

16.0 Area Histories

16.1 Introduction

While Section 4 of this report provides a pre-1940 history of the City of Cleveland and Cuyahoga County, the following sections are historic context summaries of many of the cities, townships, and villages included in the survey that are located within Cuyahoga County, but beyond the city limits of Cleveland. Settlement in many of these areas began in the early or mid-nineteenth century as collections of farmsteads. As populations expanded during the turn of the twentieth century, new villages and towns split from previously established townships. In the first quarter of the twentieth century, those places closer to Cleveland began to experience new residential developments on tracts of farmland that attracted new residents away from the congestion of the city. As populations surpassed the 5,000 mark, the towns and villages gained city status.

The largest population growth throughout Cuyahoga County came in the years following World War II when suburban development boomed in the areas outside of Cleveland. This period experienced countless new residential developments established on remaining open tracts of land across the county. To accommodate the growth, towns and cities constructed larger school, government, and other infrastructure facilities. New houses of worship were also established in the suburbs and new congregations of many religions were created. Interstates and other improved highways in the county made commuting from the suburbs to the city and other locations feasible.

In general, the populations within areas outside of Cleveland peaked during the 1970 population census, and then fell by varying percentages afterwards (US Census Bureau 1940 – 2010). Signs of decreasing populations discovered during survey included school closures, church mergers, and vacancies in

retail outlets and office buildings. These resources were inventoried during survey in order to record their histories since they may be threatened with physical alterations and/or demolition.

16.2 Bay Village

After Moses Cleaveland's survey of the Connecticut Western Reserve territory, the township lines between the Firelands to the west and the Cuyahoga River to the east were laid out in 1806. Township 7, bounded by Lake Erie to the north, Olmsted township to the south, Rockport Township to the east, and Avon to the west was purchased by two Connecticut men who then turned around to sell individual farm lots. Named Dover Township, it incorporated in 1811 and consisted primarily of farmlands for nineteenth century settlement (ECH 2017a).

At the end of the nineteenth century, the emergence of electric power resulted in the development of an electric railway. With these transportation innovations, wealthier residents built summer cottages along Lake Erie (City of Bay Village 2017). In 1900, these cottage owners along northern Dover Township, established their own town, called the Hamlet of Bay. In 1903, the 450 residents of the hamlet incorporated to the Village of Bay and elected its first Mayor and council. In 1950, Bay Village became a city with a population of 6,917. The city reached its peak population in 1970 reaching over 18,100 as mid-century residential suburbanization spread throughout Cuyahoga County (US Census Bureau 1950 – 1970). Resources in Bay Village surveyed include a commercial building (CUY 1156813) and former library that now contains the Bay Village Board of Education offices (CUY 1156713).

16.3 Bedford

The town of Bedford dates to 1837 when it broke away from Bedford Township, which was

established in 1823. Once Bedford's population reached over 5,000, it became a city in 1930 (ECH 2017am). Currently, the city encompasses approximately five-and-a-half square miles, and is roughly bounded by I-480/I-271 to the east, Forbes Road and the Bedford Reservation to the south, Maple Heights to the west, and Rockside Road to the north. The main thoroughfare through Bedford is Broadway Avenue/Route 14, which features much of the area's early commercial development. This area was listed in the NRHP in 2004 as the Bedford Historic District (NR 04000712). One of the largest periods of Bedford's growth was between 1950 and 1960 when its population rose from 9,105 to 15,223, an increase of 67 percent. The population peaked in 1970 at 17,552 and has steadily decreased since (US Census Bureau 1920 – 2010). Survey focused on Northfield and Center roads, which includes Bedford High School (CUY 1129624) built in 1953, St. Peter Chanel High School (CUY 11294240) built in 1956, and several churches built between the late 1950s and 1960s.

