



Management Plan  
The Heritage Corridors of Bath  
An Ohio Scenic Byway

Sponsored By:  
Bath Township  
3864 West Bath Road  
Bath, Ohio 44333

Prepared for:  
The Bath Township Scenic Byway Task Force

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September 2001  
FIRST EDITION



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## Statement of Significance

Faced with increasing development in Bath Township, our mission is to preserve and enhance the historic and scenic rural character of our community. The proposed byway connects the 19<sup>th</sup> century hamlets of Ghent, Bath Center, Hammond's Corners and historic Hale Farm and Village with the Stony Hill School House, the Bath Nature Preserve, and the Cuyahoga Valley National Park. It lies in proximity to the Ohio and Erie Canal. Early Bath homes, barns, cemeteries and mills line the byway as it winds through areas of scenic and natural beauty.

Our vision is to protect for future generations the scenic rural views that have come to characterize Bath Township. And by also promoting and preserving our unique heritage as part of the Western Reserve, we wish to provide an enriching and pleasurable experience for those who travel the byway.

## Management Plan Goals

1. To preserve and enhance the rural character, scenic beauty and historic legacy of the Heritage Corridors for future generations.
2. To enhance the appearance of the Cleveland-Massillon Road corridor and in particular, the character of the hamlets of Ghent, Bath Center and Hammond's Corners.
3. To guide future development so that it preserves natural areas, protects view sheds and riparian corridors and creates an architectural and landscape image in concert with the rural character of Bath.
4. To promote the preservation of rural landscape features on both public and private property.
5. To encourage the enjoyment and safe use of the corridors by pedestrians, bicyclists, equestrians and motorized travelers.



## Introduction

The U.S. Department of Transportation established a National Scenic Byway Program and encouraged each state to develop its own Scenic Byway Program. In 1994, The Ohio Department of Transportation (ODOT) established The Ohio Byway Program. This program replaces the Scenic Highways program, which was established in 1962.



An Ohio Byway must meet all of the following four criteria:

1. The byway must possess one of the following outstanding intrinsic qualities: scenic, natural, historical, cultural, recreational, and/or archaeological.
2. It must be an existing road with legal, public access. This includes any combination of routes under either federal, state or local jurisdiction.
3. The road must safely and conveniently accommodate two-wheel drive automobiles with standard clearances.
4. The Ohio Byway must be a minimum of five miles in length.



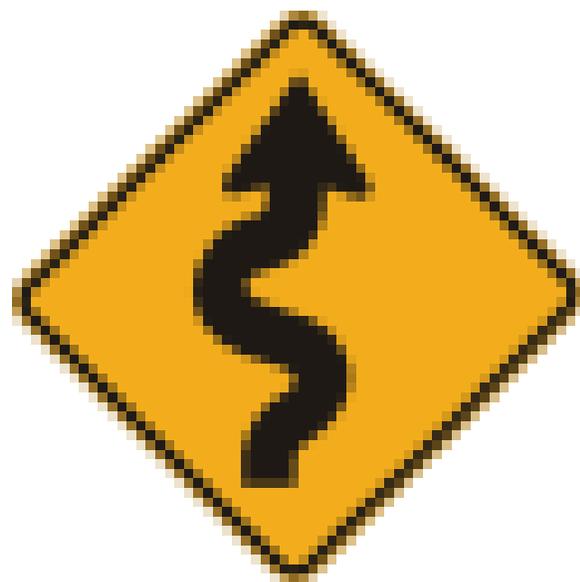
In 1996, Bath Township commissioned an extensive study of the township called the “Bath Township Comprehensive Plan.” This document stated; “It is recommended that a local system of scenic roadways should be planned for Bath...” An additional document was prepared by the township called the “Bath Township Design Guidelines.” This document reiterated the need for protection of Bath’s scenic roadways.

The citizens of Bath Township realized that the reason they loved their community so well was the rural character of its roads, the history of the roads themselves and the structures along them as well as the open fields and wooded hillsides that line their edges. In 1999, Bath Township realized the character of their community was being threatened by increasing commercial development, increased home building and the widening and straightening of their rural roads. They passed resolution 99-26 requesting the creation of a Bath Township Scenic Byway Task Force (member’s names are listed on the back of the front cover of this report). The task force was responsible for analyzing the feasibility of the byway, determining which roads would be included in the byway, selecting a name for the byway, applying for state designation through ODOT and creating a management plan for the byway. This task force worked diligently and quickly and in 9 months received official designation from The Ohio Department of Transportation (ODOT) for 34.5 miles of scenic and historic byway along 12 roads now known as the Heritage Corridors of Bath.

This document is the next phase for the Heritage Corridors of Bath. The task force met monthly over a period of 10 months, with the Bath landscape architectural firm of Vittum-Andrew Associates to explore different aspects of the Heritage Corridors and to develop this management plan. It is a Byway Corridor Management

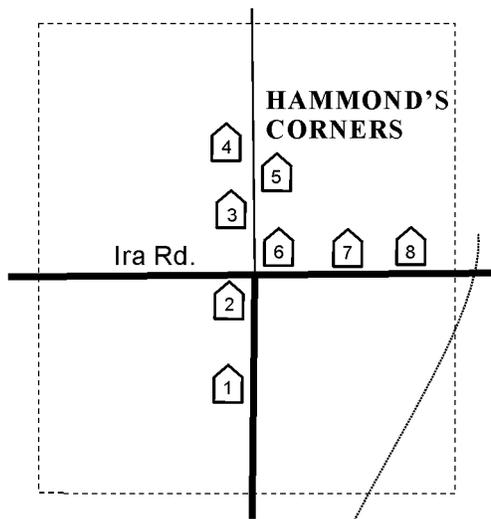
Plan intended to provide a long-term strategy to preserve and enhance the roads along the Heritage Corridors of Bath. This document is also intended to be used as a tool, in conjunction with the Township’s Comprehensive Plan, the Bath Township Design Guidelines and the Bath Township Zoning Resolution, to assist the Appearance Review Commission and the Zoning Commission in their quest to direct development in a direction that is compatible with Bath’s rural character.

The Heritage Corridors of Bath, shown on the accompanying map, extend across the entire township with Cleveland-Massillon Road as its primary north-south thoroughfare linking the three historical hamlets of Ghent, Bath Center and Hammond's Corners. The corridors have a well documented historical heritage and a rich, diverse scenic landscape. The intent of this Management Plan is to provide a clear strategy for preserving and enhancing the scenic and historic landscape for future generations.





# Historic Points of Interest



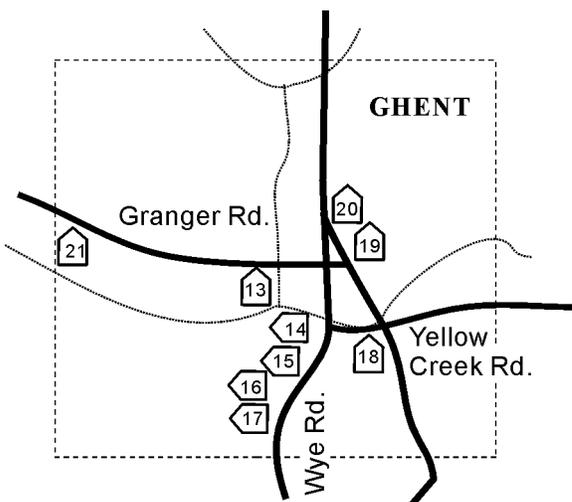
### Hammond's Corners

1. Wyant and Associates (1830) 'John Richard' house, National Register  
1924 N. Cleve-Mass Rd.
2. First Merit Bank (1830) 'Dustin Johnson' house, National Register  
1946 N. Cleve-Mass Rd.
3. Am. Inst. of Language (c.1850) 'Pugh' house  
1990 N. Cleve-Mass Rd.
4. Friendship Manor (c.1850)  
1996 N. Cleve-Mass Rd.
5. ATC Group (1886)  
1989 N. Cleve-Mass Rd.
6. Garth Andrews (1913) rebuilt historic 'Whitcraft' store  
1969 N. Cleve-Mass Rd.
7. Russ Price Realty  
3687 Ira Rd.
8. Academy of Court Reporters (c.1860) 'Rufus Randall' house  
3675 Ira Rd.



### Bath Center

9. Veterans Memorial-To honor Bath citizens serving in the armed forces
10. Historic Bath Town Hall (1905) National Register, Bath Century Plaque  
1241 N. Cleve-Mass Rd.
11. Bath Center Cemetery (c.1820) Stone Holding Vault 1913
12. Bath Elementary School (1923) First 12 grade consolidated school  
1246 N. Cleve-Mass Rd.



### Ghent

13. The Ghent Woolen Mill (1832) Ohio Historical Marker, Bath Century Plaque  
3542 Granger Rd.
14. The Octagon Bee House-Built to house honey bees, only structure of its kind  
800 Wye Rd.
15. The Bake Shop in Ghent (1837) 'Thomas Pierson' house,  
800 Wye Rd.
16. Yellow Creek Barn (c.1893) Bath Century Plaque  
794 Wye Rd.
17. Yellow Creek Barn (c.1893) Bath Century Plaque  
794 Wye Rd.
18. AFC Interiors (1893) Old Ghent Christian Church  
3636 Yellow Creek Rd.
19. Cole Company, LPA (c.1850) 'James Root' house  
863 N. Cleve-Mass Rd.
20. Frantz Financial Group (c.1850) 'James Root' house  
875 N. Cleve-Mass Rd.
21. Artist Inc. (rebuilt in 1940s) Alderfer's Mill  
3850 Granger Rd.



# Inventory of the Heritage Corridors

## *Introduction*

The Heritage Corridors of Bath include 12 roads which crisscross the township and provide the user with numerous scenic vistas and a true sense of the natural diversity of the region. Most of the routes are rural and residential in character, with the exception of Cleveland-Massillon Road, which links the three original hamlets of Bath Center, Ghent and Hammond's Corners, and is the location of most of the commercial enterprises within the corridors.

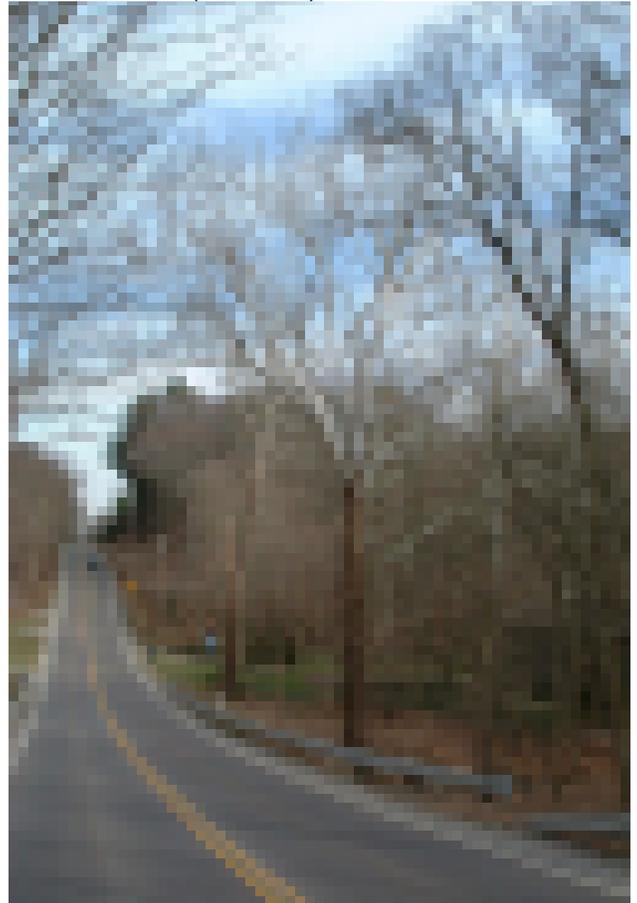
In order to preserve the scenic character of the roadways within the Heritage Corridor area one must consider the various types of traffic movement using the roadways. Within the corridor area there are basically three types of vehicular travel. These are:

1. Community crosstown and local residential
2. Recreational and scenic
3. Regional access to major urban uses (primarily Cleveland-Massillon Road)

An analysis of the landscape characteristics of each of the corridor roads follows. It must be recognized that modifications and improvements made to township roads, both for increased traffic demands and increased safety, will result in some degree of landscape disruption along the right-of-way. This disruption can be minimized and effectively healed if the existing landscape is properly analyzed and inventoried and returned to its original character

by being planted with appropriate native vegetation. It must further be recognized that this is not normally done in roadway construction and special efforts to collaborate with the county engineer and ODOT will need to be made to realize these objectives. Not only will these efforts affect the aesthetic character of the corridors, but also they will reduce future maintenance costs of the right-of-way landscape.

## **Bath Road (5 miles)**



*Bath Road looking east over North Fork east of Bath Center. Typical winter scene of Sycamore trees along river valley.*

Bath Road runs from east to west and intersects Cleveland-Massillon Road at Bath Center. The road was first known as Bath-Stow-Kent Road in reference to the three villages it connected. Bath Road enters the corridor from the east close to the intersection with Yellow Creek



Road and just west of Cuyahoga Valley National Park. From this point to a point just west of the intersection with Revere Road, the surrounding landscape typifies the character of the roads as they must have been during the early history of the area. The road is bordered with steep hillsides and ravines with lowland areas rich with native vegetation. Mature species of Oak, Beech, Maple, Tulip Poplar, Ironwood, Ash, Sassafras and Black Locust typify the hillsides. Just past the intersection with Yellow Creek Road, Bath Road crosses Yellow Creek and provides excellent views of the creek in both directions.



*Yellow Creek looking upstream (south) from Bath Road Bridge.*

This lowland landscape is typified by large Sycamore trees within the floodplain and Oaks on the surrounding hillsides. Homes in this section are mostly contemporary and surrounded by native vegetation. Most are set back a generous distance from the road. Ahead, a beautiful white barn provides a landmark close to the road.



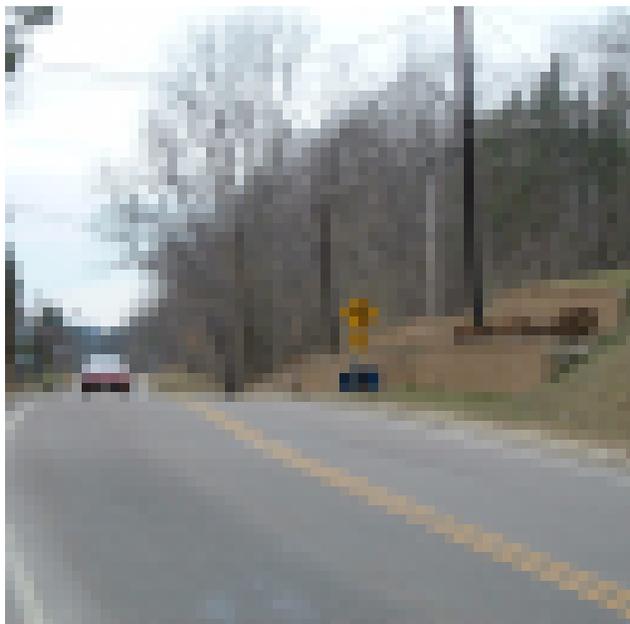
*White barn on south side of Bath Road just east of where O'Neil Woods hiking trail crosses the road.*

Just beyond this barn is a pedestrian crossing from the O'Neil Woods Park. The landscape has very steep slopes and ravines with mature species of Oak, Maple, Beech and Hickory. Bath Road then ascends a steep hill beneath a canopy of overhanging trees. There are beautiful vistas into the woods, particularly in the winter months. This road has relatively little traffic so driving slowly to appreciate the views is not as hazardous as it is on other Bath thoroughfares.

As the road levels off on the ridgetop, it emerges into a different landscape of grasslands and open fields edged with Sassafras and Black Locust trees. A landmark Oak tree occupies one of these open spaces. Bath Road then intersects with Shade Road and quickly passes through an area of contemporary homes with large lawns. Following this area, Bath Road makes a steep descent into the valley where it intersects with Revere Road. On the right of the steep decline into the valley, the stream is lined with a very finely constructed sandstone channel. A large flock of wild turkeys has been seen roaming this area for several years. Across the valley from



this intersection the steep wooded slopes are littered with fallen trees and eroded areas can be seen during the winter months. These problems are caused by runoff from home sites on the surrounding ridge tops, and the message needs to be given to homeowners that corrective measures should be taken to prevent the outflow from down spouts from furthering the erosion. As Bath Road leaves the valley just west of the intersection with Revere Road, the terrain through which the road passes changes from the steep slopes to a gently rolling topography. Recent road improvements initiated by the County in this section have further lowered the road profile and flattened vertical curves resulting in some tree loss and the necessity for construction of retaining walls in several areas.



*Retaining walls and curbs along Bath Road were required when hill in road was flattened.*

In general the quality of the homes and properties in this area is an asset to the corridor with generous setbacks, pastures and natural areas, sensitive house siting and landscaping. Proceeding westward, the only traffic light found on Bath Road occurs at the intersection with Cleveland-Massillon Road. This area is the original hamlet of Bath Center with the landmark Historic Bath Town Hall occupying the

northeast corner. Although this area never developed any significant commercial activity, it was an important crossroads in the community because it was the location of the Township Hall and Grange, a church, and the Bath Township School. It maintains its identity as the township center today with the addition of the fire and police station, the Bath Township Center, the Veterans Memorial, the restoration of the Historic Bath Town Hall as a meeting facility, and the continued existence of the school. The addition of signs noting community events and meetings also reinforces this crossroads image. The restored Town Hall is on the National Register, along with the adjacent Bath Center Cemetery where Jason Hammond revolutionary war soldier is buried and the historic holding vault from 1913 is located. This area forms an important point of historical significance.

From this point Bath Road continues westward over gently rolling terrain with views of residential areas, farms and open fields. The intersection of Bath Road and Hametown Road has been noted as a dangerous intersection where a significant number of accidents have occurred. The county is in the process of assessing the situation and what can be done to make the intersection safer. One observation that has been made is that the evergreen trees located on the property on the southwest corner partially obstruct the view of oncoming traffic and consideration of their removal may be warranted.



*Bath Road looking west at Hametown Road intersection.*

## **Cleveland-Massillon Road (3.7 miles)**

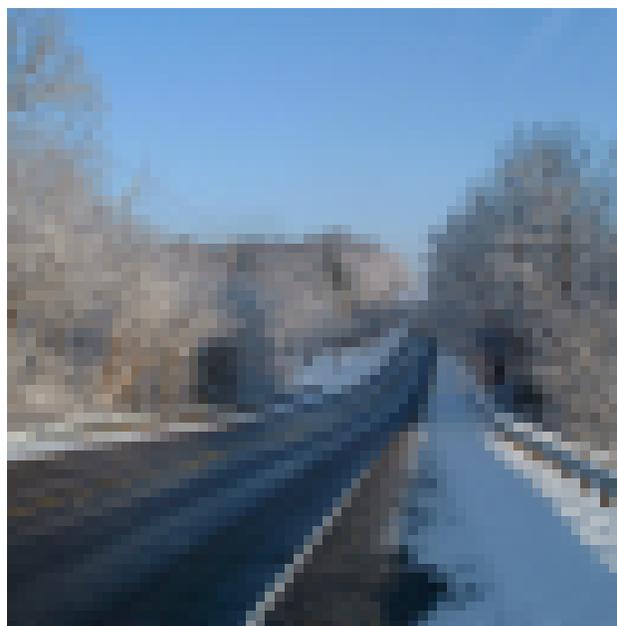


*Cleveland-Massillon Road looking north just north of Ghent at the intersection of Ghent Hills Road.*

Cleveland-Massillon Road is the primary north-south corridor through the township and links the original three hamlets of Ghent, Bath Center and Hammond's Corners. In 1830, Cleveland-Massillon Road was a one-lane dirt road and in 1915 portions of the road were paved in brick. Recent road improvements completed in 2000 revealed brick paving in Ghent.

Today, the Cleveland-Massillon Road corridor is heavily traveled including considerable truck

traffic. Recent paving improvements to the road have included a bikeway lane, some concrete curbs at intersections and new guardrails. Commercial development continues to be clustered at the village nodes, in the tradition of New England town development patterns. Between these nodes, Cleveland-Massillon Road is predominantly residential with a few scattered commercial enterprises. The character remains largely rural although preservation of this character and scale will require careful planning and implementation suggested in the Bath Township Design Guidelines.



*Typical winter scene of Cleveland-Massillon Road looking north just north of Bath Center*

Cleveland-Massillon Road traverses through a variety of topographic and landscape features along its 3.7 mile route along the Heritage Corridors. At its southern boundary, just north of the bridge over I-77, the road begins to reflect the rural character of Bath as it descends down the hill into Ghent.





*Cleveland-Massillon Road looking north descending into Ghent with large Oak trees on the left.*

This area is an important gateway to both Ghent and the southern limits of the Heritage Corridors. Of primary importance to the character of this area are the Oaks and ravines. The mature Oak trees and hillside located on the site west of Ghent Road and Cleveland-Massillon Road was repeatedly cited in interviews conducted during the preparation of the Cleveland-Massillon Road Design Guidelines as important to residents of the area. However, the abandoned BP gas station site near this intersection, as well as land across the street on the east side of Cleveland-Massillon Road are vulnerable to development and should be carefully protected from development pressure. This intersection forms an appropriate gateway to the corridor and the Ghent commercial area.

