

NP VP 2030

**VISION PLAN
FOR
THE CITY OF NEW PHILADELPHIA**

**VOLUME 1
INITIAL BASELINE ORGANIZATION**

This document was prepared for
The City of New Philadelphia

by

michael mcinturf **ARCHITECTS**

1116 Race Street, Cincinnati, OH 45202

with

School of Architecture

and Interior Design

University of Cincinnati

March 2021

CONTENTS

SECTION 1: INTRODUCTION	1
Project Brief	4
SECTION 2: HERITAGE	17
History	20
SECTION 3: NATURAL NETWORKS	31
Water Resource	34
Green Infrastructure	46
Geography	68
Air Quality	71
SECTION 4: PHYSICAL NETWORKS	75
Vehicular	77
Railroads	84
Airports	88
Utilities	92
SECTION 5: ZONING & LAND USE	97
Zoning & Land Use	100
Housing	108
SECTION 6: INDUSTRIES	115
Work Force	118
Agriculture	124
Healthcare	132
SECTION 7: ARTS & CULTURE	137
Arts & Culture	140
Education	146
Religion	158
SECTION 8: EXECUTIVE SUMMARY	161
Recommendations	163
SECTION 9: APPENDIX	179
Referenced Documents	182
Image Sources	183

1: INTRODUCTION

“The City of New Philadelphia will be the County’s leader in providing the best quality municipal services while remaining fiscally responsible and reactive to community needs. We will provide citizens protection against crime; advocate for business development; embrace technology that promotes education, the arts, and future business growth; and provide health services that enhance the wellness of the community at-large.”

- City of New Philadelphia

PROJECT BRIEF

Project Brief

VISION PLANNING INTENT

New Philadelphia is a city located in Tuscarawas County, in the State of Ohio, and is the county seat. The purpose of this master plan is to uncover the identity and create a vision for the city of New Philadelphia. The planning process reveals and documents data and ideas from multiple sources into a single document. This documentation provides a unified framework of development through analysis of the characteristics of the region to begin to understand its critical regionalism. This refers to features and elements unique and peculiar to Tuscarawas County and the City of New Philadelphia and the recognition of these features into the design approach. Through citizen charrettes and stakeholder workshops, this master planning will be a guide for public and private investment in future developments.

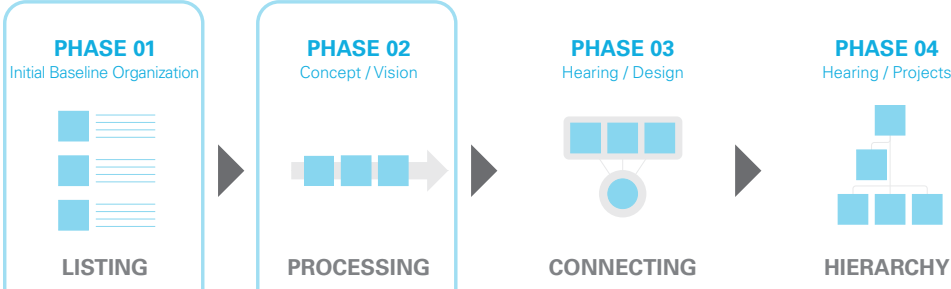
FRAMEWORK SEQUENCE

The New Philadelphia Master Plan will be designed through a series of four phases. This scope of the master plan investigates existing city conditions. This phase (the first phase) accumulates necessary information to generate a comprehensive understanding of the city, and to analyze the data to identify opportunities and constraints.

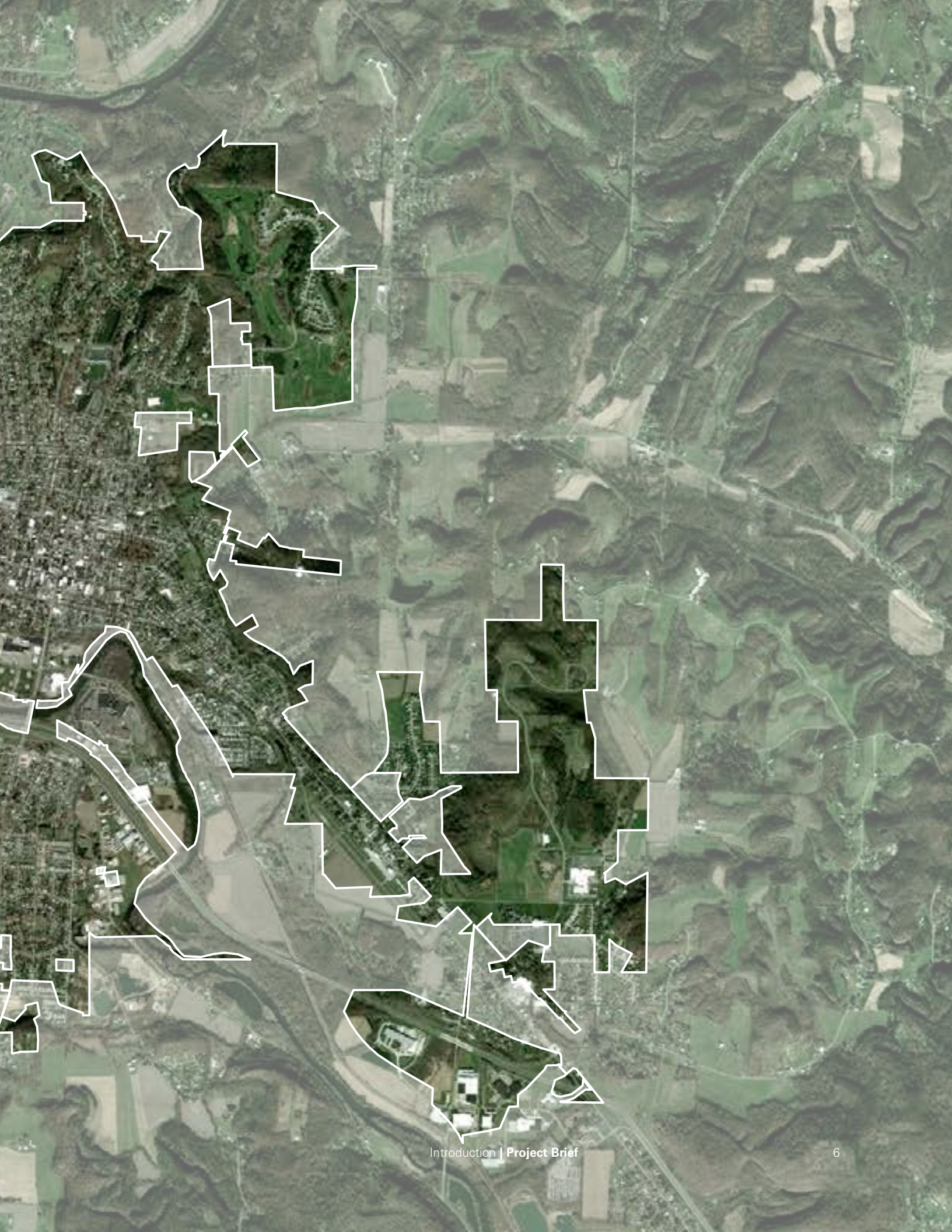
The second phase intends to process the document through the city committees and obtain recommendations and feedback. This phase is also used to develop a long-term vision of the city's future to address its greatest challenges and identify its future needs.

The third phase intends to connect to the city stakeholders, allowing them to have voice and influence over the future of the city. Through a series of focus groups and open houses, this phase will further refine and develop the vision already supported by the city.

The fourth and final phase of this master plan establishes the hierarchy of district developments and near-term projects under the city vision. Through a series of specific focus groups and open houses, this phase will identify a closer look to plan to what extent and to where the city will grow and change over the next several years.



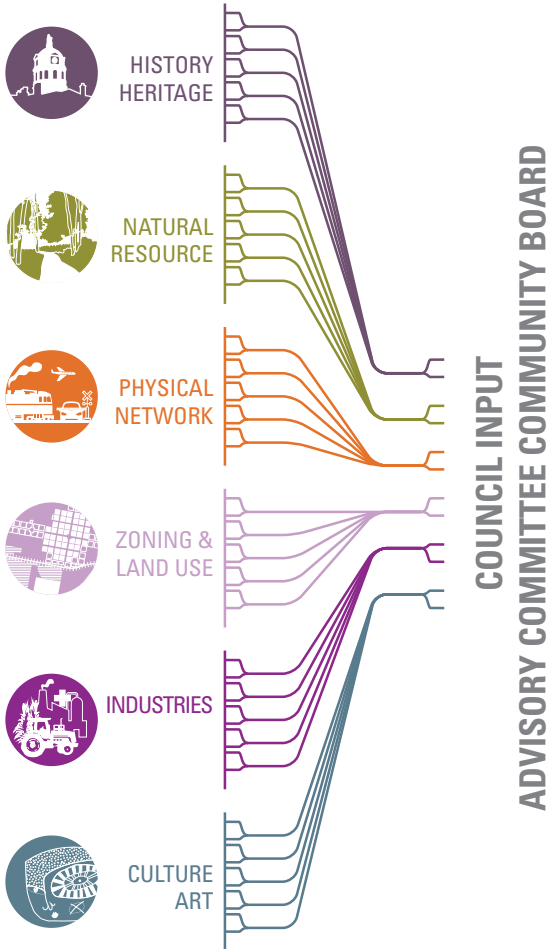




PHASE 01

INITIAL BASELINE ORGANIZATION

(CURRENT PHASE: THIS DOCUMENT)

