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HISTORIC LANDSCAPE ANALYSIS AND DESIGN RECOMMENDATIONS FOR BOSTON, OHIO



Cuyahoga Valley National Recreation Area
National Park Service
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This document is intended to serve as the basis for discussion of landscape preservation issues at Boston, and does not represent an official NPS planning document.

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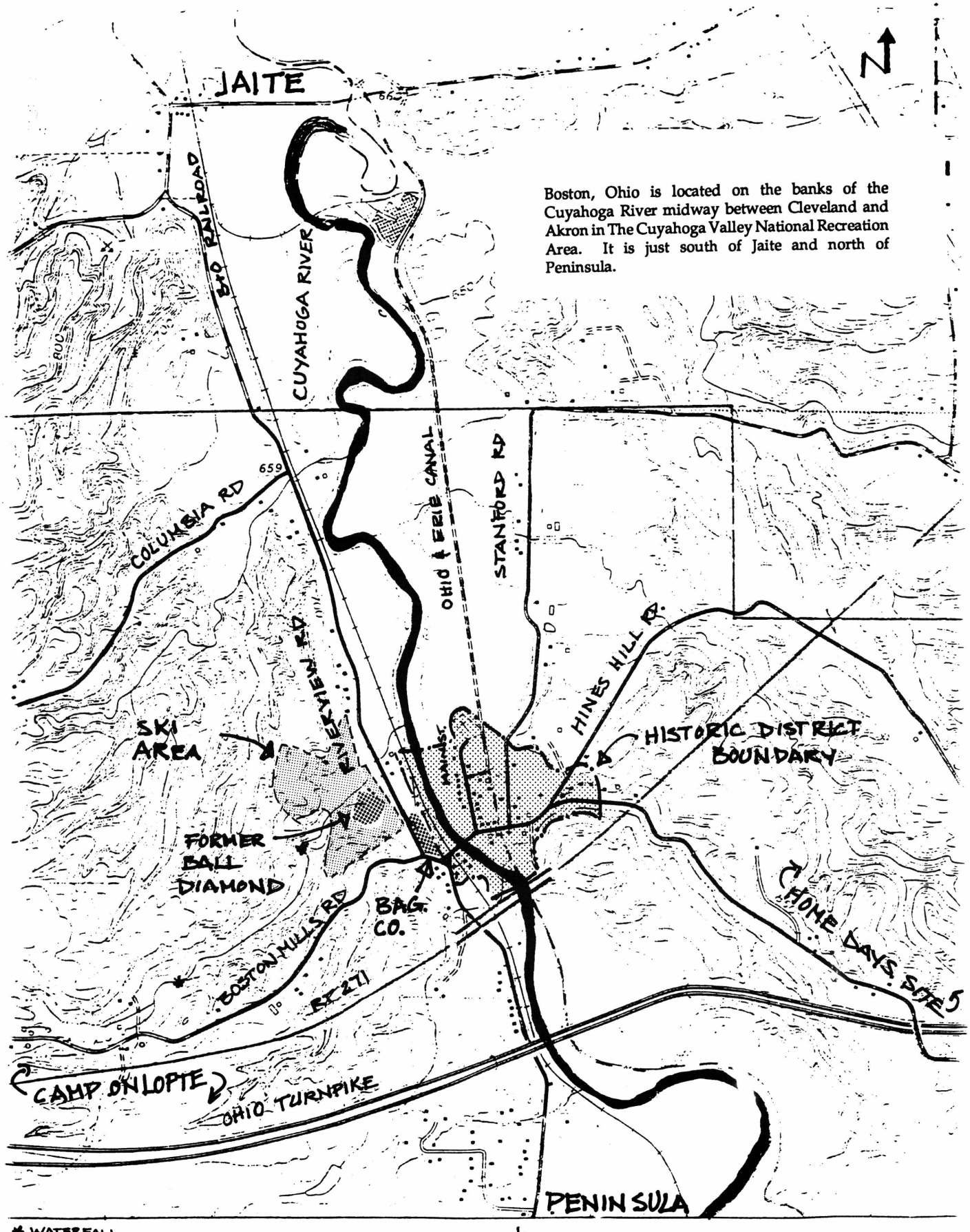
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Although most people see the benefits of preserving the great designed landscapes of our time, fewer recognize the need to also protect that which represents the interaction of humans with the landscape on a daily basis. These vernacular landscapes which our ancestors shaped through everyday living are a vanishing cultural resource. The National Park Service defines a cultural landscape as, "A geographic area, including both cultural and natural resources and the wildlife or domestic animals therein, associated with a historic event, activity, or person, or exhibiting other cultural or aesthetic values."[1]

Boston, Ohio is unique, because it is a rare remnant of canal settlement, that due to its physio-geographic location has adapted to changing economies, transportation types and social patterns. It contains in its landscape remnant clues to the history of settlement and industry in the Cuyahoga Valley over the past 175 years.





Boston, Ohio is located on the banks of the Cuyahoga River midway between Cleveland and Akron in The Cuyahoga Valley National Recreation Area. It is just south of Jaite and north of Peninsula.

STATEMENT OF PURPOSE

The purpose of this study is to identify, record and analyze the character defining features of Boston village and its environs. This guide is for Park management, designers, interpreters and private property owners to use. It is recommended that historic landscape features be preserved, and that all new construction be differentiated from remaining historic fabric and adhere to the guidelines set forth in the *Secretary of the Interior's Standards for Rehabilitating Historic Buildings*, as well as the forthcoming *Guidelines for the Treatment of Historic Landscapes.*

INTEGRITY

According to the National Register of Historic Places, integrity is defined as "the ability of a property to convey its significance." Simply put, integrity is a measure of change between the property's historic appearance and its current condition. This study has revealed the extent to which the integrity of the historic village of Boston has been diminished by the loss of major components over the years, notably the Akron Bag Company buildings with its "landmark" sign, the covered bridge, the dam on the river, and the visual connection to the surrounding agricultural landscape. Yet, in spite of these major losses, the village retains a strong sense of being "a place time forgot", and remains far more rural in character than the neighboring community of Peninsula, which has been less isolated and consequently has adapted more fully to late 20th century lifestyles. The National Register program has identified seven aspects of integrity: location, design, setting, materials, workmanship, feeling and association. In Boston, the strongest historic qualities are location, association and feeling. Location, in this case, refers to the geographic setting of the town proximate to the Cuyahoga River and the Ohio and Erie Canal, which was a major factor contributing to the prosperity of the village in the past. The connection between the community and these two watercourses remains visible today and continues to play an important role with the rehabilitation of the canal towpath. The village retains its association with the historic period due to the number of long-time residents in the community. It is difficult to enumerate the physical conditions and qualities which contribute the strong feeling one experiences in Boston of having stepped back in time. To a large extent, this study was undertaken in order to understand the components which contribute to the strong sense of historic character which pervades the village in spite of the loss of many major structures. This is truly a place which illustrates the adage that the whole is greater than the sum of the parts, and it is to the landscape we look to find the connecting pieces that explain how the parts fit together.

PRESERVATION GOALS

Since the village has previously lost several of its major historic structures and agricultural landscape setting, there are few remaining structures which are highly significant as individual elements. The canal, the cemetery, and the General Store are the primary resources in this category. The other structures, objects and open spaces of the village are significant in representing the full continuum of the community's growth and decline over the years. In this respect, this study differs in approach from the National Register nomination, which categorized structures as "contributing" or "historic" if they were present during the period of historic significance and "non-contributing" if they post-date 1930. Since the goal of the recommendations in this report is to sustain the overall pattern of the town's evolution rather than to preserve buildings as artifacts representing a single moment in time, there is no distinction made between "contributing" and "non-contributing" structures, although the term "historic" is used to indicate those elements which meet the National Register criteria for contributing to the historic district.

Overall, the preservation treatment recommended for Boston is that of rehabilitation, defined in the Secretary of the Interior Standards for the Treatment of Historic Properties (1992) as "the act or process of making possible a compatible use for a property through repair, alterations, and additions while preserving those portions or features which convey its historical, cultural or architectural values. The intent of the recommendations which follow is to preserve the surviving remnants of historic Boston and reinforce the historic character and pattern of the village's development through contemporary design decisions. There are three components, listed in priority order, of this preservation strategy:

1. Preserve as much of the historic "fabric", both built and biotic, as is practical while allowing for productive contemporary use.

2. Incorporate the rhythm, texture, spatial patterns of the historic town into the design of new construction, future repairs/replacements, etc.

3. When appropriate, take actions which could improve the integrity of the historic district by reintroducing elements which have been lost but which now might have a functional purpose, such as fencing, street trees, and pedestrian walkways.

From the cultural landscape perspective, the extant features which convey the historical and cultural values of the village are listed below, also in order of priority:

° River and canal rem ants
° Boston General Sto e and all other contributing structures

° Non-contributing structures which maintain the density and spatial pattern of the historic community although they may post-date the historic period
° Roads in their current alignment and width
° Historic pattern of open space in the town
° Historic vegetation
° Small-scale historic features such as fences, etc.
° Intangible qualities of informality and isolation which contribute to the "feeling" aspect of integrity

METHODOLOGY

Design guidelines for the town of Boston were developed through various methods. Field investigations were undertaken to determine the general character of Boston today as well as to identify individual landscape elements surviving from the past. Historical research supplemented the field work by seeking to understand Boston as it has changed over the last 150 years. An intensive visual analysis was undertaken, primarily through examination of aerial and ground photographs, postcards, and maps of the town. This was integrated with some investigation of written sources, looking for descriptions of the landscape. Residents of the village and other local people having a historical knowledge of Boston were interviewed. The fieldwork, research and interviews were combined and analyzed to discover the essence of the sense of place found in the community today.

This document will address the historic landscape that once existed in Boston, the remains of that landscape, and the modern appearance of the village. Although the historic periods will be examined critically, the purpose of this study in Boston is not to restore the town or any part of it to a particular historic period, rather the intent is to encourage preservation of the extant features and provide a basis for designing contemporary facilities in a manner that is compatible with the town's character.

Various character-defining aspects of Boston's landscape will be addressed and analyzed, including topography, vegetation, response to natural features, water features, circulation, land use, objects, structures, spatial organization, and cultural traditions. Following this is a recommendation section which looks at these elements and suggests strategies for compatible new development. There is a section of recommendations specifically for the site development of the Boston General Store (also known as the Boston Land and Manufacturing Company Store), followed by preservation strategies for private property.

HISTORY

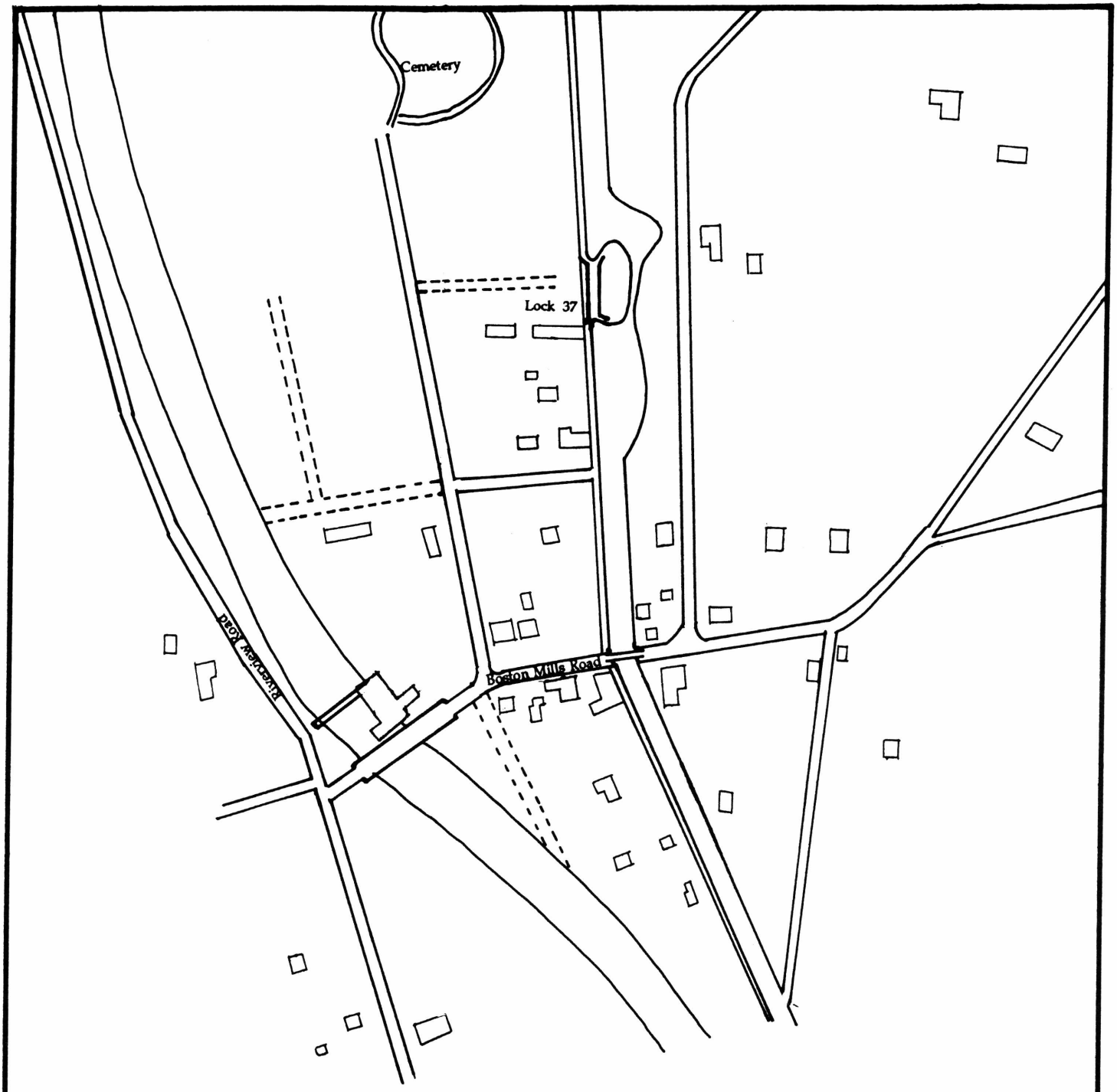
Although little information about prehistoric settlement in the Boston area is available, it is thought that Indian tribes inhabited areas around Boston.[2] According to local historian Grismer, in the 1750s a French trader lived near Boston. He also states that when the first settlers arrived they found old apple trees.[3] This suggests some kind of settlement or cultivation.

