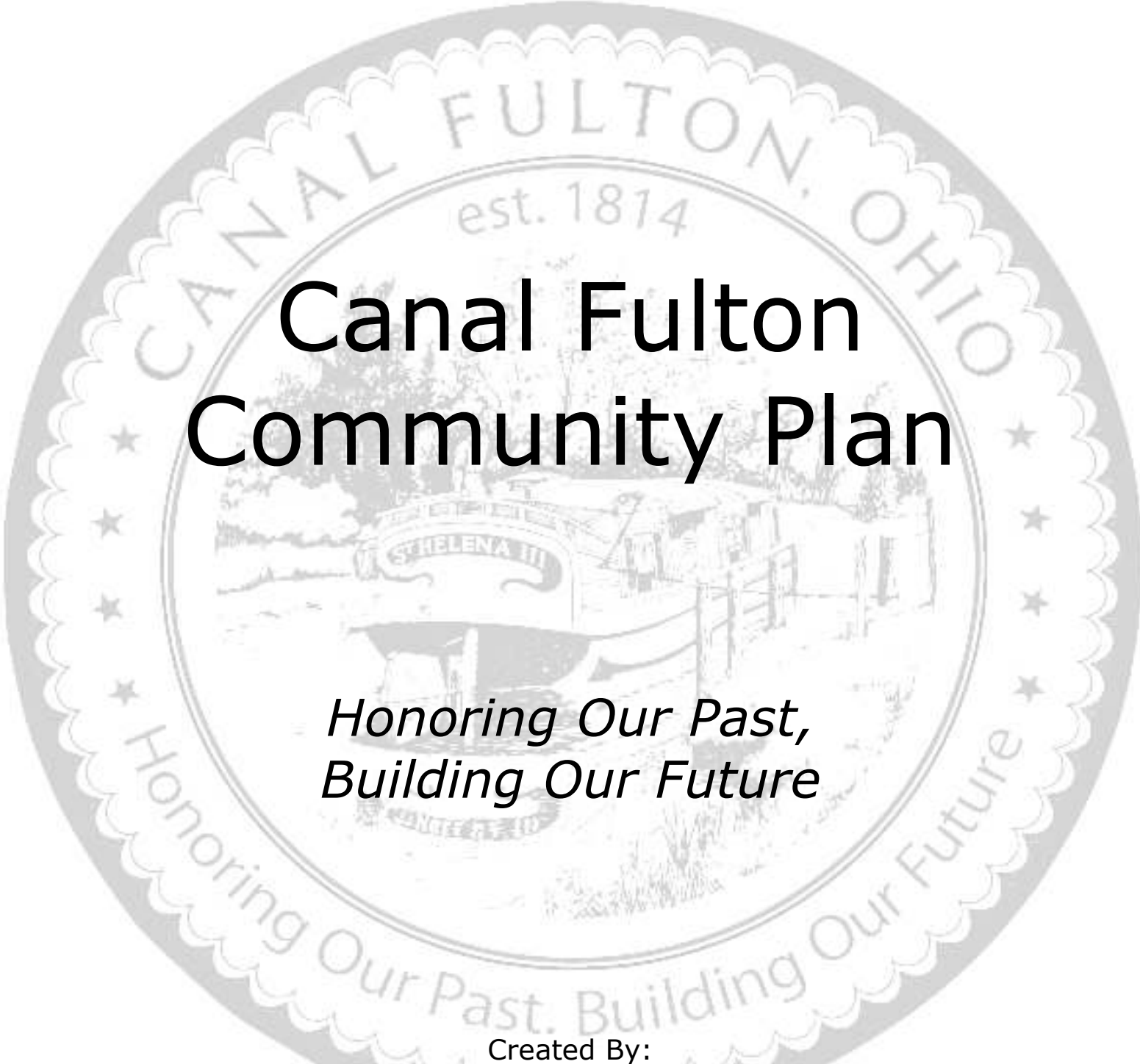


The background of the page features a large, light gray seal of Canal Fulton, Ohio. The seal is circular with a scalloped outer edge. Inside the seal, the text "CANAL FULTON, OHIO" is written in an arc at the top, and "est. 1814" is written below it. The center of the seal depicts a steamship named "S. HELENA III" on the water, with a bridge and buildings in the background. At the bottom of the seal, the text "Honoring Our Past, Building Our Future" is written in an arc, separated by stars.

Canal Fulton Community Plan

*Honoring Our Past,
Building Our Future*

Created By:
The Canal Fulton Community Plan Citizens' Committee
and Stark County Regional Planning Commission

Canal Fulton, Ohio
January 2010

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Introduction

“To ensure a quality of life that preserves our unique canal heritage, personal and environmental character, while promoting business and intergenerational growth, and a secure sense of community.”

This Vision Statement for the City of Canal Fulton as adopted by the Community Plan Citizens’ Committee, attempts to indicate the focus, the history, and the desires of this community, not an easy task in a few words or phrases. At the heart of the canal corridor, we strive to create a community that has a sense of pride, a sense of caring and sense of place. The heritage of the past should be a basis of an identity for the future. A “front porch” atmosphere and attitude among our citizens, fostering community pride in our heritage and inherent family values shall be a catalyst for the quality of life. Encouragement of community-oriented governance through partnerships with citizens, public, and private organizations shall assist in promoting opportunities, and will encourage responsible, progressive development that will lead us into the future.

Why a community plan? What are the benefits of a plan?

- Gives a vision for the community
- Provides guiding principles for decision making
- Evaluates where the community is and where it is going
- Identifies what sets the community apart
- Provides an overview of what has worked in other communities
- Allows better coordinated use of funding
- Strong, legally defensible zoning is based on an adopted future land use plan
- Must be more than an academic exercise; needs to be useful to the city and provide framework for implementation
- Needs to include evaluation methods, in order to revise when needed
- Must consider what the city has the authority to do under state law
- Key is building consensus; all those involved should be willing to and attempt to look at issues from others’ viewpoints
- Rank objectives and strategies in order to prioritize concerns; ones that are most time sensitive, most urgent for various reasons, most easily or cost effectively implemented

Section 1: History

The planning area for this Community Plan is the City of Canal Fulton, located in Stark County, Ohio. The southeasterly-flowing Tuscarawas River divides Canal Fulton, which is situated in the northern portion of Lawrence Township. Lying between three major urban centers, Canal Fulton is approximately fifteen miles south of the Akron-Barberton area. Approximately one mile north of the intersection of U.S. 21 and State Route 93 is the city's center. Canal Fulton covers about 2.5 square miles, and has a population of over 5,000.

The Village of Milan, named after Milan, Italy, was the first settlement west of the Tuscarawas River in Stark County. The Village, located on the present site of Canal Fulton, was platted and recorded in Canton on March 23, 1814.

In the following years, plans for the construction of a canal connecting Lake Erie to the Ohio River were prepared, and ground was broken near present day Newark on July 4, 1825. The canal route passed through Stark County and, as a result, its construction produced many new villages in the County from 1826-1836. The Ohio and Erie Canal was completed in 1832, at a cost of \$4.7 million. The canal ran from Cleveland on Lake Erie to Portsmouth on the Ohio River. It was the first important commercial avenue in the state.

The commercial activity of Canal Fulton, by now renamed as such, primarily consisted of canal traffic and exporters of farm produce during this period. At the peak of the Canal Era, three hundred canal boats regularly visited Canal Fulton. Farmers from miles around brought their grain to the docks for loading onto the mule and horse-towed barges. The Village was an export center for wheat throughout the 1800's.

During this time, most of Canal Fulton's business activity was conducted at two principal intersections, each distinctive in function and clientele. The Canal and Market Street intersection contained respectable businesses and was patronized by local residents. The lower intersection, at Canal and Cherry Street, was known as "Brimstone Corners" because liquor establishments were situated on each corner. Canal travelers and those looking for excitement usually frequented this popular section of town. The



Ohio & Erie Canal boat tours
Source: clayspark.com

most imposing structures throughout the Village were the warehouses, built for the storage of imports and exports.



Historic Downtown Merchant Building
Source: flickr.com

The Canal Era began to diminish in 1869 with the arrival of the Massillon and Cleveland Railroad. The canal was still used locally for shipping until about 1890, but by this time, the canal was in need of major costly repairs to function efficiently. In March of 1913, the worst flood in the history of Ohio destroyed much of the canal. This destruction combined with the declining canal usage could not justify the repair cost. This major flood heralded the end of the Ohio and Erie Canal as an important

transportation system. Fortunately, coal mining gave impetus to the local economy after canal revenues declined.

Canal Fulton had grown rapidly with its two main commercial ventures- canalling and coal mining, but when these ceased, the population declined. Fueling this decline was the fact that a) the railroad passing through Canal Fulton was not a main line, and b) few industries had been established in the late 1800's to help provide a basis for further growth.

Section 2: Background

Today, Canal Fulton serves the surrounding rural area as an education, retail, and transportation center. Several industries are located in the City, but most residents commute to work outside the community. In the 1990's, communities along the Ohio and Erie Canal began working together to reconstruct the old canal towpath into a multi-use trail. Now with most of this trail completed in Cuyahoga, Summit, and Stark Counties, Canal Fulton has become a destination for cyclists, hikers, and bird watchers



St. Helena III canal tour boat
Source: SCRPC

throughout the region. Tourism has become a major factor in Canal Fulton's commercial life, with its quaint shops lining downtown streets. Rides on the St. Helena III, one of only four working canal boats in Ohio, also draw tourists from across the state. Canal Fulton remains a quaint, historical community with excellent potential for growth.

Physical Geography

The latitude of Canal Fulton is 40.889N. The longitude is -81.597W. It is in the Eastern Standard time zone. According to the United States Census Bureau, the City has a total area of 2.5 square miles, of which, 2.4 square miles is land and the remainder is water.

Geologic History

Underlying the planning area is a highly eroded system of Pennsylvania Age rocks belonging to the Pottsville group, deposited as sediments some 250 million years ago. The Rock system is composed of numerous coal beds separated by layers of shale, sandstone, clay and limestone. The bedrock serves as a foundation for the present landscape upon which has been deposited the glacial debris. The glacial drift in this area is classified as till: unsorted material containing a wide range of particle sizes and deposited directly by the moving ice. This till is composed of unstratified mixtures of sand, silt and clay interspersed with pebbles and boulders. Elevations range from 1,200 feet down to 951 feet.

All water users in the area rely on ground water pumped to the surface through wells. Local ground water can be obtained from two sources: the shallow glacial material at depths of less than 200 feet, or the underlying sandstone bedrock several hundred feet below the surface. The bedrock contains the highest quality water; it does not have the high iron, manganese, and chloride content usually found in glacial ground water. The materials from which the present soils are formed were deposited directly by the ice or its meltwater, and subsequently reworked and weathered after the retreat of the final glacier. Periodic flooding has produced alluvial soils in the floodplain of the Tuscarawas River and other smaller streams.

Demographics

For any meaningful plan to achieve the anticipated goals, it is imperative to consider the demographic characteristics of the target population whose lives the plan seeks to improve. By studying demographic trends, a community can better understand the changes taking place and plan for the future needs of its residents. This section of the plan provides a perspective on the City's population growth trends and changes that will impact Canal Fulton today and into the future.

Population

In Canal Fulton, the period between 1870 and 1950 was characterized by an absence of significant population or geographical growth. During this eighty-year span, only 210 persons were added to the Village and no land annexation occurred. Population declined slightly between 1890 and 1910, rebounded during the teens and twenties, then slumped again during the 1930's. Canal Fulton during this period could best be described as a sleepy crossroads farming community situated between Akron and Massillon whose primary function was to serve the surrounding farm population and the travelers passing through town on old U.S. 21.

Canal Fulton's modernization era began around 1950. The Village began to feel the impact of suburbanization during the post World War II period. As families reacted to the housing shortage in the urbanized areas, they sought small villages or rural locations near major population centers to erect new homes. During the decade of the 1950's, Canal Fulton gained 297 persons, more growth than had occurred in the entire preceding eighty-year period. Exceptional growth occurred in Canal Fulton during the 1960's with a net gain of 812 persons, a growth rate of 52%; this was in part due to annexation efforts.

Through the 1990's, Canal Fulton's population grew by about 22%. According to the U.S. Census Bureau, the population of Canal Fulton in 2000 was 5,061 people. Since 2005, the population has slowly declined to approximately 5,023 people in 2009. As growth has leveled off in Canal Fulton, as it has in much of Ohio, a more sustainable type of planning will be required as the City seeks to meet the needs of its current and future citizens.

Table 1: Population of Canal Fulton 1870-2009

Year	Canal Fulton	Numerical Change	Per Cent Change
1870	1,048	-	-
1880	1,196	148	14.1
1890	1,173	-23	-1.9
1900	1,172	-1	-0.08
1910	978	-194	-16.5
1920	1,057	79	+8.1
1930	1,160	103	+9.7
1940	1,115	-45	-3.9
1950	1,258	143	+12.8
1960	1,555	297	+23.6
1970	2,367	812	+52.2
1990	4,157	1790	+75.6
2000	5,061	904	+21.7
2004	5,133	72	+1.42
2005	5,120	-13	-0.25
2006	5,111	-9	-0.18
2009	5,023	-88	-1.72

Economy

An economy is the realized social system of production, exchange, distribution, and consumption of goods and services of a country or other area. Economic development planning is successful to the extent that it is based on a solid analytical framework that accurately describes the local economic context, which includes the identification of the needs of the planning area and the local resources that are available to address these needs. This process requires understanding the strengths and weaknesses of the local economy as well as factors that are constraining it.

Economic Structure

Over the years, Stark County's economy has been dominated by the manufacturing sector. It used to be the largest contributor to employment as well as gross domestic product, but this trend has been changing since the 1970s as the service sector has started to dominate the economy. In Canal Fulton, the three major employers for the City are the Northwest School System, Chapel Hill Retirement Community, and the Echoing Ridge MR/DD facility. As of 2007, the average cost of living in Canal Fulton was 14.89% lower than the national average, which is typical for this area of the state. The unemployment rate in Canal Fulton was 5.6%, while the U.S. average was 4.6%. Canal Fulton jobs had increased by 1.01% since 2000 and future job growth over the next ten years was predicted to be 18% before the recent economic crisis.

The economic crisis which we are facing (2008 - 2009) is the worst since the Great Depression. Markets across the globe have become increasingly unstable. The United States entered 2008 during a housing market correction, a subprime mortgage crisis and a declining dollar value. In February of 2008, 63,000 jobs were lost, a 5-year record. In September, 159,000 jobs were lost, bringing the monthly job loss average to 84,000 per month from January to September of 2008. Unemployment in Ohio is up 85% over the last eight years, which is the highest it has been in sixteen years. Clearly, this crisis will have an impact in Canal Fulton as well.

Economic Sectors in 2000:

(Source: U.S. Census, County Business Patterns, 2000 & 2006)

Primary Sector of the economy: The Primary sector involves the extraction and production of raw materials, such as corn, coal, wood and iron. In Stark County this sector made up 1.2% of the job market while in Canal Fulton, it contributed to just 0.4%.

Secondary Sector of the economy: The Secondary sector involves the transformation of raw or intermediate materials into goods, which includes

industries such as construction, manufacturing, wholesale and retail trade. In Canal Fulton, these activities made up 42.1% of the employment market.

Tertiary Sector of the economy: The Tertiary sector involves the provision of services to consumers and businesses, such as transportation and warehousing, finance, insurance, real estate, arts and entertainment, accommodation and food services, and professional services. Approximately 30.1% of the total employment industries in Canal Fulton consist of tertiary activities, which can be seen in downtown Canal Fulton and along the Portage/Locust Street commercial corridor.

Quaternary Sector of the economy: The quaternary sector involves the research and development needed to produce products from natural resources, which includes educational, health and social services, and public administration. This sector consists of 22% of the total industries in Canal Fulton, while miscellaneous industries make up the remaining 5.8%. Business patterns in Canal Fulton have shown a positive change since 2000, with most industry types increasing in the number of establishments. The total number of employees working in Canal Fulton had increased from 2,532 in 2000 to 2,542 in 2006.

Canal Fulton's strategic marketing position in northeastern Ohio and its close proximity to State Routes 21 and 93 make it an attractive location for new industries. Other equally important factors that characterize Canal Fulton include the availability of land, community services and a skilled labor force.

Housing

Historically, housing and the associated amenities that make livable neighborhoods have been the single largest users of land in urbanized parts of Stark County. One goal of the community plan is to encourage more diverse, livable communities that will provide housing opportunities for all residents. However, livability means more than just houses. Livable residential communities require adequate public services including water supply, sewage disposal, police and fire protection, solid waste collection, etc. This may also include subsidized housing for persons with special needs and more innovative designs, which increase housing choices, protect natural environmental features, promote walkable neighborhoods and provide for mixed-use development. Local government planning and private development should complement one another by ensuring that adequate public facilities and services are available to meet the needs of all residents.

Housing Conditions

The household is the basic unit of analysis in many social, microeconomic and government models. A housing unit refers to a house, apartment, mobile home, or group of homes that is intended for occupancy. According to the U.S. 2000 Census, there were 1,925 housing units within the City in 2000, of which 1,823 of those units, or 94.7%, were currently being occupied. Vacant housing accounted for the remaining 102 units (5.3%). The average vacancy rate for the entire county was 5.5% in 2000. With the recent foreclosure crisis, it is clear that this vacancy rate is now higher in Canal Fulton and all of Stark County as of 2009, but no firm figure is available.

At the time of the census, 1,178 of the occupied housing units (64.6%) were owner-occupied, while renters were occupying the remaining 645 units (35.4%). For Stark County, the average number of owner-occupied housing units was higher at 66.2%, while there were fewer renter-occupied housing units (33.8%) in the County overall.

