

2 The Canal and its Region



Casey Batule, Cleveland Metroparks

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.

Ohio's historic Canal system opened the state for interstate commerce in the early 1800s.



The American Canal and Transportation Center

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 produc-



Advertisements like these promoted the Canal's speed and efficiency.

Ohio Historical Society

tion of wheat, grains, iron and steel, machinery, and other goods. By 1850, quarries, sawmills, flour mills, wool factories, wagon makers, cabinetmakers, 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.

2.2 Evolution & Impact of the Canal on the Region

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.

Many segments of the Canal remain watered and continue to be beautiful places to visit, including this area south of the bend at Five Mile Lock south of Cleveland.

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

Cuyahoga Valley National Recreation Area/NPS



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.

Frank Wilcox, Ohio Indian Trails, The Gates Press.

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), Middlebury, Bethlehem (became Navarre), Ohio City (Cleveland), and the Village of Newburgh, Newburgh Township, Clinton, Greentown, Uniontown, East Sparta, Newman, Sandville, 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

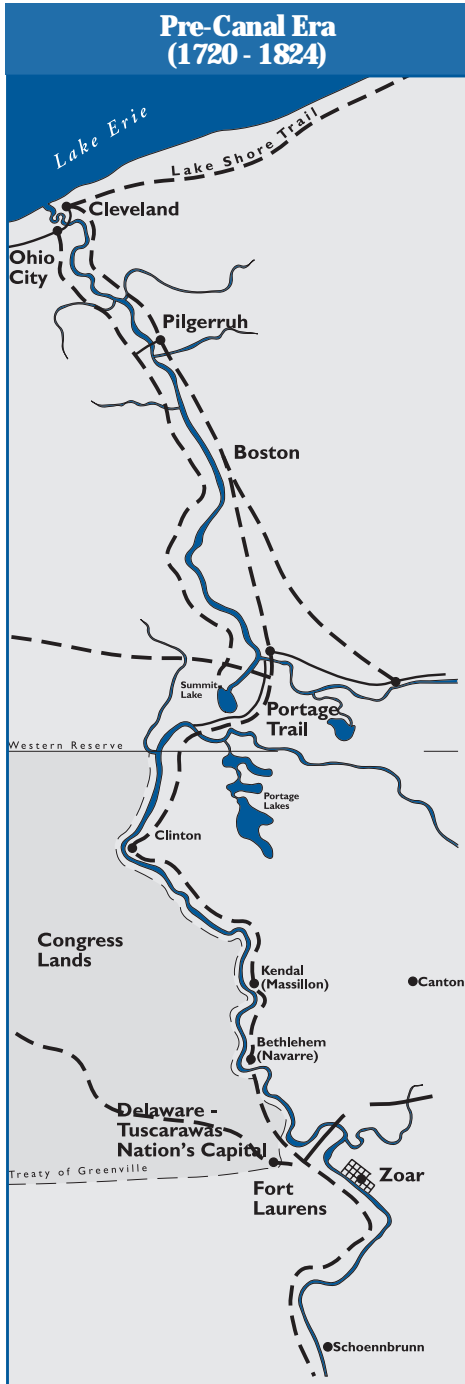
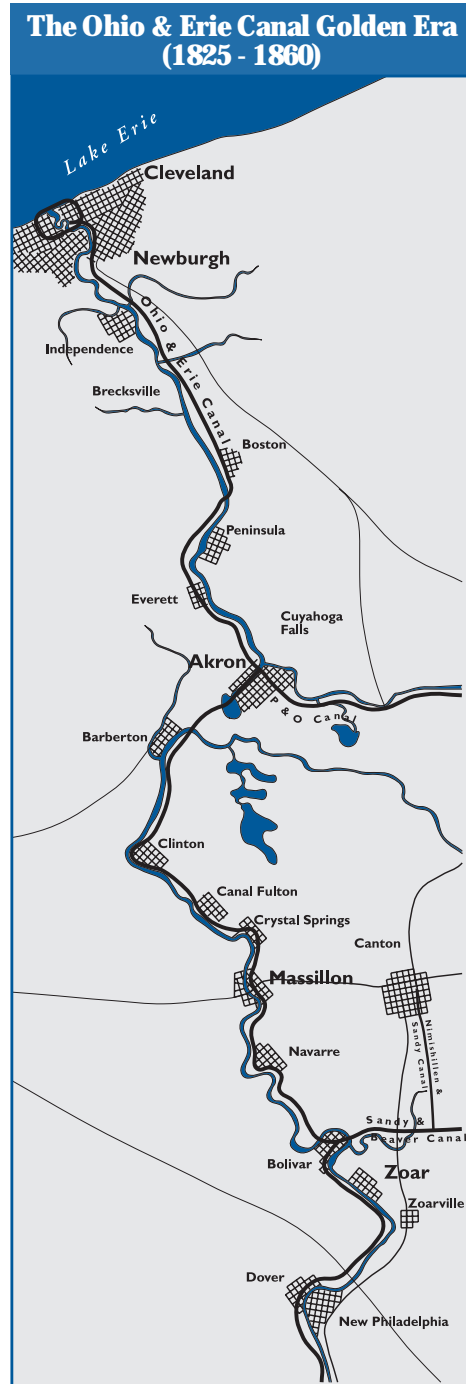


