SPECIAL RESOURCE STUDY

THE OHIO & ERIE CANAL
CORRIDOR STUDY

# A Route to Prosperity

PREPARED BY THE

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MIDWEST REGION
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The alternatives presented in this study have been neither approved nor disapproved by the agencies and organizations involved in their preparation. The purpose of this study is to provide planning information for further consideration, and it may be revised as additional ideas are presented.

Lock 17, Akron, about 1905.

Heritage areas are "... greenlined areas of public interest...with many outstanding natural and cultural resources, possessing an associated identity. They are landscapes and townscapes where people work, live and play; they are dynamic, yet depict an essence of character identified in time and place."

Robert Thornberry,
State of Illinois
Division of Planning

# Executive Summary Of The Corridor

Jasper Basin fish fry
about 1.5 miles north of Portsmouth
about 1906

In fiscal year 1991, Congress appropriated $175,000 for the National Park Service to study the Ohio & Erie Canal Corridor, an area which includes canal lands in Cuyahoga, Summit, and Stark Counties, and a portion of Tuscarawas County; associated landscapes; communities; and related resources. The study's purpose is to provide information to Congress to guide decisions concerning the future of the corridor. This study identifies corridor resources and analyzes the national significance of the corridor, and its suitability and feasibility for inclusion as an affiliated area of the National Park Service or as a unit of a potential National Heritage Partnership system. The study also examines alternative management frameworks to preserve and manage these resources.

The Ohio & Erie Canal Corridor is a living resource that, through centuries of change, has retained its heritage and character. Major industries, metropolitan centers, small business centers, canal towns and rural countryside are found within the corridor. It represents an everchanging landscape, yet it contains some of the best preserved and most exemplary remnants of the Ohio & Erie Canal, the nation's first inland waterway link between the Great Lakes and the Gulf of Mexico. The corridor preserves not only the canal itself, but chronicles the evolution of transportation systems in America. Many of the industries which developed in conjunction with these systems achieved national prominence.

The Ohio & Erie Canal Corridor lies on a boundary between several natural regions. As a result, it represents a biological crossroads with natural systems of forests, bogs, marshes, meadows, streams and lakes that are interspersed with cities, villages, orchards, and croplands.

The Ohio & Erie Canal Corridor also provides many recreational opportunities to the five million people living within a fifty-mile radius. There is strong potential for linking and expanding existing recreational facilities and opportunities in the corridor.

The corridor is rich in interpretive and educational resources and constitutes an outdoor classroom within easy reach of millions. Previous studies of the Ohio & Erie Canal have established the significance of this resource. In 1966, a four-mile watered section of the canal received National Historic Landmark designation. The nomination form states that the Ohio & Erie Canal was part of "one of the most extensive and successful antebellum system[s] in the Nation..." and that it was part of "the State's primary means of commercial transportation until the construction of a network of railroads. Nineteen miles of the canal corridor were protected through the establishment of the Cuyahoga Valley National Recreation Area in 1974. A 1975 NPS Suitability/Feasibility Study, Proposed Ohio & Erie Canal, states that, ***"As a historic entity, the Ohio & Erie Canal has been judged to have national significance."***

In the 1975 study, the 308 miles of canal from Cleveland to Portsmouth were said to be lacking in integrity, yet various sections of the canal, two within the boundaries of this study, were identified as being "outstanding examples of well-preserved canal and related facilities." This 1993 study is concentrated on an 87-mile segment of the canal corridor. Using a more fully developed definition of integrity, i.e., "the composite effect of seven qualities: location, design, setting, materials, workmanship, feeling, and association," and evaluating the entire corridor, not just the canal itself, the study has concluded that integrity is not lacking in the study area.

Congressional recognition of three National Heritage Corridors (NHCs) has established a new framework in which to study diverse resources such as those of the Ohio & Erie Canal Corridor and may provide an alternative for management of these resources. The Corridor exhibits many of the same characteristics as the three existing NHCs. Like the existing NHCs, the Ohio &

German Picnic, from 17 mile lock (Independence Ohio) to Superior Street in Cleveland. The boat was really a powder boat.



Erie Canal Corridor is in need of some special recognition or technical assistance. It has mechanisms in place for a cooperative arrangement with the National Park Service and contributions from other sources to assure long term protection of the resource and, with the existing NPS facility in such close proximity, would be able to establish and continue a standard of maintenance, operations, public service and financial accountability consistent with requirements applicable to National Park System units. The Ohio & Erie Canal Corridor is eligible as a National Heritage Corridor, an affiliated area of the National Park System.

Draft National Heritage Partnership legislation, designed to establish a program to preserve and protect natural, cultural and historical resources that are worthy of national recognition but which do not meet the requirements for full inclusion in the National Park System, is currently under consideration. This draft legislation suggests a set of eight criteria better suited for evaluation of diverse resources such as those represented in the Ohio & Erie Canal Corridor. Not only does the Ohio & Erie Canal Corridor meet the suggested criteria, but it does, in fact, represent the very type of resource that the potential legislation is designed to protect. It is the conclusion of this study that the Ohio & Erie Canal Corridor is both suitable and feasible for designation as a component of the potential National Heritage Partnership system.

This study examined four possible alternatives for an organization or framework to facilitate the protection and management of corridor resources. Each alternative identifies a role for private citizens and various levels of government,

and examines advantages and disadvantages of the proposed action. The four alternatives discussed are No Action; a Regional Initiative, which relies on a community based regional framework; a State Initiative, which would create a mechanism to manage the corridor at the state level; and a federally authorized National Heritage Corridor.

State Boat at Ira near Akron.
Captain Charles Hatch in charge.

Lower Lock, Trenton

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**Inside Cover - State Boat #2 at the Wilson's (Alexander's 4) Mill, Lock 37.**

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## Abbreviation Glossary

**BLACKSTONE** - Blackstone River Valley National Heritage Corridor

**CVNRA** - Cuyahoga Valley National Recreation Area

**DELAWARE AND LEHIGH** - Delaware & Lehigh Navigation Canal National Heritage Corridor

**EPA** - Environmental Protection Agency

**I&M** - Illinois & Michigan Canal National Heritage Corridor

**ISTEA** - Intermodal Surface Transportation Efficiency Act of 1991

**NCVCI** - North Cuyahoga Valley Corridor, Inc.

**NHC** - National Heritage Corridor

**NHL** - National Historic Landmark

**NHP** - National Heritage Partnership

**NNL** - National Natural Landmark

**NPS** - National Park Service

**NRHP** - National Register of Historic Places

**OAI** - Ohio Archeological Inventory

**ODNR** - Ohio Department of Natural Resources

**ODOT** - Ohio Department of Transportation

**OECCC** - Ohio & Erie Canal Corridor Coalition

**OHI** - Ohio Historic Inventory

**OHS** - Ohio Historical Society

**RAP** - Remedial Action Plan

**RTCA** - Rivers, Trails, and Conservation Assistance Program

**SCORP** - Statewide Comprehensive Outdoor Recreation Plan

**SHPO** - State Historic Preservation Office

# Introduction

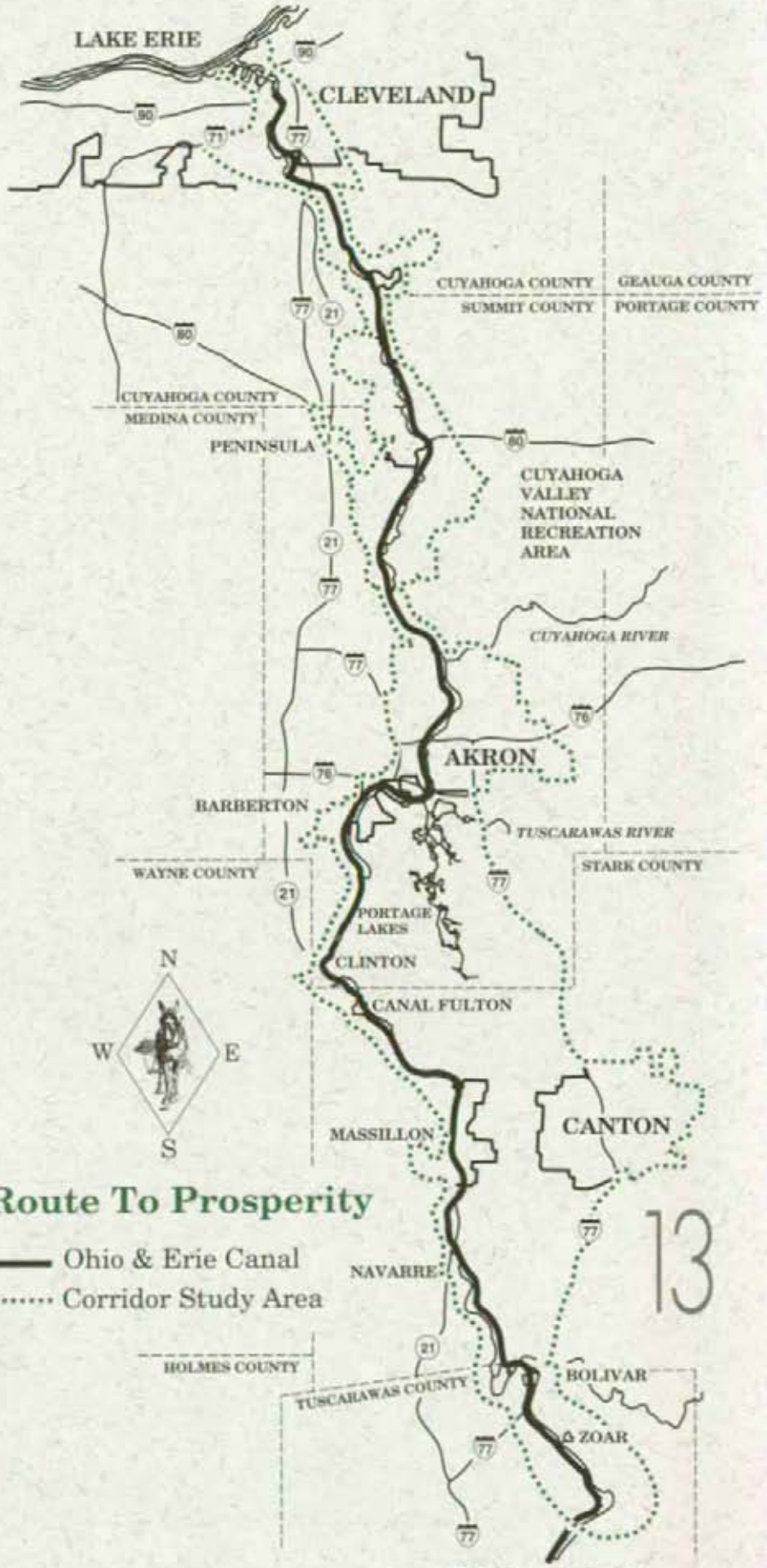
**A heritage corridor is, " a coherent and identifiable region comprising a composite of outstanding natural, cultural, scenic, aesthetic, and recreational resources whose integrity make it worthy of national recognition. It is the interplay at a regional level between these resources and the local community(ies) - on a social, economic, political, and even spiritual level..."**

**A working definition developed by the National Park Service**

A typical scene on the canal near Independence Ohio

In fiscal year 1991, Congress appropriated $175,000 for the National Park Service (NPS) to conduct a study of the Ohio & Erie Canal Corridor from Cleveland to Zoar, Ohio. The intent of the study is to provide information to Congress to guide decisions concerning the future of the Ohio & Erie Canal Corridor. The study identified resources along the 87-mile corridor from Cleveland to Zoar and analyzed alternative ways to preserve, interpret and manage these resources. An analysis of the corridor's national significance and its suitability and feasibility for inclusion as an affiliated area of the National Park Service or as a unit of the potential National Heritage Partnership system was also conducted.

The Ohio & Erie Canal Corridor study area includes Ohio & Erie Canal lands in Cuyahoga, Summit, and Stark Counties and a portion of canal lands in northern Tuscarawas County. The 87-mile corridor originates at the shores of Lake Erie in Cleveland and runs south to the village of Zoar. The east/west boundaries of the study area are defined in the northern third by the Cuyahoga County Planning Commission's North Cuyahoga Valley Corridor Study, 1992 and the designated boundaries of the Cuyahoga Valley National Recreation Area (CVNRA). South of CVNRA, the study area is defined by the route of the Ohio & Erie Canal, associated landscapes, communities, and related cultural, natural, recreational, and industrial resources of the region. Included in the study area are the cities and communities of Cleveland, Cuyahoga Heights, Garfield Heights, Newburg Heights, Brooklyn Heights, Independence, Valley View, Bedford, Brecksville, Peninsula and Boston Township, Richfield, Bath, Cuyahoga Falls, Akron, Barberton, Clinton, Canal Fulton, Massillon, Canton, Navarre, Bolivar and Zoar.



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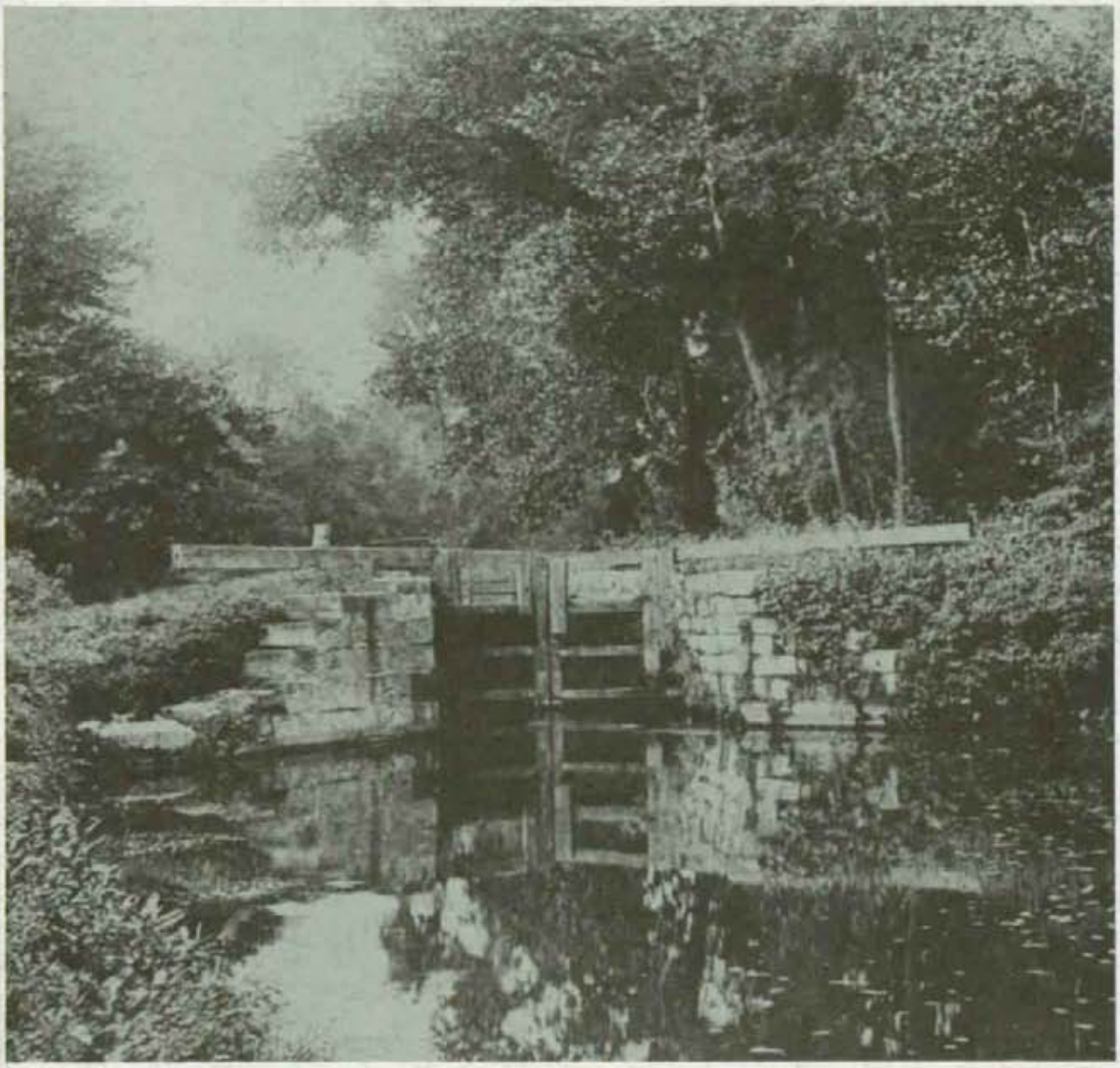
The importance of the Ohio & Erie Canal to all Americans was acknowledged in 1966, when a four-mile section of watered canal in southern Cuyahoga County was designated as a National Historic Landmark (NHL). This designation recognized Ohio's canal network as one of America's most extensive and successful systems during a period in history when canals were essential to the nation's growth. The Ohio & Erie Canal was Ohio's first canal, completed in 1832, and was the first inland waterway to connect the Great Lakes at Lake Erie with the Gulf of Mexico via the Ohio and Mississippi Rivers.

The national importance of a portion of the Ohio & Erie Canal Corridor was again recognized with the authorization of CVNRA in 1974. This 33,000-acre NPS unit was designated for the purpose of, ***"preserving and protecting for public use and enjoyment the historic, scenic, natural, and recreational values of the Cuyahoga River and the adjacent lands of the Cuyahoga Valley and for the purpose of providing for the maintenance of needed recreational space necessary to the urban environment..."*** The enabling legislation for CVNRA evolved from an earlier bill, the "Ohio Canal and Cuyahoga Valley Recreation Development Act," which proposed a network of three separate but interrelated units: ***"a 28,000-acre park in the Cuyahoga Valley along the river and canal, a recreation corridor following the canal south of Akron through Summit, Stark, and Tuscarawas Counties, and designation of the Cuyahoga River upstream from Akron as a recreation river under the National Wild and Scenic River Act."*** In a 1975 NPS Suitability/Feasibility Study, Proposed Ohio & Erie Canal, which explored the historical significance, integrity and recreational potential of the entire 308-mile canal, the NPS concluded

The Cuyahoga River and Cleveland skyline

The Village of Zoar, Ohio



Lock 21 near the junction of Merriman Road and Riverview Road in Akron. About 1890.



that the Ohio & Erie Canal had national significance but that the physical remains of the canal lacked integrity. The canal was identified as being ***"an open corridor of substantial recreation potential."*** Although the canal remains overall were said to be lacking in integrity, two segments of the canal were identified as **"outstanding examples of well-preserved canal and related facilities"**; both of these segments are within the boundaries of this study.

Protection and enhancement of the diverse resources of the Ohio & Erie Canal Corridor are not new ideas (Appendix A). Mechanisms exist today to re-evaluate broad natural and cultural landscapes such as those found in the Ohio & Erie Canal Corridor, and to consider new types of protective designation that rely on local ownership and management of resources in cooperation with the NPS. Varying levels of protection can lead to Affiliated Area status and draft National Heritage Partnership (NHP) legislation suggests criteria better suited for evaluation of canal resources. The suitability and feasibility analysis of the Ohio & Erie Canal Corridor conducted in this study uses both sets of criteria.

and use in the Ohio & Erie Canal Corridor is representative of the greater Northeast Ohio Region, varying from heavy industry to forests and including agricultural, suburban, residential, commercial, mining, and public open space. The land is owned by individuals, institutions, corporations, and governmental entities.

The Cleveland/Akron/Canton region is the country's 12th largest metropolitan area. Beginning in the 1970s, the region began to experience a significant decline in manufacturing and industrial activity. Loss of manufacturing and commercial jobs, migration of work force from the cities to the suburbs, and aging public infrastructure are issues facing the corridor cities. Commercial and residential growth is occurring in the suburban belts. A regional approach to economic development is underway, due to competition with other major cities for jobs, manufacturing, and tourism. Organizations such as Northeast Ohio Economic Development Council, Western Reserve and Crossroads Resource, Conservation and Development Areas, the Greater Cleveland Growth Association, Akron Regional Development Board, and Cleveland Tomorrow understand the benefits of regional cooperation and the role the Ohio & Erie Canal Corridor plays in uniting the region.

The northern corridor, as defined in the North Cuyahoga Valley Corridor Plan, is dominated by large scale industrial land use along the river floodplain. Older urban and ethnic neighborhoods are located on the rim of the Valley; these communities traditionally supplied the work force for the industries below. The light industrial and commercial development of the Cuyahoga Valley adjacent to CVNRA is fairly recent. Undeveloped land consists of floodplain and steep, unstable ravines. CVNRA is an "island of green" between Cleveland and Akron. Forest, fields, and wetlands within the park change abruptly to concrete, strip malls and industrial parks at the boundaries. The 33,000-acre park along the Cuyahoga River preserves open space, natural areas and history, while providing recreational opportunities to the region.

From CVNRA south through Akron and Barberton, land use in the corridor is mixed urban, residential, commercial and industrial. The polymer industry which produces rubber or plastic polymer materials is concentrated in Akron. In the mixed urban environment, several units of Metro Parks, Serving Summit County provide greenspace along the Cuyahoga River. The low density suburban and agricultural nature of the corridor in southern Summit and northern Stark Counties changes to an urban character near Massillon and Canton. The urbanized area of Canton supports approximately 67% of Stark County's population.

The corridor, south of Massillon through Stark County and northern Tuscarawas County, retains much of its canal era character. Agriculture is the dominant land use, interspersed with small canal towns and villages which once served as the ports for exporting produce and raw materials. Agricultural use includes row crops, cover crops, pastures and orchards. The canal era cultural landscape is evident in Canal Fulton, Navarre, Bolivar and the surrounding farms. Canal Fulton and Navarre are preserving their heritage by restoring canal era buildings and stretches of the canal towpath, but encroaching suburban development is threatening the integrity of the cultural landscape. Effects of low density suburban development are visible on the once pastoral hillsides surrounding Canal Fulton and Zoar.

