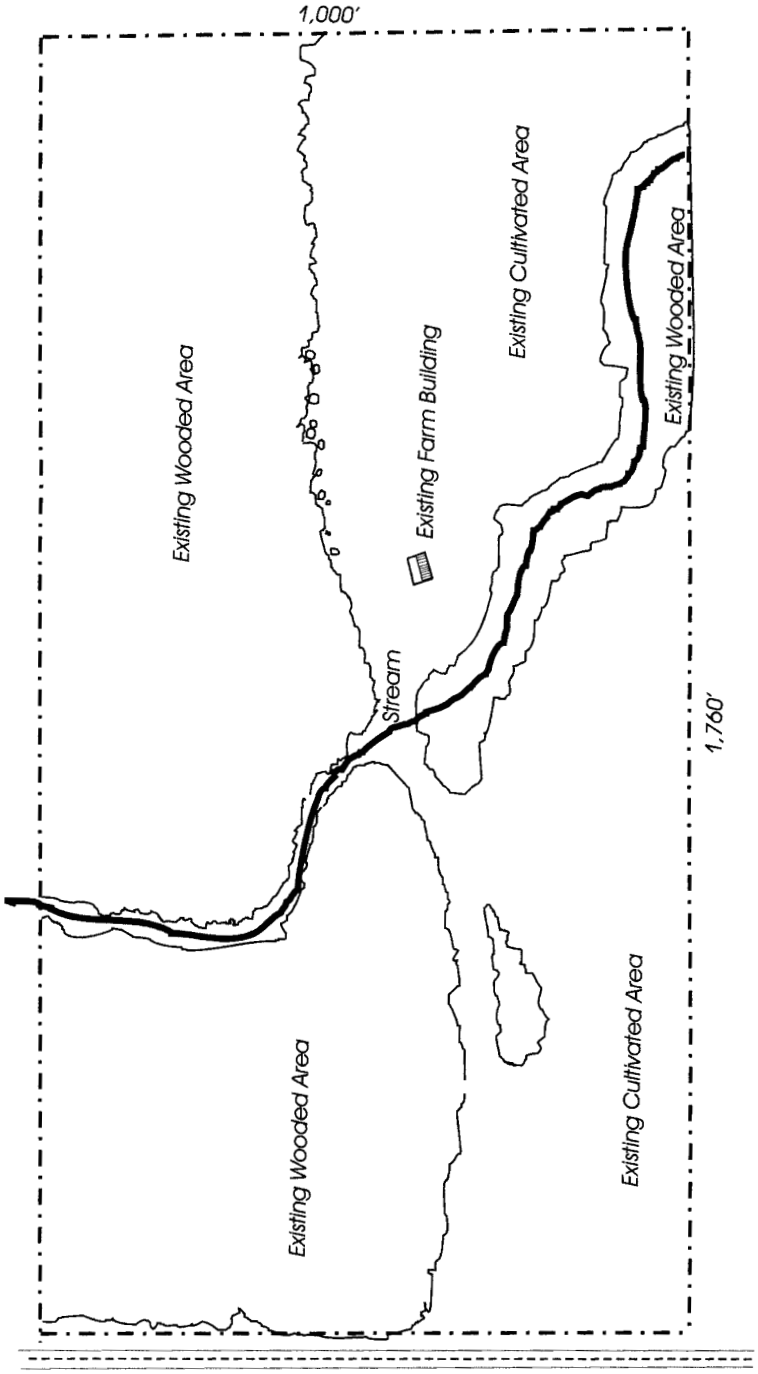
V. OPEN SPACE RESIDENTIAL SUBDIVISION DESIGN PRINCIPLES

Introduction

The following guidelines include many of the concepts and recommendations found in the guidelines for the Cleveland-Massillon Road Corridor, but they have been further refined and illustrated to provide assistance in planning for residential development of open space. They incorporate some of the most current and creative thinking about development and reflect national trends in some of the country's most innovative communities.

As with the guidelines for the corridor, these open space guidelines are intended to help Bath Township grow in a way that preserves and enhances the scenic, natural, and man-made features that make it such a desirable place to live and work.