Affordable Housing

According to the U.S. Department of Housing and Urban Development (HUD), "the generally accepted definition of affordability is for a household to pay no more than 30% of its annual income on housing." This includes all related housing expenses such as principle, interest, taxes and insurance for homeowners, or rent and insurance for renters. As of 2000, the poverty rate for families in Canal Fulton was 3.2%, well below the national average of 9.2%; however, Canal Fulton does represent a large senior citizen population (11% age 65 and older in 2000) many of which are on a fixed income. Several senior housing facilities exist within the City including Chapel Hill and Autumn Meadows. According to the Northwest Stark Senior Citizens Center, of their 260 members, approximately 55 live in one of the senior communities located within Canal Fulton as of 2009.

Public Facilities

Water System

Canal Fulton's public water system consists of a well and water treatment system, which were updated in 1997. As of 2009, average daily water flow for the City is between 600,000 to 650,000 gallons per day. The current treatment system is designed to handle up to a capacity of 1,500,000 gallons per day, which can be increased at a later date if need be. The City anticipates that some of the water mains may need to be replaced in the future, but overall rates the current condition of the public water system as excellent.

Sanitary Sewerage Facilities

Canal Fulton's sanitary sewerage system currently operates at half capacity, with average daily wastewater flow totaling approximately 750,000 gallons per day, which is shared with Stark County Sewer District. The City conducted the last major improvements for the treatment system in 1984, and as of 2009, the City concluded the overall condition of the system to be in good shape. Foreseeable major improvements within the next 20 years will include upsizing the sewer main that runs below the Tuscarawas River; the existing main can handle an additional 800 residential units.

Community Services

Protection Services

The City of Canal Fulton supports a police force of nine full-time officers, including the chief, and 3-4 part-time officers. The Police Department, located on Locust Street, provides services to all residents within the City, and on extreme occasions to locations beyond corporate boundaries.

Another vital public service for Canal Fulton is fire protection. The Fire Department has gone through many changes in the last 150 years and today is a modern fire department operating out of two stations with two modern pumpers, two advanced life support ambulances, a grass fire truck, and a utility van.

A second fire department within the planning area is the Lawrence Township Fire Department. This department, in addition to its fire-fighting capabilities, provides rescue service. Currently, volunteers assist both stations in addressing emergencies within the community.

The City and Township are currently in an on-going process to further enhance the quality and level of service of both the police and fire departments.

Parks and Recreation

Outdoor recreation has played a major role in formulating Canal Fulton's unique identity. Not only does the City possess an operating section of the Ohio and Erie Canal, but the widely used Towpath Trail also runs parallel to the canal, right through the downtown area. The St. Helena Heritage Park, which provides access to these two features, is also home to three of the City's ball fields. Access to the Tuscarawas River allows citizens and tourists the opportunity to canoe and kayak, and the Old Muskingum Trail offers additional hiking and biking space. Canal Fulton provides park space suitable for all types of activities, in addition to play areas, pavilions, and even a dog park at the site of the wastewater treatment plant on Butterbridge.

City Hall

Canal Fulton's municipal building is situated at the corner of Market and High Street, across from the public library. The building contains the finance and income tax departments, council chambers, and offices for the Mayor, Finance Director, Service Director and City Manager.



Canal Fulton City Hall
Source: SCRPC

Canal Fulton Public Library

One of the major highlights unique to Canal Fulton is the city's public library. The Canal Fulton Public Library has been situated at the corner of Market and High Street since 1948. The library, which was beautifully restored in



Canal Fulton Public Library
Source: SCRPC

1999, primarily serves Canal Fulton and the surrounding portions of the Northwest Local School District. The library contains more than 50,000 books, over 200 magazines, and 3,000 items in multimedia formats, in addition to public computers, a local history collection, and a tool collection. Since the Canal Fulton Library is a member of a statewide consortium of libraries, library cardholders have access to the resources of numerous library systems across Ohio.

Historic and Cultural Amenities

Canal Fulton has a rich and vibrant history that is commemorated through the various museums and celebrations within the City. The Canalway Center is one of the city's newest museums, which serves as a visitor and information facility, while also providing interpretive information on the City's rich history through such means as amphitheater shows and guided tours on the St. Helena III, one of the few remaining historic canal boats. Some amenities unique to Canal Fulton include Lock IV of the Ohio and Erie Canal and a working



Canalway Center
Source: SCRPC



O&E Canal lock
Source: flickr.com

dry-dock. The Heritage Society Museum and Oberlin House are also part of the local facilities available for both visitors and residents to see and hear about the historical significance of the community.

Schools

The planning area consists of five public schools, all part of the Northwest School District. The district consists of a high school, a middle school, an intermediate school, and two elementary schools. Northwest School District serves not only Canal Fulton and the surrounding area in Stark County, but also parts of Summit and Wayne Counties as well. As of 2009, the district was under fiscal caution, according to State Department of Education standards. The last new operating levy passed for the district was over 16 years ago as of 2009, putting the district in a position for possible takeover by the State. Total revenue per pupil for the 2007-08 school year was \$7,679, while total expenditure per pupil was \$8,227. According to the Ohio Department of Education, similar districts reported total revenue per pupil averaging \$8,259, while average expenditures totaled \$8,362. The performance index score for Northwest School District has fallen in recent



Northwest High School
Source: Northwest School District

years from 101.9 points (out of a possible 120 points) for the 2005-06 school year to 98.8 points for the 2007-08 school year. Even with the recent decrease in the performance index score, Northwest still ranked above the state average for most items and was rated as Excellent. Saints Phillip and James, a private school that serves preschool through grade eight, is also located in the City of Canal Fulton.

Section 3: Strengths, Weaknesses, Opportunities & Threats

A Community Plan Committee was created in the fall of 2008 through City Council's selection of volunteers interested in participating in the planning process. The Committee members came from a variety of backgrounds and ages, in an effort to get a good representation of people in the community. One of the first assignments for the committee was to list issues and concerns they saw as strengths, weaknesses, opportunities and threats to the greater Canal Fulton community.

At the November, 2008 meeting, the committee had a lengthy discussion, guided by RPC staff, regarding issues of concern. As listed below, many topics were included, and as the committee continued to meet, higher and lower priorities have been assigned to various issues.

CANAL FULTON: STRENGTHS & WEAKNESSES

As identified by the Community Plan Committee 11/19/08

Community (Education/ Families)	STRENGTHS	WEAKNESSES
	History	Historical district issues
	Close-knit	Aging population (decreased taxes)
	Civic-minded	School at risk
	Willing to pay for services	Workout facilities lacking
	Safe - good safety forces	Urgent care/medical facilities lacking
	Family-oriented	Lack of cooperation from the township
	Canal Corridor	NIMBYism
	Very good school system	Thought process "it was perfect yesterday"
	Access to higher learning	No fire or police district
	Library	Not going to attract young families with the current state of the school system
	The river and the towpath (river used to be very polluted)	Changing demographics - boomers are aging, leaving large houses
	Cost of living	People want great amenities, but aren't always willing to pay the price (e.g. increased traffic, higher density, etc.)
	Downtown - historic district	Sandbox mentality
	Longevity of families	Challenge to get people into leadership positions
	Friendly - community oriented	Good things started and then fizzled in the past - Main St., Heritage Society - haven't always seen results
	Community for all ages & for special needs	Need to reach out and reach over
	Low crime rate	
	5-6 churches	
	Degree of participation of parents in schools	
	Great quality of kids - high percentage of involvement	
	Civic organizations	
	Strong value system in schools	
	Evolution of leadership in the city	
	Who are the E.F. Hutton's? Rotary, church leaders; the push for cooperation needs to come from the private sector	
	The community has rallied around a cause in the past	

Economy (Jobs/Commerce)	STRENGTHS	WEAKNESSES
	Willing to pay for services	Historical district issues
	Canal Corridor	Aging population (decreased taxes)
	Cost of living	Access to Route 21 - economic development issues
	Downtown - historic district	Growth or lack thereof - had 500 housing units on the table, but were pulled (economic downturn) - probably a good thing though - is city ready to handle?
	City form of government	Out of balance tax base
	Ghost tours - Canal boat	Jobs
		Keeping businesses/ lack of anchor downtown (Hartville has flea market to draw people)/ small & old buildings downtown have difficulty meeting code/ lack of parking/ change in lifestyles; businesses need to be open in the evenings and on Saturday/ need something downtown that you can't get on the strip, such as specialty shops & entertainment
		Main commodities - people need convenience to buy regular purchases
		Need destination tourism

Economy (continued)	STRENGTHS	WEAKNESSES
		Waiting lists for liquor licenses - state law allocates by population
		Issues are global today - things all over the world impact the local community
		People want great amenities, but aren't always willing to pay the price (e.g. increased traffic, higher density)
		If you don't control growth, it will control you

Housing	STRENGTHS	WEAKNESSES
	Affordable housing	Historical district issues
	Variety of housing - sf, apartments, condos, mf, pud, elderly	Growth or lack thereof - had 500 housing units on the table, but were pulled (economic downturn) - probably a good thing though - is city ready to handle?
	Three of the finest nursing homes	Changing demographics - boomers are aging, leaving large houses

Physical (Infrastructure/ Transportation)	STRENGTHS	WEAKNESSES
	Location	Access to Route 21 - economic development issues
	Canal Corridor	Aging infrastructure - roads, sidewalks
	Recreational facilities	Lack of sidewalks, streetlights
	The river and the towpath (river used to be polluted)	Traffic - arteries are too small
	Access to transportation - airport access	Aesthetics - entering town looks scrappy; need "front door" or gateway to the city
	Utility & infrastructure - excess capacity for water & sewer	Playground - charming v. beat up
	Located on large aquifer	Future city boundaries - what will they be and how do we plan for possible different boundaries?

Other	STRENGTHS	WEAKNESSES
	City form of government	Old zoning code from the 70's
		No fire or police district
		Issues regarding services - annexation, lack of collaboration

A public meeting was then held on January 12, 2009 at the Chapel Hill Community Center Activity Room. The committee members and all in attendance introduced themselves. An additional SWOT Analysis was facilitated by the RPC staff with many members of the public sharing their concerns. The issues discussed are listed on the following page.

CANAL FULTON: S.W.O.T. ANALYSIS

As identified at the Public Meeting 1/12/09

	Strengths	Weaknesses	Opportunities	Threats
Community (Education/ Families)				
	Good schools/nice campus setting	Schools are in debt	Towpath is about to be fully connected-potential to be a hike/bike tourist town	Lack of money and people (to sell city)
	Towpath Trail	Small-town mentality	Tie historic aspects of community to arts (ex: glassworks)	Flight of younger generations
	Safe environment	Some historic bldgs. in need of repair	Focus on one central identity unique to area (ex: art community such as Saugatuck, MI)	Decreasing population in general
	Small-town environment	Lack of regional events to bring people here	Hold more family events (PTO)	School funding
	Residential participation	No local newspaper/ads aren't reaching citizens	Need one-tank road trips - could capitalize on canoeing, camping, etc.	Many downtown buildings in need of a lot of work
	Is a community v. groups of allotments	Lack of community participation at times		Lack of community involvement
	Parks	Parks/baseball fields need upkeep		Forget to count elderly citizens
	Library	No fitness center		Existing image can be a threat (ex: Michigan)
	Ice cream business	Limited evening entertainment		
	Historic District			
	Schools - good campus setting			
	Love of community			
	Good volunteerism			
	Decent entertainment area (Sluggers-n-Putters, football season)			
	Two historical canal boats			
	Three museums			
	Many service organizations			
	Variety of churches			
	Low crime rate			
	Active seniors			
	Access to many colleges			
	Can walk around town at night			
	People can recognize community			
	Visitors have positive impression of city			
	Is a "historical" Hudson, but cheaper			

Economy (Jobs/Commerce)				
	Undeveloped land	Schools are in debt	West side of city available to develop	Lack of money and people (to sell city)
	Ice cream store	Some historic bldgs. in need of repair	Redevelop city center - historical	Bedroom community
	Historic District	Is part of Northeast Ohio - a depressed area	Annexation opportunities	Decreasing job opportunities

	Strengths	Weaknesses	Opportunities	Threats
Economy, cont'd.				
	Restaurants that draw people to area	No technology-related industry/aging industry	Towpath is about to be fully connected - have potential to be hike/bike tourist town	Fuel costs/commuting costs
	Jobs/employment potential	Lack of anchor in historic district	Tourism - ghost tours	Finite timeline - economic downturn
	Decent entertainment area	Distressed facades on backside of bldgs. along trail	Tie historic aspects of community to arts (ex: glassworks)	Many downtown buildings in need of a lot of work
	Many pizza shops	No local newspaper/ads aren't reaching citizens	Have space ready for development/occupancy	People come here after hours, but aren't here during day to do business
	New visitors' center	Businesses aren't open when people are downtown in evenings	Downtown historic district needs façade grant	Taxes - property/income taxes have increased
	Low taxes - city & county	Land-locked by township	Focus on one central identity unique to the area	
	Light industry zones ready for occupancy (2 industrial parks)	Areas by Rt. 21 aren't yet part of the city	Ohio Vietnam Memorial Park is pending nearby	
	CRA area & enterprise zone in city	Lack of job opportunities	Standardized business hours needed	
	Is a "historical" Hudson, but cheaper	No fitness center	Opportunity to combine recreation and businesses into one diverse district	
		Buildings are too small downtown (could be combined)	Cuyahoga Valley Scenic Railroad study to bring railroad to city	
		No shopping (clothes) in town	Need more one-tank road trips	
		Need another grocery store	Need investors to put money into town and need people to do the work	
		Need another gas station	Have raw product - need to develop it before economy gets better (be ahead of the game)	
		No local medical facility	Light industry zones ready for occupancy	
		Lack of advertising abilities		
		Lack of regional events to bring people here		
		Need small hotel/motel downtown		

Housing				
	Affordable housing	Too many new multi-family dwellings in recent years		Decreasing population, including younger generation
				Vacant housing/ foreclosures hurt neighborhood property values

	Strengths	Weaknesses	Opportunities	Threats
Physical (Infrastructure/ Transportation)				
	Location	Flooding	Towpath is about to be fully connected	Land-locked
	Towpath Trail	Lack of sidewalks/ not pedestrian-friendly	Create walkable business districts	Flooding
	Proximity to Rt. 21/ease of access to major highways	Canal is in need of repair	Create walkable neighborhoods	City not built for handicap/bicycle usage
	Tuscarawas River	Lack of parking	Buses used to visit city in the past	Have fractured design of city with no connections between sections
	Parks	Trucks from Rt. 21- roads can't handle them	Cuyahoga Valley Scenic RR study to bring railroad to city	Potential for accidents on N. Canal St. (newly designated as one-way); ex: salt trucks are driving wrong way on it
	Infrastructure -sewer/ water availability	Lack of public transportation to bigger cities		
	Proximity to larger cities	Land-locked by township		
	Close to airport	Aging infrastructure		
	Semi-working canal			
	Access to many colleges			

Other				
	Excellent street dept.	Zoning code needs update	Annexation opportunities/expand the city	Relationship between township and city
	Strong Police/Fire Dept.	Lack of cooperation between township and city	Need to regionalize - only way this plan will get accomplished	Government continuation of increasing overhead
	City govt. willing to work together to advance community			

Section 4: Economy

The process of developing and enhancing an economy involves the creation, retention and expansion of the local employment base as well as increasing revenue for the community. Economic development affects all aspects of a community including the direct involvement with the commercial and industrial sectors, which in turn indirectly affects the residential neighborhoods, as new workers issue a need for housing in the area, schools for their children, and so on.

Through various committee and public meetings, several issues relating to economic development were identified as pertaining to the greater Canal Fulton community. With the help of RPC staff, these issues were examined on a broader scale and several strategies were identified by the committee as possible solutions to many of these issues. The committee then developed broad goals for the plan, consistent with the Stark County 2030 Comprehensive Plan goals, which outlined ideal future conditions for the community. Under each goal, several objectives were listed which identified more tangible and quantitative measures, such as “pursuing initiatives to support job creation and retention.” The success of each objective paves the way for the overall achievement of that particular goal.

Finally, under each objective follow the individual strategies that will be used in order to achieve each objective. Strategies are the statements of actions or requirements that are necessary in reaching each goal. An example might be to “incorporate waterfront usage in site plan reviews.” Each strategy highlighted in this plan was chosen by the committee based on careful analysis of the issues and concerns identified through several public and committee meetings as well as on in-depth research of best practices used by similar communities.

The goal for the Economy section is “to strengthen the economic growth of the community.” Canal Fulton in recent years has tended to appear as a “bedroom community.” A bedroom community is one that largely consists of a high number of residential properties and few businesses. Commercial and industrial development is what drives an economy. Without these businesses, residents are left to suffer the burden of high taxes, a general lack of amenities, and little revenue for the community. This type of community is usually unsustainable in the end, and as such should instead consist of a more equal balance between the two sectors. This helps to ensure a steady growth in the local economy, providing a more stable and sustainable future for residents and business owners alike.

Four objectives follow the Economic goal. These include capitalizing on Canal Fulton's competitive advantages, preserving and enhancing the downtown district, supporting job creation and retention, and striving for balanced development that considers the fiscal and visual impacts of land use. Canal Fulton currently has several amenities that can be capitalized on in order to enhance economic development. The strategies under that objective deal with strengthening and diversifying these advantages, but in order for Canal Fulton to become a more sustainable community economically, collaboration and cooperation with Lawrence Township will be essential.

Canal Fulton's historic downtown district is one of the community's strongest features. Great care should be taken to preserve and enhance it. Strategies identified to accomplish this include taking steps to further develop downtown as an arts/entertainment district, which includes attracting the 'creative' class, or those who support the cultural movement through their talents and creativity, to the downtown area. Additional strategies include undertaking visual improvements and promoting a more unified image within the district. Adaptive reuse is an excellent resource for preserving original buildings, such as the former downtown elementary school, but reforming them to be fully functional in a contemporary society.