## Population

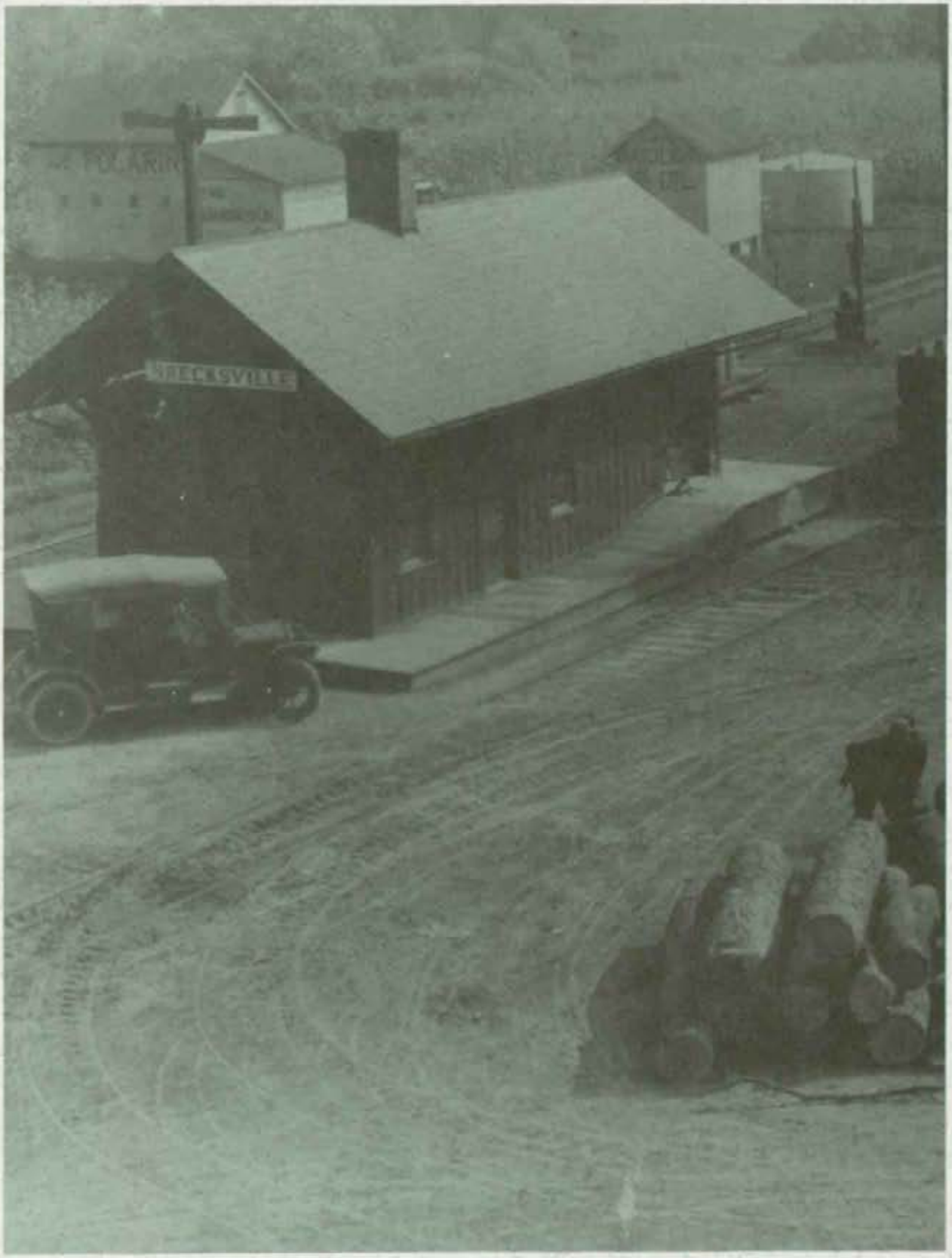
Over 45% of Ohio's total population of 10,847,115, approximately 5 million people, lives within fifty miles of the Ohio & Erie Canal Corridor. The corridor is within a half-day's drive of approximately 25 million people, including those located in the population centers of Youngstown, Columbus, Cincinnati, Dayton, and Toledo, Ohio; Detroit, Michigan; Buffalo, New York; Indianapolis, Indiana; and Pittsburgh, Pennsylvania.

According to 1990 census data, population of the four counties in the study area is as follows: Cuyahoga - 1,412,140, Summit - 514,990, Stark - 367,585, and Tuscarawas - 84,090.

The urban areas of the corridor have large concentrations of ethnic and minority people. Overall, minority groups represent approximately 10% of corridor residents. Over 50 ethnic groups are represented in Greater Cleveland alone. Neighborhoods such as Fleet, a Slavic settlement; Broadway Avenue, a Czech settlement; and the multi-ethnic Tremont with Puerto Rican and Appalachian immigrants, are examples of the ethnic diversity repeated in communities throughout the corridor.

Despite the small decline in the region's population during the 1980s, the accelerated urban sprawl that is now underway in the communities on the outer boundary of Cuyahoga County has created the framework for an emerging megalopolis. Rapid urbanization, without appropriate protection and planning, threatens the Ohio & Erie Canal Corridor resources.

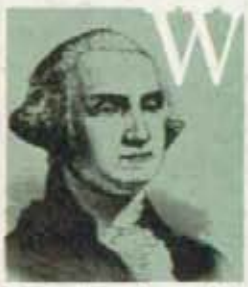
Methodist Church picnic, near Cleveland. Captain Frank Lyons, Owner.




Brecksville railroad depot, 1923.

# Historical Background

Fully laden canal boats near Navarre



When the first European-American explorers entered the river valleys of the Cuyahoga and Tuscarawas, they found a transportation corridor rich in resources, and one that had been used for thousands of years by historic and prehistoric Native American cultures. They found a "route to prosperity."

The accessible natural resources of these rivers and their valleys had been used for almost 12,000 years before the European-American explorers arrived. These resources and the relative ease of travel in the area led animals, such as mastodons, north through the river valleys. Paleo-Indians followed, the first of five prehistoric cultures that would make this region their hunting ground, home and center of trade. Later prehistoric cultures would cultivate crops in the rich floodplain soils, beginning an agrarian lifestyle that continues to the present. To the Indians of historic times, the Cuyahoga and Tuscarawas rivers, connected by a short seven-mile portage or "carrying place" over the continental divide, served as a highway for travel between the Great Lakes and the Ohio River. As the French and English explored the Great Lakes for furs, they set up temporary posts along this route to trade with the Indians who traveled and settled these river valleys.

This transportation route played a crucial role in early rivalries, as the French, English, Indians, and, later, Americans competed for control of the "Northwest". The expeditions of Major Robert Rogers, in 1760, and Col. Henry Bouquet, in 1764, followed the "Great Trail" to the Tuscarawas River and the capital of the Delaware and Tuscarawas Indians near present day Bolivar. The Muskingum, Mahoning and Cuyahoga War Trails provided a major north-south route through the Cuyahoga and Tuscarawas river valleys used by all of these conflicting forces. Realizing the importance of this transportation corridor, American forces built Fort Laurens, Ohio's only Revolutionary War fort, near Bolivar. The Treaty of Greenville (1795) designated the Cuyahoga and Tuscarawas Rivers as the western boundary between Indian and U. S. territory.

Recognizing the value of this transportation route, America's founders took an early interest in the Cuyahoga and Tuscarawas rivers. Sensing the importance of linking the new United States to the "western country", George Washington wrote, in 1784:

***"It has always been my opinion that the shortest, easiest, and least expensive communication with the invaluable back country would be to let the courses and distances be taken to the mouth of the Muskingum and up that river (Muskingum and Tuscarawas) to the carrying place to the Cuyahoga, down the Cuyahoga to Lake Erie."***

Settlement came slowly. Pioneers found that the area's abundant resources provided all that was necessary for living but not for prospering, as the region was isolated from markets to the east and south. They realized prosperity would not happen until there was a reliable transportation system. With assured completion of New York's Erie Canal, linking eastern markets to Lake Erie at Buffalo, Ohio pioneers began to construct a canal. The northern section of this canal was built in the Cuyahoga and Tuscarawas river valleys because of reliable water source. When it was completed in 1832, the 308-mile long Ohio & Erie Canal became the nation's first inland waterway connecting the Great Lakes at Lake Erie with the Gulf of Mexico, via the Ohio and Mississippi rivers. The Ohio & Erie Canal was the first, and would become the most prosperous, of a statewide canal system that became one of the nation's most extensive and successful.

The economic impact of the Ohio & Erie Canal was immediate. The young State of Ohio quickly moved from near bankruptcy to economic prosperity. Ohio became the third most prosperous state in the Union in just twenty years. Property values in the northern six canal counties increased 360% between 1832 and 1840. Cleveland became the major lake port, handling the greatest tonnage of the Great Lakes grain trade through 1853. In 1851

alone, 2.5 million bushels of wheat arrived in Cleveland and 11 million pounds of merchandise were shipped south. Akron and its emergence as a grain milling center were a direct result of the canal. Massillon became a port for wheat exports, shipping 1.7 million bushels of wheat and flour north in 1847.

Prosperity was not limited to the larger cities. The communities of Peninsula, Clinton, Canal Fulton, Navarre, Bolivar, and Zoar thrived with increased commerce. Populations increased, with many of the newcomers immigrating from around the world. Today, ethnic diversity is a regional trademark. In the 1850s, coal from the Tuscarawas River Valley became a major commodity on the canal, fostering development of the iron and steel industries in Massillon and Cleveland. The Ohio & Erie Canal was indeed the "ditch that brought the world to the wilderness" and an unprecedented "route to prosperity." This "route to prosperity" also became a route to freedom in the 1840s. Slaves from the south traveled north along a part of Ohio's Underground Railroad network through the corridor towns of Navarre, Massillon, Akron and Cleveland (known as Station Hope) on their way to freedom in Canada.

The Ohio & Erie Canal served the state until 1913, although its importance as a transportation route began to decline by the mid-1850s. Just as canals and dirt roads once replaced rivers and trails as major travel routes, the faster, year-round railroad networks replaced the canals. Industrial growth continued throughout the entire Ohio & Erie Canal Corridor in the last half of the 19th century, but it occurred primarily in the bigger cities. In 1864 and 1865, Cleveland received over half of all the iron ore mined in the Lake Superior region. The demand for raw materials required additional vessels and by 1865, 44% of all ships built for use on the Great Lakes were being built in Cleveland. Other industries such as Thomas H. White's sewing machine company, Henry A. Sherwin and Edward P. William's paint company, and Grasselli's chemical plant caused Cleveland to emerge as one of the leading manufacturing centers in the nation. Particularly important was John D. Rockerfeller's Standard Oil, which started in Cleveland in 1870 and within 12 years controlled 90% of the nation's refining capacity. Standard Oil became synonymous with industrial monopoly and was a major cause of public outrage leading to the passage of America's anti-trust laws. These industrialists shared their wealth with the community, establishing many of Cleveland's most enduring local institutions, foundations, public parks and structures, and contributing to organizations such as the Salvation Army, founded in the Cuyahoga Valley in 1872 as the first post in the United States.

In Akron, John R. Buchtel's Buckeye Works and J.F. Seiberling's Empire Works were leading innovators and manufacturers of farm machinery. B.F. Goodrich opened the first rubber factory in 1872; soon followed by Firestone, Goodyear, and others. By 1910, Akron acquired the title of "Rubber Capitol of the World." The birth of the United Rubber Workers of America labor union was a by-product of Akron's rubber industry.

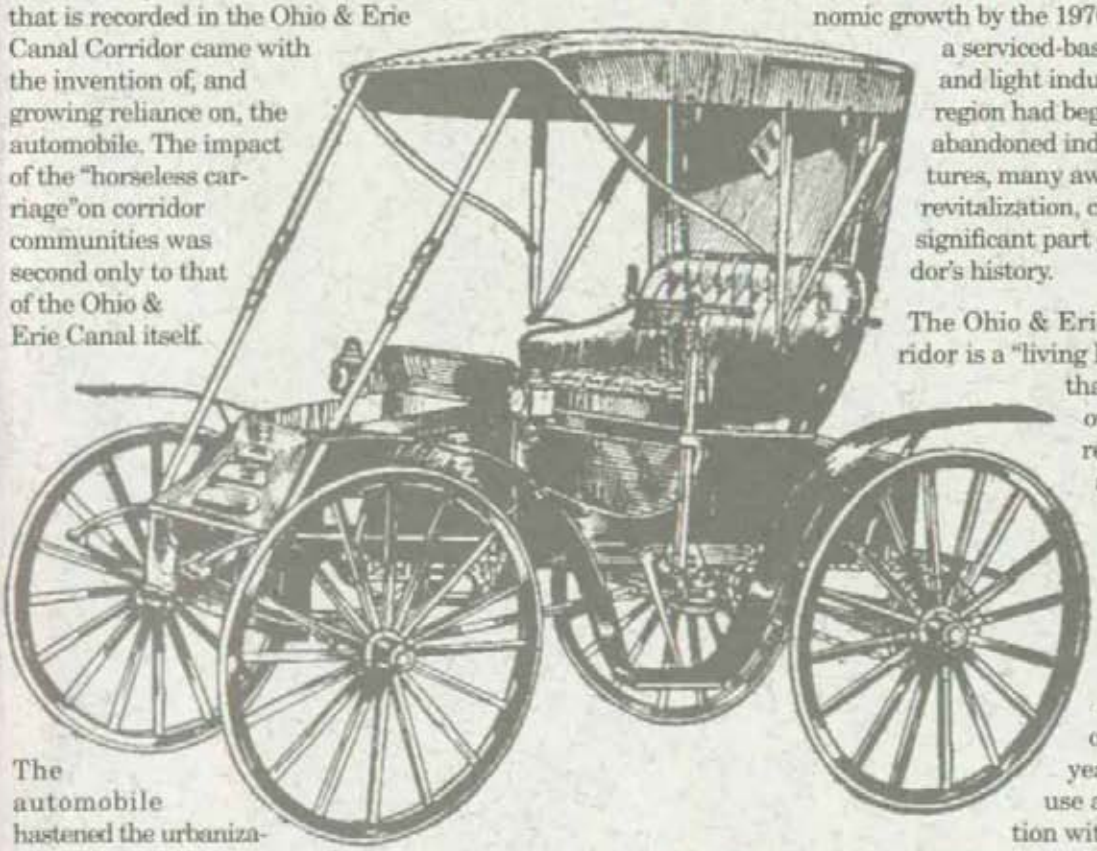
Canton experienced significant growth as the railroads extended the reach of this transportation corridor. Ironically, while this growth was occurring, famous Canton resident and Ohio Governor William McKinley was advocating in 1892 that the state look to modernize its canals, "in the interest of cheap and better transportation." McKinley became the 25th President of the United States but his dream of a revitalized canal system never became reality.

In Barberton, Ohio Columbus Barber, the "Match King", invented the safe friction match and founded the Diamond Match Company, another nationally prominent industry. Massillon became a major iron and steel center. Even the small town of Navarre was affected when Herbert H. Dow established a chemical plant along the canal

in 1896. While the cities continued to develop, many of the smaller canal towns north and south of Akron remained rural, retaining an appearance of times past.

As urban and industrial growth continued, a new mode of transportation developed along the "route to prosperity." Streetcars and inter-urban rail lines provided transportation within and between communities. Lines such as the Northern Ohio Traction & Light Company offered commuters a route from city to city, and the opportunity to leave urban life behind with trips from Cleveland to destinations such as Meyer's Lake Amusement Park in Canton.

The last step in the evolution of transportation that is recorded in the Ohio & Erie Canal Corridor came with the invention of, and growing reliance on, the automobile. The impact of the "horseless carriage"on corridor communities was second only to that of the Ohio & Erie Canal itself.



The automobile hastened the urbanization of the countryside, as it became easier to live outside of the city, and led to the development of a system of roads and highways which continues to serve the corridor today. The use of the automobile for recreation led to development of a system of parkways, primarily in Cuyahoga and Summit Couties, that are still significant recreational resources. Business boomed as the auto industry concentrated its manufacturing in the midwest. Within one decade of locating in Canton in 1901, the Timken Roller Bearing Axle Company became the town's leading industry. Akron became the world leader in the production of tires. The steel industries in Cleveland and Massillon expanded to meet the demand for automobiles. Cleveland's Standard Oil became an international supplier of gasoline. Automobile manufacturing added greatly to the region's expanding industrial base.

The population increase in corridor cities was dramatic. Between 1910 and 1920 the population of Canton increased over 73%. Akron's population increased three fold over the same period. By 1930, with a population of 900,429, Cleveland was the sixth largest city in America. A decline in the smokestack industries of rubber, steel, coal and oil led to sluggish economic growth by the 1970s. A shift to a serviced-based economy and light industry in the region had begun. Today, abandoned industrial structures, many awaiting revitalization, chronicle this significant part of the corridor's history.

The Ohio & Erie Canal Corridor is a "living landscape" that has changed over time while retaining an ambience of the past. Recorded and preserved within the corridor is a continuum of over 12,000 years of human use and interaction with the natural environment. The evolution of transportation that made the Ohio & Erie Canal Corridor a "route to prosperity" is a prominent part of the region's cultural landscape. Prehistoric and historic archeological sites; historic, architectural, industrial, and engineering sites; and historic structures remain as integral parts of the landscape.

# Cultural Resources Of The Corridor

Bolivar aqueduct spanning the Tuscarawas River

Many cultural resources of the Ohio & Erie Canal Corridor have been surveyed by the Ohio Historic Preservation Office through the Ohio Historical Inventory (OHI) and Ohio Archeological Inventory (OAI). The OHI records places of historic or architectural merit and the OAI records prehistoric and historic archeological sites. These inventories currently provide the most complete listing of the corridor's cultural resources.

The OHI lists over 1400 historical structures, encompassing a time span from the late 1700s to the mid 1900s, that interpret nearly all aspects of life in the Ohio & Erie Canal Corridor. Some of the most significant structures are the remnants of the Ohio & Erie Canal itself, visible throughout nearly 90% of the corridor. Although modified in the early 20th century when the state attempted to restore the canal, the 19th century character of these structures still remains. Not only do the remains of the canal help to define the physical boundaries of the corridor today, but the original canal defined the growth and evolution of this region. Thus the resources identified through this study are intimately tied to the Ohio & Erie Canal itself: the completion of the canal changed agriculture from a mere subsistence activity to a prosperous business and this initial prosperity made the area attractive to industry. Industry brought employees of wide ethnic diversity to the region, which resulted in the remarkable array of distinct neighborhoods and architectural styles that are found throughout the area.

The story of one of Canton's most famous residents, 25th President William McKinley, is preserved at the Saxton House (c.1841) where he lived for 19 years and at his final resting place, the 75-foot high, domed, granite McKinley Memorial NHL. In Navarre, the J. D. Defines Grocery is the site where McKinley, as a young lawyer, tried his first case.

The study area also contains over 200 structures that are included on the National Register of Historic Places (NRHP). Many more properties are considered to be potentially eligible for the NRHP. In addition, the William McKinley Tomb in Canton, Stan Hywet Hall in Akron, and a four-mile watered section of the Ohio & Erie Canal in CVNRA have received NHL designation because of their national significance.

The cultural resources of the study area can be grouped according to the various themes outlined in History and Prehistory in the National Park System and the National Landmarks Program. Because of the tremendous diversity of resources in the study area, many themes are represented. Resources related to the most important themes are described below.

**Theme XIV. TRANSPORTATION**

*Subtheme: Canals*

• **Cleveland to Cuyahoga Valley National Recreation Area** - The first five miles of the Ohio & Erie Canal, now buried under railroad tracks, are still used as a transportation corridor. A canal era warehouse remains in the Cleveland Flats. South to CVNRA, a five-mile watered section of canal retains much of its integrity, including Lock 40 and the Mill Creek Aqueduct.

Canal Commissioner Alfred Kelly, who gave up his Cleveland law practice for eight years to survey and manage the construction of the canal.

• Cuyahoga Valley National Recreation Area - Of the 19-miles of the Ohio & Erie Canal within CVNRA, six miles are still watered; three of these are designated an NHL. Canal remnants include 16 locks, of which one has been restored; the Tinkers Creek Aqueduct; the Pinery Feeder and Dam, which still feeds water into the canal; and various spillways, weirs and other structures.

• Cuyahoga Valley National Recreation Area - Canal related structures include the restored House at Lock 38 (c.1827/c.1853), Wilson's Grist Mill (c.1853), and the 1826 Frazee House. The villages of Boston, Everett and Peninsula retain much of their canal-town character.

• Akron - Located in the center of downtown Akron are the remnants of 12 of 18 locks of the Ohio & Erie Canal known as the Cascade Locks. This one-mile section of the canal was an engineering innovation that took the Ohio & Erie Canal out of the Cuyahoga Valley to the top of the continental divide. The OHI lists 376 structures in Akron, of which 33 are currently on the NRHP.

• Akron - The remains of Locks 18 through 10, the mill race, and canal related structures such as the Mustill Store and Lock House were recently listed on the NRHP as a Historic District.

• Akron - Restored Lock 2 now serves as a city park. Nearby are remnants of the Pennsylvania & Ohio Canal, which once linked the Ohio & Erie Canal to Pittsburgh and the cross state Pennsylvania Main Line Canal.

• Summit Lake, south of downtown Akron, is one of a string of natural lakes known as the Portage Lakes that served as the main water source for the northern section of the Ohio & Erie Canal. These lakes, now a state park, still provide water to the canal north through Akron and south for two miles between Akron and Barberton. Young's Tavern, originally built to serve canal travellers, continues to overlook the canal.

• Barberton - The watered section of the canal ends in north Barberton, but remnants of the Wolf Creek Aqueduct and traces of the canal and towpath are still evident.

• Clinton - Little has changed in the village of Clinton since its mid-19th century growth along the Ohio & Erie Canal. Many historic structures, primarily residential, remain from the canal era. Remnants of the upper and lower Clinton Locks and a guard lock are visible north of the village.

• Three miles of canal between Clinton and Canal Fulton are still watered and the towpath is easily traversed, retaining its past character.

• Canal Fulton - The emergence of Canal Fulton as a canal port for agricultural produce, 1840 - 1880, is represented by numerous wood-framed vernacular structures.

• Canal Fulton is the home of the reproduction canal boats, St. Helena II and Helena III.

• Lock 4, south of Canal Fulton, has been

restored and serves as the center piece of a small community park.

• Much of the Ohio & Erie Canal between Canal Fulton and Massillon is watered. The towpath and the pastoral quality of adjacent farmland, both of which retain considerable historic integrity, contribute to its value as both a cultural and recreational resource.

• Massillon - Many downtown buildings date from the mid-19th century, retaining the city's canal heritage.

• Navarre preserves a cross section of life in a rural canal town. The J. D. Defines Grocery Store, built in 1850 and listed on the NRHP, has been accurately restored, preserving an important part of Navarre's canal era history.

• Navarre - Eight miles of the Ohio & Erie Canal from Navarre to Bolivar are well preserved. This section includes the stone piers of an aqueduct that carried the canal over the Tuscarawas River north of Bolivar.

• Bolivar - East of town are the remains of the Sandy & Beaver Canal, including abutments of an aqueduct over the Tuscarawas River. This 73-mile, east-west canal connected the Ohio River at Beaver Pennsylvania to the Ohio & Erie Canal.