Boston was settled in 1806 by James Stanford, Alfred Wolcott, John Teale and Samuel Ewart in a surveying party.[4] This village was named Boston in the early part of the 19th century. As lore has it, the name was a compromise given by James Stanford to two other men who each wanted the town named after themselves. The river was dammed in 1820 for milling. Both a saw mill and grist mill were located on this dam. In 1827 the first portion of the Ohio & Erie Canal was completed, and Boston began to grow. Commercial establishments serving canal boaters sprang up, boat building operations started, and residences were built. As the canal began its decline in the 1850s, so did Boston. Little else was constructed until the turn of the century.

This era (1827-1875) will be referred to as the "Canal Era" in this document. The map depicts Boston in 1840, at the height of canal activity, and is based on *The Diary of George C Stanford*, the 1856 Matthews and Tintor map of Boston Village, an 1852 tax assessor's plat map, and the National Register Nomination.

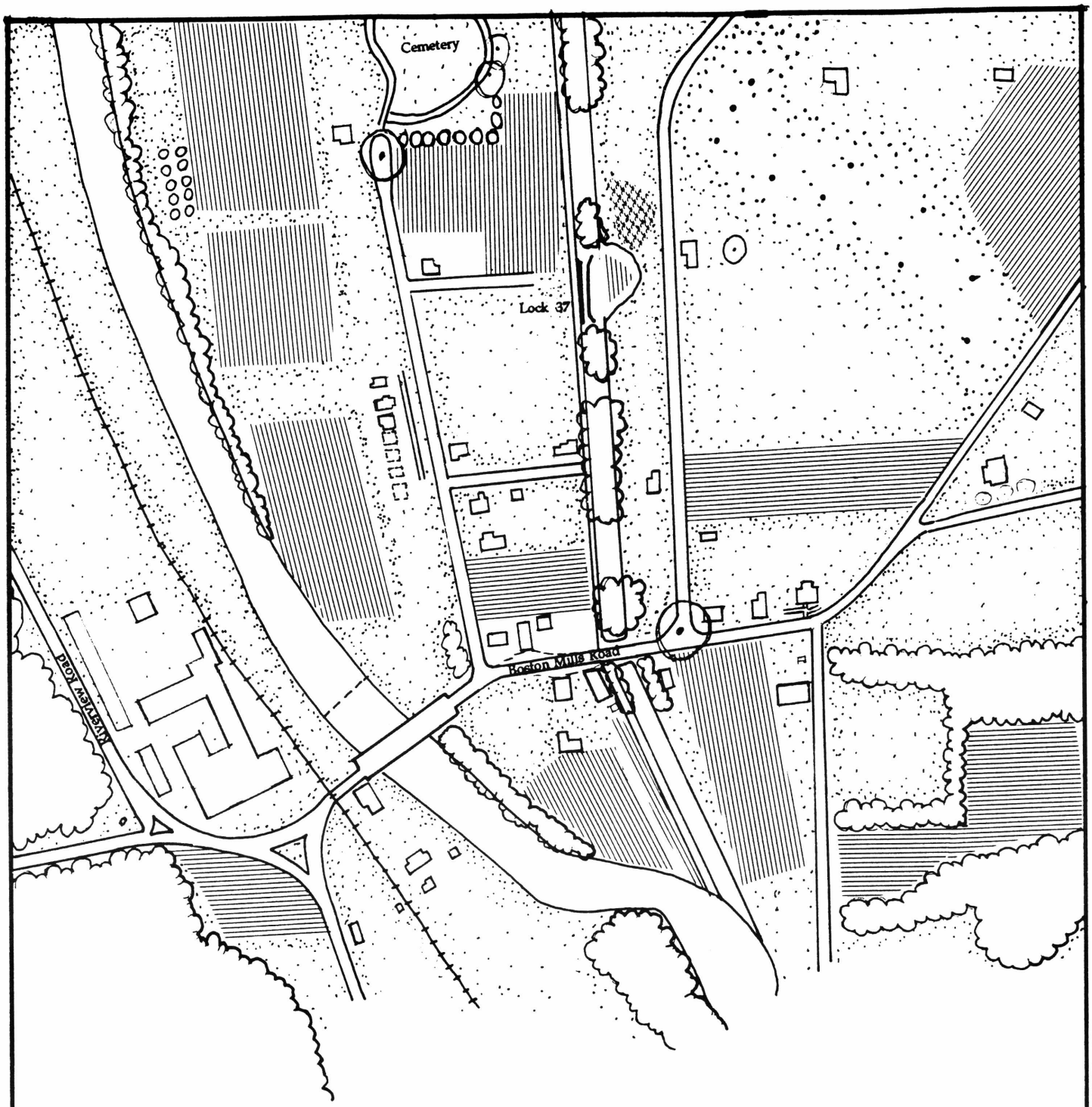
The end of the canal era was hastened by the building of the Valley Railway line which followed the route of the canal. The name "Boston Mills" originated in the 1880s when the railroad came through the valley. When a train depot was set up, it was given the name Boston Mills, in honor of the milling operations that lay so near the railroad depot. When the railroad was built, many small milling operations in the valley quickly went out of business, as the railroad opened the valley up to commerce. Most of these mills were located on tributary streams away from major transportation routes. In contrast, Boston remained a center for industry not only because of canal related amenities, such as the lock, wide-water and turning basin, but also because the canal and railroad followed the Cuyahoga, the river on which its mills and companies were based. Although the railroad marked the de facto end of the canal as a commercial transportation method, the official closing followed a devastating flood in 1913.

In 1902 the Akron Bag Company (soon to be the Cleveland-Akron Bag Company) opened operations on the river. Immigrant Polish workers came to work in the bag company and to live in the company town. Many new commercial establishments, and a dozen new houses were built, several of these by the Bag Company for the workers.



1840

There is no pictorial documentation from this period to determine exactly which lands were cleared, farmed or pastured. An 1852 Plat map records that 50% of the land within the village was arable, 30% was pasture and 20% was woods.