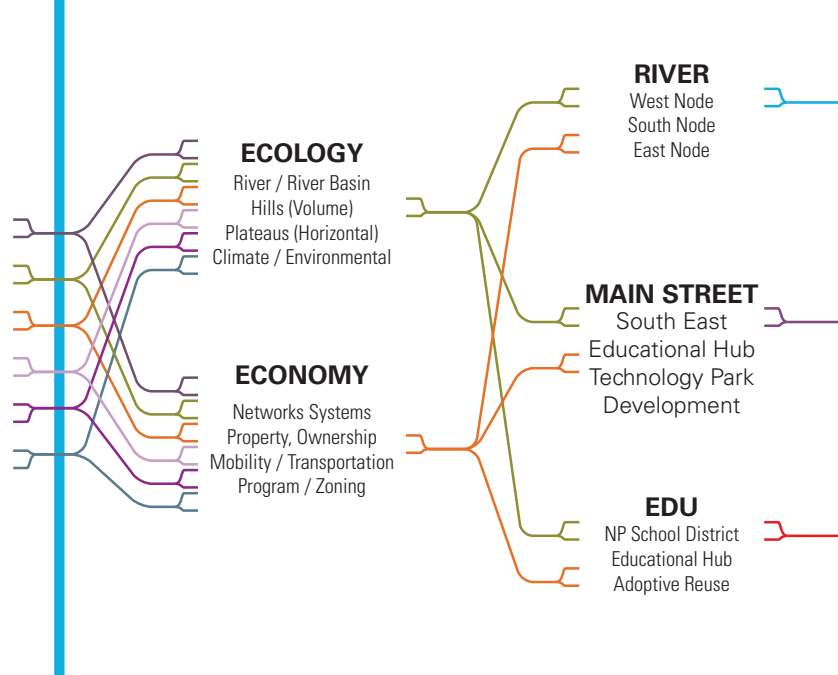


DATA COLLECTION & ANALYSIS

The Data Collection phase involves the accumulation of information necessary to generate a comprehensive understanding and discovery of the existing city. This phase includes gathering and investigation of data. Upon thorough analysis of the quantitative and qualitative aspects of the city, an overall picture of the city can be identified and opportunities and constraints revealed.

PHASE 02

VISIONING FUTURES



CONCEPTUAL FRAMEWORK & STRATEGIES

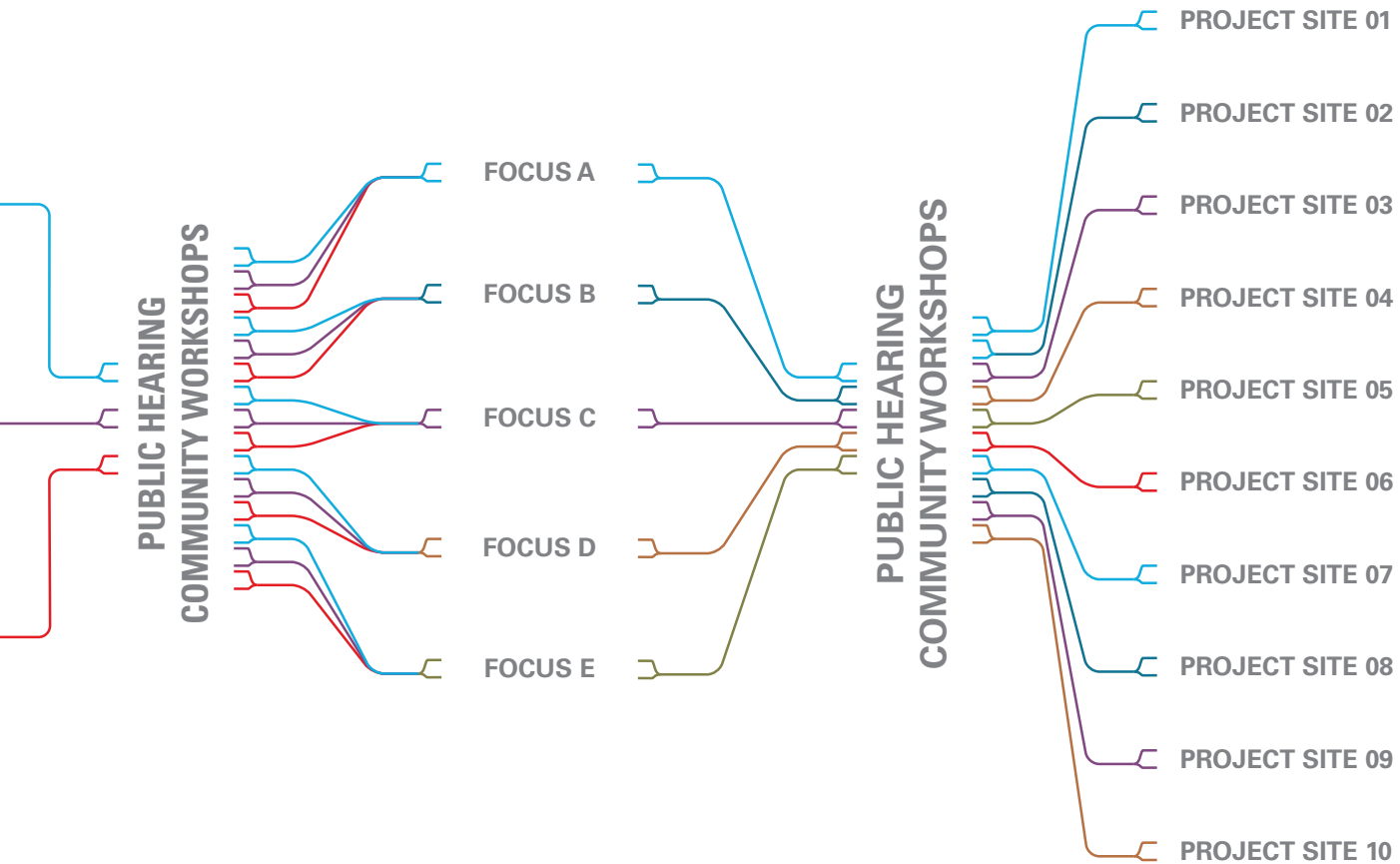
Upon review and recommendation, the foundation for conceptual planning is envisioned by the assessment of the baseline organization. This phase is used in the development of guiding city wide principles to reflect the culture, mission and setting of the future city. The Conceptual Framework diagrammatically converts into distinctive districts with long-term vision for improvements to address the city's greatest challenges and identifies future needs.

PHASE 03

HEARING / DEVELOPMENT

PHASE 04

REVIEW / PROJECTS



WORKSHOP & SCENARIOS

This phase begins with preparation of the first full public hearing and exposure. The open house/workshops provides city stakeholders an opportunity to review draft master plan materials, participate in a design development exercises, and engage with other boards and commissions on the current direction of the plan. This public filtration process refines the ideas generated in the previous phases. Implementation of the recommendations will be set forth in development of a concrete mission and strategic plan.

REALIZATION & DISTRICT DEVELOPMENT

The final phase of this master plan identifies a series of district developments and near-term projects: infrastructure as roads and transit, parks, landscape improvements, recreation facilities, health centers, improves benefitting emergency services, building renovations, new construction, parking solutions, and pedestrian and vehicular improvements. This phase is more closely aligned with a plan for how much and where the city will grow over the next several years.



Tuscora Park, serving as a recreational space



The John Knisely Municipal Centre houses the Mayor's office and City Council.

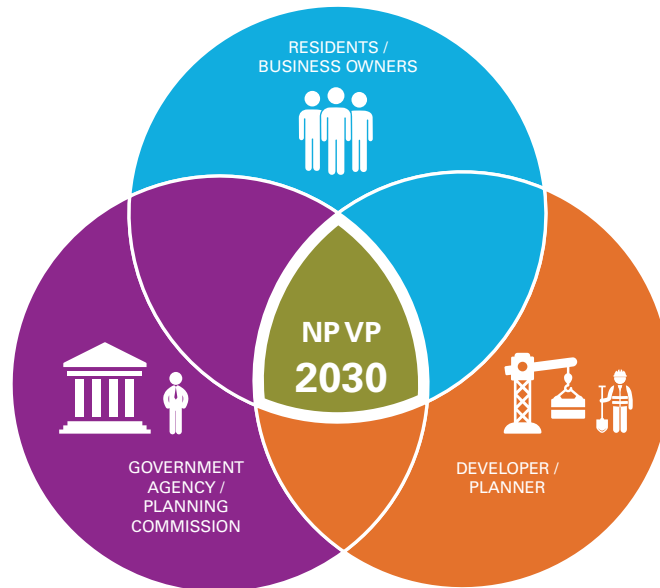


The Tolloty Technology Incubator

Comprehensive Master Plan Guide

NEW PHILADELPHIA MASTER PLAN USERS

From this first phase (Initial Baseline Organization) to the subsequent phases, this comprehensive master plan is a public/private investment tool to guide and understand the direction of growth and investment in the city. The plan identifies numerous specific planning recommendations and implementation strategies to help guide and coordinate decisions for the mayor, city council, the planning commission, various agencies, business owners, developers, and city residents. The plan also contains the existing and the future Land Use Plan, a map intended to serve as a general guide for future development, in terms of uses and density of development to achieve the future vision implemented incrementally over a 10-20-year time frame.