Sample Property



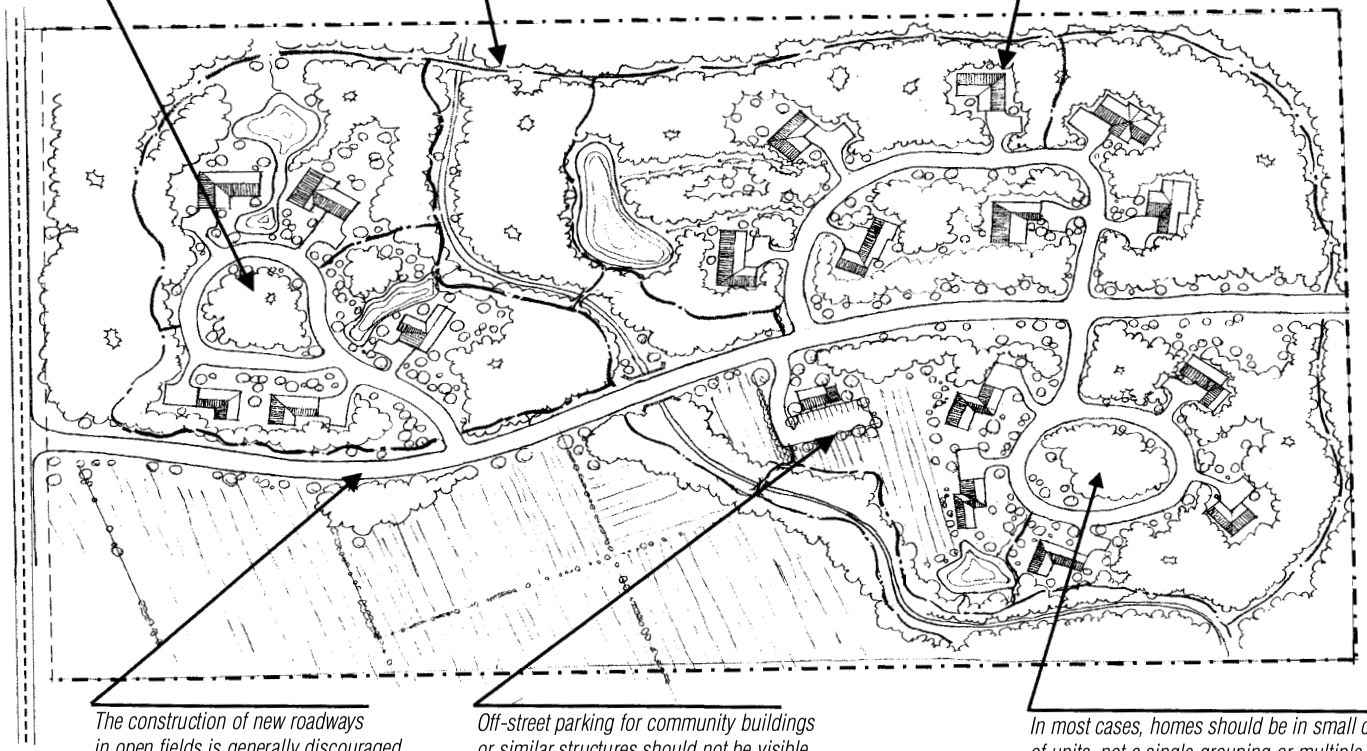
Sample Design

General Layout Principles

Cul-de-sac should be designed so that large landscaped islands are created that are capable of supporting mature trees. Trees and other landscape elements should block views between homes.

A pedestrian pathway system should provide connections among all residential properties, open spaces and recreational features. Such a pathway system may or may not be located in a road right-of-way and should provide interconnections between open spaces in a development.

The creation of lawn areas greater than 10,000 square feet should generally be avoided.