16.4 Bedford Heights

As with Bedford, Bedford Heights was originally part of Bedford Township; however, Bedford Heights did not break away as a separate village until 1951. The village gained city status in 1961 when its population topped 5,000 (ECH 2017an). Bedford Heights is approximately seven square miles and is roughly bounded by Miles Road to the north, Richmond Road to the east, Forbes Road to the south, and I-271 and Northfield Road to the west. I-271 travels through the west side of the City with one interchange at Rockside Road providing access to the area. The northeast corner of the City features much of the area's commercial and industrial developments with several industries taking advantage of rail transportation and close proximity to interstate travel. Much of the rest of Bedford Heights features post-war residential development. Bedford Heights's greatest period of expansion was between 1960 and 1970 when its

population spiked from 5,275 to 13,063. The City's population peaked in 1980 at 13,214, just slightly above its 1970 population. Since 1980, the population has decreased less than 10 percent each decade (US Census Bureau 1960 – 2010). Survey within Bedford Heights included several light industrial buildings along Cannon Road constructed in the late 1950s and early 1960s, houses within the Heather Hill and Bedford Ridge subdivisions, and large apartment complexes and commercial buildings along Rockside Road.

16.5 Berea

Berea originally formed as part of Middleburg Township until 1836 when it formed a new town, named by a flip of a coin. Henry O. Sheldon, a circuit rider and later Berea's first postmaster suggested Berea or Tabor as the new town name, and Berea won the coin flip (City of Berea 2017). One of the early employers of Berea was John Baldwin, who opened the Baldwin Quarry Company in 1842 to extract the large amounts of sandstone, commonly used for grindstones and other building materials. Baldwin later opened the Baldwin Institute in 1845, a co-educational college now known as Baldwin-Wallace University. Workers in the quarries included English, Scottish, and German migrants from the east coast, followed by Irish and Polish immigrants. This industry flourished until 1940 when new technologies diminished the need for sandstone (ECH 2017ao).

Berea's population continued to grow into the twentieth century. In 1880, its population stood over 1,600, and by the conclusion of World War II, population surpassed 6,000. It became a city in 1930, adopting a charter in 1960 (ECH 2017ao). Mid-century residential and commercial development followed World War II and Berea's proximity to the new I-71 and now Cleveland Hopkins International Airport allowed its population to further expand. Baldwin-Wallace remains Berea's largest education institution expanding its campus through the latter half of the twentieth century

(CUY 1138214 and CUY 1142615) (US Census Bureau 1880 –1960). Other resources surveyed in Berea include a residential subdivision west of Rocky River and south of the Cleveland Hopkins International Airport.

16.6 Brooklyn

Brooklyn originated as Brooklyn Township, founded in 1818. Its original boundary included Lake Erie to the north, Brookpark Road to the south, Cuyahoga River to the east and W. 117th Street to the west. This boundary was short-lived as throughout the nineteenth century, portions of the township were chipped away and annexed to other communities, most of which by the City of Cleveland. What remained was less than 4-½ square miles that became Brooklyn Village in 1927 (ECH 2017ap).

Brooklyn Village grew to a city in 1950. At one time, the city boasted two airports, the Brooklyn Airport and the Mather Airport. The city was also the first community in the nation to mandate the use of seatbelts in automobiles, beginning in 1966 (ECH 2017ap). Because of the numerous annexations to the original township boundaries, the City of Brooklyn expanded at slower rates than other nearby communities. The biggest period of growth was between 1940 and 1950 when the population jumped from just over 1,000 to over 6,300. The following two decades witnessed continued growth from approximately 10,700 residents in 1960 and peaking at approximately 13,100 residents in 1970 (US Census Bureau 1940 – 1970). Resources surveyed within Brooklyn include Brooklyn’s City Hall, a church, and a small amusement park located along Memphis Avenue, as well as the Fortune Heights 1940s residential subdivision.

16.7 Brook Park

Brook Park originated as part of Middleburg Township. In 1914, dissatisfied with the township’s governing system, it separated to form its own municipality, bounded by Berea, Middleburg Heights, North Olmsted, Parma,

and Cleveland. At the onset of its establishment, the area was largely rural in nature but also served as the scene to a short gas-well boom in northern Ohio. In 1925, Cleveland’s city manager selected Brook Park as the new site for the Hopkins Airport (now Cleveland Hopkins International Airport). Brook Park owned the airport site until 1947 when Cleveland paid \$85,000 to take ownership of the land (ECH 2017aq).