Within the Ghent area, there is also extensive tree cover which gives the area a unified visual image. Of particular note are the Sycamore trees that line the banks of Yellow Creek and call attention to the riparian corridor. Further up Cleveland-Massillon Road just north of Ghent, additional Sycamore trees can be seen along Yellow Creek and give the area a mature landscape image.



*Large Sycamore trees along bank of Yellow Creek where the creek passes under Cleveland-Massillon Road in Ghent at Granger Road.*

In this area, the steep hillsides are also an important visual characteristic which should be kept in view from the road. Primarily on the east side of the road, several large stands of Elm trees, many of which are dead, provide a contrasting landscape image from the wooded hillsides. Also in this area is a view of a badly eroded embankment along North Fork, which is in need of restoration (see Natural Resource Protection Study, Sept. 1999, p.103). Further north are several fine historical residences, barns and farmsteads as well as views of streams and creeks and wooded ravines. With the exception of the intersection at Bath Center, the road profile has not been altered to remove vertical curves, and thus adheres to the rolling topography typical in the area. This last point is critical to the future protection of the character of the roads throughout the Heritage Corridors.





*Cleveland-Massillon Road looking north through Hammond's Corners. (Note incorrect Hammond vs. Hammond's on street sign)*

As Cleveland-Massillon Road proceeds north toward Hammond's Corners, the gentle vertical curves add immeasurably to the character of the road. Many of the residential addresses located along this section are set back from the road, thus preserving some of the natural vegetation at the edge of the road. Several residences share common drives which also preserves open space. One drawback of the vertical curves is that there are blind hills where line-of-sight visibility is reduced. In some locations this condition prohibits school busses from stopping to pick up children. As this section of the road approaches Hammond's Corners, the tree cover is more random and immature. Dense, scrubby growth is typical along with a large stand of pines on the west side of the road and hillsides vegetated with native grasses and wildflowers. Several barns are prominent in the area and are important landmarks which reinforce the rural character of the township that the residents of Bath seek to preserve.

The speed limit posted along Cleveland-Massillon Road varies from 40 to 45 M.P.H., and is often exceeded making the two lane right-of-

way with its extra wide berms intimidating and dangerous to pedestrians. This is of particular concern in the hamlets of Ghent, Bath Center and Hammond's Corners where no network of sidewalks exists. Other factors which affect the visual character of Cleveland-Massillon Road are the numerous signs and signage styles, the abundance of utility lines and presence of trees, naturally vegetated hillsides and meadow areas along the corridor.

## **Ira Road (4.5 miles)**



*Ira Road looking west over Prim's Hill.*

Ira Road extends from the Cuyahoga Valley National Park on the east to Hametown Road in the west. It is classified as a collector street. Ira Road is a two-lane road that treats the user to the rolling terrain of the township and some excellent scenic vistas. There is only one traffic light located on the road as it intersects Cleveland-Massillon Road at Hammond's Corners. Recent traffic counts for a typical 24 hour period are for approximately 870 cars. This count will likely rise as additional homes are built in developments on both Ira Road and Hametown Road.

The road intersects three named waterways including Bath Creek at the western end, North Fork located between Hametown Road and Cleveland-Massillon Road and Park Creek east of Cleveland-Massillon Road.

The portion of Bath Creek near Hametown Road has been channelized and a recent effort has been coordinated to restore plantings in the riparian zone along the edges of the channel.



*Channelized portion of Bath Creek located on the southeast corner of the intersection of Ira Road and Hametown Road.*

In the valley at the easternmost limits of the corridor, Ira Road meanders through the lowland landscape of open fields, pastures and surrounding wooded hillsides. The landscape at the intersection of Oak Hill Road with Ira is perhaps one of the more scenic areas within the corridors.



*View of the Cuyahoga Valley floor with Hale Farm and Village Visitors Center in the background viewed from the bottom of Ira Road hill.*

At this intersection is Ira Cemetery, the pasture at the edge of Hale Farm, the Old Trail School, the Cranz farm and the surrounding undisturbed landscape. Steep wooded hillsides surround the area and there are some well sited and maintained residences in close vicinity. The combination of residential development, the school campus, cemetery and Hale Farm are all linked together by two-lane roads winding their way through a natural landscape epitomizes the goals sought by the Heritage Corridors Management Plan.

As Ira Road winds to the west up the hillside, residential density increases, although the general character of the houses and grounds compliments the landscape. Many of the residences are set back from the street with the undisturbed natural landscape providing a unified naturalistic landscape image. At the intersection of Ira and Candlewood Lane, however, the homes have broad expanses of manicured lawns which contrast sharply with the natural landscape. Just west of the intersection with Revere Road, is a sharp horizontal curve in the road which is the site of numerous accidents. From this point traveling west to the I-77 overpass, the road is straight and the landscape changes from heavily wooded areas to predominantly manicured lawns, open fields and broad vistas. These open fields are susceptible to development and, in fact, some residential development is already impacting the wide open character of the landscape. The Crown Point Ecology Learning Center maintains an image of the agricultural heritage of the area and the newly completed athletic complex for the Elms School to the west is set back from the road and maintains an important buffer of native vegetation. Both these sites are fronted with simple wire fences and hedgerow type growth of native shrubs, forbs and grasses which are important to wildlife as well as the rural image of the roadway.



*Ira Road looking east through the Park Creek ravine just east of Hammond's Corners.*

Just prior to reaching Hammond's Corners from the east, Ira Road dips down a hill and crosses Park Creek. Although the creek passes through a culvert, the wooded hillsides and creekside lowlands vegetated with Skunk Cabbage provide an excellent image of natural open space and an opportunity for revegetation of the lowlands with additional wildflowers, native trees and shrubs. The preservation and enhancement of similar creek crossing points is extremely important to the landscape image of Bath.

Beyond Hammond's Corners, Ira Road bisects the former Raymond Firestone Estate property, which comes into view at the crest of a steep hill. This land is important to the history of Bath and a large portion of the estate north of Ira is in the process of development as a subdivision named Firestone Trace. The original three-rail pasture fence has been maintained along the edge of the property on the south side of Ira and is proposed for the frontage of the Firestone Trace Development as well. This detail is important for its role in preserving the link with the past and calling attention to the rich eques-

trian tradition of fox hunting on these lands. A large pond has been excavated in the front of Firestone Trace to serve as part of its stormwater control system. A naturalized planting scheme is proposed for this pond which will also be helpful in enhancing the rural character along the road edge.

Proceeding west toward the intersection with Hametown Road, the land is open and mostly privately owned with residences set back from the road. The landscape is mostly simple and unmanicured. The entrance to the Bath Nature Preserve is at Hickory Farm Lane and plans call for careful planting schemes of native species.

**Hametown Road (4.7 miles)**



*Hametown Road looking north near Moore’s Chapel Cemetery. (Note the red barn in this photo was torn down soon after this shot was taken)*

Hametown Road extends north to south from Route 18 to the south and Everett Road to the north. It is a two-lane road which follows a generally straight path with the exception of the section of the road just north of Route 18. Hametown is typical of other roads in the Heritage Corridors in that it passes through a mixture of manicured home sites and natural landscapes. Recent years have seen a number of homes built along its southern section between Route 18 and Granger Road. Only wetlands in this area have prevented even more home construction.

On a site just north of Route 18 is the Stony Hill School, which was built in the early 1890s and remains as an important township landmark.



*Stony Hill School built in the early 1890s now houses meetings of the Bath Historical Society.*

Just north of this site, a barn has been converted to a residence and, across the street, a beautiful restoration of a century home occurs at a curve in the road.



*One of many barns converted into homes along the Heritage Corridors located on the west side of Hametown Road between Granger Road and S.R. 18.*

The landscape along this section of road is mostly immature woodlands predominated by stands of Elms and Red Maple and open fields vegetated with Gray and Red-Twig Dogwood and native forbs and grasses. Several low wetland areas also occur and provide important buffer space between residential home sites.

Further north, at the intersection of Granger Road, there are ponds on three of the four corners of the intersection. On the southwest corner of the intersection is a very well preserved stone and concrete dam built in 1820 by James Root who built a sawmill at this site.



*Sandstone wall remanent of mill pond built in 1820 located on southwest corner of Hametown Road and Granger Road intersection.*

As Hametown Road continues north up the hill, the landscape is wooded with many houses set back from the street and screened by a buffer of trees. At the top of the hill as the road levels off, homes are more numerous and closer to the street. At the intersection of Hametown Road and Bath Road, a barn is located close to the edge of the road and is an important landmark. From there, Hametown crosses gently rolling topography which passes some beautifully restored farmhouses, some sandstone outcroppings, old farms and the Moore's Chapel Cemetery on the east side of the road where Revolutionary War soldier Nathan Thorp is buried.



*Moore's Chapel Cemetery grave site of Revolutionary War soldier Nathan Thorp.*

The landscape in this area is open fields and pastures which will likely come under development pressures in the near future. A new road, Rockridge Drive, located between Moore's Chapel Cemetery and the intersection with Ira Road, has opened up lands for home sites to the west of Hametown. Fortunately, it appears that a generous amount of open space will be preserved at the front of this development, thereby preserving the rural character of the area.



At the intersection of Hametown Road and Ira Road, a large parcel of land on the northeast corner provides buffer from future development of Firestone Trace. There is a small triangle of land next to the creek that would be an ideal location for a pull-off area next to the creek. Across the street from Ira, the gateway to Camp Christopher, and the nearby historic gateway to the camp, provide interest. Hametown continues north over a series of gentle vertical curves past modest homes and open space. On the east of the road will be the later phases of Firestone Trace. Some of the land on the west side of Hametown has already been subdivided and homes built and the remaining parcels will likely follow. Looking north down Hametown toward the hillside on the north side of Everett Road, a magnificent rock outcropping is very noticeable during the winter months.

**Granger Road (2.9 miles)**



*Typical narrow winding section of Granger Road looking east past Alderfer's Mill on right.*

Granger Road is a winding, two-lane road that runs east to west from North Cleveland-Massillon Road to Medina Line Road. Between Ghent and Crystal Lake Road, Granger roughly parallels the course of Yellow Creek which can be seen at two crossings and in the yards of private residences that must cross the creek for access. It is this relationship with Yellow Creek that ties Granger Road so closely to the history of Bath. In the Ghent area, which was the heart of

commerce in Bath dating from 1818, Granger Road crosses Yellow Creek near the Woolen Mill which is now a residence.



*Woolen Mill built in 1832 located on Granger Road in Ghent.*

Further west, Granger crosses Yellow Creek again near Alderfer's Mill, which has been restored as a gallery and office space. Much of this mill is now obscured from view by large Spruce trees planted in front of the property. This is unfortunate because the structure is a landmark historical property and should be seen from the road.



*Alderfer's Mill, currently Artists Inc., burned down and was rebuilt in the 1940s. View of water wheel and silos not easily seen from Granger Road.*

Across the street on the north side, two stone columns remain from what was at one time a nursery entrance.



*Stone columns mark the entrance to Millvale Gardens a nursery that once operated in the area surrounded by the many mills.*

Also on this property is a barn and two very finely restored residences. In the back of this property is the original mill pond formed by a stone dam which fed the mill across the street.

This section of Granger Road is narrow, winding and shaded by large trees with steep hill-sides on both sides. It is a very picturesque section of highway but would be dangerous for either walking or bicycling. The road is heavily traveled and the posted speed limit is 45 M.P.H. This section of Granger Road should be reconsidered for speed limit reduction. It is used by many drivers as a way to avoid the Montrose area traffic. Many drivers, depending on their familiarity with the road, exceed the posted speed limit, and drivers that would travel the road at the speed required to enjoy the scenery, would probably be considered a nuisance. However, any effort to widen the road, or make any other safety improvements, should be carefully assessed in terms of its impact on the scenic character. It is likely that widening the lanes or straightening horizontal curves would

result in even higher traffic speeds. Very careful thinning of vegetation, particularly at curves, could improve sight lines and enhance safety of the road.

Further ahead, Granger Road takes a sharp turn to the west and Crystal Lake Road continues to the south. Granger continues west over rolling topography with most of the homes set back away from the street. Distant views of rolling hills and fields are common along this stretch of road although much of the land is developed. Southeast of the intersection with Medina Line Road is the site where the original Sumner Creamery once stood.

## **Yellow Creek Road (3.2 miles)**



*Yellow Creek Road looking east from Cleveland-Massillon Road.*

Like Granger Road, Yellow Creek Road is a winding, two-lane road that provides the traveler with a good representation of the special landscape of Bath Township. Extending east from Cleveland-Massillon Road to the intersection of Revere Road and further east into the valley where it intersects with Bath Road, Yellow Creek Road travels through mostly tree shrouded hillsides with views of the creek lowlands in the western portion as well as

remnants of millponds near existing residences. As is the case elsewhere in Bath, the style of housing is widely diverse and of high quality.

Starting in Ghent, where Yellow Creek Road intersects with Cleveland-Massillon Road, the road alignment is relatively straight and level. Traveling east, the road generally parallels the course of the creek. An oil well site to the north could be better screened to be less obtrusive. Yellow Creek passes beneath the road once in this section and again further to the east. At this first crossing, a new house is being built very close to the edge of the creek and mars the view of the riparian corridor.

Perhaps the most striking landscape image of this portion of Yellow Creek Road, and for the next two or more miles, are the striking Sycamore trees that delineate the floodplain along the creek. At all times of the year, the bright white bark of these trees glimmers in the sunlight. Just beyond the overpass of Interstate 77, an old barn is located to the north in a beautiful old field. Further ahead, past the intersection with Top-of-the-Hill Road, the landscape on the north side of the road is steep hillsides with mature Oak, Beech and Maple contrasting with the south side which is lowland fields punctuated with Sycamores and stands of Spruce and Pine with more heavily wooded slopes beyond. Several quick glimpses of the creek can be seen along this stretch of road. There are also several very large old White Oak trees close to the road.

The architectural style of homes along Yellow Creek Road is diverse with some, mostly older, homes close to the road and others set back into the landscape. Several drives extend far back into the landscape which totally conceals the homes. Historically there were at least two mills in this area, a sawmill and a gristmill.

As Yellow Creek ascends a hill, it leaves the lowland landscape for a short period near the intersection of Oak Knoll.



*Typical hilly, winding section of Yellow Creek Road looking west near Oak Knoll Drive.*

It then descends the hill again passing Revere Road on the left and forms a continuous curve to the stone and rail bridge crossing over Yellow Creek. This area is one of the most picturesque points along the byway.

A beautiful stone wall and gateway marks the entrance to an old estate up the ravine. The bridge itself is picturesque although a redesign of the railing could provide a better view of the creek.



*Popular pullover area at Yellow Creek bridge used to view the falls below. Stone on bridge is attractive, but high railing prohibits drivers from experiencing the view of the falls from the road.*

Fortunately, there is a pullover at the bridge along the side of the road which is often used by people who stop and depart their cars to watch the creek. An excellent waterfall exists on the south side of the bridge but can only be viewed by standing on the bridge.



*View of Yellow Creek falls looking south from Yellow Creek Road Bridge. This view is hidden by bridge railings.*

This portion of Yellow Creek has a history of mills that took advantage of the fall in elevation of the creek. In this area north of Yellow Creek Road and extending to the east, the creek falls nearly 10 feet and was the site of numerous mills that took advantage of the rushing water. Several of these mills were destroyed by fire but remnants of their existence and the millraces that fed them can still be seen.

Just beyond this historical area, as Yellow Creek Road intersects Revere Road, which descends the hill from the south, the County Engineer has plans to alter the intersection for reasons of safety. The township should become closely involved with these plans to ensure that the very scenic character of the area is not compromised. Careful restoration of the native landscape in the area must be a high priority of any improvement plan.

Just east of this intersection, the road has recently been improved by the county to correct problems of settlement. Views to the adjacent lowlands north of this section of road are excellent in this area with many Sycamore trees adding to the view. Just ahead, past the intersection with Sand Run Road, the tiny Botzum Cemetery is seen on a knoll on the north side of the road. Ancestors of Bath residents are buried in this cemetery, which is actually located in Cuyahoga Falls.

**Shade Road (2.3 miles)**



*Typical section of Shade Road looking east toward Revere Road. Note strong equestrian influence typical of Bath Township.*

Shade Road extends east to west from the intersection with Bath Road through an immature landscape of pastures, fields and young stands of saplings to the intersection of Cleveland-Massillon Road. At its easternmost point at Bath Road, the Shade Road extension is a short section that overlooks some of the wooded ravines of O’Neil Woods Metro Park. The landscape image along Shade Road typifies the rural character of Bath and reminds the traveler of the strong equestrian tradition in the township. In the section from Revere Road to Cleveland-Massillon Road, there are several horse farms and paddocks seen from the road.

Traveling west from Bath Road, residential properties along the road are dispersed and surrounded with natural open space. Beyond Martin Road, Shade Road passes two horse farms and then emerges from a more wooded landscape to an open area at the intersection with Shade Road and Kemery Road. Here the homes are contemporary with large lawns and manicured landscapes. Shade Road then turns

to the west and continues straight west until it intersects with Cleveland-Massillon. Along this section of road, homes are mostly set back from the roadside with woodlots, meadow and fields surrounding them. The character is very rural and each home site has an individual character. The landscape image is naturalistic, unstructured and unpretentious which adds to the rural character of the area. Many plantings of Pines and Spruce give interest to the area in the winter although these plantings are nonnative. There are split rail fences, three rail pasture fences and hedgerows to define space. Shade Road continues west over Interstate 77 and past an area with mostly single story homes built in the 1950s and 60s. Between the homes there is a great deal of unstructured open space with small gullies, farm ponds and woodlots of young saplings.

Just west of the intersection with Revere Road the East Bath Cemetery is located on the south side of the road, which has the Cover family plots, an original settler of Bath Township. The small house on this same corner, next to the cemetery, is an historic school house.

On the south side of Shade Road, just before it terminates at Cleveland-Massillon, the R.B. Stout company has a large work yard where vehicles, landscape equipment and plant material are stored. Unfortunately, this area is in full view of the road and disrupts its peaceful, rural character.

Shade Road intersects with Cleveland-Massillon with a full view of the Bussan Barn on a knoll on the west side of the road.



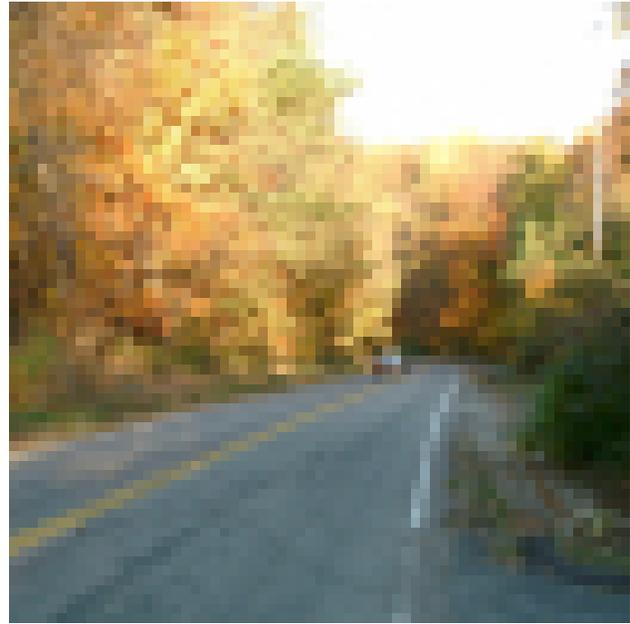
## Wye Road (.6 miles)



*Wye Road looking north through Ghent from Yellowcreek Road.*

Wye Road is the main road that goes through the most historic section of Ghent. All of Wye Road used to be Cleveland-Massillon Road before it was rerouted around Ghent. Wye Road is the straightest north-south route, however, it climbs a steep hill preventing truck traffic. The rerouting of Cleveland-Massillon left the historic structures in Ghent and provided a quaint street with little traffic volume. Just south of Granger Road is the Wye Road bridge, which crosses Yellow Creek. This bridge is in poor condition and is planned for reconstruction in 2003. Currently the byway task force is working with the County Engineer to design an attractive open railing design, which would allow full view of the creek corridor in both directions. This improvement could be an important part of enhancing the character of Ghent for both pedestrians and people in vehicles. An historic marker or information kiosk near the bridge could provide educational information about the mills that were located in the area and the history of Ghent and the importance of the role Yellow Creek had in the development of the village.

## Martin Road (1.2 miles)



*Martin Road descending eastward into the Cuyahoga Valley.*

Martin Road is located in the east of the township extending from Ira Road near Old Trail School southwest to Bath Road. The speed limit of the road is an appropriate 35 M.P.H. Nearly its entire eastern edge abuts the beautiful, heavily wooded edge of O'Neil Woods Metro Park and the Cuyahoga Valley National Park. Martin Road is probably the least traveled road of the Heritage Corridors and is used mainly to access O'Neil Woods or by sightseers.

