

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.

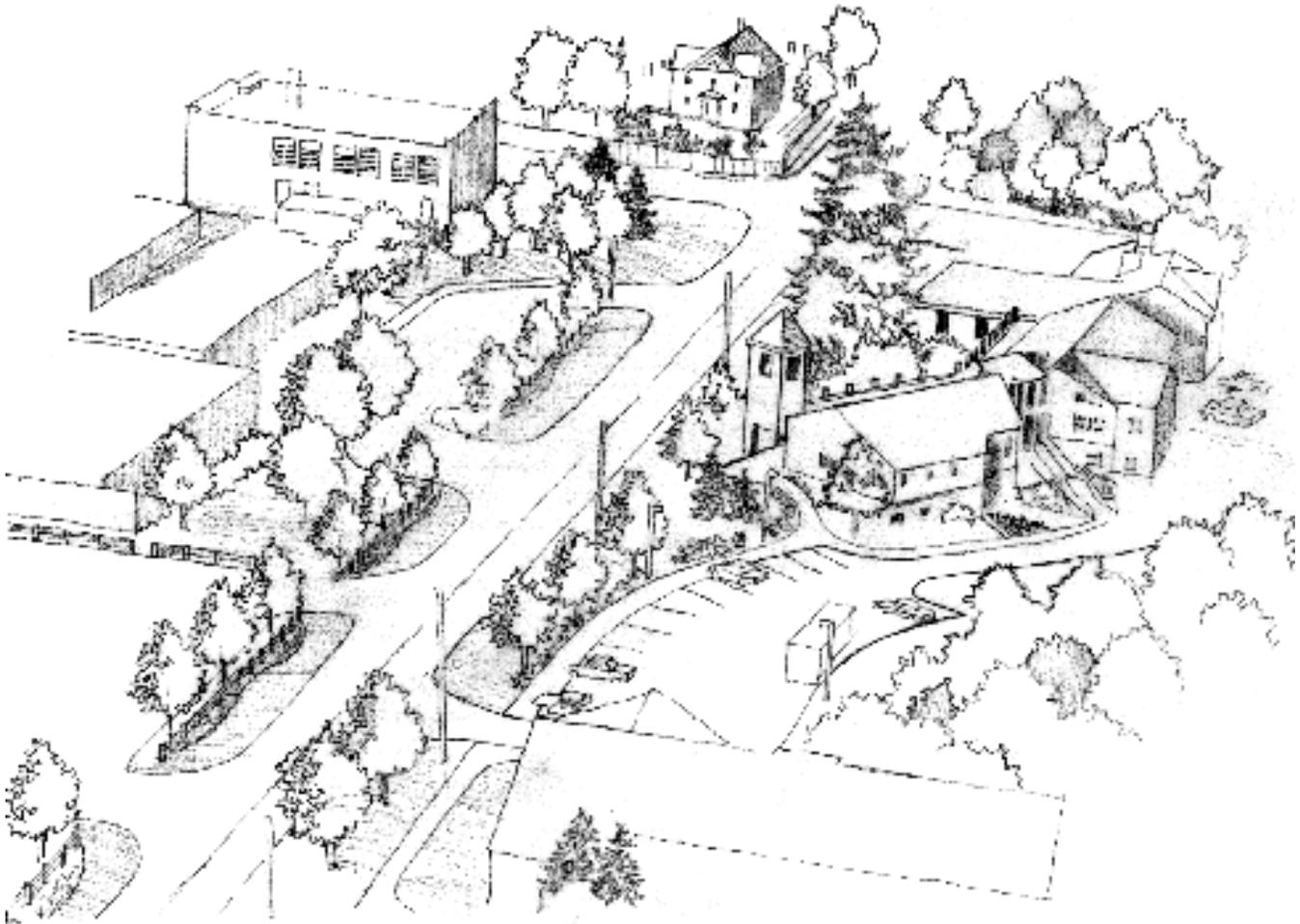
5. Enforce architectural guidelines for new buildings, and restorations of existing buildings, which are sensitive to historical character of the village as outlined in the Bath Design Guidelines. Encourage interaction with the Appearance Review Commission early in the design process.