1930

Tilled fields

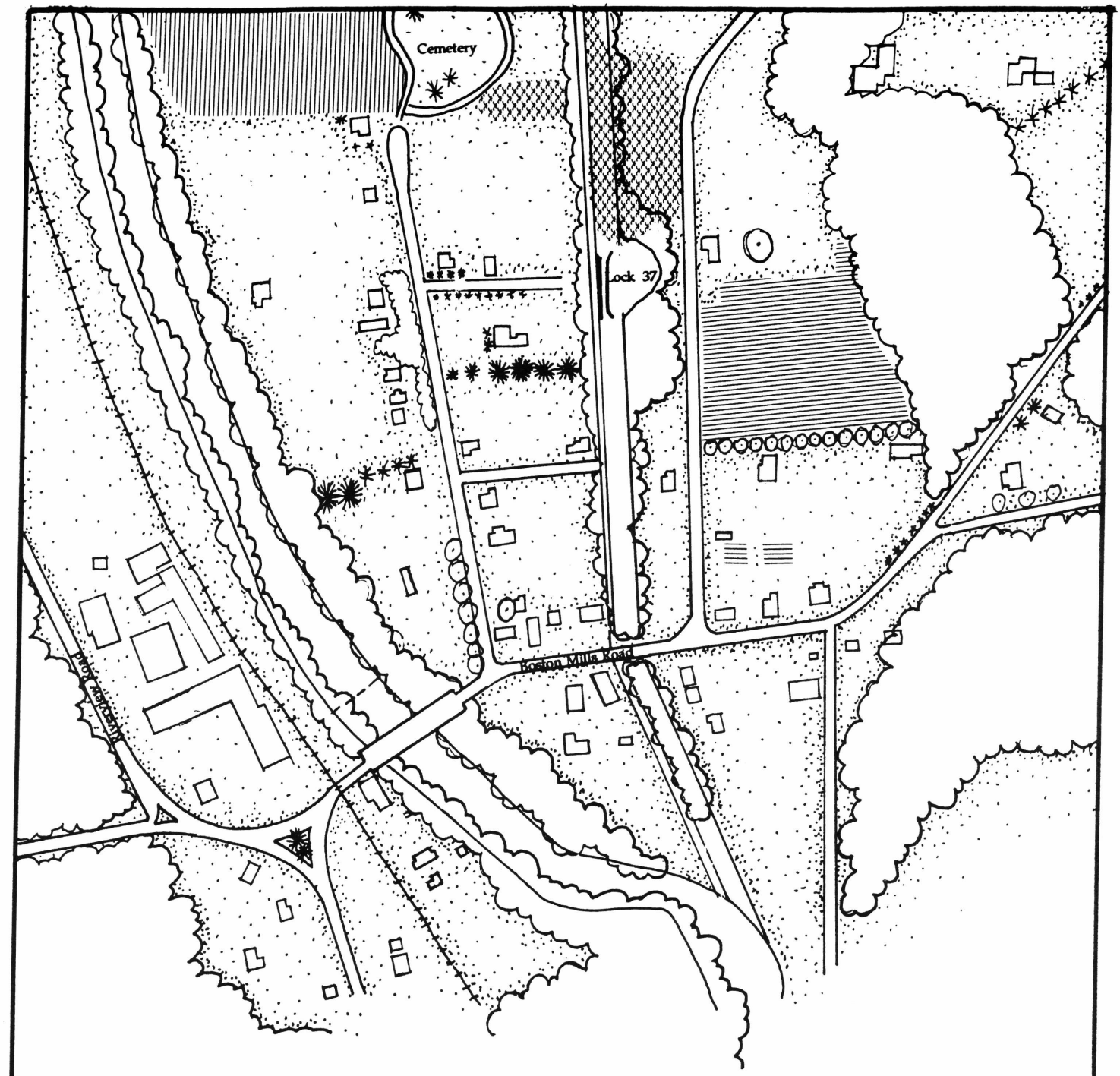
Cleared land

Company town houses destroyed in flood

Significant deciduous trees

Dense vegetation

Swamp



1975

Tilled fields

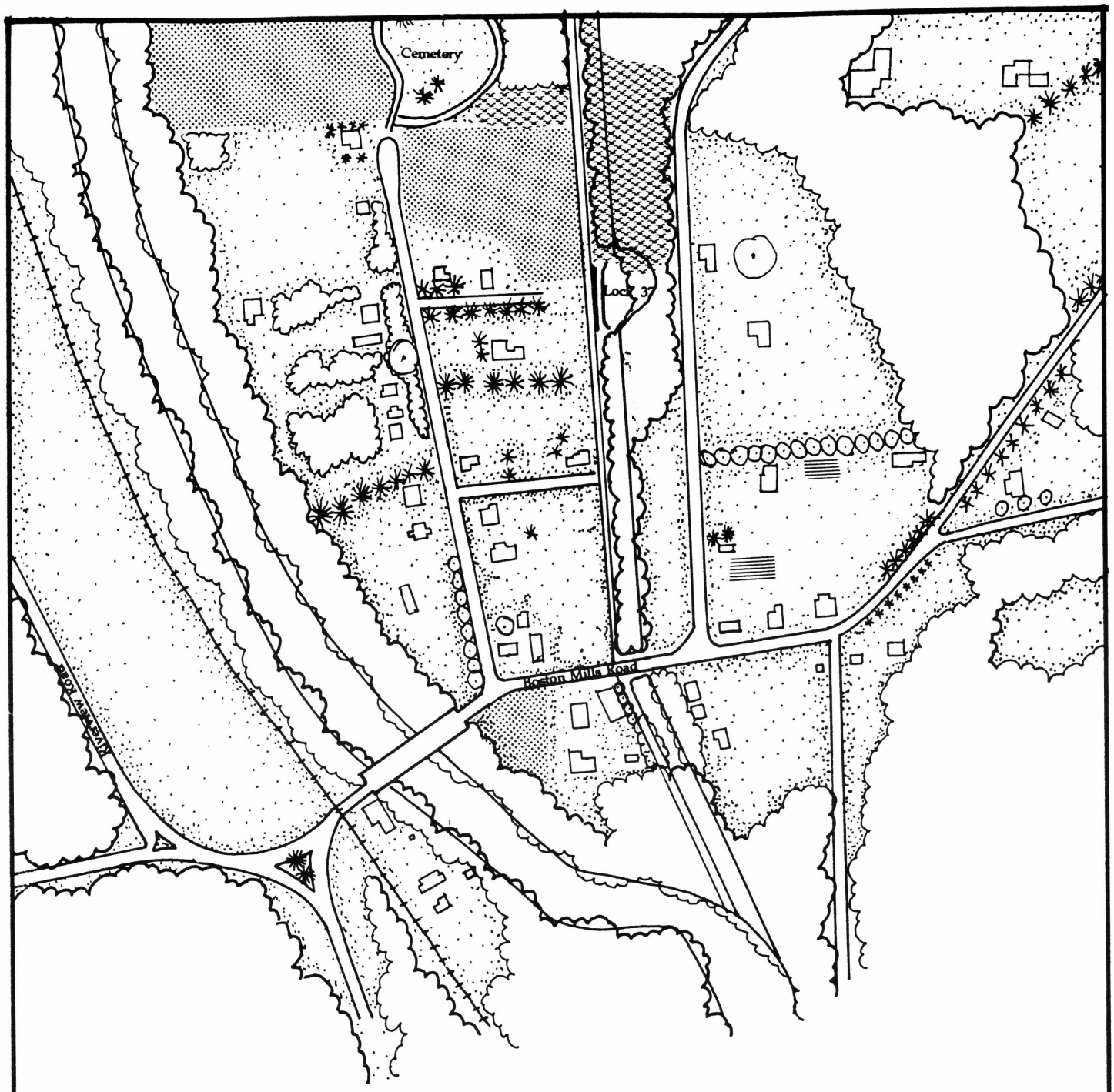
Cleared land

Swamp

Significant conifers

Dense vegetation

Significant deciduous trees



1993

Tilled fields

Cleared land

Vegetative succession / old field

Significant conifers

Dense vegetation

Significant deciduous trees

Swamp

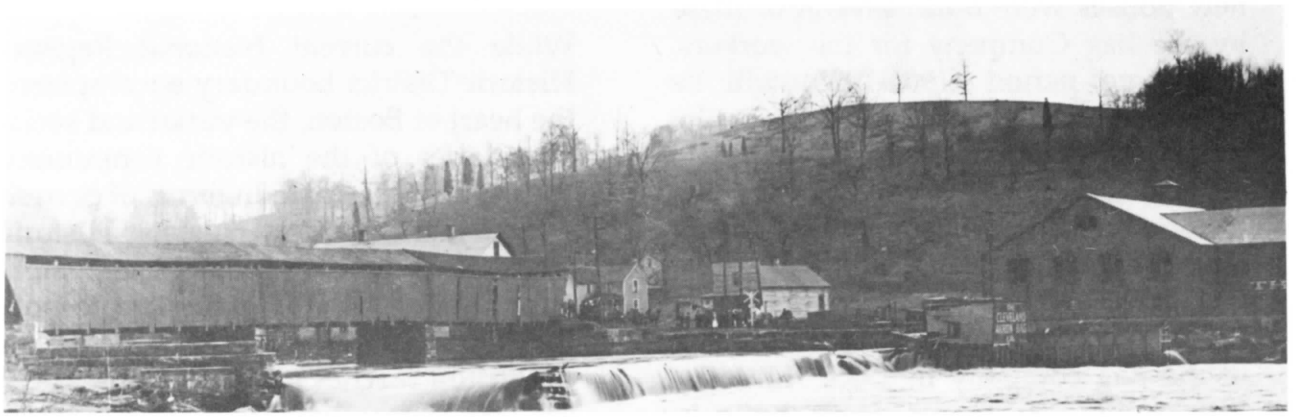
the company town. Many new commercial establishments, and a dozen new houses were built, several of these by the Bag Company for the workers. This time period (1902-1930) will be called the "Company Town Era" for the purposes of this document. A map date of 1930 was chosen to show all of the historic buildings and the bridge rebuilt after the flood in 1913.

Boston remained quiet after the closing of the Bag company in 1923. Little by little, other residences were built in styles popular at the time, and in 1940 Terry Lumber moved into some of the bag company buildings which filled a social and economic void created by the closing of the bag company. Gradually, all commercial establishments closed for various reasons.[5]

Another important date is 1974, when Cuyahoga Valley National Recreation Area was established. Following this, important changes in the landscape such as removal of buildings, removal of non-native vegetation and continued natural re-vegetation of the landscape occurred. In 1987, the area Terry Lumber occupied was acquired by the park. The business relocated to Peninsula and all the remaining buildings were removed.

Currently there is one business in town, an antique shop, and a small population. Boston is a quiet town, with the greatest activity occurring during peak park season due to the towpath trailhead, located on Boston Mills Road. In the winter, Boston Mills ski area has an impact on the town but this is primarily noise disturbance.

While the current National Register Historic District boundary encompasses the heart of Boston, the visual and social boundaries of the historic community were much different. In terms of current integrity, the National Register Historic District Boundary is still most appropriate, but it is important to note that the residents' view of what makes up Boston reaches much further. These are people who lived in Boston all their lives and consider many elements outside the National Register boundaries to be part of Boston.



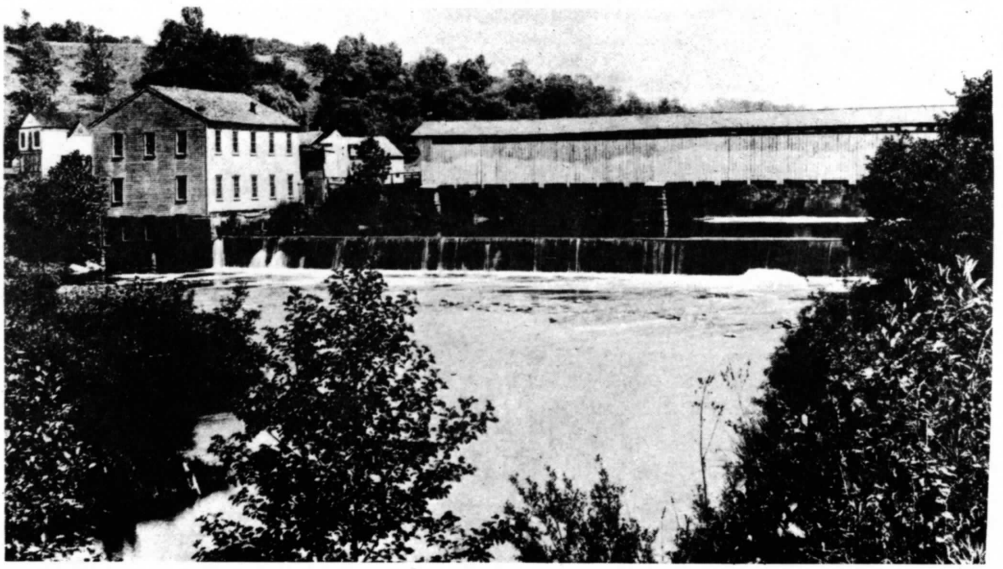
Prior to 1940, the entire watershed was open pastures and fields which fell within the visual boundary of Boston residents. Those same hills are now obscured by vegetation, and a visual boundary of Boston falls roughly along the historic district boundary. Now, the two highway bridges dominate the south side of the viewshed from Boston, especially I-271.

Socially, many people who did not live within the Historic District boundaries consider themselves to be residents of Boston. This includes land on Boston Mills Road, Hines Hill Road, Riverview Road, and the Fayerwether/Jaite property (now known as the Hines Hill Conference Center). In addition, all of the community recreation areas fall outside of these lines, as well as the former site of the Cleveland-Akron Bag Company, which employed many residents.

ANALYSIS OF ELEMENTS

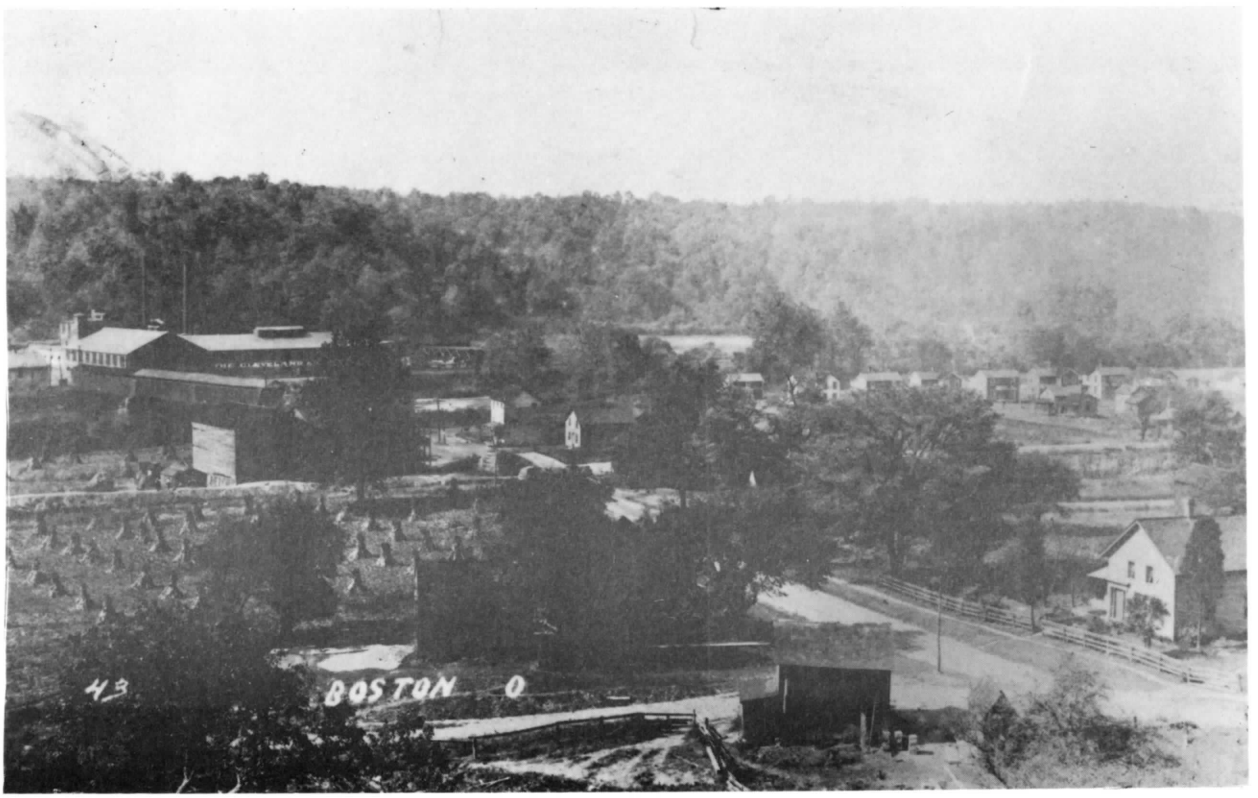
Written documentation indicates that in the canal era, Boston was primarily an agricultural community with some milling operations. Proximity to the canal was a great advantage to local farmers in providing transportation of crops to markets. In that period, even the cemetery was "plowed and harrowed..."[6] Crops in this era, based on the diaries of George C. Stanford (1857-1902), were potatoes, barley, hay, beans, corn, oats, carrots, apples, pears maple sugar and grapes.

Interviews, aerial photos and plat maps show that Boston was still very rural/agricultural in character through 1950. Most residents had vegetable gardens and fruit trees for personal consumption contiguous with their homes, as well as some corn fields. There were extensive fields north of the village which a few residents owned and farmed. These fields are now all abandoned and in natural succession. The exceptions are two garden plots on Stanford Road that have been kept up through the last few years.