Figure 4



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

Figure 5

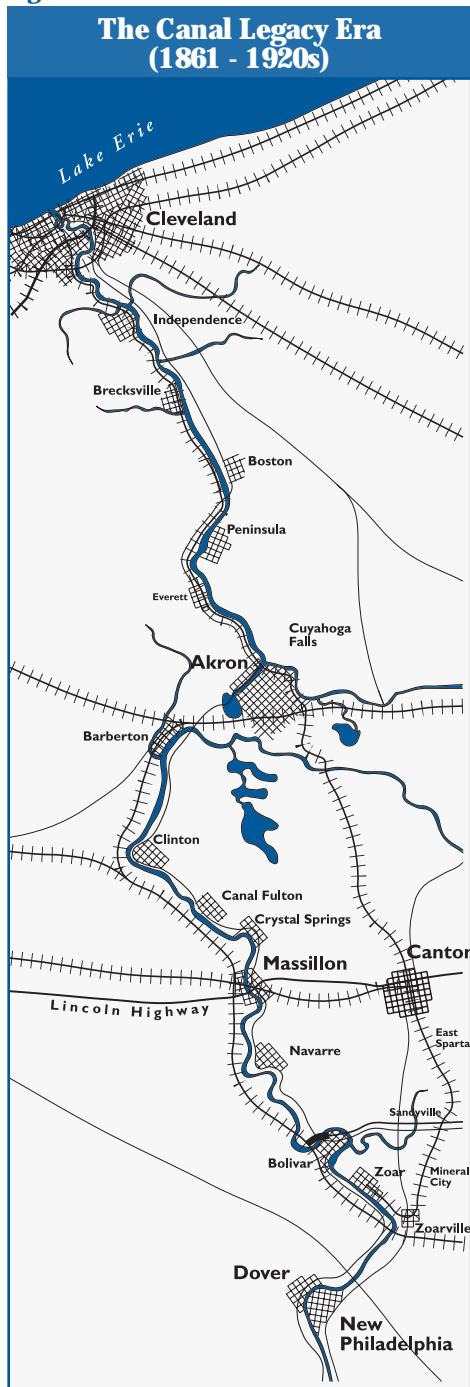
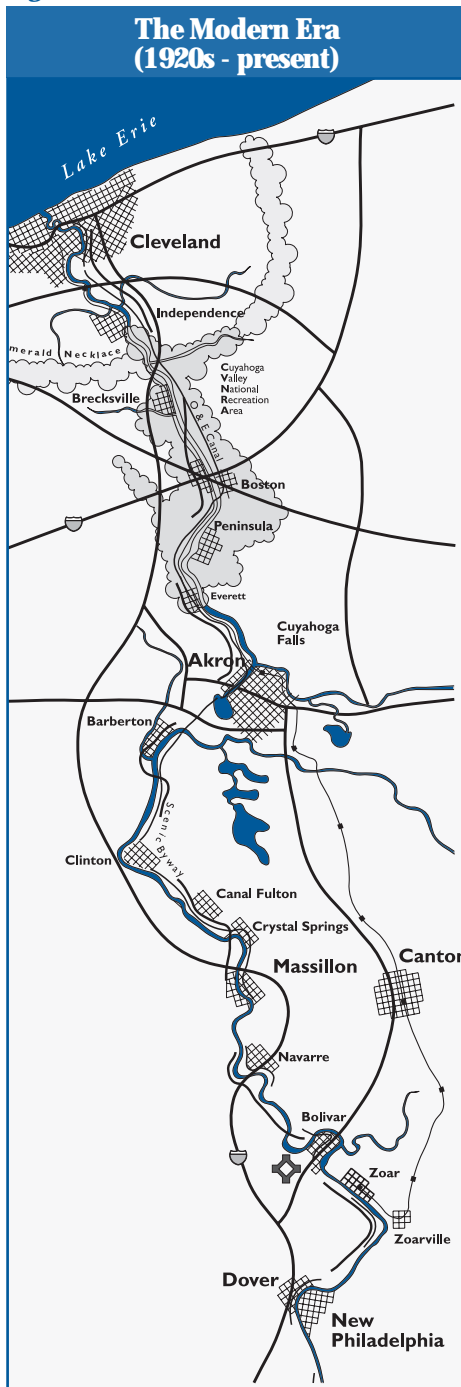


