

# 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.

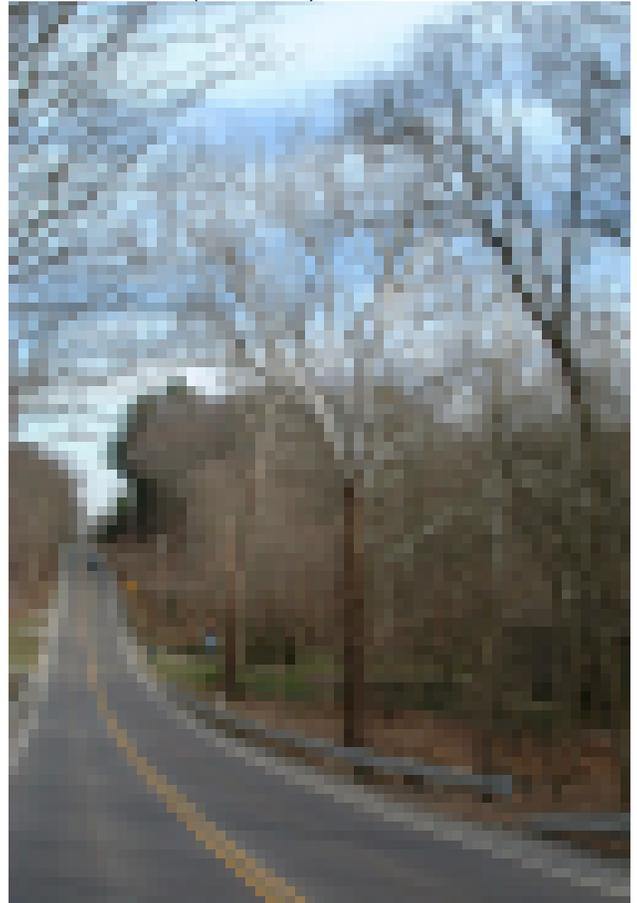
In order to preserve the scenic character of the roadways within the Heritage Corridor area one must consider the various types of traffic movement using the roadways. Within the corridor area there are basically three types of vehicular travel. These are:

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.



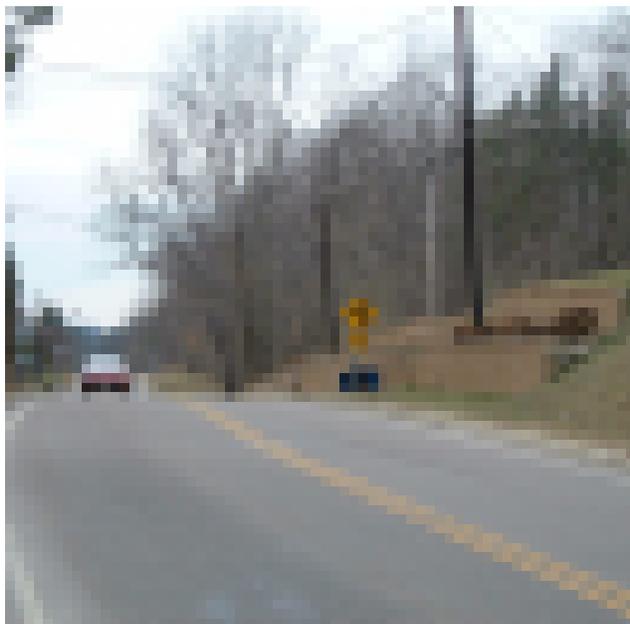
*White barn on south side of Bath Road just east of where O'Neil Woods hiking trail crosses the road.*