Throughout Boston's history, commercial, residential, agricultural, and industrial land uses have been interspersed. Even in the areas that were predominantly commercial, agricultural fields penetrated between buildings, and residences sat close by. The two areas where businesses were concentrated were at the crossroads of Boston Mills Road, Stanford Road and the canal, and at the junction of Riverview Road and Boston Mills Road. These businesses were oriented toward serving the community and workers on the canal, or at the bag company.

The primary residential area has been Main Street, but since the 1960s, Stanford Road has also been developed. In recent years, several houses in the area have been rental properties, including Zelinski court, which was remodeled from a general store into apartments.



VIEW TO NORTH WEST CIRCA 1900

Historically, there have been two major centers of activity in Boston; the canal, and the area across the tracks where the Bag company and Terry Lumber were located. The spaces where these activities took place are again the active ones today. The canal is bustling with activity with the reuse of the canal towpath as a multi-purpose recreational trail, and the area along Riverview Road where townspeople once came to work at the bag company, is now actively used as the Boston Mills Ski area, opened in 1963.

Open space for recreation in town seems to have been conspicuously absent. Boston residents had several buildings in town where people traditionally congregated; in the canal era, The Boston General Store, the hotel next door, and H. Monroe grocery. In the company town era; the hotel (then a bakery and candy store) Denny's store, Zelinski's store, "Shy" Dickenson's tavern, the showers and basketball courts of the Bag Company, and the Square Deal Food Store. This last place was used as a community center, where movies were shown, and preachers and union leaders brought in. The only outdoor recreation within the historic district boundaries was skating on the canal in winter, and fishing on it in summer.

Most outdoor recreation fell outside of the historic district boundaries. In 1880, when the railroad came through Boston, a temporary site was located across from the depot, and a dance hall and picnic area was constructed for a celebration of the railroad's coming. Two thousand people are said to have attended. The local baseball diamond was at the current site of the ski lodge. Camp Onlofte was a camp run by the Bedford United Methodist Church and used for swimming and active recreation by residents. A quarry in Peninsula was also used for swimming. This quarry is still in use today. Camp Onlofte was largely destroyed by the building of interstate 271. A private residence of an Army officer who lived up Boston Mills road was where community "home days" were held. Other gathering spots include a public watering trough, the two nearby waterfalls located behind the ski area, and finally, a vine-covered shrub with the middle carved out used by locals to hide out and play poker. This was located between the railroad tracks and the river.[7] In the 1960s a small park was developed at the intersection of Riverview and Boston Mills Roads, in memorial to "Shy" Dickenson, owner of a nearby tavern. This area takes up the triangle of land between the roads, thus it will be referred to in this document as "Triangle Park." It is unknown if this has ever been used for outdoor recreation or gathering.

The natural topography of the valley and river floodplain has remained the same throughout Boston's history. However, a drastic change in the perception of the topography has occurred. Since Boston was founded, the land was gradually cleared of trees. In 1881, Perrin writes, "The settlers [found] hills covered with a heavy forest, sterile soil...[the] woods were filled with wild animals...[the] river valley...though now almost wholly cleared and under cultivation was once heavily timbered and extremely wet."[8]

This land clearing led to the opening up of the landscape and a marked difference in the visual quality of the topography. The landscape looked much the same in the Company town Era. Now that the land has been re-vegetating, since the 1940s, the contours of the valley are hidden under a thick coat of obscuring vegetation. Even in the wintertime, when the contours could be seen, the large amounts of opaque coniferous vegetation planted in yards, as well as the visual barriers of the re-vegetated river and canal corridors, limit views in the valley.



VIEW TO WEST OF HILLS AND RIVER IN 1913 FLOOD



CURRENT VIEW BLOCKED BY SUBURBAN AND RIPARIAN VEGETATION

The reforestation of the land in and around Boston has been the greatest change to the landscape since the land was first cleared. As the land was settled, it was cleared for lumber and to ready the land for cultivation and pasturing. It is doubtful that any of the vegetation planted in this period is still surviving with the possible exception of the two Eastern redcedar in the cemetery.

In the Company Town Era, the land was still very open, with much pasturing, farming and gardening. One of the residents interviewed said everyone had a garden in which they grew vegetables for home consumption.[9] There were a few sporadic street trees and much traditional turn-of-the-century vegetation in yards, such as Rugosa Rose and Common Lilac. Scattered trees were left standing or planted around houses, on the hillsides and in fields. Several of the trees and shrubs from this period remain. (see appendix) Large Elm trees were found in several places in the middle of the road. (see 1930 map) Grape arbors were planted in yards. One of these still exists at the side of the Conger-Jackson residence. Vegetation along the street edge was informal and not highly manicured. This is in contrast to the current manicured lawns which flank the roadside.

It is hard to determine an exact period when pasturing stopped and re-vegetation began, but the 1949 aerial photograph shows large areas of hillside devoid of scrubby vegetation, indicating that re-vegetation has been slow and gradual since then. There are no known endangered species of vegetation within the village of Boston. A large deer population presently lives in the park and with the extensive grazing of herbaceous material and shrubs, the hillsides around Boston may eventually regain some of the look they have had historically.

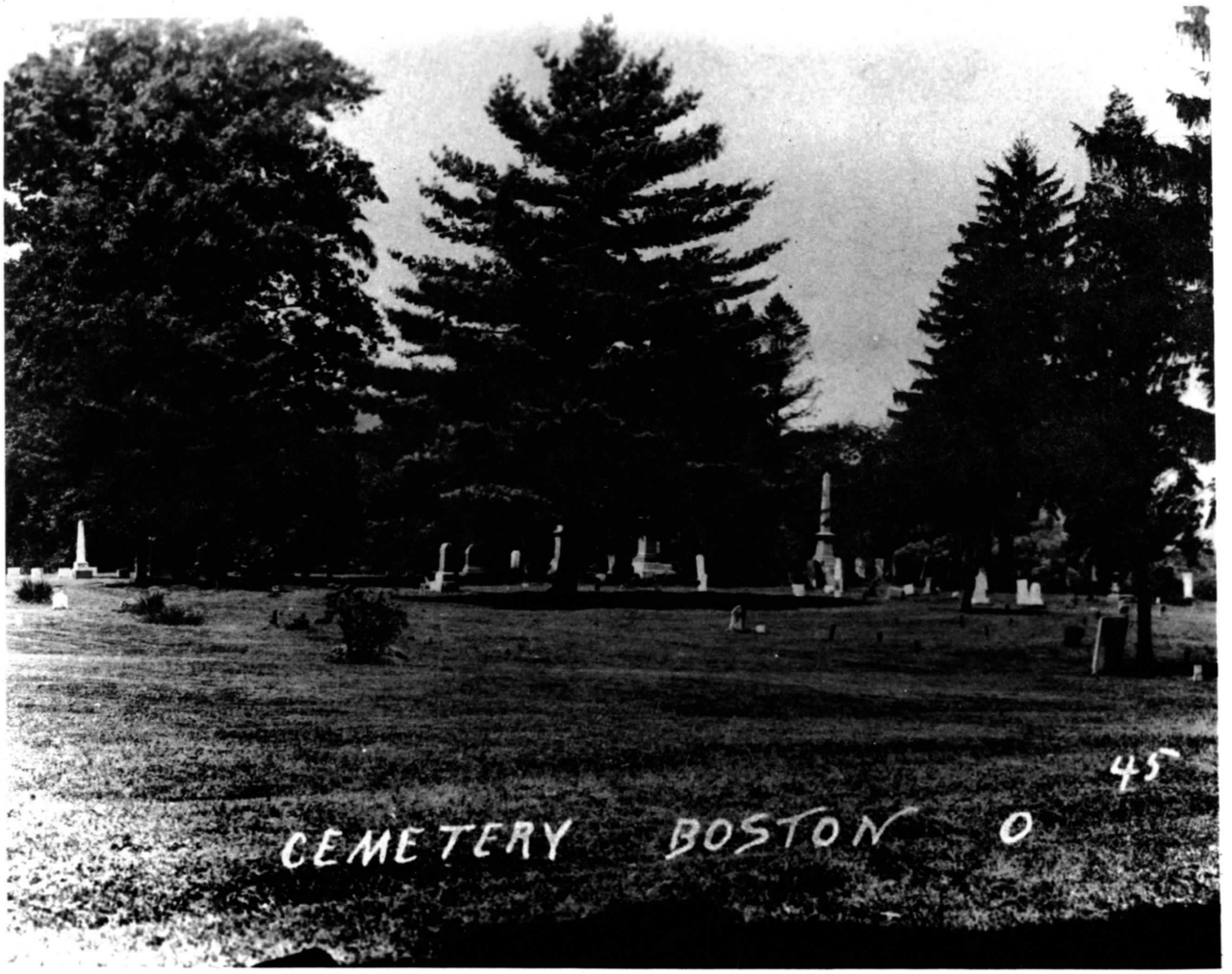


1949 AERIAL PHOTOGRAPH

Two major groups of settlers settled in Boston. The first were New Englanders, followed by Polish immigrants from Prussian, German and Russian Poland settled in Boston. The former were the original settlers of the town, and it is their names that are found in the cemetery. The latter came to town to work at the bag company, attended the Catholic church in Peninsula, and are buried in St Mary's Catholic cemetery in Hudson.

It is unclear whether any of the remaining landscape fabric is indigenous to the cultural practices of the Polish immigrants. The pattern found here of agricultural barns in town and fields and pastures outlying the village is typical of Eastern European farms, but it is also a common pattern in other company towns.[10] It is unknown for which reasons this pattern evolved in Boston. More research should be done on this aspect of the cultural landscape.

The Boston cemetery was founded in 1833 by the New England settlers. The cemetery is located on a hill, which is a traditional New England site for drainage reasons.[11] Two historic Eastern redcedar survive there, a traditional tree which represented immortality, as well as later additions of Arborvitae, also an immortality symbol.[12] Trees, no longer extant, that appear in historic photos include mature White pine and Norway spruce. Cemeteries were usually placed near churches as long as the church was placed on well drained ground, but as the cemetery was founded before the church, this did not happen. The cemetery may have been pastured to keep the grass shorn, and some of it was plowed in the 1800s. From the historic photos, it can be seen that the grass was kept significantly taller than it is presently. The gravestones are in rows running north/south, which may have been following a common folk tradition. The cemetery is still managed by the Union cemetery association of Boston Township, and is not part of the National Park Service properties.



NATURAL SYSTEMS/RESPONSE TO NATURAL FEATURES

The natural systems the settlers found upon arriving in Boston were the Cuyahoga River and its floodplain forest, hillsides of Mixed Mesophytic forest,[13] marshlands and a small creek, known as Brewery run or Spring Creek. The floodplain was farmed, the hills were pastured and the river was used for water power. This continued well after the company town period was over. Most recently, the forested areas are re-vegetating with an exception: the one area that was left in its natural condition, the hills to the west of town, was later deforested and drained for the Boston Mills Ski area in the 1960s. Within the last ten years, the greatest impact on the re-vegetation has been the large deer population which has been browsing the forest and suburban areas of the village. In addition, a swamp which has been forming north of the Boston lock for nearly a century, is greatly enlarged.



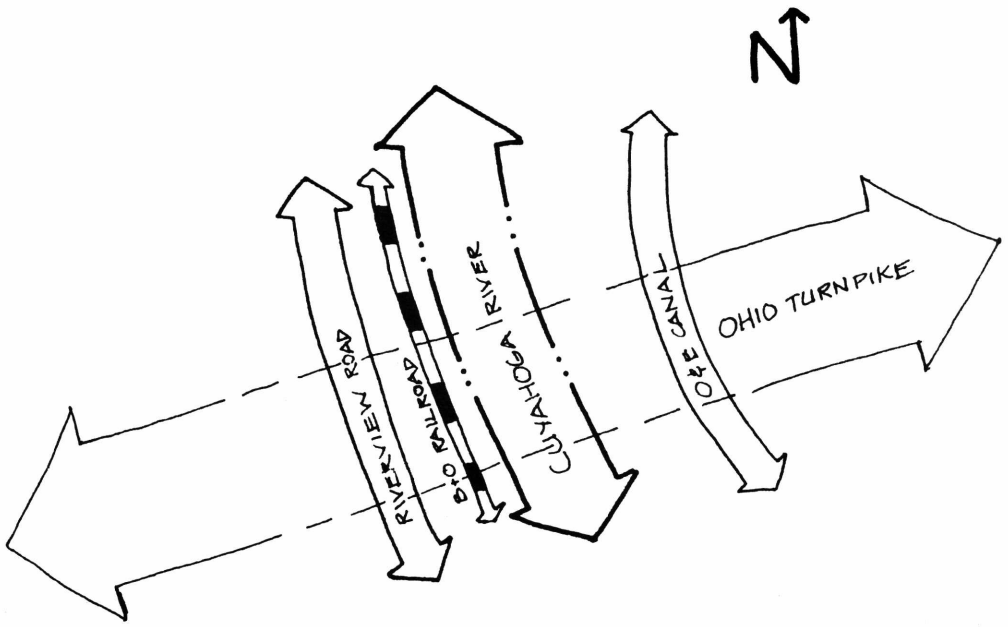
BOSTON MILLS SKI AREA

WATER FEATURES

The most prominent water feature is the Cuyahoga River, and all subsequent water features came about because of it. The dam on the river (now in ruins) dates to 1820. The canal, built in 1827 includes a lock, a slip and a wide-water used as a turning basin (Stumpy basin).