Figure 6



\$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

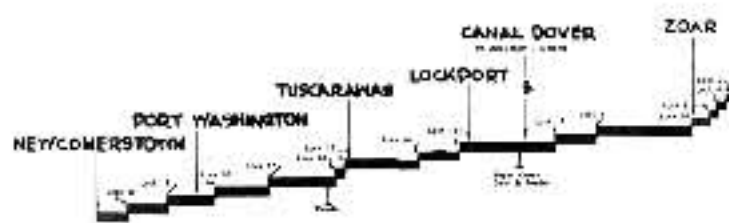
Richard Howe House, home of a resident engineer for the Canal, Simon Perkins Mansion, founder of Akron

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



Ohio Canal Corridor

Commerce and industry emerged around Canal freight activity.



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.



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

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

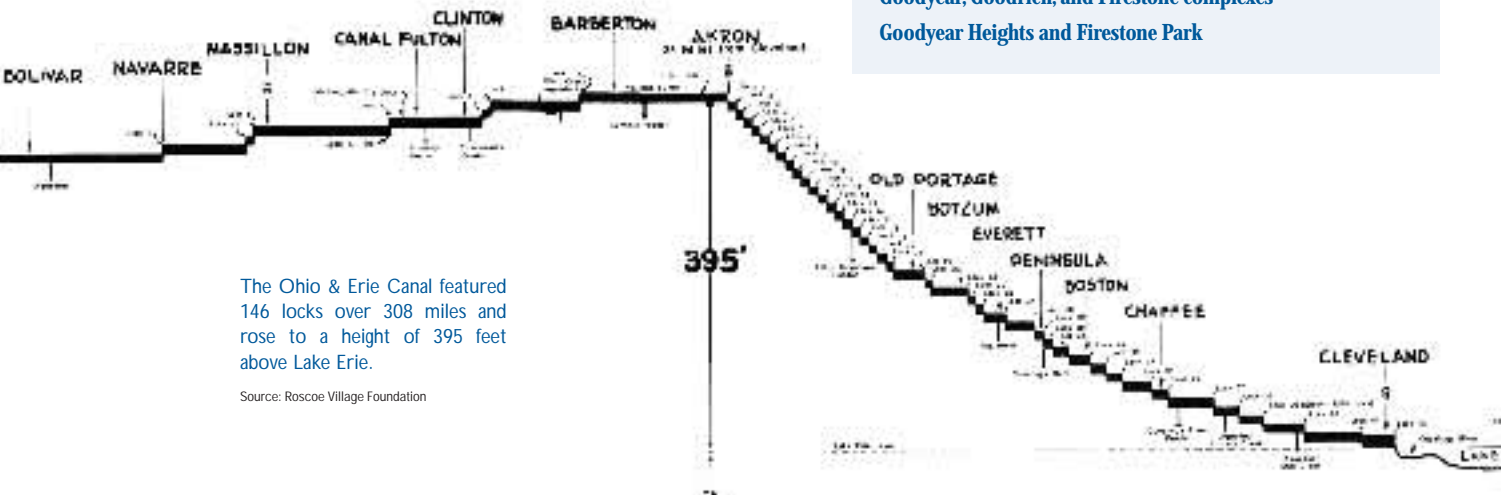
Steel Industry artifacts and settings: machinery, structural members, bridges

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.



Ohio Canal Corridor

Since 1974, the Cuyahoga Valley National Recreation Area has promoted recreation and open space preservation in the 33,000-acre park.

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.



Baus Collection, Roscoe Village Foundation

Railroad, Canal, and river were still visible in the early 1900s.

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



The Stephen Frazee House in Valley View is a Federal style residence built by a founding family in the Canal era.

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.



The Federal style of architecture, popular in the east, was brought by newcomers from New England and mid-Atlantic states.

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.

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 the New England and Mid-Atlantic States to the new Connecticut of the Western Reserve and the Congress Lands, respectively. Federal style residences were built across the Corridor, often by founding families such as the Duncans of Massillon, the Hales (of Hale Farm) and the Frazees of Independence. Greek Revival structures were also built

throughout the Corridor. Many modest residential and commercial structures throughout the Corridor adopted 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 socio-economic 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 of this period 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 period reflected building traditions that were brought from the east by

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 potentials 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



Queen Anne Style houses like this in Dover City housed the wealthy of the post-industrial era.



The Jonathan Price House in Clinton, built in 1856, is an example of Gothic Revival architecture. Jonathan Price owned several grain warehouses during the Canal era.

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 Pennsylvania German-settled area in the southern Corridor, I-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

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



Yolfe E. Rauschte

The Sandy & Beaver Canal spurred the establishment of the Magnolia Flouring Mill in 1834. The mill is still in operation today.



