

# 3 The Plan: Routes to Prosperity, Past and Future



Ohio Canal Corridor

**T**he Plan has been designed to preserve and interpret the resources of the region, using them to improve recreation, to facilitate economic development, and to enhance communities. The boundary of the National Heritage Corridor encompasses the regional resources most closely related to the Canal and its legacy, encouraging public and private entities to partner in resource protection and improvement. The Plan celebrates this transportation Corridor by defining a network of Corridor journeys—on foot, by bike, by car, by boat, and by rail—that will enable residents and visitors to appreciate the Corridor's broad sweep by using it for recreational trips. A series of venues, at regional and local scales, are designated to facilitate these journeys and to explain the Corridor's history and importance to future users.

This 1874 map of Clinton shows how the town centered around the Ohio & Erie Canal. Clinton became a warehousing center and catered to farmers shipping on the Canal.



University of Akron Archives

## 3.1 Goals

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

### Preservation and Conservation

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

### Interpretation and Education

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

### Recreation and Visitor Experience

- Develop strategies and actions to provide a high quality and safe visitor experience in the Corridor, which will encourage repeat use by Corridor residents and visitors.
- Promote creation of a continuous multi-use trail along the entire length of the Corridor.

- Encourage creation of additional active and passive recreation and open spaces along the Corridor by public and private entities.
- Advocate and facilitate trail, roadway, and greenway linkages between the Canal Corridor and adjacent neighborhoods and park systems.

### Community and Economic Development

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

### Management and Implementation

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

## 3.2 Defining the Heritage Corridor

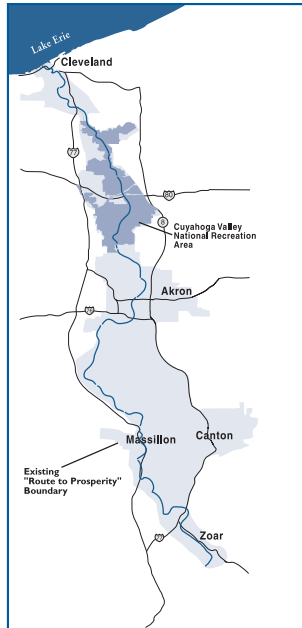
### Alternatives Considered and Findings

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

#### No Action Alternative

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

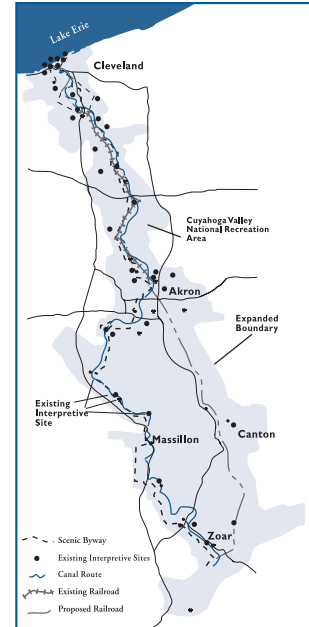
- No management plan is adopted.
- Boundary remains unchanged from 1993 study.
- Preservation efforts and visitor activities are largely uncoordinated and rely primarily on local initiatives.
- Education/interpretation programs depend on local initiative.
- Visitor experience is uneven and uncoordinated.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



#### Alternative 1: The Canal and its Communities

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

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

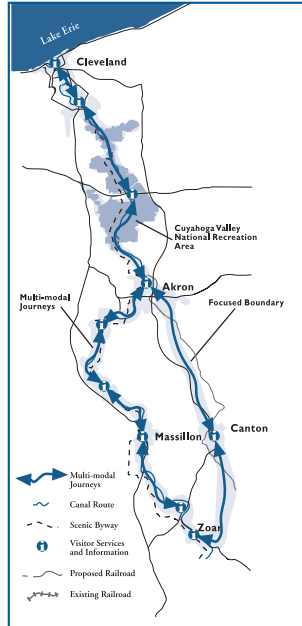


Boys at play along the Canal.

### Alternative 2: Routes to Prosperity

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

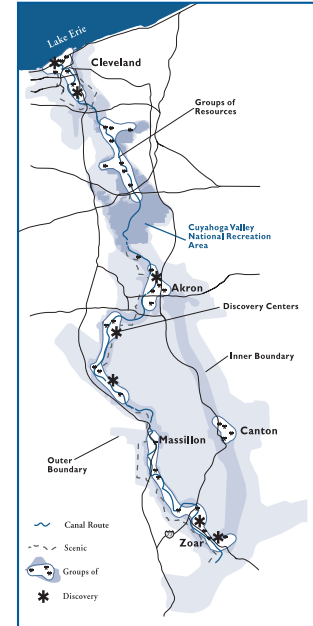
- **Narrow boundary, parallel to the Canal and railroad.**
- **Multi-modal journeys by bike, foot, car, and train.**
- **Preservation strategies for important resources within the boundary.**
- **Interpretation efforts focus on core Canal- and rail-related resources.**
- **Economic development activities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



### Alternative 3: The Region the Canal Shaped

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

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



### Preferred Alternative The Plan: The Routes to Prosperity

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



Cuyahoga Valley National Recreation Area/NPS

## 3.3 Concept of the Plan

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

### Boundary

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

### Corridor Journeys

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

### Heritage Venues

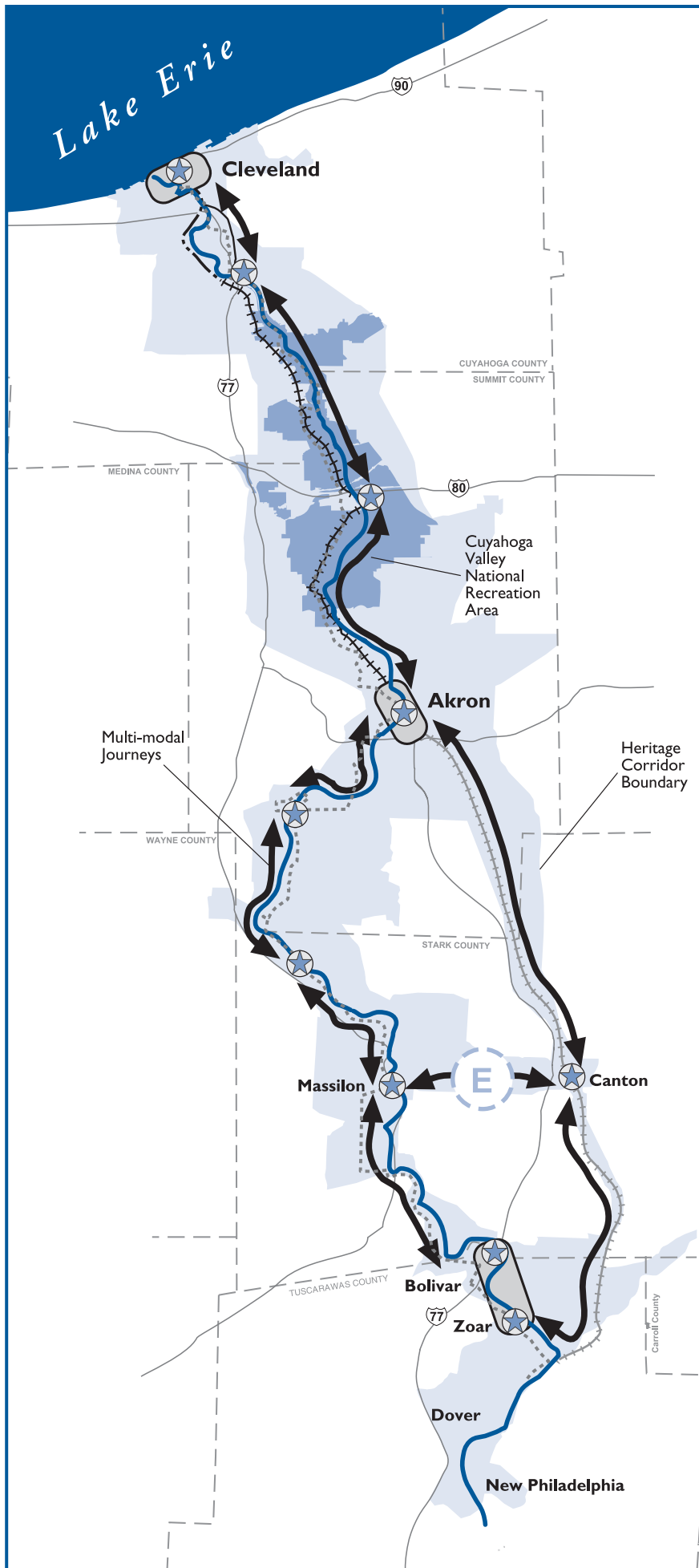
The Corridor encompasses scores of nationally and locally recognized historic districts, properties, and settings that recall the legacy of the Canal era and its subsequent regional growth. The Plan encourages support for historic resources throughout the Corridor, with special emphasis on the immediate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

### Heritage Programs

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

Figure 11

# The Plan: Routes to Prosperity



Legend

- Canal Route
- Scenic Byway
- Multi-modal Journeys
- Journey Gateway (not all locations shown)
- CanalWay Center
- Existing Railroad
- Proposed Railroad
- Proposed Electronic Gateway

## 3.4 Boundary

### Rationale and Purpose

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

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

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

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

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

Stark County's Fishing Derby attracts crowds to the Canal. Increased public awareness of the Canal and its resources will be realized by widening the constituency for the project.