RESIDENTS & BUSINESS OWNERS

- Create guidelines for making real estate decisions, purchasing a house or vacant lot, or renovating property.
- Promote neighborhood investment and development, which could come in the form of local parks and community gardens, in addition to new businesses.
- Promote participation in the master planning process within not only city council but also various districts under consideration.
- Enhance citizen understanding of local development with the goals and strategies of community.
- Utilize the master plan as a tool for education and communication.



GOVERNMENT AGENCY & PLANNING COMMISSION

- Create guidelines for rezoning requests to confirm consistency with the future Land Use Plan.
- Identify key public infrastructural improvements to roads, streetscapes, gateways, district portals, pathways, parks, and utilities.
- Foster cooperation among governmental agencies, as they relate to planning and implementing capital projects.
- Create guidelines for development proposals to protect constituents from unwanted land uses.
- Create targets and priorities, in relation to city capital funds.
- Create a clear statement of city policy and a long-range perspective.
- Accommodate anticipated population growth and the need to preserve the quality of life and natural resources to make New Philadelphia a special place to live.



DEVELOPER & PLANNER

- Guide new development and redevelopment to provide, in accordance with the priorities and process laid out in the master plan.
- Promote real estate activities to accommodate changing regional population and employment growth.
- Guide appropriate development decisions to offer the maximum return on investment
- Enhance developer understanding of the goals and strategies of the community to achieve solutions that offer both a return on investment and a benefit for the community.



City Stakeholder Input

CITIZEN WORKSHOP & GALLERY SHOW

The comprehensive plan should clearly depict the findings and recommendations established by analysis. However, the proposal and remarks need to be the reflection of the city stakeholders. It is important to provide a variety of opportunities for city stakeholders to state their opinions regarding the future of the city. Through a series of focus groups and open houses, participants will learn how to integrate contextual concerns into the visioning process. Additionally, this is a great opportunity for government officials to directly engage with city stakeholders to share their ideas and feedback. The participation of citizens in an open, responsible and flexible planning process is essential to the development of a thoughtful master plan.

This workshop allows planners to gain consensus through participatory practices. Through intensive, hands-on planning charrettes, city stakeholders can develop a vision; throughout the exercise, planners will evaluate various planning considerations and holistically integrate these issues into a comprehensive solution for a vision statement. By the end of the workshop, planning and citizen participants will craft a framework and prioritize areas of development. Throughout the entire comprehensive planning process, city stakeholder input and feedback are important to determine the goals and objectives of their community's future.

Master Planning Committee Meeting Summary

INITIAL CITY MASTER PLANNING COMMITTEE MEETING

The Master Planning Committee, tasked with initiating an orderly and efficient master planning process, was held on December 6th, 2018. The group was comprised of the city administration, city council, the city school board, the Department of Transportation board, the city court, the county chamber of commerce, a business consultant, business owners, developers, healthcare officials, city engineers, and representation from Kent State Tuscarawas.

OBJECTIVE

This committee is providing initial insights and advice to the planner regarding ongoing master planning of the City of New Philadelphia by:

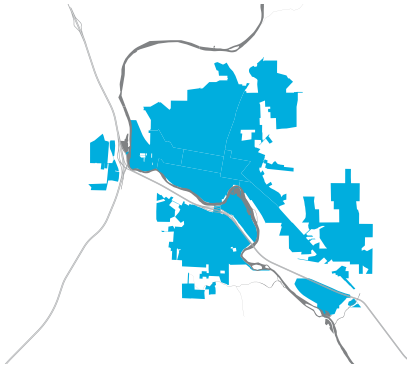
- Involving the city administration in multiple layers of the planning process
- Reviewing the master plan
- Addressing the fundamental issues the city faces
- Sharing planning matters raised by the community and working towards synergetic planning development

KEY POINTS

A key component in developing the master plan was public outreach and stakeholder participation. This began with city administration creating an advisory committee to represent the different interests. From this process, the following key planning points emerged:

- Identifying important natural assets: River / Plateau / Rolling Hills
- Improving key infrastructure assets: Highway / Railroad / River
- Recognizing the relationship between new development and existing infrastructure
- Enhancing synergetic collaboration between city departments
- Recognizing the ongoing cultural and generational changes in the city
- Establishing public and private sector collaboration
- Nesting New Philadelphia master planning within the larger-scale planning of Tuscarawas County
- Promoting sustainability as a tool to enhance quality of life for future generations

Vol. 01 | Initial Baseline Organization

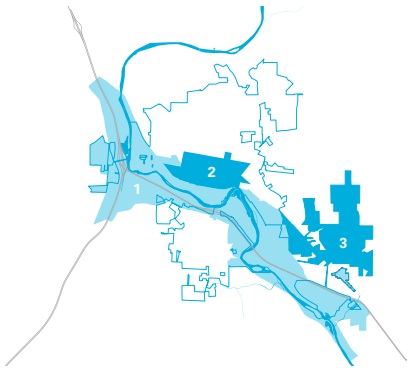


KEY ASSETS :

- 1 : *HERITAGE*
- 2 : *NATURAL NETWORK*
- 3 : *PHYSICAL NETWORK*
- 4 : *ZONE & LAND*
- 5 : *INDUSTRIES*
- 6 : *ART & CULTURE*

The first phase of the comprehensive plan outlines and consolidates important city assets from multiple sources into a single place in preparation for a unified, comprehensive vision and plan. Base Line Organization is organized into **Six Key Assets** containing chapters on Land Use; Economic/Community Development; Housing; Historic Preservation; Education; Infrastructure; Recreation and Open Space; Parks, Healthcare; Agriculture; and Water Resources; and Sustainable Urban Design on a broad citywide scale. This analysis will be further developed into site-specific recommendations to guide public and private investment in the physical development of the city.

Vol. 02 | Visioning Futures



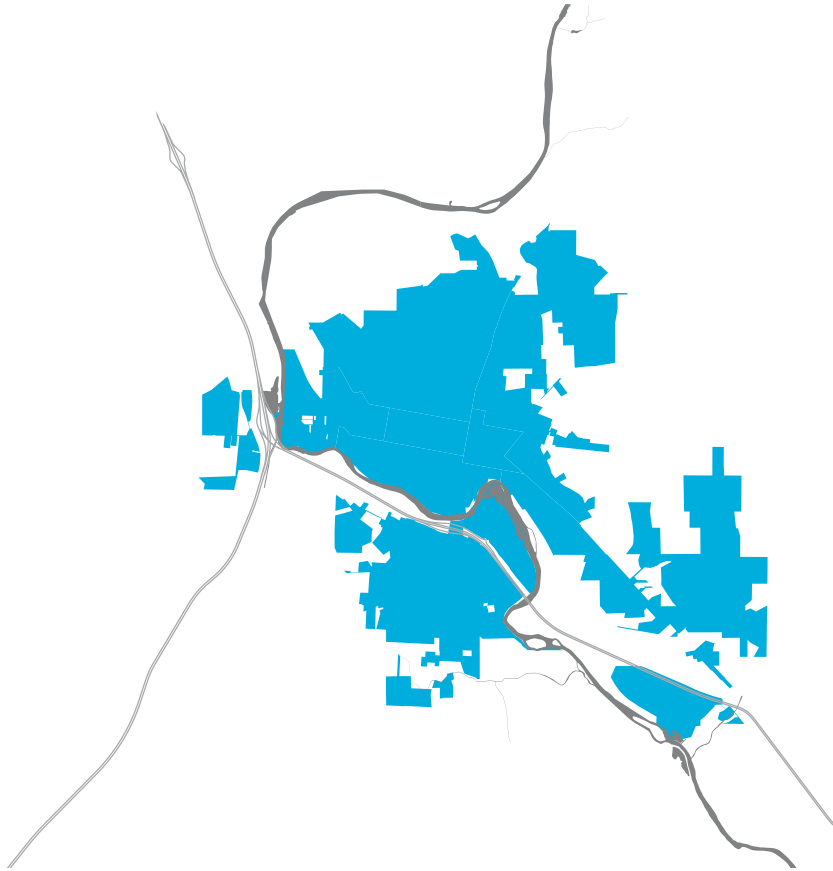
GENERAL CATEGORIES :

- A : *ECONOMY*
- B : *ECOLOGY*

CORE VISIONS :

- 1 : *RIVER BASIN*
- 2 : *DOWNTOWN CORE*
- 3 : *EDU*

The second phase divides the overall vision's core values, goals, and policies into two general categories; **Economy** and **Ecology**. These categories are to address overarching issues from the city to the county level and are organized into three core areas, **River Basin**, **Downtown Core**, and **EDU**, as the design framework. This core area-based structure allows the plan to identify the assets and opportunities that characterize a neighborhood and delineate challenges and recommendations guiding the city's development over the next ten years.



NP M/VP 2030 | Initial Baseline Organization | Vol. 01

The Initial Baseline Organization represents the first phase in the development of NPM/VP 2030. The citywide assessment helps all public departments and private agencies, as they relate to the urban design, economic investment, housing development, historic preservation, transportation, and a variety of other issues. The holistic assessment is divided into six key assets: **Heritage**, **Natural Networks**, **Physical Networks**, **Zoning & Land Use**, **Industries**, and **Art & Culture**. The strategies guide the city's development for long-term improvements to address the city's greatest challenges and future needs through recommendations. By specifying goals and objectives, NP M/VP 2030 will coordinate with city planning committees and related agencies to achieve the overarching objectives for New Philadelphia's future with a level of specificity intended to spur growth, preservation, economic development, public investment, and positive changes in the overall physical form of the city.