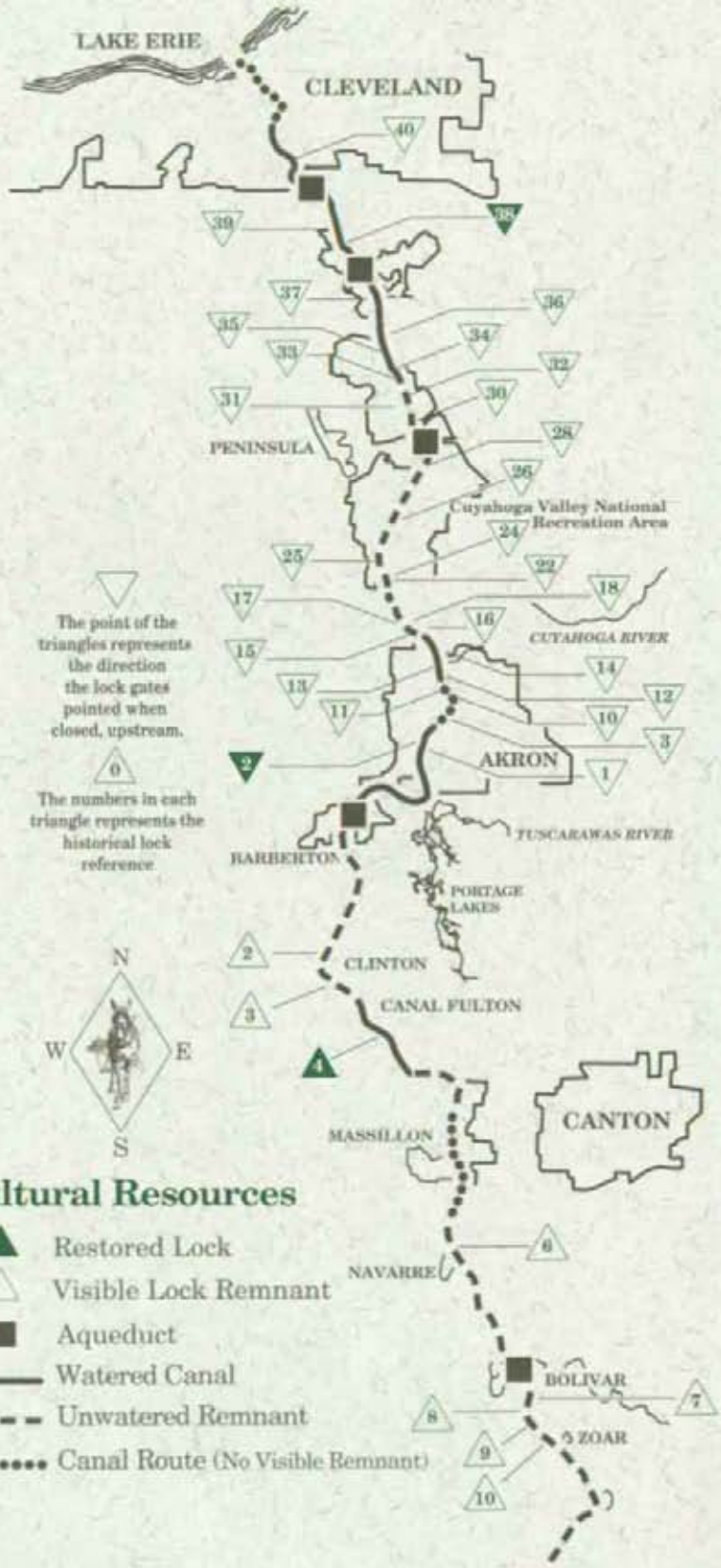
• Much of the route of the Ohio & Erie Canal is apparent from Bolivar through Zoar to Zoarville. Along this 7-mile section of overgrown towpath and canal are the remains of four lift locks, and a feeder system and lock.

• South of Zoar is an 1829 canal inn.

*Subthemes:*
*Early Turnpikes, Roads, and Taverns East of the Mississippi; Railroads; and Automobiles, Buses, Wagons, and Highways.*

• Cleveland Flats - the 1898 B & O Railroad Terminal.

• Cuyahoga Valley National Recreation Area - Twenty-six miles of the Cuyahoga Valley Line Railroad (c.1880) is on the NRHP, depicting another chapter in the evolving transportation story.

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• Clinton - The nearby town of Warwick, incorporated into Clinton, contains a number of historic railroad structures, and a small business district gives evidence of the evolution of transportation from canal to railroads.

• Cleveland to Cuyahoga Valley National Recreation Area - Many bridges span, or once spanned, the Cuyahoga River. Today, numerous swing, lift, and jackknife bridges, as well as the high-level Detroit-Superior (c.1917) and Lorain-Carnegie Bridges (c.1927) still span

the river, and one can still find remnants of the 1878 Superior St. Viaduct.

• Cuyahoga Valley National Recreation Area - The reconstructed Everett Road Covered Bridge (c.1877), restored iron truss Station Road Bridge (c.1882), and concrete arch Route 82 bridge over the Cuyahoga Valley (c.1939) exemplify the evolution of roads and highways.

• Zoar - south of town is an 1883 Pratt Truss wrought iron bridge spanning the canal.

• Zoarville - This community was the Zoarites link to the railroad built in 1855. Ehler's General Store, founded in 1835, continues to operate, but is now located in the 1845 Zoar Custom Mill building.

• Zoarville - An 1868 Fink Through Truss bridge spans Conotton Creek. The last of its kind in the nation, this significant structure has been documented through the NPS Historic American Engineering Record program.

**Theme XII. BUSINESS**

*Subtheme:*
*Manufacturing Organizations*

• Cleveland to Cuyahoga Valley National Recreation Area - Sites where industrialists created the companies and products that gained international prominence for Cleveland are identified and still in use. The iron and steel industry, cornerstone of the Cuyahoga Valley in the last half of the 19th Century, is still a vital part of the landscape.

• Akron - The story of the city's emergence as an industrial leader is preserved at sites such as Quaker Square, birthplace of Quaker Oats; B.F. Goodrich, Firestone, and Goodyear Rubber factories; and the Goodyear Airdock.

• Akron - The homes of industrialists, including the 1871 Victorian mansion of John Hower and the Stan Hywet estate of Goodyear Tire & Rubber Company founder Frank A. Seiberling, designated an NHL, further illustrate Akron's industrial prominence.

• Akron - The complete communities of Goodyear Heights (c.1912) and Firestone Park (c.1915), built to provide suitable housing for mill employees, endure.

• Barberton started as a 550-acre planned industrial community surrounding Lake Anna which was laid out in 1891 by Akron industrialist O. C. Barber. When Barber moved his Diamond Match Company to Barberton three years later, the city boomed. Five structures associated with the Barber estate, known as the Anna Dean Farm, are listed on the NRHP.

*Subtheme:*
*Extractive or Mining Industries*

• Clinton - West of town are the coal mines of Rogues Hollow. Coal was hauled to Clinton on a tram railroad where it was loaded on canal boats and carried north to feed the developing smokestack industries of Akron and Cleveland.

• Canal Fulton - The discovery of coal nearby provided the town with continued prosperity through the mining era, 1880-1920. This story is preserved through the several Italianate brick commercial structures

that grace Main Street. Recent restoration of Main Street and many building fronts will be followed by restoration of the backs of these structures that face a still watered section of the Ohio & Erie Canal.

• Navarre - In the 1850s, locally mined coal became a major commodity on the canal that fostered the growth of the iron and steel industry in Massillon and Cleveland. The remnants of these mines, near Navarre, are significant historical resources.

• Zoarville - On the grounds of Camp Tuscazoar, founded in 1926 and in continuous use since then, are the remnants of the mines which provided iron ore to Zoar.

## THEME XI. AGRICULTURE

• Cleveland Flats - a mid-1820s grain elevator is still in use

• Massillon's agricultural heritage is exemplified by Spring Hill, the restored homestead and farm of Thomas Rotch, built in 1821. Now on the NRHP, Spring Hill was a stop on the Underground Railroad in the 1850s.

• Navarre - The Surbey Feed Mill (mid 1830s) is one of the few remaining mills built to process, store and ship grain on the Ohio & Erie Canal.

• Navarre/Bolivar - Many of the farmsteads in this area appear to date from the mid 19th century and are representative of

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the agricultural land for which the canal provided market access. Burfield Farms, north of Bolivar, is a notable example with its stone farmhouse.

## THEME XVI. ARCHITECTURE

• Cuyahoga Valley National Recreation Area - A variety of historic structures represent various architectural styles and periods such as Federal, Greek Revival, and Victorian; the early 20th Century company town of Jaite; and numerous Rustic structures built by the Civilian Conservation Corps in the 1930s.

• Akron - The 1837 Greek Revival mansion built by Akron's founding father Simon Perkins; the John Brown House, 1840 home of the famed abolitionist; canal engineer Richard Howe's 1829 Federal style home; the residence of Dr. Robert H. Smith, co-founder of Alcoholics Anonymous; the 1905 statue of an Indian marking the portage route between the Cuyahoga and Tuscarawas Rivers; and the 16-story 1931 Art Deco YMCA building are examples of the range of significant structures that represent Akron's past.

• Barberton - A Certified Local Government project identified 90 structures in Barberton's historic downtown core for inclusion on the OHI. Most of these structures were constructed between 1891 and 1930 in a variety of architectural styles which include elements ranging from "19th century Italianate elements to simple early 20th century commercial designs to examples of Art Deco and Art Moderne from the 1930's." A possible expansion of the Tuscarawas Avenue - Alexander Square National Historic District would include many of these structures.

• Massillon - The Fourth Street Historic District, containing a variety of 19th and early 20th century architecture, has traditionally been home to Massillon's most prominent citizens. The 1835 Greek Revival Wellman House and the 1894 Richardsonian Romanesque mansion known as Five Oaks are examples.

• Canton - Significant downtown structures include the Stark County Courthouse (c. 1868) and the recently restored Spanish Revival Palace Theater (c. 1926). The Ridgewood Historic District is a residential neighborhood that retains its 1920's appearance, due to the preserved building styles and historic streetscapes. The 1818 Landmark Tavern is on the NRHP.

• Bolivar - Architectural vestiges of the canal era include warehouses along Main Street and residential structures adjacent to an overgrown but visible section of the canal. The 1857 Greek Revival Lebold House is on the NRHP. Late 19th century Italianate Victorian commercial and residential structures in the center of the village reflect the influence of railroads on Bolivar's growth.

• Navarre - Twenty-seven of the 58 structures on the OHI were constructed between 1830 and 1860. Examples include the restored Greek Revival Rochester house (c. 1838) and the 1836 Mathews house.

### THEME XXX. AMERICAN WAYS OF LIFE

• Cleveland to Cuyahoga Valley National Recreation Area - Residential neighborhoods built by foreign immigrants employed by industries surrounding the valley retain much of their historic appearance. Archwood Avenue, Broadway Avenue, Ohio City, and Warszawa are Historic Districts on the National Register.

• Zoar - Founded in 1817 by German Separatists seeking religious freedom, Zoar was a self-sustaining community by 1830. The village retains a great deal of its 19th century character and much of the community is now a National Register District. Most of this district, including the Number One House (c.1833), the Tin Shop (c.1825), the Green-

house (c.1835), and the formal garden on the village square, has been restored and is managed by the Ohio Historical Society. Many privately owned structures have been preserved or restored. The fields surrounding Zoar, remnants of the communal agriculture practiced by the Zoarites, are important landscape components of the settlement.

• Seventy-two historic archeological sites are recorded within the corridor. The Irishtown Bend district in Cleveland is an example. The NRHP nomination for this district states:

*"...Irishtown Bend district during the 19th century was an economically and socially homogeneous ethnic working class neighborhood... Today the area is a "preservation window" in which cultural deposits associated with the community appear to have been preserved... (Continued investigation) may lead to revisions in the social and economic history of Cleveland."*

### THEME I. CULTURAL DEVELOPMENTS: INDIGENOUS AMERICAN POPULATIONS

Five prehistoric cultures made this region their hunting ground and home. They include Paleo Indians, Archaic Indians, Adena and Hopewell, both mound builders, and Whittlesey. Extensive investigation within CVNRA provides a sense of the rich archeological resources found within the corridor. Dr. David Brose, former Chief Curator of Archeology at the Cleveland Museum of Natural History, stated during a 1979 interview:

*"artifacts deposited in the valley are representative of every prehistoric period, from the Paleo-Indian through Terminal Late Woodland."* He suggested the significance beyond CVNRA boundaries when he said, *"it is probably most correct to say that at present the valley represents a potentially important (north-south) transition corridor."*

The Ohio Archeological Inventory (OAI) identifies over 550 prehistoric and historic archeological sites within the Ohio & Erie Canal Corridor. Since there has never been a systematic corridor-wide archeological survey, there is the possibility that many more sites exist. Six prehistoric and one historic archeological site are listed on the National Register of Historic Places.

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

The cultural resources of the Ohio & Erie Canal Corridor are numerous and diverse. This cultural landscape has changed over time while retaining an ambiance of the past. It is a living landscape that integrates cultural resource protection with changes necessary for viable communities.

# Natural Resources Of The Corridor

The "E. Moore"
at Hank Minick's coal chute, Trenton.
Hank is on the boat with
Johnny Reicher, Captain.

## Laying The Groundwork

Today the landscape of the Ohio & Erie Canal Corridor is the result of human use of the natural environment. This was, and still is, influenced by the geological formation of the corridor and the utilization and exploitation of the natural resources.

Deposits from ancient inland seas formed the bedrock that is the origin of oil, gas, salt and coal. Shales, limestones, sandstones, and conglomerates of the Appalachian Plateau are visible as bluffs along the Cuyahoga River; spectacular cliffs along Tinkers Creek Gorge National Natural Landmark (NNL); Mill Creek Falls in Cleveland; and Brandywine Falls and Ritchie Ledges within CVNRA.

Canal locks, culverts, and other structures were built from locally quarried sandstone. Clay and shale were processed into brick, pottery and tile at a number of facilities located in the Mill Creek and Independence areas. Layered rock salt also underlies areas of the corridor. These deposits supplied the salt industries in Cleveland, Akron, and Barberton.

The Tuscarawas (seen here) and the Cuyahoga Rivers continue to shape the landscape of the corridor.

Glaciers contoured the landscape, flattening hilltops and filling valleys and plains with silt, sand, clay, and gravel. Weathered, sediment-formed soils, which tend to be clayey and poorly drained, are interspersed with pockets of sand and gravel. Development in the Cuyahoga Valley has been limited because of these unstable soil and slope conditions. Rich valley floodplains have traditionally been mined for topsoil and farmed. The continental drainage divide, south of Akron, was defined by the retreating Wisconsin Ice. The Cuyahoga River Watershed drains north to Lake Erie and the Gulf of St. Lawrence, while the Tuscarawas River Watershed drains south to the Ohio River. Natural lakes, most notably Lake Erie, are a feature of the glaciated landscape. A series of Wisconsin glacial lakes preceded Lake Erie, leaving behind a flat Lake Plain with ancient beach ridges. Cleveland and its suburbs are built on the Lake Plain.

## The Nature of the Corridor

The Ohio & Erie Canal Corridor contains a variety of plants, animals, and natural habitats. Natural systems of forests, fens, kettle lake bogs, marshes, old fields, streams, and lakes are interspersed with cities, villages, orchards, and croplands. These systems have survived with human systems because

The Beaver, once eliminated by settlement from the corridor, have made a strong comeback as evidenced by this dam and pond in the CVNRA.

of the region's physiography. People have congregated in the valleys and on level spots, while valley walls, ravines, floodplains, and wetlands have been left to nature.

The corridor lies on a biological crossroads in the transition zone between the Appalachian Plateau to the east and the Central Lowlands to the west. The Portage Escarpment forms the boundary between these two provinces. The 87- mile corridor transects three regions: Lake Plains, Glaciated Plateau and Unglaciated Plateau. The result of this convergence is a great diversity in plants and animals and a textbook example of forest communities and habitats.

The primary forest communities associated with the Glaciated Plateau are beech-maple, oak-hickory, and hemlock-beech. The rich beech-maple forest is most common. Ice Age relic hemlock-beech forests are found in ravines, while oak- hickory communities are found atop ridges and in drier areas. The Tinkers Creek Gorge NNL contains a rare presettlement hemlock-beech forest on the moist valley floor.

Both rolling hills and steep valleys characterize the Unglaciated Plateau, Ohio's oldest landscape. Oak-hickory forest is the most common community in this part of the corridor.

Some of Ohio's larger mammals, almost eliminated by settlement, have made a strong comeback within the corridor. Most noticeable in the area are beaver, coyote, and white-tailed deer. Migratory birds, such as great blue herons, are returning to the corridor as water quality improves and habitat is preserved. A complete listing of 2300 species of vascular flora and 350 species of vertebrate fauna of CVNRA, representative of the corridor, can be found in the Environmental Assessment of CVNRA, 1976.

There are no federally listed threatened or endangered species found within the corridor. The 1992 Natural Areas and Preserves data from the Ohio Department of Natural Resources (ODNR), list three Federal Category 2 plant species; Butternut, Marsh Spear-Grass, and Glade Mallow. Plants and animals with this status are those which the U.S. Fish and Wildlife Service indicate are possibly appropriate to list as endangered or threatened species, pending further research and information on biological vulnerability and threats. See Appendix B for the complete State and Federal listing.

## The Rivers of Change

Significant progress has been made toward cleaning up the once severely polluted Cuyahoga River.

Rivers, the key natural features of the Ohio & Erie Canal Corridor, continue to shape the landscape and influence current land use. The 100-mile Cuyahoga River originates only 30 miles east of its mouth in Cleveland. The Cuyahoga River was seriously polluted but significant progress has been made toward a clean, natural river. The upper 25 miles of the Cuyahoga River is designated as a state scenic river. The lower Cuyahoga is one of 43 "Areas of Concern" in the Great Lakes Basin identified by the International Joint Commission.

In 1987, the Ohio Environmental Protection Agency was directed to develop a "Remedial Action Plan" (RAP) to identify problems and guide actions for river restoration. An assessment of key problems caused by poor water quality or physical alteration of the river and adjacent lands has been completed. The second phase, now in progress, will recommend remedial actions.

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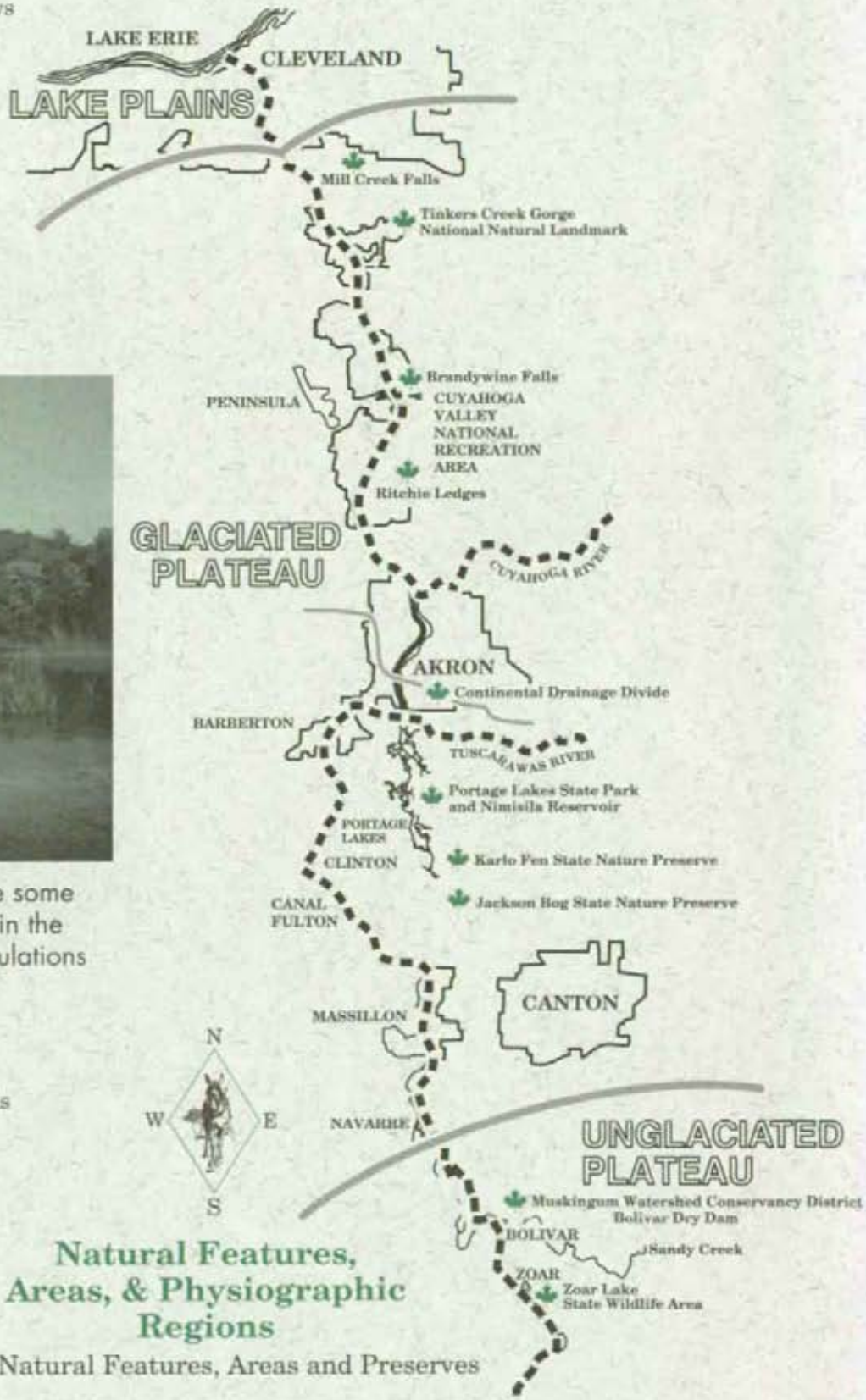
The Beaver, once eliminated by settlement from the corridor, have made a strong comeback as evidenced by this dam and pond in the CVNRA.

# THE OHIO & ERIE CANAL CORRIDOR

The 130-mile Tuscarawas River flows south from Akron, through the corridor, and joins the Walhonding River to form the Muskingum River. The Tuscarawas River flows through rolling farmland and lowlands bordered by steep hills. The river's scenic, recreational, and historic values have been identified by the Nationwide Rivers Inventory as outstandingly remarkable.

Wetlands within the corridor are some of the most important resources in the corridor supporting diverse populations of plants and animals.

Considering that Ohio has lost 90% of its original wetlands, the wetlands and floodplains associated with these rivers are valuable natural resources. Wetlands provide flood protection, purify water, and maintain and recharge groundwater resources.




## Natural Features, Areas, & Physiographic Regions

Natural Features, Areas and Preserves

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# Recreational Resources Of The Corridor

Sunday canoeing by Young's Tavern
near the continental divide

The recreational potential of the corridor has been recognized since the turn of the century, when the Cleveland and Akron Metropolitan Park Districts were established. The Cuyahoga Valley's recreational assets were recognized as nationally significant with the establishment of CVNRA in 1974. Earlier versions of CVNRA's authorizing legislation included designation of a "recreation corridor following the canal south of Akron through Summit, Stark, and Tuscarawas counties."