This section of the corridors is also probably the most confusing to visitors because Martin Road, Shade Road and Bath Road all take many turns and pass through a sparsely populated landscape where points of reference and directions can easily be mistaken.

As Martin Road ascends a steep, curving hillside with views of wooded embankments and ravines, it levels off at the top in an area with a number of residences that are tucked into the wooded landscape. Just past this section is the entrance to the O'Neil Woods Metro Park.



*O'Neil Woods Metro Park is located on Martin Road.*

Past the park entrance the road continues to wind through a landscape of old fields and immature stands of predominantly Sassafras, Black Locust and Maples. At the intersection of Shade Road, a beautiful barn and home provide a fitting landmark for this section of the Heritage Corridors.



*One of the township's many beautiful barns located at the northeast corner of Martin Road and Shade Road.*

### Oak Hill Road (1 mile)



*Oak Hill Road looking north through Hale Farm and Village*

Oak Hill Road is a beautiful section of road which begins at the intersection of Ira Road with the Ira Cemetery on the east, Old Trail School and Hammond-Cranz Farm to the south and the Hale Farm and Village on both sides of the road as it travels north.



*The beautiful Hale Farm & Village dominates the intersection of Oak Hill Road and Ira Road. The buildings in this image are the property of Hale Farm & Village.*

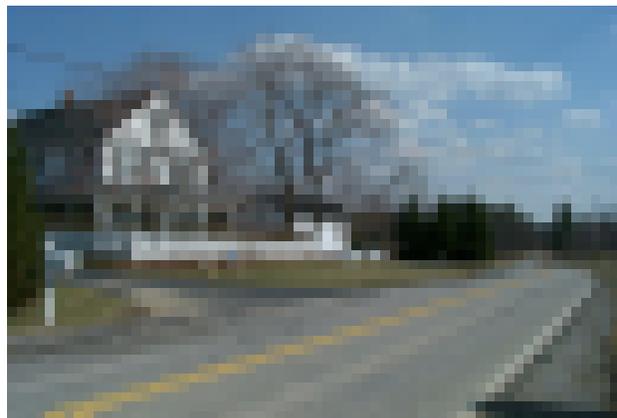
It is a two lane road with a speed limit of 25 M.P.H. It is closely associated with the Cuyahoga Valley National Park to the north and east as noted by a sign at the edge of the road opposite the main entrance to Hale Farm and Village,

which announces a trail leading to a train boarding station of the Cuyahoga Valley Line and the nearby Towpath Trail just over the hill. This is an area popular with bicyclists, hikers and people enjoying a drive through the beautiful landscape.

It is in this location that Bath residents probably feel most in touch with the history of the area. In the Ira Cemetery are the graves of prominent Bath citizens including the Hales, the Hammond and the Cranz family. There are also unmarked graves of Irishmen who helped build the Ohio Canal. At this point, one can also grasp the typical character of the township landscape with the pastures, meadows and relatively flat topography of the valley surrounded by steep, wooded hillsides and ridge tops.

Further to the north, just beyond the Hale Farm and Village property, the road takes a sharp turn to the east and travels through a very rural, wooded and hilly landscape with very private residences as it makes a transition into the National Park. The Heritage Corridors do not extend into this section although it is inseparable from the experience of the area.

### Revere Road (3 miles)



*Revere Road looking south near Lakeview Drive.*

Revere Road is a two-lane road that extends from the valley at the intersection with Yellow Creek Road and then emerges from the valley up a steep hillside where it crosses Shade Road and intersects with Ira Road. The portion of the road near Yellow Creek is bounded by fragile steep and heavily wooded hillsides on either side and the lowland riparian corridor of North Revere Run which drains a portion of the east part of Bath Township.



*Revere Road looking north through the lowland valley of Revere Run.*

The steep terrain is not suitable for development and is most threatened by runoff from residential development on the surrounding ridge tops.

North Revere Run passes beneath Revere Road just northwest of Yellow Creek Road at a sharp bend in the road.

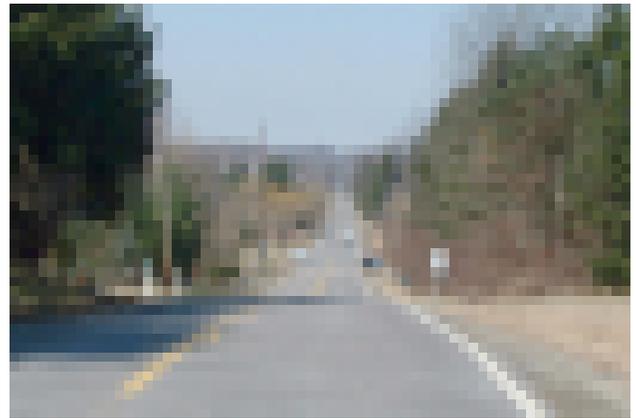


*The hairpin turn in Revere Road where the steep banks of the valley come down to the road's edge give this area its special character.*

A stand of Horsetail and a grouping of Celandine Poppies can be seen close to the edge of the road. The north facing slopes on the opposite side of the road are covered with numerous groupings of Christmas Ferns under beautiful specimens of American Beech and Oak trees.

Further north, Revere Road winds up a steep hillside, near the intersection with Bath Road, and passes steep ravines and hillsides on the east. The road levels off at the top with many residences located on either side of the road. Some newer homes are finding niches on which to build but the opportunity for additional development is minimal. The landscape in this area is a mixture of manicured lawns, scrubby vegetation and woodlots of Maple and Elm.

### Everett Road (1 mile)



*Everett Road looking west from Hametown Road.*

A short section of Everett Road is included as part of the Heritage Corridors. It extends from the intersection with Hametown Road and continues west to intersect with Medina Line Road. The landscape is not particularly scenic along this stretch of road although it provides a link between Hametown Road and Medina Line Road. Vegetation is mostly scrubby growth of old field species of shrubs and saplings. A group of small residences on the south side of the road includes the clutter of outdoor storage of miscellaneous vehicles, equipment and outbuildings. Across the street, a private club is fenced off from the public.

### Medina Line Road (3.5 miles)

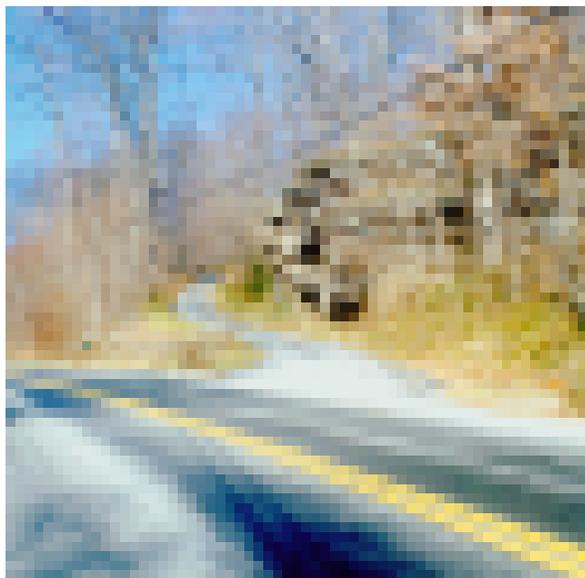


*Medina Line Road looking north past Arbour Green Drive.*

Medina Line Road extends south of the intersection with Everett Road to Medina Road (S.R. 18). It is a generally straight road with a speed limit of 45 M.P.H.. The landscape character is

flat to gently rolling and contains several horse farms, pastures and a wide variety of home styles. There are several new homes now being built on predominantly the west side of the road.

To the east, a wooded ridge top reveals a continuous rock outcropping during the winter months.



*Natural rock outcroppings along east side of Medina Line Road just north of Ranchwood Road.*

Further south, near the intersection of Remsen Road, a barn converted to a contemporary residence can be seen on an adjacent hillside. A number of historic farms are found along this section of Medina Line Road between Bath and Remsen roads. Included in this list are the Willow Lane Farm, the “J. Kent House” and barn, which is on the National Register of Historic Places, the Manville Thorp House, “Fable Farm,” “Foxwood Farm” and “Westwood Farm.” The rolling topography, wooded ravines and well kept farms and residences in this area are typical of this portion of the township.



*Willow Lane Farm located on the east side of Medina Line Road north of Bath Road.*

Further south, as Medina Line passes Bath Road, the road descends down a hill past a beautiful sandstone rock outcropping close to the edge of the road and several restored homes.

## Inventory of the Hamlets



## GHENT

The historic Ghent area extends to the east on Yellow Creek Road where the creek passes beneath the road, to the west at Timberline Drive, to the south at the intersection of Cleveland-Massillon Road and Ghent Road and to the north to a point just south of Ghent Hills Road. This area, which is mostly small business, still retains the scale and character of a small village with its clusters of small buildings, though many of the historical structures have been lost over time. However, the Ghent Woolen Mill, Bake Shop, Yellow Creek Barn, the Octagon Bee House, Old Ghent Building and Yellow Creek Barn house provide a strong cluster of historic structures of the area.



*The Yellow Creek Barn is an antique shop located in an historic barn on the west side of Wye Road in Ghent.*

This history is closely tied to Yellow Creek which extends from east to west and passes beneath both Cleveland-Massillon Road and Wye Road. Historically along Yellow Creek were six mills, including grist mills, lumber mills, a woolen mill, cider mill and others.



*1914 photo of Ghent looking North along Wye Road. At the time this was actually Cleveland-Massillon Road before it was rerouted around Ghent.*

Many other mills were also located all along Yellow Creek to the east of Ghent.

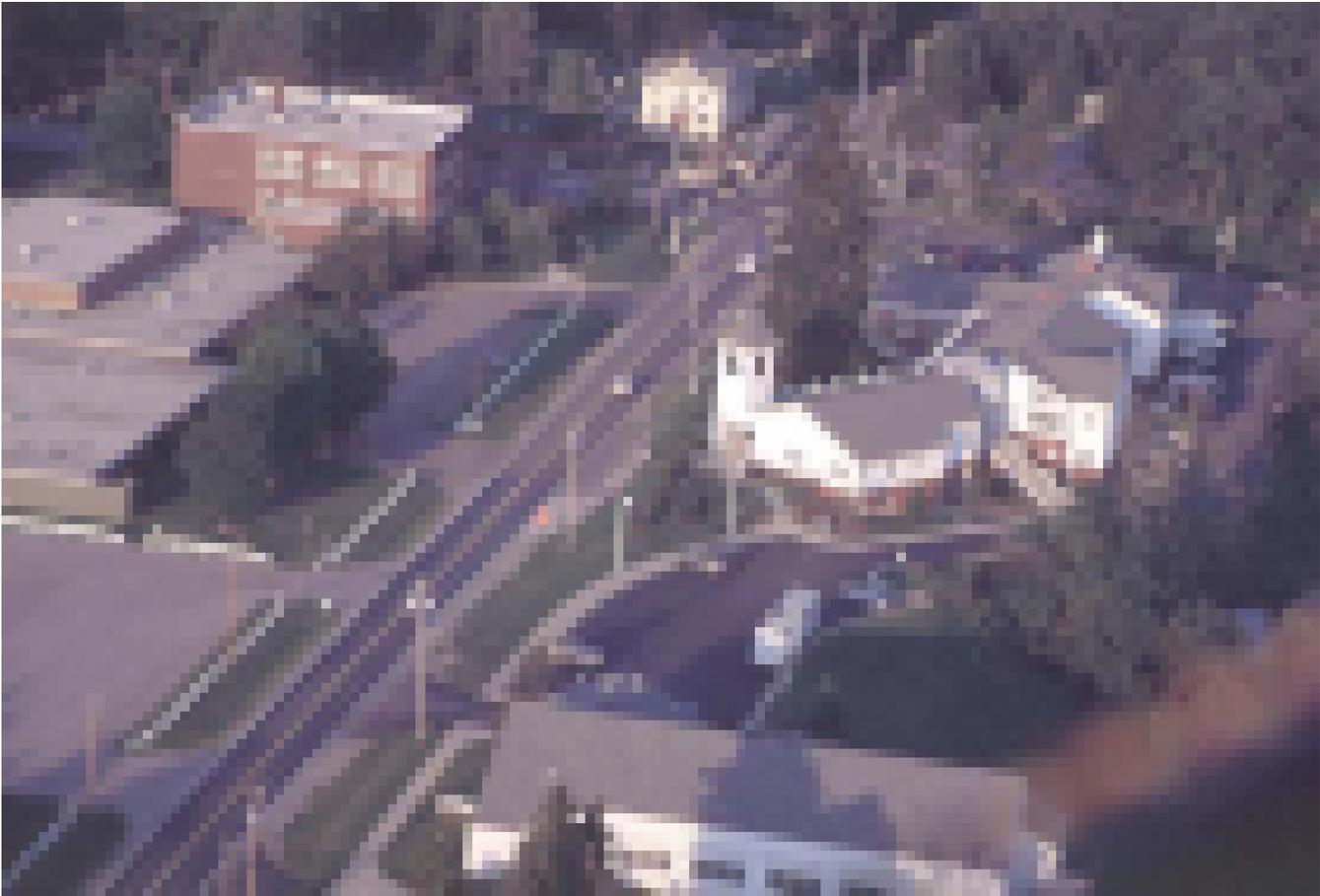
Also helping to give Ghent its character are the Sycamore trees which inhabit the edges of Yellow Creek and the many trees which exist behind the AFC Interiors building and other historic buildings along Wye Road. The businesses in Ghent take great pride in the landscape image of the area.



*Yellow Creek looking east from the bridge on Wye Road with the Cleveland-Massillon Road bridge in the background.*

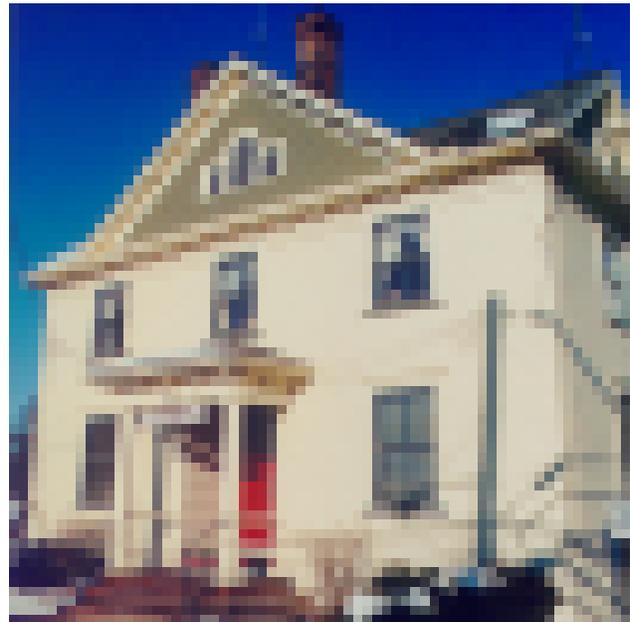
Traffic is quite busy in the Ghent area and promises to increase as more homes are built in Bath. For this reason, Ghent is not pedestrian friendly, particularly along the Cleveland-Massillon Road corridor where crossing the street is both intimidating and dangerous. Lighting, too, is limited in portions of the area except for the bright lights of the Holland Oil station at the corner of Yellow Creek Road and Cleveland-Massillon Road, which detracts from the character of the area.

Any future development in this area would have significant impact on its character and should be carefully guided by the Bath Township Design Guidelines. In the section on recommendations that follows, a number of specific recommendations, which follow the guiding principles outlined in the Cleveland-Massillon Road Design Guidelines, are provided.



## BATH CENTER

Bath Center, located at the intersection of Bath Road and Cleveland-Massillon Road and in the very center of the township, is the location of the Bath Township Center, which house the township administration offices, and the Historic Bath Town Hall. The intersection is defined by the Bath Elementary School on the northwest corner, the Historic Bath Town Hall and Bath Center Cemetery on the northeast corner, the new Veterans Memorial on the southeast corner, and the police and fire station and Bath Township Center on the southwest quadrant. Just completed improvements to the Historic Bath Town Hall and grounds have given the area new life and the lighting on the Town Hall highlights this important historic landmark.



*The picturesque, Historic Bath Town Hall renovated in 2000 and updated to current public building codes to facilitate wheelchair access.*



Historically, Bath Center functioned as the government and meeting center for the community much as it does now. In 1823, a log meeting house and the cemetery were built by the Presbyterians and Congregationalists on the northeast corner of Bath Center and replaced by a wood frame building in 1834. This building was remodeled and converted into the Historic Bath Town Hall in 1870. In 1905, a new town hall was built in this same location and is now on the National Register of Historic Places. Recent remodeling work completed last year has brought the building back as an architectural landmark for the township. It is used as a meeting hall for the Bath Grange, the Bath Township Historical Society and Bath Volunteers for Service among others.

Pedestrian activity is limited in Bath Center except for visitors to the Veterans Memorial and pedestrians crossing the street from the new parking lot to the Historic Bath Town Hall. The Bath Center Cemetery is also a wonderful space and should be enjoyed more by residents.

With the exception of the Bath Center Cemetery, the landscape image of Bath Center is in need of improvement to enhance its sense of place. A more unified landscape treatment to all four corners would go a long way toward achieving this goal. Of particular need is the steep embankment that fronts the school on the northwest corner of the intersection. The slope of this embankment became abrupt due to the lowering of the road profile at this intersection by the county.



*Steep eroding bank on the northwest corner of Cleveland-Massillon Road and Bath Road created by the lowering of the intersection a few years prior to this photo.*

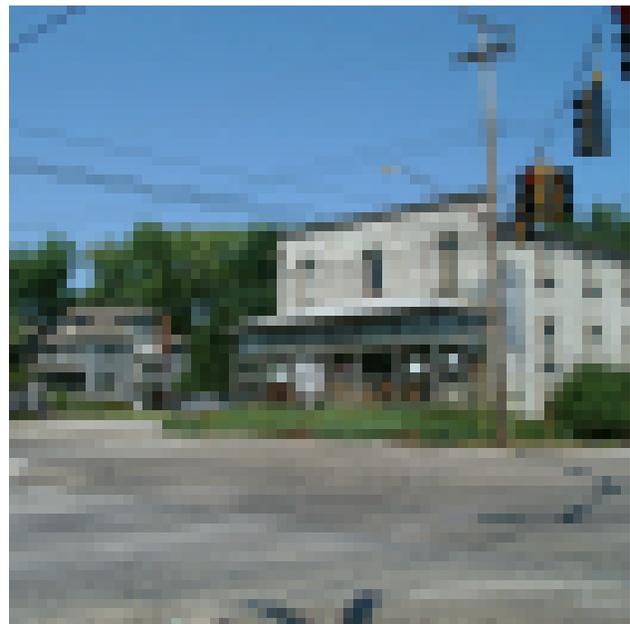
Also needed is a better landscape image along Cleveland-Massillon Road in front of the Bath Township Center. Finally, the numerous utility wires at Bath Center further detract from the image of the area.



## HAMMOND'S CORNERS

Hammond's Corners is reported to be one of the oldest hamlets in Summit County and developed around 1820. Unfortunately, the historic character of the area has been compromised by new development including the gas station on the southeast corner and the Post Office on the northwest corner.

There remain several historic homes near the intersection, some of which have been converted to business use. The First Merit Bank is a remodeled Greek Revival structure. The store on the northeast corner of the intersection, first known as the Whitcraft Store, was the social center of the area where patrons gathered to buy goods and socialize. The store burned in 1912 and was rebuilt in 1913.



*The historic Whitcraft General Store now houses Garth Andrew's contemporary furniture store at the intersection of Ira Road and Cleveland-Massillon Road.*

It still possesses the character of a general store and houses the Garth Andrew Company and several businesses.

It is unfortunate that the limits of the Heritage Corridors do not extend north of the intersection. As noted in the Task Force summary, the boundaries of Hammond's Corners are difficult to define. It would be helpful to extend the north boundary to the top of the hill on Cleveland-Massillon Road, or, as far as one can see when standing in the intersection. To the south, the limits would extend to approximately Dogwood Lane. To the east the limits extend to the bottom of the Park Creek ravine near the historic cheese factory site and the western limits extend to the original site of the old Bath Church, where Roberts Ridge was recently built. At least 20 century structures remain in this small area, including several barns.

Hammond's Corners does not possess a unified visual identity due primarily to in fill architecture and the lack of a unifying landscape. The current landscape is sparse and generally inadequate or poorly maintained. Many trees are damaged by overzealous utility company "tree surgeons." The speed limit of 45 M.P.H. is often exceeded and the area is intimidating to pedestrians. Illegal parking in front of the post office and bank is also a visual detriment to the area and the excess of signs needs to be addressed.

## Recommendations For Preservation & Enhancement of Scenic and Historic Qualities

# Recommendations For Heritage Corridors

## *General Recommendations for all roads on Byway*

1. The traditional chip-n-seal resurfacing on the roadway surface is the desired material and gives the roads their rural character. When roads are rebuilt for any reason they are usually repaved with asphalt. Asphalt is extremely smooth and black and contrast with the surrounding roads. Chip-n-seal should be placed on top of the new asphalt so that it begins to regain its rural character. It could be possible to use the chip-n-seal coating instead of a finish coat of asphalt to save money.

