

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

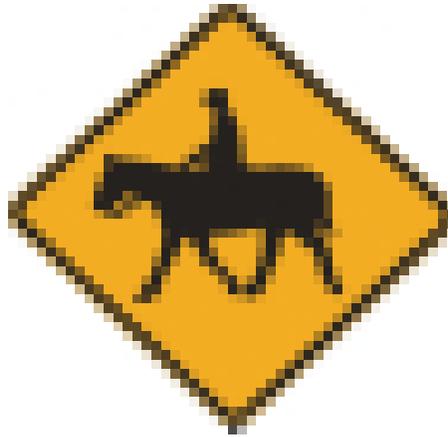


Native wildflowers planted along the Heritage Corridors would enhance the rural character similar to these found in the Cuyahoga valley.

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.