The 33,000-acre Cuyahoga Valley National Recreation Area preserves 22 miles of relatively undeveloped and scenic open space between Akron and Cleveland. The recreational resources of the park include vast stretches of open space and wildlife habitat; 165 miles of trails for hiking, biking, horseback riding, and skiing; picnic areas; fishing ponds; tobogganing hills; and over 100 miles of scenic roads.

County and municipal parks provide numerous facilities within CVNRA boundaries. These include wildlife management areas and waterfowl sanctuaries; picnic areas and play fields; hiking, bridle, fitness, and all purpose trails; golf courses; swimming, boating and fishing areas; riding stables; tobogganing, sledding, skating, and cross-country skiing areas; and nature centers. Recreational opportunities are also provided by the private sector such as Blossom Music Center, the Western Reserve Historical Society, and the Cuyahoga Valley Line Railroad. Facilities include ski areas, golf courses, a water park and campground, scout camps, and an inner-city youth camp.

Approximately 7 million people annually visit the facilities and activities within CVNRA, including those owned and operated by public, quasi-public, and commercial management partners. Visitation to the park is expected to dramatically increase with the completion of the 19.4-mile Towpath Trail along the Ohio & Erie Canal. The ODNR is the state's largest provider of outdoor recreation open space. Parks, forests, wildlife areas, nature preserves, scenic rivers, and canal lands provide a variety of facilities and programs. The 1993 Statewide Comprehensive Outdoor Recreation Plan (SCORP) highlights Ohio's recreational priorities; many relate to key aspects of the Ohio & Erie Canal Corridor. The state's priority for trail related recreation follows the national trend for acquiring and developing a network of greenways, trails, corridors, and linear recreation resources. State managed areas within or adjacent to the Ohio & Erie Canal Corridor include the following parks and preserves: Lakefront State Park in Cuyahoga County, Portage Lakes State Park in Summit County, Jackson Bog State Nature Preserve in Stark County and Zoar Lake State Wildlife Area in Tuscarawas County. These sites provide opportunities for boating, swimming, fishing, hunting, hiking, and nature observation. The ODNR also owns canal lands in Cuyahoga and Summit Counties that are informally used for hiking, biking, and fishing.

Recreation opportunities are offered by the Ohio Historical Society at Fort Laurens and Zoar State Memorials. These opportunities include interpretive tours of historic buildings and grounds, picnicking, and a variety of special events. The Muskingum Watershed Conservancy District manages 10 lakes and surrounding lands that provide numerous resources and opportunities for participation in recreation activities.

Within or adjacent to the Ohio & Erie Canal Corridor study area are the recreational and natural resources of the Cleveland Metroparks; Metro Parks, Serving Summit County and Stark County Parks. The 19,000-acre Cleveland Metroparks, known as the "Emerald Necklace", encircles Cleveland with 12 reservations, 100 miles of connecting parkways, and the Metroparks Zoo. Metro Parks, Serving Summit County manages a 6,600-acre system of 11 parks, a 23-mile Bike and Hike Trail, an arboretum, and several large conservation areas. Stark County Park District owns and operates six county parks totaling 347 acres.

Community parks and recreation departments provide additional recreational opportunities in the Ohio & Erie Canal Corridor study area. Facilities and programs afford close-to-home recreation. The Barberton Parks and Recreation Commission is but one example, offering an extensive year round recreation program in 13 city parks, and a variety of community special events.

The private sector makes significant contributions to recreation in the Ohio & Erie Canal Corridor, operating recreation facilities, teaching recreation skills, providing concession services on public land, and supplying recreation equipment. Two groups are defined in the private sector: commercial enterprises and private nonprofit organizations.

The number of pleasure boats that make use of Lake Erie and the Cuyahoga River places Cuyahoga County in the top five in the nation for the number of registered pleasure boats

Commercial enterprises provide many specialized recreational facilities and services such as campgrounds, downhill ski areas, marinas, canoe liveries, bike shops, horseback riding, and golf courses. The restaurants, entertainment facilities, and marinas in the Cleveland Flats, which support the pleasure boating activities on the Cuyahoga River and Lake Erie, are examples. The Ohio & Erie Canal Corridor hosts a variety of spectator sports and events. Professional sports include baseball, football, basketball, soccer, and hockey. Canton is home to the Professional Football Hall of Fame and annual Hall of Fame game and induction ceremonies, and the Amateur Sports Hall of Fame. Akron hosts the All-American Soap Box Derby, World Series of Golf, and is home to the Professional Bowlers Association. Cleveland's National Airshow, the nation's longest running, and the Cleveland Grand Prix are two additional events that attract national attention. Private nonprofit organizations, such as the North Cuyahoga

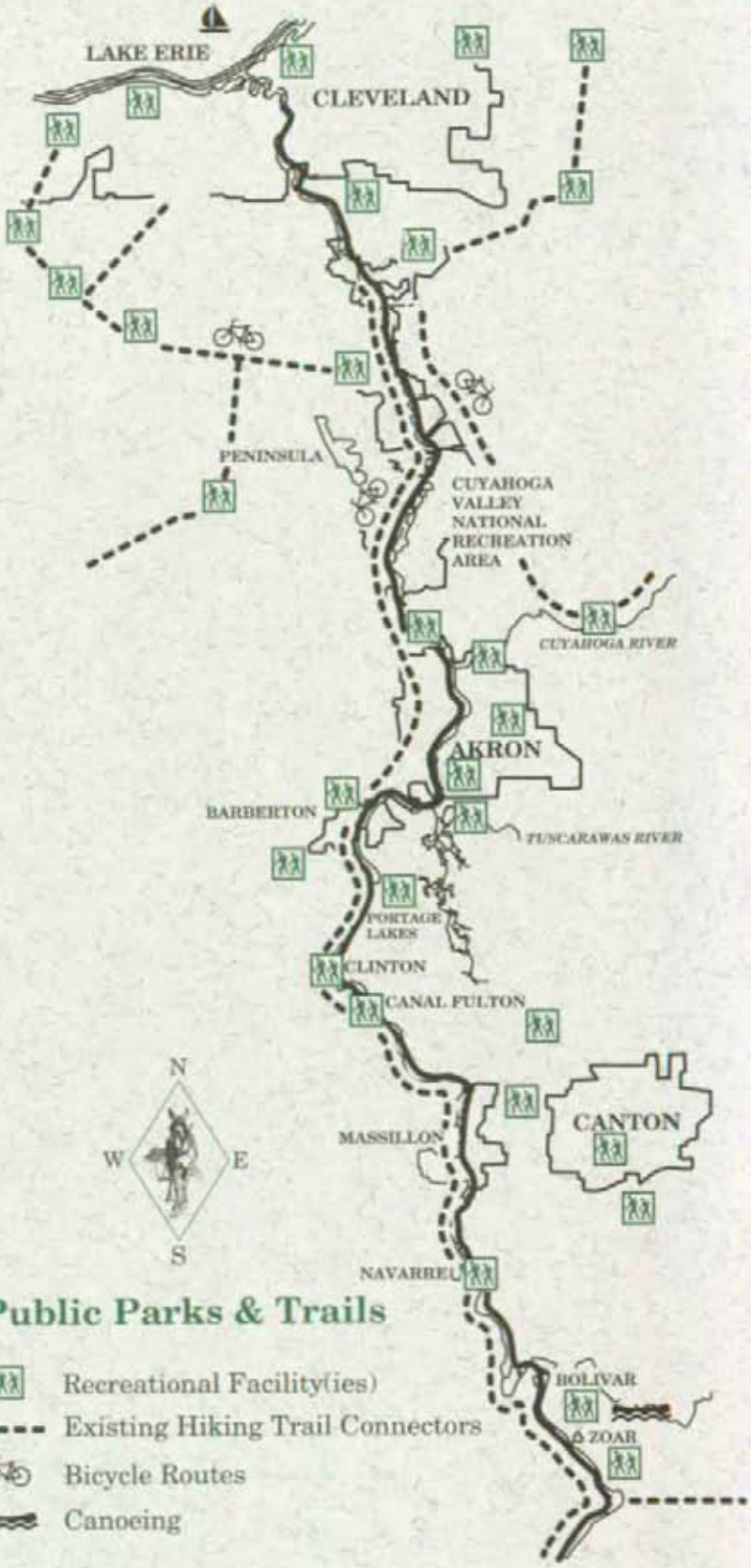
A hiking trail along the Cascade Locks is the result of a partnership between the Cascade Locks Park Association, City of Akron and Metro Parks.

Valley Corridor, Inc. (NCVCI), Ohio & Erie Canal Corridor Coalition (OECCC), Cuyahoga Valley Association, Cascade Locks Park Association, Nav/Beth Corridor Development Corporation, Friends of the Crooked River, Tuscarawas Bio-regional Council, and the Trust for Public Lands play major roles in the Ohio & Erie Canal Corridor. These groups provide advocacy, public information and education, financial and technical support, and land preservation and management. Specific examples include the operation of a 26-mile scenic excursion railroad through CVNRA by the Cuyahoga Valley Line,

NCVCI's and River's Bend Park Corporation's management of the Columbus Road Park in Cleveland, and the Cascade Locks Park Association's lead role in the planning and development of Cascade Locks Park in conjunction with Metro Parks, Serving Summit County and the City of Akron. Nonprofit organizations such as the Buckeye Trail Association, North Country Trail Association, the Ohio to Erie Trail Committee, and OECCC are vital to the success of trail and greenway activities throughout the corridor and state. One long distance trail currently follows the route of the Ohio & Erie

A blue blaze marks the route of the 1200 - mile Buckeye Trail.

Canal Corridor and several others are proposed. The 1200-mile Buckeye Trail, developed and maintained by the Buckeye Trail Association, crosses the state from Lake Erie to the Ohio River. The Ohio to Erie Trail, when completed, will be a multi-use trail which connects the cities of Cleveland, Akron, Columbus, Dayton, and Cincinnati. The Ohio & Erie Canal Corridor will be anchored to the north by a proposed Lakefront Bikeway linking the Edgewater and Wildwood units of the Cleveland Lakefront State Park on Lake Erie. The southern terminus of the Corridor connects with the 3200-mile North Country National Scenic Trail which, when completed, will reach east to Lake Champlain, New York, and west to Lake Sakakawea, North Dakota.

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# National Significance Suitability, & Feasibility

Lock 37
At the Wilson's (Alexander's) Mill
About 1895

Many individual sites within the study area have gained state or national recognition. As noted earlier, the OAI identifies over 550 archeological sites within the Ohio & Erie Canal Corridor. Six prehistoric and one historic site are listed on the NRHP because of their state or local significance. The OHI lists over 1400 historical structures, encompassing a time span from the late 1700s to the mid- 1900s, that interpret nearly all aspects of life in the Ohio & Erie Canal Corridor. Over 200 of these structures are significant enough to be included on the NRHP; many more are potentially eligible.

The William McKinley Tomb in Canton, Stan Hywet Hall in Akron, and a three-mile watered section of the Ohio & Erie Canal in CVNRA have received National Historic Landmark designation. In 1974, 22 miles of the Ohio & Erie Canal Corridor were declared nationally significant under NPS new area criteria with the designation of Cuyahoga Valley National Recreation Area. The Tinkers Creek Gorge, located in the Cleveland Metroparks, is designated a National Natural Landmark.

Due to the size and configuration, its diverse land ownership patterns, and multitude of jurisdictions, it was not considered practical to use the criteria for NPS-managed units to evaluate suitability and feasibility of the corridor. Evaluation criteria for affiliated areas, released in the 1990 NPS Report on Criteria for Affiliated Areas and suggested criteria in the draft National Heritage Partnership legislation are better suited for analysis of the Ohio & Erie Canal Corridor. The suitability and feasibility analysis of the Ohio & Erie Canal Corridor in this study was conducted using these sets of criteria.

## Evaluation Of National Significance

In 1975, a Proposed Ohio & Erie Canal Suitability/Feasibility Study was conducted by the National Park Service. In that study, the statement is made that, ***"As a historic entity, the Ohio & Erie Canal has been judged to have national significance. The Valley View section near Cleveland, designated by the Secretary of the Interior as a national historic landmark, exemplifies the national level determination."***

The national historic landmark designation form, written in 1975, identifies the ***"condition"*** of the four-mile section of the Ohio & Erie Canal in Valley View as ***"good, fair, altered, [and on its] original site."*** The ***"areas of significance"*** identified in the nomination form are ***"Commerce"*** and ***"Industry."*** The statement of significance states,

*The State of Ohio's canal system, one of the most extensive and successful antebellum system[s] in the Nation, spurred the rapid development of the State. Created in the decades between 1820 and 1845, the waterways stimulated the growth of population, establishment of towns and cities, expansion of trade and commerce, and a rise in land values.....the Ohio & Erie Canal contributed significantly to such growth....The Ohio & Erie and the Miami & Erie Canals served as the State's primary means of commercial transportation until the construction of a network of railroads.*

Although only four miles of canal were included in the landmark designation, this quote makes it clear that the statement of significance refers to the entire Ohio & Erie Canal. Nowhere is it suggested that the Valley View segment is the only significant portion of the canal. The Valley View section is referred to only as "one of the more interesting and better preserved parts of the canal..."

### *Integrity*

In the 1975 study, the Ohio & Erie Canal was found to be lacking in integrity. In that study it is stated that "present conditions indicate that the canal channel has been modified by natural and manmade forces, and most locks are overgrown with vegetation, buried, or reduced to ruins."

However, the focus of the 1975 study was ***"the narrow 308-mile channel known as the Ohio & Erie Canal connecting Cleveland on Lake Erie with Portsmouth on the Ohio River."*** Although, in that study, it is stated

that, "The channel has undergone severe alteration through intensive agricultural activity, highway and railroad construction, and housing development...," it is important to note that the most severe alterations to the canal have occurred primarily south of the 87-mile segment within the corridor area that is the subject of the current study.

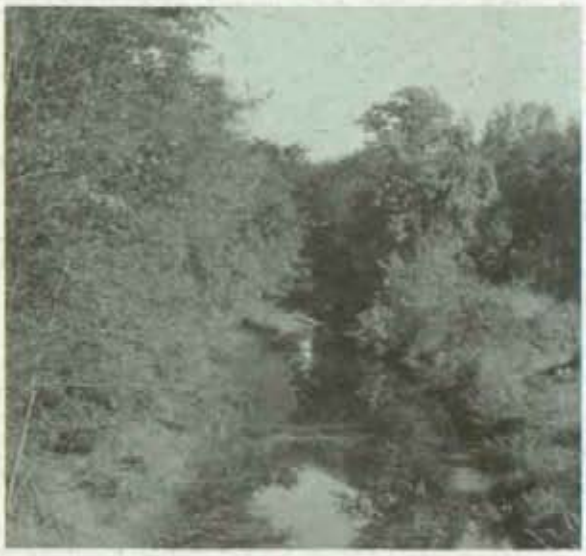
Although discrediting the integrity of the overall canal, the 1975 study identified many remnants in the 87-mile segment now under study, as ***"outstanding examples of well-preserved canal and related facilities."*** That study recommended the six-mile section through Canal Fulton and a four-mile section from Bolivar to Zoar for preservation. One of the alternatives for preservation and interpretation called for a grouping or ***"cluster of sites"*** and suggested ***"the major thrust should be allocated to the Tuscarawas River section south of Akron, including the [36-mile] area from Clinton to Zoar. The predominantly rural character of the area has had a positive effect on preservation of the canal channel and structures, as well as the retention of a degree of canal era flavor of the surrounding area."***

Within the current study area, only small segments are gone: the northern most five miles of canal in Cleveland is buried under railroad tracks and short sections in Akron, Massillon, and Bolivar have been built over. ***Still, over 90% of the canal is visible within the corridor today, retaining much of the original design, workmanship and materials of the canal era.***

While resolving the issue of integrity, it is also helpful to look more closely at the definition of the word itself. Integrity is defined in Appendix C of the 1975 study. The definition includes the following criteria:

For a historic or prehistoric site, integrity requires original location and intangible elements of feeling and association....

For a historic or prehistoric structure, integrity is a composite quality derived from original workmanship, original location, and intangible elements of feeling and association...



The Ohio & Erie Canal south of the village of Clinton

For a historic district, integrity is a composite quality derived from original workmanship, original location, and intangible elements of feeling and association...

These definitions suggest that integrity is far more than just the ***"condition"*** of the resource; intangible elements such as feeling and association are also important elements. The concept of integrity has been even more thoroughly developed in the years since the 1975 study. In National Register Bulletin #30 (no date), integrity is defined as ***"the composite effect of seven qualities: location, design, setting, materials, workmanship, feeling, and association."*** In 1993, the NPS has come to realize that structures cannot always be evaluated in isolation; settings, feelings, and associations are just as critical as the condition of the structure itself. This means even if many locks are gone and vegetation fills much of the canal, the setting and feelings of the canal and related structures are still apparent.

Finally, with these definitions in mind, it is helpful to compare the subject of each study. While the 1975 study evaluated 308 miles of canal channel, the current study evaluated 87 miles of canal corridor, i.e., the canal, its setting, feelings, associated structures, and the landscape that was shaped by the existence of the canal. In many places, the once

rural landscape is now urbanized, yet this does not mean that integrity is lacking; it was the canal that initiated this urbanization. In some places, industry has replaced farmland; again, it was the canal that brought industry to this area. Yet, in many places, the canal remains are surrounded by the same landscape that existed when construction of the canal was completed. The canal had a tremendous impact on this region, and virtually all of the effects of the canal are still in existence today. The corridor represents a ***"living"*** landscape of not only the physical remains of the canal itself, but of the communities, industries, and interrelationships that developed around the canal. There are numerous canal related structures in their original location which retain sufficient setting, design, materials and workmanship to be listed on the National Register of Historic Places.

Rochester Square in Navarre provides a look back to the canal era.

Several of the historic districts and villages such as Boston, Everett, Peninsula, Clinton, Canal Fulton, Navarre, and Bolivar retain a high degree of association with the canal, providing both setting and feeling of the past. These remaining canal features, along with many associated structures, provide a historic sense or feeling of this important period in history. The 87-mile Ohio & Erie Canal Corridor, currently under study, retains a great deal of ***"integrity."***

## *Recreation Significance*

The natural and cultural resources of the study corridor provide a superlative opportunity for recreation and public enjoyment. The corridor is an integral part of the Cleveland/Akron/Canton metropolitan area, the nation's twelfth largest, and is readily accessible to five million people who live within fifty miles. The corridor provides opportunities for better recreational connections between the major population centers and existing recreational facilities such as CVNRA. The Cuyahoga River, a central feature of the northern part of the corridor, is being cleaned up and could be an important recreational resource in the future.

Biking along the Ohio & Erie Canal near Canal Fulton.

The recreational significance and potential of the Ohio & Erie Canal Corridor was established by the NPS in the 1975 Suitability/Feasibility Study, Proposed Ohio & Erie Canal. One alternative identified in this study suggested that the canal towpath be utilized as a trail along as much of the route as possible. The study states,

*"The trail would meander between a series of restored sections of the canal, and through or near old canal communities and numerous areas identified in Ohio's Statewide Plan for Outdoor Recreation 1971 - 1977 as having*

*recreation potential or significant features worthy of protection and preservation. The Ohio & Erie Canal has high recreation potential and great significance worthy of protection and preservation and a trail in this part of the state would be easily accessible to over five million Ohio residents. This trail would serve the largest concentration of urban residents in the state, the Cleveland, Akron, Canton region."*

The Ohio & Erie Canal Corridor provides many of the opportunities and goals identified by the 1987 President's Commission on Americans Outdoors. The report recognized that by the year 2000, 80% of all Americans will live in metropolitan areas and want frequent recreation opportunities close to home. The report spoke of communities creating a network of greenways across the U.S.A., ***"threads of green that everywhere grant us access to the natural world...the entire network winding through both rural and urban populations."***
Proximity to a number of colleges and universities in northeast Ohio makes the corridor an outdoor laboratory for study by scientists, students, and residents.

Special Directive 92-11, on the topic of special resource studies, suggests that initiatives be taken into account when evaluating significance. Appendix C lists initiatives that could be addressed within the corridor.

The Ohio & Erie Canal, as a contemporary greenway, urban recreation corridor, and outdoor classroom, is as important to the region today, as it was in the past. The Ohio & Erie Canal Corridor weaves a rich tapestry of resources and heritage through major metropolitan centers, industrial areas, neighborhoods, a National Recreation Area, rural communities, natural areas, parks, archeological and historic sites and districts.



## Evaluation Of Suitability & Feasibility Using Criteria For Affiliated Areas Of The National Park Service

The Ohio & Erie Canal Corridor has been studied previously, but the dispersed nature of the resources made the evaluation process difficult. Due to this dispersion, the size and configuration of the corridor, its diverse land ownership patterns, and a multitude of jurisdictions, designation of the corridor as a ***"traditional"*** unit of the NPS is still not considered feasible.

In 1990, the NPS released evaluation criteria for affiliated areas in a Report on Criteria for Affiliated Areas which states,

*"Areas would be defined as being affiliated with the National Park System if Congress or the Secretary has determined that they meet criteria for national significance, the resources can be most efficiently and effectively managed by a cooperative arrangement with NPS instead of direct operation as a unit of the National Park System, and NPS has some continuing responsibility for technical or financial assistance and oversight of the area's management."*

To be suitable and feasible as an affiliated unit, an area must:

***1.* need some special recognition or technical assistance beyond what is available through existing NPS programs, and**

***2.* document that a cooperative arrangement with the National Park Service and contributions from other sources will be adequate to assure long term protection of the resource, and**

***3.* be able to establish and continue a standard of maintenance, operations, public service and financial accountability consistent with requirements applicable to National Park System units.**

***An area must need some special recognition or technical assistance beyond what is available through existing programs.***
Three National Heritage Corridors have already been recognized as affiliated areas. The Illinois & Michigan Canal NHC (I&M), in Illinois, was designated in 1984 to protect and interpret a historic route of travel between the east coast and mid-America. The Blackstone River Valley NHC (Blackstone), in Massachusetts and Rhode Island, designated in 1986,

commemorates the birthplace of America's industrial revolution through the theme "the river at work, the people at work." Designated in 1988, the Delaware & Lehigh Navigation Canal NHC (Delaware and Lehigh), in eastern Pennsylvania, celebrates the Delaware & Lehigh River valleys' natural and cultural heritage. All three of these areas represent unique situations with special resource protection needs. They consist of complex resources existing within the context of a living, working, linear landscape. The linear nature of each NHC features rivers and canals that became an integral part of each region's heritage.

A watered section of the Ohio & Erie Canal south of the Cleveland Flats.

The Ohio & Erie Canal Corridor demonstrates many of the same characteristics as the three existing NHCs. The corridor is an exceptional blend of natural, cultural, and recreational resources that collectively offer outstanding opportunities for public use and enjoyment. The corridor is an excellent example of a diverse landscape that tells the story of how transportation affected the way America was settled and how America continues to develop. Preserved in this corridor are the remnants of a canal system that was the first all-water link between the Great Lakes and Gulf of Mexico; remnants of the first of a canal network in Ohio that was one of the nation's most extensive and successful. For this reason, the Ohio & Erie Canal is in need of special recognition.