HERITAGE

- History



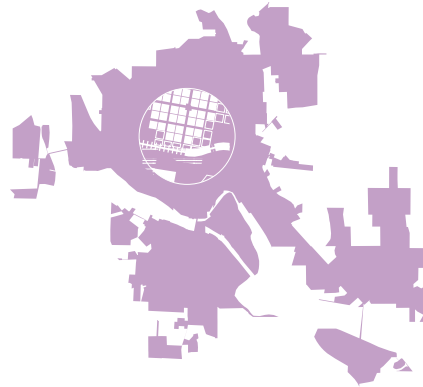
NATURAL NETWORKS

- Geology
- Water Resource
- Green Infrastructure
- Air Quality



PHYSICAL NETWORKS

- Vehicular
- Railroads
- Airports
- Utilities



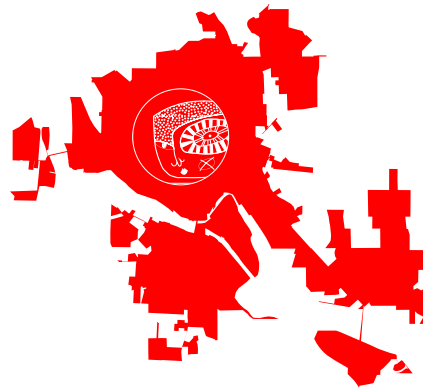
ZONING & LAND USE

- Land Use
- Zoning
- Housing



INDUSTRIES

- Work Force
- Agriculture
- Healthcare



ART & CULTURE

- Arts & Culture
- Education
- Religion

2: HERITAGE



HISTORY

Historic Development

CITY OF NEW PHILADELPHIA FOUNDING & DEVELOPMENT

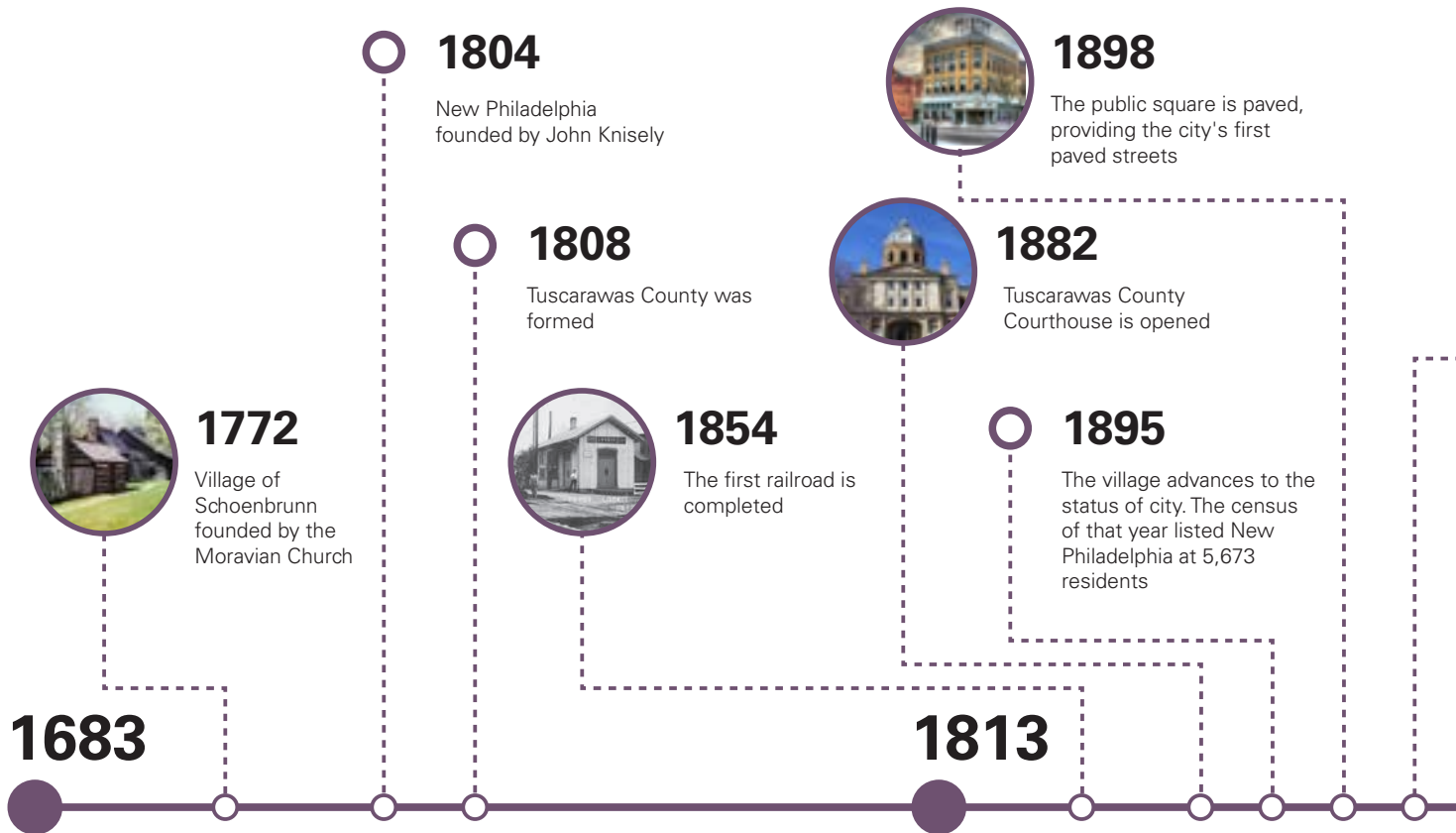
John Knisely founded New Philadelphia in 1804, and the city plat was established in 1813. Knisely was greatly impressed by the natural resources, the beautiful plains, the fertile river bottom lands, and the fine stand of oak timber in the Tuscarawas River Valley. He also noticed that a big plateau in the bend of the river, with numerous smaller valleys centering there, would make an ideal site for a town, and thus pursued its establishment.

From 1862 to 1913, with the construction of the Ohio-Erie Canal, New Philadelphia became a marketing center for agricultural products and the canal provided water power for mills. In 1929, the town erected a replica of Independence Hall to house their post office. It is apparent that the historic development of the city was largely driven by economics. In the late 1800's expansion away from the city center saw development of many manufacturing facilities, built up around rail corridors and the canal.

The 1967 Comprehensive Plan was the last citywide master plan for the City of New Philadelphia. It created and developed a framework for making important decisions and development for a new era of New Philadelphia. Through data collection and analysis, it has been a guide to understanding the city's condition and establishing guidelines for the future economic growth of the New Philadelphia community. The comprehensive plan has clearly depicted the findings and recommendations established by the analysis. The vision envisaged major physical development changes; some of these are now well articulated features of the city.

Following in the footsteps of many other cities of the time, New Philadelphia moved toward development of low-density, automobile-oriented, suburban-style neighborhoods. In the 1990's and 2000's, the construction of big box commercial developments changed the urban form of the city, prioritizing its perimeters at the expense of its core.

The municipal vision for New Philadelphia has continuously evolved. However, since the 1967 Comprehensive Plan, New Philadelphia has not developed the city planning necessary to effectively leverage public and private investments. New Philadelphia currently needs an up-to-date comprehensive plan demonstrating the intended direction for its future. While this master planning exercise continues the in the path of previous city planning, the New Philadelphia Vision Plan responds to current challenges and opportunities to reinvent identity and respond to the needs of the future. The final phase of the New Philadelphia Vision Plan will be the preparation of specific district development opportunities, such as redevelopment of vacant land and buildings, neighborhood developments, community facilities, and community needs.

