Park Historic District</td>
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<td>Roughly bounded by Asbury Ave, 118th St, Wade Park Ave, Mistletoe Dr, E. Magnolia Dr &amp; E. 105th St</td>
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<td>Tudor revival / Neo - Classic</td>
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<tr>
<td>MarketSquare Historic District</td>
<td>Cuyahoga</td>
<td>Bridge Ave, W. 24th St, Lorain Ave, W. 25th St, Market Ct &amp; 26th St to 28th St</td>
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<td>Flora Stone Mather College District</td>
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<td>Belflower Rd at Ford Dr</td>
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<td>Late 19th &amp; 20th Century</td>
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<td>May Co</td>
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<td>158 Euclid Ave</td>
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<td>Medical Centre Building</td>
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<td>1001 Huron Rd</td>
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<td>George Merwin House</td>
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<td>Miles Park Historic District</td>
<td>Cuyahoga</td>
<td>Miles Park Ave around Miles Park</td>
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<td>Religious / Gothic Romanesque / Neo - Classical</td>
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<td>Miller Block</td>
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<td>Murray Hill School</td>
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<td>2026 Murray Hill Rd &amp; 2043 Randon Rd</td>
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<td>9700 - 10003 Newton Ave</td>
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<td>Late 19th &amp; Early 20th Century</td>
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<td>North Presbyterian Church</td>
<td>Cuyahoga</td>
<td>4001 Superior Ave</td>
<td>Cleveland</td>
<td>Romanesque / High Gothic Revival</td>
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<tr>
<td>Notre Dame Academy</td>
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<td>1325 Ansel Rd</td>
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<td>Ohio Bell Henderson - Endicott Exchange Building</td>
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<td>5400 - 5420 Prospect Ave</td>
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<tr>
<td>Ohio City Preservation District</td>
<td>Cuyahoga</td>
<td>Bounded by W. 26th, Clinton, W. 38th &amp; Carroll Sts</td>
<td>Cleveland</td>
<td>Multiple Dwelling / Queen Anne</td>
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<tr>
<td>Ohio City Preservation District (Boundary Increase)</td>
<td>Cuyahoga</td>
<td>Roughly Franklin Blvd. NW, W. 38th St, W. 25th St, Bridge Ave. NW, &amp; W. 44th St &amp; Stone, Bridge Ave. NW &amp; W. 28th</td>
<td>Cleveland</td>
<td>Italianate / Queen Anne / Greek Revival</td>
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<tr>
<td>Old Federal Building &amp; Post Office</td>
<td>Cuyahoga</td>
<td>201 Superior Ave, NE</td>
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<td>Neo - Classic</td>
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<td>Charles Olney House &amp; Gallery</td>
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<td>Colonial Revival / Late 19th &amp; 20th Century</td>
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<td>Pennsylvania Railway Ore Dock</td>
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<td>On Lake Erie at Whiskey Island</td>
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<td>2067 E. 14th St &amp; 1422, 1501, 1515, 1621 Euclid Ave</td>
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<td>Neo - Classical / Late 19th &amp; 20th Century</td>
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<td>Plaza Apartments</td>