Recognition of the Ohio & Erie Canal Corridor would also advance the overall mission of the National Park Service. CVNRA was established in 1974 under the Urban Parks Initiative to bring parks to the people. Recognition of the corridor and development of recreational linkages would tie the park to the surrounding communities it was established to serve. Recognition of the corridor would provide a forum to address external threats to the park by fostering local stewardship and spawning public/private partnerships to resolve conflicts. Recognition of the corridor would provide a holistic interpretive framework to link the diverse, yet interrelated resources and themes. Recognition of the Ohio & Erie Canal, beyond park boundaries to the north and south, would lead to protection and enhancement of this nationally significant resource and associated cultural landscapes.

Staff from CVNRA currently provide as much assistance to corridor communities as is possible, given the demands of the day-to-day operations within the park. Other National Park Service programs such as the Recreational Resources Assistance Division and Preservation Assistance Division provide additional technical assistance to the Ohio & Erie Canal Corridor, but this assistance is limited by regional demands. The complexity of the corridor resources and the number of communities in the area are such that their needs cannot be adequately addressed through these existing programs.

***An area must document that a cooperative arrangement with the NPS and contributions from other sources will be adequate to assure long term protection of the resources.*** Cooperative agreements with the NPS have been shown to be effective means of resource protection as exemplified by the successes in such areas as Lowell National Historic Park, I&M Canal NHC, and Ebey's Landing National Historic Reserve.

A willingness to enter into partnerships to protect the resources of the Ohio & Erie Canal Corridor has already manifested itself in several cooperative projects. The "Public Interest and Support" section of this study identifies many organizations and interest

The Mustill Store, seen here, and Cascade Locks Park is one example of a cooperative project involving the nonprofit Cascade Locks Park Association, City of Akron, Metro Parks, Serving Summit County, the Ohio Department of Natural Resources and National Park Service

An example of the design standards used along the Towpath Trail in CVNRA

groups and their current involvement in corridor-related projects. This regional effort to protect and enhance corridor resources has been strengthened by NPS involvement, but formal cooperative agreements could assure long term success. The NPS could provide funding and resources that would leverage other public and private investment, and could offer additional assistance in areas such as historic and natural resource preservation, interpretation, public affairs, planning and design, and administration. The NPS could also serve as a clearing house for federal environmental and resource compliance requirements.

Existing affiliated NHCs are administered through commissions, which provide a means of cooperative endeavors and serve as the entity through which federal appropriations are distributed.

***An area must be able to establish and continue a standard of maintenance, operations, public service and financial accountability consistent with requirements applicable to National Park System units.*** In many ways CVNRA has established standards of operations, maintenance and public service that have been carried beyond park boundaries. One example is the Towpath Trail. In October 1993, CVNRA will complete construction of a 19-mile multi-use trail along the route of the Ohio & Erie Canal. The standards established for this trail, from construction to support facilities and signage, are being adopted by communities and the metropolitan park district to the north and south as they begin planning the linkages to this trail. The CVNRA represents an NPS entity that is already managing resources in the area, and is readily available to provide on-site examples and technical expertise.

The Cultural Heritage and Land Management Plan for the Blackstone River Valley NHC states, "Congress established the National Heritage Corridor as an affiliated area of the National Park System to make the NPS tradition of management available to the Blackstone River Valley." At all three NHCs, the Director of the NPS is represented on the operating commission and the majority of staff has come from park service ranks. This arrangement has assured that NPS standards are established and will be continued even after the tenure of the commissions.

Similar designation for the Ohio & Erie Canal Corridor could result in the adoption of NPS standards in such areas as the development of recreational trails and visitor services, interpretation, and resource protection and compliance.

While the size, complexity, character, and dynamic nature of the Ohio & Erie Canal Corridor make it unfeasible for consideration as a traditional unit of the National Park System, the corridor is feasible for inclusion as a National Heritage Corridor, an area affiliated with the NPS system.

## Analysis Of Compatibility Using Potential National Heritage Partnership Criteria

Since 1991, the National Park Service has been discussing with state and local governments and with cultural resource conservation groups, ways of conserving regional heritage or landscapes without precluding economic development. The Service has circulated two versions of a discussion paper and held public meetings across the country to get ideas and concerns regarding the heritage partnership proposal. The Service is currently drafting legislation for a heritage partnership program. The drafters of the legislation have developed eight criteria for national heritage partnerships. The criteria are:

***(1) the planning area represents, in physical form, an important theme or themes in United States history;***

***(2) it reflects values such as traditions, customs, beliefs, and folk life in the physical features of the landscape;***

***(3) it provides outstanding opportunities to conserve natural and cultural features, link them to provide educational and recreational benefits, enhance biodiversity, improve air and water quality, and emphasize other attributes to human health and welfare;***

***(4) it is an archetypical example of a natural region or process;***

Burfield's Farm in Bolivar exemplifies an agrarian setting reflecting the canal era common in the southern end of the corridor

The watered canal between Akron and Barberton provides outstanding recreational and educational opportunities for residents of both communities.

***(5) there is evidence of strong local support for the study from a diversity of landowners, business interests, nonprofit organizations, and governments within the proposed study area;***

***(6) the potential for effective partnership mechanisms is high;***

***(7) the proposal is consistent with and/or complements continued economic activity in the area; and***

The former B.F.Goodrich factory is being adaptively restored for commercial and business opportunities

***(8) the resources important to the principal themes of the areas retain their integrity.***



The following is an analysis of the resources of the Ohio & Erie Canal Corridor to determine if they meet these criteria.

***The planning area represents, in physical form, an important theme, or themes in United States history.*** A section of the Ohio & Erie Canal is a National Historical Landmark, which denotes its national significance. The statement of significance in the landmark nomination identifies the Ohio & Erie Canal as the "main-line" in a canal system which linked Lake Erie to the Ohio River, gave Ohio access to the East Coast and the Mississippi River valley, and brought rapid growth in population, industry, and commerce to eastern Ohio. The canal and the development it stimulated are representative of the period in

Bolivar's main street preserves many buildings that date to the canal era.

United States history when canals were "essential to the Nation's growth". The Ohio canal system was "one of the largest and most successful in the Nation." This statement of significance applies equally to segments of the canal not included in the landmark. The 1975 NPS study states, "the Ohio & Erie Canal has been judged to have national significance."

In addition to being an outstanding example of a 19th century transportation system, the study corridor provides an outstanding example of the evolution of transportation systems in America and the impact of those systems on society. Many of the industries which developed in conjunction with the transportation systems also achieved national prominence; these include the B.F. Goodrich, Firestone, and Goodyear rubber companies; Quaker Oats; Sherwin-Williams paint; and Standard Oil. As with the canal-related resources, many of the resources relating to the evolution of transportation and the industrial development which paralleled it, are located outside of CVNRA. Only through interpretation of the villages and cities of the corridor can the effects of the evolving transportation system be illustrated.

***It reflects values such as traditions, customs, beliefs, and folk life in the physical features of the landscape.*** Within the canal corridor, there are a wide range of resources

that reflect the traditions, customs, beliefs, and folk lives of a variety of cultures. The earlier agrarian settlement is represented by many farmsteads in the southern end of the corridor that date from the mid-19th century. Burfield Farm near Bolivar is a notable example. Canal period settlement and development are represented throughout the corridor. Villages and towns that retain much of their canal-era flavor include Clinton, Canal Fulton, Boston, Everett, and Peninsula.

The residential neighborhoods that grew up around factories reflect the origins of the foreign immigrants who settled there. Cleveland neighborhoods such as Archwood-Dennison Avenue, Broadway Avenue, Ohio City, and Warszawa are national register districts which retain their historic appearance. Akron contains two neighborhoods, Goodyear Heights and Firestone Park, that were originally developed by the respective corporations to provide suitable housing for employees. The life styles of the wealthy industrialists are also represented in the corridor by sites such as the Stan Hywet Estate (Goodyear founder Frank A. Seiberling's home) and the Anna Dean Farm (Diamond Match founder O. C. Barber's estate).

At the south end of the corridor is the village of Zoar. Founded in 1817 by a German religious sect, the village and surrounding fields still reflect the communal agricultural practices of the Zoarites.

Several other social institutions originated in the canal corridor and gained national prominence. The Salvation Army founded it first post in the United States in Cleveland with financial assistance from the city's wealthy industrialists. Alcoholics Anonymous was founded in an Akron school. The National Football League was founded in Canton in 1920.

***It provides outstanding opportunities to conserve natural and cultural features, link them to provide educational and recreational benefits, enhance biodiversity, improve air and water quality, and emphasize other attributes to human health and welfare.*** A coalition of government agencies and community groups representing all areas of the canal corridor could act in concert to conserve the natural and cultural features of the corridor. The corridor contains important resources for Northeast Ohio, including wetlands and floodplains, historic structures, and archeological sites. A management plan for the corridor which can coordinate activities across jurisdictional boundaries would help prevent further fragmentation of wildlife habitat, identify and set priorities for conservation of important historical structures, and assist with the clean up of the Cuyahoga and Tuscarawas Rivers. Coordinated planning and implementation could ensure that a full range of recreational opportunities are available and that the important resources and stories in the corridor are interpreted for the public. The coalition formed to study the corridor is beginning to make headway on these issues. Development of a regional trail along the canal is underway in some towns. The coalition is working to improve public awareness of the Cuyahoga River as a part of the efforts to clean up the river. The communities in the corridor are beginning to take a regional view of the Ohio & Erie Canal and its corridor.

***It is an archetypical example of a natural region or process.*** The study area lies on the natural boundary between eastern mountains and western prairie as well as between the glaciated Central Lowlands and non-glaciated Appalachian Plateau. The drainage divide at Akron was formed by the retreat of the Wisconsin Ice. South of Akron, the Tuscarawas River valley forms part of the Appalachian landscape. This combination of landforms created a "biological cross roads," and resulted in the human adaptations apparent in the area today.

***There is evidence of strong local support for the study from a diversity of landowners, business interests, nonprofit organizations, and governments within the proposed study area.*** As evidenced by the numerous letters and resolutions in appendix D, there is strong local support for this project, and the support comes from landowners, business interests, governments, and nonprofit organizations. More significantly, these groups are already coming together to address issues discussed in this study.

Two new organizations, NCVCI and OECCC, have formed to facilitate the interaction of these diverse groups.

***The potential for effective partnership mechanisms is high.*** As noted in the previous criterion, the mechanisms for forming effective partnerships are already developing. The regional view of the resources is increasing among the participants. If designated, a quick start for the comprehensive planning process would occur. In addition, tangible results such as new trail segments would occur during the planning process further ensuring public support for the project.

***The proposal is consistent with and/or complements continued economic activity in the area.*** Industry is an important component of the story of the canal corridor. The continuation of industrial activity is essential to the character of the corridor and the conservation of the canal would assist several industries which use canal water for industrial purposes. Several industrial concerns have expressed support for the corridor study.

Outside of the industrial areas, many of the communities would like to increase the tourism component of their economies. With improved marketing, interpretation, and visitor services, the corridor communities could capture a larger share of the tourism market in a densely populated section of the United States.



***The resources important to the principal themes of the areas retain their integrity.*** There are numerous resources in the corridor which exemplify the principal themes and do retain their integrity. One segment of the Ohio & Erie Canal is designated an NHL, in part due to its integrity. Other sections of the canal are watered and retain a high degree of integrity, too. There are numerous canal related structures which retain sufficient integrity to be listed on the National Register of Historic Places. Several of the historic districts and the villages such as Boston, Everett, Peninsula, Clinton, Canal Fulton, Massillon, and Bolivar are sufficiently intact to convey a sense of life during the canal era. Many historically important industries still operate within the corridor, while others are represented by intact, but unused, factory structures. Other neighborhoods and residential structures that exemplify the lives of the residents of the corridor are on the National Register.

Based on these suggested criteria, the Ohio & Erie Canal Corridor is suitable and feasible for designation as a component of the potential National Heritage Partnership system.

## Public Interest & Support

There is widespread support for designation of the Ohio & Erie Canal Corridor as a National Heritage Corridor or, if established, a component of the National Heritage Partnership system. This study process and the activities of OECCC and NCVCI have provided many opportunities for public input. Individual landowners, municipalities, industrial neighbors, state agencies, recreation groups, historical societies, small businesses, and local governments have all expressed overwhelming support for the project.

Identified below are some of these organizations and interest groups and their current involvement with corridor related projects. Potential involvement of these partners, based on their mission and responsibilities, and examples of comparable partnership commitment at existing heritage corridors/areas are found in Appendix D. Examples of the many resolutions of support for designation of the Ohio & Erie Canal Corridor are located in Appendix E.

### *Federal Government*

*Cuyahoga Valley National Recreation Area*

Twenty-five percent of the corridor is within the boundaries of CVNRA. CVNRA's management partners exemplify the partnership approach so important to the heritage corridor concept. In the fall of 1993, the 19.4-mile multi-use Towpath Trail along the Ohio & Erie Canal will be completed. The park offers

Once a tavern and store at Lock 38, this restored structure now serves as the Canal Visitor Center in CVNRA.

interpretive programs that focus on the natural, cultural and recreational resources of the corridor.

Facilities include the Happy Days Visitor Center (focusing primarily on natural history and recreation), Canal Visitor Center (exhibits and programs on the 12,000 year human history of the valley with emphasis on the canal era), a 500-acre resident Environmental Education Campus, the Kendall Lake Winter Sports Information Center, self-guiding trails, and wayside exhibits.

NPS staff from the Rivers, Trails, and Conservation Assistance Program (RTCA), administered through the Midwest Regional Office and working out of CVNRA, provide technical assistance to corridor organizations and communities and conducted this study. RTCA staff also provide assistance to communities and organizations in Ohio, Michigan, and Indiana.

## *State Agencies*

*Ohio Department of Natural Resources*

The ODNR currently manages all state-owned canal lands within the Ohio & Erie Canal Corridor and maintains leases on these lands. The Division of Water manages a seven-mile segment of watered canal, controls water levels for Portage Lakes State Park, and oversees hydraulic leases. The Office of Real Estate and Land Management administers planning activities for state-owned canal lands. The Division of Parks and Recreation operates Portage Lakes and the Cleveland

Zoar Lake Wildlife Area is one of the many sites maintained by the Ohio Department of Natural Resources in the Ohio & Erie Canal Corridor

Lakefront State Parks. Beach City and Zoar Lake are public wildlife areas managed by the Division of Wildlife. The Division of Natural Areas and Preserves administers Tinkers Creek State Natural Area, Karlo Bog and Portage Lakes Wetland. Jackson Bog State Nature Preserve in Stark County preserves and interprets this Ice Age relic. The ODNR and the Flats Oxbow Association recently completed a master plan that calls for recreating the Ohio & Erie Canal basin as a recreational feature and development of a heritage visitor center in the Cleveland Flats.

*Ohio Department of Transportation*

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), administered by ODOT, includes provisions for funding trans-

portation/recreation bicycle paths and scenic byway projects. The ODOT is responsible for information signs along state roads and highways and its Bureau of Travel Information maintains visitor information centers on interstate highways, distributing information on corridor resources and attractions.

*Ohio Historical Society and State Historic Preservation Office (SHPO)*

The OHS manages two state memorials within the Ohio & Erie Canal Corridor. Zoar Village State Memorial in Zoar interprets life in an early 1800s communal society through restored buildings, a formal village square,

The museum at Fort Laurens State Memorial displays artifacts from Ohio's only Revolutionary War site.



exhibits, tours, and publications. Fort Laurens State Memorial, in Bolivar, preserves Ohio's only Revolutionary War site. A museum displays artifacts from this site as well as clothing and weapons typical of garrisoned soldiers. OHS staff lead hikes along remnants of the Ohio & Erie Canal from Zoar to Bolivar, highlighting its significance to the area. The manager of these two sites has been actively involved with the OECCC in promotion of the corridor concept. The SHPO administers the NRHP program and provides technical assistance advice in preservation related activities such as the section 106 process. SHPO offers support to communities interested in the Certified Local Government Program, a program that recognizes a communities commitment to preserving its historic resources. The SHPO also maintains the OHI and OAI.

*Muskingum Watershed Conservancy District (MWCD)*

Conservancy districts in Ohio are independent local agencies of state government responsible for multi-purpose water resource development within a geographic area. In the case of MWCD, one fifth of in Ohio including the southern end of the corridor is under its jurisdiction. The MWCD manages 10 lakes and surrounding lands that provide numerous resources and opportunities for participation in recreation activities.

Other State Agencies: The Ohio Cooperative Extension Service is a source of technical assistance.

## *Metropolitan Park Districts*

Cleveland Metroparks; Metro Parks, Serving Summit County; and Stark County Parks currently manage numerous park units that preserve and protect important resources of the Ohio & Erie Canal Corridor. Each park district has participated in meetings and events to raise public awareness and has provided resolutions of support for the corridor. All are examining potential roles in further developing and maintaining components of the corridor's cultural, natural, and recreational resources. Public input in the Cleveland's Metroparks 2000 planning process identified the canal corridor as a high priority. Summit and Stark county park districts have recognized their roles in operation and management of the proposed 87-mile corridor trail.

Cleveland Metroparks offers a diverse array of interpretive opportunities at five nature centers. Nature exhibits and programs including hikes, talks, demonstrations, and a variety of special events, focus primarily on the area's natural history. The Brecksville and Garfield Park Nature Centers are within the Ohio & Erie Canal Corridor, but most Metropark facilities are connected by over 100 miles of parkways. Cleveland Metroparks sponsors

Cleveland Metroparks plans to develop Mill Creek Falls, seen here, providing public access while creating a linkage between the corridor and the eastern suburbs of Cleveland.

the Institute of the Great Outdoors, offering hands-on recreation skills workshops. Metroparks Zoo exhibits over 3100 animals and provides comprehensive education programs for all ages. The Emerald Necklace newsletter highlights these events as well as the resources of the Cleveland Metroparks.

Metro Parks, Serving Summit County's F.A. Seiberling Naturealm offers an introduction to the area's diverse natural history. Naturalists provide interpretive hikes and talks throughout the park system and within the surrounding corridor communities. A monthly newsletter, Green Islands, includes a schedule of events.

The Stark County Park District maintains a variety of recreation facilities including fifteen miles of the Ohio & Erie Canal and restored Lock 4. Periodic programs, publications, wayside exhibits, and bulletin boards provide information and interpretation.

### *Municipalities*

Many corridor municipalities and metropolitan and county planning organizations have recognized the importance of the Ohio & Erie Canal Corridor by adopting resolutions of support for the corridor study. The Northeast Ohio Four County Regional Planning & Development Organization, Tuscarawas Planning Commission, Stark County Regional Planning Commission, and Summit County Planning have all embraced corridor concepts of resource sensitive development and regionalism. The Cuyahoga County Planning Commission's 1992 North Cuyahoga Valley Corridor Plan has been adopted and is being implemented by Cleveland and Cuyahoga County.

Akron is aggressively planning and funding projects focused on its canal resources. Through ODOT, the city has applied for ISTEA funding of $375,000 to produce a master plan of the Canal Corridor through the city, and $1,957,000 to complete planning and begin development of a bike-hike trail that will link CVNRA to the Cascade Valley Park. Akron has committed nearly $500,000 as the local match for these projects. The city has

The City of Barberton is preparing a comprehensive historic preservation plan leading toward restoration of its historic downtown.

committed an additional $50,000 for development of trails along the Cascade Locks, $25,000 for planning the Memorial Parkway Unit of the Cascade Valley Park and, with $1 million from ODOT's Bike Trail Fund, will

begin construction of a bikeway along the canal from Canal Park to Summit Lake.

Support is growing for the development of a trail connection between Akron and Barberton via the canal towpath. Barberton has recently completed an inventory of its historic structures, leading toward restoration and revitalization of the downtown area. The Village of Clinton is developing plans for its public lands along the Tuscarawas River and the canal. Canal Fulton recently completed phase one of a downtown revitalization plan that refocuses attention on the Ohio & Erie Canal. Massillon is developing a historic preservation plan which recognizes the city's canal heritage as an important component. Massillon has also begun a planning process to develop its section of the 87-mile corridor trail. The Village of Navarre and Bethlehem Township has organized a coalition to develop plans and implement a 13-mile segment of that same trail. Bolivar has assisted the corridor study team and OECCC by hosting public meetings. The Zoar Community Association, in partnership with the OHS at Zoar Village State Memorial, works to preserve the historic character of the village.

### *Business and Industry*

Business interests support the Ohio & Erie Canal Corridor. American Steel & Wire Corporation supports both NCVCI and OECCC by carrying the corridor message to corporate peers and providing access to its facilities along the canal. Cleveland Tomorrow, an organization of major Cleveland corporations, and the Greater Cleveland Growth Association have fully endorsed the Ohio & Erie Canal Corridor study. The management of Akron's Canal Place is adaptively restoring the former B. F. Goodrich property for commercial and business space and has provided support for corridor related special events. The Cleveland Flats Entertainment District is an excellent example of business, industry, tourism and recreation interests working with city government to provide residents with more local amenities while attracting tourists and new business. The Flats Oxbow Association, a coalition of Cleveland's Cuyahoga River Flats businesses, actively promotes the corridor concept. Numerous small businesses maintain memberships in, and provide assistance to, NCVCI and OECCC.

### *Tourism*

The Convention and Visitors Bureau of Greater Cleveland, the Akron/Summit Convention and Visitors Bureau, the Canton/Stark County Convention and Visitors Bureau, and the Tuscarawas Convention and Visitors Bureau all provide a wealth of information about corridor tourism resources and facilities. These four organizations have begun working together to develop strategies to package and promote the corridor's tourism resources. Ohio Department of Development, Division of Travel and Tourism administers statewide tourism programs and has a lead role in marketing corridor resources nationally and internationally.

### *Private and Nonprofit Organizations*

The NCVCI has championed recognition of the northern Cuyahoga Valley and remnants of the Ohio & Erie Canal for over six years and has played a prominent role in the completion of the North Cuyahoga Valley Corridor Plan. Foundation support has enabled the organization to hire a full-time director to carry out this mission. Examples of NCVCI's projects include work to adaptively restore the remnants of the 1878 Superior Street Viaduct as an urban overlook that interprets the history of Cleveland's bridges and industry, and efforts to preserve the Huelett Ore Unloaders, an important part of the city's industrial heritage. The NCVCI continues to educate people in Cuyahoga County about the significant resources of the corridor. The OECCC, organized in 1989, seeks to raise awareness of the canal corridor concept in the communities south of CVNRA. Working with the NCVCI and the NPS, OECCC has successfully taken the corridor concept into every corridor community and has been greeted with widespread support. The OECCC continues to build its diverse membership through a newsletter, quarterly events calendar, and special events. These organizations have collected letters and resolutions of support

A major effort is underway to preserve these Huelett Ore Unloaders, an important part of Cleveland's industrial history

from nearly all of the political subdivisions along the canal route.