2. The State of Ohio is mandating that all roads in the state are a minimum width. Most of the roads in the Heritage Corridors are not wide enough to meet this requirement. The narrow width of the roads add to their rural character and widening these roads will take away from this character. Widening the roads in many places will also require widening the berm and disturbing the natural vegetation. Efforts should be made to try to receive exemption from the state for this minimum road width requirement.

3. The overwhelming opinion in the township is the speed limit within the Heritage Corridors should be 35 M.P.H. There are many reasons that substantiate this reduction in speed. Slower speeds in general are safer for motorists especially with the winding, narrow nature of the roads. Slower vehicular speeds will increase the safety and the usage of walkers, bicyclists and horseback riders who also use the roads. The County Engineer has no jurisdiction over

the speed limits and must submit to the state to get approval to change them. Currently many of these roads are being analyzed and applications have been sent to the state. Some applications have come back denying speed reduction. The township should petition or take additional steps beyond standard procedure to convince the state to reduce speeds to an acceptable limit.

4. Preserve the rural roadway character of the corridors by resisting the trend to flatten vertical curves, straighten horizontal curves and widen the road width. Speed is one of the factors in the equation used by engineers to design roads for safe travel. By reducing the speed limit on a road, it can become safer without straightening, flattening and widening.

5. Work to develop lines of communication with the County Engineer and utility companies to adopt roadside maintenance standards which are less destructive to the natural landscape. Adopt careful pruning techniques for trees and mow roadsides only to the extent necessary to provide safety.

6. Develop new signage guidelines in the corridor with the goal to simplify placement and reduce size and quantity of signs. Design more distinctive signs for Heritage Corridor identification and direction signs (an alternate way finding method could be a special colored line along edge of the roads).

7. Develop a method of making guardrails more attractive along corridors. Painting the steel portion of guardrail black may be helpful. Special preparation of the galvanized steel, and industrial strength primers are required so that paint does not peel and become a future maintenance problem.



8. Continue to investigate feasibility of relocating utility wires underground or behind businesses at the three hamlets of Ghent, Bath Center and Hammond's Corners.

9. Collaborate with the Summit County Engineer to develop new design standards for bridges within the corridor, that provide open views to the streams.

10. Develop review process for county, state and federal projects within the Heritage Corridors. These projects should go before Appearance Review Commission as though they were a commercial building project.

11. Encourage property owners and developers to plant trees and shrubs along the street frontage of properties and to continue tradition of day-lily plantings. Provide design assistance to owners to ensure continuity.

*Specific recommendations for **Cleveland-Massillon Road***

Cleveland-Massillon Road is the principle north-south route within the Heritage Corridors and has a very important place in both the history and future of Bath. Perhaps its most significant quality is that it links the original three hamlets of Ghent, Bath Center and Hammond's Corners. The Bath Township Comprehensive Plan calls for creation of a long-term development plan for the Corridor which would:

- a. Preserve the historic and residential components of the Corridor.
- b. Encourage reuse of marginal nonresidential development in a neighborhood scale, non-strip fashion.
- c. Integrate new uses within the context of preservation of the open space character of Bath.

- d. Limit new retail uses to neighborhood scale within designated districts

These general recommendations are on target and useful in establishing a framework for the preservation of the rural character of the Corridor. The recently completed Design Guidelines for Cleveland-Massillon Road also have many excellent recommendations dealing with everything from building massing to setbacks, landscaping, lighting, signage, etc. All these recommendations should be considered collectively as measures that will be helpful in realizing the goals of the Management Plan. The following specific recommendations are intended to supplement those already put forward in previous studies.

- 1. The intersection of Ghent Road and Cleveland-Massillon Road is an important gateway to the Byway and Ghent. The landscape image in this area is currently strong due to the large stand of mature Oak trees that create a dense canopy reaching over the road. The health of these Oaks should be monitored and they should be professionally pruned and maintained.





*Massive Oak trees give the special character to the intersection of Cleveland-Massillon Road and Ghent Road.*

Recently there have been pressures to build a commercial strip on the east side of the road. This would be detrimental to this gateway area and would remove current residential homes, which is contradictory to new zoning standards. The abandoned gas station in the triangular lot provides an opportunity to improve this site. When a new tenant applies to the township, to renovate this building, the highest standards of the Zoning Resolution and Design Guidelines should be upheld. It would also be helpful to develop a hypothetical site plan for the BP site as part of the gateway image.

2. Design and implement a naturalistic planting scheme for the site on the southeast corner of Cleveland-Massillon Road and Yellow Creek Road. The County recently rebuilt the

drainage channel and cleared most of the existing vegetation making the corner bare. This is a prominent corner and deserves enhancement. Plantings of Sycamore trees and native flowering shrubs and wildflowers would enhance this corner.

3. Design a comprehensive streetscape and landscape plan for both the Ghent area and Hammond's Corners. Encourage a representative business association from each area and work with them to create a consensus on an improvement plan. The plans should be specific to each area and should be designed to enhance the unique qualities and history of the two hamlets. The plans should include suggestions for plantings on both public and private property.

4. Develop a strategy for cleaning up and marketing the vacant lot on the west side of the road north of Gasoline Alley. Recent attempts to rezone this site to allow office development were met with much criticism due to the concern that the proposed development would have a negative impact on the rural character of the area and would encourage additional commercial development proposals along the corridor. However, the site remains an eyesore and should be cleaned up.





*Vacant lot on west side of Cleveland Massillon in the north end of Ghent. This residentially zoned area is often used as staging area for road construction projects.*

5. Develop a strategy to correct the erosion problem on the east bank of North Fork midway between Ghent and Bath Center. Also seek funds to restore portions of North Fork north of Bath Road in the vicinity of the R.B. Stout property as recommended in the Natural Resource Protection Study completed in 1999.

6. Create a streetscape plan for portions of Bath Center (see specific recommendations for Bath Center). Particular attention should be placed on signage, treatment of the roadway edge, addition of trees that will eventually create a canopy over much of the street and landscape treatment for all public properties in the area.

7. Design a landscape screen for the service area of the R.B. Stout Company just north of Bath Center Cemetery.

8. Assess the condition of riparian corridors in view from the street and determine what improvements can be made to enhance view of these corridors and protect them for the future.

Some of the improvements that could be made include correction of erosion along the stream edges, planting of native vegetation including flowering trees and shrubs and native wildflowers, selective clearing of overhanging plant

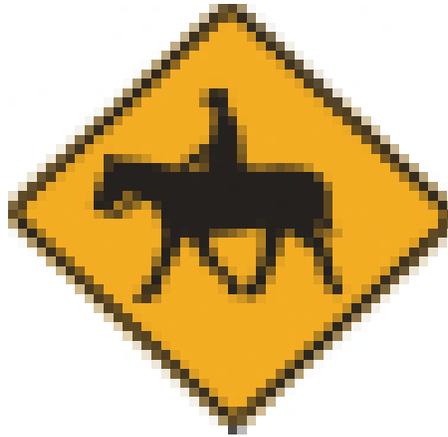


*Native wildflowers planted along the Heritage Corridors would enhance the rural character similar to these found in the Cuyahoga valley.*

material to enhance views and the design of new open bridge railings, also to enhance views.

## *Specific recommendations for Ira Road*

1. Ira Road west of Cleveland-Massillon Road is highly used by equestrians. Warning signs should be installed west bound closer to Cleveland-Massillon Road and east bound closer to Hametown Road.



2. Since the Ohio and Erie Canal Scenic Byway is adjacent to the Heritage Corridors of Bath, a gateway sign should be placed on Ira Road near Martin Road as one enters Bath indicating they are now on the Heritage Corridors of Bath.

## *Specific recommendations for Oak Hill Road*

1. The Byway portion of Oak Hill Road abruptly ends at the Northampton Township line. The covered bridge could be an asset to the Heritage Corridors and the road edge is wide in this area and could be used as a turn around. Extension of the Byway to the covered bridge should be considered. This could also be a logical link to the Ohio & Erie Canal Scenic Byway along Riverview Road.



*The covered bridge at the end of Oak Hill Road is not in the Heritage Corridors, but an extension should be considered to include it.*

2. Since the Ohio and Erie Canal Scenic Byway is adjacent to the Heritage Corridors of Bath, a gateway sign should be placed on Oak Hill Road near the township line as one enters Bath indicating they are now on the Heritage Corridors of Bath.

## *Specific recommendations for Martin Road*

1. O'Neil Woods Metro Park could be used as a pull off point along the Byway and a location for an information kiosk with a box for brochures. Collaborate with Metro Parks to determine if they are open to these ideas.

2. See general recommendations.

## *Specific recommendations for Wye Road*

1. The closing of Wye Road to through traffic between Cleveland-Massillon Road and Granger Road should be carefully thought out and considered.

2. Improve streetscape landscaping along Wye Road between Granger Road and Yellow Creek Road with flowering trees and shrubs.

*Specific recommendations for **Shade Road***

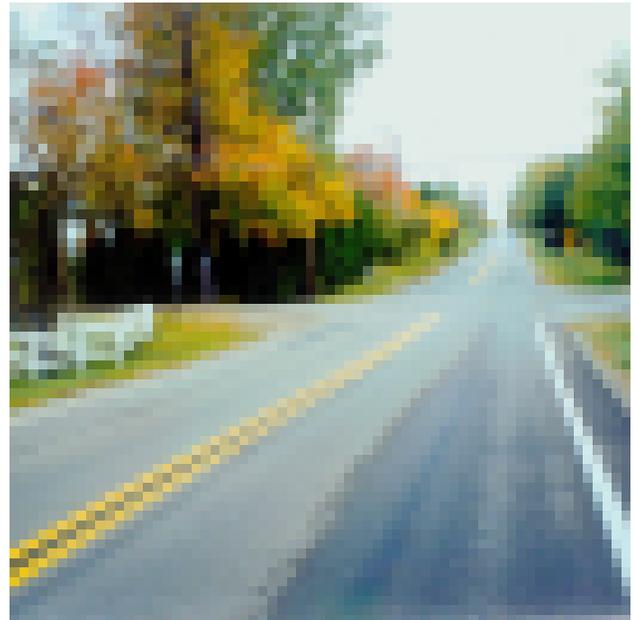
1. The service entrance to R.B. Stout is a commercial use located in a residential area. This service area should be cleaned up and screening should be provided by planting evergreens to soften the views from the street.
2. Most of Shade Road typifies the rural character of The Heritage Corridors and efforts should be made to preserve the roadway as it is. See general recommendations.

*Specific recommendations for **Yellow Creek Road***

1. Most of Yellow Creek Road typifies the rural character of The Heritage Corridors and efforts should be made to preserve the roadway as it is. See general recommendations.
2. There are current plans to rebuild Yellow Creek Road at the eastern intersection of Revere Road. If the intersection is rebuilt according to current plans, this will be a major, undesirable change to the landscape in this area. The engineers designing the project should specify natural plantings, similar to what currently exist in the area, to hide the scars from construction. The road surface proposed is concrete, which will contrast with the existing asphalt pavement.
3. Since the Ohio and Erie Canal Scenic Byway is adjacent to the Heritage Corridors of Bath, a gateway sign should be placed on Yellow Creek Road near Bath Road intersection as one enters Bath indicating they are now on the Heritage Corridors of Bath.

*Specific recommendations for **Hametown Road***

1. Encourage the retention of open space and the addition of substantial landscape buffer at the front of subdivision developments. Promote the use of native plantings in a naturalistic planting scheme as opposed to the approach of steep mounding covered with pine trees.
2. Work with the County Engineer in determining what measures are needed to improve the safety at the intersection of Hametown Road and Bath Road. Include recommendations for new planting schemes for the properties at this intersection. Maximize site lines at intersections by removing obstructions of vegetation or land forms. (Hametown Rd. and Bath Rd. intersection, Hametown Rd. and Everett Rd. intersection are two examples)



*Intersection of Hametown Road and Bath Road is the site of many automobile accidents.*

*Specific recommendations for **Granger Road***

1. Granger Road between Wye Road and Shaw Road is an area that contains a high concentration of history. Widening the road in this area would have devastating effects on

historic structures, old mills and water race-ways. Granger Road should be exempt from widening requirements.

*Specific recommendations for **Bath Road***

1. Encourage protection of the wooded hillsides and natural lowland areas that border the eastern portion of Bath Road. If further home development is proposed, encourage careful protection of existing trees and plantings of native plant material.
2. In the area where Bath Road descends into the valley and intersects with Revere Road, protect the lowland area from further development, and monitor the erosion conditions along Revere Run, which runs parallel to Bath Road in this area.
3. Encourage the planting of native wildflowers on the steep banks and lowland areas which border this section of Bath Road.
4. Implement landscape improvements along Bath Road in Bath Center. Specifically, add plantings near the Historic Bath Town Hall, the Bath Elementary School and in front of the Bath Township Center, parking lot and the police and fire station. The goal should be to add large shade trees such as Sugar Maple that will establish a tree canopy.
5. West of Bath Center, encourage the retention of natural plantings along the roadside and fence rows.

*Specific Recommendations for **Everett Road***

1. Encourage the planting of shade trees in front of residences along the roadway. Large shade trees such as Sugar Maple, Oak and Sweetgum are preferred over smaller trees.

2. Extend limits of Everett Road east to Cleveland-Massillon Road at same time limits of Cleveland-Massillon Road are extended north.

*Specific Recommendations for **Revere Road***

1. Preserve the fragile landscape that borders Revere Road from the intersection with Yellow Creek Road all the way to Shade Road. The landscape along this section ranges from heavily wooded hillsides to lowland areas along sections of North Revere Run where groupings of native species such as Celandine Poppy, Horsetail Rush and Wild Geranium are found. The hillsides in this area are particularly vulnerable to erosion if disturbed and should be carefully protected.
2. Promote the planting of native understory plants along the roadsides. Recommended trees are Serviceberry and Redbud and recommended shrubs include Chokeberry, Viburnum, Summersweet, and Spicebush. Recommended groundcover plants include ferns, Wild Sweet William, Dame's Rocket, Celandine Poppy, Virginia Bluebells, Trillium and many others.
3. Carefully review any development proposals for either the hillside areas or lowlands along this section of road.
4. The narrow, curvilinear character of Revere Road in this area typifies what is scenic about the Heritage Corridors and should be preserved in its present state.

*Specific Recommendations for **Medina Line Road***

1. Preserve the rural character of the roadside by encouraging the growth of natural hedgerows of trees, shrubs and grasses along the edge of the road.



2. Encourage natural landscape treatment in front of homes and subdivisions that preserves a strip of natural landscape between the road and manicured landscape around the home. This is particularly effective where the homes are set back a significant distance from the street.

3. Preserve the historic farm properties that exist along Medina Line Road, particularly between Bath Road and Remsen Road.

## Recommendations for Hamlets





## GHENT

### Areas in need of attention:

- A. Signage guidelines and addition of interpretive signs.
- B. Enhancement of Yellow Creek Corridor
- C. Street trees and additional trees on private properties.
- D. Screening of parking and service areas.
- E. Pedestrian scale lighting.

### Recommendations:

1. Initiate an aggressive tree planting program to place trees on both private and public properties. Seek cooperation of the business community to enhance properties through the elimination of existing paved areas to create additional planting areas.
2. Enhance the Yellow Creek Corridor by carefully clearing overhanging branches to enhance views from bridges and by planting native trees shrubs and wildflowers along the banks for spring and summer flower display. Consider a pedestrian connection along the creek from Wye Road east behind Lannings and under Cleveland-Massillon Road. This path could be boardwalk that could be closed off during high water periods and in winter.
3. Continue open dialogue with the County Engineer to redesign bridges with open railings that allow views of the creek corridor from cars. The proposed rebuilding of the bridge on Wye Road over Yellow Creek should have a light-weight railing that allows open views to the river below while maintaining required strength, safety and durability. This is a challenging

design problem and will require a little more time and creativity than standard bridge design, but the end result will be appreciated by everyone.

4. Find location for display of an educational kiosk with a map of the area marking locations of mills, describing the history and development of Ghent. A recommended location is on the west side of Wye Road just north of the bridge. This kiosk should have a box to hold Byway brochures.

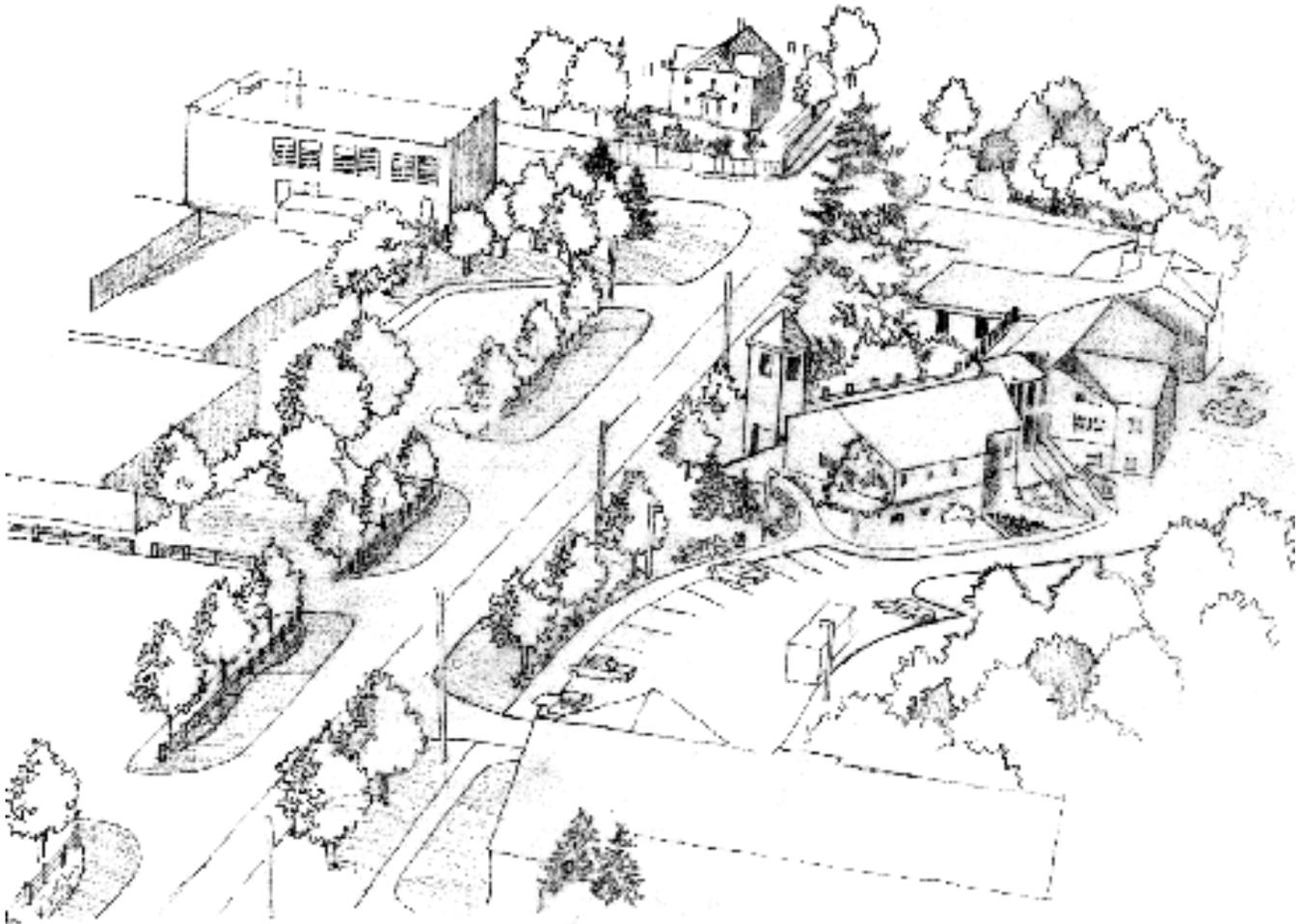
5. Enforce architectural guidelines for new buildings, and restorations of existing buildings, which are sensitive to historical character of the village as outlined in the Bath Design Guidelines. Encourage interaction with the Appearance Review Commission early in the design process.

6. Design and implement a gateway image from the southern approach along Cleveland-Massillon Road which includes a sign announcing historic Ghent District and the Heritage Corridors. This identification signage should be mounted on a substantial stone or timber structure and should include landscaping around the general vicinity of the sign. This gateway could be located on the east side of the road between Yellow Creek Road and Ghent Road. Establish a business leaders group to review issues related to future improvements to area and to endorse strategies to maintain and enhance Ghent's quaint image.

7. Add pedestrian scale lights to the area to enhance the nighttime image and promote night time usage. Also illuminate selected tree canopies in the area.