In addition, a public watering trough dating from the company town era was located on Brewery Run, and later (1960s) a fountain was hooked up to this creek to create "triangle park," at the intersection of Riverview road and Boston Mills road.

Historic circulation patterns have been oriented predominantly North/South, due to the topography of the valley and locations of destinations (Cleveland and Akron). The two highways (I-271 and I-80) crossing near Boston represent both new technologies that overcome topographical obstacles to east-west travel and new destinations brought about by the automobile.



Written documentation indicates that roads have existed in Boston since 1810[14] , and are shown on plat maps in their present alignment since 1834.[15] Their surfacing in the Canal era is unknown. Road width has remained approximately the same. The right of way was 66 feet on Boston Mills Road, 50 feet on Main and Stanford Roads. All the historic buildings were built right on, or within a few feet of the lot lines.[16] On Main Street, the historic road surface was approximately 10 feet wide, with 3 feet between the road and an intermittent sidewalk which was 2 feet wide. Photos from the Company Town Era (approximately 1910) show that the roads were dirt. According to Clayton Stanford, the roads were topped with cinders acquired from the bag company. Dirt sidewalks paralleling the road were found in front of some residential buildings. No uniformity or cohesive sidewalk system existed. Rather, sidewalks are pictured in front of some of the houses but not others. There were no curbs on the roads.

The change in surface material from cinder topped dirt roads to paved asphalt roads, which occurred sometime between 1940 and 1970, changed the character of the village. Not only did the color texture and feel of the roads change, but the informal edge and the "cow paths" disappeared. No longer were there pedestrian paths that responded to where the people were going: at a respectful distance from the private residences, and right up to the front doors of the commercial establishments.



VIEW DOWN MAIN STREET CIRCA 1910

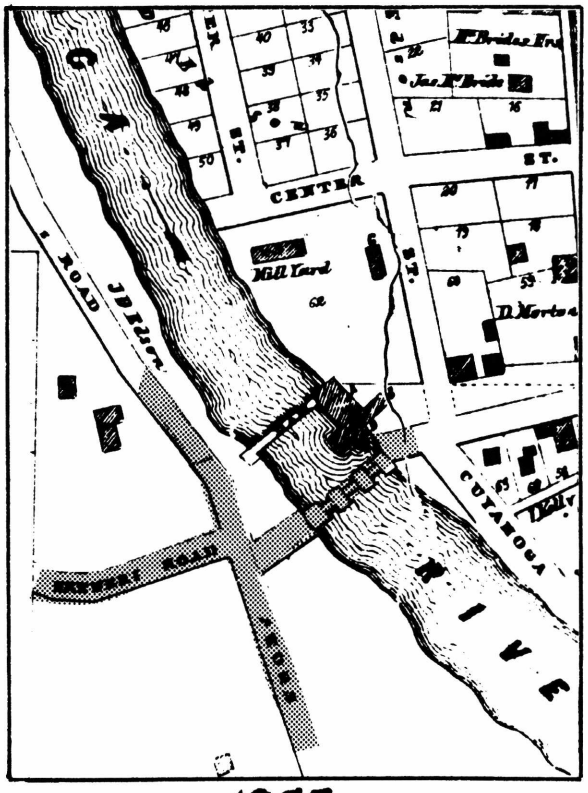
Currently, Main Street is paved, with no side walk, and is 16 feet wide. Canal Road and Center Street are each 9 feet wide, and Boston Mills road is 20 feet wide. Boston Mills Road now has a gravel shoulder which ranges from 3 to 9 feet. This shoulder is irregular and has similar characteristics to the former dirt road, except for the current neatly manicured edges. Sidewalks are no longer extant, and driveways are common next to each house, many leading to a garage in the back. There are still no curbs.

Setbacks also changed little until modern times. Houses built after the period of significance have extremely large setbacks, with large expanses of lawn. Irregularity of setbacks reflects the organic growth of the town. For instance, the Barnhart house, built in 1835 is placed 20 feet from the road. The Feterle house next door which was built post-1950 has a set back of 120 feet.

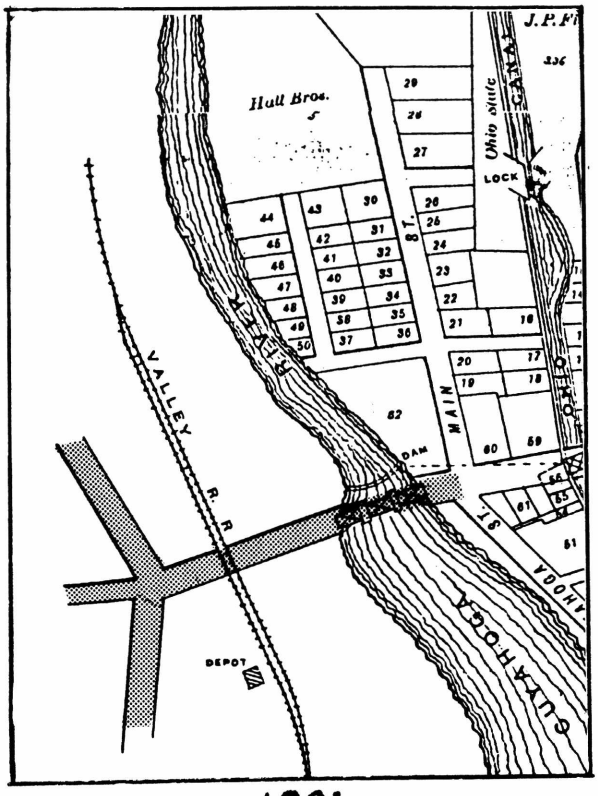


CURRENT VIEW DOWN MAIN STREET

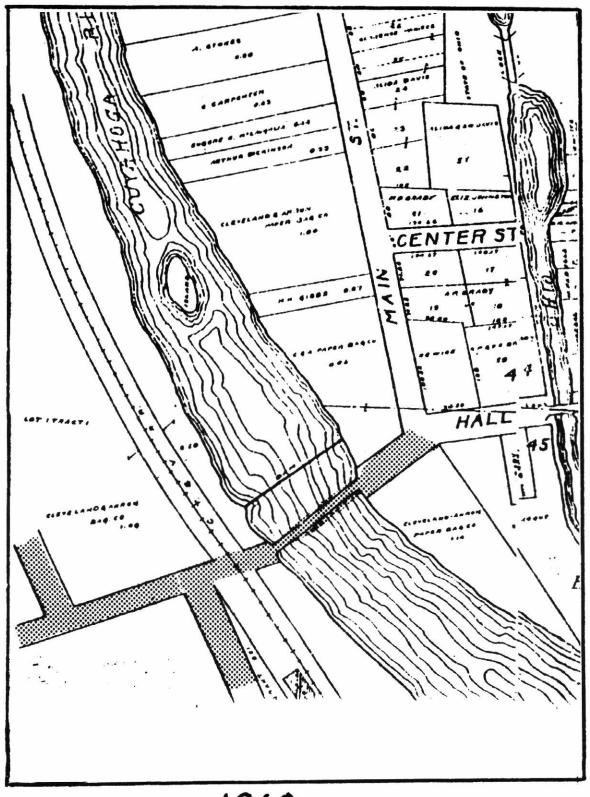
Riverview Road has been realigned through time as land needs have changed. The proposed realignment of Riverview Road follows an historic alignment, including the placement of the bridge. The bridge is located on top of the dam in an 1834 plat map. Riverview Road appears on a map for the first time in 1855, close to the river. By an 1890 map it had moved westward, and the Railroad had been built between it and the river. On the 1910 plat map, Riverview road was located in its present location. This may have had to do with the need of the Bag company to be directly adjacent to the railroad for shipping purposes.



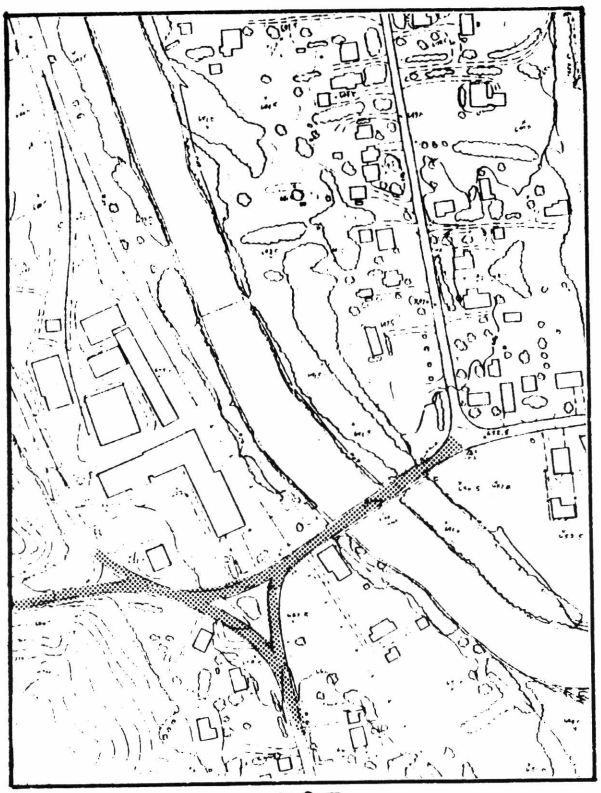
1855



1891



1910



1993

Realignment of Riverview Road over time.

There is no documentation about the spatial organization or views from the Canal Era, but since the land uses were similar to those in the Company Town Era, it can be assumed that the views were similar.

The greatest natural scenery was the view of the hills surrounding the village. Open fields and pasture, they left the distinct impression that one was indeed situated in a valley.

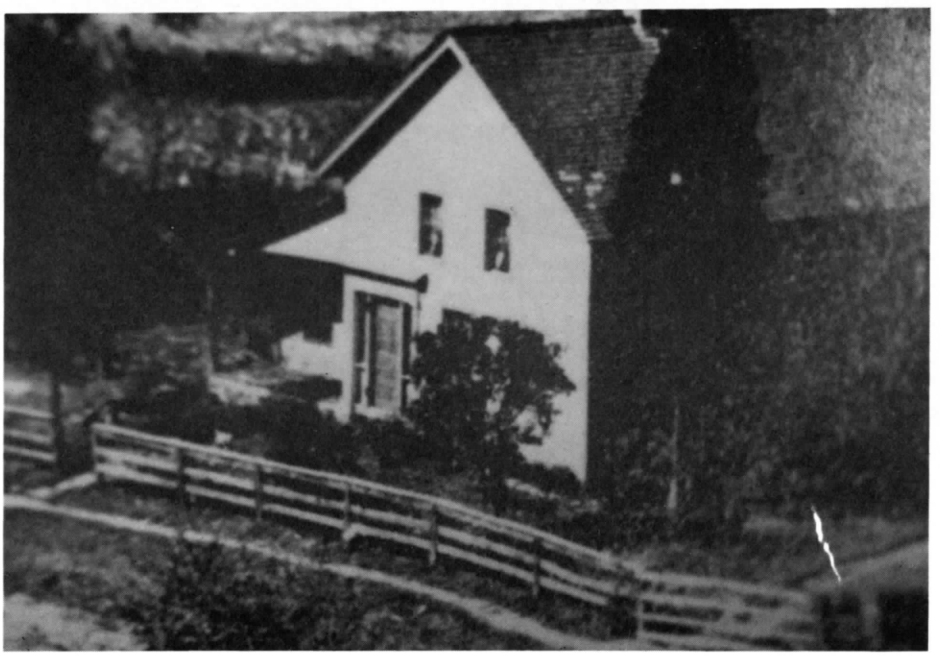


Another commanding sight from any point in the village was the "Cleveland-Akron Bag Company" sign which took up the length of the front facade of the Bag Company building. This sign faced directly into town and was visually a constant reminder of the prominence of the company in the lives of Boston residents. Neither of these striking views exists any longer. The Bag Company is gone, and vegetation has grown up on the hillsides, obscuring the topography from view. When interviewed, the current residents said they remembered liking views to the canal and the river.[17]



All the buildings are of small scale, none more than two stories in height. Buildings constructed before 1930 take up one third or more of the lot, while more recently constructed buildings sit on much larger lots and therefore take up a smaller percentage of space on their property. Today, white is the predominant exterior paint color. Many of the houses have narrow, horizontal wooden siding. Several are constructed of molded concrete blocks.[18]

Outbuildings consist of privies (many still in use), barns, corn cribs, and garages. Orientation of buildings reflects the dominant transportation type at the time of their construction. Canal era buildings are oriented toward the canal; company town era buildings to the road and the railroad. Modern day buildings all orient to the roads.