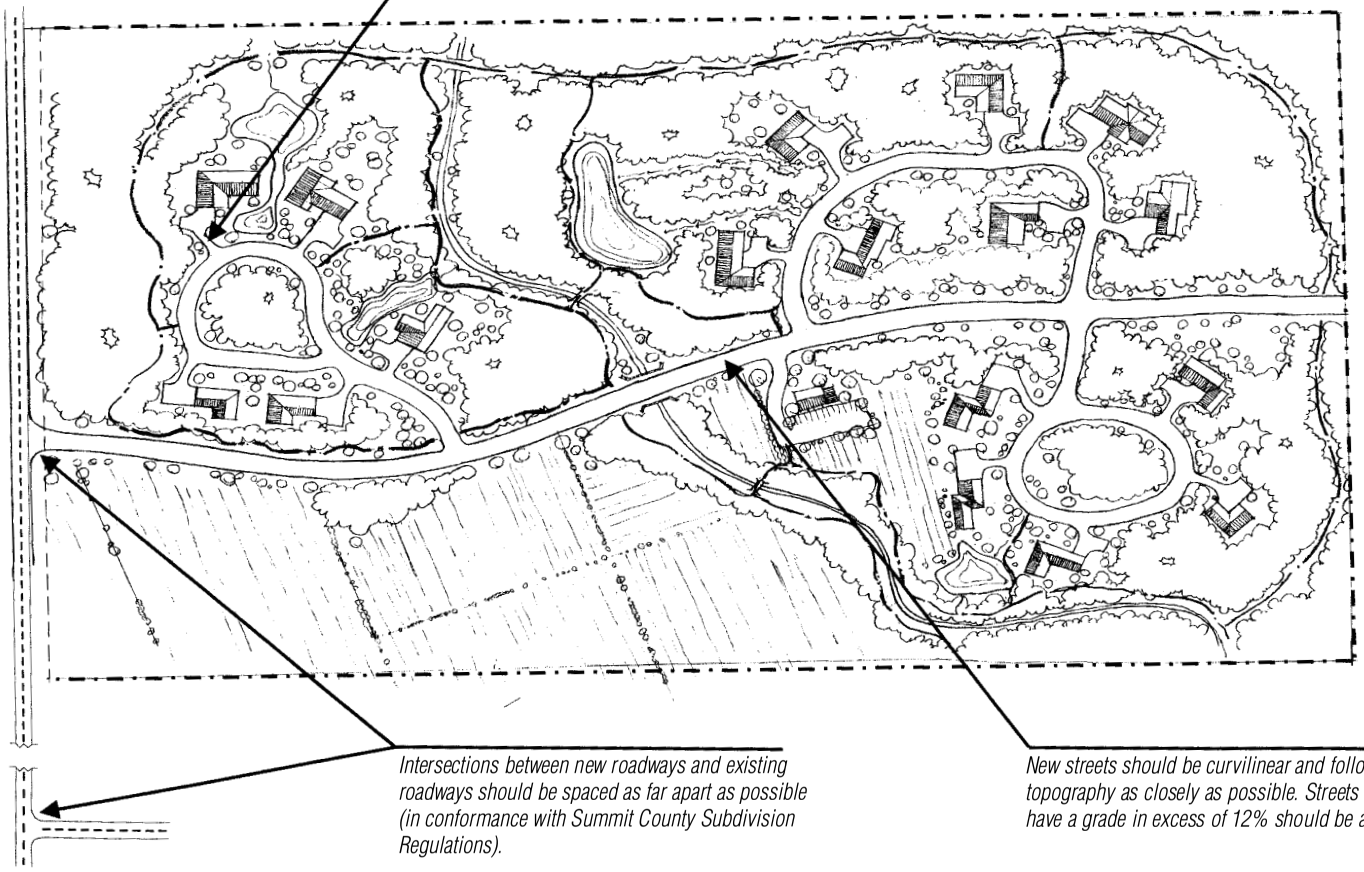


The construction of new roadways in open fields is generally discouraged. New road construction at the edges of open fields is acceptable, especially when necessary to provide access to home sites in adjacent wooded areas.

Off-street parking for community buildings or similar structures should not be visible from roadways. Parking areas should be located behind buildings or otherwise screened with mounding or plant material. any lighting from parking areas should not be visible from an existing public roadway.