8. Meet with Holland Oil Company to discuss methods to improve the visual image of their corner. Assist them with an improvement plan based on suggestions from the Design Guide-

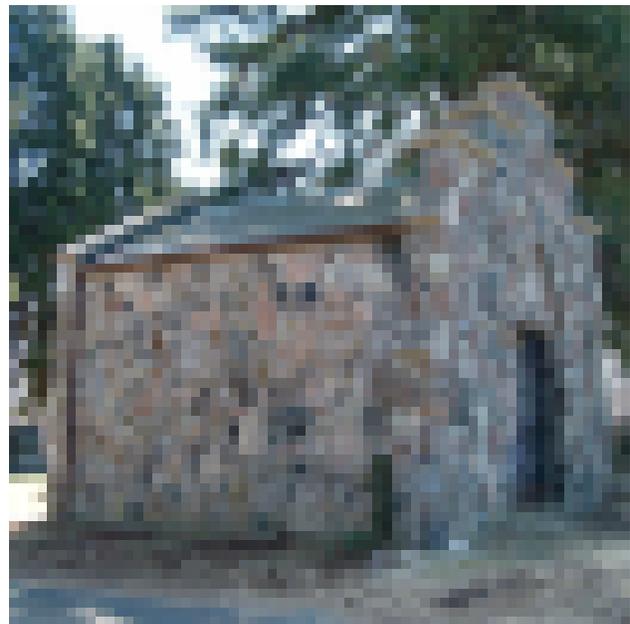
lines and Zoning Resolution. Landscaping, reduced lighting intensity, reduction of street entrances and reduction of size and quantity of signage should be addressed. Larger planting islands at the gas station with shade trees and shrubs would reduce impact of structure.



## BATH CENTER

### Areas in need of attention:

- A. Preservation of the Bath Center Cemetery landscape features.
- B. Restoration of the holding vault in Bath Center Cemetery.
- C. Additional landscaping around the Historic Bath Town Hall; particularly at the entrance off Bath Road and to the west and south facades.
- D. Additional landscape treatment to the Veterans' Memorial site and adjacent parking lot.
- E. Landscape treatment to the Bath Elementary School site both along Bath Road and Cleveland-Massillon Road.



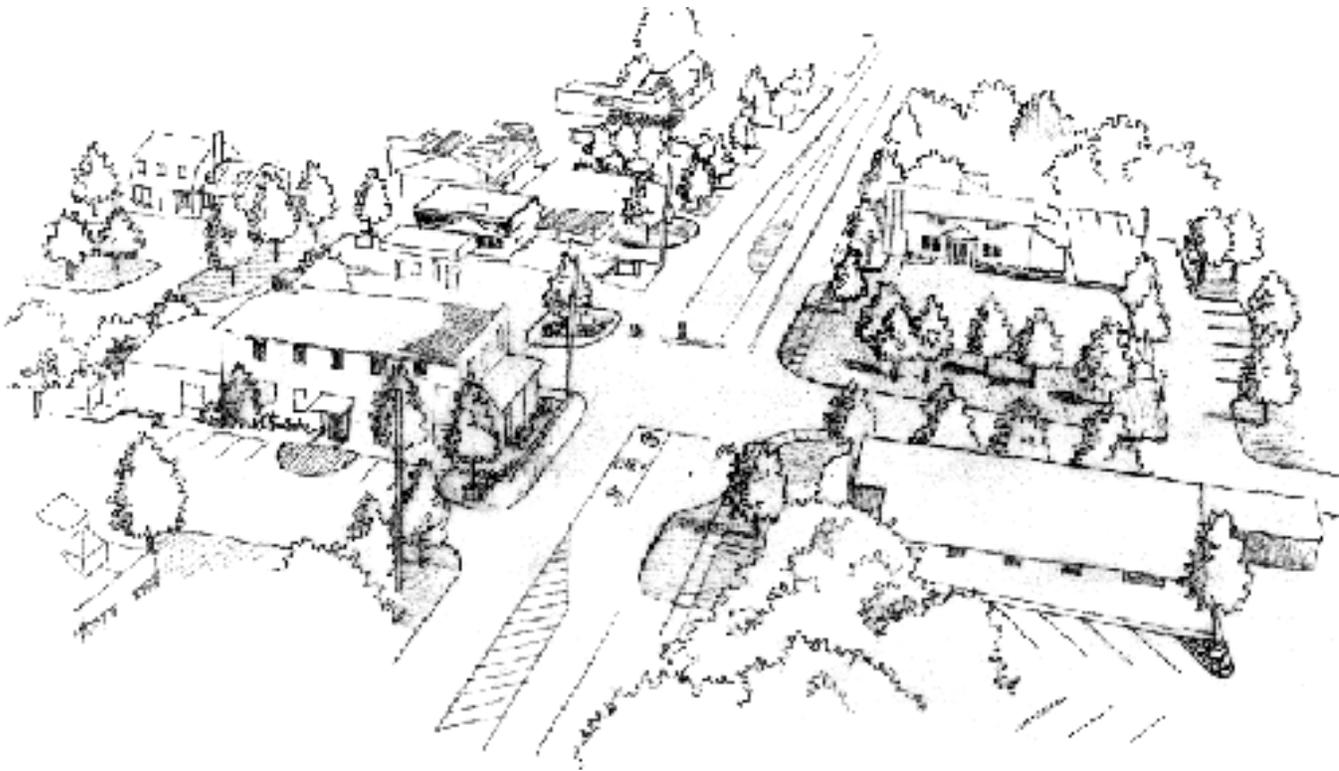
*Historic holding vault in Bath Center Cemetery.*

- F. Screen plantings and shade trees added to the R.B. Stout property, particularly to screen the service area just north of the cemetery.
- G. Enhance the landscape image of the police and fire station site facing Cleveland-Massillon Road and the Bath Township Center along Bath Road. Additional shade trees, shrub and perennial plantings and parking lot screening are needed.

also be implemented at the northern entrance to Ghent. This sign could be located on the west side of Cleveland-Massillon Road near the crest in the road across from R.B. Stout.

**Recommendations:**

1. Implement landscape improvements at Bath Township Center site and police/fire station site. Landscaping should set the standard for design that the township wishes to be followed by other developments.
2. Initiate landscape maintenance procedures for all properties in Bath Center.
3. Approach Bath Elementary School officials about potential landscape improvements on their property. Focus on large shade tree plantings first with later emphasis on more detailed plantings. The area in front of the fence is ideal for daylily or mixed perennial border.
4. Approach R.B. Stout about providing landscape screening of service area and adding shade trees along Cleveland-Massillon Road to reduce impact of wide expanse of parking and sales yard.
5. Design and implement a gateway image from the southern approach along Cleveland-Massillon Road which includes a sign announcing historic Bath Center. This identification signage should be mounted on a substantial stone or timber structure and should include landscaping around the general vicinity of the sign. This gateway could be located on the east side of the road at the crest in the road across from Rambling Way. A similar sign structure should



## HAMMOND'S CORNERS

### Areas in need of attention:

- A. Enhanced landscape at the Garth Andrew store site including partial screening of parking and installation of new plantings.
- B. Additional tree plantings at the post office site and additional curbs to prevent short term parking.
- C. Additional sidewalks to make area more friendly to pedestrians.
- D. New signs announcing the historic Hammond's Corners area.
- E. Consider a new, unified landscape plan along Cleveland-Massillon Road extending from the gas station south to the southern edge of the business zoned area. Addition of randomly placed shade trees and attractive screening of parking areas should be a priority.
- F. Upgrade landscape at the First Merit Bank site.

### Recommendations:

1. Prepare landscape improvement plan for business sites which present a unified scheme to help bring area together visually.
2. Establish a group of business leaders in the area to discuss improvement strategies and function as a sounding board for Hammond's Corners issues.
3. Implement a strategy to discourage truck traffic through the area and, in particular, parking of trucks in the right-of-way. Enforcement by Township police would help this problem.
4. Seek assistance of Appearance Review Commission in promoting strict Design Guidelines and compliance.



5. Seek cooperation of utility companies and county road workers in respecting landscape image.
6. Design and implement a gateway image from the southern approach along Cleveland-Massillon Road which includes a sign announcing historic Hammond's Corners and the Heritage Corridors. This identification signage should be mounted on a substantial stone or timber structure and should include landscaping around the general vicinity of the sign. This gateway could be located on the west side of the road just south of the industrial design studio near existing green sign. A similar sign structure should also be implemented at the southern entrance to Hammond's Corners. This sign could be located on the east side of Cleveland-Massillon Road near the crest in the road just south of Dogwood Lane.
7. Seek the endorsement of ODOT to extend limits of the corridor north from Hammond's Corners to the high point on Cleveland-Massillon Road. This may be easier after the success of the existing Byway has been established for a couple of years.
8. Design streetscape improvements to promote pedestrian circulation throughout the business district.
9. Continue to push for speed limit reduction in business district to 35 M.P.H. Also encourage Township police to enforce speeds in the areas.
10. Meet with Holland Oil Company to discuss methods to improve the visual image of their corner. Assist them with an improvement plan based on suggestions from the Design Guidelines and Zoning Resolution. Landscaping, reduced lighting intensity, reduction of street entrances and reduction of size and quantity of signage should be addressed.

## Recommendations for Natural and Built Features

### Hillsides

1. Wooded Hillsides
  - A. Protect trees on hillsides and close to roads from clearing or damage from erosion.
  - B. Encourage planting of native understory trees such as Serviceberry, Witch Hazel and Redbud.
  - C. Develop a grant or fund raiser for the rejuvenation of native wildflowers on hillsides.
  - D. Encourage careful protective construction procedures that will protect existing vegetation during construction. Require protective construction, silt fencing and other measures to preserve the natural character of sites.
2. Roadside Embankments.
  - A. Preserve natural growth of native grasses, forbs and shrubs.
  - B. Encourage planting of native trees such as Redbud, Hawthorn, and Cornelian Cherry on hillsides.
  - C. Work with county road crews to develop less aggressive maintenance procedures.
  - D. Use curvilinear mowing lines to create interest between maintained and natural areas along roadsides.

### View Corridors

1. Encourage setback of development from the road edge to preserve the natural landscape along the roadside.

2. Where fencing is desired, use split rail or post and board styles as opposed to chain link fence or plastic fence. Stone fences should be encouraged as well.
3. Encourage preservation of fence rows, hedges, pasture, woodlots and open fields.
4. Encourage landscape for new homes and developments which blends in with indigenous landscape image by using native plants and naturalistic planting schemes as opposed to ornamental plant schemes in highly manicured settings.
5. Discourage planting schemes which obscure existing distant views, particularly schemes which utilize large mass plantings of conifers.
6. Discourage developments which will obscure views of riparian corridors.
7. Encourage protection of views of historic structures such as barns and outbuildings.
8. Protect and enhance views of natural features such as rock outcroppings, ponds, streams, treelines and hillsides.

## **Riparian Corridors**

1. Encourage selective clearing of vegetation which obscures views of riparian corridors from the road. In many cases, simply removing a few overhanging branches will be sufficient.
2. Provide pull-off areas for vehicles and overlooks for pedestrians to allow views from bridges into riparian corridors.
3. Consider boardwalk access into limited areas of corridors.
4. Promote community awareness of historical importance of corridors by providing maps and interpretive displays at overlooks and key bridges. Examples of key bridges are at major stream crossings such as: Wye Road bridge over Yellow Creek, Revere Road bridge over Yellow Creek at southern intersection of Yellow Creek Road and Bath Road bridge over Yellow Creek near O'Neil Woods trail crossing.
5. Plant edges of creeks in view from bridges with native wildflowers, shrubs and trees.
6. Schedule community events for cleanup and protection of riparian corridors.
7. Monitor water quality periodically and publicize results.
8. Encourage correction of erosion problems along corridors.

## **Bikeways, walkways and equestrian trails**

1. Additional study would be required to determine the feasibility of creating designated bike or walking lanes along the Heritage Corridors.
2. Certain roads, such as Yellow Creek and Granger, are very narrow and have many blind curves and should not be considered as bike routes.
3. State and federal funding is often available for intermodal transportation projects that connect certain points of interest, such as the Nature Preserve and Hammond's Corners Business District with the Cuyahoga Valley National Park.
4. Continue existing trail systems connecting Bath Baseball Park to Bath Nature Preserve to Bath Community Activity Center. Encourage the equestrian community to continue the trail system to Cuyahoga Valley National Park.

## Parks

1. Design parks so that active recreation activities are well off the road.
2. Keep planting schemes in parks naturalistic and with low maintenance requirements.
3. Include hiking trails in parks wherever possible.

## Cemeteries

1. Install new landscaping, signage and a gateway for the Moore's Chapel Cemetery. The design should be in keeping with the tradition of a rural cemetery in its simplicity and fit with the existing landscape. A dry stack fieldstone wall would be appropriate as well.
2. Cemeteries should be used as stopping points or pull off areas along the Byway. Significant historical grave markers should be called out or highlighted. Examples are Hammond family, Hale family, Civil War heroes, etc. This local history could be incorporated into elementary school field trips.
3. Consider new, uniform cemetery signs, with a more historical theme. The use of natural stone and wrought iron are traditional materials in cemetery signage.
4. Preserve rural character of existing cemeteries and incorporate into new cemeteries and cemetery expansions. Utilize old fashioned planting schemes to preserve rural character of cemeteries. Consider plantings of shade trees and/or a hedge at front of cemeteries along street to distinguish from surrounding landscape.

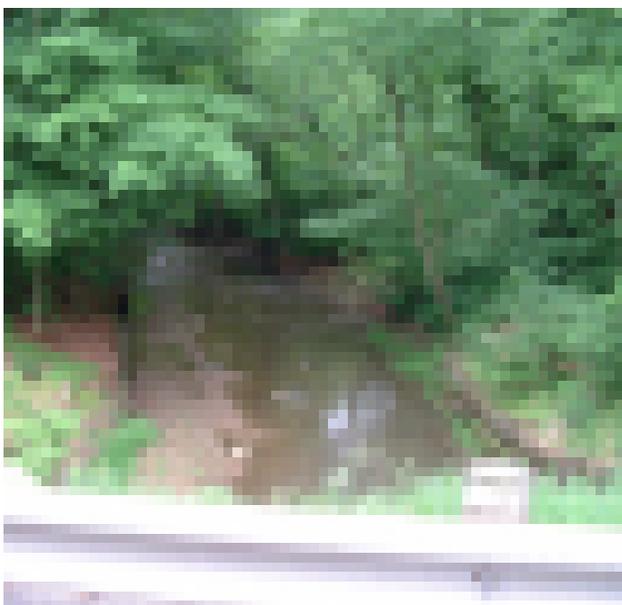
5. Start a tree replacement program. Plant replacement trees and shrubs in cemeteries to replace dead, dying or mature plant material prior to its removal.
6. Priority should be given to the repair of broken or damaged gravestones on a routine basis.
7. Continue to review maintenance procedures for cemetery grounds. Strict maintenance guidelines should be followed to protect existing plantings and gravestones to keep grounds looking their best.
8. East Bath Cemetery, at the corner of Shade Road and Revere Road, is often overlooked. Attention could be drawn to this area with some simple plantings as suggested above.
9. A plaque with a map of the cemetery could be placed at the entrance of the cemetery indicating where significant historical grave sites are located. These significant graves could also have plantings or other special indicators to highlight them.

## Bridges

A critical link to the watershed of the Yellow Creek was lost when solid concrete walls and tall galvanized guard rails were built at the stream crossings and bridges along the roads. These guard rails are fairly inexpensive and easy to install and they have a proven track record for their ability to keep vehicles on the road. The guard rails have, however, taken the place of bridge railings as well and blocked the views to the streams and rivers that they span. Today people pass right by these stream corridors and can not appreciate their beauty because they are unable to see them.



Guardrail hiding North Fork at Bath Road just east of Bath Center.



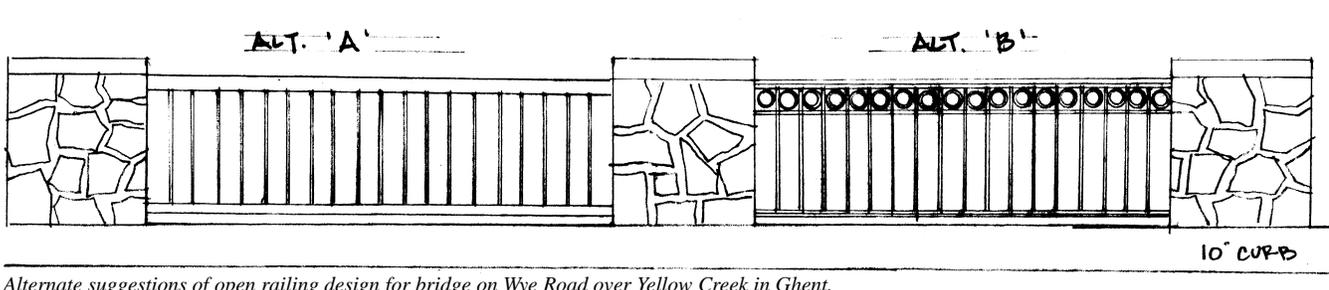
View of North Fork beyond guardrail.

Currently the township is working with the County Engineers and challenging them to build an open railing on a new bridge that is proposed over Yellow Creek on Wye Road in Ghent. This is a difficult challenge to build a railing that provides enough clear space to see through, while still maintaining the structural integrity for vehicular safety.

In addition to Yellow Creek crossing at the Wye Road Bridge, there are numerous, significant stream crossings through out the Heritage Corridors that merit open railings. As these stream crossings and bridges are repaired or replaced an open railing may be implemented at that time.

The following is a list of significant stream crossings that should take priority for railing replacement: (This list is in no particular order.)

1. Wye Road over Yellow Creek in Ghent.
2. Cleveland-Massillon Road over Yellow Creek in Ghent.
3. Yellow Creek Road over Yellow Creek between Cleveland-Massillon Road and the I-77 overpass.
4. Yellow Creek Road over Yellow Creek at the southern intersection of Revere Road.
5. Granger road over North Fork in Ghent beside the Woolen Mill.



Alternate suggestions of open railing design for bridge on Wye Road over Yellow Creek in Ghent.



6. Granger Road over Yellow Creek near Shaw Road and also near Timberline Drive.
7. Granger Road over Yellow Creek at Artist Inc. Galleries (Alderfer's Mill).
8. Cleveland-Massillon Road over North Fork just north of Ghent Hills Road.
9. Cleveland-Massillon Road over North Fork just south of Bath Community Activity Center.
10. Bath Road over stream at intersection of Revere Road where Bath Road shares a short portion of Revere Road.
11. Bath Road over North Fork just east of Cleveland-Massillon Road.

There are other crossings that should be made more visible, however the streams on this list tend to have the most attractive view of the widest flowing portion of a stream.

### **Additional Recommendations**

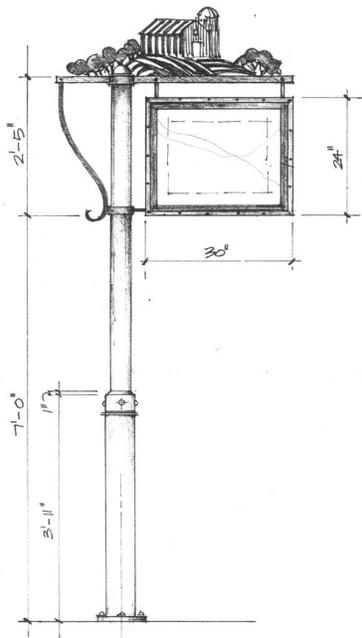
1. The Heritage Corridors of Bath are intended to preserve and enhance the roadways, encourage conservation development that reflects the rural character of Bath and provide enjoyment and safe use of the Corridor by pedestrians, bicyclists, equestrians, as well as, motorized travelers. The intent of the Corridors is not to draw people in to the area to spend money at local businesses. Therefore, a specific marketing plan to encourage shoppers is not necessary at this point in time.
2. As soon as possible, print a simple, easy to read 8.5 x 11 inch 3-fold brochure describing a self guided tour of the byway with a clear map and quick information of key features and highlights. As a minimum the brochure should

be at least two colors printed on a card stock paper for durability. If funding is available, a larger full color brochure would be preferred. These brochures could be mailed to Township residences to continue ongoing enthusiasm for the Byway. Grant money and other funding sources are more often available for printed, educational materials.

3. The State of Ohio has Ohio Byway identification signage available free of charge. These signs are installed through the County Engineer. These signs are fairly generic looking and should only be installed on a temporary basis to quickly identify the Byway while enthusiasm is still high. A custom sign should be designed that is unique to Bath. One idea is to modify existing street identification signs. Leave existing green street name on the post. Paint post black or some dark neutral color. Add a decorative cap to top of post. Install new Byway identification and direction indicator sign below existing street name signs.

A new street sign with a substantial post and specially designed graphic that depicts the rural character of Bath Township would be a special identification feature along the Heritage Corridors. This sign would be ideal if funding could be found for this purpose.





*Example of custom street sign used at Aurora Farms..*

tion should be provided in the form of a brochure which outlines some general principles concerning the value of native vegetation retention, and gives lists of representative plants.