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<td>Prospect Avenue Row House Group</td>
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<td>3645, 3649, 3651, 3657 Prospect Ave</td>
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<td>Riverside Cemetery Building</td>
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<td>Riverside Cemetery Chapel</td>
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<td>3607 Pearl Rd</td>
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<td>Rockefeller Building</td>
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<td>Chicago Style</td>
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<td>Upper Prospect Ave - M RA</td>
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<td>Prospect Ave - between 22nd &amp; E. 55th Sts / E. 30th, E. 36th &amp; E. 40th &amp; Carnegie Euclid Ave</td>
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<td>Root &amp; McBride-Bradley Building</td>
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<td>Euclid Ave at E. 22nd St</td>
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<td>Universal Terminal Company Dock &amp; Warehouse</td>
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<td>late Victorian</td>
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<td>USS COD (SS-224)</td>
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<td>N. Marginal Dr</td>
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<td>Wade Memorial Chapel</td>
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<td>Henry P. White House</td>
<td>Cuyahoga</td>
<td>NW corner of Euclid Ave &amp; E. 90th St</td>
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<td>Neo - Classical</td>
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<td>Woodland Ave &amp; West Side Railroad Powerhouse</td>
<td>Cuyahoga</td>
<td>1180 Cathan Ave, NW</td>
<td>Cleveland</td>
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<tr>
<td>Zion Lutheran Church</td>
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<td>2062 E. 30th St</td>
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<tr>
<td>Zion Lutheran School</td>
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<td>2074 E. 30th St</td>
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<td>Colonial Revival / Queen Anne</td>
</tr>
<tr>
<td>Independence Presbyterian Church</td>
<td>Cuyahoga</td>
<td>U.S. 21</td>
<td>Independance</td>
<td>Neo - Classical</td>
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<tr>
<td>Joseph Kuenzer, II House</td>
<td>Cuyahoga</td>
<td>2345 Rockside Rd</td>
<td>Independance</td>
<td>Stick / Eastlake</td>
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<tr>
<td>Packard-Doubler House</td>
<td>Cuyahoga</td>
<td>7634 Riverview Rd</td>
<td>Independance</td>
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<tr>
<td>South Park Site</td>
<td>Cuyahoga</td>
<td>Independence</td>
<td>Independance</td>
<td>H - Village Site / S - Archeology</td>
</tr>
<tr>
<td>Terra Vista Archeological District</td>
<td>Cuyahoga</td>
<td>Independence</td>
<td>Independance</td>
<td>H - Village Site / S - Archeology</td>
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<tr>
<td>Valley Railway Historic District</td>
<td>Cuyahoga</td>
<td>Cuyahoga Valley Between Rockside Rd &amp; Howard St at Little Cuyahoga Valley</td>
<td>Independance-Akron</td>
<td></td>
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<tr>
<td>John Froelich House</td>
<td>Cuyahoga</td>
<td>7095 Broadview Rd</td>
<td>Seven Hills</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Daniel Gabel House</td>
<td>Cuyahoga</td>
<td>1102 E. Ridgewood Dr</td>
<td>Seven Hills</td>
<td>Greek Revival</td>
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<tr>
<td>Stephen Frazee House</td>
<td>Cuyahoga</td>
<td>7733 Canal Rd</td>
<td>Valley View</td>
<td>Federal</td>
</tr>
<tr>