During World War II, numerous industries broke ground in Brook Park including the National Advisory Committee for Aeronautics research laboratory and other industries related to the war effort. Residential developments were also constructed nearby to house the workers of these plants. Following the war, additional industries moved factories and operations to the area, including Ford, Firestone, Goodyear, and BF Goodrich Company. Returning war veterans sought residential housing here utilizing the G.I. Bill, increasing the population from approximately 2,600 to over 13,000. Brook Park incorporated as a city in 1961 as a result of this large growth of industry and residential activity (US Census Bureau 1900 – 1970). Resources surveyed within Brooklyn including municipal buildings located along Engle Road, a bowling alley, and the Sam H. Miller residential subdivision located on both sides of Snow Road.

16.8 Cleveland Heights

Cleveland Heights, located just to the east of the City of Cleveland, was established as a hamlet in 1901 from land in the townships of East Cleveland and South Euclid. Two years later, the area became a village, and then a city in 1921 (ECH 2017ar). The area is approximately eight square miles with an irregular border that roughly includes area southeast of Euclid Avenue/US 20 and northeast of Rockefeller Park and Shaker Lakes. The area’s largest period of growth occurred in the 1910s when its population more than quadrupled from just under 3,000 in 1910 to just over 15,000 in 1920. Its population more than tripled between

1920 and 1930, reaching to over 50,000 that year. The following years saw slight increases of less than 10 percent through 1960, at which date Cleveland Heights's population peaked at just over 61,000. Since this date, the population has decreased every decade by a factor of less than 10 percent each decade (US Census Bureau 1910 – 2010).

Cleveland Heights features heavy twentieth century residential development with commercial concerns along the main thoroughfares of Mayfield, Cedar, and Lee roads. Survey in this area included several mid-century houses within the Forest Hills subdivision that is north of Mayfield Road, office buildings along Lee Road, and the Severance Town Center Mall at the intersection of Mayfield and South Taylor roads, which was the first fully enclosed shopping mall in Ohio (CUY 1127922).

16.9 Euclid

Euclid was annexed from Euclid Township as a village in 1903, and became a city in 1930. The area remained mostly agricultural until railroads were constructed in the area that attracted industrial development during the twentieth century. Industrial businesses remained prevalent in Euclid until at least the 1980s when over 140 of these companies were housed in the City (ECH 2017as). Euclid is roughly bounded by Lake Erie to the north, the I-90 split to I-271 to the east, south of Euclid Avenue/US 20 to the south, and E 185th Street to the west. I-90 travels through Euclid between the Lake and Euclid Avenue. Residential development is mostly located between I-90 and Lake Erie, and much of the housing in this area dates to before 1950. Industrial and commercial developments are south of I-90. Survey in Euclid inventoried several commercial and apartment buildings along Euclid and Brush avenues and the Euclid Square Mall (CUY 1104522), which was built in the mid-1970s on a former industrial site abutting the railroad tracks.

16.10 Fairview Park

Fairview Park originated as part of Rockport Township. Township No. 7 incorporated in 1812, and by 1819 its residents named the township Rockport due to the rocky embankments along the lake and Rocky River. The area was predominately rural and agricultural in nature for most of the nineteenth century. Truck farming became a key enterprise in the township. In 1910, residents within Rockport Township sought to form their own municipality, naming it Fairview Village. Due to an already existing Fairview, Ohio, the village voted in 1948 to rename Fairview Village to the Village of Fairview Park (City of Fairview Park 2017).