6. Start an Adopt a Highway program to encourage business, church, or civic groups to get together and clean up the litter along a specific road of the Byway. Typically the State or County provides large green signs to recognize these groups for their efforts. These signs, however, are too large and detract from the scenery. Instead, the group could simply register at the township for their desired road clean up duty. This could also work in conjunction with the annual “Spring Township Clean Up,” already a yearly tradition.

4. Build relationships with neighboring Byway systems such as Ohio & Erie Canal Scenic Byway and any other future Byway systems. The Ohio Byway Links organization has been established to support and serve the interests of designated and potential Ohio Byways to obtain, maintain, enhance and retain status as Ohio Byways. This is a nonprofit coalition that serves as an advocacy association for Byways in support of the Ohio Department of Transportation. This organization will provide a forum for program dialogue and communication for the benefit of the Ohio Byways program. Scenic Ohio is an other important Byway ally that can assist in various Byway issues.

5. Provide educational information to homeowners concerning the value of the retention of native vegetation (both economic and aesthetic) and of methods of restoring native plant communities on properties. This informa-

## Landscape Design & Preservation Issues

Throughout the process of preparing the Bath Township Comprehensive Plan, The Bath Township Design Guidelines and this Management Plan, a recurring theme has been made clear by the residents of Bath; that they place high priority on the protection of trees and the rural landscape. Indeed, this is a challenge facing all municipalities that are threatened by increased property development pressures, increased traffic demands and urbanization.

In order to make recommendations of appropriate improvements to the landscape image of the Heritage Corridors, an analysis needs to be made of typical landscape characteristics of each of the Corridor roads. The physical description section of this report provides a brief description of these characteristics as they exist on each road, and this section examines more closely, and in graphic format, how specific elements of this character can be protected and enhanced. Section H of the Bath Township Design Guidelines provides some general principles, which apply to landscape design goals, that are helpful to understanding the role landscaping plays in the image of the township. However, these goals do not provide specifics in terms of landscaping recommendations and focus more on development considerations rather than preservation of the natural landscape that already exists.

The protection of existing landscape features along the Heritage Corridors is the single most important factor in protecting the rural character of the Byways for future generations. In “Aesthetics, Community Character, and the Law,” by Christopher J. Duerksen and R. Matthew Goebel, they state that “Indeed, protecting trees,

woodlands, and vegetation through municipal ordinances is one of the fastest growing areas of land-use law, and local governments are enacting increasingly strict and sophisticated regulations.” It goes on to say that “While courts in tree preservation cases and most other areas of land-use law have been very favorable to local governments in upholding rather broad review standards, fairness and regulatory efficiency dictate that local ordinances contain clear standards that result in predictable decisions by staff and review commissions and that limit administrative discretion.” Toward this end, the existing landscape ordinances of the township could go further in both the requirements to document existing plant materials on site plans and to require the protection of existing plantings during construction. In Section 301-5 of the Bath Township Zoning Resolution, site plans are required only to show the location and type of existing trees on a site with a diameter of six inches (6”) or more measured at four and a half feet (4-1/2’) above grade. This requirement would exclude many sapling trees in woodlots that could have an important impact on the landscape image of the site, and further excludes masses of vegetation, such as indigenous shrubs, that are typical throughout the township and critical to its landscape image. Furthermore, site plan review is not required for single or two-family dwellings.

Elsewhere in the Zoning Resolution, in Section 701-1, application for landscaping requirements focuses more on new landscape requirements giving very little attention to the preservation of existing plantings. Such vagueness in the requirements for the documentation and protection of existing landscaping on a site can only lead to a presumption by developers and private citizens alike, that it is unimportant and expendable. The Natural Resource Protection Study, completed in 1999 by the Davey Resource Group, calls for *A Tree Protection Resolution*, which would “provide the basis for tree



management and preservation strategy.” It further states that “The components of a tree preservation resolution should include provisions for protecting the remaining forest by requiring tree evaluation and protection during site design review; and for mitigation of lost canopy cover on development sites. The resolution could also make provisions for the protection of the remaining mature forest stands by requiring their evaluation and preservation during site design review.”

It would seem to be in the best interests of Bath, in efforts to preserve the rural character as a stated goal, to adopt such legislation quickly.

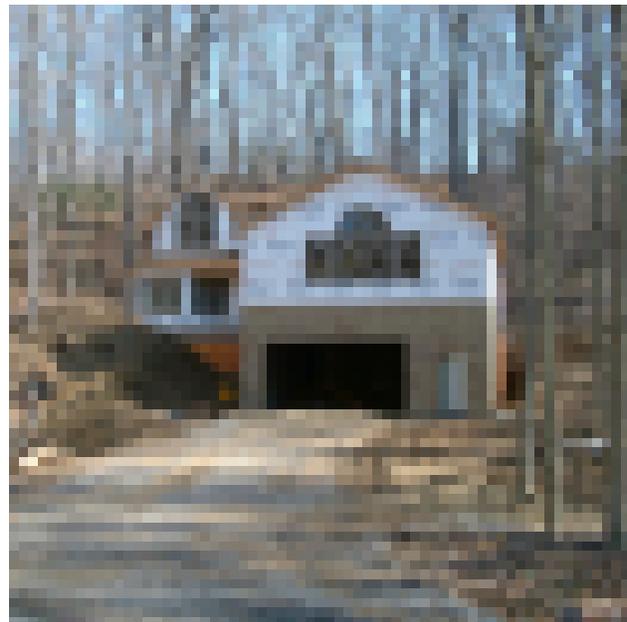
The Natural Resource Protection Study is a valuable document which reinforces the goals of the Heritage Corridor Management Plan by providing an excellent documentation and evaluation of the natural features of the township landscape. The Riparian Corridor Overlay District and the encouragement of Open Space Residential Subdivisions, which were drafted from recommendations of the Comprehensive Plan, provide an excellent incentive for the protection of the natural environment of Bath. In addition, The Natural Resource Protection Study provides excellent data concerning the value of the natural landscape as well as recommendations as to how it should be protected. Among other interesting facts, it concludes that 40% of Bath is wooded and the report provides significant rationale, both environmental and economic, for the protection of woodlands. Environmental reasons include the preservation of habitat for wildlife and protection of the land from erosion while economic and aesthetic reasons include providing scale and texture to developed landscapes and contributions to real estate values. Perhaps less measurable, but very clear in terms of comments from residents with regard to what is valuable in Bath, is the ways that trees contribute to pride in the community and a desirable community image. This document

should be routinely referenced by the Board of Zoning Appeals and the Appearance Review Commission in assessing the appropriateness of any development.

## Design Goals

There are a number of design principles which should be considered when advancing the goal of preserving and enhancing the landscape character of the corridors. These address not only the use of appropriate plant materials, but also methods of plant material preservation and use in design. Also of importance is the design of signage, fencing, walls, lighting and street furniture.

1. Preservation of open spaces and distant views within the township is critical to the visual quality of the community. As land values increase in the township, developers and private property owners are becoming more creative in accessing and building on properties which might previously have been ignored.



*Homes are being built into steep hillsides as more easily accessed land is being used up.*

These trends will likely continue and will have an impact on the fragmentation of open space and destruction of views. This in turn will impact wildlife habitat and biodiversity in the township which, once altered, is extremely difficult to correct.

2. Every development site, whether for a single family residence or commercial property, should be carefully assessed in terms of environmental features and the impact a development will have on those features. Included should be slopes, vegetative cover (particularly mature trees and wooded areas), wetlands, streams, ponds, vernal pools, views and uniqueness of habitat. Developments should be required to make every effort to protect unique features and to enhance a development site in the context of its surroundings.

3. Avoid dramatic alterations to the natural topography of a site. One of the most unique qualities of the Heritage Corridors is the topographic diversity that occurs on almost every road. When the natural appearance of the topography of a site is ignored, it affects the visual appearance of surrounding lands as well. Proportion and scale are important considerations in site grading. Mounds that are too large or steep will result in an unnatural image. Native plantings used in combination with subtle mounds can be very effective in adding interest and privacy to sites.

4. Preserve woodlots and existing groves of trees which are valuable for wildlife and soften the impact of development. In some cases it may be appropriate to clear underbrush and partially thin trees in a woodlot while in others it may be better to leave some of the scrubby vegetation that typically occurs at the edge of a woodlot. This vegetation at the edge is important as wildlife cover and helps to protect the interior of a woodlot.



*The trees and vegetation in woodlots are valuable resources for wildlife and can soften the impact of development.*

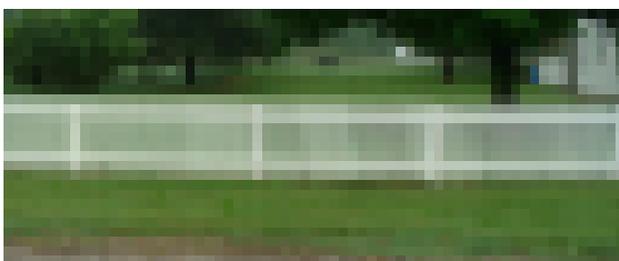
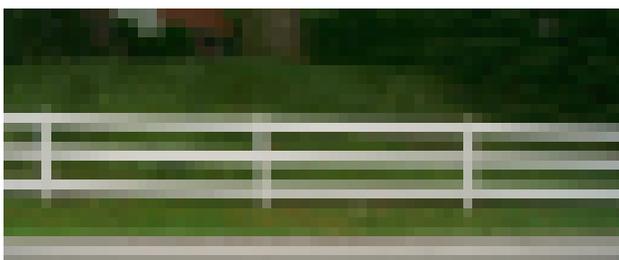
5. Avoid formal landscape solutions for both streetscapes and individual properties, even in commercial development areas. Trees should be planted randomly with trees in the public right-of-way complementing those planted on private property. Traditional streetscape solutions such as uniform alignment and variety of trees, use of tree grates and guards and/or concrete planters, bollards, etc. should be avoided.

6. Utilize large, long-lived shade trees as the backbone of the landscape. Restoring the tree canopy that has been lost, particularly along Cleveland-Massillon Road, is critical to enhancing the rural character of the corridors. This process will take time and will probably be done in phases. Providing incentives to private property owners to plant trees would be helpful.

7. Develop streetscape plans for each of the original hamlets of Ghent, Hammond's Corners and Bath Center. Each plan should include recommended improvements that can be made to private properties in the area that will complement improvements in the public right-of-way.

8. Provide naturalistic plantings of trees, shrubs, grasses and perennials at entrances and along street frontage of township parks.

9. Promote the use of traditional fence and wall designs throughout the township.



*Traditional fences and walls found along the Heritage Corridors.*

For fences, use split rail, stacked rail paddock fence, Connecticut or Kentucky style post and rail, or other traditional pasture fencing for open fields and pastures. In front of buildings use low picket fences or low, dry-stack stone walls. Avoid synthetic stone, precast concrete modular walls or railroad tie walls and planters.

10. The township should form a working partnership with the utility companies, ODOT and county road crews in establishing landscape maintenance guidelines which compliment the goals of the Management Plan. Proper pruning of trees and minimizing mowing practices on roadsides are two areas which have a significant impact on the rural character of the Corridors. These groups also will need to be consulted in terms of efforts to plant native shrubs and wildflowers along the roadsides.



*Native shrubs and wildflowers along the road's edge enhance the rural character of the Heritage Corridors.*

11. Areas along the roads where there are views into ravines and gullies should be enhanced by the planting of native trees, shrubs and wildflowers for seasonal interest and also to restore some of the biodiversity of these areas



that have been lost over time. Selective thinning of vegetation to enhance views into the riparian corridors and the removal of invasive plant species, such as grapevine and Japanese Knotweed, would also be helpful.

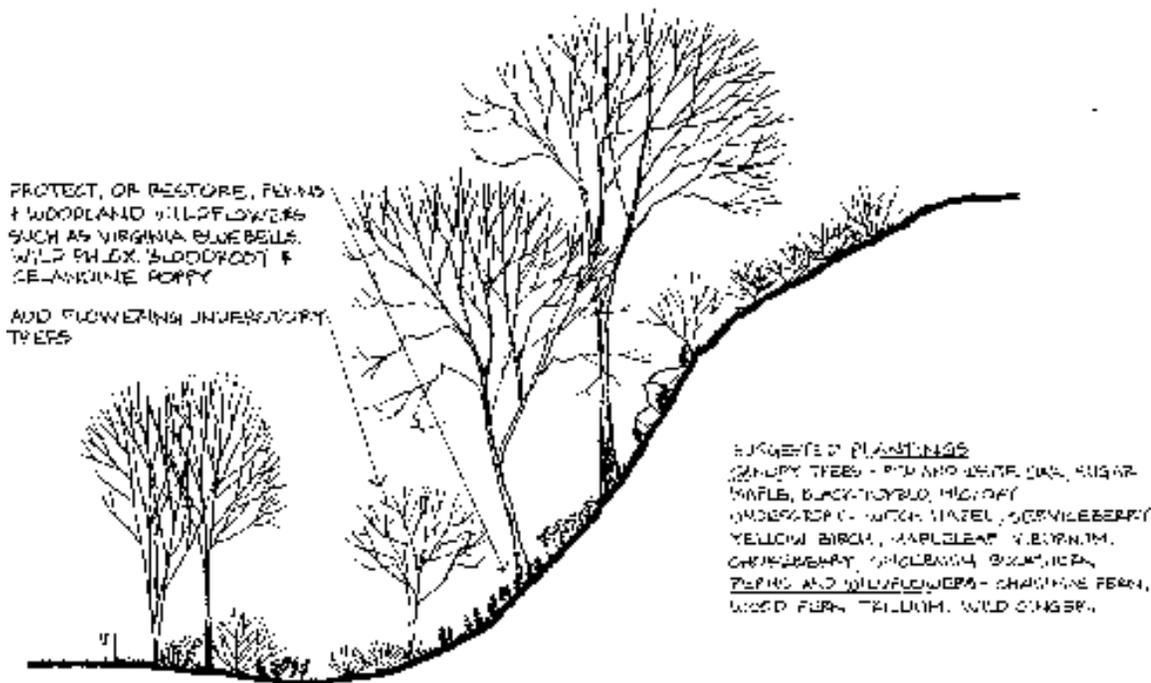
12. Retention ponds required for storm drainage control should be designed as naturalized amenities. They should hold water at all times and have native vegetation planted at the edges that provides wildlife cover and food. Maintenance procedures should avoid mowing of the edges of ponds. After the pond edge plantings are established, it would be best to allow the vegetation to develop through natural succession.

13. Continue and expand the tradition of planting daylilies on private properties along the roadside throughout the township. Expand the program by encouraging the planting of other native plants such as Ironweed, Phlox, Joe-Pye Weed, Coneflower, and others (see plant list).

14. The township should be an active participant in the process of planning and designing roadway improvements. One way to have comprehensive input into the final design would be to bring together multi-disciplinary design teams including engineers, landscape architects, urban planners and historic preservationists to meet with the county engineering team in the initial stages of developing plans. This will facilitate making changes and also help in the process of reaching a community consensus. The township should also be involved in the plans for grading, landscape disruption and landscape restoration that goes with the roadway improvements to ensure that they are compatible with the existing landscape character of the area.

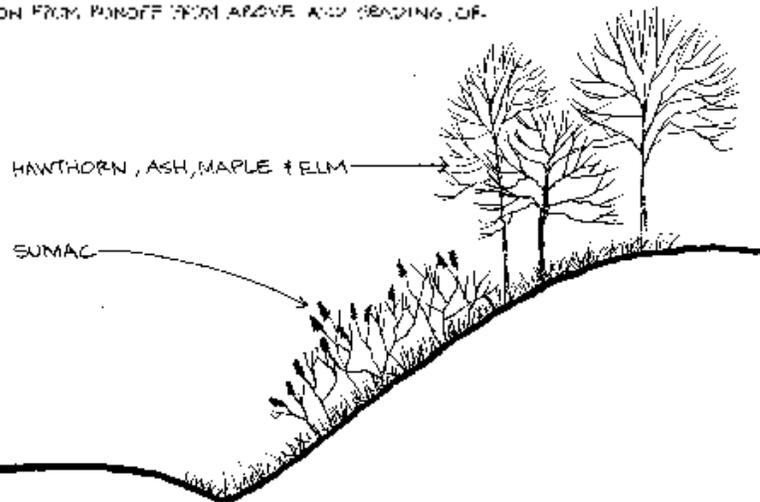
## ILLUSTRATIONS OF TYPICAL ROADWAY CONDITIONS

The following illustrations are intended to depict various typical landscape conditions found along the Heritage Corridors and suggested solutions that may be incorporated in furthering the goals of the Management Plan. Such conditions as steeply rising banks, gentle banks, heavily wooded slopes, low wet areas, etc. are illustrated. While these illustrations are not comprehensive in that they only cover typical conditions, they are intended to provide a clear framework for consideration of homeowners, developers and township review personnel.



## ROADSIDE CONDITION "A" - STEEP, WOODED HILLSIDE

HEAVILY WOODED WITH MATURE HARDWOODS - OAK, BIRCH & MAPLE DOMINANT, SOME  
UNDERSTOREY OF WITCH HAZEL, CHOKEBERRY, VIBURNUM AND SPIRAEAE OFF SPRUCE  
FERNS ON NORTH FACING SLOPES.  
SLOPES ARE VULNERABLE TO DESTABILIZATION FROM RUNOFF FROM ABOVE AND GRADING OF  
DRAINAGE GRADIENT FROM BELOW.



## ROADSIDE CONDITION "B" - SUNNY EMBANKMENT, MODERATE SLOPE

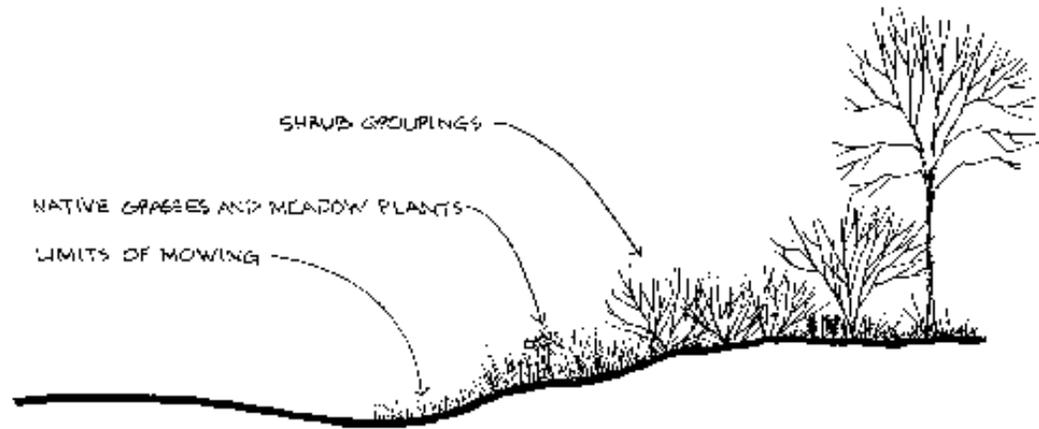
OCCURS MAINLY ON SOUTH FACING ROAD BANKS WHERE  
NATIVE GRASSES, GRAY DOGWOOD, SUMAC AND HONEYSUCKLE  
ARE TYPICAL. FURTHER BACK ARE HAWTHORN AND CRAB-  
APPLE WITH GROVES OF ELM, ASH OR RED MAPLE.

### SUGGESTED PLANTINGS

GROUPINGS OF FRAGRANT SUMAC, GRAY OR RED-TWIG DOGWOOD,  
CHOKEBERRY, VIBURNUM ARE EFFECTIVE NATIVE SHRUBS.  
ORNAMENTALS SUCH AS BRONZELEAF HONEYSUCKLE, LILAC AND  
HYDRANGEA CAN BE EFFECTIVE.

### SMALL TREES - HAWTHORN, REDBUD, AMUR MAPLE

GRASSES, WILDFLOWERS - BIG AND LITTLE BLUESTEM, INDIAN GRASS, SWITCH  
GRASS, IRONWEED, DAYLILIES, PHLOX.