<td>Edmund Gleason Farm (Boundary Increase)</td>
<td>Cuyahoga</td>
<td>7243 Canal Rd</td>
<td>Valley View</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Edmund Gleason House</td>
<td>Cuyahoga</td>
<td>7243 Canal Rd</td>
<td>Valley View</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>William Knapp House</td>
<td>Cuyahoga</td>
<td>7101 Canal Rd</td>
<td>Valley View</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Lock No. 37 &amp; Spillway</td>
<td>Cuyahoga</td>
<td>Fitzwater Rd</td>
<td>Valley View</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Lock No. 38 &amp; Spillway</td>
<td>Cuyahoga</td>
<td>Hillside Rd</td>
<td>Valley View</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Lock No. 39 &amp; Spillway</td>
<td>Cuyahoga</td>
<td>Canal Rd</td>
<td>Valley View</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Lock Tender's House &amp; Inn</td>
<td>Cuyahoga</td>
<td>7104 Canal Rd</td>
<td>Valley View</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Tinker's Creek Aqueduct</td>
<td>Cuyahoga</td>
<td>Tinker's Creek</td>
<td>Valley View</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>PROPERTY NAME</td>
<td>COUNTY</td>
<td>STREET ADDRESS</td>
<td>CITY</td>
<td>COMMENTS</td>
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<tr>
<td>-------------------------------------</td>
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<tr>
<td>Abraham Ulyatt House</td>
<td>Cuyahoga</td>
<td>6579 Canal Rd</td>
<td>Valley View</td>
<td>Greek Revival</td>
</tr>
<tr>
<td>Wilson Feed Mill</td>
<td>Cuyahoga</td>
<td>7604 Canal Rd</td>
<td>Valley View</td>
<td></td>
</tr>
<tr>
<td>Ohio &amp; Erie Canal</td>
<td>Cuyahoga</td>
<td>OH 631</td>
<td>Valley View Village</td>
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<td><strong>Other Transportation Structures</strong></td>
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<tr>
<td>Lock No. 10-18</td>
<td>Summit</td>
<td>Cascade Locks Historic District</td>
<td>Akron</td>
<td>Locks</td>
</tr>
<tr>
<td>Lock No. 10-14 / Staircase of Locks</td>
<td>Summit</td>
<td>Between W. Market St &amp; W. North St</td>
<td>Akron</td>
<td>Locks</td>
</tr>
<tr>
<td>Lock No. 15</td>
<td>Summit</td>
<td>25 ft N of W. North</td>
<td>Akron</td>
<td>Locks</td>
</tr>
<tr>
<td>Lock No. 19</td>
<td>Summit</td>
<td>Wastewater only, A partially buried concrete structure (non-extant) near former site of Lock No. 19</td>
<td>Akron</td>
<td>Part of Locks Historic District</td>
</tr>
<tr>
<td>Lock No. 26</td>
<td>Summit</td>
<td>3.3 mi. N of Ira Road</td>
<td>Everett</td>
<td>Locks</td>
</tr>
<tr>
<td>Lock No. 27</td>
<td>Summit</td>
<td>Approx. 400 Ft. E of intersection of Riverview</td>
<td>Everett</td>
<td>Locks</td>
</tr>
<tr>
<td>Lock No. 28</td>
<td>Summit</td>
<td>Deep Lock Q Quarry Metropark</td>
<td>Peninsula</td>
<td>Locks</td>
</tr>
<tr>
<td>Lock No. 29 &amp; Aqueduct</td>
<td>Summit</td>
<td>Off SR 303</td>
<td>Peninsula</td>
<td>Locks</td>
</tr>
<tr>
<td>Lock No. 30 &amp; Feeder Dam</td>
<td>Summit</td>
<td>Off SR 303</td>
<td>Peninsula</td>
<td>Locks</td>
</tr>
<tr>
<td>Lock No. 31</td>
<td>Summit</td>
<td>200' E. of Cuyahoga River and approx. .5 mi. S of Ohio Turnpike</td>
<td>Peninsula</td>
<td>Locks</td>
</tr>
<tr>
<td>Ohio &amp; Erie Canal Deep Lock</td>
<td>Summit</td>
<td>S. of Peninsula on Riverview Drive</td>
<td>Peninsula</td>
<td>Locks</td>
</tr>
<tr>
<td>Lock No. 32</td>
<td>Summit</td>
<td>800' N. of Boston Mills</td>
<td>Boston</td>
<td>Locks</td>
</tr>
<tr>
<td>Lock No. 33</td>
<td>Summit</td>
<td>1 mi. S. of Highland Road</td>
<td>Boston</td>
<td>Locks</td>
</tr>
<tr>
<td>Lock No. 34</td>
<td>Summit</td>
<td>Highland Road</td>
<td>Sagamore Hills</td>
<td>Locks</td>
</tr>
<tr>
<td>Lock No. 35</td>
<td>Summit</td>
<td>Off SR 82</td>
<td>Sagamore Hills</td>
<td>Locks</td>
</tr>
<tr>
<td>Lock No. 37 &amp; Spillway</td>
<td>Cuyahoga</td>
<td>Fitzwater Road</td>