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-

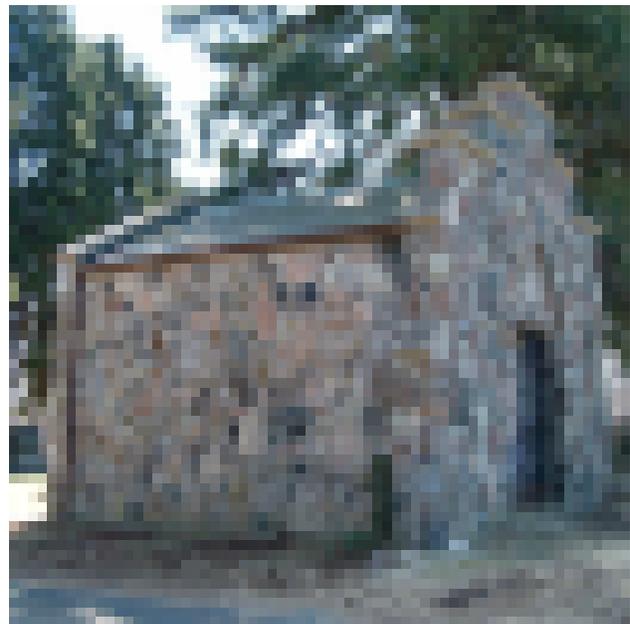
lines and Zoning Resolution. Landscaping, reduced lighting intensity, reduction of street entrances and reduction of size and quantity of signage should be addressed. Larger planting islands at the gas station with shade trees and shrubs would reduce impact of structure.



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.



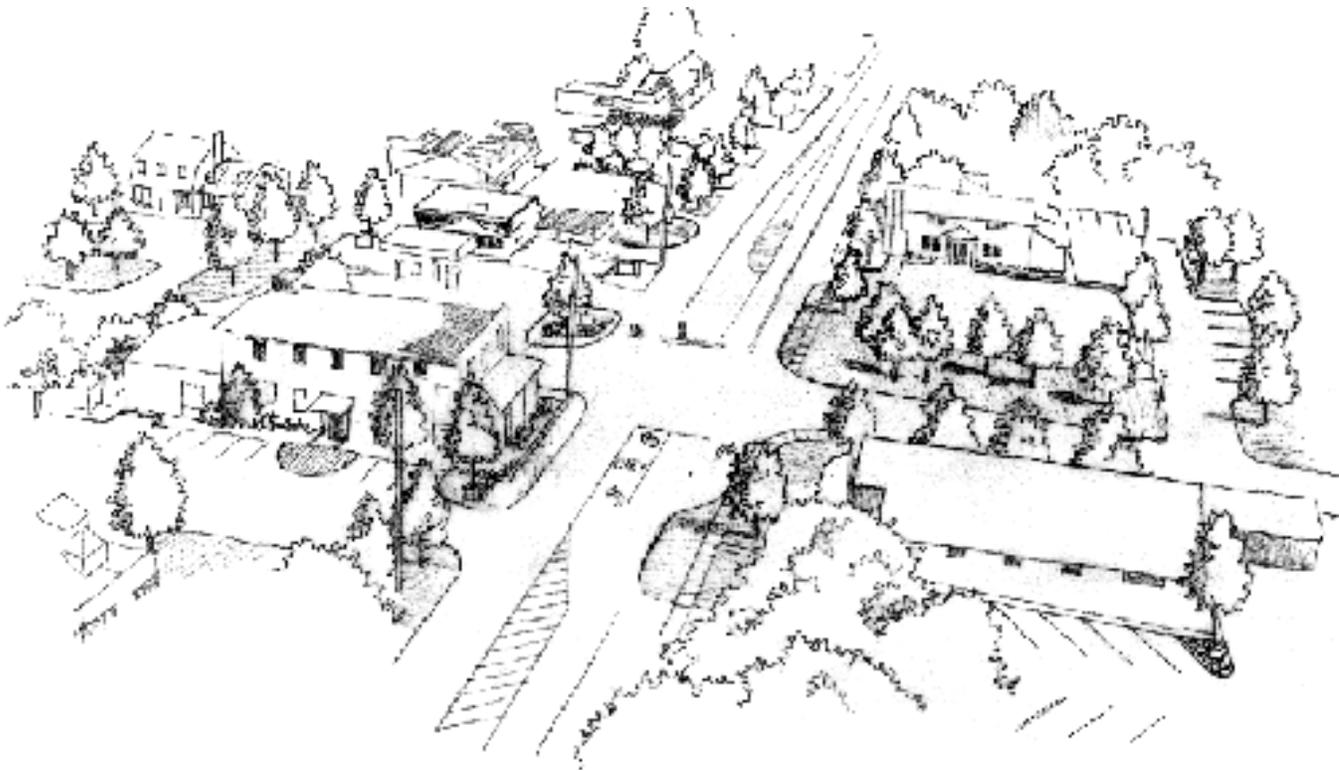
Historic holding vault in Bath Center Cemetery.