Downtown businesses
Source: SCRPC



Emerging Businesses
Source: Canal Fulton Glassworks

Job creation and retention is the third objective under this section. As mentioned previously, without a strong employment base communities struggle to maintain their solidity. Creating jobs is very important for an economy, but being able to retain these positions once created is even more imperative. Providing a setting that is conducive to businesses

is ideal in maximizing a community's benefit from these companies. Strategies such as incubation and cross-promotion not only help to attract new companies, but they also show existing businesses that the local community cares about them and wants to see them succeed.

The fourth objective in this section is the consideration of fiscal and visual impacts of various land uses. Economic development should be conducted in a way that balances and harmonizes with the existing community. As the City looks to the future, they should consider updating their zoning resolution to reflect more sustainable growth concepts such as mixed-use zoning and 'streetscaping.' Mixed-use zoning allows for residential and compatible commercial development to exist in close proximity to each other as part of a single district. Examples of this type of zoning can be seen in early communities where multiple story buildings housed both ground-floor retail stores and apartments in the upper stories. This development pattern gives people the opportunity to live within walking distance of places where they work, eat or shop.

Visual consideration should also be given to all development, especially along places of high traffic volumes such as the Portage Street corridor, the downtown area and the trail network. People are attracted to areas that are pleasing to the eye. 'Streetscaping' is a form of beautification similar to landscaping, but takes place along transportation corridors. 'Streetscaping' aims to transform the car-oriented, usually long and barren street corridors into ones that are more green, aesthetically pleasing, and pedestrian-friendly. This beautification effort can be achieved through the simple addition of trees and walking paths lining the streets, as well as the inclusion of attractive light posts and diverse native vegetation conducive to the climate.



Streetscaping in Canal Fulton
Source: SCRPC

Economic Development Goals, Objectives & Strategies

Goal: To strengthen the economic growth of the community.

Objective 1: Capitalize on competitive advantages and continue to attract new businesses to diversify the city's economic base.

Strategies:

- a. bring in an anchor store downtown
- b. promote existing business space (coordinate with Stark Development Board to further market light industrial space)
- c. update website with links to business vacancies and area activities
- d. determine feasibility of bringing scenic railroad to Canal Fulton
- e. conduct feasibility study of best use of Route 21 corridor in coordination with Lawrence Township

Objective 2: Pursue initiatives to preserve and enhance downtown as a historic district.

Strategies:

- a. collaborate with Arts in Stark to develop as an arts/entertainment district-
e.g. art on building walls, painted (cement) trash cans, live music, specialty restaurant- sidewalk dining
- b. increase signage (welcome sign with logo, museum signs, etc.)
- c. develop tourism- capture tourist draw from regional events (marketing)
- d. create unified historic building image for downtown- focus on select highly visible properties
- e. extend downtown – (develop side streets)
- f. continue exploring feasibility of developing historic hotel
- g. increase Chamber of Commerce/City partnership and consider revitalizing Main Street program
- h. create downtown façade improvement fund
- i. extend and publicize business hours
- j. seek adaptive reuse of downtown school to be compatible with downtown district

Objective 3: Pursue initiatives to support job creation and retention.

Strategies:

- a. encourage businesses to advertise in printed guides- broad distribution
- b. encourage cross promotion of existing businesses

- c. further study business incubator concept
- d. establish a land bank
- e. pursue development of urgent care/walk-in clinic facilities

Objective 4: Strive for balanced economic development that considers the fiscal and visual impacts of various land uses.

Strategies:

- a. update zoning code to be consistent with Community Plan
- b. promote concept of mixed use development- (seek further commercial, residential, institutional, medical, and entertainment uses)
- c. offer incentives to preserve and enhance historic nature of buildings
- d. redevelop blighted sights and non-historic structures throughout/near canal/historic district to improve first impressions
- e. encourage businesses along waterfront to provide access, visibility, and entryways
- f. incorporate waterfront considerations in site plans and design reviews

Main Street Program

The Ohio Main Street Program, administered by Heritage Ohio, works with individual communities to revitalize their historic commercial neighborhoods. The Main Street approach, which was first developed by the National Trust for Historic Preservation, was originally created to preserve historic commercial architecture and the built environment of early American communities, but over time, the program has evolved into an instrument of economic development as well.

The program is designed to enhance the economy of these historic neighborhoods through not only the enticement of new businesses, but also by maintaining a conscious goal for every activity of making these areas fun places for people to visit. By building on the participation of local citizens while retaining the traditional values that set historic downtowns apart, an increased sense of place will be fostered by the community helping to ensure the sustainability of the newly revitalized Main Street district.

Scaled to an individual community, local issues and concerns are at the forefront of any plan developed for that area. This unique approach of a national program provides a practical strategy for each community to more easily follow and implement at all stages of the planning process. The steps required for developing a plan are based on the national Main Street Approach.

The four basic points of the Approach include:

- 1) Organization – there must be consensus and collaboration among the various stakeholders of the community to achieve the maximum benefits of the program; aim for a broad range of various interest groups to help ensure that all points-of-view are considered
- 2) Design – the image of a downtown is an important draw for tourists and businesses alike; close attention should be given to the physical appearance of buildings and the built environment surrounding them, including street trees, sidewalks, benches, etc.
- 3) Promotion – market downtown to tourists, new businesses, and existing residents; promote upcoming special events and retail shops that are located downtown on a larger, regional scale
- 4) Economic Restructuring – strengthen the existing downtown economic base and continue to diversify it; think beyond just retail

According to the National Trust for Historic Preservation's Main Street website "Main Street program budgets vary according to the size of the commercial district, as well as local priorities and resources for revitalization. Additionally, regional variations in salaries also affect a local Main Street program's budget. Depending on the district's size, the program's budget can range from \$45,000 to \$100,000 annually.

Local Main Street programs raise their own funds for projects and operations. Sources of funding include the public sector (city, county, etc.) and private sources, such as business and property owners, residents, small corporate or foundation grants for projects, and earned income (from promotional/fund-raising events or contracts to provide services)."

The City of Canal Fulton had a Main Street program for a few years, which included receiving a grant from the Ohio Historic Preservation Office's Certified Local Government program to develop a walking tour brochure. It functioned as a game board, and the project included a website and business recruitment packet.

As with many activities that are largely volunteer driven, over time there were not enough volunteers, nor adequate finances to keep the program going. It is recommended that the City, perhaps in coordination with the Chamber of Commerce and/or the Talk About Potential (TAP) committee, carry out an evaluation to determine the costs/benefits of reestablishing the Main Street program in Canal Fulton.

Canal Fulton Historic Preservation Study

In 1976, Canal Fulton had an historic preservation study prepared for the area that is today considered the Historic District. The plan provided an analysis of historic preservation techniques and their application to the "Village" of Canal Fulton. Several strategies were proposed to conduct these preservation efforts, many of which have now been carried out successfully.

In keeping with the historic preservation study, this plan continues to support many of the projects originally identified in the study. One such project is the incorporation of waterfront access for patrons of the Canal Street businesses in the St. Helena III area. Features such as a boardwalk or outdoor dining overlooking the canal would have a two-fold effect. It would provide an aesthetically pleasing setting for existing business patrons, while also enticing Towpath Trail users to these establishments due to the visual excitement that would be provided. A boardwalk plan has recently been developed by the City and actual construction has been partially completed as of this report.



Canal and Boardwalk
Source: SCRPC

Another project from the 1976 study that is also included in the 2009 plan is to repaint and/or repair the backsides of the commercial buildings along Canal Street. Many of the walls have faded or chipped paint and are in need of improvements. Simple things such as a fresh coat of paint can play a huge role on the positive perception of a community.



Canal-side building facades
Source: SCRPC

Section 5: Community and Livability

The goal for this section of the plan is to improve community and neighborhood livability. Livability means designing public spaces to encourage civic interaction, incorporating a variety of building types and uses to promote diversity, and preserving historic features to maintain a sense of place.

Maintaining high quality services to meet the growing needs of the community is the first step in reaching this goal. One way to do this to enhance existing programs or services designed for the youth and elderly, especially through the parks and canal organizations. In addition, the City should contemplate adding additional family or intergenerational activities, especially during the evenings. Several

studies have shown that people are aching for something to do at night besides watching television, and so providing more entertainment opportunities after normal business hours is a great way to boost civic interaction. The addition of a larger outdoor amphitheater (entertainment pavilion) might be



Downtown at night
Source: flickr.com

one way to promote this service. When considering livability, new residents need to be included in all planning efforts. The provision of a welcome package is one example of how to make these new citizens feel like part of the community, which helps to foster a greater sense of place overall.

Objective two suggests enhancing the parks and recreational system. Year-round recreational programming, an enhanced pedestrian/bikeway system, and additional activities along the river/canal are just a few ways that this can be achieved. Most people like to be near the water and so considering a public boat launch or at least increased access to the waterways provides residents with greater recreational opportunities that they otherwise have to seek outside of the City limits. Another strategy for this section is to

consider the development of a fitness facility or community center within Canal Fulton. Community surveys have shown that a majority of residents would like to have this type of facility established within the City.



O&E Canal and Towpath Trail
Source: flickr.com

Promoting environmentally friendly practices within the community is the fourth objective. Strategies to accomplish this objective include promoting sustainable community practices through campaign efforts/incentives, improving recycling rates and levels of service, and encouraging the expansion of farmers' markets, community garage sales and thrift shop/reuse stores to help reduce waste going to the landfills. Neighborhood

beautification efforts and collaboration with Stark Parks to keep the canal clean and maintained not only provide environmental benefits, but they also promote a sense of pride within the City. An effort to increase the average fuel efficiency of the municipal fleet is another suggested strategy, which will help to reduce air pollution and greenhouse gas emissions in addition to saving the community money.

Maintaining an excellent educational system is the last, and perhaps most important objective under this section. Good school systems are vital to healthy communities; they oftentimes serve as the backbone for community growth and development. Without strong schools, cities tend to struggle. Establishing a healthy and open relationship between the school district and the community is a key strategy in this section. Recent levy failures and surveys show that there is a missing link between these two entities and without that level of openness and trustworthiness, support for a stronger educational system will wane.

A related strategy recognizes that the public library system is an important tool for learning and as such, continued support of its operations is essential to maintaining high education standards. The feasibility of attracting a satellite higher education campus such as one for Stark State University should also be explored as the community looks to retaining the existing workforce and attracting future jobs. Promoting the involvement of senior citizens in learning activities such as tutoring is another strategy that would

create an excellent opportunity to not only assist students having trouble in school, but it also encourages intergenerational interaction and bestows upon those recipients a greater wealth of knowledge and appreciation for their heritage.

Municipality Comparison Table

	Total Population, 2007	Percent Population Change since 2000	2007 Estimated Median Household Income	2007 Estimated Median House Value	2008 Cost of Living Index	Number of Officers/ 1,000 Residents (in 2006)
Canal Fulton	5,023	-0.7%	\$51,130	\$151,960	80.6	1.59
Aurora	14,544	6.1%	\$80,021	\$250,154	90.3	1.72
Cuyahoga Falls	51,008	2.5%	\$47,287	\$142,413	82.6	1.82
Hartville	2,536	15.2%	\$46,230	\$162,178	82.0	2.76
Hudson	23,072	2.9%	\$110,943	\$315,324	93.8	1.21
Minerva	3,911	-0.2%	\$37,726	\$102,311	77.8	2.3
Munroe Falls	5,199	-1.3%	\$68,441	\$185,540	80.2	1.54
Navarre	1,423	-1.4%	\$37,629	\$113,708	77.8	3.5
North Canton	16,886	2.9%	\$47,359	\$154,842	82.2	1.42
Wadsworth	20,417	9.1%	\$53,482	\$162,534	82.5	1.42

Source: 2000 U.S. Census Bureau, City of Canal Fulton, citydata.com

When evaluating a city's standard of living, several factors play a role in determining this figure, including how well they compare and contrast with other cities in the region. In terms of population, there was a slight decline in Canal Fulton between 2000 and 2007, which was not uncommon for this area. Median household income was higher than most other cities or villages within Stark County, but overall about average for the region. The cost of living index shows that Canal Fulton stands at about 80 percent, which is also typical for the region. As of 2006, there were 1.59 police officers per every 1,000 residents. This figure has since increased slightly to 1.8, placing Canal Fulton in a position of adequate protection for their population. Overall, Canal Fulton appears to be functioning at or above average on most of these items. This equates to a good standard of living for the community.

Community Livability Goals, Objectives & Strategies

Goal: Improve Community and Neighborhood Livability

Objective 1: Maintain high quality services to meet the growing needs of the community.

Strategies:

- a. enhance programs/services designed for youth and elderly, especially through the parks/canal organizations
- b. study feasibility of developing local online newspaper/newsletter
- c. consider additional family/intergenerational activities for residents
- d. increase evening entertainment available to residents
- e. explore possibility of having a community pavilion
- f. promote services to new residents (welcome package, etc.)

Objective 2: Maintain and enhance the parks and recreational system.

Strategies:

- a. consider development of new fitness/community center
- b. consider recreational programming throughout the year
- c. develop parks in close proximity to existing schools
- d. enhance existing park system
- e. improve access and activities along the river/canal
- f. consider public boat launch
- g. examine open space/parks regulations to ensure adequate open space is being created/preserved
- h. enhance pedestrian/bikeway system

Objective 3: Promote environmentally friendly practices within the community.

Strategies:

- a. promote environmentally sustainable practices/consider campaign/incentives
- b. improve recycling rates and levels of service/promotion within community
- c. promote farmers' markets, community garage sales, thrift shops (reuse stores)
- d. encourage neighborhood/downtown beautification efforts
- e. collaborate with Stark Parks to ensure that the canal is clean and maintained
- f. incrementally increase average fuel efficiency of municipal fleet

Objective 4: Maintain an excellent educational system.

Strategies:

- a. establish strong and open relationship with school district and community
- b. promote value of a strong educational system for community growth and development
- c. continue to provide support to the public library
- d. promote involvement of senior citizens in the educational system (tutoring, etc.)
- e. evaluate feasibility of satellite higher education campus (Stark State)

Section 6: Housing

According to the U.S. Census 2000, there were 1,925 housing units within the City of Canal Fulton; 94.7% of these were occupied, and the remaining 5.3% were vacant. As of 2000, the vacancy rate for the remainder of the County was 5.5%. With the housing and foreclosure crisis experienced by Ohio, and the rest of the nation, higher vacancy rates have been occurring in the last few years, and it is anticipated that the U.S. 2010 Census will find a higher vacancy rate throughout the County, including the City of Canal Fulton.



Downtown Rental Housing
Source: SCRPC

Owner-occupied housing made up 64.6%, and rental housing 35.4% of the occupied properties, at the time of the 2000 Census. A supply of both rental and owner-occupied housing is available and this is helpful for providing housing for a variety of income levels in the community. To obtain or preserve what a community determines is a reasonable mix between rental and owner-occupied properties, an updated zoning code can be helpful. A healthy balance between the two is different for every community. Canal Fulton currently has a slightly higher

rental rate than Stark County as a whole, but it is very close to the average for the region. The development of mixed-use zones was discussed at a number of the committee meetings, especially in the context of providing housing in the downtown area for artists and other members of the “creative class.”

Throughout its’ discussions, the committee noted that the City has a solid supply of affordable housing. This can be important in providing for an aging population, disabled persons, as well as first-time homebuyers and young families. The City of Canal Fulton is in a favorable situation overall in regards to housing. Many types, sizes and price ranges of homes are available in the community. Along with historic homes in the downtown area, there are somewhat newer homes in neighborhoods and allotments.

The housing goal, to ensure quality housing options for the community, is addressed through four objectives identified by the committee. Objective

one, maximize the attractiveness and diversity of the city's housing supply, focuses on mixed-use, developing walkable neighborhoods, and code enforcement. Mixed-use, as mentioned in objective four of the Economic Development section encourages a mixture of residential and compatible commercial development within a designated area so that people can live, work and shop all within walking distance of each other. Schools are one of the most important services that should be made available to foot traffic. As recent budgets show, busing is a major expense for communities, and as such the more walkable the school area is, the more likely students will be willing and able to walk or bicycle there. This concept should be at the forefront of future residential development.

The second objective, provide and maintain adequate housing for the elderly and disabled, denotes strategies including analysis of existing housing opportunities for the elderly and disabled population and the development of programs to assist them in the maintenance of their homes. Canal Fulton, which has a high number of elderly citizens, should be prepared to handle increases in this population group, as well as the disabled population. By promoting housing payment and rehab assistance programs, housing will not only remain affordable for these groups, but it will also help the City to retain its high quality of existing housing.

For a canal town such as Canal Fulton, the third objective, preserve the historic nature of the existing housing stock, is vital as the City seeks to preserve its historic identity. Strategies include offering incentives and assistance to those who remodel historic properties or to those willing to partner with the City to take advantage of grants and other incentive programs available through the Ohio Historic Preservation Office.

Adaptive reuse, as further defined in the Appendix offers suggestions and examples on how to remodel historic buildings so that they will retain their historic character but remain fully functional in today's society.



Historic Housing Stock/Adaptive Reuse Example
Source: Fulton House on Pleasant Hill website

Lastly, the fourth objective, to ensure the provision of a sufficient cross section of housing opportunities, identifies the need to maintain a supply of affordable housing within the community, as well as protect existing housing

stock. Housing diversity is key in maintaining a vibrant, multi-generational cross section of people. Affordability is crucial to attract younger families, especially those with children. Promoting down payment and homebuyer assistance programs is an excellent way to retain and/or attract these young families. Renters, especially the creative class, would be an excellent addition to the downtown area and would help to not only bring income into the community, but they would also serve an integral part in developing the downtown as an "arts/entertainment district." Incentives such as rent subsidies should be explored as the City seeks to advance this opportunity in the downtown.