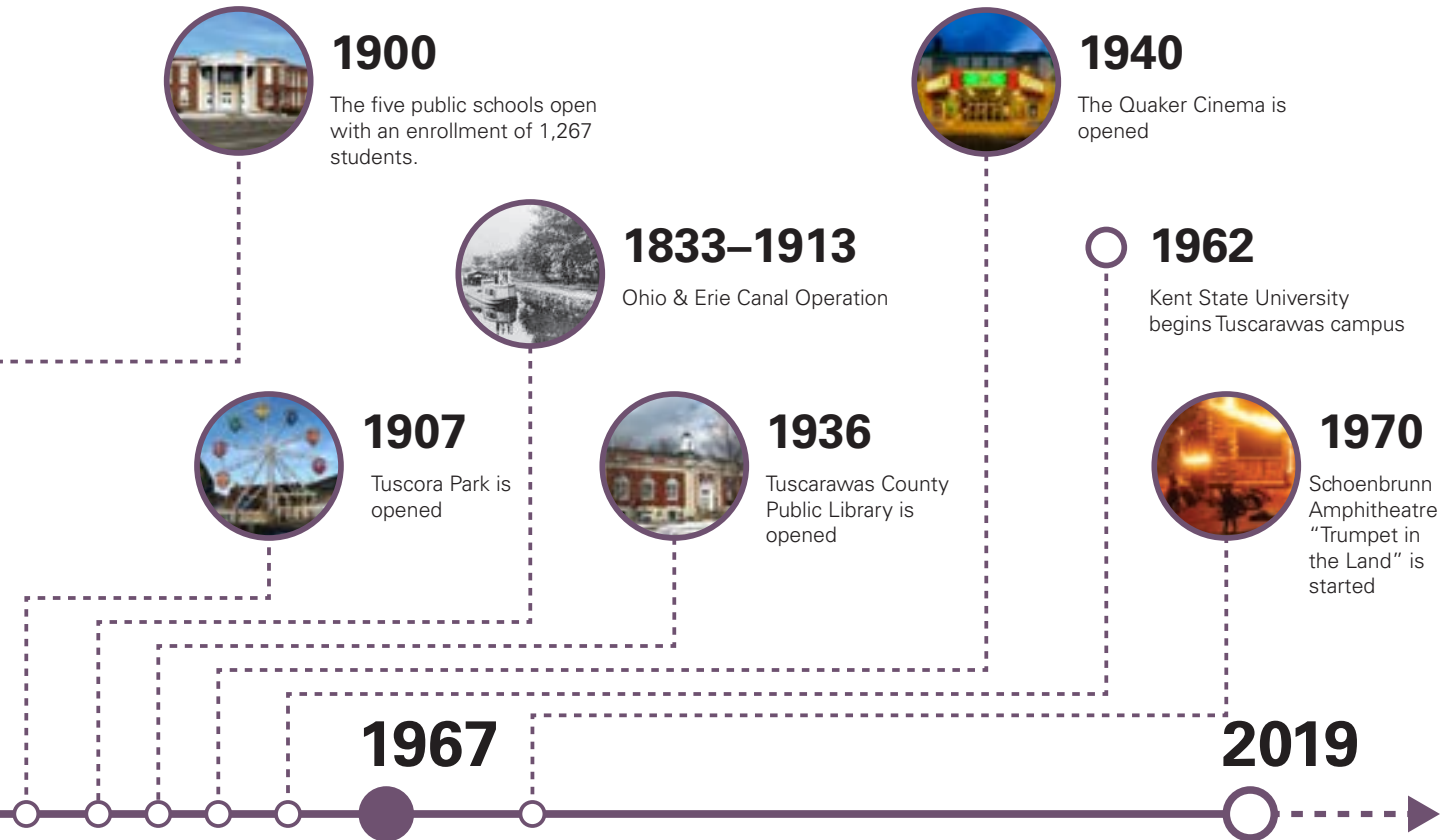


Portraiture of the City of Philadelphia
Thomas Holme

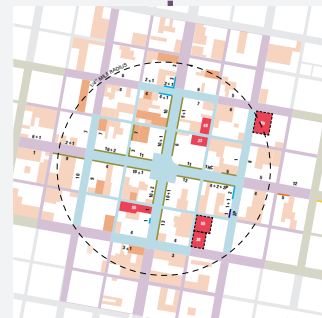


Plat of New Philadelphia

HISTORIC TIMELINE



Comprehensive Plan
City of New Philadelphia, Ohio



NP M/VP 2030
City of New Philadelphia, Ohio

NEW PHILADELPHIA

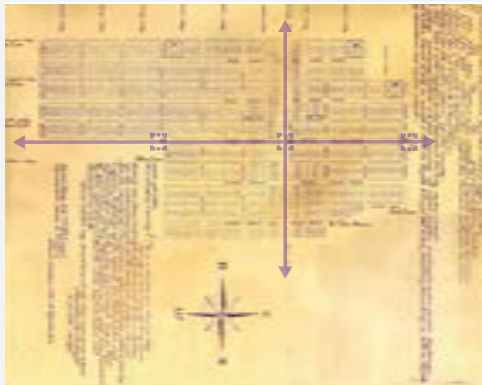


Portrait of the City of Philadelphia, 1683

1683

PORTRAITURE OF THE CITY OF PHILADELPHIA BY THOMAS HOLME

Thomas Holme’s “Portrait of the City of Philadelphia” was prepared in 1683 for William Penn in order to promote the new colony of Pennsylvania. Penn’s idea for Philadelphia exemplified his Quaker values by showing a preference for simplicity over imposing scale. The Philadelphia plan proposed a grid of rectangular blocks extending over two square miles between the Delaware River to the east and the Schuylkill River to the west. Penn’s preferences were also reflected in the plan’s unusually large residential lots with capacious gardens, several public squares, wide major streets, and a surrounding greenbelt.



Plan of New Philadelphia, 1813.

1813

PLAN OF NEW PHILADELPHIA

In 1813, 397 miles from the original Philadelphia, the city core of New Philadelphia was established in the same grid pattern as its namesake. New Philadelphia’s grid pattern features straight streets and square blocks organized along an axis, denoted by three public squares: Franklin Square, Washington Square and Market Square. Franklin Square, the upper market square, is the present junction of West High Avenue and Fourth Street.



Concept Plan from the 1967 Comprehensive Plan.

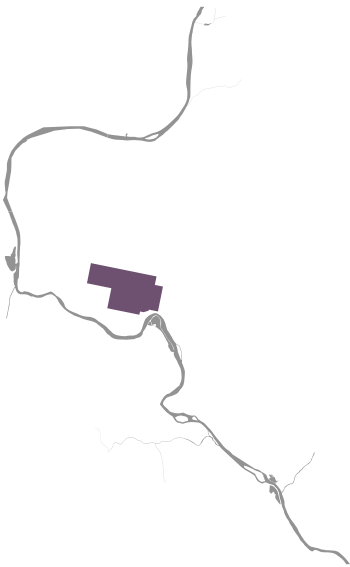
1967

COMPREHENSIVE PLAN, CITY OF NEW PHILADELPHIA, OHIO

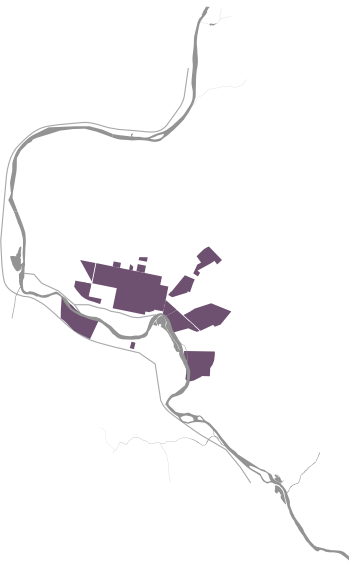
The 1967 Comprehensive Plan was the last citywide planning effort for the City of New Philadelphia. New Philadelphia’s growth thrived with manufacturing-based development, and it experienced a boom in population starting in the 1940’s. The significant population increase indicates an increase in households and employment that was closely associated with demand for residential and non-residential land use for suburban development. The master plan was designed to understand the existing city conditions and establish guidelines for the future economic growth of New Philadelphia.



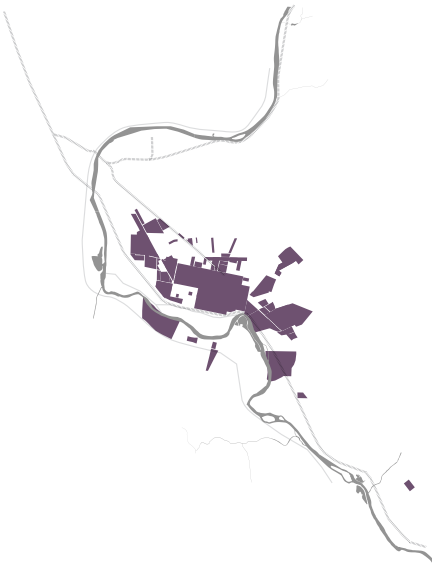
Historic Transformation



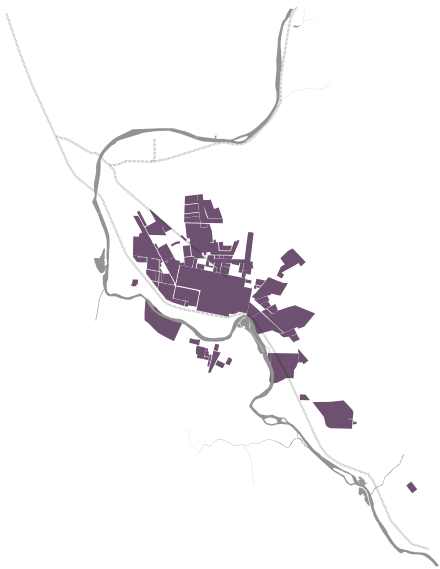
ORIGINAL PLOT
1813 - Plat
Population:
500



CONSTRUCTION OF OHIO AND ERIE CANAL
1813 - 1870
Population:
3,000



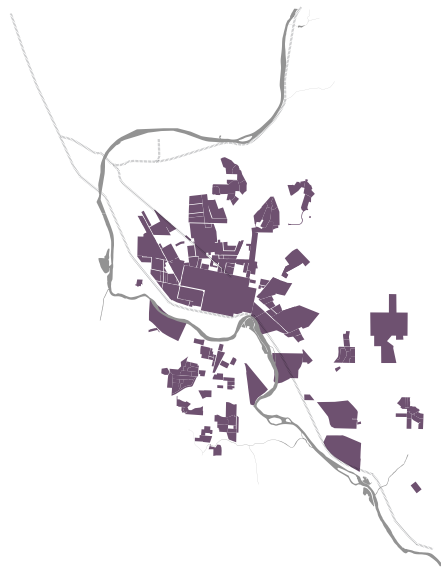
EVOLUTION OF THE RAILROAD
1870 - 1900
Population:
6,000