Stark County Parks

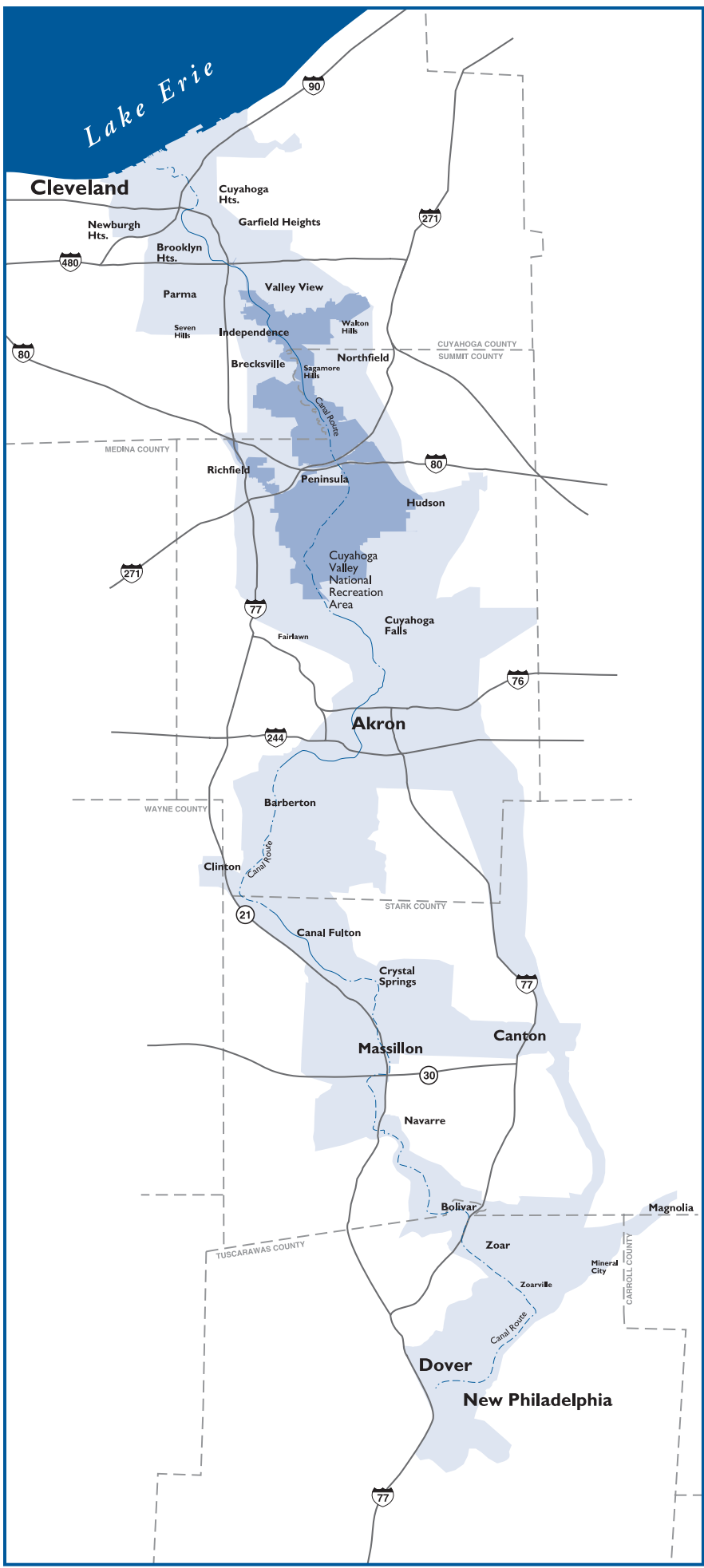


Figure 12

# National Heritage Corridor Boundary

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



## 3.5 Corridor Journeys

### Traveling the Corridor

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

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

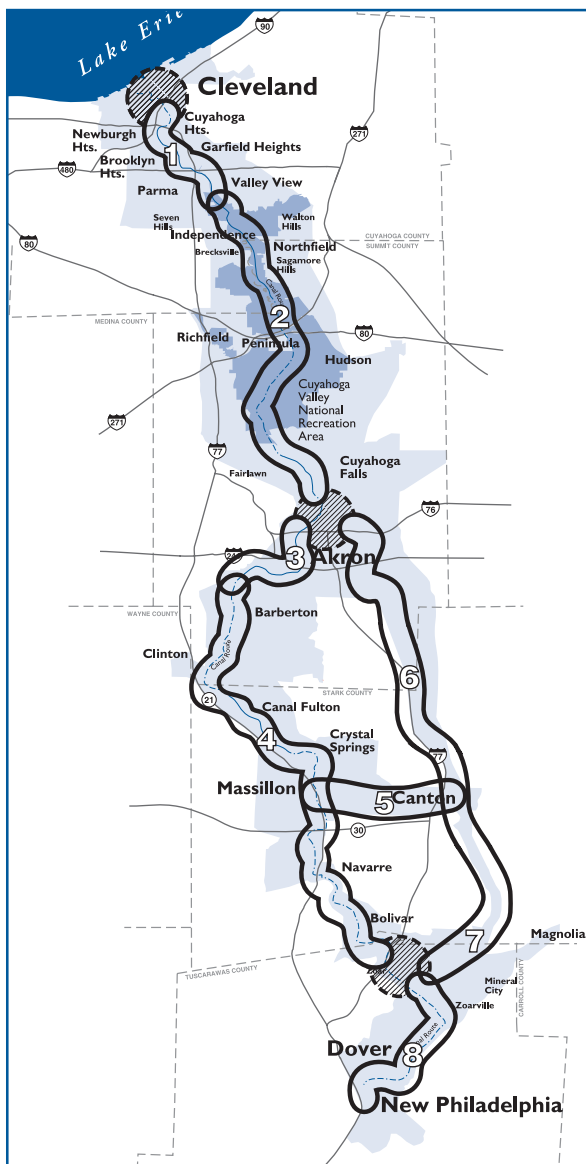


Figure 13

### Interpretive Reaches of the Canal

#### Legend



CanalWay Centers



Canal Journey Segments

- 1 **Industrial Valley and Related Urban Neighborhoods**  
The Canal as enabling growth of Cleveland's Industrial Economy and its Related Infrastructure  
Early Urban Neighborhoods and Their Evolution
- 2 **Cuyahoga Valley Recreation Area**  
The Valley, natural and cultural resources, and recreation
- 3 **Akron to Barberton**  
The "Portage" and watershed divide  
The city-building effect of the Canal and its larger networks  
Industrial communities and paternalism (Akron's development and Barberton)  
The Canal's role in flood control and water supply
- 4 **Barberton to Zoar**  
Rural canal environment  
Canal villages, early settlements, and cities
- 5 **Massillon to Canton**  
Early highway travel
- 6 **Akron to Canton**  
Early railroading and freight service
- 7 **Canton to Zoar**  
Rural landscape
- 8 **Zoar to Dover/New Philadelphia**  
Early Ohio settlement and landscapes

**Table 2: Characteristics of Corridor Journey Segments**

<b>Segment and Interpretive Emphasis</b>	<b>Transportation Modes Available</b>	<b>Potential New Initiatives</b>
<b>1 Industrial Valley and Related Urban Neighborhoods</b>		
<p>The Canal as enabling growth of Cleveland’s industrial economy and its related infrastructure</p> <p>Early urban neighborhoods and their evolution</p> <p>Immigration, the stories of people who came to work and settled the inner-core neighborhoods</p>	<p>Scenic Byway</p> <p>Towpath Trail and bikeway (partial)</p>	<p>Northern extension of Scenic Railroad, Rockside Road to Terminal Tower, with Harvard Avenue station</p> <p>Completion of bikeway and Towpath Trail along edges of Industrial Valley</p> <p>Water excursion from Harvard Avenue to Canal Basin Park</p>
<b>2 Cuyahoga Valley National Recreation Area</b>		
<p>The Valley, its natural and cultural resources, and recreation</p>	<p>Scenic Byway</p> <p>Towpath Trail and bikeway</p> <p>David Hudson Trail to Hudson</p> <p>Scenic Railroad</p>	<p>Potential enhancement of corridor-wide interpretation</p>
<b>3 Akron to Barberton</b>		
<p>The “Portage” and watershed divide</p> <p>The city-building effect of the Canal and its larger networks</p> <p>Industrial communities and paternalism (Akron’s development and Barberton)</p> <p>The Canal’s role in flood control and water supply</p>	<p>Scenic Byway</p> <p>Towpath Trail and bikeway (partial)</p> <p>Scenic Railroad (partial)</p> <p>Canoeing on the Tuscarawas River</p>	<p>Completion of bikeway and Towpath Trail through Akron, linking to ODNR lands</p> <p>Water excursion from central Akron to Nesmith Lake and Summit Lakes</p>
<b>4 Barberton to Zoar</b>		
<p>Rural canal environment</p> <p>Canal villages (Clinton, Canal Fulton, Navarre, and Bolivar), early settlements, and cities</p>	<p>Scenic Byway</p> <p>Towpath Trail and bikeway (partial)</p> <p>Canoeing on the Tuscarawas River</p>	<p>Completion of Towpath Trail that will link all canal villages from Akron to Zoar including Barberton, Clinton, Canal Fulton, Massillon, Navarre, Bolivar, and Zoar.</p>
<b>5 Massillon to Canton</b>		
<p>Early highway travel</p>	<p>Original Lincoln Highway/Tuscarawas Street</p>	<p>County Trail</p> <p>Lincoln Highway</p>
<b>6 Akron to Canton</b>		
<p>Rural and scenic landscape</p> <p>Early railroading and freight service</p>	<p>Local roads</p>	<p>Scenic Railroad</p>
<b>7 Canton to Zoar</b>		
<p>Rural and scenic landscape</p>	<p>Local roads</p>	<p>Scenic Railroad</p>
<b>8 Zoar to Dover/New Philadelphia</b>		
<p>Rural canal settlement and scenic landscapes</p>	<p>Scenic Byway</p>	<p>Towpath Trail and other Regional Trails</p>

## Transportation Modes

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

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

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

### Towpath Trail

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

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

There are a number of branches from the mainline of the Towpath Trail that are essential elements of the system. The trail extending from the Towpath Trail in Massillon to Canton, those routes that connect the historic sites along the east and west Scenic Byway routes—trails to the Mill Creek, Ohio City, Brooklyn Centre, and Old Brooklyn.

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

Initial alignment concepts developed in consultation with representatives of LTV for the routing of the trail near this vital industry central to the history of the Canal. In the cross-section below, a proposed Towpath Trail segment could go be located the LTV Steel plant in Cleveland and provide dramatic views of the Industrial Valley.