Housing

Goal: Ensure quality housing options for the community

Objective 1: Maximize the Attractiveness and Diversity of the City's Housing Supply

Strategies:

- a. Promote mixed-use housing opportunities, particularly in the downtown commercial area
- b. Encourage residential growth closer to the school campus to create more walkable neighborhoods
- c. Increase stringency of code enforcement in blighted areas

Objective 2: Provide and Maintain Adequate Housing for the Elderly and Disabled

Strategies:

- a. Analyze existing disabled and elderly population and available housing options for them
- b. Develop programs to assist the elderly and disabled in maintaining their homes

Objective 3: Preserve the Historic Nature of the Existing Housing Stock

Strategies:

- a. Provide incentives and assistance for those who develop or remodel using the City's historic architecture guidelines: e.g. offer code leniency and create program that offers discounted paint in historic colors to homeowners
- b. Partner with residents and businesses to take advantage of grants available through the Ohio Historic Preservation Office

Objective 4: Ensure the Provision of a Sufficient Cross Section of Housing Opportunities

Strategies:

- a. Maintain supply of affordable housing within the community and protect existing housing stock
- b. Offer incentives to attract renters to the downtown district (creative class)
- c. Promote downpayment and homebuyers assistance programs to retain and/or attract younger generations

Section 7: Physical Development/Infrastructure

The goal for this section of the plan is to improve and enhance the transportation and infrastructure systems within the City. Canal Fulton currently has in place an adequate infrastructure system with good access to major roads.

Objective one under this goal is to maintain a smooth and efficient flow of traffic. This objective suggests a few different strategies to improve the movement of traffic, particularly in the downtown area. The first strategy under this section is to develop a Portage Road/Locust Street corridor strategy for future development. This corridor has largely been sporadically developed with no plan in place to guide its development. By creating an action plan for this corridor, the City will be better equipped to determine how and what kind of development they want to occur in this area. Streetscaping, as earlier mentioned in the Community/Livability section, is an excellent way to visually tie this corridor in with the rest of the City and create a more attractive and inviting place for people to visit.



Portage Street corridor
Source: SCRPC

The second strategy under this objective examines one of the core problems identified in the early planning stages of this plan – parking and its availability. During earlier discussions, it was noted that there is a general impression of a lack of available public parking within the community. However, after several meetings with the plan committee, it was discovered that having properly identified public parking areas is really the main problem at hand. Most concerns over parking have been narrowed down to the fact that the City needs way-finding signage so that people will know where public parking is when they are traveling through town. These lots also need to be identified as public so that there is no doubt about whether certain areas are private property or not. The redesign of on-street parking spaces in a few locations downtown may also help to alleviate the lack of available parking. Incentives and/or penalties should also be examined in further detail as ways to reduce the number of people parking in areas reserved for customers.

Concerns about the distance from public parking lots to downtown stores were also mentioned as a potential deterrent for visitors and residents considering going downtown. However, according to numerous studies, it has been found that most people are willing to walk about 5 minutes to get from their vehicle to a destination point. The average person can cover $\frac{1}{4}$ to $\frac{1}{2}$ mile in this time. From the Canalway Center parking lot, almost every building in the downtown district is within a quarter-mile of it, while the remaining few are less than $\frac{1}{2}$ mile away. For small communities a five-minute walk can sometimes seem like a long time, but with improved signage and a pedestrian-friendly environment, this distance can be covered quickly.

The third and final strategy of Objective one is to examine the feasibility of creating alternate routes for commercial truck traffic. Identifying alternate routes for these vehicles not only removes some of the congestion in the downtown area, but it also increases pedestrian and vehicle safety.

Objective two of this section examines vehicle and pedestrian safety. This broad category explores a variety of measures aimed at ensuring safe and convenient travel for all. The first strategy under this objective suggests that the City explore off-street and/or shared parking possibilities for both business owners and residents. Shared parking allows two or more businesses to use the same parking lot, which in turn decreases the number of parking spaces required for each business. Shared parking means fewer driveways opening out onto the street, therefore reducing the number of access points that requires increased alertness by both drivers and pedestrians as automobiles enter onto the road. Shared parking can also be a helpful economic development tool for downtown areas where undeveloped space is limited. Off-street or side street parking reduces the number of vehicles pulling into and out of on-street parking spaces in areas where traffic is greater, consequently providing another safety measure for the community.

Another strategy under this objective is for the City to incorporate more handicap-, bicycle-, and pedestrian-friendly design efforts into infrastructure improvements. For example, repairs such as sidewalk improvements should be designed to promote compliance with the Americans with Disabilities Act (ADA). Bicycle and pedestrian measures may include items such as additional bike racks or sidewalk coverage, pedestrian crossing signals, and so on. Community Development Block Grants are available for this type of improvements in low-to-moderate income census tracts and the City should examine this possibility.

Objective three, support regional planning efforts, suggests looking at a broader, regional view when identifying ways to enhance the community. The first strategy for this section is to look for ways to incorporate the regional airport as well as the increased water and sewer capacity in promotional efforts for the community. These features are strong points for the City and should be used extensively in marketing efforts. Cross-promotion with the airport is an excellent way to introduce this community to newly arrived visitors to the region.

Flood control is the final strategy under this objective. Identifying ways to help prevent damage and erosion caused from flooding, especially along the canal, will not only assist business owners and residents in stabilizing their buildings, but it will also provide safer usage of the trails and adjacent streets and parking areas.

Objective four encourages the expansion of alternative transportation efforts. In a world where gas prices are rising, population is growing, and longevity is increasing, alternative modes of transportation will become progressively more necessary for communities to be able to maintain sufficiency and sustainability. One strategy for doing this is to collaborate with the Stark Area Regional Transit Authority or the Akron Metro Regional Transit Authority to provide more public transportation opportunities between the bigger cities.

Capitalizing on the Towpath Trail users by providing them with more bicycle and pedestrian amenities not only encourages trail users to stop over in the City, but it also provides trail users with more opportunities to utilize the trail system versus driving somewhere. The development of a downtown “river/canal walk” district is another way to capture the influx of pedestrians and bicyclists.

Instead of just seeing the backsides of buildings when they pass by, those on the trail could be observing people bustling in and out of shops and restaurants, an experience that radiates with vibrancy and excitement. This sense of vigor has a magnetic effect that tends to draw people in, no matter what their original purpose had been for coming to the area.



Towpath Trail
Source: City of Canal Fulton

Objective five specifically addresses improving aging infrastructure within the City. Canal Fulton currently has a schedule of maintenance in place for water and sewer lines, but not for streets or sidewalks. One strategy suggested is to incorporate streets and sidewalks into the maintenance schedule in addition to developing a long-range replacement plan for all of the different infrastructure systems.

Canal bank stabilization is another important strategy in this section, in that the canal is a major landmark for the community. Currently the Stark County Commissioners own the canal and its adjacent banks, which are maintained through the Stark County Park District. To improve the canal, the City should consider collaborating with Stark Parks to reclaim the banks as part of a stabilization effort for the canal and adjacent properties. The City has recently undertaken a canal clean-up effort and the possibility of extending this as part of an annual maintenance program should be further analyzed.

Lastly, in addition to improved parking and way-finding signage, the City should explore the enhancement of gateway signage into the City from several different directions. Gateway signage should let newcomers know when they have entered the community, as well as what they might expect to find there. It is easy to overlook the need for this signage in a well-established city with many residents having a long time presence in the community. When RPC staff conducted a field study, it was found that for newcomers, way-finding signage was inadequate; either small or lacking in places it would have been very helpful. Directions to the canal, trail and historic district are just some suggestions as to what should be incorporated in new signage. Local universities or City staff could be utilized to study and identify where additional or improved signage would be most beneficial to Canal Fulton.



Stark County's 2030 Comprehensive/Transportation Plan: Canal Fulton/Lawrence Township Transportation Projects

The major highway facility in this area is SR 21. No major improvements are planned for SR 21. A new connector is proposed to connect Locust Street in Canal Fulton to Butterbridge Road at Erie Avenue. This will provide better access to the Locust St commercial area from SR 21. Three intersection improvements and one bridge rehabilitation are planned in this area.

Canal Fulton/Lawrence Township Planning Area Projects:

Road	Location	Type Work	Year of Expenditure Cost	Length (miles)	Complete by
Deerfield Ave, CR 103	S of Orrville St	Bridge Rehabilitation	296,000	0.10	2015
SR 93, Cherry St	At Locust St	Intersection Improvement	912,000	0.10	2015
Strausser St, CR 131	At High Mill Ave	Intersection Improvement	1,008,000	0.10	2020
Strausser St, CR 131	At SR 236	Intersection Improvement	1,792,000	0.10	2020
Canal Fulton Connector	Butterbridge to Locust St	New 2-Lane Connector	3,575,000	1.10	2030

Source: Stark County's 2030 Comprehensive/Transportation Plan

Transportation and Infrastructure Goals, Objectives & Strategies

Goal: Improve and Enhance Transportation and Infrastructure Systems

Objective 1: Maintain smooth and efficient flow of traffic

Strategies:

- a. develop Portage Rd./Locust St. corridor strategy for future development
- b. improve public parking identification and way-finding signage
- c. examine feasibility of creating alternate routes for commercial truck traffic

Objective 2: Ensure vehicular and pedestrian safety

Strategies:

- a. explore off-street/shared parking possibilities for business owners/residents
- b. incorporate more handicap-, bicycle- and pedestrian-friendly design efforts in infrastructure improvements

Objective 3: Support regional planning efforts

Strategies:

- a. incorporate airport and water/sewer capacity as strong points in area promotion
- b. identify ways to improve flood control measures

Objective 4: Expand alternative transportation efforts

Strategies:

- a. collaborate with the Stark Area Regional Transit Authority to provide more public transportation opportunities between Akron and Canton
- b. capitalize on Towpath Trail users with increased signage directing them to downtown places/events
- c. continue exploring potential of developing a downtown "river/canal walk" district

Objective 5: Improve aging infrastructure

Strategies:

- a. review schedule of maintenance for water and sewer systems, streets and sidewalks, and develop a long-range replacement plan

- b. explore opportunities for repairing the canal (bank stabilization)
- c. enhance gateway into City through signage/aesthetic improvements

Section 8: Prioritized Goals & Objectives

The purpose of this section is to identify an appropriate timeframe for implementing each strategy. The timeframes range from zero to two years, two to five years, and five years or more. These are suggested periods for when the strategies should commence, not necessarily for when they should be completed. Several of the strategies are in fact already being initiated.

Strategy	Section	Objective	Timeframe
Bring in an anchor store downtown	Economic Development	1	0-2
Promote existing business space (coordinate with Stark Development Board to further market light industrial space)	Economic Development	1	0-2
Update website with links to business vacancies and area activities	Economic Development	1	0-2
Collaborate with Arts in Stark to develop as an arts/entertainment district	Economic Development	2	0-2
Increase signage (welcome sign with logo, museum signs, etc.)	Economic Development	2	0-2
Develop tourism- capture tourist draw from regional events (marketing)	Economic Development	2	0-2
Increase Chamber of Commerce/City partnership and consider revitalizing Main Street program	Economic Development	2	0-2
Extend and publicize business hours	Economic Development	2	0-2
Seek adaptive reuse of downtown school to be compatible with downtown district	Economic Development	2	0-2
Encourage businesses to advertise in printed guides with broad distribution	Economic Development	3	0-2
Encourage cross promotion of existing businesses	Economic Development	3	0-2
Promote concept of mixed use development- (seek further commercial, residential, institutional, medical, and entertainment uses)	Economic Development	4	0-2
Encourage businesses along waterfront to provide access, visibility, and entryways to water	Economic Development	4	0-2
Incorporate waterfront considerations in site plans and design reviews	Economic Development	4	0-2
Update zoning code	Economic Development	1	0-2
Promote services to new residents (welcome package, etc.)	Community	1	0-2
Improve access and activities along the river/canal	Community	2	0-2
Examine open space/parks regulations to ensure adequate open space is being created/preserved	Community	2	0-2
Promote environmentally sustainable practices/consider campaign/incentives	Community	3	0-2
Improve recycling rates and levels of service/promotion within community	Community	3	0-2
Promote farmers' markets, community garage sales, thrift shops (reuse stores)	Community	3	0-2
Encourage neighborhood/downtown beautification efforts	Community	3	0-2
Incrementally increase average fuel efficiency of municipal fleet	Community	3	0-2
Establish strong and open relationship with school district and community	Community	4	0-2
Promote value of a strong educational system for community growth and development	Community	4	0-2
Continue to provide support to the public library	Community	4	0-2
Promote involvement of senior citizens in the educational system (tutoring, etc.)	Community	4	0-2
Analyze existing disabled and elderly population and available housing options for them	Housing	2	0-2
Develop programs to assist the elderly and disabled in maintaining their homes	Housing	2	0-2
Partner with residents and businesses to take advantage of grants available through the Ohio Historic Preservation Office	Housing	3	0-2
Maintain supply of affordable housing within the community and protect existing housing stock	Housing	4	0-2
Offer incentives to attract renters to the downtown district (creative class)	Housing	4	0-2
Develop Portage/Locust corridor strategy for future development	Transportation	1	0-2
Improve public parking identification and way-finding signage	Transportation	1	0-2
Explore off-street/shared parking possibilities for business owners/residents	Transportation	2	0-2
Incorporate airport and water/sewer capacity as strong points in area promotion	Transportation	3	0-2
Capitalize on Towpath Trail users with increased signage directing them to downtown places/events	Transportation	4	0-2
Continue exploring potential of developing a downtown "river/canal walk" district	Transportation	4	0-2
Review schedule of maintenance for water and sewer systems, streets and sidewalks, and develop a long-range replacement plan	Transportation	5	0-2
Enhance gateway into City through signage/aesthetic improvements	Transportation	5	0-2

Conduct feasibility study of best use of Route 21 corridor in coordination with Lawrence Township	Economic Development	1	2-5
Continue to explore feasibility of bringing scenic railroad to Canal Fulton	Economic Development	1	2-5
Create unified historic building image for downtown - focus on select highly visible properties	Economic Development	2	2-5
Extend downtown - (develop side streets)	Economic Development	2	2-5
Continue to explore feasibility of developing historic hotel	Economic Development	2	2-5
Create downtown façade improvement fund	Economic Development	2	2-5
Pursue development of urgent care/walk-in clinic facilities	Economic Development	3	2-5
Offer incentives to preserve and enhance historic nature of buildings	Economic Development	4	2-5
Redevelop blighted sights and non-historic structures throughout/near canal/historic district to improve first impressions	Economic Development	4	2-5
Enhance programs/services designed for youth and elderly, especially through the parks/canal organizations	Community	1	2-5
Consider development of new fitness/community center	Community	2	2-5
Consider recreational programming throughout the year	Community	2	2-5
Develop parks in close proximity to existing schools	Community	2	2-5
Enhance existing park system	Community	2	2-5
Consider public boat launch	Community	2	2-5
Enhance pedestrian/bike way system	Community	2	2-5
Promote mixed-use housing opportunities, particularly in the downtown commercial area	Housing	1	2-5
Increase stringency of code enforcement in blighted areas	Housing	1	2-5
Incorporate more handicap-, bicycle- and pedestrian and child-friendly design efforts in infrastructure improvements/design to connect key facilities	Transportation	2	2-5
Collaborate with the Stark Area Regional Transit Authority to provide more public transportation opportunities between Akron and Canton	Transportation	4	2-5
Explore opportunities for repairing the canal (bank stabilization)	Transportation	5	2-5

Further study business incubator concept	Economic Development	1	5+
Establish a land bank	Economic Development	1	5+
Study feasibility of developing local online newspaper/newletter	Community	1	5+
Consider additional family/intergenerational activities for residents	Community	1	5+
Increase evening entertainment available to residents	Community	1	5+
Explore possibility of having a community pavilion	Community	1	5+
Collaborate with Stark Parks to ensure that the canal is clean and maintained	Community	3	5+
Evaluate feasibility of satellite higher education campus (Stark State)	Community	4	5+
Encourage residential growth closer to the school campus to create more walkable neighborhoods	Housing	1	5+
Provide incentives and assistance for those who develop or remodel using the historic architecture guidelines: e.g. offer code leniency and create program that offers discounted paint in historic colors to homeowners	Housing	3	5+
Promote downpayment and homebuyers assistance programs to retain and/or attract younger generations	Housing	4	5+
Examine feasibility of creating alternate routes for commercial truck traffic	Transportation	1	5+
Identify ways to improve flood control measures	Transportation	3	5+

**Strategies ranked as *most important*
by five or more public meeting attendees:**

Economic Development Strategies	Objective	Timeframe	All-Star Strategies
Continue to explore feasibility of bringing scenic railroad to Canal Fulton	1	2-5	12
Update zoning code	1	0-2	8
Conduct feasibility study of best use of Route 21 corridor in coordination with Lawrence Township	1	2-5	7
Redevelop blighted sights and non-historic structures throughout/near canal/historic district to improve first impressions	4	2-5	7
Promote existing business space (coordinate with Stark Development Board to further market light industrial space)	1	0-2	5

Community/Livability Strategies	Objective	Timeframe	All-Star Strategies
Establish strong and open relationship with school district and community	4	0-2	15
Consider development of new fitness/community center	2	2-5	9
Continue to provide support to the public library	4	0-2	8
Promote value of a strong educational system for community growth and development	4	0-2	6
Collaborate with Stark Parks to ensure that the canal is clean and maintained	3	5+	6

Housing Strategies	Objective	Timeframe	All-Star Strategies
Increase stringency of code enforcement in blighted areas	1	2-5	7
Promote downpayment and homebuyers assistance programs to retain and/or attract younger generations	4	5+	5