The Village of Fairview Park became a city in 1951 and formed a commission to create a charter establishing a Mayor-Council form of government (ECH 2017at). Much of the city's growth occurred in these post-war decades and many returning war veterans contributed to the large suburban residential boom. To satisfy the large residential populations, two large shopping centers opened in Fairview Park, the Fairview Shopping Center on Lorain Road in 1947 and the Westgate Shopping Center in 1954. Between 1960 and 1970, population expanded from approximately 14,624 to its peak population over 21,680 (US Census Bureau 1940 – 1970). Survey in this area included the residential subdivisions of Valley Forge Estates and West Valley estates that utilize the Rocky River valley as its eastern border, along with small commercial buildings along Lorain Road.

16.11 Garfield Heights

What is now known as Garfield Heights split from the village of Newburgh in 1907 to become the village of South Newburgh. The city of Garfield Heights was established in 1930, and its name is an homage to President James A. Garfield. The area remained mostly agricultural into the early twentieth century. In the 1920s, real estate developers began to

construct more homes in the area, leading to the population increase that warranted the city designation in 1930 (ECH 2017au). Garfield Heights is south of the Cleveland and to the east of the Cuyahoga River. I-480, constructed in the 1970s, bisects the city. The area is mostly residential with industrial development on the west side, along the railroad. Residential development was spotty between the 1920s and 1950s, but flourished in the 1950s, as reflected in a 77 percent population increase during this decade to just under 40,000. Garfield Heights's population peaked in 1970 at 41,417 and has steadily decreased since (US Census Bureau 1920 – 2010). One of the surveyed resources in Garfield Heights is its municipal building, constructed in 1958 during its population boom (CUY 1135419).

16.12 Lakewood

Originally, Lakewood was part of Rockport Township along the shores of Lake Erie west of Cleveland. By the 1870s, the area's population reached 400 and continued growth spurred a movement to create the hamlet of Lakewood in 1885. Aside from agricultural development, in 1883, natural gas and oil wells were discovered in Lakewood, but exhausted by the early twentieth century. The arrival of a streetcar line in 1903 contributed to the village's growth as residents could travel to and from Cleveland at greater ease (ECH 2017av).

In 1910, the population surpassed 15,000 and it was incorporated as a city the year after. The construction of the Detroit-Superior Bridge created another residential boom with prices of lakefront properties skyrocketing to approximately \$15,000 an acre. By 1920, the population exceeded 40,000. Primarily a residential city, Lakewood also featured numerous small commercial business and its main industry was the Carbon Production Division of the Union Carbide Corporation. Lakewood's peak population happened in 1930 at 70,509 and throughout the mid-twentieth century during the residential suburbanization movement, the population

hovered between 66,000 - 70,000 (US Census Bureau 1900 – 1970). Survey in this area included a gas station, fire department, and multi-story apartment complex along Madison Avenue, along with a commercial building and municipal offices on Detroit Avenue.

16.13 Lyndhurst

Lyndhurst is one of the smallest areas in size and population included in the survey. The area, then known as Euclidville, was incorporated as a village in 1917 out of Euclid Township. Three years later, its name was changed to Lyndhurst from the results of a high school contest. The area remained mostly agricultural until the early 1920s. In 1922, water mains were installed in the area, which attracted new residential real estate development. Even with new development, Lyndhurst did not gain city status until 1951 (ECH 2017aw). Lyndhurst is approximately 4.6 square miles and is roughly bounded by Wilson Mills Road to the north, Iroquois and Temple avenues to the east, I-271 to the southeast, Cedar Road to the south, and Professor Road to the west. The area features mainly residential development with commercial development along the main thoroughfare of Mayfield Road/US 322, and no industrial development. Survey efforts reflect this layout with inventory of the Lyndhurst Park Estates and Richmond Park subdivisions and a few commercial, religious, and arts and recreation resources along Mayfield Road.