Jeffrey Winstel

Alexander's Mill in Valley View, built in 1853, is one of the last surviving lock mills on the Canal.

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.

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.

Table 1: Summary of Historic Resource Inventories

Identified Resources	Cuyahoga County	Summit County	Stark County	Tuscarawas County	Totals
Designated:					
Federal - National Register of Historic Places					
Districts	31	19	2	1	53
Buildings	159	68	38	9	274
Sites	3	4	0	3	10
Objects	1	0	0	0	1
Streets	1	0	0	0	1
Farms	3	11	0	0	14
<i>Engineering Structures: Locks</i>	3	18	1	0	22
<i>Engineering Structures: Bridges</i>	10	1	4	2	17
<i>Engineering Structures: Aqueducts, Dams, and Viaducts</i>	2	2	0	1	5
Local					
Cleveland Historic Districts	16	0	0	0	16
Akron Landmarks	0	1	0	0	1
Cleveland Landmarks	171	0	0	0	171
Barberton Historic District	0	1	0	0	1
Canal Fulton Historic District	0	0	1	0	1
Massillon Historic District	0	0	1	0	1
Inventoried, but not officially designated:					
Historic American Building Survey	30	30	1	31	92
Historic American Engineering Record	33	5	3	2	43
Ohio Historic Inventory	1,050	840	1,157	98	3,145
Akron Potential Landmark Survey Listings from Ohio History Inventory (1979)	0	286	0	0	286
Survey of Canal-Era Historic Resources-Potential Listings (1999)	0	29	0	0	29
Local Inventories					
Barberton Historic Districts (1993)	0	2	0	0	2
"Window on Stark County" (1986)	0	0	90	0	90
Akron Sacred Landmarks Survey	0	57	0	0	57
Historic Conservation in Akron-Districts (1978)	0	10	0	0	10
Survey of Canal-Era Historic Resources-Landmarks (1999)	0	3	0	0	3