<td>Valley View</td>
<td>Locks</td>
</tr>
<tr>
<td>Lock No. 38 &amp; Spillway</td>
<td>Cuyahoga</td>
<td>Hillside Road</td>
<td>Valley View</td>
<td>Locks</td>
</tr>
<tr>
<td>Lock No. 39 &amp; Spillway</td>
<td>Cuyahoga</td>
<td>Canal Road</td>
<td>Valley View</td>
<td>Locks</td>
</tr>
<tr>
<td>Lock IV (1830)(Ruins) (Reconstructed in 1983)</td>
<td>County Park</td>
<td>miles east of Canal Fulton on Erie Avenue. Canal Fulton Historic District. Canal Fulton, Stark County National Civil Engineering Landmark</td>
<td>County Park</td>
<td>Locks</td>
</tr>
<tr>
<td>Cleveland &amp; Pittsburg Railroad Bridge</td>
<td>Cuyahoga</td>
<td>Tinker's Creek, Bedford</td>
<td>Bedford</td>
<td>Bridges</td>
</tr>
<tr>
<td>Station Road Bridge</td>
<td>Cuyahoga</td>
<td>East of Brecksville Road at Cuyahoga River</td>
<td>Brecksville</td>
<td>Bridges</td>
</tr>
<tr>
<td>Brecksville - Northfield High Level Bridge</td>
<td>Summit</td>
<td>Rt. 82 over Cuyahoga River, Brecksville, Cuyahoga County and Sagamore Hills</td>
<td>Summit</td>
<td>Bridges</td>
</tr>
<tr>
<td>Abbey Avenue Bridge</td>
<td>Cuyahoga</td>
<td></td>
<td>Cleveland</td>
<td>Bridges</td>
</tr>
<tr>
<td>Center Street Bridge</td>
<td>Cuyahoga</td>
<td>NW of Cleveland</td>
<td>Cleveland</td>
<td>Bridges</td>
</tr>
<tr>
<td>Detroit - Superior High Level Bridge</td>
<td>Cuyahoga</td>
<td>Over Cuyahoga River Valley, between Detroit Ave. &amp; Superior Ave</td>
<td>Cleveland</td>
<td>Bridges</td>
</tr>
<tr>
<td>Lorain - Carnegie Bridge</td>
<td>Cuyahoga</td>
<td>Spans Cuyahoga River between Lorain and Carnegie Avenues</td>
<td>Cleveland</td>
<td>Bridges</td>
</tr>
<tr>
<td>Rockefeller Park Bridges</td>
<td>Cuyahoga</td>
<td>Rockefeller Park, Martin Luther King Blvd</td>
<td>Cleveland</td>
<td>Bridges</td>
</tr>
<tr>
<td>Everett Road Covered Bridge</td>
<td>Summit</td>
<td>SW of Peninsula on Everett Road. Over Furnace Creek</td>
<td>Everett</td>
<td>Bridges</td>
</tr>
<tr>
<td>Cherry Street Bridge (Pratt Bridge)</td>
<td>Stark</td>
<td>At Cherry Street over the Tuscarawas River</td>
<td>Canal Fulton</td>
<td>Bridges</td>
</tr>
<tr>
<td>Canal Pedestrian Bridge (Bow - String / Arch - Truss)</td>
<td>Stark</td>
<td>Below Norton Street</td>
<td>Canal Fulton</td>
<td>Bridges</td>
</tr>
<tr>
<td>PROPERTY NAME</td>
<td>COUNTY</td>
<td>STREET ADDRESS</td>
<td>CITY</td>
<td>COMMENTS</td>
</tr>
<tr>
<td>---------------------------------------</td>
<td>--------------</td>
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<td>--------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Market Street Bridge (Stone Arch)</td>
<td>Stark</td>
<td>At Market Street over the Tuscarawas River</td>
<td>Canal Fulton</td>
<td>Bridges</td>
</tr>
<tr>
<td>Third Street Bridge</td>
<td>Stark</td>
<td>3rd. St. SE</td>
<td>Canton</td>
<td>Bridges</td>
</tr>
<tr>
<td>Pratt Bridge Zoar Historic District</td>
<td>Tuscarawas</td>
<td>County Road 111, County Road 82</td>
<td>Zoar</td>
<td>Bridges</td>
</tr>
<tr>
<td>Zoarville Bridge (Fink Through Truss)</td>
<td>Tuscarawas</td>
<td>Across the Conotton Cr. S of jct of OH 212 and OH 800</td>
<td>Zoarville</td>
<td>Bridges</td>
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<tr>
<td>Lock No. 1</td>
<td>Summit</td>
<td>46 W. Exchange Street</td>
<td>Akron</td>
<td>Additional Locks on the Ohio Historic Inventory &amp; locally identified</td>
</tr>
<tr>
<td>Lock No. 2</td>
<td>Summit</td>
<td>Lock 2 Park, next to Canal Park Baseball Stadium</td>
<td>Akron</td>
<td>Additional Locks on the Ohio Historic Inventory &amp; locally identified</td>
</tr>
<tr>
<td>Lock No. 3</td>
<td>Summit</td>
<td>Under parking deck, ter Bowery Street, next to Civic Thea</td>
<td>Akron</td>
<td>Additional Locks on the Ohio Historic Inventory &amp; locally identified</td>
</tr>
<tr>
<td>Lock No. 21</td>
<td>Summit</td>
<td>Riverview &amp; Merriman Roads between Portage Path and Bath Road</td>