- 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.

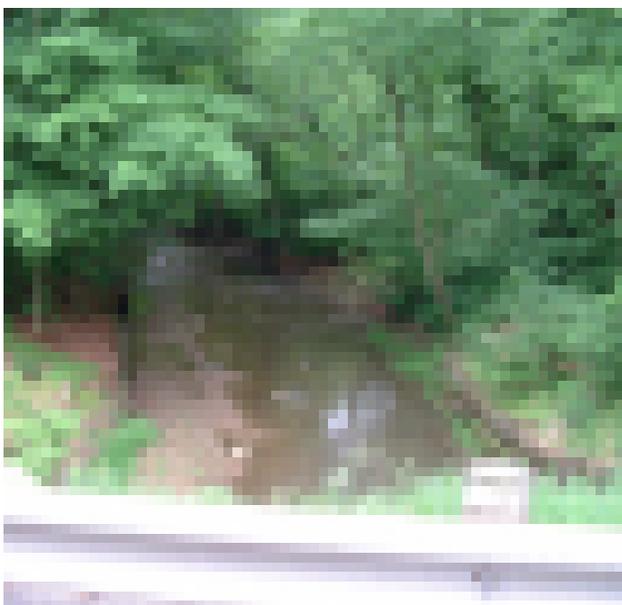
5. Start a tree replacement program. Plant replacement trees and shrubs in cemeteries to replace dead, dying or mature plant material prior to its removal.
6. Priority should be given to the repair of broken or damaged gravestones on a routine basis.
7. Continue to review maintenance procedures for cemetery 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.



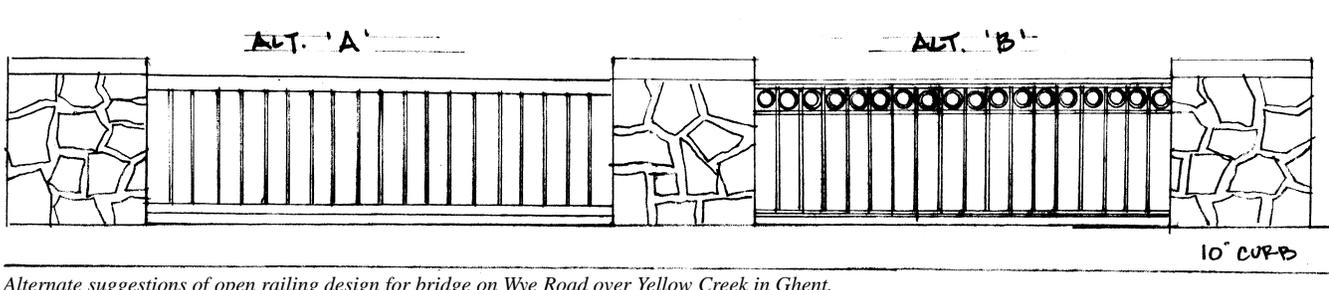
View of North Fork beyond guardrail.

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

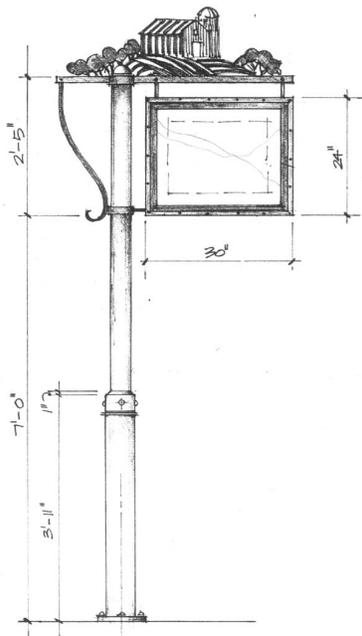
1. The Heritage Corridors of Bath are intended to preserve and enhance the roadways, encourage conservation development that reflects the rural character of Bath and provide enjoyment and safe use of the Corridor by pedestrians, bicyclists, equestrians, as well as, motorized travelers. The intent of 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-