Numerous other private nonprofit groups are involved at the grassroots level. They include, among others, Cascade Locks Park Association, Summit County Historical Society, Stark Preservation Alliance, Friends of the Crooked River, Navarre-Bethlehem Township Canal Coalition, Cuyahoga Valley Association, Zoar Community Association, Canal Society of Ohio, Cuyahoga Valley Line Railroad, the Cuyahoga Valley Trails Council, Broadway Area Housing Coalition, and The Ohio to Erie Trail.

Private nonprofit organizations also show their support through the operation of facilities that interpret the themes of the corridor. On Cleveland's lakefront is the William G. Mather Museum, a 1925 ore boat that illustrates the history of Great Lakes shipping. Hale Farm and Village, operated by the Western Reserve Historical Society in CVNRA, is a living history museum that interprets rural life in the mid 1800's through exhibits, guides in period costumes, and craftsmen practicing the trades of carpentry, blacksmithing, glassblowing, pottery making, and spinning.

The planned Great Lakes Museum of Science, Environment, and Technology and Rock and Roll Hall of Fame will add new interpretive opportunities. The North Cuyahoga Valley Corridor Plan calls for a Cuyahoga Valley Heritage Center that would interpret the transportation, industry, and immigration history of the Cuyahoga Valley. The plan also calls for the development of interpretative wayside exhibits throughout the North Cuyahoga Valley Corridor, highlighting its heritage and natural history.

The Summit County Historical Society operates the 1837 Perkins Stone Mansion and the John Brown House. Tours through these structures, exhibits depicting the history of Akron and the Ohio & Erie Canal, publications, and special events are available to visitors. The Akron Art Museum features a permanent collection of American and European Art since 1850. The Goodyear World of Rubber Museum traces the history of Goodyear and the rubber industry. Akron's role in America's industrial development has attracted the soon to be constructed National Inventors Hall of Fame.

The Heritage House/Old Canal Days Museum in Canal Fulton.

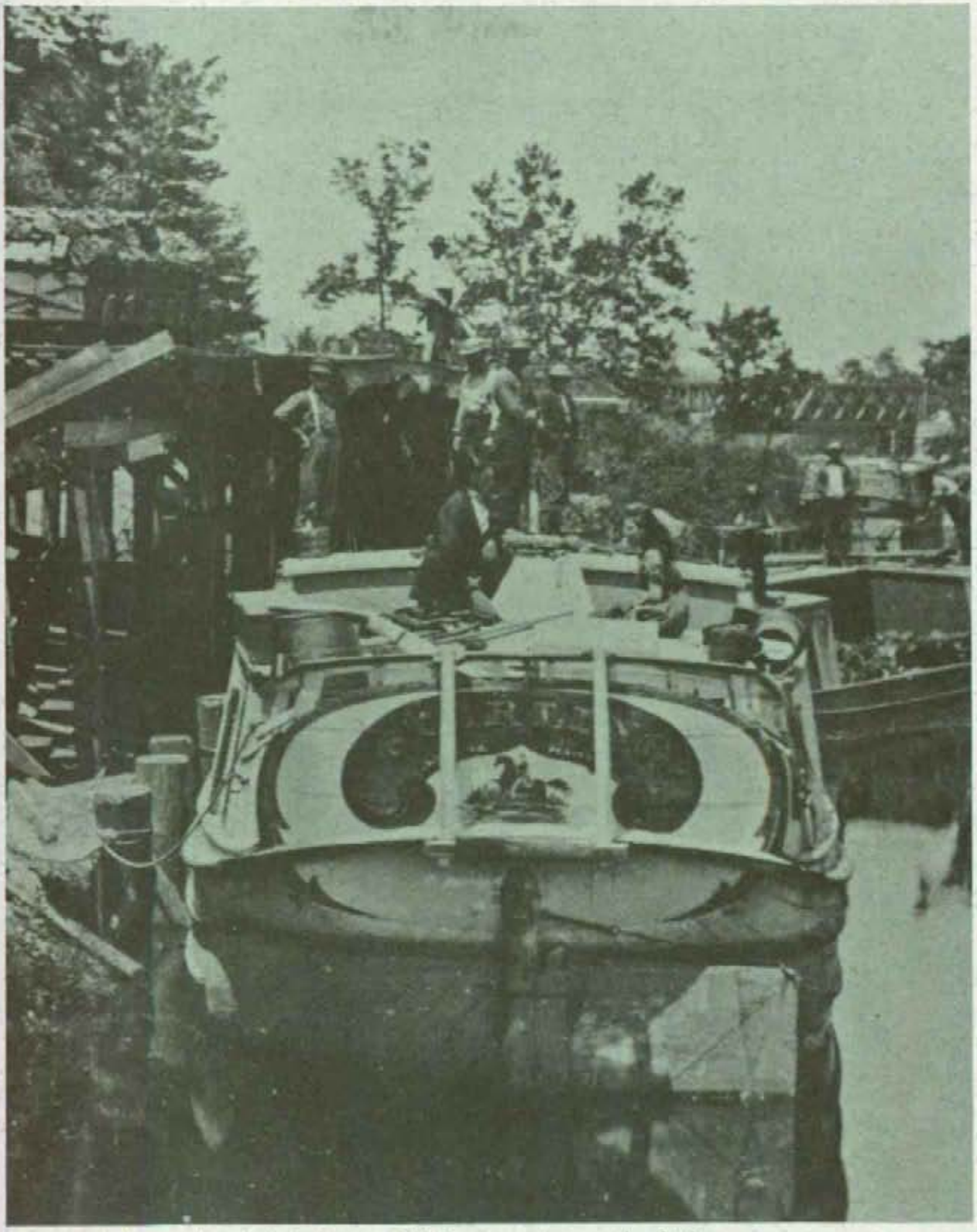
Heritage House/Old Canal Days Museum operated by the Canal Fulton Heritage Society exhibits a collection of canal and canal-era memorabilia. A 2 1/2- mile round trip tour on

the mule-drawn reproduction canal boat Helena III provides the opportunity to experience canal travel as it once was. The Massillon Museum exhibits an extensive collection of Ohio artwork and objects depicting local history. Spring Hill Historic Home interprets rural life in the 1820s and the role of the structure as a stop on the Underground Railroad. Canton's Pro Football Hall of Fame, the largest attraction for tourists from outside of the region, interprets the birth and history of professional football in America. The nearby McKinley Museum of History, Science and Industry houses the largest collection of memorabilia of President William McKinley, as well as industrial exhibits and an interactive discovery world for children. Adjacent to the museum is the McKinley Monument, the tomb of William McKinley. The Navarre/Bethlehem Township Historical Society preserves and interprets the history of Navarre through exhibits and publications in the restored 1836 Mathews House.

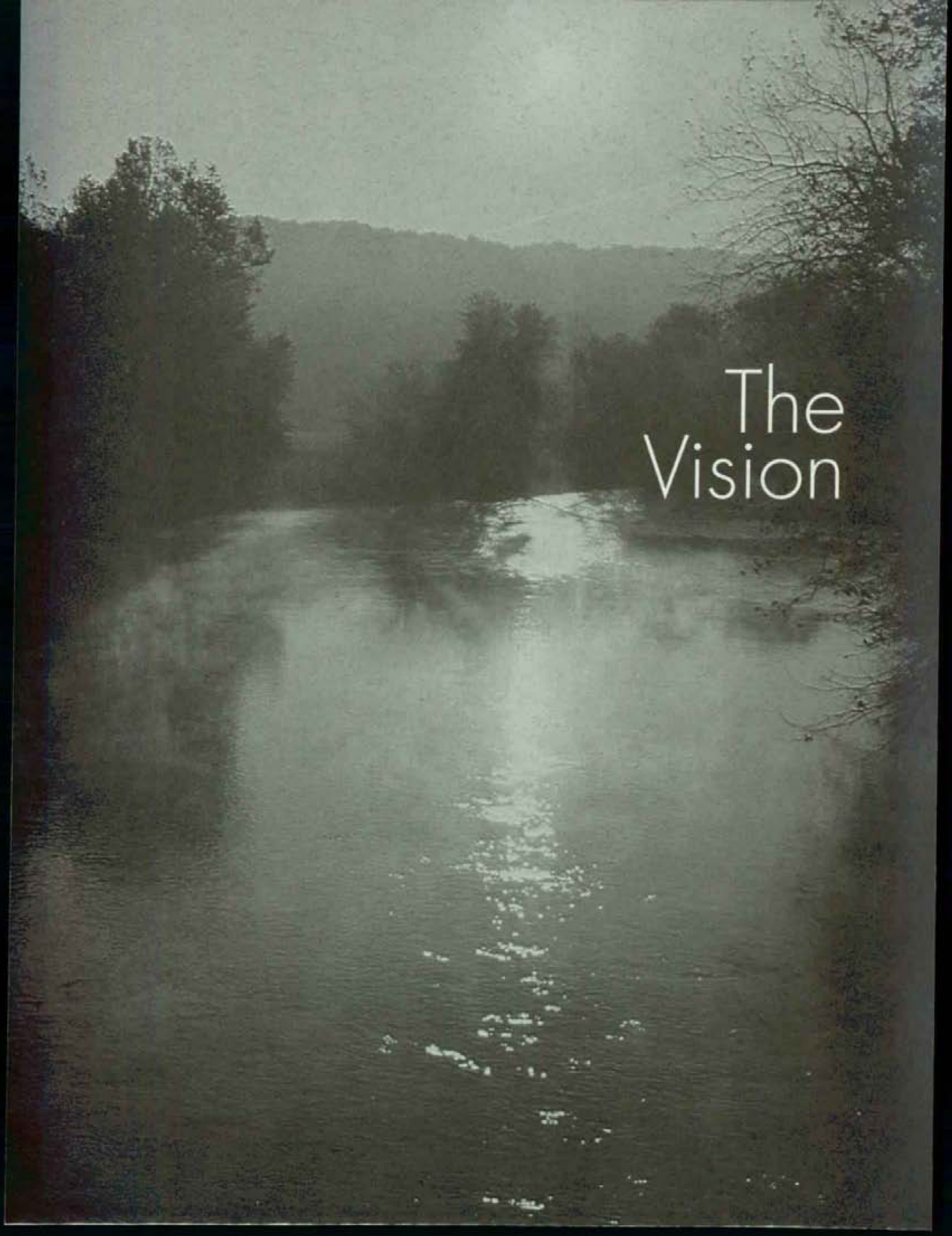
Over the past three years, several area newspapers have carried articles about the corridor concept, all casting a positive light on the potential impact the Ohio & Erie Canal Corridor could have on northeast Ohio. Several "letters to the editor" expressed support for the concept. As described above, existing local organizations have enjoyed growth and success through their association with the Ohio & Erie Canal Corridor. New organizations have been formed to carry the Ohio & Erie Canal Corridor idea forward at the local level.

The Ohio & Erie Canal Corridor attracts typically nonaligned groups. Historic preservation interests work alongside natural resource conservationists who work hand-in-hand with economic development interests and industry. Through partnerships a regional identity is being forged around the Ohio & Erie Canal Corridor concept.

Taking a load of railroad ties from Jasper to Hebron. Captain Park Dalzell.



Two canal; boats loading timber at Old Portage, just north of Akron.



# The Vision

Public involvement during the process of preparing this study has led to a shared regional vision of what the Ohio & Erie Canal Corridor could become.

Recognition of the Ohio & Erie Canal Corridor will ***foster local stewardship and spawn public/private partnerships*** to preserve, enhance, and interpret the cultural, natural, and recreational resources within the corridor which will create a sense of place, promote economic development, and enhance the image and quality of life in the region.

Recognition of the Ohio & Erie Canal Corridor will ***promote the expansion of transportation and recreational opportunities and the linkage of existing facilities.***

Hiking along the Ohio & Erie Canal

*• An 87-mile trail for hiking and biking from Cleveland to Zoar following the route of the Ohio & Erie Canal will connect with a proposed lake front trail system to the north and the 3200-mile North Country National Scenic Trail to the south. This trail will also serve as the northern segment of the Ohio to Erie Trail, connecting the state's three largest urban centers: Cincinnati, Columbus, and Cleveland.*

*• In Stark County, trail linkages from this "canal trail" to Canton will provide access for residents of that metropolitan area.*

*•Identification and development of "scenic byway" routes will provide scenic road linkages of corridor resources, benefiting both visitors and area residents.*

*• A focus on the water resources of the Tuscarawas and Cuyahoga Rivers within the corridor will raise public awareness, resulting in clean up and increased recreational use.*

Unique recreational opportunities are possible with the expansion of the Cuyahoga Valley Line into Canton.

*•Extension of the Cuyahoga Valley Line Excursion Railroad north to downtown Cleveland and south to Canton is another possible recreation and commuter linkage within the corridor.*

Recognition of the Ohio & Erie Canal Corridor will provide an ***overall interpretive framework to link the diverse yet interrelated corridor resources and themes.*** This comprehensive approach to interpretation could serve to improve existing services and identify the need for new facilities. A holistic approach to interpretation of the corridor would generate a better understanding and appreciation of the corridor's heritage and result in a constituency of informed and enthusiastic supporters who realize their role as stewards of the corridor's resources.

Recognition of the Ohio & Erie Canal Corridor will ***promote the preservation, restoration, and reuse of historic structures*** that illustrate the corridor themes. Historic preservation is a proven method of cost-effective neighborhood revitalization that retains original building materials and preserves a sense of place. Preservation and reuse of the

The Powerhouse in the Cleveland Flats is an excellent example of the economic benefits that can be derived from adaptive restoration of historic structures.

historic structures will contribute to the revitalization of corridor communities, stimulating economic development and building community spirit. The many abandoned warehouse and manufacturing structures in the corridor also provide tourism opportunities.

An interpretive plan prepared for the Blackstone River Valley National Heritage Corridor by Timelines, Inc. identifies the prominent role of preservation and interpretation:

*"maintaining and enhancing quality of life for the corridor's residents through comprehensive preservation and interpretation of the corridor's historic and natural resources fosters quality development as well as quality tourism, leading to quality economic development and growth."*



Recognition of the Ohio & Erie Canal Corridor will ***encourage the protection of natural resources, providing an environmental education classroom*** within easy reach of millions of residents and visitors. Protection of wetlands and other ecosystems will help sustain biological diversity in the region, affording new and expanded education and recreation opportunities.

Recognition of the Ohio & Erie Canal Corridor will ***foster a regional approach to economic growth.*** Sluggish economic growth in the region follows the decline of the smokestack industries of rubber, steel, and oil. A shift to service-based and light industry and reemergence of some of the smokestack industries is slowly taking place. The cities and rural communities within the corridor find it increasingly difficult to compete alone. In a speech entitled "Strengths Through Regionalism," Richard W. Pogue, Chairman of the Greater Cleveland Growth Association, pointed out that even though it is the 25th largest city in the United States, Cleveland is having trouble competing for economic development projects. The "super region" of Cleveland/Akron/Canton, which has a population of 3 million and is the country's 12th largest metropolitan area, is much more competitive.

Recognition of the Ohio & Erie Canal Corridor will ***promote regional economic growth.*** Identification, packaging, and marketing of the region's amenity resources (aspects of the rural and urban environments in which residents and visitors may find beauty, pleasure, and experiences that are unique to the area), will lead to increased tourism. Amenity resources can also enrich local communities by bringing a sense of stewardship and pride to area residents, and become an impetus for resource protection. A planning philosophy that seeks balance between economic development and resource protection and enhancement will result in an improved quality of life for corridor residents.

The Ohio & Erie Canal between Akron and Barberton is an example of close to home recreational opportunities the corridor provides for residents in metropolitan areas.

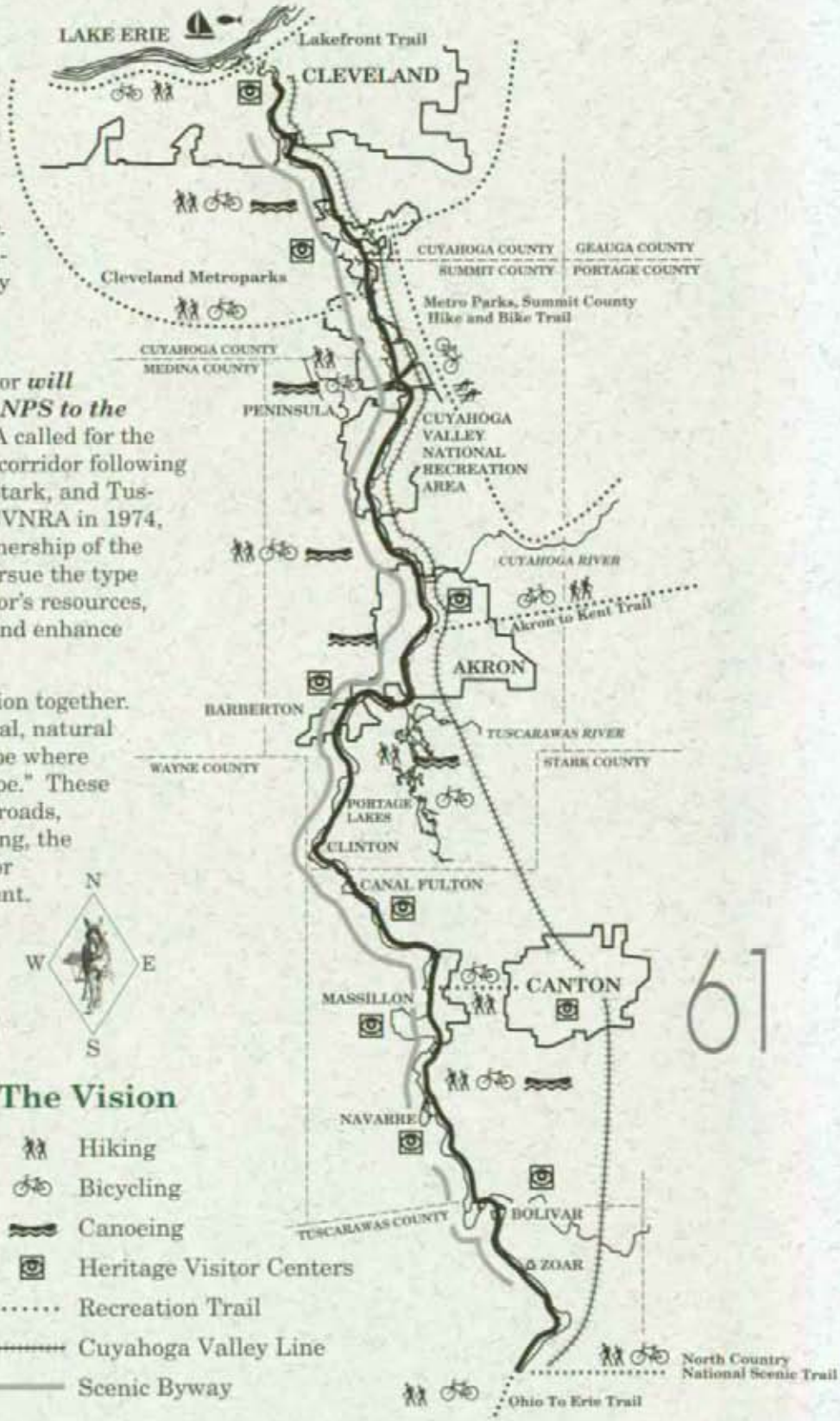
Recognition of the Ohio & Erie Canal Corridor ***will fulfill many of the goals set forth in the 1987 Report of the President's Commission on Americans Outdoors.*** The report noted that by the year 2000, 80% of all Americans will live in metropolitan areas. This same study pointed out that people are seeking recreation more frequently and close to home. The concept of corridors, referred to as "greenways" in this report, was a significant strategy that is achievable within the Ohio & Erie Canal Corridor.

Recognition of the Ohio & Erie Canal Corridor ***will realize the full potential of CVNRA and NPS to the region.*** The original bill to establish CVNRA called for the recognition and designation of a "recreation corridor following the canal south of Akron through Summit, Stark, and Tuscarawas counties." With the designation of CVNRA in 1974, only part of this vision was achieved. A partnership of the private and public sector at all levels can pursue the type of management that will preserve the corridor's resources, interpret the nationally significant stories, and enhance the image and quality of life in the region.

The Ohio & Erie Canal Corridor ties the region together. The corridor is a blend of outstanding cultural, natural and recreational resources within a landscape where people work, live and play: a "living landscape." These resources can be physically linked by trails, roads, rivers and rail. With packaging and marketing, the Ohio & Erie Canal Corridor can be a place for tourism and compatible economic development.

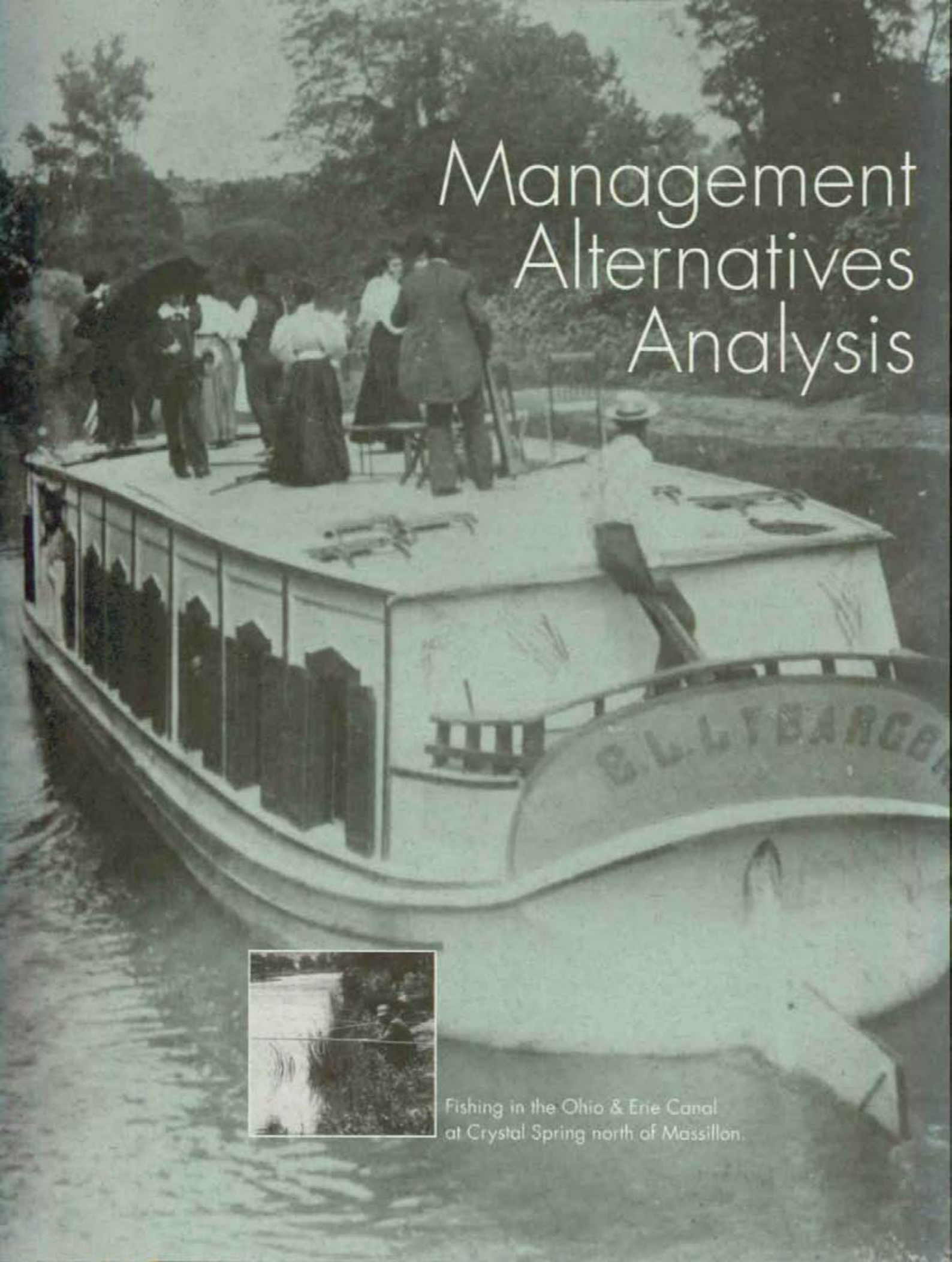
A committed public/private partnership is growing stronger. Local communities have shown strong support by participating in this study and adopting resolutions favoring the corridor concept. An alliance of grassroots advocacy has been initiated with the formation of North Cuyahoga Valley Corridor Inc. and the Ohio & Erie Canal Corridor Coalition. These organizations have identified the following mission:

***"stimulate public interest and support for the protection, preservation, development, and enhancement of the historical, cultural, natural, industrial, commercial, and recreational resources along the route of the historical Ohio & Erie Canal."***




A partnership of federal, state, and local governments, business and industry, foundations, private nonprofit organizations, and individuals will make the vision of the Ohio & Erie Canal Corridor a reality.