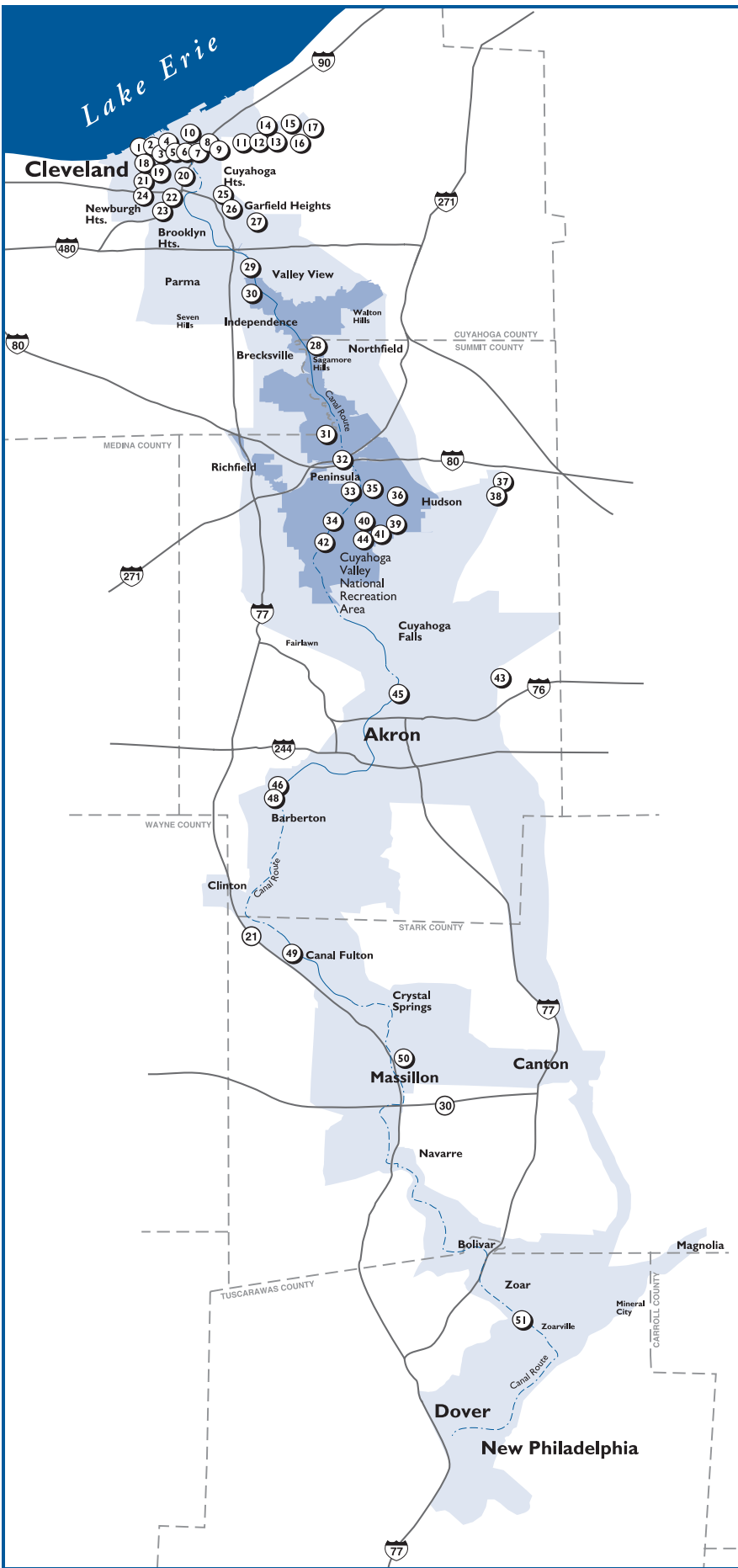


Figure 7
National Register Historic Districts

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 89th 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. Lorain Avenue Commercial Historic District
 25. Broadway Avenue
 26. Warszawa Neighborhood
 27. Miles Park
 28. Edmund Gleason Farm
 29. Ohio & Erie Canal
 30. Valley Railway
 31. Jaite Mill
 32. Boston 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 Manatoc Concord Lodge and Adirondacks
 41. Camp Manatoc 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. Zoar 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.

Dredge boat at the 14-mile lock in Cleveland.

Cuyahoga Valley National Recreation Area/NPS



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, ropewalks, 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 Clinton. 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 German 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.



Historic photo of Republic Steel Company plant in Cleveland's Industrial Valley.

Cleveland Public Library Photograph Collection

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 domestic servants.

Countywide, the ethnic population was large. Thirty-five percent, or 68,753, of Cuyahoga County's 196,853 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, sewer 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 Massillon'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.

Metal fabrication businesses were launched in Canton in 1827 when Joshua Gibbs introduced the "Gibbs Imperial" plow.

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.



Rothermel's Business Guide and History of Stark County, 1872

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.

Ohio Canal Corridor



Mill Creek Falls, one of the highest falls in Cuyahoga County, is an important and little-known resource on the Scenic Byway that can be a focal point of view for neighborhood revitalization.

ICOV architecture

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 levies 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 Connoton 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.

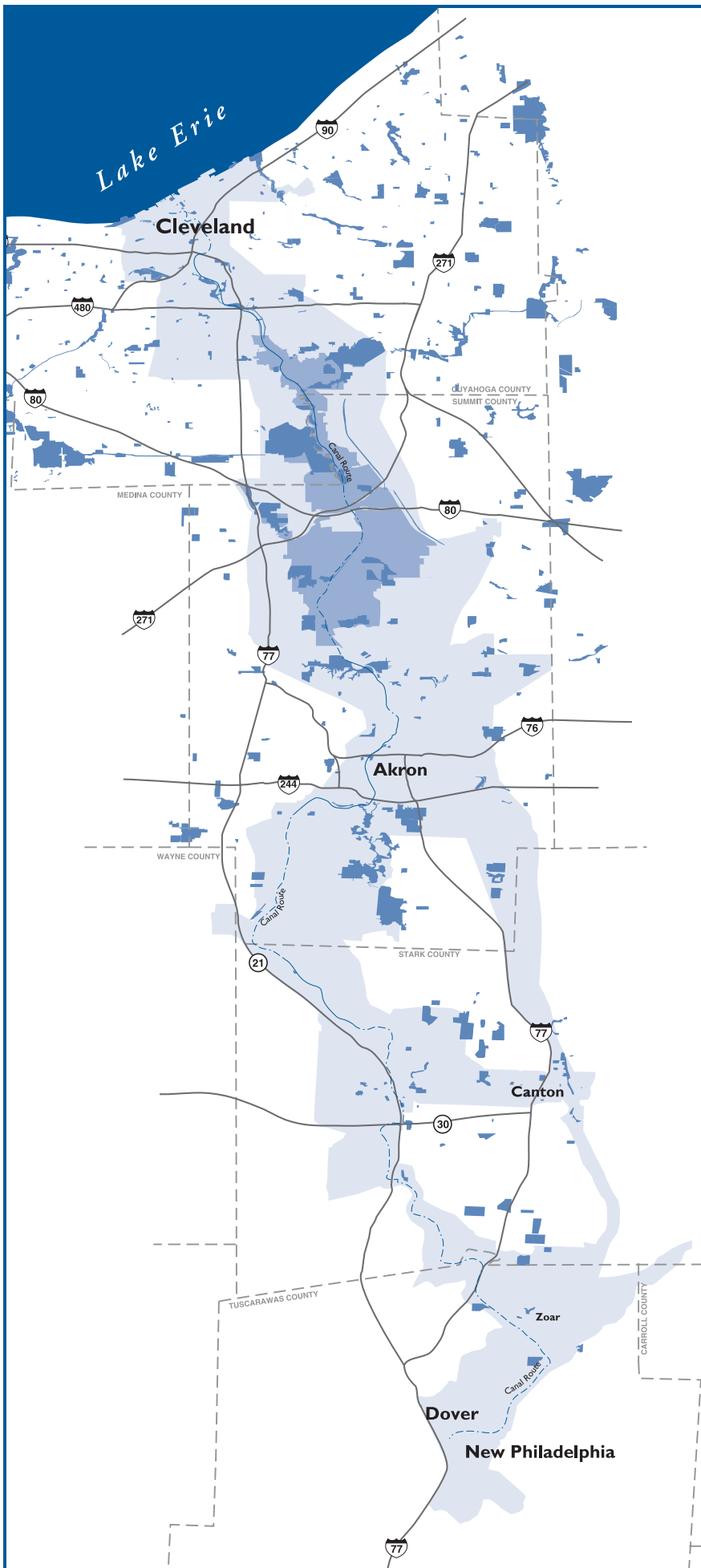
In the central and southern part of the Corridor, where the landscape is more rural, the Stark County Park District and the Muskingum Watershed Conservancy District are the primary providers of parks, trails, campgrounds, and other recreational resources. The Ohio Department of Natural Resources manages 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 other 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.