In most cases, homes should be in small clusters of units, not a single grouping or multiple large groupings. The number of units in clusters should vary in size and shape, but in most cases, should not exceed 25.

Street and Driveway Design Principles

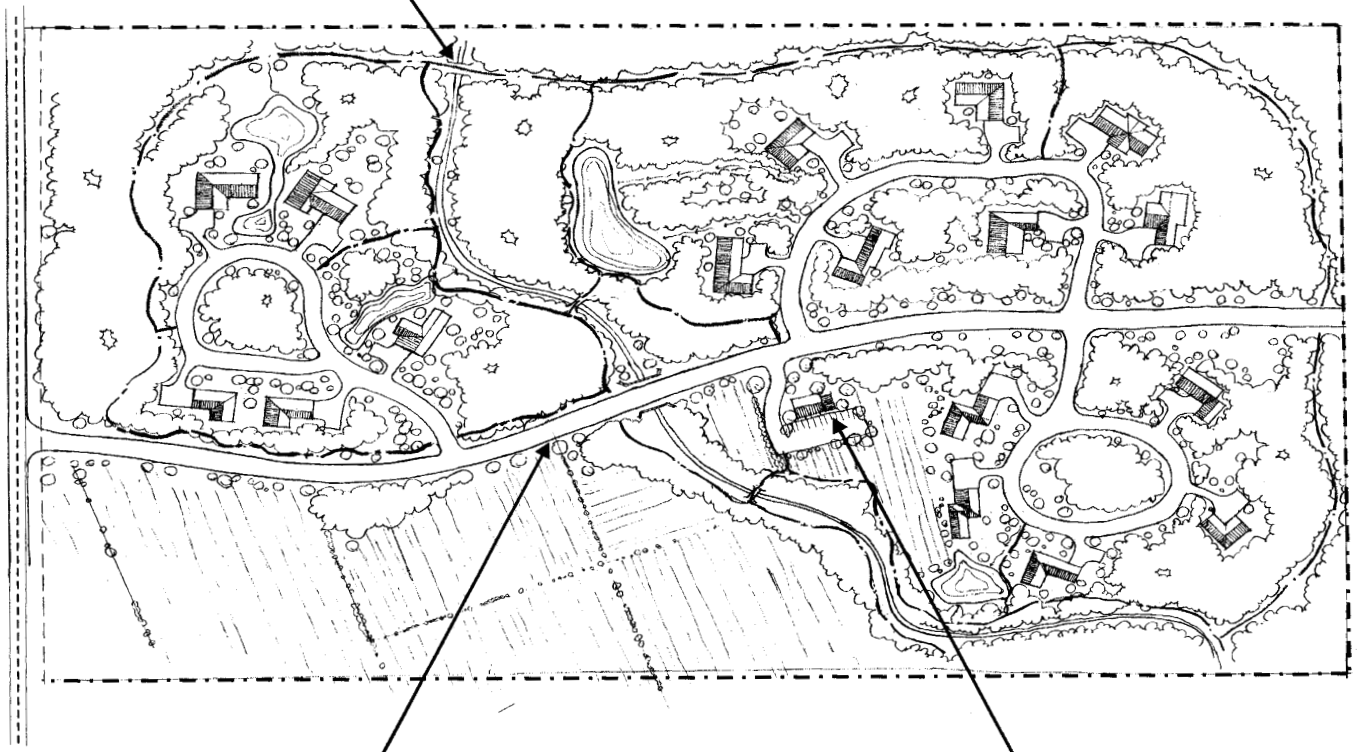


In most cases, driveways for new home sites should not empty onto existing roadways. Driveways and access to individual home sites should generally be on internal streets.

Intersections between new roadways and existing roadways should be spaced as far apart as possible (in conformance with Summit County Subdivision Regulations).

New streets should be curvilinear and follow existing topography as closely as possible. Streets that will have a grade in excess of 12% should be avoided.