# Management Alternatives Analysis




Fishing in the Ohio & Erie Canal at Crystal Spring north of Massillon.

A management framework is necessary to coordinate the efforts of Ohio & Erie Canal Corridor partners and to provide a forum where different interests can have a voice. Several possibilities exist for an organization or framework to facilitate the protection and management of the corridor's resources. Each action alternative assumes a role for private citizens and each level of government.

Potential roles for partners include ownership, jurisdiction/authority or management of resources, funding, advocacy for one or more resource themes, and responsibility for developing plans that impact the corridor. This analysis will define management framework options. In a 1992 "Partnerships in Parks" paper, the NPS Director for Planning and Development suggested that any management framework must accomplish the following:

- *Protect important corridor resources through local stewardship*
- *Facilitate an effective regional partnership*
- *Interpret the themes of the corridor*
- *Balance resource protection with economic growth*
- *Enhance the quality of life in corridor communities*

Any management organization should have the authority necessary to achieve legislated objectives, including:

- *ability to hire staff*
- *meet at least quarterly*
- *contract for experts and consultants*
- *accept personnel detailed from state and federal agencies on a reimbursable basis*
- *hold hearings*
- *use federally appropriated funds as a nonfederal match*
- *accept donations*
- *accept real property by gift, with funds designated for that purpose, or from a willing seller, transferring any lands to a public/private land managing agency for public purposes*
- *plan or modify a plan*
- *enter into cooperative agreements to carry out the plan*
- *implement the plan*
- *make loans and grants to protect resources on a matching basis*
- *assist in the preparation of grant applications to other federal and non-federal sources.*

## ALTERNATIVE #1 - NO ACTION

No Action implies that no attempt would be made to consolidate interests for a unified Ohio & Erie Canal Corridor. Local initiatives would continue to recognize, protect and develop community resources individually. CVNRA would continue to protect resources and develop facilities and programs within current park boundaries.

### *Advantages and Disadvantages*

Uncoordinated planning and land use regulation would result in communities continuing to develop in ways that may diminish the natural, cultural, and recreational resources of the corridor. Natural resources, such as wetlands, would become further fragmented. This would reduce the corridor's value as a wildlife migration route and erode aesthetic qualities. Water quality improvement along the Cuyahoga River would continue through the efforts of the remedial action program, but water quality improvement efforts in the Tuscarawas basin would suffer without a framework for communication that would be provided by a regional planning effort.

This same lack of coordination could have a negative impact on the cultural resources. There would not be a corridor-wide body to develop common policies on cultural resource protection. Without a corridor-wide focus, continued loss of historic structures and archeological resources would contribute to the decay of the region's identity. Important links in the physical resource and continuity of the corridor's heritage could be lost.

Corridor-wide recreational opportunities would not be easily realized. Without an overall organizing group, a trail along the entire corridor would be difficult to coordinate. The lack of a coordinating group would also make interpretation of the entire corridor difficult.

Each community's individual potential for natural, cultural, and recreational

resource conservation might not be realized and the collective potential of all of the communities would not be realized. The loss of these cultural, recreational, and natural resources could result in a decline in a community's quality of life, which may threaten the economic vitality of both the community and region. If no action is taken, the corridor could be fragmented. The No Action alternative provides no additional mechanism for resource recognition and protection.

No additional federal expenditures would be required with the No Action alternative.

## ALTERNATIVE #2 - REGIONAL INITIATIVE

This alternative would rely on communities getting together to establish a regional framework to plan and implement the corridor vision. Resource protection and management would occur through local action. A regional authority would be responsible for coordination of planning and provide the vehicle for a unified marketing effort.

### *Advantages and Disadvantages*

This alternative minimizes state or federal influence while creating a regional identity that could formalize the relationship between communities working for a common cause. Existing regional organizations could assume this role with minor modifications. A regional coordinating body could prepare multi-jurisdictional funding requests, or assist groups with limited staff or expertise to prepare better funding requests, thereby improving chances for additional state and federal funding.

The four counties have not worked well together as a region in the past. The major urban counties have traditionally viewed each other as competitors for economic development and state funds. Dynamic local politics could undermine the stability of a regional authority, causing it to dissolve at any time.

The lack of state or federal designation would most likely lessen both the marketability of the corridor in a national and international marketplace and the ability to leverage dollars.

A regionally organized initiative does not necessarily increase the capability to address natural resource issues that extend beyond local government jurisdictions. Water quality is an example of an issue which a voluntary regional organization would have difficulty addressing. A regional coordinating body could improve the consistency of natural resource planning and protection throughout the participating jurisdictions. However, current natural resource planning is limited, especially multi-jurisdictional planning.

Several corridor communities have local preservation ordinances. Faced with growing development pressure, many local preservation initiatives lack the capability to adequately protect important historical structures, archeological sites, and cultural landscapes.

While able to encourage regional planning and action, local initiatives may not be able to sustain corridor communities as they make the transition from competitors to partners. Strong support of business and industry, although critical to each alternative, is most important for the success of a local initiative.

A local initiative would be minimally effective in recognizing and protecting natural, recreational, and cultural resources and facilitating intergovernmental coordination. While this alternative would improve coordination of resource management over the No Action alternative, it requires voluntary participation and could easily be rendered ineffectual by unwilling individual units of government.

Federal expense associated with this alternative would involve the costs of CVNRA's participation with a regional authority. Participation would involve staff time associated with providing guidance and technical assistance relating to planning, resource management, and interpretation, at an estimated cost of $50,000 annually. This money would come from the park's operating budget.

## ALTERNATIVE #3 - STATE INITIATIVE

State legislation could create a heritage commission or other mechanism to coordinate the management of the Ohio & Erie Canal Corridor at the state level. A commission could consist of representatives from each corridor community, appropriate local, state, and federal agencies, and the private sector. State funding of specific projects might be supplemented with federal money and contributions from the private sector. In this scenario, NPS could be offered a seat on the commission to provide technical assistance.

### *Advantages and Disadvantages*

State designation would give high visibility to the corridor. State leadership would bring experience in managing complex regional and statewide resources. A state commission might be able to overcome obstacles to intergovernmental cooperation through incentives and staff mediation. The professional staff assigned to support the commission could devote more focused effort to obtaining technical assistance and funding through state and federal programs. Some federal programs, such as ISTEA and the Land & Water Conservation Fund, are being administered on a state level, and the state enabling legislation could direct the state administrators to provide assistance.

A state initiative has the potential for positive impacts on natural and cultural resources. Formal state designation could invoke more stringent criteria on permit requests and grant proposals that might harm the corridor's resources. The ODNR and the SHPO have the organization and experience necessary to manage the natural and cultural resources of the corridor. The ODNR currently manages programs relating to air and water quality, wetlands, game and nongame wildlife, and threatened and endangered species. It also administers the state park system and is a primary state level provider of recreation. The SHPO manages the OHI, OAI, and provides technical assistance to communities regarding historic preservation concerns. Both agencies are currently corridor management partners, with ongoing operations at state park and state memorial facilities. Under this alternative, the ODOT might play a larger role in the funding of projects through administration of ISTEA programs and promotion of the corridor through highway signs and their Bureau of Travel Information. Ohio's Department of Development, Division of Travel and Tourism would be more likely to promote the corridor regionally and nationally.

Communities would benefit from the state's role in expanding and linking local recreation facilities. Corridor landowners might welcome the state as a credible facility manager, alleviating operational concerns.

The ability of the state government to increase its role in existing and new programs has been hampered by a lack of funds. Existing state programs may not be adequate to implement plans in corridor communities. Increased state government presence might not be necessary or desired in communities where a strong local government is willing to protect and manage resources. However, this lack of interest in state management could reduce overall coordination within the corridor.

State initiatives in heritage preservation are working in other states, Pennsylvania and New York, for example. The State of Ohio does not have an institution to effectively manage a project that involves such a wide array of resources. The State of Ohio is not in a position to effectively coordinate activities that relate to the Ohio & Erie Canal Corridor. Today, the State of Ohio is a full partner in the project and perhaps its role will evolve as the project develops.

Federal expense associated with this alternative might consist of the costs relating to CVNRA participation on a state heritage commission. Participation would involve staff time associated with providing guidance and technical assistance relating to planning, resource management, and interpretation at an estimated cost of $50,000 annually. This money would come from the park's operating budget.

## ALTERNATIVE #4 - FEDERAL INITIATIVE THROUGH DESIGNATION AS NATIONAL HERITAGE CORRIDOR/HERITAGE PARTNERSHIP

Federal legislation could designate the Ohio & Erie Canal Corridor as a National Heritage Corridor or a component of the potential National Heritage Partnership system. Enabling legislation would establish a federal heritage commission, outlining commission composition, staffing, powers, authorities, and duties. Provisions defining the role of the Department of the Interior and other federal entities and authorizing appropriations to be matched by local funds would be included.

### *Advantages and Disadvantages*

Federal designation would result in national recognition of the area's importance. A federal commission could focus regional attention on resource protection. Under this alternative there would be a forum where federal, state, and local programs would be coordinated to address air and water quality and wildlife issues. Cultural resource protection would benefit as local preservation efforts receive greater recognition and assistance from all levels of government. Technical assistance would be more readily available to landowners interested in managing resources on private lands. The commission could become an information clearinghouse, coordinating efforts that would increase public awareness and stewardship of local resources.

NPS could establish a project office for commission staff at CVNRA, taking advantage of the park's administrative and technical support. The mix of federal, state and local government, and private sector representatives on the commission would create a distinct partnership designed to share the responsibility of protecting and properly developing important resources.

Part of the commission's responsibility would include recreation planning and regional economic development. The commission would create the forum for resource users, landowners, industry and communities to work together to identify, protect and appropriately develop corridor resources.

Federal commissions have proven effective in protecting and managing complex resources. By their very nature, they build in broad geographic and interest group representation. The existing NHC Commissions have successfully evolved into institutions that facilitate complex planning projects.

A federal commission would require expenditures at a time when most government programs are experiencing cuts. The complexity of the project might require a large commission to insure broad representation. Private and industrial landowners are concerned that national designation might result in greater restriction on development and land use.

Federal costs associated with this alternative include an estimated $50,000 annual cost to CVNRA similar to the previous alternatives, as NPS staff would participate as a project partner and a technical assistance provider. Additional federal costs are associated with the establishment of a heritage corridor or area commission. Earlier NHC models, such as Blackstone and Delaware & Lehigh, and the draft NHP legislation specify that any federal contribution to the operation of any commission cannot exceed fifty percent of the annual operating costs of that commission. The existing NHCs received appropriations to fund their commissions at the following levels: I & M, $250,000/year for ten years; Blackstone, $250,000/year for five years changed to $350,000/year; Delaware & Lehigh, $350,000/year for five years. Draft NHP legislation suggests that federal appropriations be limited to not more than $350,000 annually for ten years with a provision for a five-year extension. A provision in the proposed legislation would authorize an appropriation for $25,000,000 for the implementation of approved Heritage Area Plans nationally.

## APPENDIX A - NOT A NEW IDEA ...

In 1925, the Metropolitan Park Board of Summit County commissioned the Olmsted Brothers to conduct a survey and study of Summit County for a system of public parks, reservations and parkways. In their report, they recognized the potential of the Ohio & Erie Canal as a boating link between Barberton and Akron, and they saw the opportunity for a continuous parkway along the canal from Clinton north through Akron and up the Cuyahoga Valley with connections to the Cleveland Metropolitan Park System. This report also recommended,

***"...for three miles or so at its southern end, the parkway should be wide enough to include the river and canal and most of the valley bottom, making essentially an elongated park."***

The Stark County Regional Planning Commission role in the canal corridor spans three decades. The 1962 Park Land Resources Study led to the formation of the Canal Lands Development Advisory Committee. This group was instrumental in having the State of Ohio transfer canal land ownership to county and municipal governments. A 1964 management plan for these newly acquired lands contributed to the creation of the Stark County Park District and is a major reason most of Stark County's canal resources remain.

The Ohio Department of Natural Resources (ODNR) contracted a study in 1970 entitled Tuscarawas River and Ohio & Erie Canal Recreation and Development Study. In this study, the department looked at the recreation potential of the Tuscarawas River Valley and presented a plan for development and conservation indicating that,

***"...sections of the Tuscarawas River and the Ohio & Erie Canal in Summit, Stark and Tuscarawas Counties could be developed as a recreational parkway.... Character of the river, canal traces, historical sites and access roads indicate that a lengthy river corridor with activity nodes at selected locations would be most appropriate.... Facilities may be varied - offering picnicking, camping, canoeing, hiking, nature study, or historical interest.... The river-canal parkway would serve the Akron-Canton metropolitan area as a regional system."***

The national significance of a portion of the Ohio & Erie Canal Corridor was recognized with the authorization of the CVNRA in 1974. This 33,000-acre NPS unit was designated for the purpose of, ***"preserving and protection for public use and enjoyment the historic, scenic, natural, and recreational values of the Cuyahoga River and the adjacent lands of the Cuyahoga Valley and for the purpose of providing for the maintenance of needed recreational space necessary to the urban environment..."***

In 1979, the City of Akron and the Metropolitan Park District, through a cooperative agreement, developed a master plan of the 1500-acre Cascade Valley Park. The plan called for seven units in North Akron along the Little Cuyahoga and Cuyahoga rivers to be developed by the city and managed and maintained by the Park District. Two units have been developed and two additional units, including the Riverview Unit which will provide a bicycle link with the CVNRA, are currently undergoing final planning. The Cascade Valley Park represents an important step in the realization of the 1925 Olmsted Brothers Akron regional open space plan.

In 1990, the Ohio Bicycle Advisory Council endorsed a cross-state, off-road, contiguous, multi-purpose recreation and transportation trail, stating,

***"Most of the trail will be built on railroad right-of-way and on the towpath of the old, state owned Ohio & Erie Canal... Following the canal route it will pass through (Tuscarawas), Stark, Summit, and Cuyahoga Counties where sections of the canal still contain water."***

The recently released Cuyahoga County Planning Commission's "North Cuyahoga Valley Corridor Plan" makes specific recommendations for implementing a heritage corridor along the Cuyahoga River from its mouth at Lake Erie to the northern boundary of the CVNRA. The plan identifies significant resources and stories, as well as the potential for economic development, heritage education,

transportation linkages, recreation, and open space preservation along the northern segment of the Ohio & Erie Canal Corridor.

The ODNR's 1993 SCORP establishes "general priorities as a guide for specific actions to be taken to resolve major issues identified in the SCORP planning process." One of these is to, ***"extend trail related recreation opportunities by acquiring and developing a network of greenway, trails, corridors, and linear recreation resources, and by cooperation with public agencies, trail user groups, private organizations, and advocacy groups.... The concept of acquiring and developing greenways and trails to provide a multitude of environmental, recreational, and economic benefits gained national attention during the deliberations of the President's Commission on Americans Outdoors."***

Public interest in the preservation, interpretation and recreational potential of the Ohio & Erie Canal Corridor is not a new idea.

## APPENDIX B - LIST OF THREATENED AND ENDANGERED SPECIES

| *TYPE* | *COMMON NAME OF SPECIES* | *STATUS* |
|---|---|---|
| Plant | **Butternut** | Federal Category 2 |
| Plant | **Marsh Spear-Grass** | |
| Plant | **Glade Mallow** | |
| Bird | **American Bittern** | State Endangered |
| Bird | **Least Bittern** | |
| Bird | **Canada Warbler** | |
| Bird | **Common Barn Owl** | |
| Bird | **Golden-Winged Warbler** | |
| Bird | **Hermit Thrush** | |
| Bird | **Sedge Wren** | |
| Fish | **Great Lakes Muskellunge** | |
| Fish | **Blackchin Shiner** | |
| Plant | **Canada Hawkweed** | |
| Plant | **Dotted Horsemint** | |
| Plant | **Bullhead Lily** | |
| Plant | **Bog Willow** | |
| Plant | **Fries Pondweed** | |
| Plant | **Villous Panic-Grass** | |
| Plant | **Small Purple Fringed Orchid** | |
| Plant | **Flat-Leaved Rush** | |
| Plant | **Hooded Ladies'-Tresses** | |
| Plant | **Small Purple Foxglove** | |
| Plant | **Wolffiella** | |
| Plant | **Few Seeded Sedge** | |
| Plant | **Greene's Rush** | |
| Plant | **Large-Leaved Mountain-Rice** | |
| Plant | **Drooping Wood Sedge** | |
| Bird | **Carolina Catchfly** | State Threatened |
| Bird | **Upland Sandpiper** | |

| *TYPE* | *COMMON NAME OF SPECIES* | *STATUS* |
|---|---|---|
| Fish | **Lake Chubsucker** | State Threatened |
| Fish | **Paddlefish** | |
| Plant | **Bearded Wheat Grass** | |
| Plant | **Bebb's Sedge** | |
| Plant | **Broad-Winged Sedge** | |
| Plant | **Buckbean** | |
| Plant | **Canada Frostweed** | |
| Plant | **Canadian St. John's Wort** | |
| Plant | **Crinkled Hairgrass** | |
| Plant | **Drummond's Aster** | |
| Plant | **False Asphodel** | |
| Plant | **Flat-Leaved Bladderwort** | |
| Plant | **Flattened Wild Oat Grass** | |
| Plant | **Ground Juniper** | |
| Plant | **Hairy Pinweed** | |
| Plant | **Hoary Willow** | |
| Plant | **Highbush Cranberry** | |
| Plant | **Leafy Goldenrod** | |
| Plant | **Leathery Grape-Fern** | |
| Plant | **Lesser Panicled Sedge** | |
| Plant | **Marsh Fivefinger** | |
| Plant | **Pale Straw Sedge** | |
| Plant | **Pitcher Plant** | |
| Plant | **Pointed Water-Meal** | |
| Plant | **Rose Pagonia** | |
| Plant | **Round-Fruited Pinweed** | |
| Plant | **Seaside Arrow-Grass** | |
| Plant | **Silvery Sedge** | |
| Plant | **Swamp Birch** | |
| Plant | **Tufted Hairgrass** | |
| Plant | **Thin-Leaf Sedge** | |
| Plant | **Wild Rice** | |
| Plant | **Variegated Scouring-Rush** | |



## APPENDIX C - SPECIAL INITIATIVES AND CONSIDERATIONS

Special Directive 92-11, on the topic of special resource studies, suggests that initiatives and considerations be taken into account when evaluating significance. This appendix contains a list of initiatives that could be addressed within the Ohio & Erie Canal Corridor.

One initiative focuses on partnerships and volunteerism. When the idea of an Ohio & Erie Canal Corridor was conceived, it was apparent that a united effort on the part of the various public agencies and the private sector was needed for success. No one entity could succeed in doing all that is necessary to ensure recognition, protection and proper development of corridor resources. Three partners have emerged to carry on this work.

In September of 1989, a volunteer organization was formed, OECCC, to promote the corridor concept in Summit, Stark, and Tuscarawas counties. With the partnership between NPS, NCVCI, and the OECCC, people are working together to make the Ohio & Erie Canal Corridor a success.

Natural resource interests are working with the historic preservation interests, recreation interests, industry, local governments, state agencies, and the federal government on a project providing common ground that will link communities, protect resources, and improve the quality of life for the residents of northeast Ohio.

NPS has long realized that CVNRA must develop linkages with the urban communities of Cleveland and Akron to fulfill the purpose for which the park was created. NPS has worked with NCVCI to promoted the concept of linking Cuyahoga County and the City of Cleveland with CVNRA. These linkages will serve the people of Cuyahoga County by providing recreation access not only to CVNRA but also to Cleveland Metropark's "Emerald Necklace", a nationally prominent park system that circles the city. NCVCI was instrumental in working with the Cuyahoga County Planning Commission and the George Gund, Cleveland, and BP America Foundations in producing the North Cuyahoga Valley Corridor Study, in April of 1992.

The alternative transportation initiative can be met in the Ohio & Erie Canal Corridor by developing an 87-mile multiple use recreation trail connecting Cleveland's lakefront with the North Country National Scenic Trail in Zoar. This trail will provide an opportunity for people to walk or ride a bicycle to other parts of their community. If they walk or ride to work they might enhance the region's quality of life by reducing traffic, pollution and noise and improve their health at the same time. Potential rail linkages may provide another transportation alternative. Interest in the canal corridor is evident in communities from the southern boundary of CVNRA to Zoar.

Another administration initiative is concerned with improving the quality of life in urban areas. The Ohio & Erie Canal Corridor can provide close-to-home, safe, family, recreation; preservation of open space; and preservation and interpretation of local heritage, instilling a sense of place in communities.