Figure 8

Park and Recreation Resources



Legend

- Park and recreation resources including:
 - State Parks
 - County Parks
 - Municipal Parks
 - Township Parks
 - Private Parks
 - Misc. Parks
 - Municipal Golf
 - Private Golf
 - Misc. Golf
 - Arboreta
 - MWCD
- Cuyahoga Valley National Recreation Area
- Proposed National Heritage Corridor Boundary



ICON architecture

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

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.

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.



Many segments of the Canal can be used for fishing, allowing local residents to enjoy the tranquil setting.

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

The Muskingum Watershed Conservancy District (MWCD), created in 1933 for flood control purpose, is dedicated to conservation and recreation combined with flood control efforts. Encompassing 18 counties, MWCD 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.



Cleveland Metroparks' Breckville Reservation features trails, a golf course, picnic areas, and ballfields.

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.



The Mustill House and Store across from Lock 15 was a popular commercial establishment for Canalers making their way through the Cascade Locks.

University of Akron Archives. Also from "A Photo Album of Ohio's Canal Era, 1825-1923" J. Gleck, Kent State University Press.

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 tow-path 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, as well as glassworks, attracted to Massillon because of its access to silica sand and coal. The commerce and industry from the Canal-era that made Massillon a prosperous town is evident today, despite 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.

Summit County Historical Society. Also from "A Photo Album of Ohio's Canal Era, 1825 -1923"; J. Gleick, Kent State University Press.



- **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



The Anna Dean Farm in Barberton was a model farming community in the late 1800s.

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.



Ethnic neighborhoods like Cleveland's Tremont neighborhood were enclaves for Canal workers and those in local industries.

- **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.



The Flats in Cleveland, at the Canal's end is formerly a warehousing district, now an eclectic mixture of warehouses, offices, and nightlife activities.

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.



Postcard view of the Diamond Match Company, built in 1912, which attracted many immigrant workers to Barberton.



B.F. Goodrich and other rubber manufacturers in Akron took advantage of Canal water for cooling of industrial processes.

- **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.



The Corridor is lush with open spaces, such as Lime Lake near Barberton.

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 others 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.

2.4 Progress to Date

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.

Ohio Canal Corridor

2.5 Potentials Today and Tomorrow

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.



The Towpath Trail between Boston and Peninsula.