RECOMMENDATIONS

Two types of recommendations are included: General Principles, which suggest basic ideas and methods available to preserve and enhance the character of the built environment of Boston, followed by recommendations for the specific character defining elements analyzed in the previous section.

GENERAL PRINCIPLES:

1. It is highly recommended that any historic landscape features, including vegetation, be left in place or stabilized/rejuvenated. Replanting of trees may also be beneficial.[19] For historic plant species used in this area, see the article by Rebecca Rogers (1989).

2. Both buildings and landscapes are vernacular and utilitarian. There is a sense of honesty that pervades the town, a notion that things are what they are and don't need disguising. Consequently, modern additions to the landscape should be compatible with the historic character, but need not be disguised or hidden, as they are part of the historical continuum and functional objects. A minimum of ornamentation on structures and landscape features is most appropriate.

3. Boston has always been a mix of different styles from different time periods. It is suggested that this be respected and preserved. No effort should be made to restore this village as a whole to a particular time period or style.

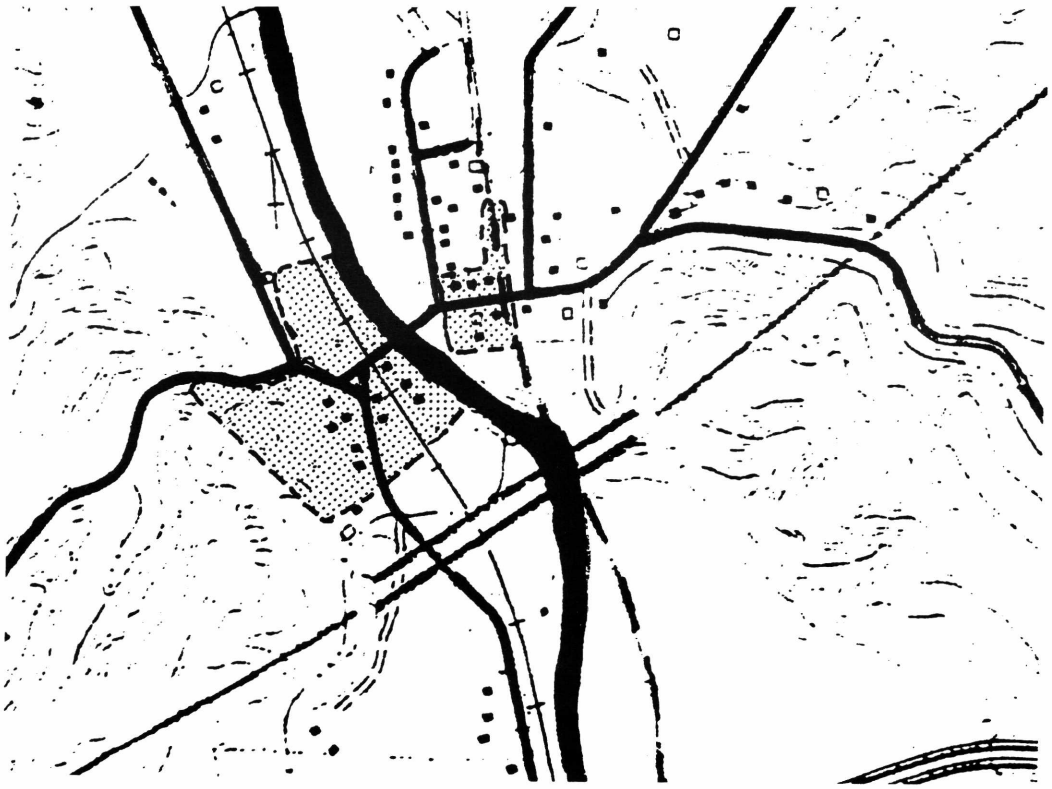


CURRENT PHOTO OF AN HISTORIC LILAC (SYRINGA VULGARIS)

4. The growth of Boston has always been organic, as can be seen by the setbacks, the intermittent sidewalks, the casual street edge and the placement of street trees. This irregularity and casualness is a high priority for preservation and would be appropriate to continue in any further growth.

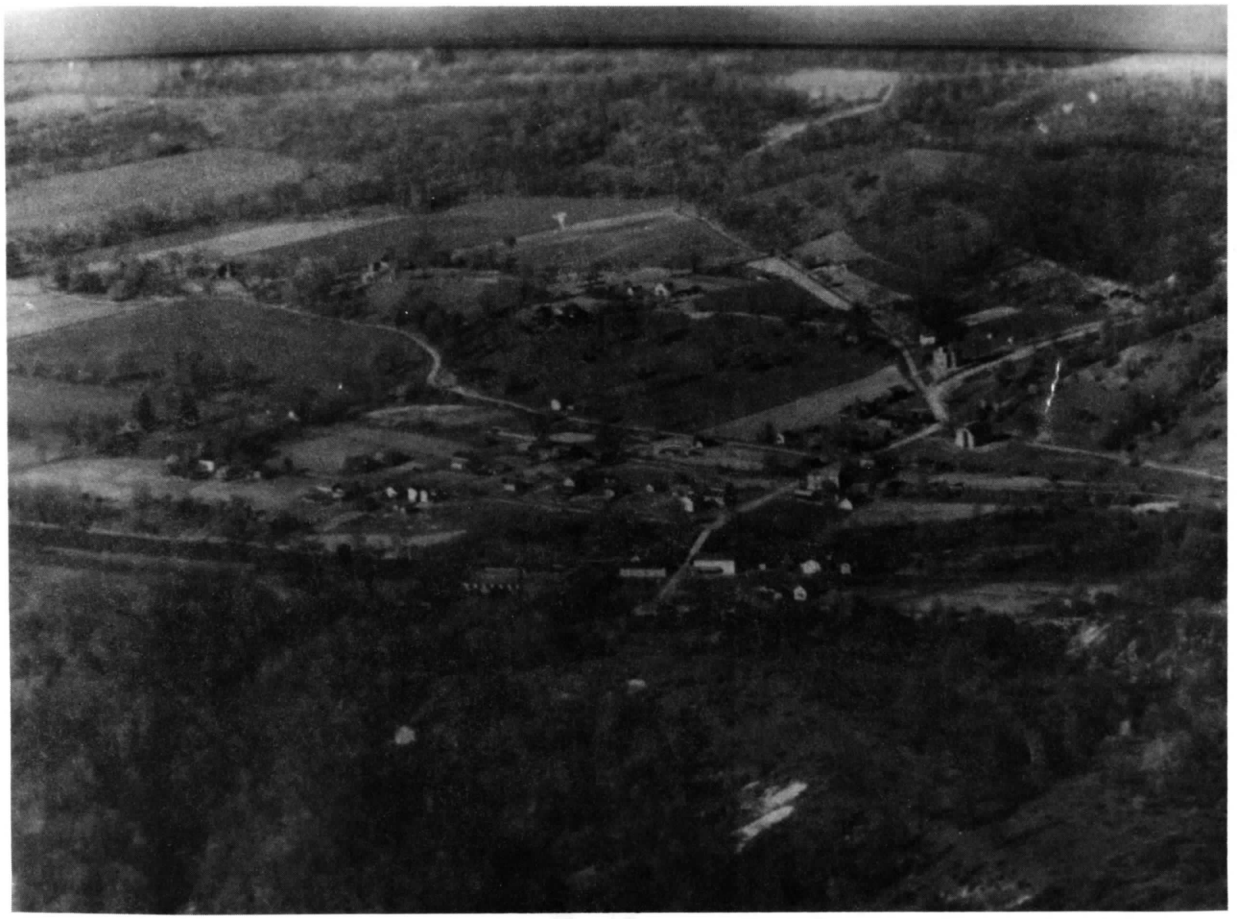


5. It is highly recommended that the village of Boston be maintained with a balance of public and private lands, AND a mix of commercial, residential and recreational land uses. Small businesses serving the residents and/or visitors could be encouraged in traditional activity areas. Appropriate types would be Bed-and-Breakfast operations, general stores or other small stores serving local or tourist needs. This may require changes in the local zoning code.



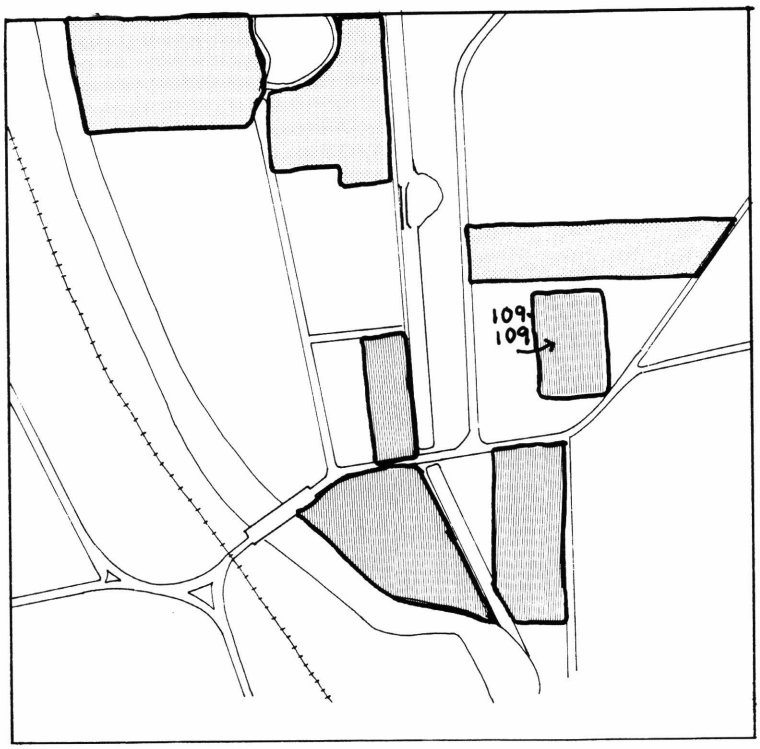
TRADITIONAL COMMERCIAL ACTIVITY AREAS

Flat land on the river flood plain has been historically utilized as farm land. This gave a distinctive open look to Boston.



VIEW TO NORTH EAST CIRCA 1930

These are fields that should be managed as open space, listed in order of priority. Tract 109-109 has already been identified in the Cultural Landscape Report as contributing. The other fields were not mentioned in the report, however they were historically open, are in plain view to visitors and would contribute to the historic views of open land in Boston.



FIRST PRIORITY

SECOND PRIORITY

Some alternatives to consider in managing these areas today in order of preferred treatment, would be:

1. Reintroducing agricultural cultivation to the fields through leasing or other methods insuring active farming. Good soil conservation practices should be encouraged, as well as a deer management program if deemed advisable.

2. Allowing the land to be used as a community garden either for Boston residents and/or for residents of nearby urban areas without access to garden plots.

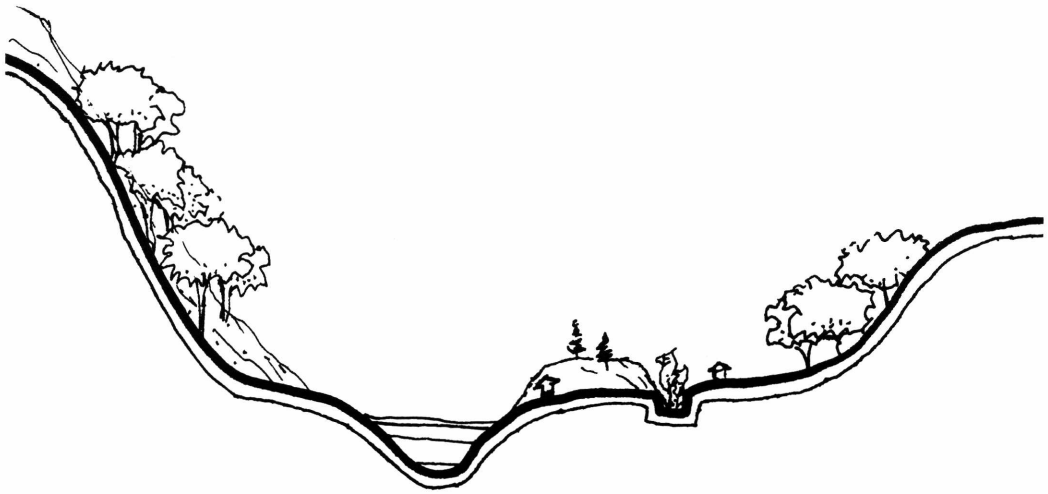
3. Old field management with attention given to keeping out invasive exotic plants.