Transportation Strategies	Objective	Timeframe	All-Star Strategies
Develop Portage/Locust corridor strategy for future development	1	0-2	11
Improve public parking identification and way-finding signage	1	0-2	9
Capitalize on Towpath Trail users with increased signage directing them to downtown places/events	4	0-2	7
Explore opportunities for repairing the canal (bank stabilization)	5	2-5	5

Top Ten strategies based on public meeting:

Economic Development Strategies	Objective	Timeframe	All-Star Strategies
Continue to explore feasibility of bringing scenic railroad to Canal Fulton	1	2-5	12
Update zoning code	1	0-2	8
Conduct feasibility study of best use of Route 21 corridor in coordination with Lawrence Township	1	2-5	7
Redevelop blighted sights and non-historic structures throughout/near canal/historic district to improve first impressions	4	2-5	7

Community/Livability Strategies	Objective	Timeframe	All-Star Strategies
Establish strong and open relationship with school district and community to assist in promoting the value of a strong educational system for community growth and development	4	0-2	15
Consider development of new fitness/community center	2	2-5	9
Collaborate with Stark Parks to ensure that the canal is clean and maintained while exploring opportunities for repairing the canal (bank stabilization)	3	5+	6

Housing Strategies	Objective	Timeframe	All-Star Strategies
Increase stringency of code enforcement in blighted areas	1	2-5	7

Transportation Strategies	Objective	Timeframe	All-Star Strategies
Develop Portage/Locust corridor strategy for future development	1	0-2	11
Improve public parking identification and way-finding signage, including trail signage directing users to downtown places/events	1	0-2	9

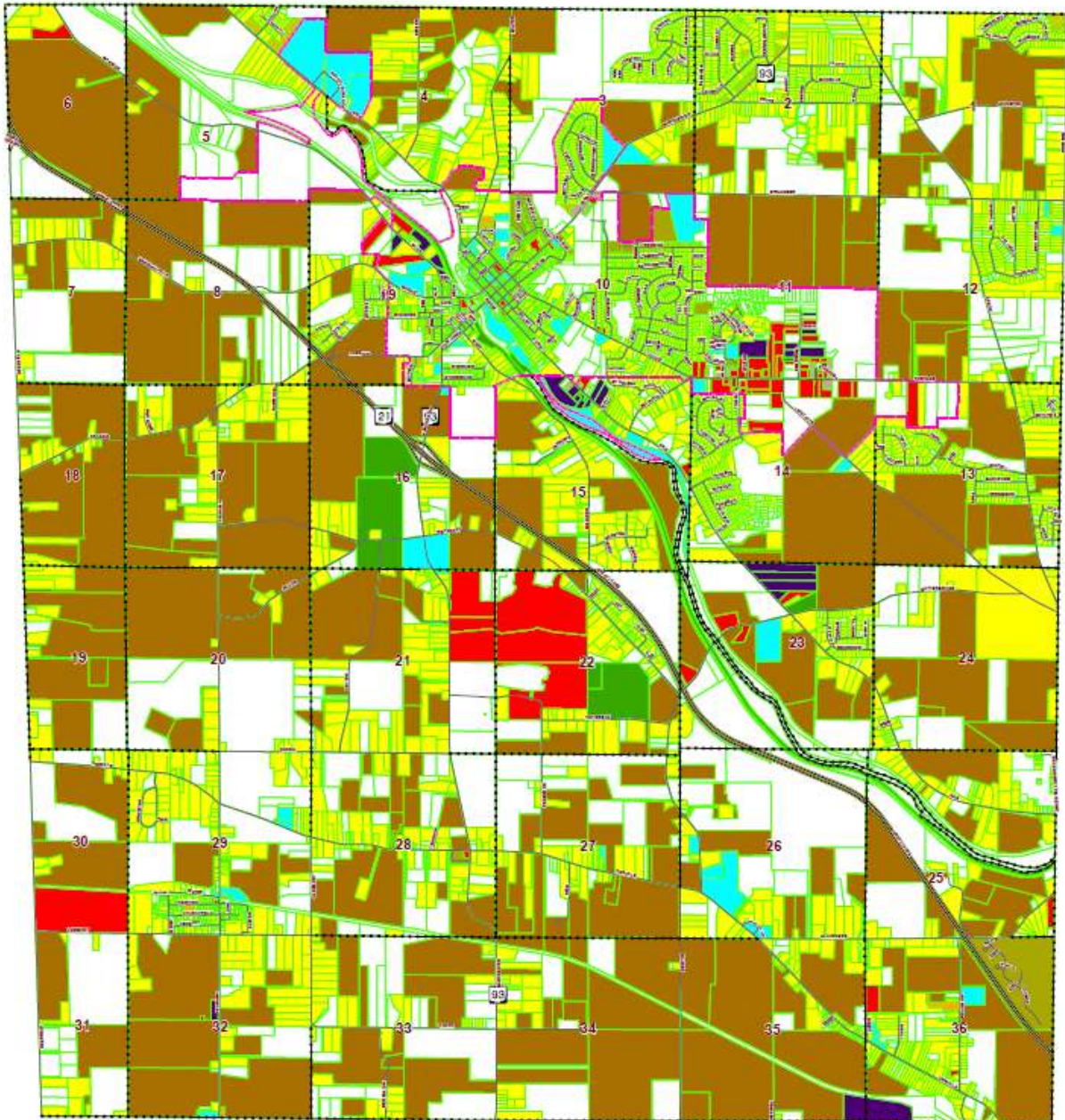
Section 9: Evaluation Methods

Implementation of the Canal Fulton Community Plan will be determined by city leaders. One thought has been to assign its implementation to the TAP (Talk About Potential) group. It is critical to make a decision on who will implement each aspect of the plan and the timetable for doing so, in order that momentum is not lost. A suggested timetable has been recommended for each strategy. Several are already underway, but quite a number have been slated to begin within the next two years. One evaluation method is simply counting how many strategies slated for a time period have actually begun in the designated timeframe.

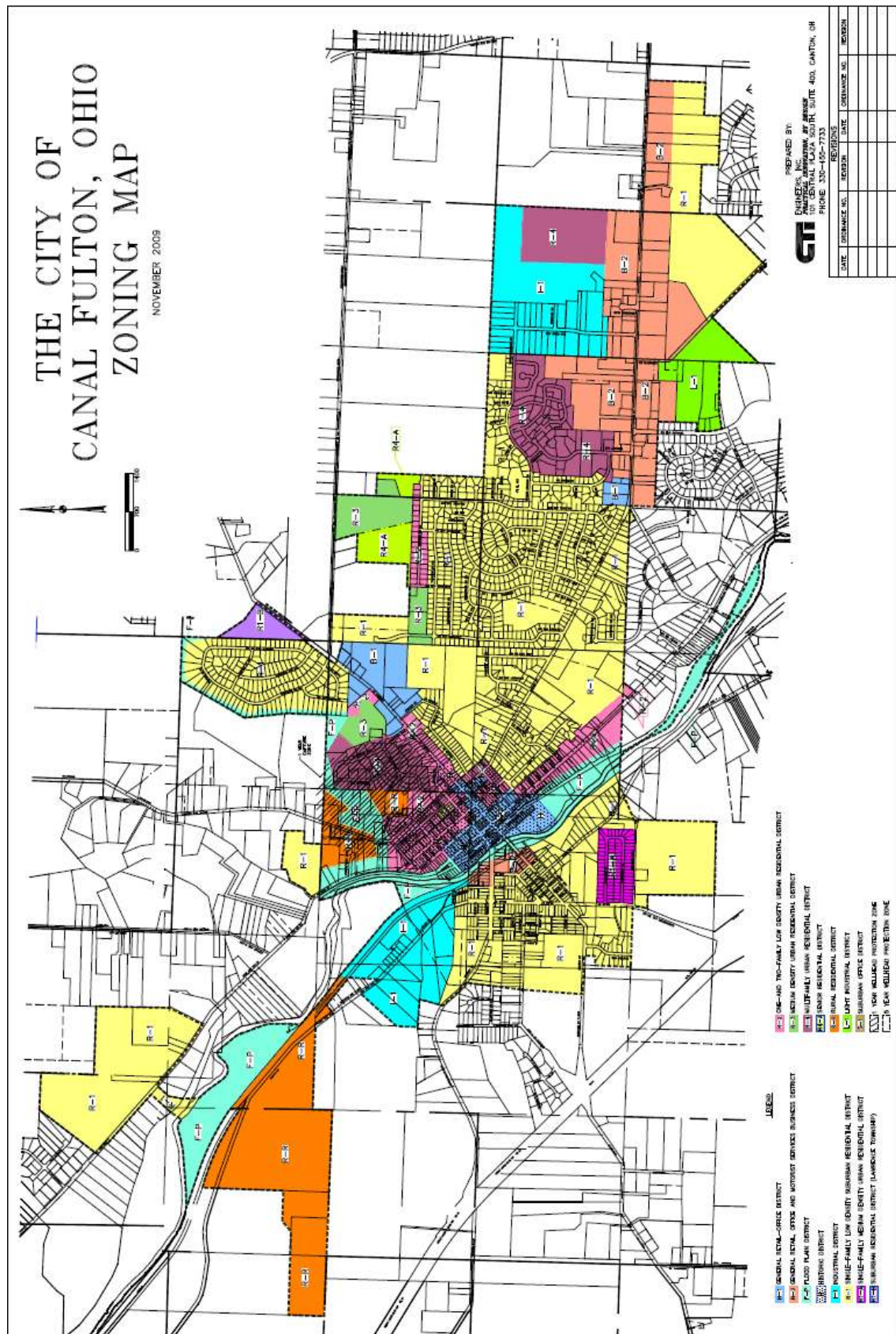
It is recommended that the City assign follow-through of the Plan either to TAP or some other group, with the charge to work with the City administration to implement the Plan. As a whole, the Plan should be revisited on a regular basis, at least annually, to evaluate progress and determine needed changes.

Section 10: Appendices

Appendix A: Current Land Uses in Canal Fulton/Lawrence Twp.



Appendix B: Canal Fulton Zoning Map



Appendix C: Sample Vision Statements

1. Norwalk Comprehensive Plan

"Our community will create a safe, family friendly environment in which we will preserve our natural resources and our strong neighborhoods, while promoting business growth, intergenerational opportunities, and proactive responses to future challenges, both locally and in a global economy."

2. Eaton Comprehensive Plan

"This Plan demonstrates Eaton's commitment to enhancing the quality of life for all its citizens. High quality and efficient growth, in balance with the environment, can be achieved when supported by the appropriate legislation, ordinances, policies, and procedures. Implementation of the Plan can facilitate predictable and consistent treatment of growth and development proposals. The Plan is intended to respect private property rights while enhancing, increasing, and enriching the individual freedoms and opportunities of all citizens. The Plan will also serve as a catalyst for further enhancements to guide growth in cooperative, regional settings."

3. Miami Township Comprehensive Plan

"In 2025, people will know Miami Township for:

- Industries and businesses that enhance the community environmentally, socially and economically
- Outstanding indoor and outdoor recreational resources
- Excellent Schools
- A wide range of incomes and housing
- Distinctive riverfront communities
- High aesthetic standards and high quality appearance of public spaces
- An effective transportation and infrastructure system

Most importantly, Miami Township will be known as a community where people want to live, work, shop and play."

4. Northfield Comprehensive Plan

"Northfield values its unique heritage and traditional development patterns, and will reflect its community identity by preserving its historic and environmental character, and enhancing its sense of place through a focus on building form and urban design."

5. Northwood Comprehensive Plan

"To develop a central focal point in our city to provide a distinctive, aesthetically-pleasing, vibrant and unified community while maintaining a rural setting."

6. Portage County Regional Planning Commission

"To improve the quality of life in Portage County by helping communities turn vision into action in order to equitably achieve sustainable communities, in harmony with the natural environment."

Appendix D: Advance Northeast Ohio Action Plan

Advance Northeast Ohio, the region's economic action plan, unites our 16-county region to accelerate positive changes that create jobs, increase incomes and reduce poverty. Launched in 2007, more than 80 organizations, institutions and leaders from business, philanthropy, government and the civic arena are united behind this movement to strengthen the economic competitiveness of Northeast Ohio.

These 80-plus [partners](#) share this vision for our region's economic future:

Northeast Ohio is home to growing, innovative employers and healthy core communities; all of our residents have access to educational and economic opportunities; and our governments collaborate to accelerate sustainable growth.

[Partners](#) in the plan share a commitment to address four key priorities to achieve that vision:

1. Business Growth & Attraction
2. Talent Development
3. Racial & Economic Inclusion
4. Government Collaboration & Efficiency

[Partners](#) in the plan:

1. Publicly -- and in some cases financially -- support regional economic competitiveness initiatives to strengthen our region.
2. Seek collaborations on regional economic competitiveness efforts.
3. Align their institutional strategies and actions with Advance Northeast Ohio.

Priorities and Strategies

Click on the headings below to learn more about regional initiatives and collaborations that are implementing the strategies developed to address the priorities of Advance Northeast Ohio.

[**BUSINESS GROWTH AND ATTRACTION**](#)

- * Assist high-growth entrepreneurs
- * Strengthen existing industries
- * Attract growing companies
- * Support innovation and technology commercialization to build growth industries

TALENT DEVELOPMENT

- * Prepare residents for present and future jobs
- * Connect employers to qualified talent

GROWTH THROUGH RACIAL & ECONOMIC INCLUSION

- * Grow minority-owned enterprises
- * Expand access to educational, training and business opportunities

GOVERNMENT COLLABORATION AND EFFICIENCY

- * Support government collaborations that strengthen economic competitiveness
- * Implement regional planning to accelerate sustainable economic growth and enhance our quality of life

Appendix E: Adaptive Reuse

Adaptive reuse is the process of retaining the old while incorporating the new. It preserves the original built environment, which provides the “footnotes to our history” while simultaneously providing practical applications in a contemporary time period. Adaptive reuse can range from simply changing the use of a building, to a complete revitalization of the entire building while still retaining its structural and historical significance.

Not only does adaptive reuse help preserve the historical significance of a community, but it also provides environmental, economical and social benefits. Energy savings is one of the environmental benefits as adaptive reuse supports the replacement of less energy-efficient systems such as windows or heating and ventilation systems with more efficient ones. Building material waste, primarily created during the demolition process, is now significantly reduced, therefore helping to minimize the amount of unnecessary waste going into landfills.

The economic benefits from adaptive reuse include the savings generated from installing more energy-efficient systems, in addition to the popularity generally created by revitalizing a heritage building instead of constructing a completely new one. Furthermore, this process helps to reduce the cost of government services since no new development would be taking place in non-developed areas, which typically require an extension of existing services.

Socially, adaptive reuse appeals to a persons’ sense of place that is generally felt in a downtown area; these neighborhoods have a past that is rich in character and steeped in history. In some areas, adaptive reuse can create new housing opportunities, especially in mixed-use areas, therefore paving the way for a more vibrant and diversified downtown.

Source: “Adaptive Reuse: Preserving our past, building our future.” Department of the Environment and Heritage, Commonwealth of Australia, 2004.

Adaptive Reuse Examples:

The practice of architecture does not always mean designing and building a brand new structure. Sometimes, and with increasing frequency, there is the request for modification of an already existing structure. This process is known as adaptive reuse. Adaptive reuse allows for preservation of a building’s character as well as the structure itself. By employing adaptive reuse, the architect can maintain original structural details while creating

modern, functional facilities that utilize new mechanical and electrical systems.

The City of Rochester and its surrounding region have employed adaptive reuse with many of its historic structures. Schools have become condominiums and apartments, a railroad station is now a restaurant, an armory has become a performing arts center, a church is a school of music, and manufacturing and retail operations have become office spaces. In each of these instances, there has been a careful and pronounced effort to maintain many elements of the structure's character and unique history within the community even if the function of the building has been altered completely.

With the Hallman Chevrolet building, for example, once a car dealership and repair shop, the pristine art deco exterior and much of the interior has been kept absolutely true to its original appearance while the building itself has become the home of a coffee shop. The Empire Brewing Company, once the Rochester Button Factory, has a small display at the entrance paying homage to the long-closed manufacturer and an inscription above the doorway reveals the buildings history.

As is the case with several communities, Rochester has a rich history. The following structures have all played important roles in Rochester's past. While they serve very different purposes than originally intended, they are all still standing and have been adapted to suit present needs and modern demands.

<u>Schools:</u> Ellwanger and Barry School No. 24 Horace Mann School No. 13 East High School Academy Building Bevier Building Cutler Union	<u>Private Residences:</u> Warner Castle Bissell House Brewster-Burke House Jonathan Child House
<u>Manufacturing and Retail Space:</u> Gorsline Building Rochester Button Factory Stein Manufacturing Company Building Duffy Powers Building	<u>Hotels and Inns:</u> United States Hotel Richardson's Canal House
<u>Churches:</u> Central Presbyterian Church St. Joseph's Church	<u>Railroad Stations:</u> Lehigh Valley Railroad Station
<u>Car Dealerships:</u> Hallman Chevrolet	<u>Firehouses:</u> Firehouse #6

Source: The Monroe County Library System, 115 South Ave., Rochester, NY 14604
<http://www.libraryweb.org/rochimag/architecture/AdaptiveReuse/AdaptiveReuse.htm>

Appendix F: Sample Community Plan Strategies

1. Piqua, Ohio (population: 20,700)

- mixed-use development in downtown (live-work opportunities; mix of retail, residential, office and civic uses) through special zoning overlay
- define city's gateways through improved signage and streetscaping (landscaping, street trees, etc.)
- support local seasonal and cultural events that build and support environmental awareness (ex: farmers' markets, seasonal festivals, activities that support the canal/trail, joint ventures with related businesses)

2. Norwalk, Ohio (population: 16,200)

- promote heritage and tourism on city's website/publications by showcasing businesses in historic properties or homeowners of historic homes
- market downtown as a single entity with multiple partners and destinations; adopt a uniform brand and logo for downtown and encourage all businesses to use it.
- create a downtown façade improvement fund (from revolving loan funds, pooled resources, etc.)