ICON architecture

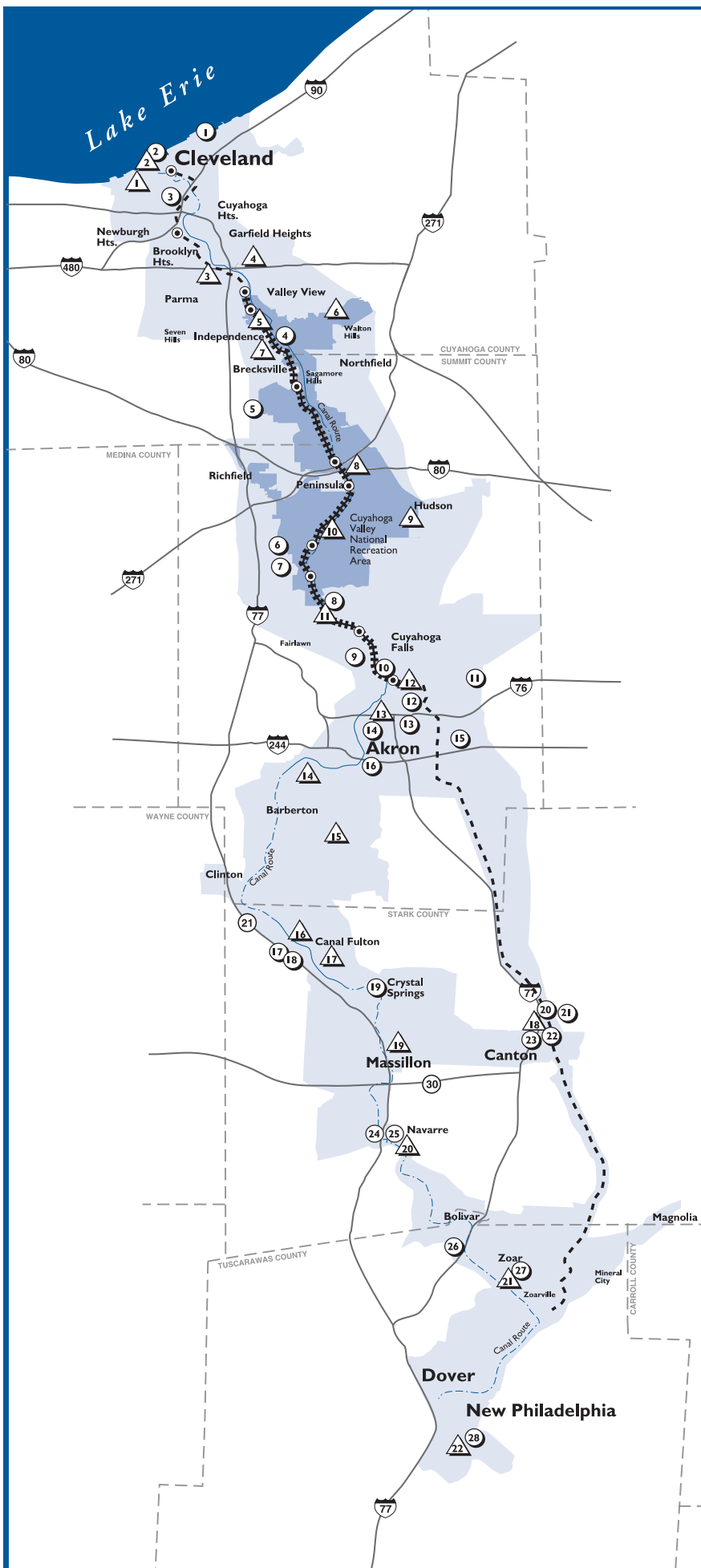


Figure 9

Visitor and Interpretive Facilities

Legend

△ Visitor Centers

1. Cleveland Lakefront Parks
2. Flats
3. Krieger CanalWay Center
4. Garfield Park Nature Center
5. Canal Visitor Center
6. Bedford Reservation
7. Brecksville Reservation / Nature Center
8. Boston Store
9. Happy Days Visitor Center
10. Hunt Farm Visitor Information Center
11. F.A. Seiberling Naturerealm
12. Sanders Wildlife Theater
13. John S. Knight Center and CVB
14. Barberton (Proposed)
15. Portage Lakes State Park
16. Canal Fulton Heritage Society Museum
17. Canal Fulton Chamber in McArtle Block House
18. Canton / Stark County CVB Tourist Info Center
19. Massillon (Proposed)
20. Navarre (Proposed)
21. Zoar Hotel Visitor Center (Proposed)
22. Tuscarawas County Convention and Visitor Bureau

○ Interpretive Sites

1. Western Reserve Hist. Society/ University Circle
2. Canal Basin Park / Settlers Landing
3. Ohio & Erie Canal Reservation Park
4. Frazee House
5. Squire Rich Historical Museum
6. Hale Farm and Village
7. Garfield Hts. Historical Museum
8. Cascade Valley Metro Park
9. Stan Hywet Hall & Gardens
10. Cascade Locks Park / Mustill Store
11. Tallmadge Church / Tallmadge Square
12. Hower House
13. John Brown Home/Perkins Mansion
14. Inventure Place
15. Goodyear World of Rubber
16. Canal Park, Akron
17. Lock 4 Park
18. Helena III Canal Boat and Canal Fulton Heritage Society
19. Crystal Springs (Proposed)
20. McKinley National Memorial
21. Hoover Historical Center
22. McKinley Museum of History, Science and Industry
23. First Ladies Library/Ida Saxton McKinley House
24. Matthews House Museum
25. J.D. Define Building
26. Fort Laurens State Memorial
27. Zoar Village State Memorial
28. Schoenbrunn Village State Memorial

Cuyahoga Valley Scenic Railroad

- CVSRRR Stops
- +++ Scenic Railroad
- - - Proposed Scenic Railroad Extension

Note: Most sites noted in this drawing offer both interpretation and visitor services

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.