4. Mowing less frequently, leaving a less "manicured" look.

The order of preference only reflects historic values. The ultimate plan must consider other issues, such as resource management, maintenance, safety, economics, etc.

Topography has always been flat within the village, except for the cemetery.

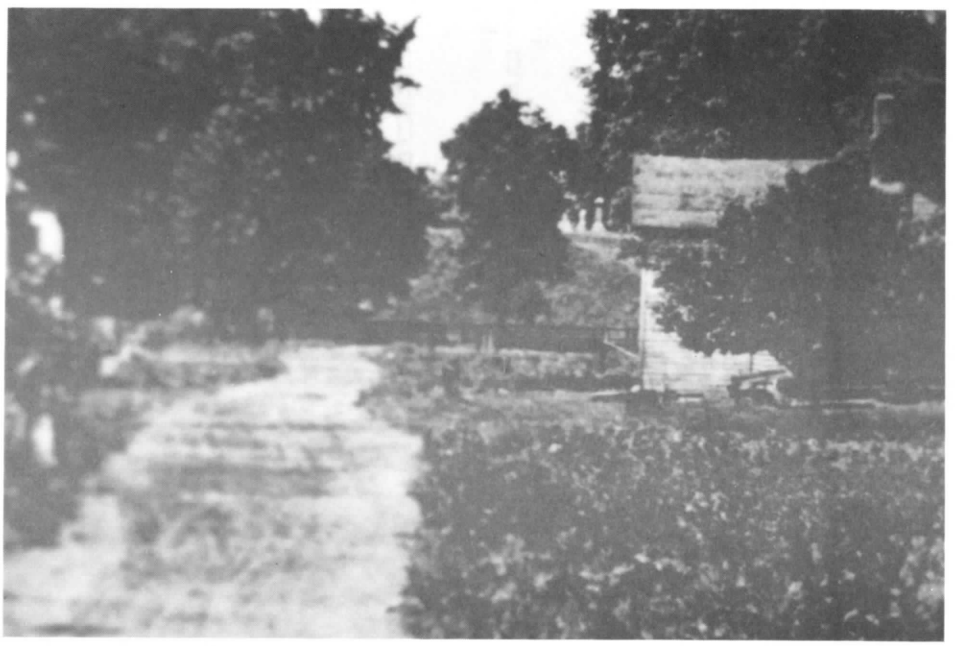
This flatness can easily be retained. Berming as a screening device and drastic grade changes would be inappropriate. Ditches for drainage are very suitable.



A pattern of sporadic large trees in the open areas is pictured in photographs, and would be an appropriate feature to reintroduce if desired. Orchards may be rejuvenated or planted and managed through prescribed burning. Management of orchards through fire was used in the canal era, and may be an appropriate method today. Whichever method(s) are chosen, a vegetation management plan should be developed for their continued maintenance.

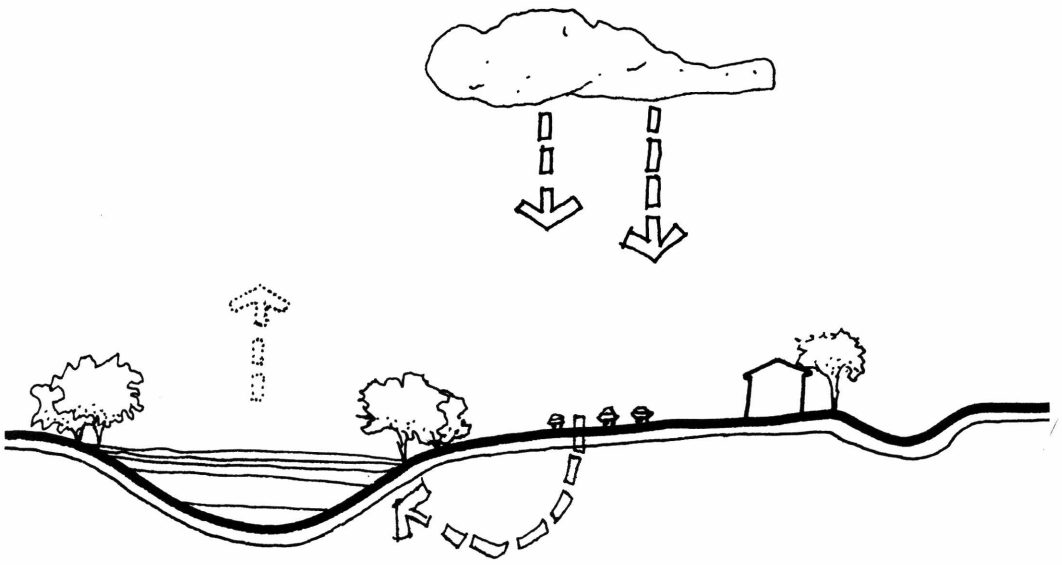


The Boston village cemetery is one of the best preserved cultural sites in town. Continued maintenance and preservation is encouraged, especially for the vintage trees found there (see appendix) Photos indicate the tree canopy was heavier in the past. It may be desirable to replant young trees before the remaining ones die. If the security situation has improved by the time the current fence needs replacing, that chain-link fence could be replaced with the historic rail fence seen in this photograph.



The ecologic and hydrologic systems near the river are sensitive to impacts.

Additions of impervious surface material should be kept to a minimum. Using porous pavements for walks, drives and parking will allow for the continuation of the present hydrologic cycle. Leaving riverbank vegetation intact will help to keep the river banks stable.



Consideration might be given to stabilizing, restoring and interpreting water features such as the horse trough, turning basin, dam, and filter plant.



PUBLIC WATERING TROUGH RUINS

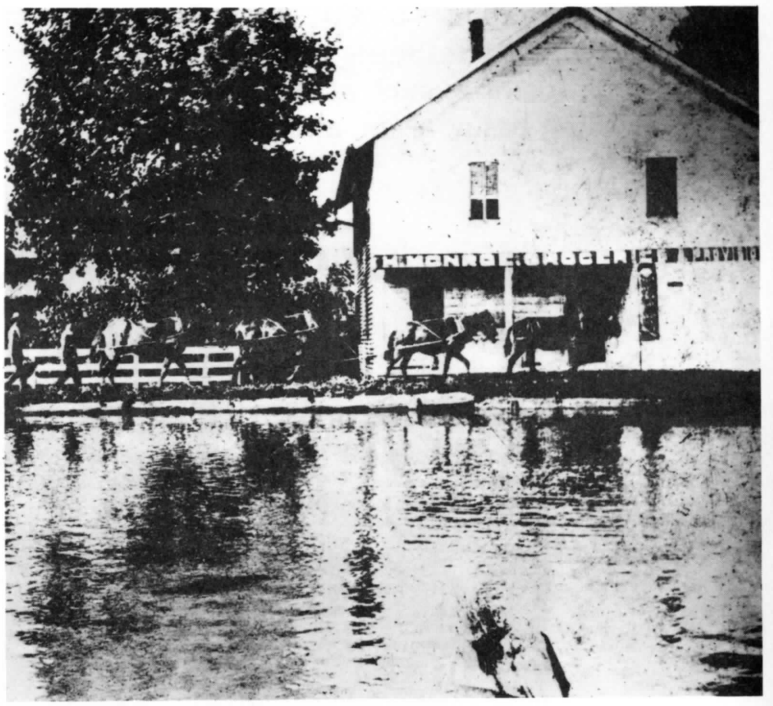


FILTER PLANT RUINS

Historically, the canal was differentiated from the surrounding landscape by its unique shape and the textural difference of the water.

Now the canal prism adjacent the Boston General Store is unwatered and covered with mown lawn, which makes it appear to be an extension of the neighboring house's yard.

Measures should be taken to distinguish the canal from the lawn next door, either through a different plant material, some kind of structural differentiation, or other such measures.



HISTORIC VIEW OF CANAL, NEAR LOCK



CURRENT VIEW OF CANAL PRISM NEXT TO BOSTON GENERAL STORE

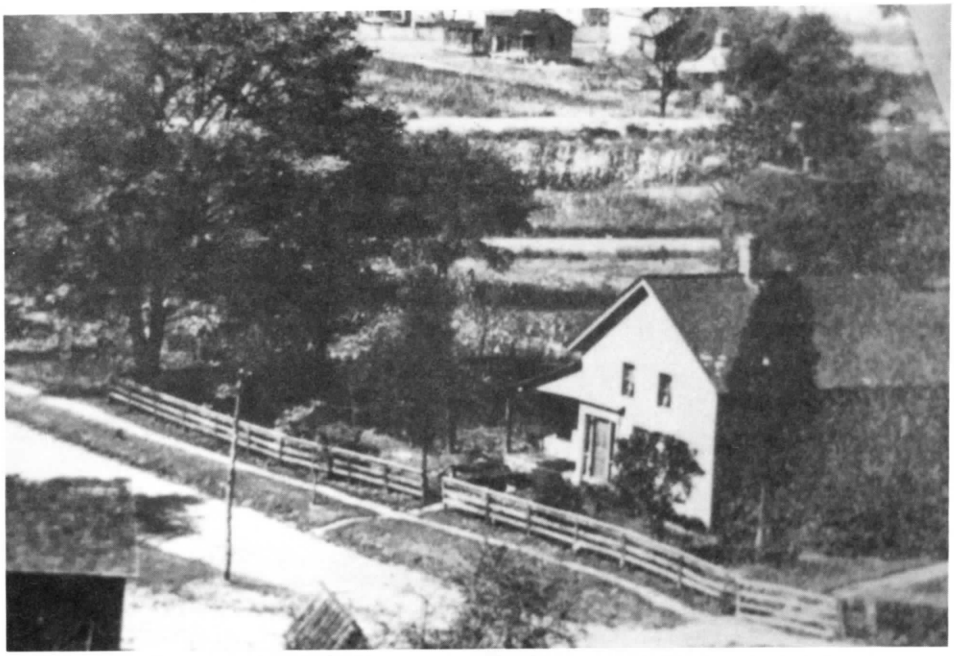
Irregular and sparse street trees were a part of the commercial areas of Boston. Vegetation was left to grow between paths in the road, and several elms were left in the middle of streets.

It would be appropriate to plant a few, irregularly spaced street trees in the commercial areas. "Cow paths" whether designed into a project or actually formed by the public may be left as a suitable part of this vernacular landscape.





If the road width and alignment were changed, this would destroy part of Boston with much remaining integrity. Some ways to restore the historic look of the circulation routes are through keeping sidewalk and road edges irregular, either by the surfacing type, or where roads are already hard-surfaced, with a less manicured, softer vegetative edge line. Sidewalks are most appropriately designed rectilinear rather than curvilinear alignments running parallel to the street. Surface materials such as dirt or crushed limestone would be visually compatible with the road surfacing seen in historic photographs.



CONGER-JACKSON HOUSE WITH SIDEWALK

Views were unobstructed and properties were minimally divided by fences or hedges.

Reopening of historic views is probably impractical: however, further planting of masses of obscuring vegetation is discouraged, especially the planting of additional conifers and hedges.



1913 VIEW OF BOSTON



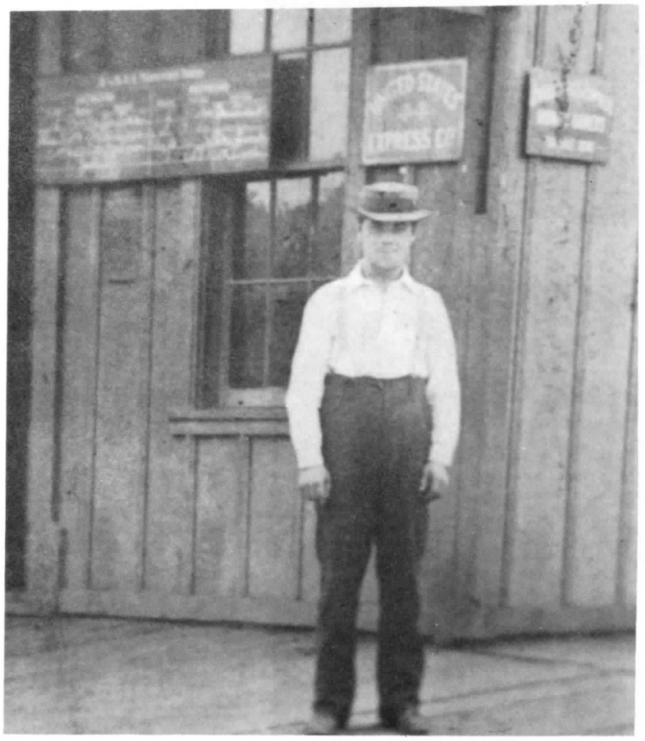
CURRENT VIEWS BLOCKED BY OPAQUE EVERGREEN PLANTINGS

Historically, landscape elements such as signs and streetlights were not freestanding objects, rather they were attached directly to structures.