<td>Akron</td>
<td>Additional Locks on the Ohio Historic Inventory &amp; locally identified</td>
</tr>
<tr>
<td>Lock No. 22</td>
<td>Summit</td>
<td>Remnant: Between Little Cuyahoga River and Botzum / Windshield Survey. (Rogers &amp; Williams 1999 Survey Report).</td>
<td>Akron</td>
<td>Additional Locks on the Ohio Historic Inventory &amp; locally identified</td>
</tr>
<tr>
<td>Wolf Creek Lock (Lock No. 1 South)</td>
<td>Summit</td>
<td>N. of Snyder Park Avenue</td>
<td>Barberton</td>
<td>Additional Locks on the Ohio Historic Inventory &amp; locally identified</td>
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<tr>
<td>Lock No. 7 S</td>
<td>Tuscarawas</td>
<td></td>
<td>Bolivar</td>
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<tr>
<td>Lock No. 8 S</td>
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<td>Bolivar</td>
<td>Additional Locks on the Ohio Historic Inventory &amp; locally identified</td>
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<tr>
<td>Lock No. 9 S</td>
<td>Tuscarawas</td>
<td>From the railroad bridge south of Zoar 2.1 miles</td>
<td>Bolivar / Zoar</td>
<td>Additional Locks on the Ohio Historic Inventory &amp; locally identified</td>
</tr>
<tr>
<td>Lock No. 10 S</td>
<td>Tuscarawas</td>
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<td>Zoar</td>
<td>Additional Locks on the Ohio Historic Inventory &amp; locally identified</td>
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<tr>
<td>Wolf Creek Aqueduct</td>
<td>Summit</td>
<td>S. of Snyder Park Avenue</td>
<td>Barberton</td>
<td>Aqueducts not listed on the National Register of Historic Places</td>
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<tr>
<td>Sandy &amp; Beaver Aqueduct</td>
<td>Tuscarawas</td>
<td>East of Bolivar, Wolf Creek to Canal</td>
<td>Bolivar</td>
<td>Aqueducts not listed on the National Register of Historic Places</td>
</tr>
<tr>
<td>Bolivar (Tuscarawas) Aqueduct</td>
<td>Tuscarawas</td>
<td>Left of Tuscarawas River (Only Stone Piers Left)</td>
<td>Bolivar</td>
<td>Aqueducts not listed on the National Register of Historic Places</td>
</tr>
<tr>
<td>Iron Lattice Foot Bridge</td>
<td>Stark</td>
<td>(c. 1880), Spans Ohio Erie Canal Crystal Springs</td>
<td>Canton</td>
<td>Bridges not listed on the National Register of Historic Places</td>
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<tr>
<td>Crystal Spring River Bridge Park</td>
<td>Stark</td>
<td>(1914) (IRON BRIDGE), Spans the Tuscarawas River between High Mill and Forty Corners St. NW</td>
<td>Canton</td>
<td>Bridges not listed on the National Register of Historic Places</td>
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<tr>
<td>Furnace Run Aqueduct</td>
<td>Summit</td>
<td>Furnace Run</td>
<td>Everett</td>
<td>Aqueducts and Viaduct</td>
</tr>
<tr>
<td>Lock 29 Aqueduct</td>
<td>Summit</td>
<td></td>
<td>Peninsula</td>
<td>Aqueducts and Viaduct</td>
</tr>
<tr>
<td>Superior Avenue Aqueduct</td>
<td>Cuyahoga</td>
<td>Superior Avenue</td>
<td>Cleveland</td>
<td>Aqueducts and Viaduct</td>
</tr>
<tr>
<td>Tinker's Creek Aqueduct</td>
<td>Cuyahoga</td>
<td></td>
<td>Valley View</td>
<td>Aqueducts and Viaduct</td>
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<tr>
<td>Earthen Levee Around Zoar Village</td>
<td>Tuscarawas</td>
<td>By the Army Corps of Engineers 1936-38</td>
<td></td>
<td>Other Engineering Structures</td>
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<tr>
<td>Bolivar Dam</td>
<td>Tuscarawas</td>
<td>By the Army Corps of Engineers 1936-1938</td>
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<td>Other Engineering Structures</td>
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<tr>
<td>Dover Dam</td>
<td>Tuscarawas</td>
<td>By the Army Corps of Engineers 1936-1938</td>
<td></td>
<td>Other Engineering Structures</td>
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</tbody>
</table>
Appendix D