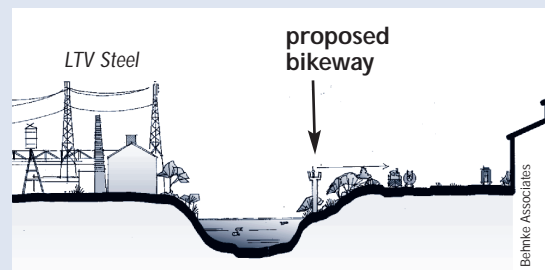
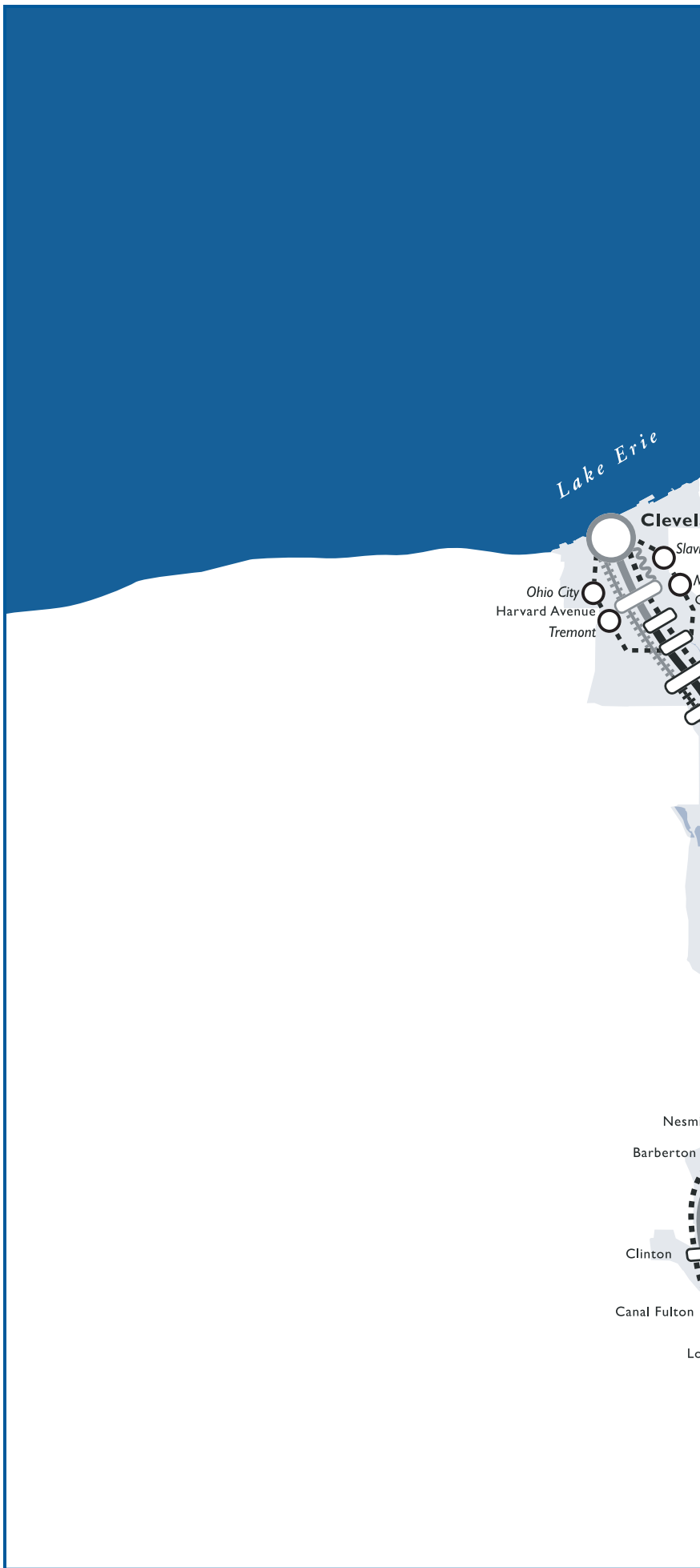


Figure 14

# Key Journey Elements



Existing Proposed

	Existing	Proposed
CanalWay Center		○
Electronic Gateway Electronic Gateway		⊕
Journey Gateway	▭	▭
Towpath Trail	—	—
Scenic Byway	⋯	⋯
Water Excursion	⋈	⋈
Rail	⋈⋈⋈	⋈⋈⋈

## Existing and Future Navigable Reaches of the Canal

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

- **south of Nesmith Lake**, and continuing to Barberton, the Canal is passable by canoes and kayaks, whose use could be encouraged by providing docks and landings, as well as linkages to other journeys in this Reach.

Water linkages could take advantage of the natural beauty of Nesmith Lake.



ICON architecture



ICON architecture

The 100-mile Scenic Byway includes all the landscapes of the Canal, from rural to urban.

## Ohio & Erie Canal Scenic Byway

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

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

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

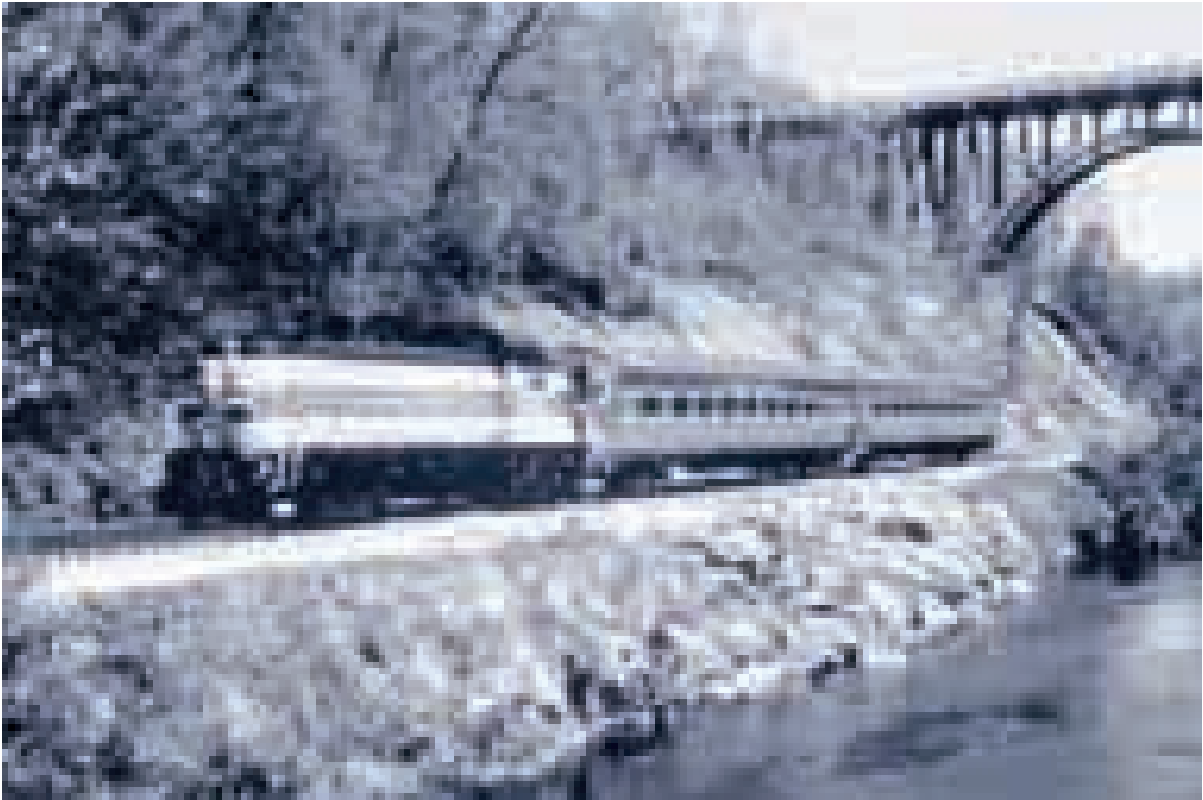
### Cuyahoga Valley Scenic Railroad

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

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

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

Opportunities abound for multimodal trips on the Cuyahoga Valley Scenic Railroad that connect, biking, hiking, and auto excursions.



Cuyahoga Valley Scenic Railroad

## East-west Trail Connectors

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

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



The Towpath Trail in Clinton is a key element of the village.

ICON architecture

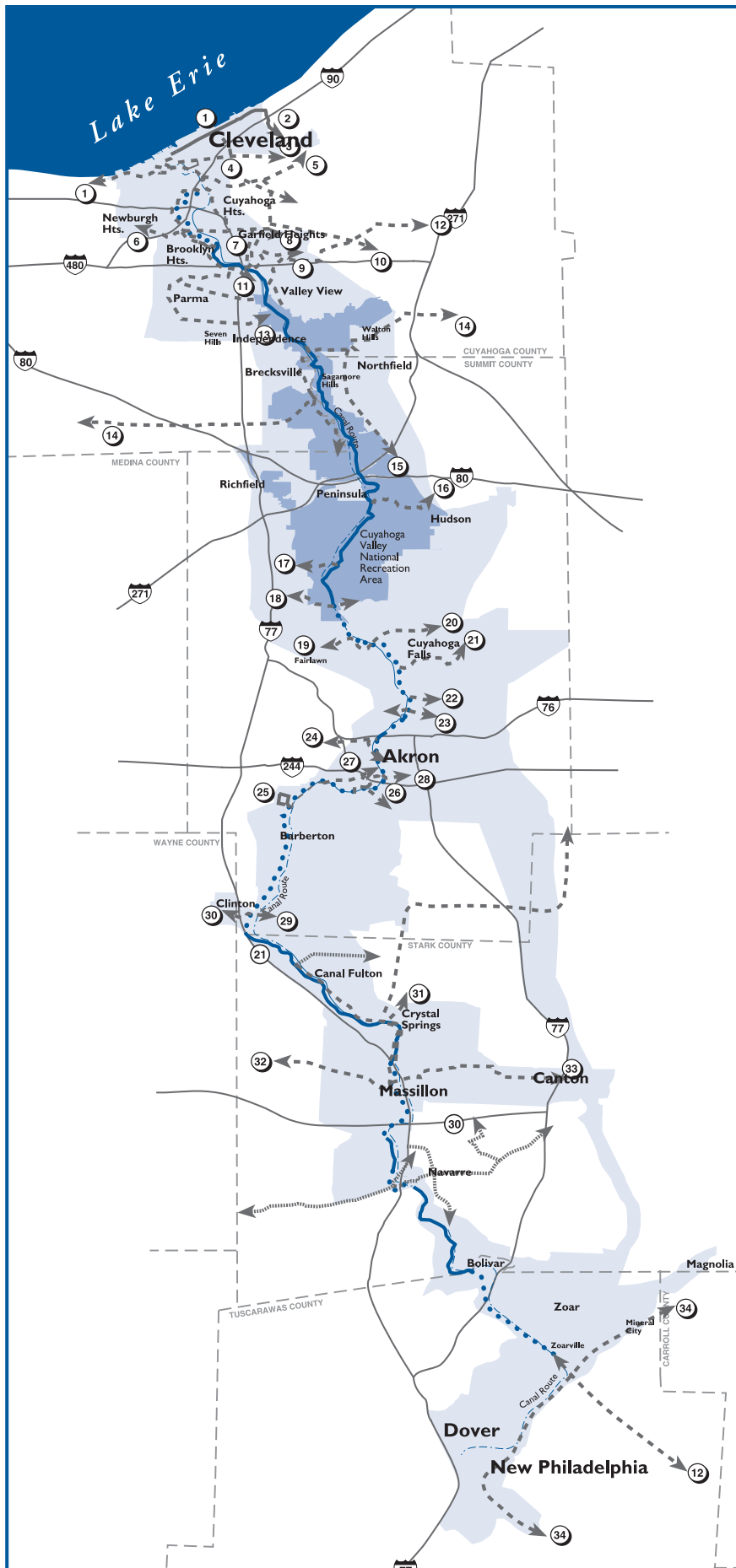
The Towpath Trail, a natural "spine" of the Corridor connections running east-west, will open up recreational opportunities to communities on either side.