3. Centerville, Ohio (23,000)

- attract a popular chain or unique specialty restaurant downtown (ex: Panera Bread) and then combine drinking/eating with music, arts, theater, or other cultural activities
- create joint- or shared-access parking lots between buildings
- flex-office space in industrial/business parks would allow for combination of compatible uses (i.e., commercial/light industrial) that might could benefit from each other (ex: warehousing/light assembly)

4. Delaware, Ohio (33,000)

- encourage sidewalk dining, especially outside restaurants, to promote pedestrian activity
- have an anchor that draws people downtown (ex: government office, educational facility, museums, theaters, etc.)
- promote quality, pedestrian-oriented signage on buildings that reflects the historic nature of downtown

5. Perrysburg, Ohio (19,000)

- connect people to the river/canalway by providing quality public spaces (ex: outdoor theater, docks or kayak-loading areas)
- create a way-finding system to identify historic structures/sites as a way to encourage tourism
- adopt a Main Street program in which local business owners collaborate together to revitalize downtown

6. Navarre, Ohio (1,423)

- provide a self-guided historic tour of the village for visitors
- offer programs for school groups and civic organizations
- sponsor annual events such as local food/wine tasting events, community yard sales, car shows, holiday fests, etc.

7. Miamisburg, Ohio (19,878)

- direct bike traffic from path to downtown (signage, bike racks, tables with chairs, public open space (park) to relax, etc.)
- work to remove non-historic structures in historic district

8. Lawrence, Mass. (70,000)

- create business incubator and keep it together with industrial areas
- streets that cross the river should look and serve as attractive “gateways” into the canal district – include banners, decorative railing, lighting along bridges
- determine the main theme (ex: Victorian) for the canal district and try to promote that style of new development

9. Lowell, Mass./Hamilton Canal District (population: 105,000)

- encourage businesses along waterfront to provide access, visibility and/or entryways between their business and the waterfront
- incorporate considerations of waterfront usage in site plans and other design review processes
- introduction of transit to support downtown circulation and improve access to/from bigger cities

Appendix G: Norwalk, Ohio Comprehensive Plan (excerpt)

General Economic Development:

1. Promote existing business/industrial parks.
2. Determine which (if any) sites have access to rail.
3. Develop a priority list of abandoned sites that need to be demolished.
4. Ensure broadband access in industrial/business parks and throughout the City.
5. Support retail/business incubator development.
6. Identify needs of existing core services and businesses.
7. Consolidate the development approval process.
8. Create a comprehensive checklist of steps required for development.
9. Make information available to the public through up-to-date linked web sites.
10. Use CRA's as incentive for downtown revitalization (include adjacent residential areas).
11. Collaborate with regional higher education facilities.
12. Recruit small colleges looking to grow.
13. Install direction signs to tourist attractions.
14. Identify and advertise location of "Visitor Information Center."
15. Encourage local businesses to advertise in printed guides with broad distribution.
16. Coordinate a series of display spaces with likely exposure to travelers (restaurants, hotels, rest stops, travel-oriented businesses).
17. Focus tourism development within existing entertainment/downtown district.

Downtown:

1. Work toward cross-promotions of existing businesses (ex: Giant Eagle handing out flyers about new shop in town).
2. Maintain ongoing database of available space for new businesses, which includes space, amenities, dimensions, rent, owners, etc.
3. Focus on key properties that have considerable development potential.
4. Install information kiosks in downtown area.
5. Work with high schools to plug students into the community as quality workers.
6. Capture the tourist draw from major regional events through collaboration and advertisement.
7. Expand festivals and "market days" concept with more visibility, signage, publicity, and participation.
8. Expand farmers' market to include other vendors.
9. Boost downtown's visibility as a "meeting place" for activities, conferences, etc.
10. To enhance real estate, make small but visible improvements first.

11. Create financial incentives to stimulate building improvements.
12. Promote gradual development of a downtown "entertainment district" and publicize new opportunities.
13. Develop activities and destinations for youth and young adults.
14. Work toward a lodging facility with a historical theme.
15. Recruit businesses that can take advantage of wireless Internet feature downtown.
16. Maximize visibility and attractiveness of downtown's historically significant properties and work toward a unified theme.
17. Encourage historic tours of Main Street neighborhood homes.
18. Consider extending the downtown district.
19. Promote development of key side streets where off-street parking is more readily available.

Appendix H: Total Expenditures and Revenue per Pupil

2007-2008, Ohio Department of Education Data Warehouse

<http://ilrc.ode.state.oh.us/PublicDW/asp/Main.aspx>

Northwest Local

Total Revenue/Pupil: \$7679

Similar Districts Revenue/Pupil:
\$8259 (2007-08); \$7934 (2006-07)

Total Expenditures/Pupil: \$8227

Similar Districts Expenditure/Pupil:
\$8362 (2007-08); \$7907 (2006-07)

Fairless Local (Navarre)

Total Revenue/Pupil: \$8821

Total Expenditures/Pupil: \$9551

Lake Local (Hartville)

Total Revenue/Pupil: \$8545

Total Expenditures/Pupil: \$8689

Minerva Local

Total Revenue/Pupil: \$8431

Total Expenditures/Pupil: \$8057

North Canton City

Total Revenue/Pupil: \$9239

Total Expenditures/Pupil: \$8944

Wadsworth City

Total Revenue/Pupil: \$8238

Total Expenditures/Pupil: \$8454

Cuyahoga Falls City

Total Revenue/Pupil: \$9849

Total Expenditures/Pupil: \$8999

Stow-Munroe Falls

Total Revenue/Pupil: \$9266

Total Expenditures/Pupil: \$8919

Hudson City

Total Revenue/Pupil: \$10754

Total Expenditures/Pupil: \$11880

Aurora City

Total Revenue/Pupil: \$10280

Total Expenditures/Pupil: \$9759

Appendix I: Stark County Economic Development Incentives

Stark County Incentives				
Program Name	Type	Administrator	Program Description	Basic Requirements
Enterprise Zone Tax Incentives			The State of Ohio allows communities to provide tax abatement on real property and tangible personal property in designated areas, called Enterprise Zones. Stark County has seven Enterprise Zones that cover 80 square miles. Businesses locating or expanding within these designated zones may qualify for substantial state and local tax breaks.	Project must be within the boundaries of an Enterprise Zone. Eligible Projects: (1) Personal Property - Purchase of new &/or used machinery &/or equipment (eliminated now) or Purchase of new inventory (eliminated in 2009); (2) Real Property - New construction; Renovation of an existing facility; Expansion of an existing facility; or Occupation of a vacant facility. Only abating new investments!
Community Reinvestment Areas		Local Communities	For the purpose of offering real property tax exemptions to existing businesses wishing to expand and for new businesses moving into the CRA.	Business must locate within one of the Community Reinvestment Areas. For post-1994 CRA's, the business must wait for approval before they can start building.
Stark Development Board Revolving Loan Fund			SDB Finance Corporation has established a county-wide Revolving Loan Fund to fill financial gaps within the conventional lending community for small growing firms.	
Stark County Port Authority Off-Balance Sheet & Synthetic Leases			This form of financing provides significant benefits, including possible states sales tax exemption on materials for new construction.	Publicly traded or large privately held companies
Stark County Port Authority Conduit Bond Issues			The Stark County Port Authority issues bonds to companies to help finance them.	
Foreign Trade Zones		Stark County Port Authority	Foreign and domestic merchandise may enter the zone without a formal customs entry or the payment of customs duties and be exempt from federal and state use/excise and personal property taxes. There are two types of zones—general purpose and sub-zone. A general purpose zone includes multiple activities by multiple users, like an industrial park. A sub-zone is a one user plant or facility.	Any qualified business in Jackson Township, Massillon, Canton, Alliance, or North Canton can take advantage of the benefits of the FTZ.

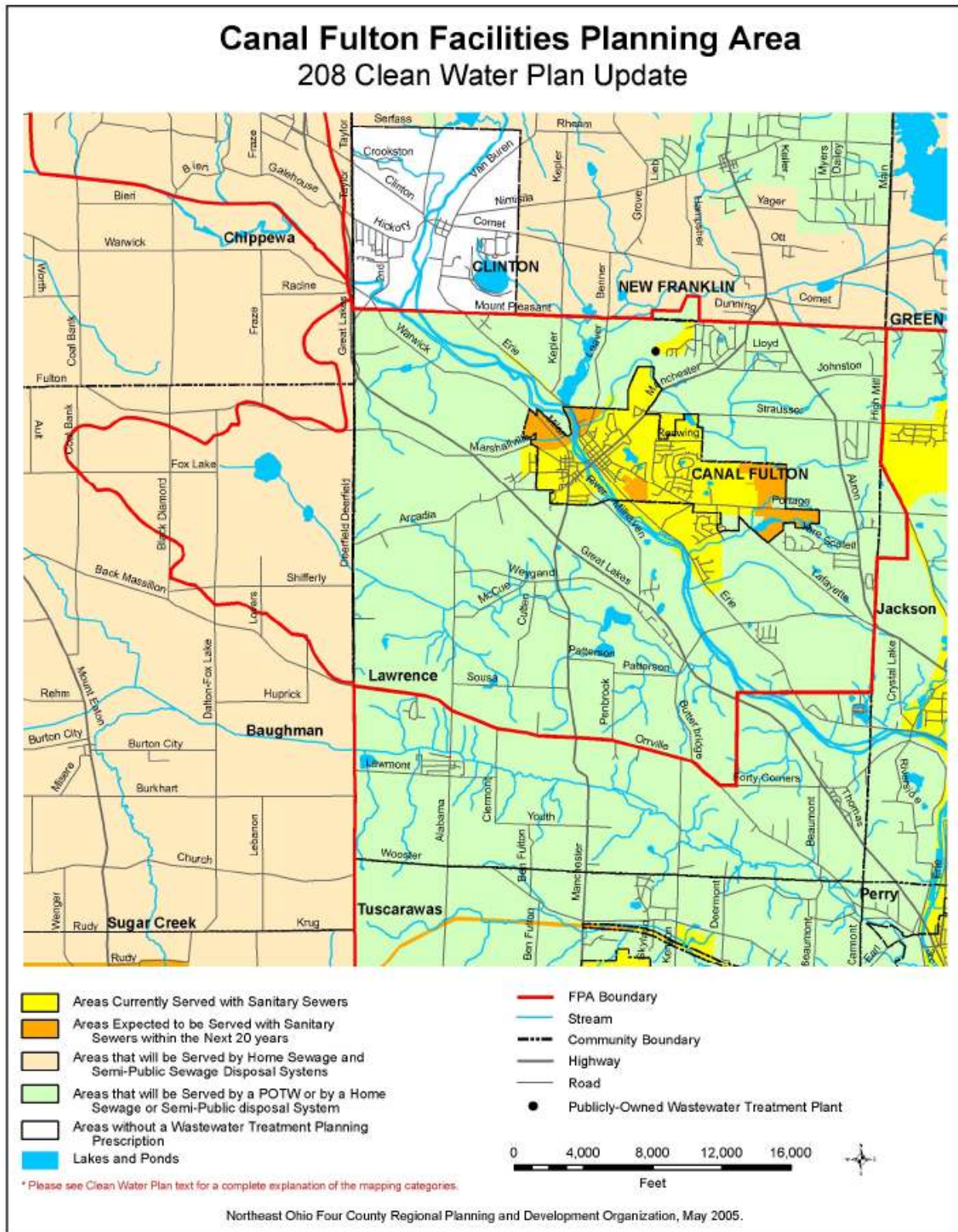
For More Information - <http://www.starkcoohio.com/>

Appendix J: The Ahwahnee Principles

The Ahwahnee Principles for Resource-Efficient Communities, originally written in 1991 by the Local Government Commission, are a set of guidelines to follow when creating mixed-use, walkable, transit-oriented developments. The purpose of these principles, which helped pave the way for the Smart Growth, New Urbanism and Sustainability movements, is to provide elected officials with opportunities to grow in ways that will be more efficient and sustainable while simultaneously minimizing further sprawl. Some of the community features highlighted in this publication include: a) housing and job diversity, b) walkability between destination points, including transit stops, c) community center focus, d) ample open space, e) pedestrian-scale development, f) resource conservation, and g) integrated planning and implementation efforts that include all aspects of a community. In order for communities to be truly successful, they must strive “to meet the needs of those who live and work within them” economically, socially and environmentally.

In addition to the original principles for Resource-Efficient Communities, are the Ahwahnee Principles for Economic Development and the Ahwahnee Water Principles. These sets of guidelines discuss ways to further boost the economy of a community, as well as promote measures for conserving water. Together, all three of the publications provide elected officials with implementation strategies designed to enhance the overall livability, prosperity and sustainability of their community.

Appendix K: Canal Fulton Sewage Treatment Facilities



Appendix L: Meeting Minutes

Committee Members:

John Workman, Chairman

Brian Graham

Rochelle Rossi

Victor Colaianne

Dennis Downing

Ron Fallert

Karl Blanding

Marge Loretto

Bill Stetler

CJ Pepe

Sean Craney

Mark Cozy, City Manager (ex-officio)

Canal Fulton Community Plan Meeting Minutes for November 19, 2008 Committee Meeting and January 12, 2009 Public Meeting

The Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis was the focus at each of these meetings. Please refer to Section Three of this document for a more detailed description of these analyses. No meeting was held in December 2008.

Canal Fulton Community Plan Meeting Minutes for February 9, 2009

Committee Members Present:

Karl Blanding, Sean Craney, Dennis Downing, Ron Fallert, Brian Graham, Marge Loretto, C J Pepe, Rochelle Rossi, Bill Stetler, John Workman

Others Present:

Mark Cozy, City of Canal Fulton; Rachel Lewis, Brenda Sarsany, Malia Watkins, Stark County Regional Planning

Housing issues for the community were discussed first at the meeting. Some observations made regarding this topic include:

- Increase in multi-family housing is a problem
- Good variety of housing stock exists to meet most people's taste and budget
- Not a lot of high-end valued housing (are a few in the \$350K-\$400K range)
- Availability of single-family homes has been a problem in the past, but has been addressed to some degree over the years
- Rental housing, particularly for seniors only, has also been a problem in the past
- Seniors can tend to drain services
- Vacancies- younger generation is moving out and not being replenished
- Senior district in zoning, including Autumn Ridge, includes deed restrictions
- RR-4 is zoned for 16 units/acre, but Mr. Shalmo was able to get 8 units/acre by using senior zoning
- New development was \$200-\$300K, but was put on hold
- Small lots in zoning districts
- City wants to have a plan so that they are proactive and not reactive to development pressures

After discussing housing issues, the committee turned to the topic of top concerns for the community. Members were asked to determine what they felt were some of the primary concerns for the City that needed to be addressed in the plan. The remainder of the meeting focused on these issues, as well as some additional concerns, which are noted below in further detail.

Top Concerns:

- Fire/EMS
 - firefighters are now on-call at the station (as opposed to being anywhere in town) from midnight to 6 a.m., and are making \$7.50/hr. instead of \$2.50/hr.
 - alternate weeks with Lawrence Township
- School system
 - currently the largest employer, but is failing funding-wise.
 - lack of infrastructure in place (students are attending school in trailers)
 - Northwest is now the worst funded school in the state
 - 12.8 mill levy failed
 - Need to check on school website blog – where is it and what is it like?

- Need stabilized YMCA program/teen club, but is hard to develop and succeed
- Need ball fields so that the area can draw tournaments (and people) to town
- 40-60 year age group was surveyed by Kent State University who reported that their age group would like a recreation center in town
- Lack of parking creates a huge turnaround with businesses downtown – the only ones surviving are those that do backdoor work, such as V-Li's Thai restaurant
- Question of how to pay for these community services (and others) still poses a big question
- City appropriations (how Canal Fulton budgets) – what can they cover? Some cities pay for these community services
- Paying for services requires collaboration with schools, hospitals, businesses
- Money is available from area hospitals
- Recession cycles last 5-7 years
- Need to compare communities (\$/student, number of police/population, etc.)
- Need hospital/medical facilities (have 2 more doctors coming in soon)
- Old downtown elementary school has been sold to furniture store in Green – will be used to store furniture
- Lack of communications (newspaper, etc.); rely on gossip network
- Does the Akron Beacon Journal still have a Stark County section?
- Akron Beacon Journal is looking to become more interactive with Stark Co.
- Most people read Akron Beacon, but city coverage is usually in the Repository or Massillon Independent
- Not one paper that is read more than another – Canton v. Akron newspaper
- Lack of collaboration among communities; seven political subdivisions clear snow off the roads for Northwest
- Lack of buy-in equals lack of collaboration! Need to collaborate to be able to expand any services, including tax base
- Can create zoning areas that lend themselves to industry
- Infrastructure is in place, and have 21 corridor, need to make the areas attractive though
- Existing business parks have water and sewer; currently support one heavy industry and two light industry facilities
- Need stronger Chamber of Commerce to go after businesses
- In some states, the city owns the land and the business just builds the building
- Canal Fulton's niche is that it's a bedroom community, which is why it's such a nice place to live
- According to Karl's story, company went to Gainesville, GA where they received the best deal location-wise; bare fields by 21 are both good and bad
- Need medical/high-tech industry (environmentally-friendly businesses)
- One asset for Canal Fulton is the Towpath Trail
- Akron Mayor Plusquelic has right idea about economic development; Canal Fulton has many of same features (O&E Canal)
- What has Canal Fulton done to bring in new businesses?
- Differing views about community – some want it to stay a bedroom community with some entertainment venues downtown
- Exploit tourism
- Downtown needs to be revitalized – parking is a big issue

- Should focus on looking to the west of downtown too
- Bridgestone/Firestone are building a technology center; is Canal Fulton competitive enough to attract those workers for housing needs?
- Need to tap into 21 Corridor
- Look at Hudson and see how nice it is – they have a much higher median income
- 36 million tourists visit Ohio annually; Canton has highest number of visitors with ¼ of them being businessmen
- What would attract people to Canal Fulton for business?
- Number of restaurants in City has gone up in a lot in last 7 years
- High tech jobs are attractive
- Most citizens do NOT want City to become another Jackson
- City has a very distinctive downtown
- Entertainment in past has included old car shows, etc.
- \$29 million available in school money, can use it to build recreation and medical center

After wrapping up the top community concerns by the committee, “homework” was delegated to both the committee members and RPC staff. Committee homework consisted of further prioritizing their concerns and perceived strengths of the community on their own time, and thinking of what they would like the vision statement to portray about the community. Craney suggested and will follow up with Robb Hankins from Arts in Stark to speak at the next meeting. Superintendent Stetler also volunteered to present at the next meeting regarding a community center.