16.14 Maple Heights

The Village of Maple Heights was annexed from Bedford Township in 1915, and its population grew large enough that in 1932 it became a city (ECH 2017ax). Maple Heights, southeast of the City of Cleveland, is currently roughly bounded by I-480 to the north, Route 8 to the northeast, Rockside Road and south of Turney Road to the south, and two blocks west of Dunham Road to the west; overall, encompassing approximately five square miles. Railroad tracks cut through the center of Maple Heights, and many industrial concerns are along this corridor. Beyond this

area, Maple Heights features numerous residential developments, many of which were completed in the 1940s and 1950s. The population of Maple Heights doubled during these decades, beginning with almost 7,000 residents in 1940, over 15,000 residents in 1950, and just over 30,000 residents in 1960. Its population peaked in 1970 at 34,093. Since this date, the population of Maple Heights has decreased every decade with about 23,000 residents as of 2010 (US Census Bureau 1940 – 2010). Due to the decrease of population the Maple Heights School District replaced all of its school buildings beginning in 2008 to better suit the shrinking enrollment. Another sign of the area's recent decline includes vacancies within the Southgate Shopping Center, which was documented during survey.

16.15 Middleburg Heights

The Hickcox family first settled in this area in 1809. Prior to Euro-American settlement, this area included land owned by the Wyandot tribe. In 1810, Ephrian Vaughn settled Middleburgh Township. At the onset of the War of 1812, tribes including the Wyandots sided with the British in hopes to regain their land, however after British defeat, the Wyandots signed a treaty in 1815 ceding their remaining land to the US government. Middleburgh Heights remained a farming community, specializing in onions, celery, and other produce, and in 1836 when Berea broke to form its own municipality, the township renamed to East Middleburg Township (dropping the 'h') (ECH 2017ay).

By 1928, the township incorporated as a village and again renamed to Middleburgh Heights. In 1931, the population reached approximately 1,900 and the first city hall was built in 1932. The village again dropped the 'h' over time, officially by 1960. The following year, the village reached city status due to the massive suburban boom of the mid-twentieth century. The Southland Shopping Center opened in 1950 creating a massive hub of commercial development, including car dealerships (CUY 1144315) and department stores (CUY

1144715). The construction of Interstate 71 in 1959 split Middleburg Heights, but created numerous opportunities for residential and commercial development (ECH 2017ay). Other resources surveyed in this area include the Rolling Ranchlands subdivision along Ragall Parkway, churches, and commercial buildings located within or adjacent to the Southland Shopping Center on Pearl Road and W. 130th Street.

16.16 North Olmsted

The original Olmsted Township was Township 6, Range 15 of the Connecticut Western Reserve territory bid by Connecticut sea captain Aaron Olmsted and his heirs in 1795 and awarded in 1806 (Olmsted Township 2017). For much of the nineteenth century, development was primarily rural and agricultural in nature in this area of western Cuyahoga County. The township's first permanent settler, David Johnson Stearns, arrived from Vermont in June 1815. Other settlers included English and Scotch-Irish migrants from Connecticut and Vermont. Central European immigrants settled here in the latter half of the nineteenth century (ECH 2017az).

Agriculture still dominated the development of the village until the creation of the electric interurban railway which allowed for more efficient travel to and from the city. In 1909, as a result of shifting politics, North Olmsted formed as a separate village, breaking off approximately 10 square miles of northern Olmsted Township and approximately four-square miles of Coe Ridge in Dover Township. George Willet was elected as the first mayor. After the closure of the interurban railroad, in 1931, Mayor Charles Seltzer established the North Olmsted Municipal Bus Line to serve the village's public transportation needs (ECH 2017az). Returning World War II veterans settling in Cleveland's suburbs resulted in a residential boom spurring massive development in North Olmsted. North Olmsted's population surpassed 5,000 reaching city status in 1951.

Throughout the middle of the twentieth century, the city's production continued to shift from agricultural to commercial in order to satisfy the demands of the growing residential population (US Census Bureau 1900 – 1970). Resources surveyed in this area include commercial buildings, churches, and a post office along the main thoroughfare of Lorain Road, and the Bretton Ridge and Park Ridge residential subdivisions south of Lorain Road.