ICON architecture

Figure 15

# East - West Linkages



### Legend

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



## 3.6 Heritage Venues

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

### CanalWay Centers

Areas with specific Canal-related interpretation that interpret and explain the Corridor. Three new CanalWay Centers are proposed, and several existing locations where specific Canal-related interpretation is already provided are recognized as CanalWay Centers.

### Journey Gateways

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

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

### Landings & Trailheads

These areas, typically on the Towpath Trail and/or Scenic Byway, include places of orientation to the Corridor, with minimal services or interpretation.

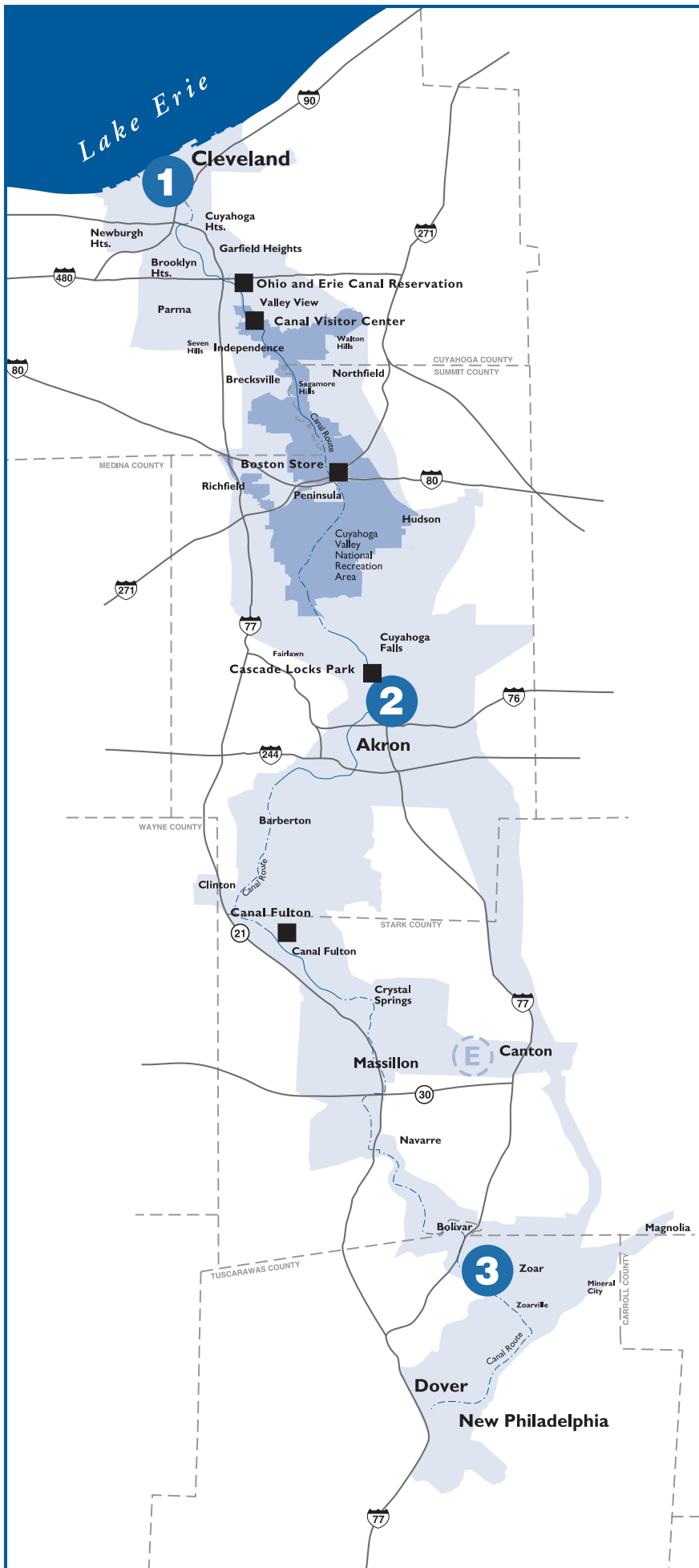
### Related Visitor Facilities

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

## CanalWay Centers

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

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



**Figure 16**  
**CanalWay Centers:**  
**New and Existing Venues**

**Legend**

- Existing Venues
- New CanalWay Centers

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

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

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

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

## Existing Venues

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

- **Ohio & Erie Canal Reservation and Center/Leonard Krieger CanalWay Center** opened in 1999 as part of a planned 6.5-mile trail by Cleveland Metroparks that extends to the National Recreation Area. The focus of interpretation in the exhibit is the urban infrastructure that characterizes the working Canal and the industrial and urban investment prompted by it.
- **Cuyahoga Valley National Recreation Area "CanalWay Center"**—this major resource, managed by the National Park Service, includes two major interpretive facilities that feature the Canal and its history, including the Canal Visitor Center (at the north end of the CVNRA) and the Boston Store (at the center).



The Boston Store, an existing "CanalWay Center" in the CVNRA, provides interpretation and visitor facilities.

Cuyahoga Valley National Recreation Area/NPS

- **Cascade Locks Park and Mustill House and Store**—the restoration and improvement of the Cascade Locks area, as a cooperative effort of Metro Parks, Summit County, the Cascade Locks Park Association, the City of Akron, the National Park Service, OECA, and OECCC provides an important interpretive venue for understanding the challenges faced by the Canal's builders and resultant economic opportunities.
- **Canal Fulton "CanalWay Center"**—improvements to the Canal, the replica Canal boat, St. Helena III, and Canal boat rides on watered segments of the Canal up to Lock 4 offer a unique opportunity to experience the Canal from the water at a scale and pace which recall its prominence.

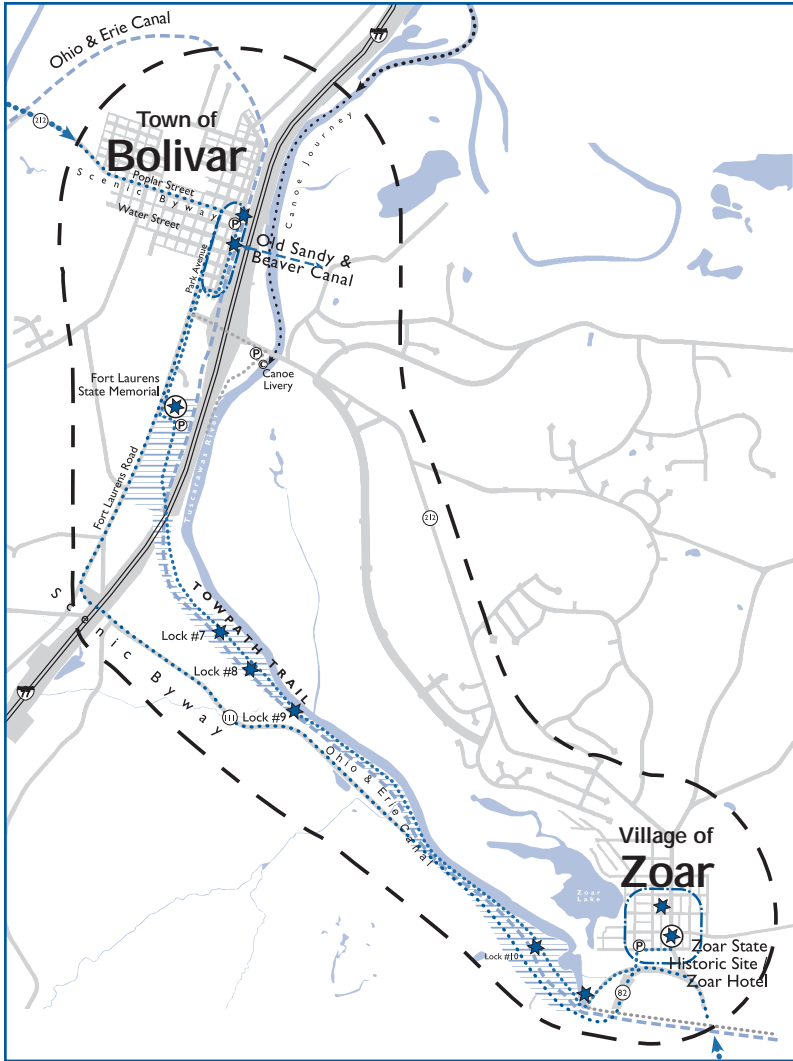
## New Venues

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

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

### South CanalWay Center (Zoar and Bolivar)

The southerly Reach of the Corridor is the most rural segment and is an effective setting to convey many characteristics of the Pre-Canal Era. The south CanalWay Center would include both Zoar and Bolivar, as well as the trails that link these nearby communities. Significant state properties are in Zoar and Bolivar—Fort Laurens State Memorial in Bolivar and Zoar Village Memorial Site—which provide recognized and protected resources, existing historical interpretation, and a continuous staff presence. The combination of these sites also can communicate important aspects of the Pre-Canal era, including the ethnic settlements (not only Zoarites but also other settlers from the mid-Atlantic region) and the major east-west trails and regional geographic connections that caused the location of Fort Laurens as a defensive outpost. Zoar State Historic Site is a visitor destination today, and with the state's on-going rehabilitation of the Zoar Hotel to serve as a visitor center, could offer a venue where interpretation of the Canal could be incorporated. Bolivar includes not only the Fort but also a visually powerful Canal Village setting, where several under-utilized buildings could be rehabilitated and used for both interpretive and commercial purposes. **Figure 17** shows the South CanalWay Center.