## ROADSIDE CONDITION "C"-GENTLE SLOPES, SCRUBBY VEGETATION

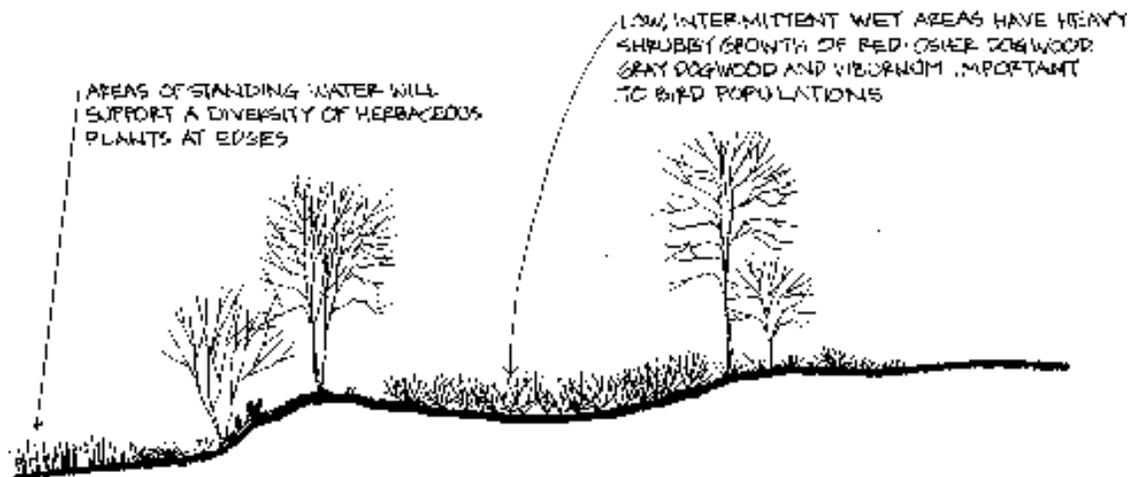
ROAD EDGE OF MIXED GRASSES, CANADIAN THISTLE, QUEEN ANNE'S LACE AND GOLDENROD

MIDDLE AREA HAS COVER OF GRASSES & MEADOW PERENNIALS WITH GRAY DOGWOOD, SUMAC, RED OSIER DOGWOOD, DEARBAPPLE AND HAWTHORN TYPICAL. BACKGROUND STANDS OF ASH, RED MAPLE AND DYING ELM'S TYPICAL

### SUGGESTED PLANTINGS

GROUPINGS OF NATIVE GRASSES (SWITCH GRASS, LITTLE BLUESTEM & INDIAN GRASS) (IRONWEED, JOE PYE WEED, GRAY HEADED CONEFLOWER, JAY LILIES AND BLACK-EYED SUSAN EFFECTIVE

SHRUBS & SMALL TREES - VIBURNUM, CHOKEBERRY, RED-TUNG DOGWOOD, LILAC, SUMAC, SERVICEBERRY, OR HAWTHORN OR CORNELIAN CHERRY

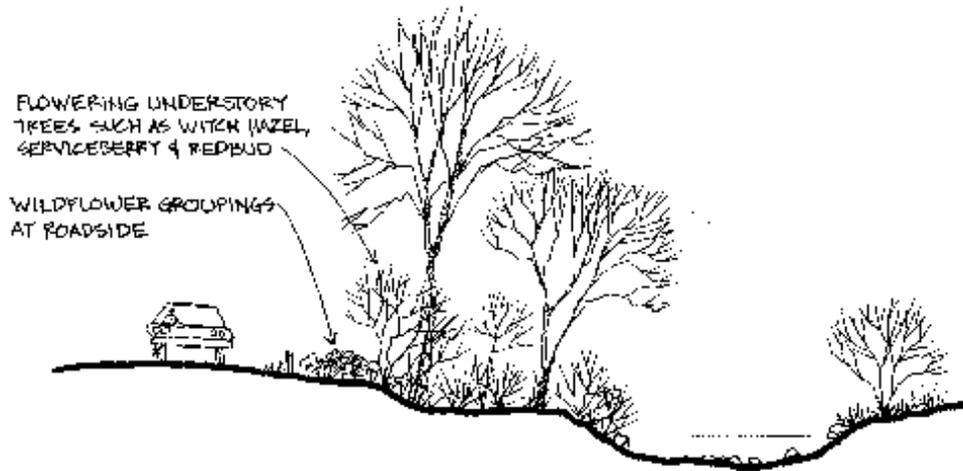


## ROADSIDE CONDITION "D"-LOW, WET AREA

OCCURS THROUGHOUT THE HERITAGE CORRIDORS IN LOWLAND AREAS WHERE POORLY DRAINED DEPRESSIONS ARE VEGETATED WITH RED OSIER AND GRAY DOGWOOD, SHRUB WILLOWS, BUTTONBUSH, ARROWWOOD, VIBURNUM, AMERICAN CRANBERRYBUSH AND SPICEBUSH. TYPICAL TREES ARE BLACK GUM, RED MAPLE SWAMP WHITE OAK, PIN OAK AND WILLOW PROVIDES HABITAT & FOOD FOR WILDLIFE

### SUGGESTED PLANTINGS

GROUPINGS OF CHOKEBERRY, WINTERBERRY, WITHERROD, LINDEN & BLACKHAW, VIBURNUM, BUTTONBUSH, SPICEBUSH, SUMMERSWEET AND CORNELIAN CHERRY, MARSH MARIGOLD, BLUE FLAG, IRIS, CARDINAL FLOWER. TREES- BLACK GUM, SERVICEBERRY, REDBUD, SWEETBAY, MAGNOLIA

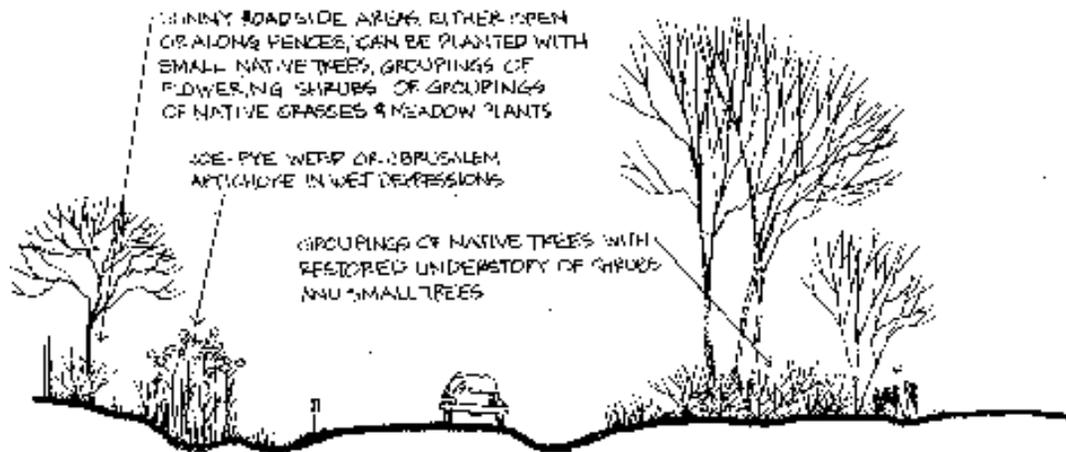


## ROADSIDE CONDITION "E"-ROADWAY ADJACENT TO STREAM

SEVERAL AREAS OF CORRIDORS WHERE ROADWAY PARALLELS RIPARIAN CORRIDORS. TYPICAL GROWTH IN OPEN AREAS OF SYCAMORE, WILLOW AND RED OSIER DOGWOOD. VEGETATION IN WOODED AREAS COTTONWOOD, BLACK GUM AND RED MAPLE WITH VIBURNUM & SKUNK CABBAGE

### SUGGESTED PLANTINGS

SYCAMORE, RED MAPLE AND BLACK GUM WILL PROVIDE HABITAT AND PROTECTION FOR WILDLIFE. SERVICEBERRY, WITCH HAZEL, VIBURNUM, CHOKEBERRY & WINTERBERRY.



## NATURALIZED ROADSIDE PLANTINGS

PLANTING GROUPINGS OF NATIVE TREES, SHRUBS, GRASSES AND PERENNIALS ALONG ROADSIDES IN FRONT OF FENCES, OR MORE MANICURED LANDSCAPES, IS IMPORTANT TO ENHANCING RURAL CHARACTER OF THE HERITAGE CORRIDORS. THESE AREAS NEED PROTECTION FROM ROAD MAINTENANCE CREWS.

### SUGGESTED PLANTINGS

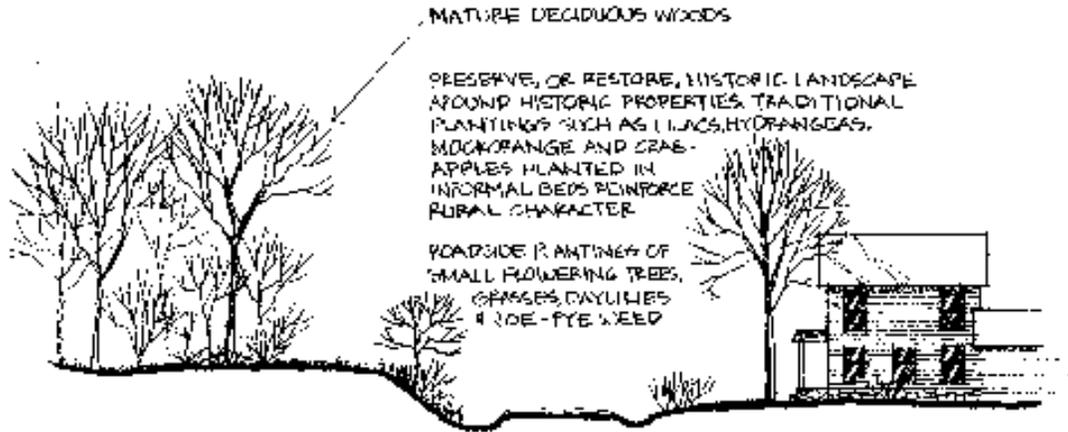
TREES - REDBUD, SERVICEBERRY, CORNELLIAN CHERRY, HAWTHORN, WITCH HAZEL, HEMLOCK, SWEETGUM, GABBAPRAS, BLACK GUM, ELDERBERRY, OAK, MAPLE

SHRUBS - VIBURNUM, CHOKEBERRY, SPIGEBUSH, HONEYSUCKLE, SUMMER SWEET, SUMAC, LILAC

GRASSES, PERENNIALS - SWITCHGRASS, INDIAN GRASS, LITTLE BLUESTEM, PRAIRIE CORN GRASS,

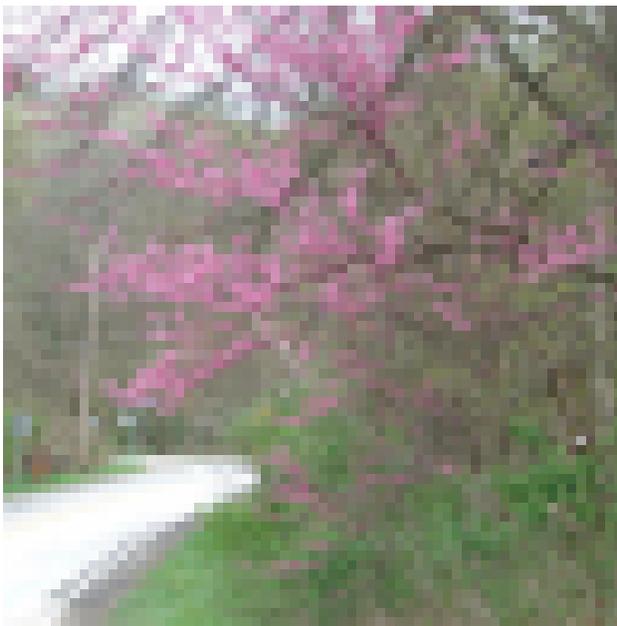
GOLDENRODS, IRONWEED, JOE-PYE WEED, PRAIRIE DOCK, COMPASS PLANT, JERUSALEM ARTICHOKE, PRAIRIE CONEFLOWER, CARDINAL FLOWER.





## ROADWAY IN WOODED RESIDENTIAL AREA

PRESERVATION OF MATURE DECIDUOUS WOODS ALONG THE ROADSIDES AND BETWEEN PROPERTIES IS CRITICAL TO MAINTENANCE OF RURAL CHARACTER & HABITAT. RESTORATION OF NATIVE UNDERSTORY PLANTS SUCH AS FLOWERING TREES AND SHRUBS, FERNS AND WOODLAND WILDFLOWERS IS IMPORTANT STEP TO RESTORING BIODIVERSITY IN NATURAL AREAS. REMOVAL OF INVASIVE SPECIES SUCH AS IVY, HONEYSUCKLE AND JAPANESE KNOTWEED IS ALSO IMPORTANT STEP.



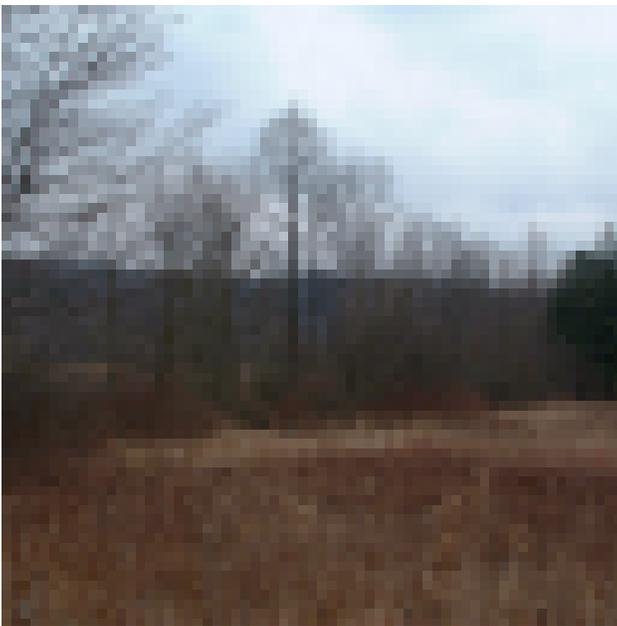
*Native Redbud (Cercis canadensis) along edge of Ira Road.*

The Natural Resource Protection Study referenced earlier identifies and maps various types of vegetation cover in the township. At their most basic level these are categorized as forest, wetlands, successional fields (agricultural land which has reverted to woody vegetation), old fields, and agricultural lands which includes horse farms. To these categories should be added fencerows, which includes vegetation growing along a fence or edge of a field or yard. Fencerows are common to the township and important to its rural character. The report also outlines subcategories of these vegetation associations which outlines various successional stages of development for the particular category. To simplify the interpretation for the Management Plan, the initial categories will suffice.

It is also important to recognize the value in preserving the existing natural landscape and allowing it to improve through natural succession.



*The early stages of a fencerow.*

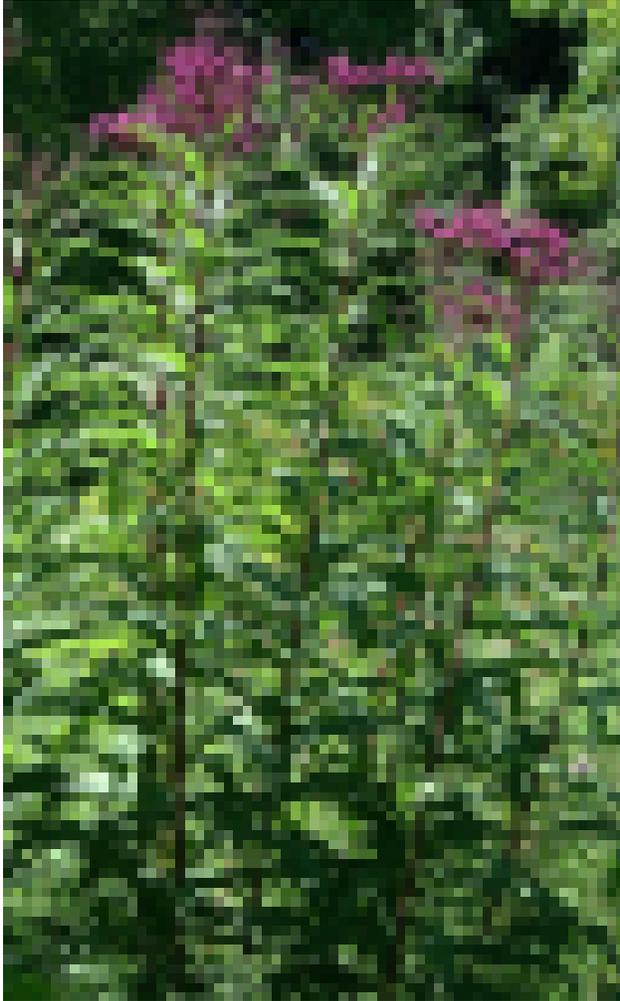


*Mature fence rows provide buffers and separation in developments.*

The reason for analyzing the various types of vegetation associations is to clarify their importance to the overall visual and environmental character of the township and to recognize that they can be duplicated or enhanced, particularly when they are damaged by development. Recognizing this fact is critical to preserving the continuity of the landscape image in the township.

**Recommended Indigenous Plant Material**

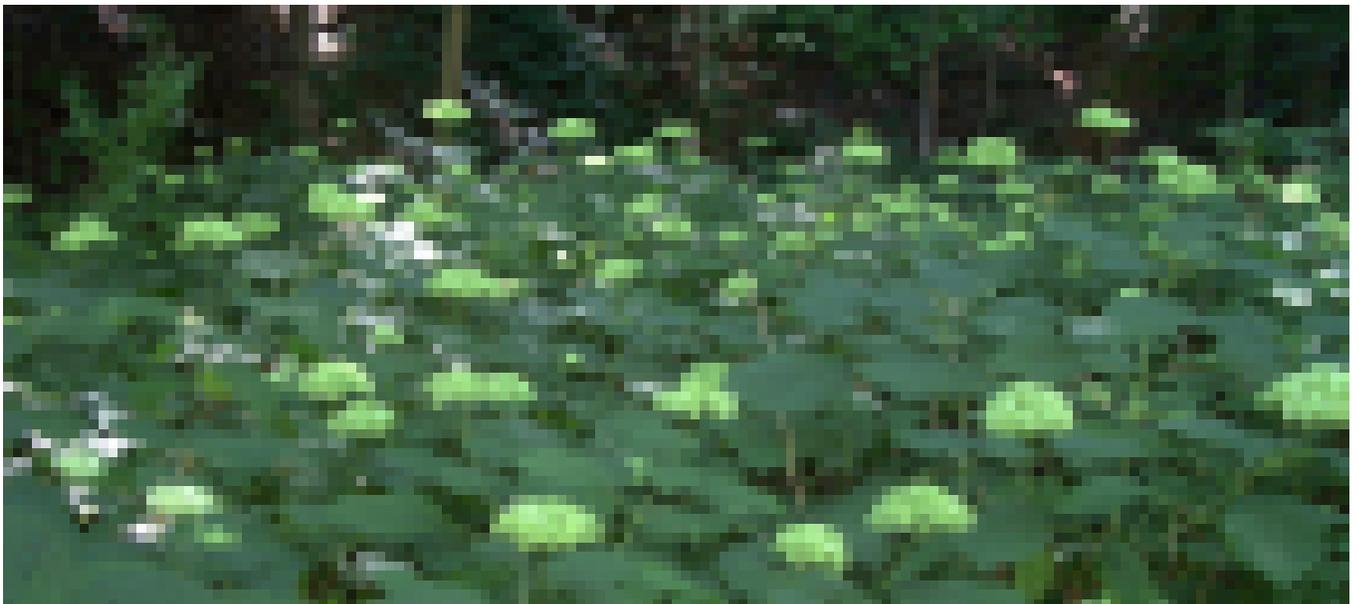
The following is a partial list of recommended plant materials (trees, shrubs, perennials, grasses and wildflowers) and a brief description of their habit and design characteristics. The list stresses the use of native plants that fit the existing rural landscape.



*Iron Weed (Veronia noveboracensis) grows along Ira Road accross from Old Trail School.*



*Joe Pye Weed (Eupatorium fistulosum) grows in the Cuyahoga Valley National Park.*



*Smooth Hydrangea (Hydrangea arborescens) grows along Cleveland-Massillon Road south of Bath Center.*

# AN OHIO SCENIC BYWAY

Plant Type	Scientific Name	Common Name	Physical Description
grasses	<i>Andropogon gerardii</i>	<b>Big Bluestem</b>	3'-7' native grass, good wildlife cover.
grasses	<i>Bouteloua curtipendula</i>	<b>Sideoats Grama</b>	2' native grass, roadsides and fields.
grasses	<i>Schizachyrium scoparium</i>	<b>Little Bluestem</b>	1 1/2'-5' native grass, old fields, roadsides, wildlife food and cover.
grasses	<i>Sorghastrum nutans</i>	<b>Indian Grass</b>	9' native grass, fields, roadsides, good wildlife food and cover.
grasses	<i>Panicum virgatum</i>	<b>Swith Grass</b>	6' native grass, fields, banks, wildlife food.
perennial	<i>Aster novae-angliae</i>	<b>New England Aster</b>	2-6', fields and roadsides, bright purple late summer flower.
perennial	<i>Caltha palustris</i>	<b>Marsh Marigold</b>	1-2', swamps & wet woods, early bright yellow flower, browsing for wildlife.
perennial	<i>Echinacea purpurea</i>	<b>Purple Coneflower</b>	2'-3', pale pink to purple daisy like flowers appearing in July through Sept. on sturdy stalks, large dark green leaves, best planted in large masses.
perennial	<i>Eupatorium fistulosum</i>	<b>Joe-Pye Weed</b>	5', floodplains, moist thickets and roadsides, pinkish flowers in late summer.
perennial	<i>Geranium maculatum</i>	<b>Wild Geranium</b>	2', rich woods and roadsides, rose pink flower, spreads in woodlands.
perennial	<i>Hemerocallis</i>	<b>Daylilies</b>	12"-36", grow best in full sun, long linear leaves with large clumps of erect flower stems.*NOTE: Daylily is on the list of O.D.N.R. list of Invasives
perennial	<i>Lobelia cardinalis</i>	<b>Cardinal Flower</b>	2-7', wet meadows, ponds & stream banks, bright red flower.
perennial	<i>Mertensia virginica</i>	<b>Virginia Bluebells</b>	18"-20" nodding clusters of blue flowers in April, grows best in shady cool, moist soil.
perennial	<i>Monarda fistulosa</i>	<b>Wild Bergamot</b>	5' plant found in open fields & roadsides, lavender flowers.
perennial	<i>Ratibida pinnata</i>	<b>Gray-Headed Coneflower</b>	5' plant for dry fields, yellow flower that provides food and cover for birds.
perennial	<i>Rudbeckia serotina</i>	<b>Black-eyed Susan</b>	1-3' plant found in fields, woods & meadows, yellow flower, will grow in poor soil.
perennial	<i>Sanguinaria canadensis</i>	<b>Bloodroot</b>	1', rich woodlands, white flower, will form colonies.
perennial	<i>Solidago sp.</i>	<b>Goldenrod</b>	3-8' plants of several varieties with yellow flower common to fields and roadsides.