16.17 North Royalton

North Royalton was founded in 1818 as Royalton Township by Knight Sprague, a Vermont settler who named it after his hometown of Royalton, Vermont. Before 1890, the name changed to North Royalton as a result of another town in Ohio having the same name. Located at the southern end of Cuyahoga County, its boundaries include Parma to the north, Broadview Heights to the east, Strongsville to the west, and Medina County to the south. Throughout the nineteenth century, the township consisted of farmsteads and was a primarily rural community. In April 1927, North Royalton incorporated as the Village of North Royalton, building its current city hall building ten years later (ECH 2017ba).

Population grew slowly from its establishment into the twentieth century. However, much like the rest of Cuyahoga County, mid-twentieth century suburbanization took hold. In 1940, the population stood at 2,559. Ten years later, the population expanded to 3,939, and quickly rose again to 9,290 by 1960. The Ohio Turnpike was constructed through the middle of the village in 1955 and in 1961, North Royalton became a city. After reaching city status, population continued to expand well into the twenty-first century (US Census Bureau 1940 – 1970). Resources surveyed in North Royalton include churches on Ridge, Wallings, and State roads, an elementary school on Wallings Road, and a bank and commercial building on State Road.

16.18 Olmsted Falls

Like North Olmsted, Olmsted Falls originated as part of Olmsted Township, Township 6, Range 15 of the Connecticut Western Reserve territory. The name Olmsted Township was officially adopted in 1829 after prior suggestions failed to take hold, and in one case, Lenox Township already existed in eastern Ohio (Olmsted Township 2017). Nineteenth century development was sparse and consisted of rural farmsteads. A sawmill and gristmill were built at the falls of Rocky River. Olmsted Falls incorporated as a village in 1856, establishing its own government and electing a Mayor and Council. Although now a village, Olmsted Falls' population never surpassed 404, and it wasn't until 1930 that population began to expand hitting an almost 80 percent increase to 673 (ECH 2017bc).

During the post-war residential suburbanization movement of the mid-twentieth century, Olmsted Falls grew to over 1,137 in 1950 and 2,144 in 1960. The construction of the highway also contributed to its growth as ease of access facilitated further development, such that its population steadily grew through the remainder of the twentieth century (US Census Bureau 1950 – 1960). Resources surveyed include residential buildings and schools located on the primary east-west corridor of Bagley Road.

16.19 Parma

The City of Parma arose from Parma Township, which was created in 1826 and consisted of Township 6, Range 13 of the Connecticut Western Reserve territory. The township formed as a separation from Brooklyn Township to the east. In 1840, approximately 963 people lived in Parma Township, mostly comprising of farmsteads. Growth slowed in the latter half of the nineteenth century due to its vast span of occupied farmlands and with industry and commercial development centered in downtown Cleveland. In 1912, Parma Heights broke off from Parma to form its own municipality. By the 1920 US Federal Census,

the population of Parma Heights was 310 compared to Parma's 2,345 (US Census Bureau 1920 – 1930).

Following World War I, developers in Cleveland looked to Parma and other outlying areas of Cuyahoga County for development opportunities. Parma incorporated as a village in 1924 and quickly grew to a city by 1931. During that time, Parma was Cleveland's fastest-growing suburb, exploding to over 13,000 residents. A massive influx of homes, schools, and commercial buildings were built in order to accommodate the increased demand. Growth slowed during the Great Depression, and after a no-vote to annex to Cleveland, Parma sought more expansion by the 1940s. Returning veterans from World War II sought cheap housing in order to raise families, and residential development boomed (ECH 2017bd). In 1947, General Motors constructed a Chevrolet Plant in Parma (CUY 1141617), creating massive job opportunities. A new City Hall was built in order to accommodate the growing municipality (CUY 1157517). Population surged to 28,000 by 1950 and ten years later, nearly tripled to 82,000. As a result, Parma was known as the nation's fastest growing city (US Census Bureau 1940 – 1970). Resources surveyed in the area include commercial and municipal buildings centered near the W. Pleasant Valley Road and Broadview Road intersections, residential subdivisions off of Broadview Road, and commercial buildings and schools located along the north-south corridor of State Road.