EARLY CENTURY

1900 - 1930

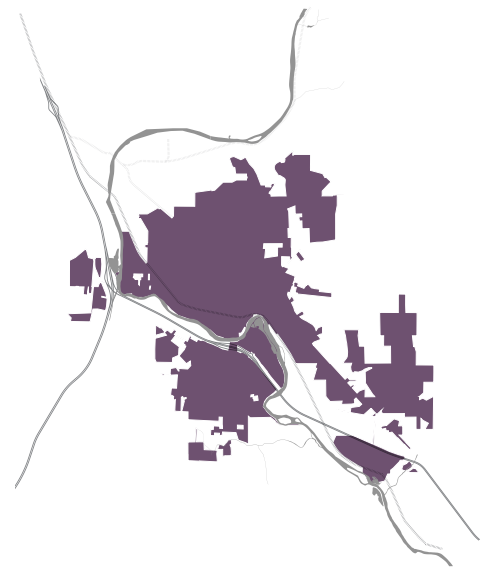
Population:
12,000



MID-CENTURY

1930 - 1970

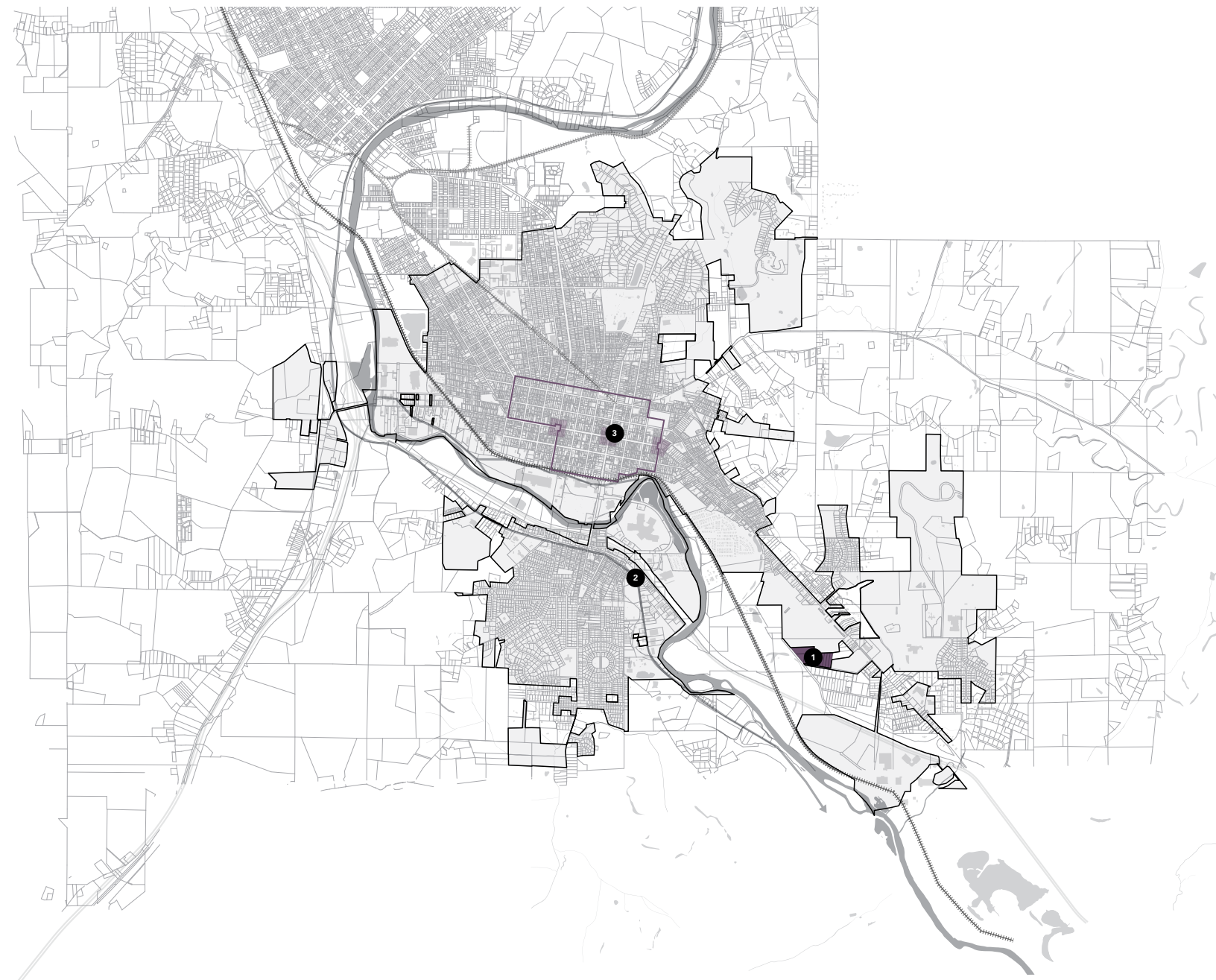
Population:
15,000



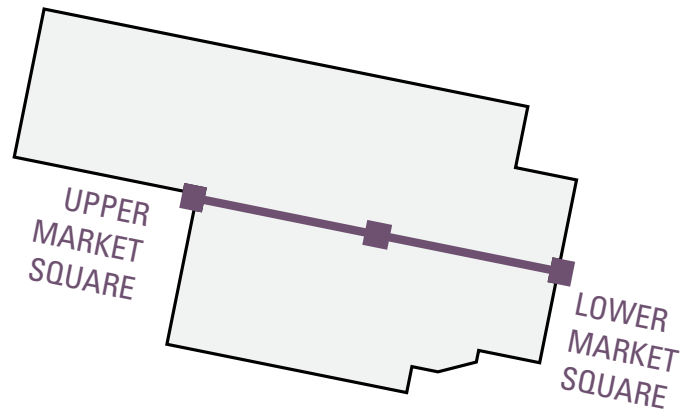
POST HIGHWAY CONSTRUCTION

1970 - Current

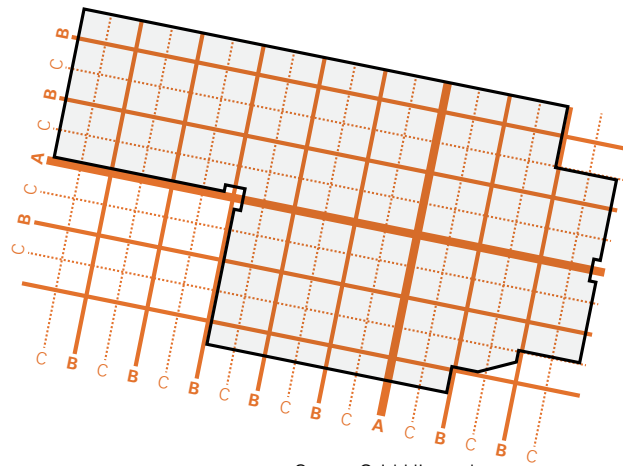
Population:
17,400



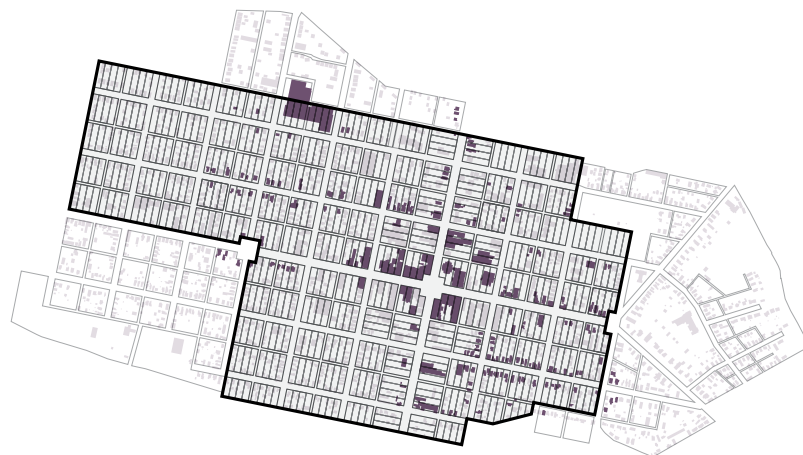
-  Historic Plat
-  Historic Square
-  1 Schoenbrunn Village
-  2 Blake's Mill Lock 13
-  3 Courthouse



Original Plat & Squares



Street Grid Hierarchy



Historic Parcels & Significant Buildings



Tuscarawas County Historical Society, which promotes interest and encourages research in local history in Tuscarawas County, including demarcating historic sites and archiving written documents, photographs, and other records.



Heritage Home Association of Tuscarawas County, which is a non-profit that focuses on documentation and preservation of architecturally and historically significant buildings in Tuscarawas County.

Historic Analysis

HISTORIC PRESERVATION

New Philadelphia has various historical architecture and cultural resources. However, the city has limited documentation from the city's history. To date, no historic preservation plan or citywide survey of historic resources has been undertaken. The historic resources data is not adequately compiled for preservation strategies. The new city vision should accommodate planning for a historic preservation framework and help guide future investment. NP M/VP 2030 emphasizes the importance to recognize and protect historic and cultural sites as an economic benefit to the city. A preservation strategy also offers a sustainable way to approach urban design.