**Figure 17**  
**South CanalWay Center:**  
**Zoar & Bolivar**

Access to either Zoar or Bolivar is convenient, using a combination of I-77, Route 212, and the Scenic Byway, and a pedestrian/bicycle loop between these venues is sufficiently short (eight miles round trip) to make a marketable and enjoyable visitor experience. Key improvements necessary to implement this south CanalWay Center would include:

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

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

Figure 18

## Potential CanalWay Improvements at Bolivar

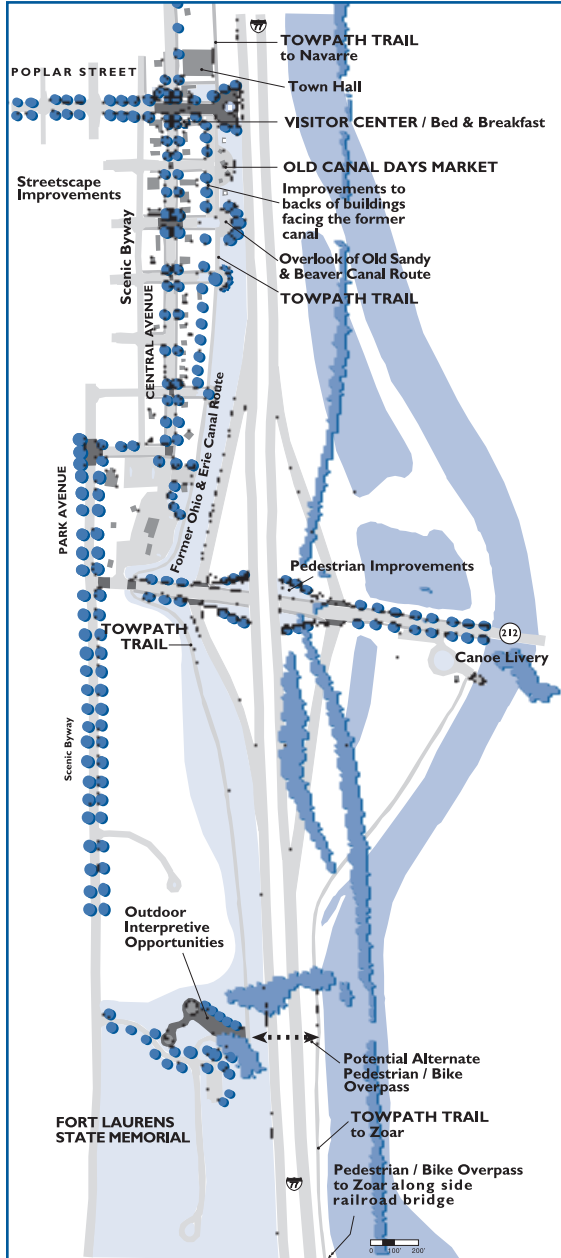
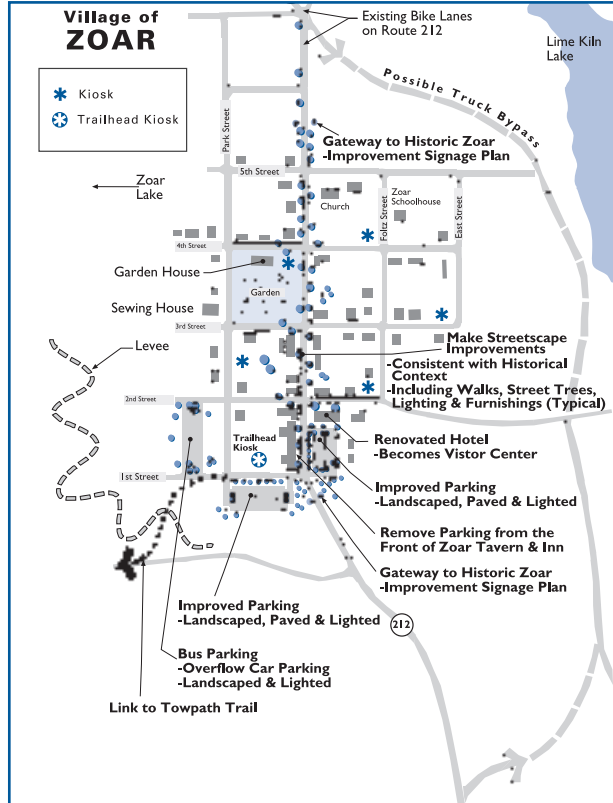


Figure 19

## Potential CanalWay Improvements at Zoar





Akron's Cascade Locks are among the 21 locks that made the two-mile trip through Akron take up to six hours.



Mills along the Canal in Akron in the late 1800s gave rise to oat factories such as this Quaker Oats plant.

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

### Akron CanalWay Center

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

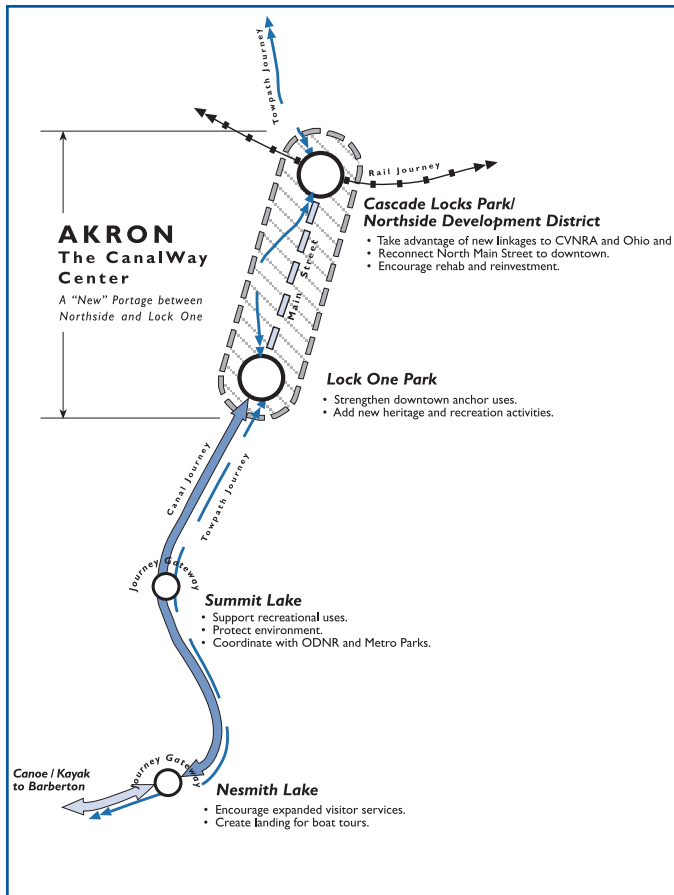
This CanalWay Center concept **Figure 20** recognizes that there are two Canal-related focal points in central Akron—the Lock 1 vicinity, where to the south the Canal is navigable and passes major industrial buildings that are strongly associated with the city's growth and the Cascade Locks and Northside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

Several potential sites could be appropriate locations for indoor interpretive space that could offer an overview of the entire Corridor as well as targeted interpretation on the height of the Canal era, and decisions on which is most

appropriate would require significant input from the City of Akron as well as from other interested parties to the Plan. These potential sites include portions of the vacant parcel south of the proposed rail station, the former rubber plant at the south end of Cascade Locks Park, or the Lock 1 vicinity, where potential concession boat tours might be offered from Canal-side.

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

- **Completion of Cascade Locks Park**
- **Construction of proposed pedestrian/bicycle Towpath Trail connector between Cascade Locks Park and Lock 1**
- **Completion of Northside Scenic railroad station**
- **Decision on preferred venue for indoor interpretation of Canal overview and this CanalWay Center and scoping of interpretive improvements**
- **Streetscape improvements to link North Main Street and Cascade Locks areas more closely to Main Street and the downtown**



**Figure 20**  
**Akron CanalWay Center Concept**

- **Interpretive improvements in vicinity of Lock 1 park and installation of excursion boat docks and related facilities**
- **Concession arrangements with boat excursion operator(s) to enable boat tours from Lock 1 to Summit and Nesmith Lakes**

Two notable opportunities for encouraging joint public-private cooperative improvements exist and should be pursued in conjunction with the CanalWay Center concept.

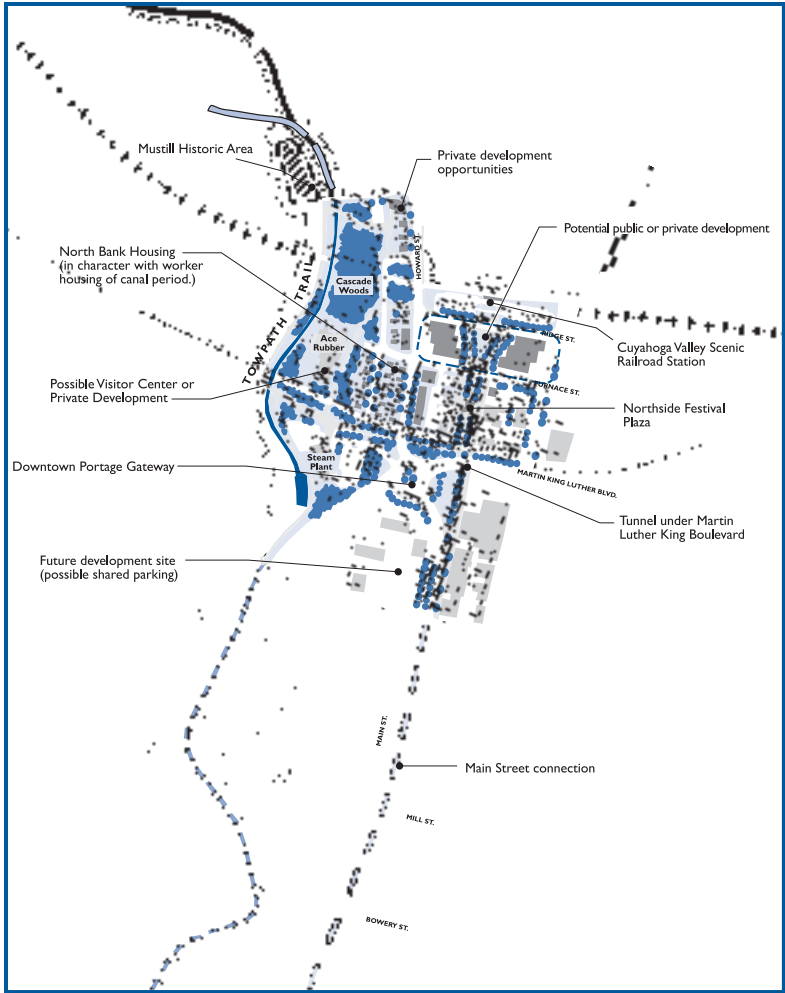
The first public-private opportunity is at the hillside to the south of the proposed CVSRR station between Furnace and Ridge streets. This parcel has the potential to accommodate a range of uses (as shown in **Figure 21**) and should be investigated for potential private development, so long as key connections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

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

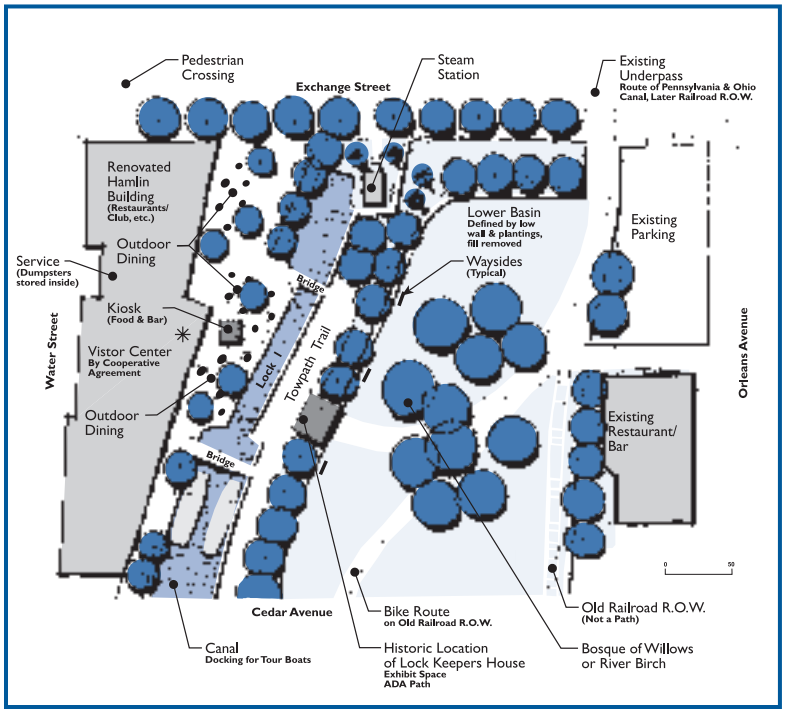
(as shown by some of the options in **Figure 21**) or could be by providing public access to an elevator and lobby that would be integral to the potential development and open to the public during the operating hours on the CVSRR.