Staff homework included gathering and comparing various statistics between Canal Fulton and similar-sized cities (including Wadsworth), along with working on goals and objectives.

Canal Fulton Community Plan Meeting Minutes for March 9, 2009

Committee Members Present:

Karl Blanding, Victor Colaianni, Sean Craney, Dennis Downing, Brian Graham, Marge Loretto, C J Pepe, Rochelle Rossi, Bill Stetler

Others Present:

Mark Cozy, City of Canal Fulton; Rachel Lewis, Brenda Sarsany, Malia Watkins, Stark County Regional Planning; Robb Hankins, Arts in Stark

At the beginning of the meeting, handouts were distributed comparing various cities with Canal Fulton in terms of median household income, population, school district revenue and expenditures per pupil, etc. Superintendent Bill Stetler commented that the district has cut over \$1 million dollars in expenditures, therefore lowering the expenditures per pupil by \$600. City Manager Mark Cozy also noted that the number of officers per 1,000 residents (2006 figure) was also higher now at 1.8 officers per 1,000 residents.

Robb Hankins, President & CEO of Arts in Stark, gave a presentation about introducing arts into the downtown area. He shared some specific examples of the arts benefitting communities, both in Stark County and beyond. He mentioned the success of “Zing in the City” in Canton, which 6,000 people attended. He stated you need people with passion to revitalize a downtown. He said there are three things necessary to revive downtowns:

1. Public art- a) lets local artists know you care about them, and b) it shows that there is life downtown/serves as a billboard for the community;
2. Live music- it changes the dynamics of the community, whether the music is coming from inside a restaurant or an outside concert;
3. Artist studios/galleries- artists will subsidize the downtown and create the spark needed to attract businesses; live-work opportunities for artists (studios on lower level, apartments on upper level of building) bring the creative class downtown (should consider subsidizing their rent for one year to give the movement some momentum).

City regulations need to be flexible for artists, which can makeover any building as an art studio, as long as they have the support of the property owner and city hall. The Jupiter Studios in Alliance are an example of this, as well as the King properties in Canton.

Need to offer incentives for artists to come downtown, such as rent subsidy, cash, free local dinners, etc.; don’t only offer them “exposure.”

Recycled materials are free and easy to turn into public art. Check to see what recycled materials can be obtained from local manufacturers. Arts in Stark is attempting to make Stark County the leading community with public art from recycled materials.

Need to utilize the waterways in Canal Fulton; they are a major unique feature to the City.

Want to utilize high-quality artists to create public art, not just a high school art class.

Trashcans or electric boxes are a cheap and highly exposed place to start when thinking of introducing art into downtown. Murals can also be painted on buildings around town.

Committee members discussed lack of parking as being an issue in downtown. The parking lot at the barbershop on Walnut was mentioned as a good location for parking, and more signage directing people to free parking areas (from Rt. 93) was also recommended. Having public art start at the more remote parking lots was suggested as one way to remove negative connotations about having to park farther from the downtown. People could start enjoying their walk the moment they step out of their car. Another way to get people from the parking lot to downtown is to provide bicycles at low/no cost.

After the presentation, a handout was distributed which listed what RPC staff has concluded to be the top priorities of concern for the community, based on input from the public meeting, the committee meetings and emails. Under the tourism subcategory, committee members stressed the fact that “art” should be emphasized in the plan. In addition, committee members wished to add “a community/recreation center” to the list.

Sample vision statements were then studied to determine what kind of statement the committee wanted to make in their plan. Most members liked sample statements #1 and #6, with the addition/extraction of a few words/phrases (to be inserted into several different statements for the committee to choose from).

The members were also given a list of sustainable economic development principles from which they were encouraged to compare Canal Fulton to, in an effort to identify economic development strategies unique and sustainable for the City.

Canal Fulton Community Plan Meeting Minutes for April 13, 2009

Committee Members Present:

Karl Blanding, Victor Colaianni, Brian Graham, Rochelle Rossi, Bill Stetler, John Workman

Others Present:

Mark Cozy, City of Canal Fulton; Rachel Lewis, Brenda Sarsany, Malia Watkins, Stark County Regional Planning

Bill Stetler, Superintendent for the Northwest School District gave a presentation on the possibility of developing a community center to attach to the existing high school. Stetler discussed the Lake Community Center as an example of how the community center would serve the citizens. This project would be part of upgrades to the high school gym and other school buildings in the district, which are the second half of a \$29 million dollar project started in 2003 (which included the new high school construction). The funds being targeted for the community center would come from already allotted state funding from the Ohio School Facilities Commission. These funds will be lost if not obligated by August of 2009. The community center would be attached to the gym, and would possibly include a recreational/workout facility as well as a medical facility/sports therapy clinic. Surveys distributed in 2003 and 2006 show that there is a very strong percentage of the population in favor a recreation center.

Suggestions on mixed-use development and live/work opportunities as a way to bring people downtown were met with the response that while there are apartments already for rent downtown, additional marketing of those vacant rooms might be beneficial in attracting artists and their galleries downtown. RPC staff pointed out that less than 20% of a fully occupied downtown is retail according to studies. Need to keep in mind including educational, institutional, government, office and residential uses.

Economic development, in terms of industry, was then discussed as a way to boost the economy of the City. Suggestions were given as to what sites are available to showcase vacant buildings/land for rent or sale. The City has a substantial amount of industrial space available, both vacant land and vacant buildings. RPC staff recommended getting the space listed on Stark Development Board's website listing industrial space. The whole city is included in an Enterprise Zone, so anyone can apply for tax abatement.

Some questions regarding the ownership of the canal came up (the Board of Stark County Commissioners owns it) and the park district is responsible for maintaining it.

Canal Fulton Community Plan Meeting Minutes for May 11, 2009

Committee Members Present:

Karl Blanding, Sean Craney, Dennis Downing, Ron Fallert, Brian Graham, Marge Loretto, C J Pepe, Rochelle Rossi, John Workman

Others Present:

Mark Cozy, City of Canal Fulton; Rachel Lewis, Brenda Sarsany, Malia Watkins, Stark County Regional Planning (RPC); Nellie Cihon, Mr. & Mrs. James Deans, Dan Losch, Matt Moellendick, Michael Mouse;

Brenda Sarsany, of the RPC, started the meeting by having committee members and members of the audience introduce themselves, since several visitors and councilpersons attended. A brief overview of the plan was given by Brenda, and then the section on Economic Development was discussed by the committee for the remainder of the evening.

Questions pertaining to the suggestion of a possible anchor store for downtown were answered by Committee Chairman John Workman and a discussion ensued. It was stated that there isn't a desire for a big box store, but an anchor store is one with known products and services, with other stores and businesses riding on its coattails. Some anchor stores develop more by accident and examples such as Hartville Kitchen and Lehman's Hardware Store were mentioned. It was suggested that Heritage Square could use an anchor grocery store and then people from Chapel Hill could walk there. The teddy bear store downtown draws people and is almost an anchor store. The candy shop is also a drawing card.

Parking issues were also raised, however RPC staff suggested that this issue be further addressed in the Physical/Infrastructure section of the plan, to be discussed at a later date.

The need to capitalize on the Towpath Trail was also brought up, and examples relating to the San Antonio Riverwalk in Texas were mentioned as a way to bridge people on the trail to downtown. A possible extension of the existing boardwalk was discussed, as well as a physical bridge over the canal. Cozy mentioned that the towpath in Peninsula is the third most used national park. There is a recognition that codes and ordinances will need to be updated as the City looks to the future.

Bringing new restaurant businesses into the City was cited as having some potential challenges in terms of obtaining liquor licenses. The possibility of obtaining a city-owned license was suggested, as well as the possible pairing with an outlying community in order to have enough citizens to qualify for this type of permit. Cozy reminded the committee that a small historic hotel was previously discussed and needs added to the goals and objectives.

The feasibility of bringing the scenic railroad into downtown was at a stalemate currently, according to Cozy, but efforts to pursue it were still underway. The scenic railroad would be complimentary to the canal boat. Better and somewhat larger signage would be helpful in the historic district.

Standardized and posted business hours were also suggested, as well as the need for additional information kiosks around town. Partial grant money might be available for new kiosks, and possibly for historic interpretation signs, according to Cozy, but efforts were still being discussed with OECA. The backs of buildings next to the canal still need to work on improved appearance. Downing mentioned that some possible murals on buildings are pending.

Suggestions as to what could be done with the vacated elementary school building were mentioned, which included an incubator, art gallery, offices, etc. Any of these types of adaptive reuse would require a conditional permit for zoning. Asbestos is a concern. Some reused schools do well, some are fairly vacant. Sarsany suggested looking into a brownfield grant for the asbestos. It was noted that the playground looks somewhat pathetic.

Marge Loretto, a committee member, suggested that the plan include land banking as a way for the City to better implement this plan in the future.

Discussions on Objective 3 of the plan dealt with how to develop and implement a business incubator, and what examples currently existed elsewhere.

Council members and committee members also discussed what to do about an area near the boardwalk that was owned by the County. Rehabilitation of the canal properties were at a standstill because the canal bank needed to be stabilized before any rehab to the buildings could be done. After full discussion of this section of the plan, the meeting ended at 8:45 pm.

Canal Fulton Community Plan Meeting Minutes for June 8, 2009

Committee Members Present:

Karl Blanding, Victor Colaianni, Sean Craney, Dennis Downing, Rochelle Rossi, John Workman

Others Present:

Mark Cozy, City of Canal Fulton; Brenda Sarsany, Malia Watkins, Stark County Regional Planning (RPC); Mr. & Mrs. James Deans

Draft goals, objectives and strategies regarding community livability were distributed to the committee for review and discussion. The general goal of “Improve Community and Neighborhood Livability” was broken down into four objectives.

For Objective 1: maintain high quality services to meet the growing needs of the community, it was suggested that an internet-based newsletter should be considered rather than developing a hard copy newsletter or newspaper. Electronic notices whether on billboards, other signs or sent to iPods etc were discussed. The key is getting information to the masses. Downing mentioned that some groups wouldn’t get current information to him for his website. Some people still are not computer literate and it is important to keep this in mind. Putting information on water bills is an excellent tool that the City is already using.

The City had \$15,000 in the capital budget set aside for an electronic sign at Locust, which ended up not being funded. The zoning aspects of large and/or electronic signs were discussed; Workman pointed out that the City has very restrictive zoning regarding signage, and the committee discussed that perhaps they need revised somewhat. Workman also mentioned that signage is always a hot button in the community, as it is in many communities. RPC has materials on this issue that were recently shared with the township zoning inspectors and they will pass on to the city.

The billboard outside of town with information about city businesses, etc, seems to be a positive. It was mentioned that temporary sandwich type generic signs are hopefully in the works to direct visitors. The comment was made that a number of the strategies in Objective 1 were in the works in some way, but a resource point is needed.

For Objective 2: maintain and enhance the parks and recreational system, a community pavilion was suggested by James Deans, and the possibilities for such a project were discussed, possible something similar to the one in Cuyahoga Falls. The new park between the fire station and the senior center would be a good location. Akron paid \$90,000 for Lock 3 roughly 15 years ago. Perhaps a shuttle of some type could be used for various events.

A flea market was discussed. It is also important to keep in mind what is the highest and best use of land. Footpaths from the edges of town to the center of town would be very helpful. The City has the goal of adding ¼ to ½ mile of sidewalk to town annually and this should be added to the plan. It was decided to add the strategy “enhance pedestrian/bikeway system” under Objective 2.

Blanding suggested identifying specific buildings and blocks for specific projects, and creating a 3-D presentation to show ideas. There is already an existing downtown master plan. Workman reminded the committee that the assignment of this group is to look down the road 20 years from now and created a vision for the community with goals and objectives towards reaching those goals. Addressing specific buildings at a detailed level would be the assignment of those charged with the implementation of the plan, possibly the TAP group, along with City leaders.

Access to the river and canal was discussed. Cozy reminded the group that the park gives people 2.5 miles of access to the river. The City also has public right-of-way along the canal.

For Objective 3: promote environmentally friendly practices within the community, recycling was discussed at some length. Craney commented on what an extensive recycling drop-off is available in Plain Township at Diamond Park. There needs to be better promotion of existing opportunities. Some community members aren't aware of the locations of the drop-offs, such as the one at Heritage Square. There is also one in Lawrence Township on Massillon Road, by Clay's Park.

Public parking spaces were discussed. Some members of the committee estimate there are about 180 public parking spaces in the City, based on previous studies.

The idea of a community center was discussed. While committee members overall like the idea of one, several discussed that the high school may not be a good location for a health center. Apparently, at least one health care provider had indicated that there wasn't enough traffic there to justify construction. Some suggested that Puffenberger Park would be a good location for a recreation center someday. Must keep in mind that plans must be flexible.

Promoting energy efficiency and looking into sustainable building codes was discussed. The City currently uses the County's building codes and has its own property maintenance code. Possible incentives were discussed. Sarsany mentioned that the County should be receiving a roughly \$2.7 million grant for energy efficiency and conservation that could benefit residents and small businesses.

Questions about future plans for the playground came up. Cozy indicated the thought is perhaps a future city hall and parking lot there. It was suggested to make it half park and half parking lot.

It was decided that the strategies under Objective 4: maintain an excellent educational system, should be left as written. The meeting then adjourned at 8:45 pm.

Canal Fulton Community Plan Meeting Minutes for July 13, 2009

Committee Members Present:

Karl Blanding, Victor Colaianni, Sean Craney, Dennis Downing, Brian Graham, Marge Loretto, Rochelle Rossi, John Workman

Others Present:

Mark Cozy, City of Canal Fulton; Brenda Sarsany, Rachel Lewis, Stark County Regional Planning (RPC)

Draft goals, objectives and strategies regarding transportation and infrastructure were distributed to the committee for review and discussion. The general goal of “Improve and Enhance Transportation and Infrastructure Systems” was broken down into five objectives.

For Objective 1: maintain smooth and efficient flow of traffic, it was discussed in detail about the location of various public parking lots throughout the City and how to better identify these locations, such as through the possible usage of parking signage. It was suggested that better way-finding signage to these parking areas would also help to alleviate any perceptions on the lack of downtown parking. How to better capture more parking in the downtown was also debated, and the design of on-street parking spaces was identified as one way to possibly add more spaces to existing parking locations. The problem of business owners and residents parking in front of their buildings appears to be a hindrance in providing ample parking, and ways to encourage them to park off-street were debated. Suggestions were made to provide incentives and/or possible penalties for those who parked in these designated areas.

The issue of following posted signs was briefly discussed, but it was found that through law enforcement most of the earlier issues have since been resolved.

For Objective 2: ensure vehicle and pedestrian safety, further discussion ensued about parking. Shared parking was mentioned as one possible way to attract new businesses. Shared parking allows for two or more building owners to share a common parking area, which in turn reduces the number of spaces required for certain types of development. The Giant Eagle grocery store was identified as one of the existing businesses that currently practice this approach, and several downtown locations were suggested as possible locations to also institute shared parking. A revision of the zoning code would most likely be needed to allow for shared parking in the downtown district.

When asked about flooding of the Canalway Center parking lot, Cozy commented that it usually flooded no more than 2-3 times per year, leaving 50% of the parking lot unusable. During these times, however, the lot remained closed for up to a week to allow it to dry out in order to prevent destruction to the pavement. Downing noted that it had only flooded once this year to that extent. Businesses along the canal were also identified as having flooding issues, in which bank erosion was discussed as being a result of this problem. Ownership of the canal lands in these areas is the Stark County Commissioners, who rely on the Stark Parks Department to handle issues of this

sort. According to Cozy, the City was eligible for a bank stabilization grant from the federal government at one time, but when the County took over the canal the grant was put on hold.

It was agreed upon by the committee that more handicap/bicycle/pedestrian friendly design efforts be included in the community plan. It was mentioned that the City needed an on-going program to replace sidewalks throughout the City, and the possibility of a homeowner-funded program be used to implement this. Cozy noted that the sidewalks and curbs on High Street were the responsibility of the property owners on that street. Sarsany suggested that the City look at using federally-funded community development program dollars by utilizing the handicap-accessible aspect of new sidewalks. Funding through the Americans with Disabilities Act was also mentioned as a potential source of funding for sidewalks, particularly near the senior communities along Locust. Possible hindrances with a sidewalk program, such as big trees or disgruntled homeowners were noted. Workman suggested using different paving materials around the large trees that will shift somewhat with the growth of tree roots.

For Objective 3: support regional planning efforts was, due to time constraints and length of discussion, this objective will be delayed until the next meeting.

Before moving on to Objective 4, the committee reviewed the purpose and scope of a comprehensive plan in contrast to the actual implementation of a plan.

For Objective 4: expand alternative transportation efforts, it was noted by Lewis that the City currently has only one public transportation (Stark Area Regional Transit Authority) route that services Canal Fulton. This route currently operates Monday through Saturday and only stops at Amherst/Traphagen, which then proceeds to Massillon. Loretto commented that the SARTA ProLine service (on-demand service) does not necessarily come to the front door to pick passengers up.