16.20 Parma Heights

Parma Heights originated as part of Parma (see above). In 1911, due to stronger temperance practices, a section of western Parma voted to break off to form Parma Heights. The village comprised of just over four-square miles and is bounded on three sides by Parma with Brook Park and Middleburg Heights to the west. At the first council meeting, the village outlawed gambling, banned alcohol, and enacted

penalties for fines Encyclopedia of Cleveland History 2017).

Growth in Parma Heights reflected trends in Parma and other nearby communities, functioning as rural farming communities for most of the nineteenth century and witnessing surges of development during the post-war decades of the twentieth century as suburbanization took hold in Cuyahoga County. Parma Heights incorporated as a city in 1959 (ECH 217be). It took three decades of existence to pass the 1,000 mark, but after 1940, residential populations soared. In 1950, the population stood at 3,901 and exploded over 300 percent to 18,100 in 1960. The population peaked in 1970 at 27,192 (US Census Bureau 1900 – 1970). Surveyed areas include commercial buildings along the primary Pearl Road thoroughfare, along with two car washes in close proximity to major shopping centers.

16.21 Rocky River

Rocky River was located originally within Rockport Township, first explored in 1805 and created in 1819. The area established itself in 1891 and became a village in 1903. It is bounded by Lake Erie to the north, Cleveland to the east, Fairview Park to the south, with Bay Village and Westlake to the west. The eastern boundary is formed by the deep gorge of Rocky River. The area remained primarily rural for most the nineteenth and into the early twentieth century (ECH 2017bf).

In 1930, Rocky River incorporated as a city and adopted the Mayor-Council form of government (ECH 2017bf). By this time, the rural nature transformed into a more suburban residential community. Commercial properties appeared along major roads and massive residential developments emerged between them. In 1950, the population stood at 11,237, growing to 18,907 in 1960, and peaking at 22,958 in 1970 (US Census Bureau 1950 – 2000). Surveyed areas include the Tonawanda residential subdivision south of Hilliard

Boulevard, light commercial buildings on Center Ridge Road, and Magnificat High School (CUY 1138912) and Rocky River Municipal Building (CUY 1158012) on Hilliard Boulevard.

16.22 Seven Hills

Seven Hills arose from Independence Township. Like Independence and Brooklyn, its area was known for its orchards, vineyards, and stone quarries. For most of the nineteenth century, this rural area was utilized for agriculture and farming. By 1914, when the east side of the Township broke to form Independence the remaining territory consisted of what is now Seven Hills.

In 1927, Seven Hills itself incorporated as a village. The area was primarily residential with only 12 farms still in existence by 1938. Once post-war development began with returning war veterans seeking cheap housing, the population of Seven Hills grew from 333 in 1938 to 1,350 in 1950 and over 12,700 by 1970. Seven Hills became a city during this massive wave of growth in 1961, but has now central business district or town square (ECH 2017bg) (US Census Bureau 1930 – 1970). Surveyed areas include residential buildings that connect to surveyed areas in Parma east of Broadview Road.

16.23 Solon

Solon is one of the largest of the surveyed areas, roughly covering 22 square miles in the southeast corner of Cuyahoga County. Settlers arrived in the area in the early nineteenth century, and the area remained heavily agricultural into the early twentieth century. Solon's population more than doubled in the 1950s, reaching 6,333 in 1960 and gaining city status in 1961. Unlike many other areas within the survey, Solon continues to gain population and as of 2010, is at 23,348 (US Census Bureau 1950 – 2010). During the mid-century period, Solon attracted more commercial and industrial businesses to the

area, thus attracting more residential development (ECH 2017bh). Survey within Solon includes residential, education, and religious resources dating to the 1960s.

16.24 Strongsville

Oliver Ellsworth of Hartford, Connecticut owned Township 5, Range 14 of the Connecticut Western Reserve. In 1815, Ellsworth sold a large portion of this land to John Stoughton Strong of Marlboro, Vermont. The following year, Strong surveyed and settled the land. In 1818, Strongsville was established as Strongsville Township as more families relocated to the area. Strong's son-in-law built the area's first gristmill and sawmill. Throughout the nineteenth century, development was largely rural and agricultural.