Manmade Elements

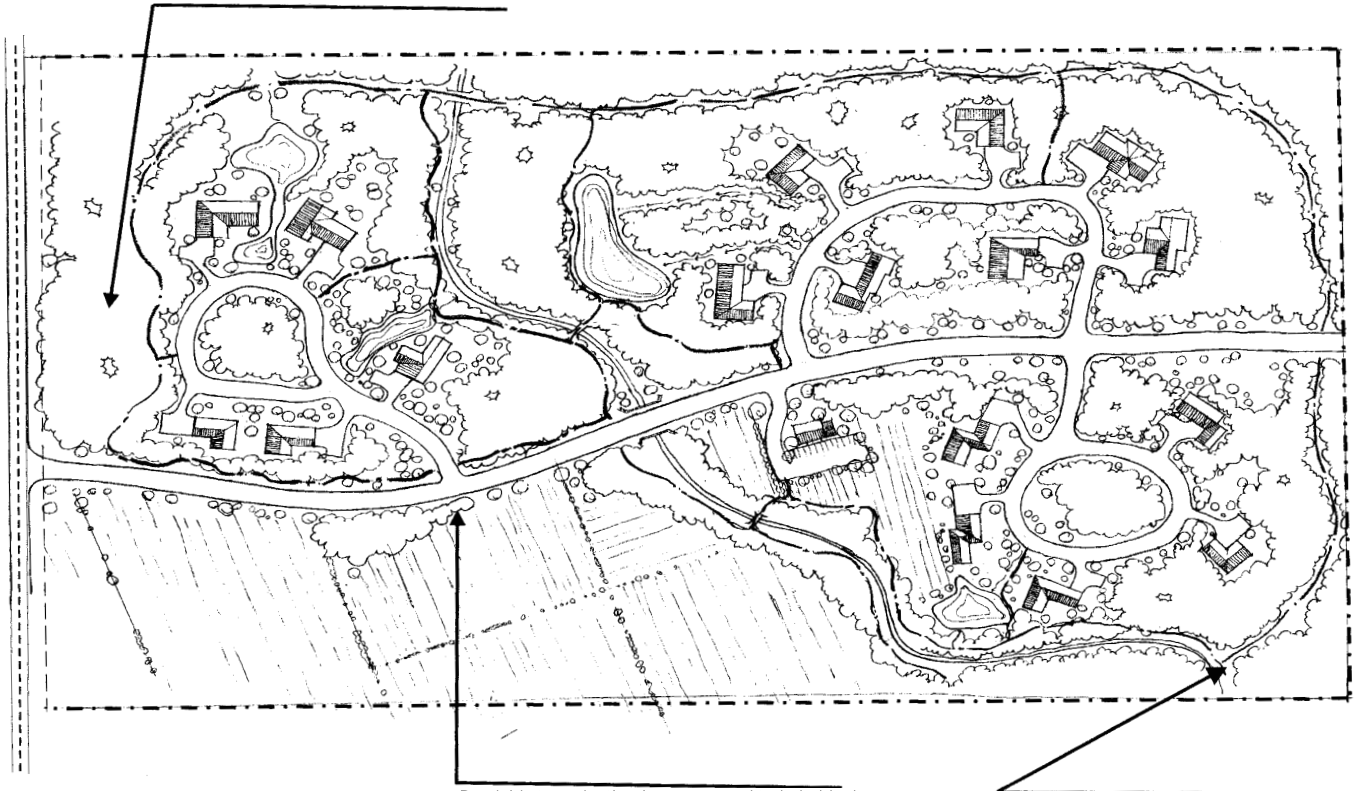


Visible structures such as curbing, culverts, retaining walls, or similar engineered structures should be faced with stone or dyed and textured to blend in with the natural environment.

Guardrails along roadways should be constructed of wood materials provided all safety considerations are met.

Existing barns or other agricultural structures should be preserved where possible and incorporated into the development.