Suggestions on how to capture Towpath Trail users included directional signs set at a pedestrian scale. It was noted that previous signs were too tall and the lettering too small for most people to read. Cozy stated that Canal Fulton needed to become a “destination” for those that travel on the Towpath. He noted how well Peninsula does at promoting this image, and that with the provision of ample bike racks this might could be better achieved. Several committee members commented that they also do not like to park their bike out of view, and so if no bike racks are available, then they will not enter that building.

Cozy noted that a plan had been underway for some time to turn the canal area into a “riverwalk/canalwalk” area, something similar to the River Walk in San Antonio, Texas. The development of the boardwalk is part of this plan, and as funding is available new opportunities will be further analyzed. An entertainment area of this sort would help to provide the “destination” image that the City seeks to build.

For Objective 5: improve aging infrastructure, Cozy noted that the City did have a schedule of maintenance for the water and sewer systems, but not for the sidewalks or streets. It was suggested by RPC staff that the City consider developing a schedule of maintenance for these two infrastructures systems in the future.

Further discussion continued about canal maintenance and it was suggested that the City collaborate with Stark Parks to reclaim the banks. The possibility of organizing an annual maintenance program for cleaning the canal was discussed as part of the collaboration effort.

Gateway signage, particularly directing people to downtown and the canal, was identified as something that the City was lacking. A few committee members noted that a sign on Milan Road, directing people to the canal would be an excellent location for capturing tourist traffic. Cozy suggested utilizing one of the local universities to do a study identifying locations where signage is needed.

There being no further business at this time, the meeting then adjourned at 8:45 pm.

Canal Fulton Community Plan Meeting Minutes for August 10, 2009

Committee Members Present:

Karl Blanding, Dennis Downing, Ron Fallert, Rochelle Rossi, Bill Stetler, John Workman

Others Present:

Mark Cozy, City of Canal Fulton; Brenda Sarsany, Malia Watkins, Stark County Regional Planning (RPC)

A revised schedule was distributed for the remaining committee meetings. A public meeting was planned for October 5 at 7 pm, with possible locations discussed. It was decided to carry it out as a “walk-around” open house, where stations are set up with information, maps and pictures regarding the goals, objectives and strategies in the Draft Community Plan. Less formal meetings like this tend to elicit a larger response and better participation from citizens. Public participants can come and go as they wish. It was requested by RPC staff that all committee members attend if possible.

Transportation & Infrastructure Objective 3: “support regional planning efforts” was saved for discussion at this meeting due to time constraints at the July meeting. The benefits of carrying out a feasibility study of the best use for the Route 21 corridor in conjunction with Lawrence Township were discussed. Connecting 21 to the Akron-Canton Airport is important, with a transportation project on the books for many years that would create a road to do so. Sewer and water capacity were discussed; both are at 50% according to Cozy.

For a hospital and/or recreation center, it is critical to have adequate infrastructure to support it. Cozy suggested removing “Cuyahoga Valley” from the Scenic Railroad reference in Strategy C due to the possibility of collaborating with one of a number of railroad companies. He also mentioned that the idea of a historic hotel should also be mentioned in this objective. The City has been invited to re-apply for the grant that would fund development of a downtown revitalization/historic hotel plan.

Housing: “Ensure quality housing options for the community” was suggested as the main goal. Objective 1: “Maximize the attractiveness and diversity of the City’s housing supply”. Sidewalks were discussed, with engineering done for sidewalks in front of the school. They have been required by the Subdivision Regulations in new allotments for the past 10 years. Discussed using the towpath as a route to school. Concern regarding attractive nuisances was mentioned. There was some confusion on Strategy C under this objective as presented; Sarsany & Watkins will clarify with Lewis back at RPC. Discussed the need for a good balance between business and housing.

Objective 2: “Provide and maintain adequate housing for the elderly and disabled”. Stetler reminded the committee that “what-why-how” is needed for an Action Plan and that we must be careful to keep that in mind when wording things for this long-range plan. It was decided to reword Strategy C, changing it to be more in keeping with a 20-year plan than the draft version

read. Briefly discussed owner-occupied vs. rental properties. Currently the ratio is roughly 65:35.

Objective 3: “Preserve the historic nature of the existing housing stock”; discussed incentives and Ohio Historic Preservation Office programs. City should make a bigger deal of homes that are on the Historic Register. It takes more than one agency to do it, need to build excitement, need plaques. As an FYI, Cozy & Downing mentioned they would offer assistance in writing grants for the Ohio Historic Preservation grant program that now has a 50:50 match. Sherwin Williams “Paint the Town” program was discussed briefly.

Objective 4: “Ensure the provision of a sufficient cross section of housing opportunities”. Discussed affordable housing and most committee members present felt the City has an adequate supply. Workman stated he felt larger lot sizes were needed. Committee feels it is important to have a whole range of housing opportunities.

The committee discussed mixed-use development, developing good neighborhoods around schools and developing industry around route 21. Discussed issues of having trouble supporting Heritage Square Plaza; business was better when Sav-A-Lot was there. Dollar General appears to have a good business in the plaza.

There being no further business to discuss, the meeting then adjourned at 8:35 pm.

Canal Fulton Community Plan Meeting Minutes for September 14, 2009

Committee Members Present:

Victor Colaianne, Sean Craney, Dennis Downing, Brian Graham, Rochelle Rossi, Bill Stetler, John Workman

Others Present:

Mark Cozy, City of Canal Fulton; Brenda Sarsany, Rachel Lewis, Stark County Regional Planning (RPC)

It was announced that the public meeting planned for October 5 at 7 pm will be at the Northwest Middle School Library. Committee members were asked to attend this walk-around workshop where the public can stop by and make comments.

The committee had been mailed a listing of all Goals, Objectives & Strategies earlier in the week and asked to review them in order to prioritize them at this meeting. Rachel Lewis created a chart listing the various strategies based on the committee's input. Time periods for working on the strategies were 0 – 2 years; 2 – 5 years; and 5+ years. The committee initially started by listing the strategies that were the priorities for the next two years. Upon noting what an extensive list was being created, it was decided that it would be simpler to pull out the longer term strategies first. RPC staff will email an electronic version of the created list of prioritized strategies to the full committee for their review before the public meeting.

There was some discussion regarding the term “anchor” and its meaning, noting that it is not necessarily a big box, but just some business that regularly draws people to the area, such as a bank, drug store or favorite restaurant. The term “style” was also discussed and Sarsany clarified that RPC staff just meant “historic” in general in that reference, not trying to target a specific style, like Queen Anne or Art Deco. Discussed the Mainstreet Program. Downing indicated it could have brought money in. There are several murals pending and Downing said it was hoped that these would have a domino effect, causing others to add more murals. Small medical facility was clarified as referencing an urgent care/physical therapy type facility, not just a doctor's office.

Discussed the need for consistent and posted business hours, even if they have to be part-time hours. Prime business hours are 5-9 pm according to Colaianne. It was suggested that the strategy mentioning the Chamber be reworded to read “City/Chamber partnership”. It was decided to remove any duplicate references among the strategies, even if one could fit under more than one category. Each strategy will be placed under the objective it most closely fits in with.

Adding the need to update the zoning code was discussed. While this issue had been talked about at more than one committee meeting, it had not yet been placed in the strategies. It was agreed by the committee, that this is a critical issue to address after the creation of this Plan.

The Portage/Locust corridor was discussed, as Cozy had emailed some concerns and ideas about this area. A strategy will be added to address this. Streetscaping was another concept that needs to be added to the list of strategies. For the Portage/Locust corridor, access management is an issue, as well as pre-existing situations. It was mentioned that Shalmo had deed restrictions to require brick to a certain height for some properties.

It was mentioned that the Ohio Historic Preservation tax credits are not very helpful because they require expensive work to get them. The grants are much more helpful. Need to re-word this strategy to mention that the City should partner with businesses and residents to obtain these grants.

An “All Star” list of projects was discussed. Some projects from the 0 – 2 year list will be selected as the most critical projects to address first. This list will be based off of strategy selections by both the public and the committee.

The process for the October 5 public meeting was discussed. There will be 4-6 stations with maps, pictures, and enlarged goals, objectives & strategies for the public to review and comment on. There will be draft copies of the plan available at the meeting as well. A press release will be issued and a printable flyer for posting and distribution will also be created to make residents aware of the meeting. Flyers will be made available at the library. Stetler was thanked for making the library available for the meeting at no cost. Members will need to get any comments regarding the draft to the RPC staff as soon as possible, so they can be included in the draft for the meeting.

There being no further business, the meeting adjourned at 8:35 pm.

Canal Fulton Community Plan Meeting Minutes for October 5, 2009

The public meeting was held as a walk-around workshop. The public was invited to comment to the committee members or leave comments on sticky notes. Strategies and objectives were listed in the areas of Economic Development, Transportation, Housing, and Community/Livability. Those in attendance were encouraged to mark the strategies in each area as to which they felt were most critical. The final column in the table, labeled All-Star Strategies, represents the number of people who felt that strategy was most important. Copies of the draft plan were also available for review at the meeting.

Economic Development Strategies	Objective	Timeframe	All-Star Strategies
Continue to explore feasibility of bringing scenic railroad to Canal Fulton	1	2-5	12
Update zoning code	1	0-2	8
Conduct feasibility study of best use of Route 21 corridor in coordination with Lawrence Township	1	2-5	7
Redevelop blighted sights and non-historic structures throughout/near canal/historic district to improve first impressions	4	2-5	7
Promote existing business space (coordinate with Stark Development Board to further market light industrial space)	1	0-2	5
Collaborate with Arts in Stark to develop as an arts/entertainment district	2	0-2	4
Increase signage (welcome sign with logo, museum signs, etc.)	2	0-2	4
Create downtown façade improvement fund	2	2-5	3
Encourage businesses along waterfront to provide access, visibility, and entryways to water	4	0-2	3
Develop tourism- capture tourist draw from regional events (marketing)	2	0-2	2
Extend and publicize business hours	2	0-2	2
Continue to explore feasibility of developing historic hotel	2	2-5	2
Pursue development of urgent care/walk-in clinic facilities	3	2-5	2
Further study business incubator concept	1	5+	2
Increase Chamber of Commerce/City partnership and consider revitalizing Main Street program	2	0-2	1
Update website with links to business vacancies and area activities	1	0-2	1
Seek adaptive reuse of downtown school to be compatible with downtown district	2	0-2	1
Offer incentives to preserve and enhance historic nature of buildings	4	2-5	1
Promote concept of mixed use development- (seek further commercial, residential, institutional, medical, and entertainment uses)	4	0-2	1
Incorporate waterfront considerations in site plans and design reviews	4	0-2	1
Encourage businesses to advertise in printed guides with broad distribution	3	0-2	0
Encourage cross promotion of existing businesses	3	0-2	0
Create unified historic building image for downtown- focus on select highly visible properties	2	2-5	0
Extend downtown – (develop side streets)	2	2-5	0
Bring in an anchor store downtown	1	0-2	0
Establish a land bank	1	5+	0

Community/Livability Strategies	Objective	Timeframe	All-Star Strategies
Establish strong and open relationship with school district and community	4	0-2	15
Consider development of new fitness/community center	2	2-5	9
Continue to provide support to the public library	4	0-2	8
Promote value of a strong educational system for community growth and development	4	0-2	6
Collaborate with Stark Parks to ensure that the canal is clean and maintained	3	5+	6
Encourage neighborhood/downtown beautification efforts	3	0-2	4
Increase evening entertainment available to residents	1	5+	3
Promote involvement of senior citizens in the educational system (tutoring, etc.)	4	0-2	3
Promote services to new residents (welcome package, etc.)	1	0-2	2
Improve access and activities along the river/canal	2	0-2	2
Examine open space/parks regulations to ensure adequate open space is being created/preserved	2	0-2	2
Enhance pedestrian/bikeway system	2	2-5	2
Study feasibility of developing local online newspaper/newsletter	1	5+	2
Enhance existing park system	2	2-5	2
Enhance programs/services designed for youth and elderly, especially through the parks/canal organizations	1	2-5	2
Improve recycling rates and levels of service/promotion within community	3	0-2	2
Evaluate feasibility of satellite higher education campus (Stark State)	4	5+	2
Promote farmers' markets, community garage sales, thrift shops (reuse stores)	3	0-2	1
Consider recreational programming throughout the year	2	2-5	1
Consider additional family/intergenerational activities for residents	1	5+	1
Explore possibility of having a community pavilion	1	5+	1
Promote environmentally sustainable practices/consider campaign/incentives	3	0-2	0
Consider public boat launch	2	2-5	0
Develop parks in close proximity to existing schools	2	2-5	0
Incrementally increase average fuel efficiency of municipal fleet	3	0-2	0

Housing Strategies	Objective	Timeframe	All-Star Strategies
Increase stringency of code enforcement in blighted areas	1	2-5	7
Promote downpayment and homebuyers assistance programs to retain and/or attract younger generations	4	5+	5
Partner with residents and businesses to take advantage of grants available through the Ohio Historic Preservation Office	3	0-2	4
Develop programs to assist the elderly and disabled in maintaining their homes	2	0-2	3
Provide incentives and assistance for those who develop or remodel using the historic architecture guidelines: e.g. offer code leniency and create program that offers discounted paint in historic colors to homeowners	3	5+	3
Offer incentives to attract renters to the downtown district (creative class)	4	0-2	2
Maintain supply of affordable housing within the community and protect existing housing stock	4	0-2	1
Promote mixed-use housing opportunities, particularly in the downtown commercial area	1	2-5	1
Encourage residential growth closer to the school campus to create more walkable neighborhoods	1	5+	1
Analyze existing disabled and elderly population and available housing options for them	2	0-2	0

Transportation Strategies	Objective	Timeframe	All-Star Strategies
Develop Portage/Locust corridor strategy for future development	1	0-2	11
Improve public parking identification and way-finding signage	1	0-2	9
Capitalize on Towpath Trail users with increased signage directing them to downtown places/events	4	0-2	7
Explore opportunities for repairing the canal (bank stabilization)	5	2-5	5
Examine feasibility of creating alternate routes for commercial truck traffic	1	5+	4
Continue exploring potential of developing a downtown "river/canal walk" district	4	0-2	4
Review schedule of maintenance for water and sewer systems, streets and sidewalks, and develop a long-range replacement plan	5	0-2	4
Explore off-street/shared parking possibilities for business owners/residents	2	0-2	2
Incorporate more handicap-, bicycle- and pedestrian and child-friendly design efforts in infrastructure improvements/design to connect key facilities	2	2-5	2
Enhance gateway into City through signage/aesthetic improvements	5	0-2	1
Identify ways to improve flood control measures	3	5+	1
Collaborate with the Stark Area Regional Transit Authority to provide more public transportation opportunities between Akron and Canton	4	2-5	0
Incorporate airport and water/sewer capacity as strong points in area promotion	3	0-2	0

Public Comments that were made-

- 1) Need business incubator
- 2) What is the percentage of rental to single-family housing and strategies for a remedy? (rental vs. owner-occupied issues) *answer on page 36*
- 3) While all of these aspects are important- the school system is the most critical component. This community will dwindle to nothing if our district is dismantled.
- 4) What is "creative class?" *answer on page 24*
- 5) A verbal comment was made in regard to the land-use map. There was a question as to why the Lion's Den Golf Course and Clay's Park were not listed the same as either recreational or business use.
- 6) Would like to have seen a joint plan with the township and with a more diverse group of people from each community. Hope this is not a comprehensive plan that just stays on the shelf.

Those in attendance at the October 5th public meeting were the following:

Committee Members-

John Workman
Brian Graham
Rochelle Rossi
Victor Colaanni
Dennis Downing
Ron Fallert
Karl Blanding
Marge Loretto

Others present-

Mark Cozy- City Manager for Canal Fulton
Scott Ross
John Hoey
Pam Hoey
Deanna Workinger
David Derry
Dan Mayberry
Susan Mayberry
Paul Bagocius
Eric Buwala
Diane Downing, City Council member
Janet Deans
James Deans, City Council member
Linda Zahirsky, City Council member
Denise Guoux
Jeff Craven
Paula Craven
John Grogan, Mayor
Michael Mahaney
Phyllis Mahaney
Larry Murgatroyd
Becky Murgatroyd
Michael Mouse
Amy L. Knapp- (Massillon Independent)
Joan Porter – (The Repository)
Brenda Sarsany- Stark County Regional Planning Commission (RPC)
Malia Watkins- RPC
Rachel Lewis- RPC

Appendix M: Helpful Websites

City of Canal Fulton Official website: www.cityofcanalfulton-oh.gov

Northwest School District: www.northwest.sparcc.org

Canal Fulton Public Library: <http://www.canal.lib.oh.us/>

Canal Fulton Tourist Information: www.discovercanalfulton.com

Stark County Regional Planning Commission: www.rpc.co.stark.oh.us

Advance Northeast Ohio: www.advancenortheastohio.org/

Stark Development Board: <http://www.starkcoohio.com>

Norwalk, Ohio Comprehensive Plan: <http://www.norwalkoh.com/>

Sustainable Communities Network: <http://sustainable.org>

Main Street Program: <http://www.preservationnation.org/main-street/>

The Smart Growth Network: <http://www.smartgrowth.org/>

American Planning Association: www.planning.org

Planning for Aging Population:
<http://smartgrowthamerica.org/aging4.04.html>
www.elderberry.org/articles.asp

The Ahwahnee Principles: www.lgc.org/ahwahnee/principles.html

Historic Preservation: <http://www.ohiohistory.org/resource/histpres/>

Walking Distance for transit-oriented development:
http://www.fairfaxcounty.gov/planning/tod_docs/walking_distance_abstracts.pdf

2000 U.S. Census Bureau: www.census.gov