In 1923, Strongsville became a village. It wasn't until the post-war suburbanization movement that Strongsville expanded in larger numbers. The Ohio Turnpike opened in 1955 through Strongsville resulting in large real estate speculation and what was vast farmland was almost nonexistent by the 1960s (ECH 2017bi). Population numbers in these decades grew from approximately 3,500 in 1950, over doubling ten years later in 1960 to approximately 8,500, and reaching over 15,000 by 1970 (US Census Bureau 1900 – 2000). Surveyed of this area included residential buildings within the Co-Moor Colony off of Albion Road, along with a Catholic church and combined school on Pearl Road.

16.25 University Heights

University Heights was originally part of Warrensville Township until it was incorporated as Idlewood Village in 1908. The village changed its name in 1925 after John Carroll University relocated to the area (ECH 2017bj). This move led to a spike in population from 131 in 1920 to 2,237 in 1930. In 1940, after the population reached over 5,000, University Heights gained city status. One of the smallest surveyed areas at two square miles, University

Heights is roughly bounded by Cedar Road to the north, S. Green Road to the east, Fairmount Boulevard to the south, and S. Taylor Road to the west. The area includes the University near its southeast corner, commercial development along its major thoroughfares, and heavy residential development throughout. As the University was listed in the National Register of Historic Places in 2012 (NR 12001211), survey focused on the surrounding mid-century residential developments of the University and University Parkway subdivisions.

16.26 Warrensville Heights

Warrensville Heights incorporated as a village in 1927 from Warrensville Township. At four-and-a-half square miles, the area is south of Cleveland on the north side of the I-271 and I-480 interchange, and almost completely surrounds North Randall. Warrensville remained mostly agricultural into the early twentieth century, and was known as the Geranium Center of the United States into the 1930s due to the large number of greenhouses in the area (ECH 2017bk). After World War II, the area's population ballooned from 1,175 in 1940 to 4,126 in 1950, and again more than doubling by 1960 to 10,609. The rise in population led to heavy residential development, and loss of most of the greenhouses. The population peaked in 1970 at 18,925, but has continually decreased since then (US Census Bureau 1940 – 2010). Survey of this area included houses within the Lee Gardens and Shakerwood subdivisions, and education, religious, government, and commercial resources along Eastwood Lane and Miles Road.

16.27 Westlake

Two New England families settled in Township 7, Range 15 of the Connecticut Western Reserve in 1810. Leverett Johnson, brother-in-law to one of these families, cleared land in what is now known as Westlake. The following year, Dover Township was incorporated and the land south of Lake Erie with dense forests was cleared to establish farmsteads. Throughout the nineteenth century, crops and pastures dominated the area. Mills were constructed along the waterways as additional power sources and manufacturing (ECH 2017bl).

In 1900, Dover Township's population reached approximately 2,200 with an additional flow of people who owned summer cottages along Lake Erie. After these residents broke from Dover Township to form Bay Village, residents from southern Dover Township broke to form North Olmsted in 1908. The remaining township was incorporated as Dover Village in 1911. Dover Village continued to grow as a farming community in the early decades of the twentieth century. In 1940, Dover Village renamed to Westlake to avoid confusion with another Dover located in Tuscarawas County. Westlake was the winner of a community poll, beating out names including Clague Park, Clagewood, and Park Ridge. During the mid-century, post-war decades, suburbanism reached Westlake and the farming community shifted to predominantly residential development. Between 1950 and 1960, the population almost tripled from 4,912 to 12,906. Because of this, Westlake became a city in 1957 and zoning ordinances set aside main streets for commercial activity (US Census Bureau 1940 – 1990). Surveyed areas include residential subdivisions located off of the main north-south Canterbury Road, churches along Center Ridge Road, and an industrial water treatment plant on Clague Road.