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

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



**Figure 21**  
**Northside Area Visitor Center Option**

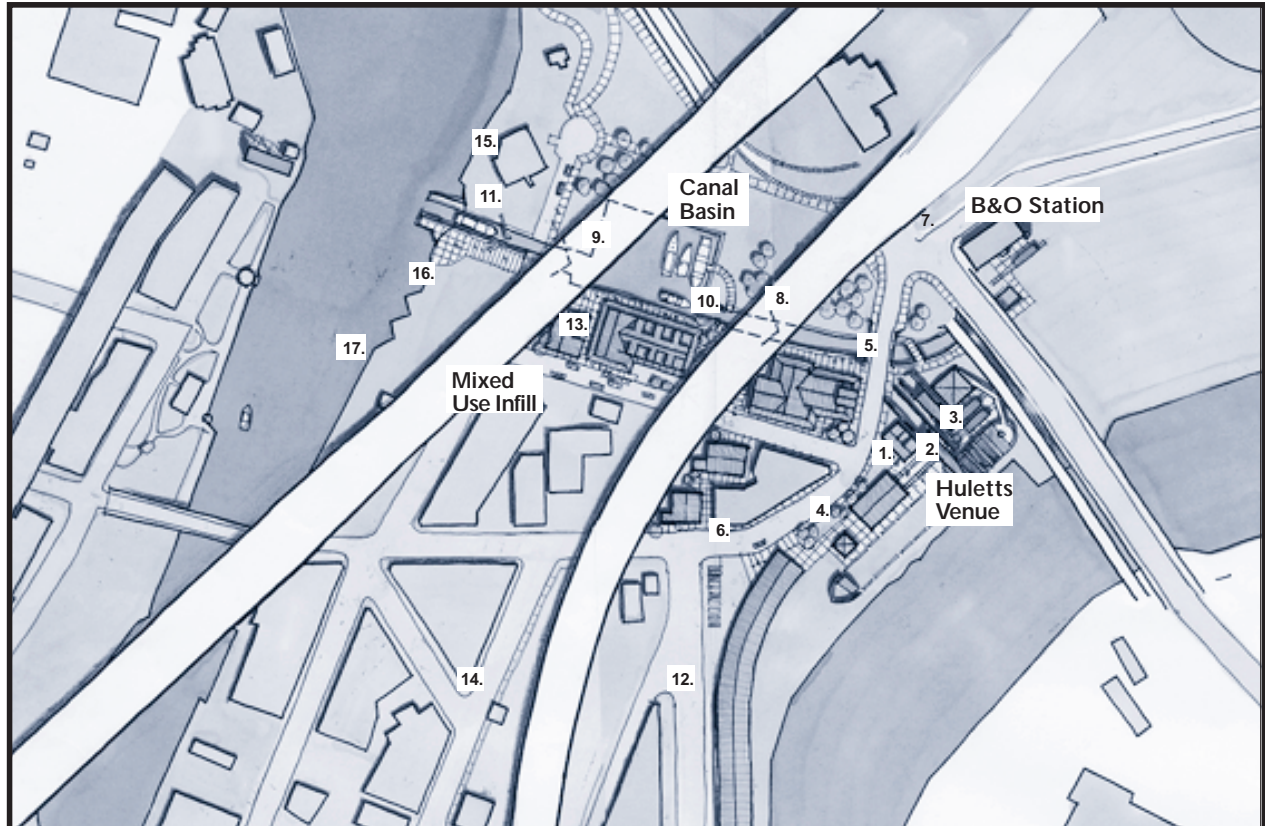


**Figure 22**  
**Lock 1 Visitor Center Option**



Figure 23

## North CanalWay Center: Potential Activities



### 1. B & O Railroad Station

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

### 2. Hulett Ore Unloaders

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

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

### 3. Rewatered Canal and Turning Basin

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

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

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

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

### 4. Mixed Use Infill

New buildings are combined with adaptive reuse.

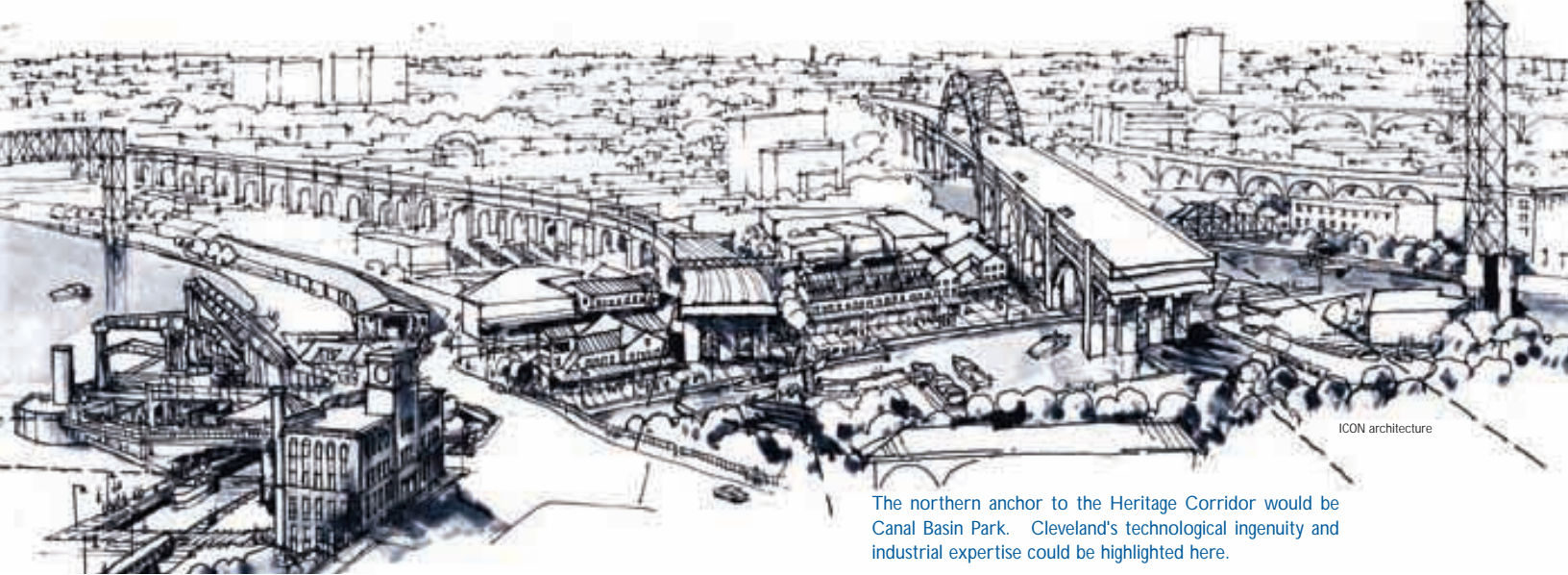
The building style is "gritty" and appropriate to the area.

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

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

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

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



The northern anchor to the Heritage Corridor would be Canal Basin Park. Cleveland's technological ingenuity and industrial expertise could be highlighted here.

### North CanalWay Center

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

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

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

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

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



ICON architecture

## Electronic Gateway

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

## Journey Gateways

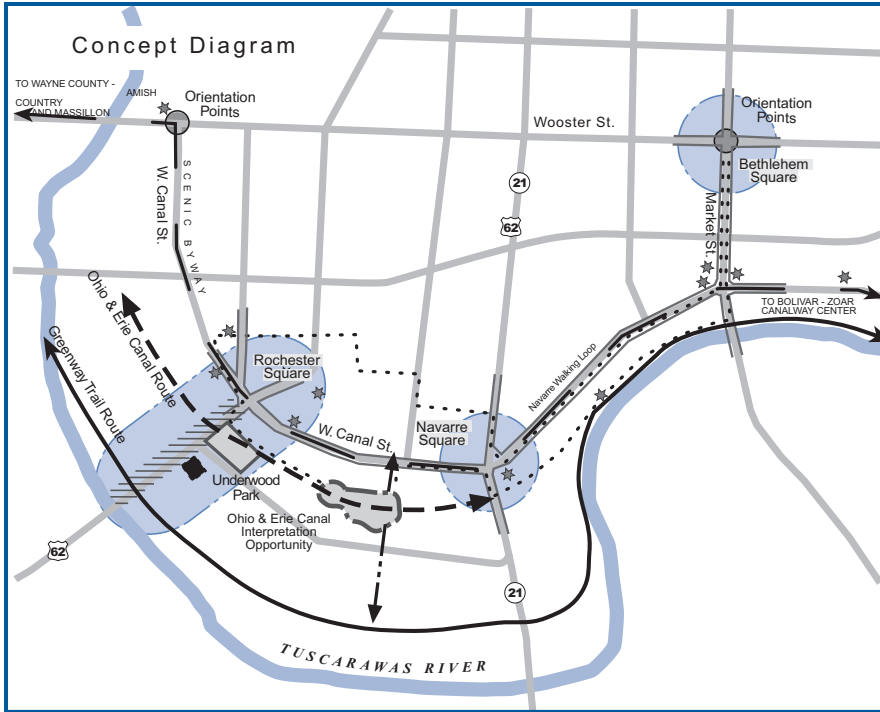
The Plan recommends designation, improvement, and use of Journey Gateways, areas along the Corridor that are important points of departure and orientation for the journeys that will be the heart of the visitor experience. Journey Gateways will often be places where multiple Corridor linkages intersect—the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

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

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

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

**Figure 24** shows the potential types of improvements that might evolve in a typical Journey Gateway, using the example of Navarre. This is a typical Canal village whose form is entirely derivative of the influence of Canal activities and commerce. In Navarre, the Canal is no longer watered and much of the right of way has reverted into private ownership. The Towpath Trail is planned along an abandoned rail right of way adjacent to the Tuscarawas River, two blocks south of Bethlehem Square, and adjacent to Navarre and Rochester Squares.