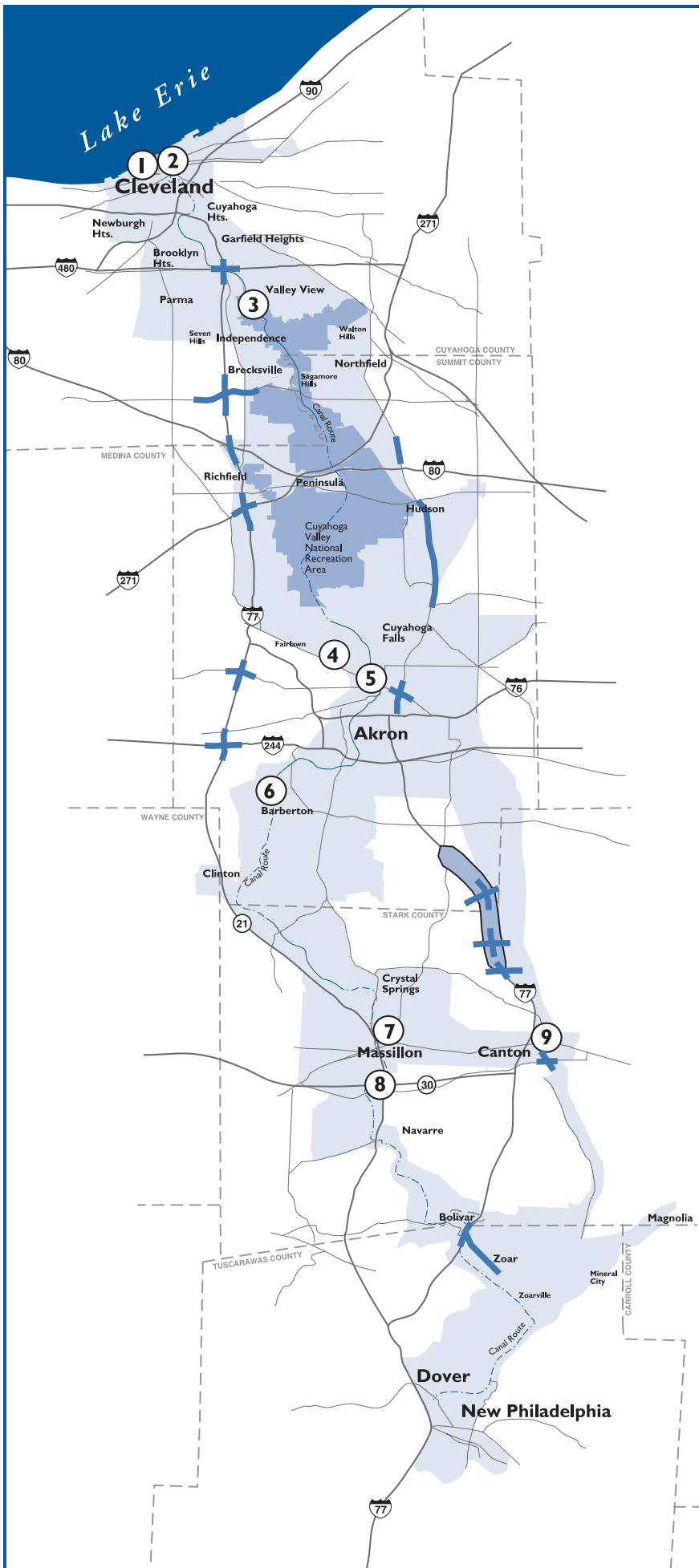
Northside is another Akron neighborhood located adjacent to the downtown and known for its eclectic character. The Landings is a residential redevelopment area in Akron that is traversed by the Ohio & Erie Canal. In Barberton, two sites are currently being planned for residential developments that will be the largest residential developments in the Corridor. Additionally, the Anna Dean Farm grounds represent a significant new development opportunity for the City of Barberton. Many of the smaller villages, particularly in the southern reach of the Corridor, could benefit from programs and activities related to the Canal's heritage Corridor designation.



The historic Ohio City neighborhood in Cleveland is undergoing revitalization.

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

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.

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.



Stark County Park District

I have a dog and like to walk near the river. I love that it's quiet, that we can be in the woods. I love that we're preserving the woods, that there's a commitment to creating this trail...

Jane E. Webster and family
Jackson Township, Stark County

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 inventorying and landmarking Canal-era resources in Akron. The Canton Preservation Society, established in 1977, emphasizes "community preservation" over piecemeal preservation of structures.



Mark Slater

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.



ICON architecture