# THE HERITAGE CORRIDORS OF BATH

perennial	<i>Veronia sp.</i>	<b>Ironweed</b>	3-7', wet fields or meadows, purple late summer flower, effective in masses.
shrub	<i>Aronia arbutifolia</i>	<b>Red Chokeberry</b>	7' , white flower, red fruit, and bright red fall color,good in massing .
shrub	<i>Clethra alnifolia</i>	<b>Summersweet</b>	6' shade and moisture tolerant, white fragrant flower, best in masses in rich,
shrub	<i>Cornus alba</i> 'Sibirica'	<b>Red Twig Dogwood</b>	6'-9' tall, Bright red bark in winter, best used in mass plantings, tolerates moist to wet soils, sun or partial
shrub	<i>Cornus mas</i>	<b>Cornelian Cherry</b>	20' tall, large multi-stemmed shrub or small tree, rounded shape, clusters of small yellow flowers in March, cherry-
shrub	<i>Cornus racemosa</i>	<b>Gray Dogwood</b>	10'-12' tall,erect, suckering shrub with short spreading branches, white berries in fall attracts birds, good for naturalizing or screening.
shrub	<i>Cornus sericia</i>	<b>Red Osier Dogwood</b>	7', small white flowers, white fruits and red fall color,and red bark, good for massing in wet areas.
shrub	<i>Hydrangea arborescens</i>	<b>Smooth Hydrangea</b>	3'-5' tall and wide, native shrub with large white flowers, prefers partial shade, fast growth rate.
shrub	<i>Ilex verticillata</i>	<b>Winterberry</b>	6'-8' deciduous holly, bright red fruit in winter attracts birds, tolerates wet soils, male and female required for
shrub	<i>Itea virginica</i>	<b>Virginia Sweetspire</b>	3'-5' tall, fragrant, white flower in late June, red-purple fall color, good naturalizing plant, tolerates wet soil.
shrub	<i>Lindera benzoin</i>	<b>Spicebush</b>	6'-12' tall, native woodland shrub, yellow flowers in spring followed by glossy red fruit, yellow fall color,
shrub	<i>Myrica pennsylvanica</i>	<b>Northern Bayberry</b>	5-12' semi-evergreen plant, dark green foliage, gray berries through winter, good massing plant.
shrub	<i>Rhus aromatica</i>	<b>Fragrant Sumac</b>	3'-4' tall aromatic foliage, good bank cover because of its rapid underground growth, bright red fall
shrub	<i>Sambucus canadensis</i>	<b>American Elderberry</b>	6-12' plant, white flower, black fruit. Good naturalizing plant for attracting birds.
shrub	<i>Syringa</i>	<b>Lilac</b>	8'-15' high, fragrant flowering shrub, typical of rural farm landscapes.



# AN OHIO SCENIC BYWAY

shrub	<i>Viburnum cassinoides</i>	<b>Witherrod Viburnum</b>	4'-6' tall, native woodland shrub, white flower followed by black fruit,
shrub	<i>Viburnum dentatum</i>	<b>Arrowwood viburnum</b>	6'-10', White, flat-topped flower clusters, vigerous grower spreading by stolons, arching branching habit.
shrub	<i>Viburnum dilatatum</i>	<b>Linden Viburnum</b>	8'-10' tall, white flowers in late spring, shiny red fruit in fall, green leaves turn a deep maroon in fall.
shrub	<i>Viburnum trilobum</i>	<b>American Cranberrybush</b>	8'-12' tall, dense round-topped shrub with white flowers in May. Deep red foliage in fall with scarlet berries.
shrub/tree	<i>Amelanchier canadensis</i>	<b>Serviceberry</b>	20'-30' tall, clusters of pure white flowers in spring followed by edible blueberry like fruit, bright orange to
tree	<i>Acer rubrum</i>	<b>Red Maple</b>	50'ht, 40'wide, broad, oval habit, bright green leaves in summer followed by brilliant red color in fall, strong symmetrical branching habit.
tree	<i>Acer saccharum</i>	<b>Sugar Maple or Rock Maple</b>	60'-75' deeply furrowed mature bark, fall color ranges from yellow to red, upright, oval form.
tree	<i>Crataegus crusgalli inermis or viridis</i>	<b>Crusader Hawthorn or Winter King Hawthorn</b>	15'-20' tall, rounded small tree, attractive silver gray bark, attractive white flowers followed by red fruit that persists into the winter. Specify thornless varieties.
tree	<i>Fraxinus americana</i>	<b>White Ash</b>	45'-60' tall, upright, oval form, deep wine-red fall color. Look for seedless varieties.
tree	<i>Fraxinus pennsylvanica</i>	<b>Green Ash</b>	Similar to White ash, fall color ranges from yellow to deep red.
tree	<i>Liquidambar styraciflua</i>	<b>Sweet Gum</b>	40'-60' tall, conical form with corky bark, thick, dark green, star shaped leaves turn brilliant red in fall.
tree	<i>Liriodendron tulipifera</i>	<b>Tulip Tree</b>	70'-90' tall, aristocrat of the mature forest, quick growth rate, requires large area, yellow fall color.
tree	<i>Magnolia virginiana</i>	<b>Sweetbay Magnolia</b>	10'-20' tall, woodland understory plant, fragrant white flower followed by clump of orange fruit in fall.
tree	<i>Nyssa sylvatica</i>	<b>Black Gum or Sour Gum</b>	30'-50' tall, pyramidal shade tree with glossy dark green foliage the turns shades of orange and red in fall, slow to moderat growth, sun to partial shade.
tree	<i>Ostrya virginina</i>	<b>American Hophornbeam</b>	20'-40' tall, small native tree, full sun or partial shade, yellow fall color.
tree	<i>Platanus occidentalis</i>	<b>Sycamore</b>	50' tall, pyramidal tree with exfoliating bark, creamy white bark on mature upper branches, large green maple.



tree	<i>Quercus alba</i>	<b>White Oak</b>	60'-80' majestic tree, dark green leaves turning brown to reddish-purple in fall.
tree	<i>Quercus bicolor</i>	<b>Swamp White Oak</b>	50'-60' tall, broad rounded head, distinctive light brown flaky bark, will grow in poor drained, wet soils as well as upland sites.
tree	<i>Quercus rubra</i>	<b>Red Oak</b>	75' tall, 40' wide, quick growing, broad headed large tree, rich green turn to deep red in fall.
tree	<i>Sassafras albidum</i>	<b>Common Sassafras</b>	30'-60' tall, roots used to make tea, stout, contorted branches, new plants sprout from roots creating groves.
tree	<i>Tilia americana</i>	<b>American Linden or Basswood</b>	60'-80' tall, good native tree to reintroduce into the woodland areas, durable.
tree	<i>Tilia cordata</i>	<b>Littleleaf Linden</b>	50'-60' tall, shade and street tree, strong central leader forms a symmetrical pyramid. small, dark green leaves.

## INVASIVE PLANTS TO AVOID OR REMOVE FROM THE LANDSCAPE

Japanese Honeysuckle  
 Bush Honeysuckles  
 Japanese Knotweed  
 Autumn Olive  
 Buckthorn  
 Purple Loosestrife  
 Garlic Mustard  
 Multiflora Rose  
 Common Reed Grass  
 Narrow-leaved and Hybrid Cattail  
 Canada Thistle  
 Common Teasel  
 European Cranberrybush

## Implementation Timeline

Establishing a time frame is one of the most important steps in achieving a goal. The implementation of the recommendations of this Management Plan is critical to the perpetual success of the Heritage Corridors of Bath. By dividing all of the recommendations into various time frames makes the quantity of tasks seem smaller and prioritizes their order of implementation. The time frames are as follows: 6 months, 1 year, 3 years, 5 years, longer than 5 years, update every year, update every 5 years

### *Goals to be implemented within 6 months*

1. Locally promote the Byway to encourage existing public support of Township residents.
2. Establish a dialogue with the County Engineer to be up to date with current county projects within the Byway and provide input so that the projects are designed in harmony with the Byway Management Plan especially the proposed bridge in Ghent.
3. Publish a promotional calendar or note cards of the Byway.
4. Join the Ohio Links Group and other Byway organizations such as Scenic Ohio.
5. Print a promotional brochure with map and brief historical and scenic descriptions of the Byway.
6. Install Byway identification signage through ODOT and County Engineer.
7. Contact local papers to print promotional stories.

### *Goals to be implemented within 1 year*

1. Coordinate a business association in Ghent

and Hammond's Corners to generate enthusiasm and ideas for informal streetscape in these areas.

2. Start to apply for grants for implementation of specific projects.
3. Establish a tree, shrub, daylily planting program along Cleveland-Massillon Road and other Byway roads.
4. Install decorative street signs along entire Byway indicating which are Heritage Corridor roads.
5. Remove select vegetation at certain stream crossings to promote clear views of stream.
6. Install information kiosk at O'Neil Woods Metro Park.
7. Install landscaping at Bath Township Center parking lot as example plantings.
8. Screen maintenance facility at R.B. Stout on Cleveland-Massillon Road.
9. Fix erosion problem at corner of Bath Elementary School with decorative landscaping.
10. Establish mowing and maintenance guidelines along road sides.
11. Protect existing trees and vegetation around new construction by enacting a tree protection resolution.
12. Establish tree trimming guidelines for utility companies around overhead wires.
13. Update Zoning Resolution to include Byway preservation efforts.
14. Provide pull off areas for vehicles in cemeteries and parks.
15. Start an Adopt a Highway program to encourage litter pickup along specific road sides.

### *Goals to be implemented within 3 years*

1. Create maps at cemeteries locating significant grave sites.
2. Build gateway entrance signs for Ghent, Bath Center and Hammond's Corners.
3. Buffer the front of all new housing develop-



ments with native or naturalistic plantings.

4. Build information kiosk of history of mills in Ghent.
5. Upgrade landscape image at Garth Andrew's, Post Office, FirstMerit Bank and Holland Oil stations.
6. Collaborate with neighboring byway systems such as Ohio & Erie Canal Scenic Byway.
7. Have the Township name the Byway Task Force as a permanent, ongoing entity, or establish a position within the Township as Heritage Corridor administrator (possibly under the Parks system). The Task Force could create its own identity as a not for profit organization or an arrangement similar to the Bath Historical Society.
8. Evaluate signs (street, advertising, identification) along Byway and remove if unnecessary or not in compliance with zoning.

*Goals to be implemented within 5 years.*

1. Build pull off area with information kiosk in Ghent describing the history of the mills in the area. Also at other specific bridge crossings and significant historical or scenic areas.
2. Plant native flowering shrubs and wildflowers along hill sides, stream banks and woods within view shed of Byway.
3. Extend limits of Byway north of Ira Road along Cleveland-Massillon Road and Everett Road east of Hametown Road.
4. Build pathways or sidewalks in Ghent, Bath Center and Hammond's Corners.
5. Build informal streetscape elements in Ghent, Bath Center and Hammond's Corners.

*Goals to be implemented after 5 years.*

1. Relocate overhead utility lines under ground.
2. Reduce truck traffic along Cleveland-Massillon Road.
3. Connect equestrian riding trails of Bath Nature Preserve to the Cuyahoga Valley National Park.
4. Connect walking trails throughout township.
5. Establish 35 M.P.H. speed limits along all Byway roads; especially Cleveland-Massillon Road.
6. Replace guardrails over bridges with more attractive open style railings.

*Goals to be updated every year.*

1. Award program for preservation or enhancement of historic structures.
2. Yearly review process with County Engineer of all county, state or federal road work along the Heritage Corridors.
3. Write grants for funding.
4. Write letter to ODOT updating them on progress of the Byway to continue Scenic Byway status.

*Goals to be updated every 5 years.*

1. Update Byway Management Plan.



## CONCLUSION

An examination of the findings disclosed by this study and the development patterns now at work in the Township leads to several basic and irrefutable conclusions:

1. Bath Township serves the surrounding area as a distinctive residential area.
2. Due to the history of the area, its location in the greater community, the characteristics of its physical resources (which includes topography, open space, wooded areas, riparian corridors) and the desire of its residents as expressed in interviews, meetings and conversations conducted by the task force, the future of the Township must be planned to protect and enhance these features.
3. The Township must encourage the growth of commercial areas in a manner that protects the historic boundaries and character of the original three hamlets along the Cleveland-Massillon corridor. Factors of architectural scale and style, avoidance of strip mall developments and other current retail trends, protection and enhancement of historic residences, barns and structures, and preservation of the rural landscape image are all critical to maintaining the special nature of the Township.
4. Future planning in the Township must recognize the community responsibility to minimize, or eliminate, incompatible land uses while at the same time providing its fair share of space to satisfy the usual community needs. These include, but are not limited to, schools, churches, recreation areas, wildlife cover and open space, cemeteries, and sites for commercial activities inherent in and essential to community development.
5. The Township must take a more proactive stance in anticipating commercial and residential growth and accommodating it in a way that is compatible with the goal of preserving the rural Township character. The Township must resist pressures for unplanned development but it must also prepare to accept compromise solutions to inevitable development proposals that are dictated by the pressures of urban growth.



## THE CHALLENGE

The character of the Heritage Corridors will be affected by prospective land uses which are driven in part by the desire for people to live and work in Bath. Through the means at its disposal, including The Comprehensive Plan, The Bath Township Zoning Resolution, The Bath Township Design Guidelines, The Appearance Review Commission, Riparian Corridors Protection Plan, Natural Resources Protection Plan and Heritage Corridors Management Plan, the Township officials can impose a character on the community which is consistent and compatible with its evolving needs and acceptable to the residents of the Township. The responsibility for the successful implemen-

tation of image and environmental preservation and improvement initiatives will fall on many groups and individuals. In addition to the groups listed above, business organizations, The Bath Historical Society, Bath in Bloom and Bath Garden Clubs, must all play a role in achieving the goals of the Management Plan. Finally, the many citizens of Bath, particularly the property owners along the corridors, can have perhaps the most significant impact on the preservation and enhancement of the scenic quality of the roads. Both individually and collectively, they can set an example by the care of their own properties, and also become informed and involved about community issues which have an impact on the Township. To quote the Bath Township Design Guidelines, “All of Bath Township’s citizens have a stake in every development decision made in the Township.”



## BATH TOWNSHIP BOARD OF TRUSTEES

BE IT HEREBY KNOWN BY ALL THOSE PRESENT THAT ON THE 10<sup>TH</sup> DAY OF MAY, 1999, THE BATH TOWNSHIP BOARD OF TRUSTEES MET IN REGULAR SESSION, COMMENCING AT 7:00 P.M. IN THE BATH TOWNSHIP ADMINISTRATIVE OFFICES, 3864 WEST BATH ROAD, BATH TOWNSHIP, SUMMIT COUNTY, STATE OF OHIO.

Mrs. Goodrich presented the following Resolution and moved its adoption:

### RESOLUTION 99-26

#### A RESOLUTION REQUESTING THE CREATION OF BATH TOWNSHIP SCENIC BY-WAY TASK FORCE

**WHEREAS**, the Bath Township Comprehensive Plan states "It is recommended that a local system of scenic roadways should be planned for Bath. Bath Township, with the location of Hale Farm within its borders, as well as other historic sites and areas; contains roads with historic and scenic resources that are worthy of recognition and protection. One of the purposes of this scenic roadway system shall be the protection of scenic viewsheds.", and;

**WHEREAS**, the Cleveland-Massillon Road Corridor Focus Groups reviewing Design Guidelines reiterated this need for protection of scenic roadways, and;

**WHEREAS**, the following Community Members have indicated an interest in serving on a Scenic By-Way Task Force: Laura Arnold, Ken Baldwin, Libby Bauman, Marty Ferch, Carol Franklin, Sean Gaffney, Patti Graham, Nancy Knauer, Nancy Rae, Dave Schreiber and Trustees Elaina Goodrich and James Nelson.

**NOW, THEREFORE BE IT RESOLVED**, that a Scenic By-Way Task Force be created with the following charge,

- I. Analyze Bath Scenic By-Way feasibility. Would it:
  - A. Impose State, Federal regulations or "strings"
  - B. Stress the community due to tourism
  - C. Retain scenic views, rural streetscapes and historic community character
  - D. Keep county roads "country"
  - E. Increase assets, liabilities, costs or revenues
- II. Determine what roads would be included in the following designations:
  - A. Natural
  - B. Scenic
  - C. Recreational
  - D. Historic
  - E. Cultural
  - F. Archaeological
- III. Select a name for the By-Way
- IV. Create an application
- V. Create a management plan if application is accepted, and;

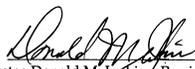
**FURTHER**, that the Task Force make a recommendation to the Bath Township Trustees regarding their review, and;

**FURTHER**, that the Clerk-Treasurer notify these members that the first meeting will be May 27, 1999 at 5:00 p.m. at the Bath Township Administration offices.

Motion seconded by Mr. Jenkins. Discussed and Roll Called:

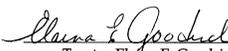
Mrs. Goodrich	AYE	Resolution Adopted
Mr. Jenkins	AYE	
Mr. Nelson	AYE	

\_\_\_\_\_  
William E. Snow,  
Clerk-Treasurer  
Township of Bath

  
Trustee Donald M. Jenkins, President  
Bath Township Board of Trustees

  
Trustee James N. Nelson, Vice-President  
Bath Township Board of Trustees

May 10, 1999  
Date

  
Trustee Elaina E. Goodrich  
Bath Township Board of Trustees

This Resolution is a true and correct excerpt from the Minutes of the Board of Township Trustees and is recorded in the Bath Township Board of Trustees' *Record of Proceedings* dated May 10, 1999.



**Bibliography**

Bath Township. 2000. Bath Township Zoning Resolution.

Bath Township. 1997. Bath Township Comprehensive Plan.

Bath Township Historic Society. The Mills and Industries of the Yellow Creek Valley.

Benjamin D. Rickey & Co. 1999. Bath Township Design Guidelines.

Davey Resource Group, 1999. Natural Resource Protection Study.

Northeast Ohio Four County Regional Planning and Development Organization (NEFCO). 1999. Yellow Creek Watershed Comprehensive Watershed Management Plan Phase 1.

Students in Senior Social Studies Seminar Class, Revere Senior High School. 1968. History of Bath Township.

U.S. Department of Transportation, Federal Highway Administration. Flexibility in Highway Design.



## Check list of Heritage Corridors Issues for the Appearance Review Commission

The following is a check list of issues for consideration by the Appearance Review Commission. These issues are presented in no particular order of priority.

1. Is the project within the viewshed (1000 feet) of the Heritage Corridors?
2. Does the project site include historic structures or landscape features? If yes, what measures are being taken to preserve and enhance the historic integrity of the structure and what additional measures can be addressed?
3. What is the quality of the existing landscape on a site and does the proposed project take adequate measures to preserve and protect portions of the existing trees, shrubs and native vegetation?
4. Does the proposed landscaping for the project fit the existing landscape character of the project site and its surroundings and does it follow recommendations in the Management Plan for landscape character? (see pages 54-68 of Heritage Corridors of Bath Management Plan) There should also be a follow up check for compliance with approved plans.
5. Are there special landscape features (rock outcroppings, wetlands, riparian corridors, wooded hillsides, landmark trees, etc.) on the project site and will these features be protected as part of the proposed plan?
6. Are grading changes proposed as part of the project? If yes, does the grading fit the surrounding landscape character?
7. Is storm water detention/retention part of the project? If yes will proposed landscaping enhance the detention/retention area as a natural feature?
8. Is fencing proposed as part of the project? If yes is the fence design appropriate for the setting? If no, what are appropriate alternative designs? (see page 57 of the Management Plan)
9. Does the proposed project conform to the recommendations of the Bath Township Design Guidelines?
10. Is lighting proposed as part of the project? If yes, what will be the impact of the light on adjacent properties and is the proposed intensity of the light appropriate for the Heritage Corridors?
11. Are proposed parking, service and storage areas appropriately screened?
12. Is the signage proposed as part of the project? If yes, is the signage design appropriate in scale, location and design.