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)**

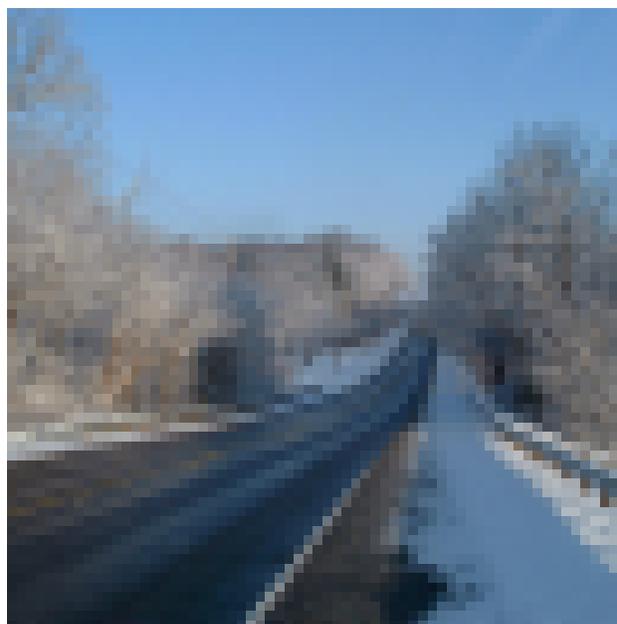


*Cleveland-Massillon Road looking north just north of Ghent at the intersection of Ghent Hills Road.*

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.

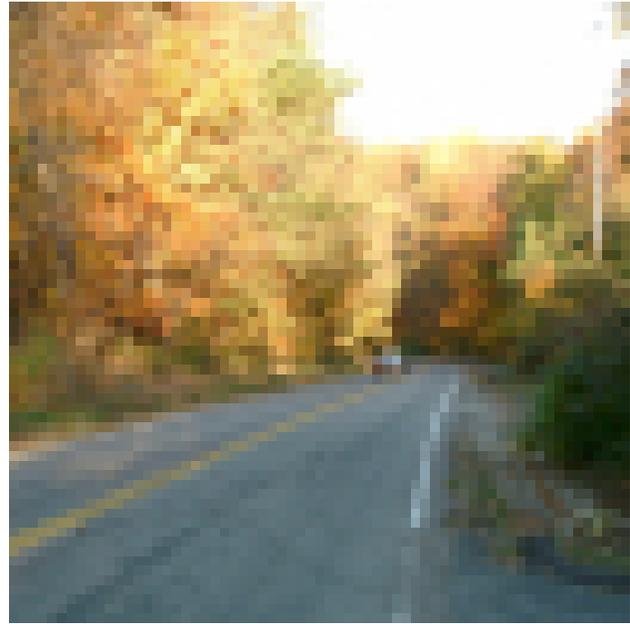
Shade Road intersects with Cleveland-Massillon with a full view of the Bussan Barn on a knoll on the west side of the road.



**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.*

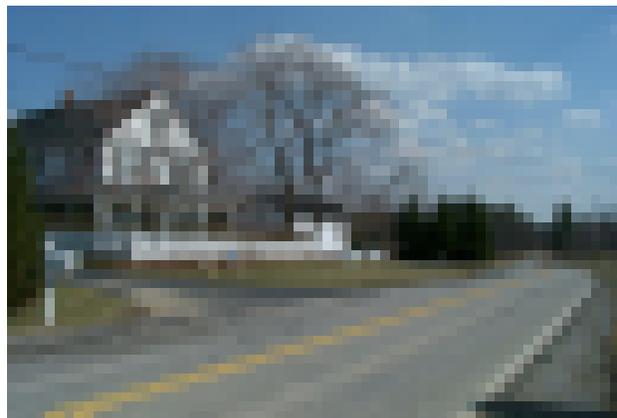
It is a two lane road with a speed limit of 25 M.P.H. It is closely associated with the Cuyahoga Valley National Park to the north and east as noted by a sign at the edge of the road opposite the main entrance to Hale Farm and Village,

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.

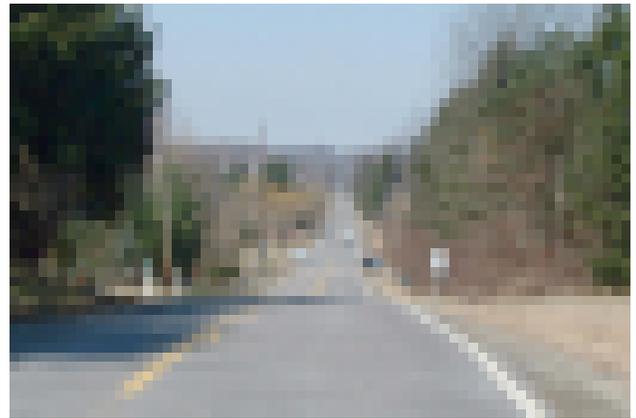


*The hairpin turn in Revere Road where the steep banks of the valley come down to the road's edge give this area its special character.*

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.