**Figure 24**  
**Potential Navarre Journey Gateway**

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

A site that could be an important element of this strategy is a poorly defined lot to the rear of the Village Hall, on the former route of the Canal. An interpretive park, perhaps in conjunction with modest parking to support visitor use, would allow visitors to understand the former relationship between the Village and the Canal and would also create an amenity that might support revitalization efforts.



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

ICON architecture



ICON architecture

The McKinley National Memorial and the adjacent McKinley Museum of History, Science and Industry in Canton provide supportive interpretation.

## 3.7 The Corridor Story

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

### Corridor-wide Interpretive Strategy

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

### Landings and Trailheads

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

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

### Related Visitor Facilities

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

An interpretation strategy telling the story of the region as a whole will link history to the visible qualities of the landscape. Shown is the Frazee House, built in 1826.

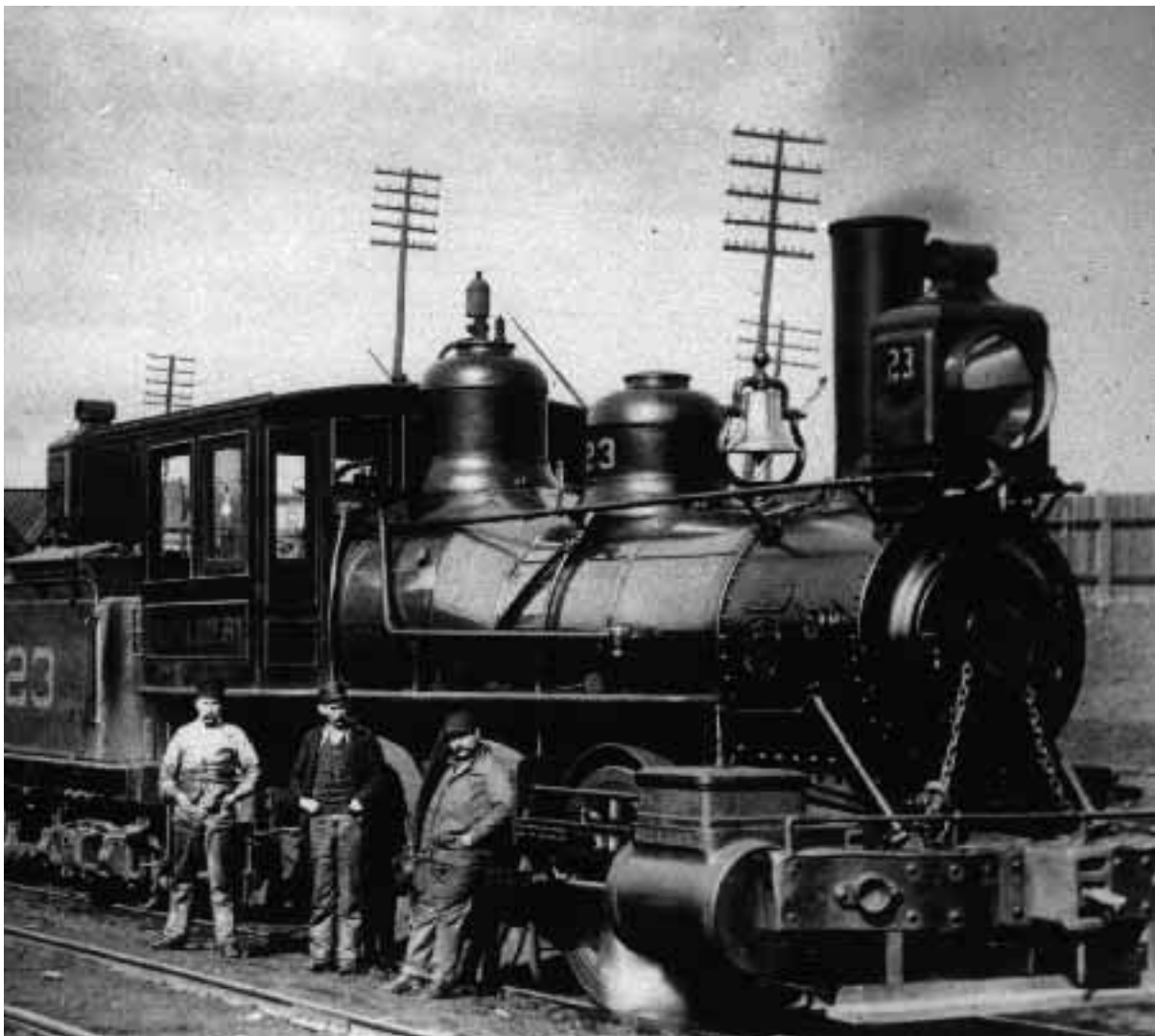


Jeffrey Winstel

The interpretation builds upon these opportunities by proposing the following regional strategy :

- **Thematic Framework**-the interpretation will be story driven and use the overarching idea of "Routes of Prosperity" to organize and explains the Corridor's resources. Under this umbrella, four broad themes have been developed to capture the story of the Canal and its region, including The Land, Moving along the Corridor, Prosperous Valleys, and People and Communities of the Region.
- **Interpretive Reaches and Corridor Journeys**-The interpretive strategy will emphasize the primary transportation functions of the Corridor and the themes of the "Routes of Prosperity" to convey the story. The Interpretive Reaches and Journeys, like the themes, are organizing tools, in this case spatial components that differentiate the various segments of the Corridor to make them more accessible and understandable to the residents and visitors. They will be formed by a network of linkages and associated landscapes or clusters of resources. Together they will shape the heritage and interpretive experience up and down the Corridor.
- **Interpretive Venues**-In-depth interpretation will be offered at interpretive heritage venues forming a network of interpretive sites and facilities at several key locations along the Corridor. These venues will offer various level of interpretation depending on their locations, access, and proximity to core resources. Interpretation will range from presentation of an overview of the story and the Corridor to individual exhibits designed to provide a focus on specific topic and themes in support of the understanding of the resources in their vicinity.
- **Interpretive Programs**-A coordinated set of interpretive programs will be designed to use the themes, the story, interpretive reaches and journeys, and venues. The OECA will coordinate with other interpretive initiatives to shape a network of sites, activities and events within each interpretive reach and the Corridor boundary.

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



University of Akron Archives and "A Photo Album of Ohio's Canal Era, 1825-1913": J. Gleck, Kent State University Press.

## Thematic framework

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

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



Ohio Canal Corridor

The people along the Corridor make the Canal experience meaningful.

### The Land

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

### Moving along the Corridor

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

### Prosperous Valleys

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

### People & Communities of the Region

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

## Experiencing the Canal

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

### Primary Interpretive Reaches

#### *The Industrial Valley and Cleveland Urban Neighborhoods*

This Interpretive Reach encompasses most of the Cleveland area along the Cuyahoga River extending from the Lakeshore front to the Ohio & Erie Canal Reservation and Visitor Center abutting the National Recreation Area. This segment best conveys the story of the technological ingenuity, entrepreneurs, and industrial might that the Canal enabled, as well as the evolution of communities and immigrant groups drawn to the region by these forces. The northern end of the segment will showcase the CanalWay Center and its industrial and urban landscape. Several other existing interpretive resources and facilities are found within this segment that

support this aspect of the story, including the Irishtown Bend archaeological district, West Side Market, Old Superior Viaduct, and other Cleveland ethnic neighborhoods and historic districts, the Western Reserve Historical Society, The William G. Mather Museum, the proposed Crawford Museum of Industry and Transportation, the Great Lakes Science Centers and the newly opened Leonard Krieger CanalWay Center within the Metroparks Ohio & Erie Canal Reservation.

#### *The Cuyahoga Valley*

##### *National Recreation Area Interpretive Reach*

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



The Towpath Trail's natural environment attracts bicyclists, hikers, and nature lovers. This lock, near Peninsula, is an important point of access within the National Recreation Area.

ICON architecture



### ***Akron to Barberton Interpretive Reach***

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



The Akron to Barberton Reach exemplifies the success of the Canal, the transition from Canal to railroad, and the potential for rebirth in places like Barberton.

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



Canal Fulton has a Canal village feel today and provides significant interpretation.

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

### ***Barberton to Zoar Interpretive Reach***

This Reach encompasses most of the Tuscarawas Valley within the heritage Corridor and is the most rural segment. It is an effective setting to convey many characteristics of the Pre-Canal Era and Early Canal Era. It includes most of the settle-

## **Secondary Interpretive Reaches**

### ***Massillon and Original Lincoln Highway Segment to Canton***

This Interpretive Reach includes the Canton-Massillon axis that has often been referred as the birthplace of alloy steel. Steel manufacturing companies in the two communities merged to form Republic Steel. Massillon, located on the Canal, was in close proximity to many natural resources, was shaped and reshaped by successive waves of transportation developments and evolved from a wheat trading and shipping center to a coal and steel manufacturing center. The original Lincoln Highway, the nation's first coast-to-coast highway and first in the movement to build improved roads in the United States, was Route 172 in Massillon and Canton. In 1925, named highways were replaced by a national system of numbered highways, and the old Lincoln Highway was broken up. Now, Route 30 is known as the Lincoln Highway in the Massillon-Canton Corridor. Akron's Frank Seiberling, president of Goodyear, played a major role in the highway's development.

**Akron to Canton via Scenic Railroad Corridor**

This Interpretive Reach includes Canton and the proposed Scenic Railroad extension to Canton. While the Canal was critical to many early developments, the railroad was responsible for the growth of other towns. Canton grew from a small agrarian town, distant from the Canal, and was forced to develop connections to the new railroad network. The Pennsylvania & Ohio Railroad laid tracks through Alliance to Canton in the mid 1800s. This started one of the most significant growth periods in Stark County. Canton evolved into a center of iron and steel, influencing Henry Timken to select Canton as a business location in 1898, and attracting other steel companies to support the growing automobile market. Canton became the center of economic activity in Stark County while many of the towns along the Canal and the Tuscarawas River saw their development stalled following the decline of Canal transportation activities.

**Canton to Zoar via Scenic Railroad Corridor**

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

**Zoar to Dover/New Philadelphia Interpretive Reach**

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

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

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

Corridor-wide and Interpretive Reach publications like informational brochures with maps, and comprehensive guides similar to NPS maps will be developed to support the interpretive experience.