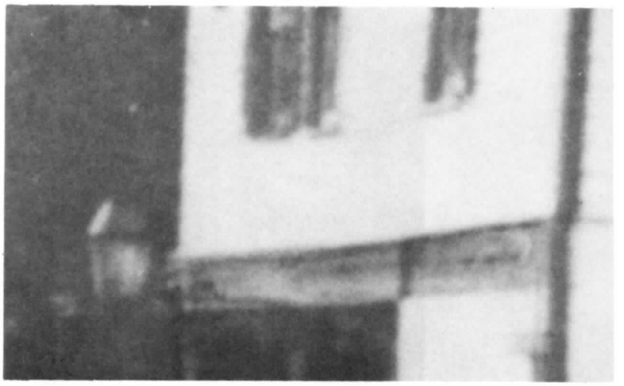
Consider attaching new signage, lighting, wayside or other outdoor exhibits to structures, rather then leaving them freestanding. This may require a change in zoning code. Simple and plain typefaces act to reflect the utilitarian nature of objects in Boston. The only items which were historically freestanding elements were wooden utility poles and hitching posts which were quite prominent in old photographs.



UTILITY POLES (CENTER)
HITCHING POSTS (LEFT)

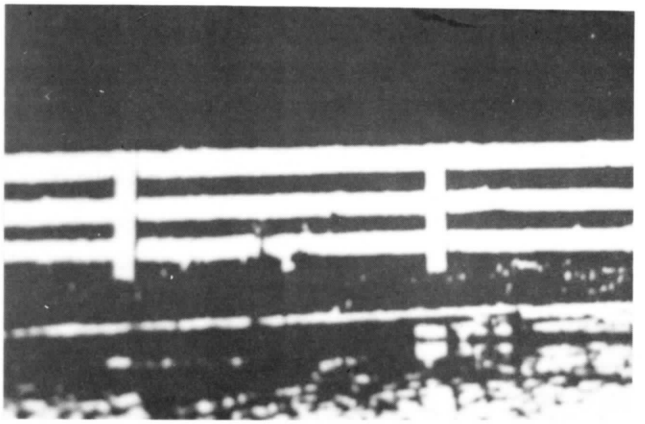


RAILROAD DEPOT



LIGHT FIXTURE AT GROCERY

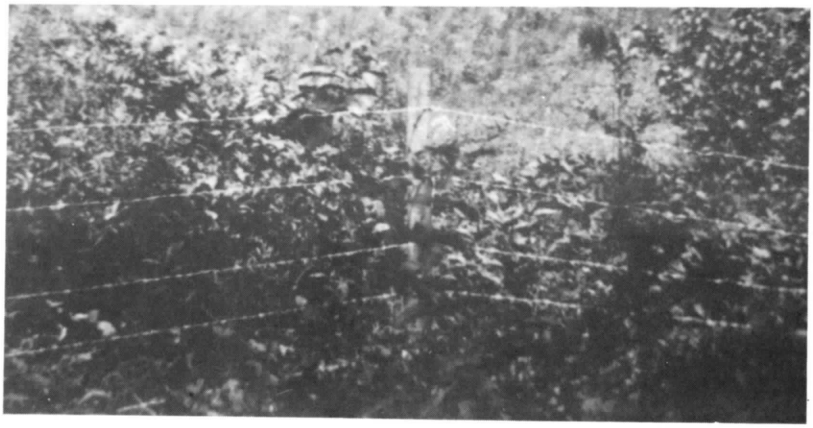
These are typical historic fence types in Boston and a compatible modern one. Any of these would be appropriate for contemporary use. Fences have not historically or recently been used to screen a backyard. Use of fences in Boston has been for utilitarian purposes, and fences used (wooden rail and wire) have been of open design, and did not obscure views in the landscape. Modern fences of this degree of transparency are appropriate, such as open designed wooden rail, barbed, twisted, or electric wire or black chain link. More urban fence types such as wrought iron or picket are inappropriate in Boston as well as fences used purely for decoration.







MODERN COMPATIBLE FENCE



It is important to preserve the utilitarian character of the Boston General Store. The landscape plan responded to functional need rather than aesthetics, and further alterations to the property should be as simple as possible. Behind the building, where the parking lot is proposed there seems to have been a field. No outbuildings have been seen in photographs, but the archeology team will be excavating this area to be sure.

The entrances around the building have always responded to where people were coming from. This accounts for the trapezoidal shape of the building, as well as the multitude of doors on the north and east facades. Putting in another entrance at the back, near the parking area would be appropriate, since this is once again responding to where people will be arriving, but efforts can be made to continue utilizing public spaces on the other facades of the buildings, since people will be coming from both the road and the towpath.

The north facade is currently used as a resting place for visitors on the towpath trail, and this use could be further encouraged, perhaps by putting benches on the porch, or bike racks out front. This is where people would have traditionally hitched their horses and congregated. Having grass in front of the building is not historic, as the road, before paving, came directly up to the front of the store. Allowing it to do so again, at least by extending the surface materials of the towpath to the front of the building, would enhance the feeling of the building being on the street and for public use. This would complement bicycle/bench areas. Wood (unpainted surface, stained a dark color) is the most appropriate building material.

It would be appropriate to reintroduce agriculture to the landscape around the General Store if feasible. Corn or hay fields could be used as screening and backdrop. If trees or shrubs are needed, it is advised that they be spare and less "manicured." Typical floodplain tree and shrub species would be the most appropriate vegetation types to use. Lawn areas mowed less often will emulate the softer edge that existed when this building was used by the public.

Paths should not be over designed and curvilinear. Narrow, straight paths following existing features (road, canal) can be surfaced with the same material as the towpath and not have a neat, edged look. Paths do not have to be curved to avoid the problem of people cutting corners. This look of pedestrian made "cow-paths" is to be encouraged.

This is anticipated to be a high use visitor area, and so signage may be installed that explains the private nature of the Boston community so that visitors will disturb the residents as little as possible.

1. Preserve all existing structures, even non-contributing ones such as MD Garage.

2. Offer technical assistance to property owners who express interest in making changes to their buildings or property.

3. Provide a brochure or pocket guideline illustrating design guidelines and routine and cyclic maintenance schedules for buildings and landscapes.

4. Buy, or accept donations of easements from private owners which would insure the preservation of historic landscapes or structures.

5. Offer technical assistance to a design review board which would implement a Historic District Ordinance with enforced design guidelines for any rehabilitation work could be considered. This may be most practical in the future if there is an influx of new residents.

6. Work with the Cuyahoga Valley Association to implement a program of volunteers interested in assisting the elderly residents of Boston in maintenance and preservation of their property and structures. Community groups, YCC or scouting groups could be sources for this assistance as well as interested individuals. Any rehabilitative work done using historic techniques could be interpreted.

7. A fund administered by the Cuyahoga Valley Association and funded by private donations could be set up for rehabilitation work.

8. Assist in the organization of a neighborhood association by providing education about the historic district and preservation techniques.

9. National Park Service acquisition of old fields currently in succession and institution of some of the management practices discussed above. This would help preserve precious open space that has been a distinctive feature of Boston's landscape.

10. During the negotiations for land transfer with Boston Mills Ski Area, the area behind the Ski sign on Boston Mills road and Riverview road could perhaps be acquired. This area contains the well-preserved ruins of the public watering trough. This was the only public outdoor gathering space in the town.

11. Restrictive covenants on proposed sell-back properties could contain historic photos of the properties, when available, to show historic landscape elements. The covenant could recommend that these elements be preserved, or if no longer extant, may be replanted/constructed.

12. Through education, general elements appropriate to Boston may be encouraged, such as rail fences,[20] walks, grape arbors, fruit trees and vegetable gardens. These features will serve to reinforce the rural character of historic Boston.

All strategies should be periodically assessed for their effectiveness.

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NOTES:
-Often old vegetation will date to the year the building was built.

-In 1880-90, free Norway Spruce seeds were given away with plant orders.

CHURCH
Row of Black Maple (Acer nigrum) and Sugar Maple
(Acer saccharum): vintage.
Black walnut (Juglans nigra) and California privet
(Ligustrum ovalifolium): vintage
Smooth hydrangea (Hydrangea arborescens): modern
Norway spruce (Picea abies) and White spruce (Picea glauca) windbreak at parking lot : modern

LIGHTFOOT HOUSE
Norway spruce (Picea abies), Norway maple (Acer plataniodes), White spruce (Picea glauca),Eastern white pine (Pinus strobus): modern

LOCK
swamp 10-20 years old.
Black willow (Salix spp), Red ash (Fraxinus pensylvanica)

CANAL
Old apple trees (Malus spp), White willow (Salix alba), Poison hemlock (Conium maculatum) along towpath.

CLAYTON STANFORD HOUSE
Willow (Salix spp): vintage

BRODERICK HOUSE
vintage planting bed, modernized by railroad ties, plastic liner. possibly herb garden, bordered with 2 Rugosa rose (Rosa rugosa), shrub on northern side needs pruning of dead wood to revitalize. Also found in bed, digitalis and viola. Screening from road by Eastern white pine (Pinus strobus) and Norway spruce (Picea abies). West side of house contains garden with remnants of lambs ears (stachis spp) and asparagus. Rear of house, vintage White and Persian lilacs (Syringa vulgaris and S. x persica) and Lambruska grape arbor. Extensive poison ivy (Toxicodendron radicans) is strangling Persian lilac, White oak (Quercus alba) and dying American elm (Ulmus americana). New apple orchard (Malus spp), Chinese chestnut (Castenea mollissima) and Green/Red ash (Fraxinus pensylvanica).

BOSTON GENERAL STORE
Old Eastern cottonwoods (Populus deltoides) and American elms (Ulmus americana) line canal, vintage orange Day lily at east corner of canal and road. Old Walnut tree (Juglans nigra) further south.

BOAT BUILDING DRY DOCK (NPS property across street from Boston General Store)
Vintage Forsythia (Forsythia spp), Mockorange (Philadelphus spp) and Common lilac (Syringa vulgaris). Several apple trees (Malus spp), one with anthracnose which should be removed.

SIDE OF CONGER HOUSE
Common lilac (Syringa vulgaris), Japanese floweringquince (Chaenomeles japonica) and Forsythia: vintage

CEMETERY
2 vintage Eastern redceder (Juniperus virginiana), newer Globe and European arborvitae (Thuja orientalis), row of vintage Black walnut (Juglans nigra), also vintage Peonies and White oak (Quercus alba). West and south, old field growth, including Russian olive (Eleagnus umbellata). Row of Sassafras (Sassafras albidum) at southern end. Swamp with Rose (Rosa spp) and Buttonbush (cephalanthus occidentalis).

WIESEMANS HOUSE
Common lilac (Syringa vulgaris): vintage
windbreak of Spruce (Picea spp): modern

RINTA HOUSE
Norway maple (Acer plataniodes), White pine (Pinus strobus): vintage

RIVER
Typical floodplain vegetation, old very large Boxwood (Buxus sempervirens) found behind Zelinski court.

FOUNTAIN TRIANGLE
Bridalwreath spirea (Spirea prunifolia), Barberry (Berberis spp), Norway spruce (Picea abies): modern

OLD RESIDENCES SITE (across riverview road from fountain triangle)
Old Silver Maple (Acer saccharinum), 35 year old Norway maple Acer plataniodes) and Norway spruce (Picea abies). Mature second growth forest on slope including Bitternut hickory (Carya cordiformis), Tuliptree (Liriodendron tulipifera), Basswood (Tilia americana), Sugar maple (Acer saccharum), Red oak (Quercus rubra), White oak (Quercus alba).

The following Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.

(1) A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

(2) The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

(3) Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

(4) Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

(5) Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.

(6) Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

(7) Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

(8) Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

(9) New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

(10) New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

ENDNOTES

1. National Register Bulletin #28

2. Perrin (1881)

3. Grismer (1952)

4. Perrin (1881)

5. For more detailed history see the National Register Nomination

6. Diary of G.C. Stanford, 1864

7. Ben Lahoski

8. Perrin (1881)

9. Rollin Boody

10. Conversation between Arnold Alinan, University of Wisconsin Professor and Mary Hughes, Regional Historical Landscape Architect. August 11, 1993

11. Jeane, D. Gregory

12. Ibid

13. Gordon (1966)

14. With the exception of Riverview Road.

15. Summit County Engineer's Office.

16. 1834 survey map of Boston Samuel B. Harris, County surveyor

17. Rollin and Mary Boody

18. For more information on Boston buildings, see the National Register Nomination.

19. *Draft Guidelines for the Treatment of Historic Landscapes*

20. See photos

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