Preservation of historic buildings and reuse of existing buildings reduce energy of demolishing buildings and material consumption. It puts less waste in landfills and advances green building principles associated with environmental, cultural and economic benefits for communities.

RECOMMENDATIONS

- Research precedents for preservation planning and survey work (e.g. other towns with similar historic resources)
- Develop a strategic vision for the future, with actions to achieve that vision.
- Conduct a citywide survey of historic resources.
- List a building, structure and/or district.
- Designate a historic district.
- Develop a historic preservation design guidelines.
- Offer historic tax credit program on rehabilitation projects of historic buildings.
- Insitute city-level programs offering homeowners help for property maintenance and preservation investment.

NEW PHILADELPHIA DOWNTOWN HISTORIC DISTRICT

New Philadelphia's downtown area is widely recognized for its abundant historic buildings. Creating a Downtown historic district can preserve the neighborhood character, original architectural integrity, and improve property values. It is also positively impacts the local economy through tourism. Preserved structures, as a designated historic district, strengthen development and growth. The establishment of the design guidelines encourages better quality design to add character and charm, enhance neighborhood pride, and foster strong cultural identity among multi-generational residents. The neighboring city, Dover, is in the middle of \$7.5 million downtown revitalization development, including street improvement, Dover High School improvement, the Tuscarawas riverfront development, plantings, and bicycle trails. New Philadelphia's downtown is ready to return as the hub for economic and social activity in the city.

DOWNTOWN HISTORIC DISTRICT PRINCIPALS

Encourages Local Economic Growth

Historic preservation produces positive economic benefits and jobs. Heritage tourism to an aesthetically cohesive and well-promoted district provides opportunities for economic development. Rehabilitation offers a higher return on investment in terms of job creation than new construction or manufacturing. Property values within a historic district rise more quickly than comparable areas and buyers are willing to pay a premium for homes in preservation zones. Preservation work depends more heavily on the work of craftsman than the purchase of generic, new materials. Therefore, in comparison to new construction, preservation more directly benefits local businesses. Protecting and enhancing historic assets contributes to an improved quality of life that helps retain existing residents and attract new investment.

Community Development

Preservation projects expand housing options, helping cities become more affordable. A historic district allows history, sustainability, fairness, and economic vitality to flourish. Through this vehicle, a community takes action to preserve pieces of their heritage and also attract visitors, new residents, and investment. Historic preservation districts also help residents to embrace the story of their region.

Conserve Natural Resources

Restoring older commercial and residential buildings is environmentally-friendly, in that it allows for the retention and use of existing resources in established neighborhoods. Historic preservation encourages brownfield and urban infill development. Heritage conservation helps to reduce the reliance on new building materials and reduces the need for cars, cutting back on pollution and congestion.

3:

**NATURAL
NETWORKS**



WATER RESOURCE

Ohio & Erie Canal National Heritage Corridor

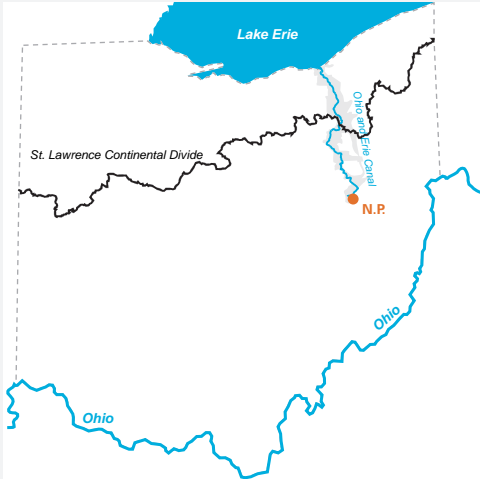
OHIO & ERIE CANAL NATIONAL HERITAGE IN NEW PHILADELPHIA

In January 1828, New Philadelphia Lateral Canal Co. was organized to build a 2-mile-long canal to connect their town with the Ohio & Erie Canal, which had spurred economic growth in neighboring Dover. The lateral canal ran just north of what is now Mill Avenue and connected to the Tuscarawas River near the W. High Avenue bridge by means of a guard lock. After the lateral canal was completed, New Philadelphia had become a wheat shipping port, and several industries, including a wool mill, were built along the canal. With construction of a rail line to New Philadelphia in 1854, the lateral canal became less important to the city economy. Blake's Mill Lock 13 on the Tuscarawas River was in ruins by 1864 and the canal was used for nothing more than recreation. The massive lock made of large stones and concrete remains as the only remnant of the original German village that was home to 300 people in 1883. The forgotten lock, one of 146 in the more than 308 mile Ohio & Erie Canal, is now surrounded by overgrown weeds and saplings within a residential neighborhood.

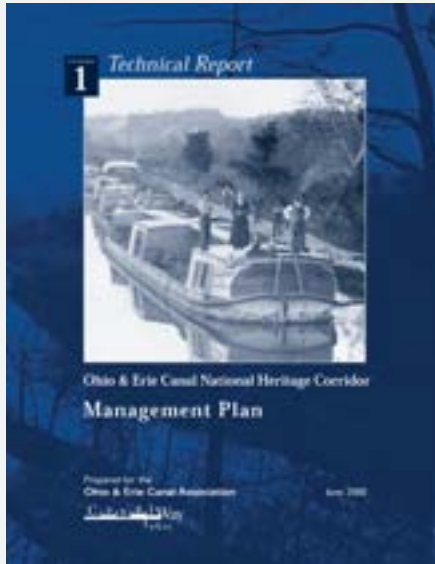
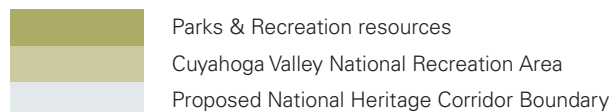
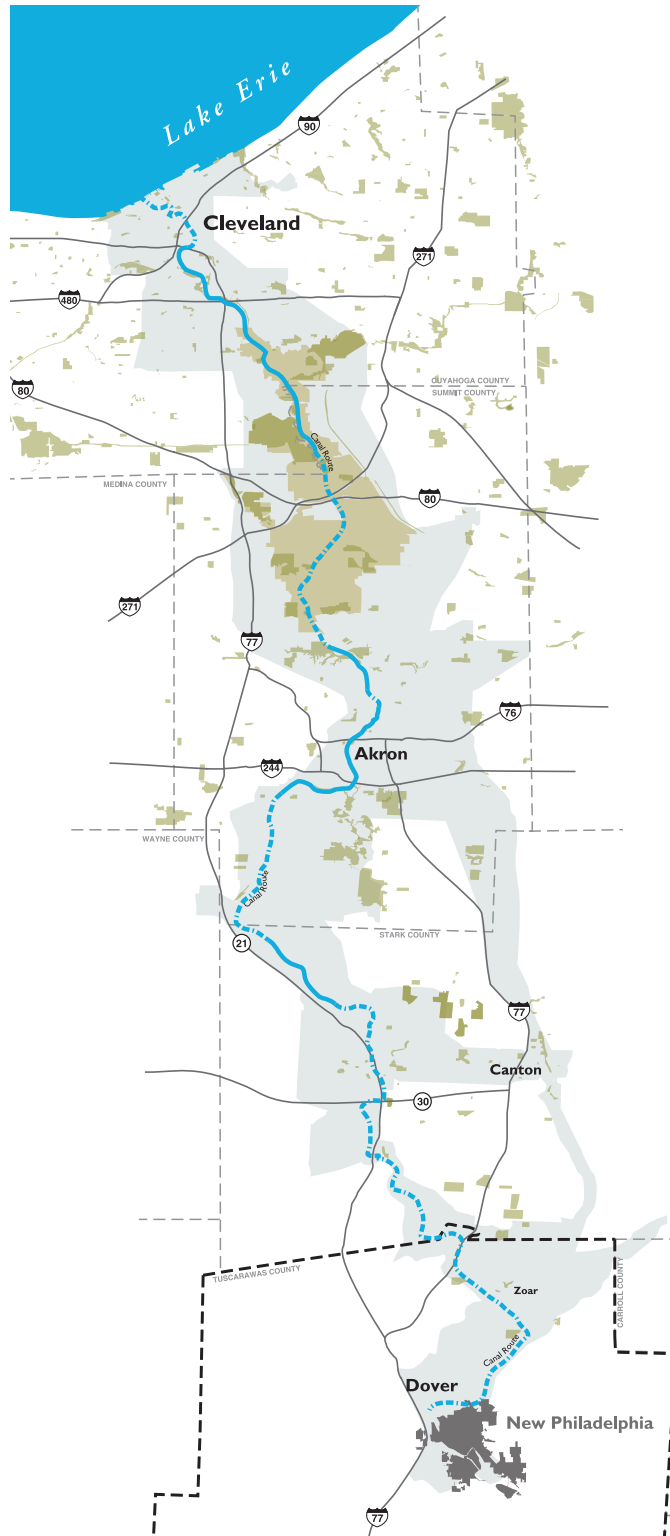
ECONOMIC AND TOURIST MARKET

Running from the Lake Erie Basin to the Ohio River Basin, the Ohio & Erie Canal National Heritage Corridor is a big area with many contrasts – the industrial zones in the north, the Cuyahoga Valley National Recreation Area, and the rural lands in the south. The Ohio & Erie Canal National Heritage Corridor encompasses a group of resources that has undergone considerable change over the centuries, yet has retained much of the sense of its heritage, character, and natural qualities. The cultural landscapes in the Ohio & Erie Canal National Heritage Corridor are varied and distinctive, ranging from canal villages and neighborhoods to community-defining industries. Within the Ohio & Erie Canal National Heritage Corridor, cultural landscapes have been defined and include early settlements, canal villages, canal-related commerce and industry, port and distribution areas, rural and agricultural, and parks and open spaces. The Ohio & Erie Canal National Heritage Corridor has significant potential in terms of its economic development impacts. The corridor has many attributes favorable to supporting creative use and economic development within the corridor for New Philadelphia as the end destination.