Consultation and Coordination
Appendix E: Consultation and Coordination

In addition to the public workshops and meetings listed below, OECA staff and the Consultant team have met with dozens of municipal leaders, interest groups, residents, and community leaders since the Corridor Management Plan process began in the fall of 1998. In nearly every case, identical presentations were in several locations across the Corridor to allow the maximum number of interested citizens an opportunity to participate in the planning process.

In general, the sequence of meetings followed the project work plan, which was divided into three broad phases:

- **Inventory and Issues** - during this phase, an initial series of meetings were held to identify concerns and to encourage participants to brainstorm about major goals for the Corridor and possible visions for the Plan. In many of these meetings, small focus groups elicited ideas and gave participants a chance to identify priorities.

- **Alternatives** - two cycles of alternatives meetings were held. The first set of meetings presented broad alternative concepts and gave participants a chance to indicate which alternatives they believed were most promising to develop further, as well as to comment on strengths and weaknesses of proposals. The second set of meetings focused on boundary differences, soliciting preferences and comments.

- **The Shape of the Plan** - a presentation of the preferred alternative was made, highlighting the response to comments.

Throughout the process, the team met regularly with OECA’s Board and their Corridor Management Plan Committee. OECA intends to continue to meetings with interested and affected parties as the Plan moves into the implementation stage.

A list of the meetings is provided below.

<table>
<thead>
<tr>
<th>MEETING TYPE</th>
<th>DATE</th>
<th>LOCATION</th>
<th>SUBJECT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Workshop</td>
<td>11/10/1998</td>
<td>Cleveland Sewer District</td>
<td>Workshop introduced the Corridor Management Plan process and discussed goals and obstacles</td>
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<tr>
<td>Public Workshop</td>
<td>11/10/1998</td>
<td>Akron Seiberling Naturealm</td>
<td>Workshop introduced the Corridor Management Plan process and discussed goals and obstacles</td>
</tr>
<tr>
<td>Public Workshop</td>
<td>11/11/1998</td>
<td>Massillon Lincoln Theater</td>
<td>Workshop introduced the Corridor Management Plan process and discussed goals and obstacles</td>
</tr>
<tr>
<td>Public Workshop</td>
<td>11/11/1998</td>
<td>Tuscarawas Schoolhouse</td>
<td>Workshop introduced the Corridor Management Plan process and discussed goals and obstacles</td>
</tr>
<tr>
<td>Heritage Committee meeting</td>
<td>11/12/98</td>
<td>Cleveland</td>
<td>Introduction to Corridor Management Plan process</td>
</tr>
<tr>
<td>Public Workshop</td>
<td>11/16/1998</td>
<td>Navarre Define Bldg.</td>
<td>Workshop introduced the Corridor Management Plan process and discussed goals and obstacles</td>
</tr>
<tr>
<td>Public Workshop</td>
<td>11/17/1998</td>
<td>Peninsula Library</td>
<td>Workshop introduced the Corridor Management Plan process and discussed goals and obstacles</td>
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<tr>
<td>Public Workshop</td>
<td>11/17/1998</td>
<td>Tremont OLA/St. Joseph Ctr.</td>
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<td>Public Workshop</td>
<td>11/18/1998</td>
<td>Barberton Library</td>
<td>Workshop introduced the Corridor Management Plan process and discussed goals and obstacles</td>
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<tr>
<td>Public Workshop</td>
<td>11/23/1998</td>
<td>Canal Fulton Village Hall</td>
<td>Workshop introduced the Corridor Management Plan process and discussed goals and obstacles</td>
</tr>
<tr>
<td>Public Workshop</td>
<td>2/2/1999</td>
<td>Cleveland Renaissance Bldg.</td>
<td>Workshop presented finding of inventory analysis. Participants provided input into area for additional research.</td>
</tr>
<tr>
<td>MEETING</td>
<td>TYPE</td>
<td>DATE</td>
<td>LOCATION</td>
</tr>
<tr>
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</tr>
<tr>
<td>Public Workshop</td>
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<td>2/2/1999</td>
<td>Akron Seiberling Naturealm</td>
</tr>
<tr>
<td>Public Workshop</td>
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<td>2/3/1999</td>
<td>Massillon Lincoln Theater</td>
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<td>2/3/1999</td>
<td>Tuscarawas Schoolhouse</td>
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<td>2/4/1999</td>
<td>Canal Fulton Village Hall</td>
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<td>public</td>
<td>2/9/1999</td>
<td>Newburgh Heights</td>
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<td>2/10/1999</td>
<td>Barberton Library</td>
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<td>public</td>
<td>2/11/1999</td>
<td>Cleveland Metroparks Zoo</td>
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<tr>
<td>Public Workshop</td>
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<td>2/15/1999</td>
<td>Navarre Civic Center</td>
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**Alternatives**

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**The Plan**

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<td>Akron</td>
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Appendix E

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