Natural Elements

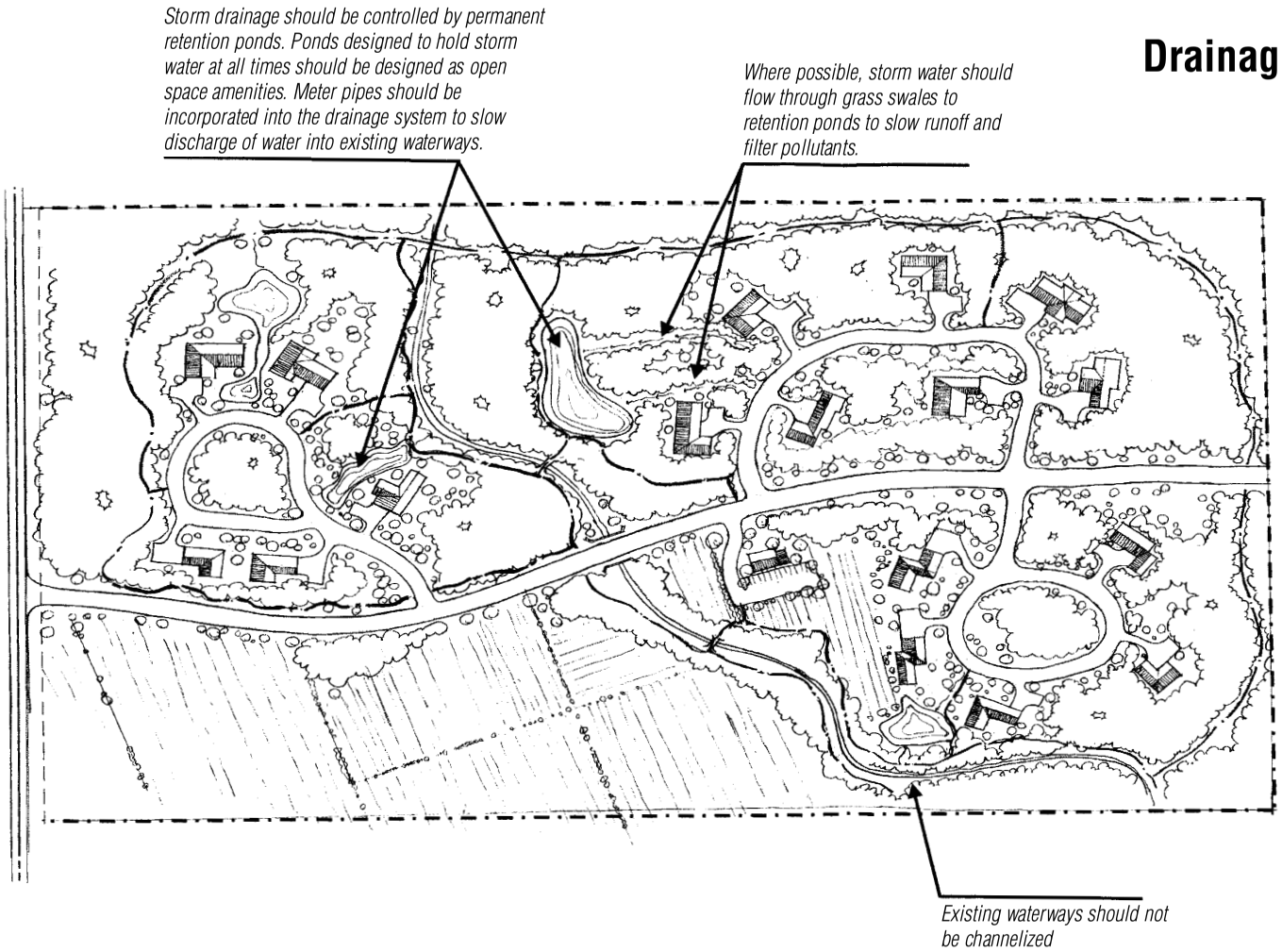


To help maintain rural character, required open space should be located along existing roadways to act as a buffer between developed land and the roadway.

Roadside tree planting is encouraged to help block views and screen developed areas from sight. New trees should mainly be limited to varieties found on the site and/or nearby, and should be planted in a random pattern (not single rows of a single species).

Open spaces should be connected as much as possible and should integrate riparian corridors.

Drainage Issues



Notes