**Table 4** identifies various strategies at interpretive venues.

**Table 3: Interpretive Themes and Stories**

Storyline	Theme 1: The Land	Theme 2: Moving Along the Corridor	Theme 3: Prosperous Valleys	Theme 4: People and Communities
<b>Cleveland's development</b> , including the evolution of transportation, the emergence of modern industry and the life of immigrants during the 19th and early 20th century.	Ecology of The Lake and the River.  Working waters to support industry operations.  The burning river and its remediation. Mill Creek as waterpower.	Canal impacts on Cleveland's development  A cross-section of transportation infrastructure from lake-river to canal to rail and roadways.	Industry and the capitalist economy.  From extractive industries to steel making industry and oil/power industry.	Underground railroad stories.  Early Ethnic neighborhoods and their evolution.  Industrialist and entrepreneur stories.
<b>The Cuyahoga River Valley landscape</b> , land conservation efforts, and cultural resource preservation.	The peaks and valleys. The natural Cuyahoga Valley Environment.  Early Conservation movements.	Initial canal construction.  Operating the canal.	Early canal-related industry and associated trades.  Boat building and mills.	Canal-era living.  The builders of the canal.
<b>Akron's development and the golden age</b> of the Ohio & Erie Canal operations throughout the 19th century.	The watershed divide and the Portage Trail.  Taming the waters: the system of flood control, waterpower and water supply.	The canal as a transportation and engineering marvel. Cascade Locks.  The golden era of the canal and its replacement by the train.	Akron's development from transportation hub to commercial to industrial center.  Industrial wealth and community building of O.C Barber.  Paternalism of Goodyear and Firestone in company neighborhoods.	Working in the industries along the canals and rails.  Managers and workers' stories.  Richard Howe, canal engineer.
<b>The Tuscarawas River landscape</b> and life during the 18 <sup>th</sup> and 19th centuries in rural communities along the canal.	The natural Tuscarawas Valley environment.  Rural landscape.	Pre-canal transportation.  Traveling the canal.	Trade and commerce along the canal.  Economic decline after the canal stopped operating.  Agricultural economy.	Life before the canal.  Community-building along and on the canal.  Early ethnic stories, the Native American, the Zoarites, etc.
The impact of <b>automobile and roadway development</b> on the Massillon area.	"Good roads" movement.	Early highway travel.	Industrial innovation.  Alloy Steel Industry.	Wheat City workers.  Workers in heavy industry.
The impact of <b>railway development</b> on the Canton area.	Scenic and rural landscape.	Early railroading and freight services.	Entrepreneurial and product development.  Alloy Steel industry.	Population boom with new industry.

**Table 4: Interpretive Venues and Strategies**

<b>Interpretive Formats</b>	<b>CanalWay Centers</b>	<b>Electronic Gateway</b>	<b>Journey Gateways</b>	<b>Landing &amp; Trailheads</b>	<b>Related Interpretive Venues</b>
Media Presentation of the Ohio & Erie Canal Corridor Story	●	●			●
Canal System Overview Map Exhibit	●				●
Overview Journey Map Kiosks			●		●
Topical/Thematic Exhibits	●	●			●
Traveling Exhibits		●	●		●
Interpretive Publications and Guides	●	●	●		●
Web Site Access Interactive Exhibits	●	●			●
Interpretive Landscape	●		●	●	
Wayside Exhibits	●		●	●	●
On-site Demonstrations	●	●			●
Showcase Daily Activities	●		●	●	●
Interpretive Plaques and Markers at Key Resources	●		●	●	●
Guided Tours and Excursions	●		●		
Self-guided Tours Audio Tape/Maps	●	●	●	●	●

## 3.8 Heritage Programs

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

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

### Resource Stewardship

#### Principles

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

#### Programs

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

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

- **working with localities and groups**, such as the Little Cuyahoga River Conservancy, Cleveland RAP, and Ohio Greenways, to identify and prioritize natural areas of concern to target for conservation.
- **encourage communities to invest in upgrades of sewage treatment facilities** with the goal of eliminating combined sewer overflow discharges into streams
- **assistance establishing programs and incentives to conserve farmland and protect habitat.**
- **providing technical assistance** to identify tools and techniques for municipalities to use with land-use/transportation planning and re-zoning efforts, to conserve natural resources.
- **initiating demonstration programs** to gather support for programs and projects.



Education for all ages about the natural environment in the Corridor.

Bruce Ford, City of Akron

- **assisting with education and advocacy activities**, such as brochures and guides to wildlife and flora and outreach materials to inform citizens and officials of the benefits of land conservation.
- **work with Canal communities to educate** them on the value of "smart growth." This includes promoting planning for both development and conservation, and quantifying the benefits.
- **promote the use of parks and greenways** as cost-effective ways to generate community economic development. In the 1850s, landscape architect Frederick Law Olmsted justified the purchase of land for New York's Central Park by noting that the rising value of adjacent property would produce enough taxes to pay for the park.
- **advocate** that all development proposals within the Corridor include strategies to protect natural, historic, and scenic resources.
- **encourage preservation** of riparian Corridors, establishment of green buffers on all waterways, protection of watersheds, and urban stream restoration.

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

OECA historic preservation programs could include:

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



Ohio & Erie Canal Corridor Coalition

Heritage programs will advocate for protection of natural, historic, and scenic resources.



Assistance in nominating properties to the National Register of Historic Places such as Navarre's Loew-Define Grocery Store and Home would help preservation efforts.

## Heritage Interpretation

### Principles

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

### Programs

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

- **providing technical assistance in preparing nomination papers for National Register Districts** or in preparing sample historic preservation ordinances for municipalities.
- **assembling information to provide financial incentives from other sources to encourage historic preservation and adaptive re-use of critical resources;** OECA would help municipalities develop their own incentives.
- **help organize a Corridor-wide preservation forum**
- **assist with educating realtors to market historic neighborhoods to homebuyers**
- **conduct workshops for building inspectors on tax credits and Article 34 of ORBC**
- **coordinate strategic planning assistance for historic preservation organizations and historical societies**
- **develop guide for measuring the economic impacts of historic designation**
- **expand Cleveland Restoration Society Neighborhood Preservation Program** to other Corridor cities outside Cleveland
- **develop facade easement program**
- **develop tool kit for preservation initiatives**
- **advocate for certified local government status**
- **work with Preservation Resource Center** of northeast Ohio to develop complementary programs that support the overall mission
- **promote Building Doctor program (OHPO)** to Corridor communities
- **OECA could recognize businesses and private interests that participate** and are aligned with the Corridor's mission, providing them special recognition and acknowledging their eligibility for assistance.
- **OECA would support projects that advocate for historic preservation at state, county, and local levels.**

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

Live interpreters at the Schoenbrunn Village State Memorial.



Ohio Historical Society

## Facility Development

### Principles

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

### Programs

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

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

## Educational and Cultural Programs

### Principles

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

### Programs

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

- **providing assistance to research entities or school districts** to create and distribute primary and secondary school education modules, including field trips and recreational activities.
- **seeking out partnerships with universities and private partners** to support education programs financially and otherwise.
- **create a forum to bring together museums, park sites, educational facilities** in the Corridor for programs and events. The programs could be packaged for schools in the region and joint programs.
- **educating residents and visitors about historic preservation** through guides to historic walks, plaques on historic structures, teaching modules.

- **supporting festivals, events, parades, and calendar of events** that trumpet the ethnic character of the Corridor
- **developing relationship with local publishers** to publish and distribute research studies
- **providing assistance with development and marketing of the proposed Stark County Electronic Gateway Center.**
- **use new technologies and the internet to achieve creative materials and distribution channels for educational programs** and content that can be widely available throughout the Corridor and beyond, potentially in collaboration with Stark County's planned Electronic Gateway Center at Sippo Lake.
- **developing programs in conjunction with existing education groups**, institutions, and non-profits, such as the Cuyahoga Valley Environmental Education Center and the Camp Tuscazoar Foundation.
- **providing assistance and/or sponsorship for conferences or colloquia** to review educational and cultural research opportunities along the Corridor as well to propagate the results of studies that are undertaken with OECA sponsorship.
- **working with the Cuyahoga Valley Association's junior ranger program** to involve students and young people directly in educational programming.
- **working with transportation agencies** to make it easier for people to access all parts of the Corridor by transit.
- **providing incentives for higher education research**, directed study, and internship opportunities.

## Community and Economic Development Programs

### Principles

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

### Programs

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

- **Supporting development of informational materials** on the Corridor, such as maps, guides, and related services, potentially including assistance in packaging tours of the Corridor that incorporate multiple services and might be targeted to different market segments, including leisure travelers and residents.

- **Supporting improved marketing of the Corridor** and its tourist service resources, potentially including working in coordination with existing business development entities to market the entire Ohio & Erie Canal National Heritage Corridor as a "product" with high visibility and impact. OECA should investigate and support new media and electronic communications, potentially making expanded use of the Internet, to develop internal communications within the Corridor, to provide effective visitor information, and to provide potential for revenue sources to support Corridor-wide information and products.
- **Encouraging centrally managed entrepreneurial activities** in the Corridor, such as CanalWay Ohio logo licensing, fee-based activities, and/or development packaging and equity interests in key locations.
- **Encourage brownfields reclamation and conversion** to new uses with higher economic benefits
- **Work with local government and banks** to develop creative loan packages for service-related businesses that are integral to the Canal experience, such as bed and breakfasts, bicycle rentals, unique or ethnic food and gift shops
- **Providing financial and technical assistance** for Corridor-related revitalization efforts that reinforce historic venues and settings, such as business retention efforts, assistance in new business creation that take advantage of the Corridor's journeys, and historic rehabilitation.
- **Target activities where there is significant leverage of the public-sector investment.**
- **Providing periodic assistance to projects that demonstrate success at practices in coordinating development, reuse, and/or preservation with other Corridor programs.** This might include development of a coordinated "National Main Street" program for the Corridor's core resource communities, providing marketing, design, organization, and promotions.

## Planning and Design Assistance

### Principles

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

### Programs

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

- **Promoting awareness of the economic benefits of regional planning, cooperative actions, and visioning for the communities of the Corridor.**
- **Direct review and comment on development proposals that could impact Corridor resources.**
- **Technical or financial assistance to local organizations to assist them with project or area-wide planning and design efforts.**
- **Development of guidelines and prototype approaches for dealing with particular kinds of Corridor resources, such as worker housing neighborhoods, Main Street revitalization, Canal-related landscapes, and rural land conservation.**
- **Assistance with establishing "Main Street" business development and revitalization projects.**