An important task of government is to be aware of the needs of minority populations. The Ohio & Erie Canal Corridor provides two opportunities to reach urban minority populations. First, the corridor will provide access to recreation and interpretation for people who live in corridor communities. Second, a goal of the corridor partnership is to involve all citizens in the planning process to make sure that the needs of culturally diverse communities are incorporated into corridor plans.

Preservation of wetlands is an important initiative. Ohio ranks second in the nation in allowing the destruction of wetlands. The Ohio & Erie Canal Corridor includes many wetlands associated with the Cuyahoga and Tuscarawas Rivers as well as watered segments of the canal. These wetlands, some present even in urban and industrial areas, are some of the most important resources of the corridor because they support diverse populations of plants and animals.

## APPENDIX D - PARTNERS, POTENTIAL ROLES AND EXAMPLES

Listed below are examples of the potential commitment the partners identified in the "Public Support" section of the study could make to implement the Ohio & Erie Canal Corridor concept based on their current mission and responsibilities. Also included are samples of the involvement of comparable partners at existing heritage corridors/areas and other partnership parks.

### *National Park Service*

*Potential Involvement:* An increase in CVNRA's role in the Ohio & Erie Canal Corridor is likely. The park staff of planners, interpreters, resource managers, engineers, landscape architects, maintenance employees and law enforcement specialists would provide technical assistance to communities along the corridor. CVNRA could potentially provide direct support in developing, operating, and maintaining facilities outside the park boundaries and developing interpretive materials. For example, the Cuyahoga County Planning Commission's North Cuyahoga Valley Corridor Study recognizes CVNRA as a funding and planning source, and the managing agency for a proposed heritage center in the industrial flats of Cleveland.

Planners with RTCA would continue to work in corridor communities to further develop and implement strategies to protect and interpret natural, cultural, and recreation resources within the corridor, develop linkages statewide, and identify funding sources. The three existing NHCs have hired NPS personnel to serve as executive director interpretive specialist, and in other capacities for their heritage corridor commissions. The Blackstone in Massachusetts and Rhode Island has NPS interpreters to provide interpretation and visitor services along the Blackstone River Valley. At Lowell National-Historic Park in Massachusetts NPS works with the Lowell Historic Preservation Commission and the Lowell Heritage State Park providing technical assistance in historic preservation, maintenance and operations of visitor facilities and services, and development of five interpretive sites.

*Other Federal Agencies:* The U.S. Army Corp of Engineers administers programs that deal with navigable waterways and flood control and consider affects upon recreation and water quality. The U.S. Fish & Wildlife Service provides technical assistance and funding associated with the management of fish and wildlife populations and habitats. Other agencies with roles are, Coastal Zone Management Program, Environmental Protection Agency, Federal Highway Administration, and Soil Conservation Service.

### *State Agencies - Ohio Department of Natural Resources*

*Potential Involvement*: ODNR can play a pivotal role in the implementation of the Ohio & Erie Canal Corridor concept. As the state's recreation and natural resource management agency, ODNR can assist communities by providing technical assistance and targeting state administered funding programs such as the Land and Water Conservation Fund and Symms National Recreation Trails Act for corridor projects. The corridor proposal addresses most of the priorities identified in the 1986 and 1993 SCORP. ODNR could play a lead role in acquiring, developing, and managing the segment of the corridor recreation trail in Tuscarawas County until a county park organization is established. ODNR could develop linkages to existing state parks, wildlife areas, and natural areas as part of the corridor network and pursue land acquisition opportunities to expand this network and existing parks. ODNR could expand interpretive services and facilities on state administered sites and take a lead role in doing the same in corridor communities. Along the I&M the Illinois Department of Conservation has restored and is managing the I & M Canal as a linear park with a recreation trail, interpretive programs, and natural area protection. The Illinois Departments of Commerce & Community Affairs, Transportation, Historical Society, and Archeological Survey are playing roles in implementing the I&M plan. Pennsylvania has created a State Heritage Park Interagency Task Force including representatives from state departments of Community Affairs, Commerce/Economic Development, Environmental Resources, Historic Museum Commission, Heritage Affairs Commission, and Counsel on the Arts. This task force relies on a partnership between local, state, and federal agencies to highlight the state's cultural, historic, and recreation resources.

### *OHS and Ohio State Historic Preservation Office*

*Potential Involvement:* OHS could expand programs at their existing sites through the interpretation of the full story of a "route to prosperity", the Ohio & Erie Canal Corridor. OHS could acquire and develop additional sites in other corridor communities, further expanding their presence. In partnership with ODOT, ODNR, and state and local tourism organizations, OHS could develop and manage a "gateway" visitor center on the southern end of the corridor off I-77 in the Bolivar/Zoar area. Both OHS and SHPO could provide expanded technical assistance to organizations and communities interested in developing local interpretive programs and more actively promote the Certified Local Government and National Register of Historic Places programs. OHS and SHPO could more actively promote preservation and facilitate the funding process for communities.

### *County and Metropolitan Park Districts*

*Potential Involvement*: Metropolitan park districts are the logical agencies to plan, acquire land, and develop, as well as operate and manage, respective segments of the multi-purpose Ohio & Erie Canal Corridor trail. They could provide assistance to communities in parks and recreation planning. These districts have outstanding natural history interpretative programs which could be coordinated throughout the corridor to reach further into communities outside of the formal park systems. Metropolitan Park districts could take the lead in the acquisition of key parcels of land for protection, park development, and enhancing public awareness and involvement pertaining to resource protection. The canal corridor concept could be a major focus of any long range planning effort undertaken by these park districts.

Along the northern section of the I&M, towards Chicago, county forest preserve districts provide most of the recreation and interpretive opportunities. County park districts manage important components of the Lackawana Heritage Valley and Delaware & Lehigh in Pennsylvania. Lake MetroParks, in northeast Ohio, has sponsored a series of Open Space and Sensitive Development workshops that focus on resource sensitive development.

### *Municipalities*

*Potential Involvement:* One of the primary goals of the Ohio & Erie Canal Corridor is to have each corridor municipality recognize its resources and become stewards for resource protection. As the public and decision makers become more aware of resource values and linkages to other communities they should take a corridor wide perspective when designing infrastructure improvements, tourism information, long-range planning projects, education curricula, special events, and neighborhood programs. Corridor community governments could forge the necessary partnerships with business, industry, and private nonprofit groups to implement corridor protection and enhancement on a local level. The City of Wheeling, West Virginia envisioned a planning process with the state and NPS to develop a "Wheeling Heritage Concept Plan". Through a Memorandum of Understanding the city, state, and NPS share responsibility in creating this plan for conserving, interpreting and developing Wheeling's heritage. The town of Cumberland, Rhode Island is working to clean up and interpret a mill site to provide public open space in the downtown core as part of the Blackstone. In Lowell, the City Development Authority took the lead to insure that major community improvement projects were consistent and supportive of the urban park concept.

### *Business and Industry*

*Potential Involvement:* Private sector involvement of business and industry throughout the corridor is critical. Business and industry understand how the quality of life is affected by and, in turn, has an effect on the availability of recreation, transportation, education, and impacts business. Without the support of the private sector, preservation of the natural, cultural and historical heritage of the corridor will not happen. Business and industry can take the lead by innovative and efficient reuse of the wealth of historic structures as building stock for future development. They can also take a lead role in the preservation and interpretation of their own industrial history. The corridor project provides a forum for business and industry to work cooperatively with partners from the historic preservation and environmental interests in protecting and properly developing corridor resources.

The Blackstone Commission is working with business and industrial leaders to adapt historic mill buildings for modern industrial, commercial, retail, cultural and residential uses. Several regions along the I&M have been designated Illinois Enterprise Zones, qualifying them for incentives from the state. The America's Industrial Heritage Partnership (AIHP) in southwestern Pennsylvania, identifies the participation of businesses through private investment in rehabilitating historic buildings as one of the projects most valuable assets.

### *Tourism Industry*

*Potential Involvement:* A successful corridor plan must include strategies to effectively market corridor resources. The state and local tourism agencies must play a major role in developing and distributing information. The

four county agencies working together with business, special interests and communities could take the lead in the development of consistent signs and other appropriate means to promote these resources. Development of facilities such as rest areas, information and visitors centers, restaurants, canoe liveries, bicycle shops, and lodging is the task of both the public and private sector. A corridor wide strategy, initiated by a partnership of the four county agencies, is needed to support tourism development that is sensitive to residents and protects and enhances the values of the Ohio & Erie Canal Corridor.

Each community along the I&M has experienced positive economic growth associated with increased tourism. Expanded recreation opportunities have attracted private investment, bringing in new business and jobs. At AIHP a technical advisory group has been established to examine ways to coordinate project related marketing strategies throughout a nine-county region. This group will identify the role tourism should play in the region's overall economy and how economic development and historic preservation can both be achieved.

### *Private Nonprofit Organizations*

*Potential Involvement:* These groups should continue to advocate recognition and appropriate development of corridor resources. NCVCI and OECCC must expand the networks they developed that link different special interests to this common cause. As a corridor management structure evolves, these networks will be essential in bringing together the partners. Nonprofit organizations are in a position to assist their political leaders by demonstrating public support for the project. As implementation begins, these groups could serve as watchdogs to insure that the goals and objectives of the corridor concept are adhered to. NCVCI and OECCC might evolve and merge into a corridor wide organization that coordinates grassroots activities and functions as a liaison with the corridor management framework. Private nonprofit organizations could increase their role in development and fund raising for facilities along the corridor, for example, museums and visitor centers.

The (I&M) Canal Corridor Association, managed by a volunteer board of civic, business and industry leaders, has a professional staff with expertise in economic development, public policy, historic preservation and land conservation. This organization builds coalitions that act as catalysts to stimulate preservation, conservation and renewal of the I & M communities and landscapes. In the Blackstone, Preservation Worcester is working to identify and interpret the community's canal resources increasing public awareness and promoting preservation.

River Railroad and Ohio & Erie Canal between Boston and Peninsula.

## APPENDIX E - SAMPLE RESOLUTIONS OF SUPPORT

City of Cleveland

MICHAEL R. WHITE, MAYOR

June 15, 199

Mr. Don H. Castlebury, Director
Midwest Regional Office
National Park Service
1709 Jackson Street
Omaha, Nebraska 68102

Dear Mr. Castlebury:

I write to you today with a sense of regret that I was unable to find a few minutes during an extremely hectic period to make a personal visit to your annual training workshop held in Cleveland during the week of April 26. I want to assure you that your presence in greater Cleveland did not go unnoticed, quite to the contrary, my administration together with civic leaders alike applauded your choice of our region for the annual training for the Rivers, Trails and Conservation Assistance Program.

We are equally enthused over the prospect of the Ohio & Erie Canal as a National Heritage Corridor. Locally, this project has gained tremendous momentum in the past year as a result of public awareness. This increased visibility has generated considerable economic interest.

I assure you Cleveland understands the benefits of partnership as well as any municipality in America. We are busy at work rallying supportive citizens groups around the Cuyahoga River.

It is our hope that your next visit will come soon, and that it will [illegible] on the occasion of what promises to be a glorious celebration marking the birth of the Ohio & Erie National Heritage Corridor.

Sincerely,

Michael R. White
Mayor

MRW/DS

cc: Parks Department Manager

MetroParks

SERVING SUMMIT COUNTY

1 January 199

Honorable Bernie Sanders
United States House of Representatives
Rayburn Building, H.O.B.
Washington, D.C.

Dear Mr. Sanders:

It is our understanding that you plan to introduce a bill in the new session of Congress to designate the Ohio and Erie Canal National Heritage Corridor.

The Board of Park Commissioners of the Metro Parks, Serving Summit County is aware of such a bill's existence and strongly indicated by resolution its support to further understanding the outstanding and critical of the [illegible] proposed Ohio & Erie Canal National Heritage Corridor to celebrate the birth of the Corridor, assuring the continued quality of life in our region.

We believe the National Heritage Corridor designation can be very helpful to this project in [illegible]. We also believe it will attract more supporters for the project and will generate interpretive networks and exhibitions on the part of some groups, organizations and communities from Cleveland to Coshocton, whose interest involved in creating the corridor and in preserving various sections of the canal.

Best wishes for success with your legislation.

Sincerely,

John R. Kelly
Director-Secretary

Department of Planning and Urban Development
ANALYSIS

Offered by: [illegible]

RESOLUTION NO. 74 -1993 supporting the Ohio and Erie Canal Corridor Coalition in their efforts to establish a National Heritage Corridor.

WHEREAS, The Ohio and Erie Canal Corridor Coalition is engaging in an effort to have the United States Congress designate the [illegible] miles of Ohio and Erie Canal lands in Cuyahoga County as the 4th National Heritage Corridor in the Nation; and

WHEREAS, The National Heritage Corridor movement seeks together the historical, recreational and economic development threads of the region; and

WHEREAS, Your Council feels that such a Corridor would enhance the economy and offer recreational opportunities.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of [illegible]:

SECTION 1. That this Council hereby supports the Ohio and Erie Canal Corridor Coalition in their efforts to establish a National Heritage Corridor.

SECTION 2. That the Clerk of Council be and is hereby directed to send a copy of this resolution to BOB COOKE, President, Board of Trustees, Ohio and Erie Canal Corridor Coalition, P.O. Box 432, Akron-Fulton, Ohio 44313.

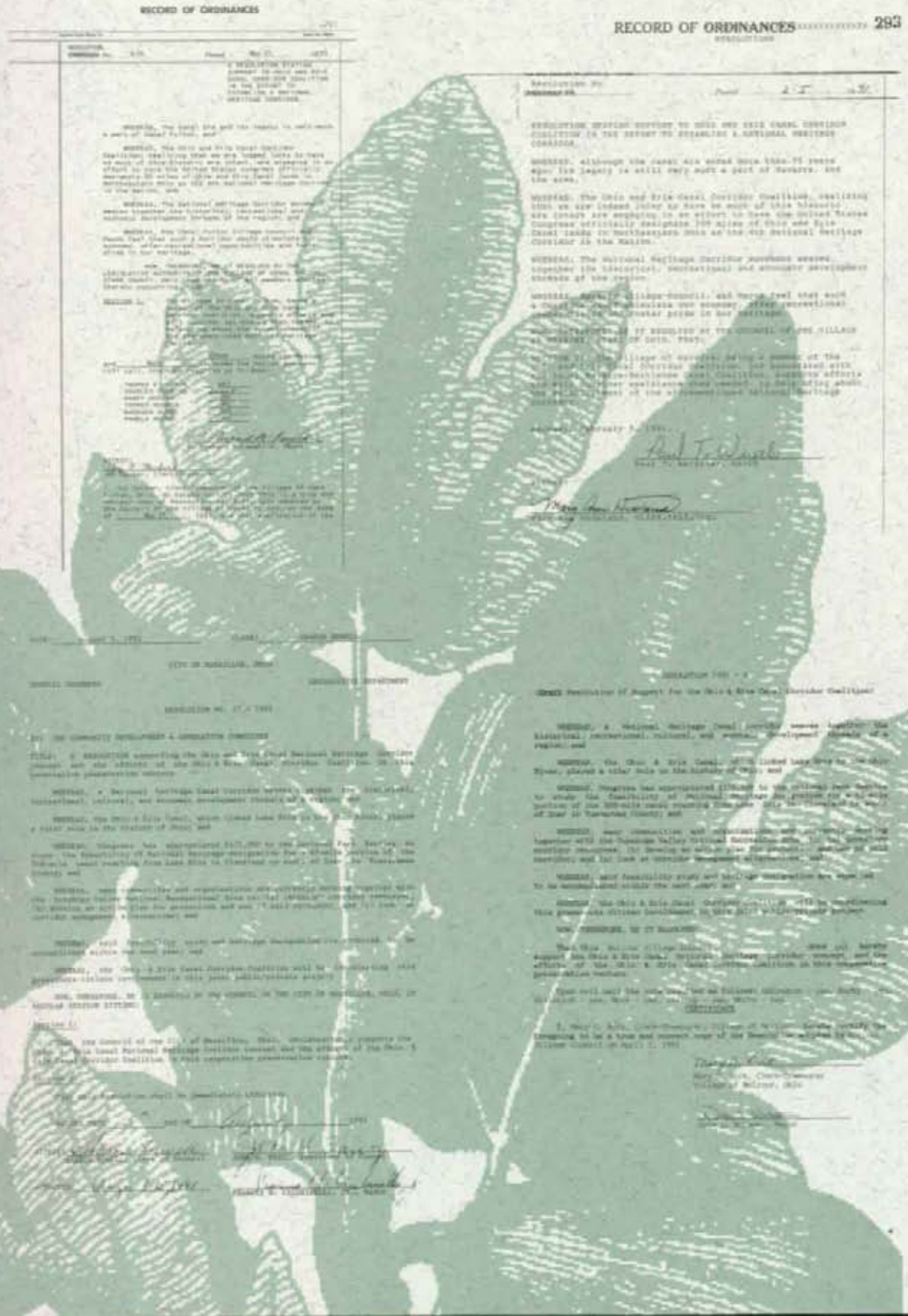
Passed April 12, 1993

Clerk of Council — President of Council

Approved April 12, 1993

Acting Mayor

74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## APPENDIX F - STUDY TEAM MEMBERS AND CONSULTANTS

*NATIONAL PARK SERVICE STUDY TEAM*

**Midwest Region, Rivers, Trails, and Conservation Assistance, Ohio Field Office**

Paul Labovitz, Outdoor Recreation Planner

Rory Robinson, Outdoor Recreation Planner

Barbara Nelson-Jameson, Outdoor Recreation Planner

**National Park Service Study Team, Midwest Region, Omaha**

David Given, Associate Regional Director, Planning and Resource Protection

Alan Hutchings, Chief Planning and Environmental Quality

Dean Alexander, Branch Chief Park Planning

June McMillen, Outdoor Recreation Planner

Kelly Donahue, Landscape Architect

Mark Weekley, Landscape Architect



**Cuyahoga Valley National Recreation Area**

John P. Debo, Jr., Superintendent

CVNRA Staff

**CONSULTING AGENCIES AND ORGANIZATIONS:**

Ohio & Erie Canal Corridor Coalition

North Cuyahoga Valley Corridor, Inc.

Cuyahoga Valley National Recreation Area

Ohio Department of Natural Resources

Ohio Historical Society

Ohio Historic Preservation Office

Cuyahoga County Commissioners

Summit County Executive and Council

Stark County Commissioners

Tuscarawas County Commissioners

City of Cleveland

City of Garfield Heights

City of Akron

City of Barberton

Village of Clinton

Village of Canal Fulton

City of Canton

City of Massillon

Village of Navarre

Village of Bolivar

Village of Zoar

Cuyahoga County Planning Commission

Summit County Planning

Stark County Regional Planning Commission

Tuscarawas County Engineer

Northeast Ohio Areawide Coordinating Agency

Greater Cleveland Growth Association

Cleveland Tomorrow

American Steel & Wire

Northeast Ohio Four County Regional Planning & Development Organization

Cuyahoga Valley Association

Summit County Historical Society

Cascade Locks Park Association

Canal Fulton Heritage Society

Stark Preservation Alliance

Navarre-Bethlehem Township Historical Society

Canal Society of Ohio

Industrial AV Marketing

Cinemark Productions

Urban Design Center, Northeast Ohio

Tom Yurcik

Rick Sicha

NAVBETH Corridor Development Corp.

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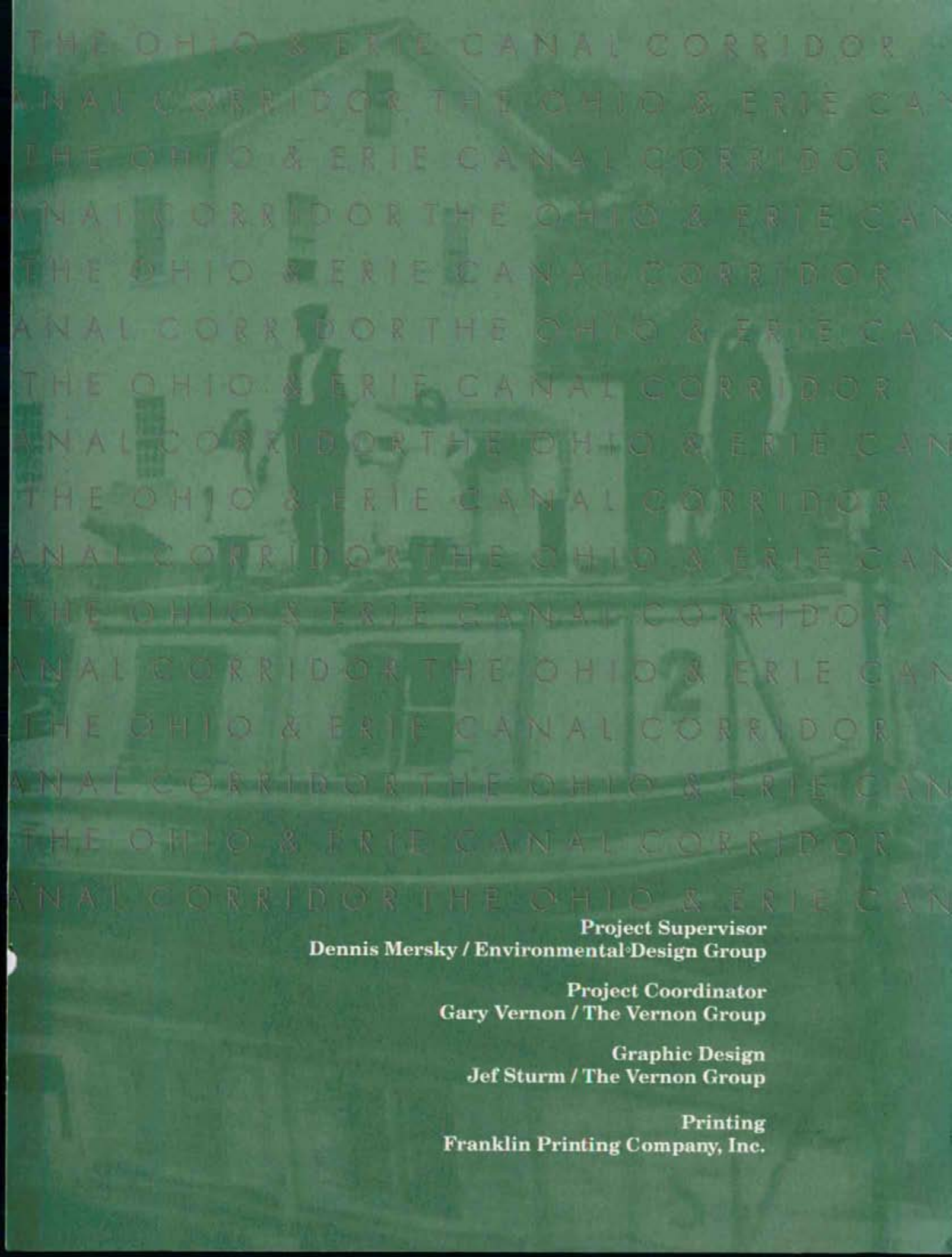


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