A renewed focus on canal history could provide a draw for visitors and could help create new public spaces. As the Ohio & Erie Canal Towpath Trail links the communities of New Philadelphia, residents and visitors will shop in local stores, seek lodging in the hotels and bed and breakfasts and tour museums. The Ohio & Erie Canal National Heritage Corridor could provide a boost to industrial and mixed used projects in the study area. In New Philadelphia, development is placing pressure on the canal setting. However, heritage land revitalization could be bolstered by activities, initiatives, and funding through the Ohio & Erie Canal National Heritage Corridor. New infrastructure, such as trails and a scenic railroad, connecting neighborhoods to the canal corridor and to natural features



Ohio & Erie Canal corridor



Ohio & Erie Canal National Heritage Corridor: Management Plan Ohio & Erie Canal Association. June 2000.



such as the Mill Creek Waterfall, would greatly enhance these communities and draw visitors.

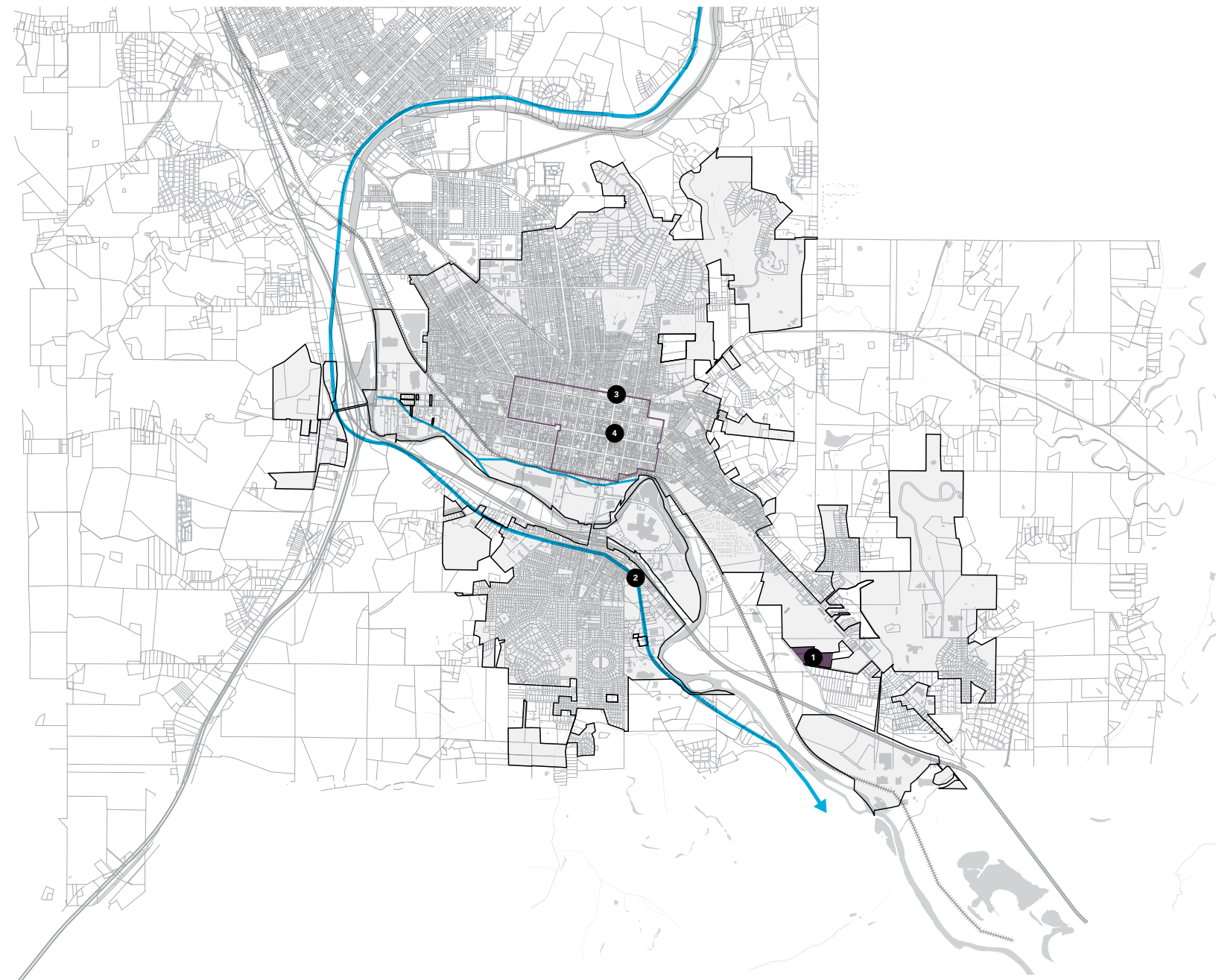
Akron made a considerable effort in the 1990s to revitalize its downtown and use the canal and towpath as a centerpiece. The city has reconstructed locks, made parks and open space, and created interpretive pieces to draw people and business back to the canal. Following their example, NP M/VP 2030 recommends that New Philadelphia create citywide trails and greenways along The Ohio & Erie Canal National Heritage Corridor, as recreational and social connections between past and present.







OHIO & ERIE CANAL NATIONAL HERITAGE ASSETS

1. Schoenbrunn Village (1772)
2. Blake's Mill Lock 13 (1833-1913)
3. New Philadelphia Downtown (1898)
4. Tuscarawas County Courthouse (1882)

RECOMMENDATIONS

- **Connect the proposed trail to the city and its parks and the greater regional trail network.**
- **Protect and preserve the heritage resources and prevent from future development.**
- **Reevaluate New Philadelphia's history, accommodating heritage sites as recreational attractions to amplify tourism experiences.**
- **Expand existing city and neighborhood parks to follow paths of historic streams allowing for interpretive experiences.**
- **Tie into the regional greenspace network to reactivate the forgotten path as naturally-vegetated open space.**



-  Historic Plat
-  Historic canalway
-  Schoenbrunn Village
-  Blake's Mill Lock 13
-  Downtown
-  Courthouse



Tuscarawas Riverside

TUSCARAWAS RIVER

In the Ohio River basin, Tuscarawas River is a principal tributary of the Muskingum River Watershed, which covers more than 8,000 square miles and drains into the Muskingum River. It is the largest wholly-contained watershed in the state of Ohio, covering about 20% of the state. The name Tuscarawas is derived from the name of the Tuscarora Native American tribe. New Philadelphia lies along the Tuscarawas River, adjacent to the city of Dover, about 25 miles south of Canton. Historically, the riverside was utilized for large-scale industrial shipping, establishing the area as a trade and manufacturing hub. Currently, the riverside is underutilized, but it serves the needs of industrial facilities and accommodates a railroad line, big box retail, and light industries. It also accommodates public facilities with the regional sanitary sewer treatment plant and Waterworks Ball Fields sitting on the riverbank.

RIVERSIDE ACCESS

Since the 1967 Comprehensive Master Plan, access to land along the Tuscarawas River in New Philadelphia has been greatly limited. The riverfront is essentially undeveloped land, closed off to residents by industrial sites, railroad lines, and state roads that line the Tuscarawas River. The west area along the river is dominated by large-scale commercial development. The existence of the big box stores altered the appearance of riverside and main city entry from I-77. The center area is essentially owned by Gradall, one of the largest manufacturing companies in the county, with the exception of the wastewater treatment plant and Waterworks Ball Fields. The east area is designated as the city greyfield. It mostly contains undeveloped land and an underutilized shopping mall, which opened in 1988 and can no longer perform as the city retail center.

Creating a significant presence on the city's riverside is one of the most important objectives of NP M/VP 2030. A riverside park with bicycling, picnicking, fishing and boating access is envisioned. To this end, the New Philadelphia government took possession of the former

The Muskingum Watershed Conservancy District (MWCD), a political subdivision of the State of Ohio organized in 1933 to develop and implement a plan to reduce the effects of flooding and conserve water for beneficial public uses under Ohio Revised Code Chapter 6101 (commonly called the Conservancy Act). MWCD was responsible for the development of the reservoirs and dams in the area and is dedicated to providing the benefits of flood reduction, water conservation and recreational opportunities to the region's property owners and residents in the Muskingum River Watershed.



The Division of Watercraft is responsible for boating safety, education, and law enforcement on all waters of the state. This statewide area includes the near-shore area along 451 miles of the Ohio River, approximately half the entire surface area of Lake Erie, more than 200 inland lakes, and over 60,000 miles of inland streams, rivers, and other waterways. The Division administers and enforces all laws regarding identification, numbering, titling, use, and operation of recreational boats on Ohio's waters. It conducts water safety education programs and develops boating facilities on major water areas of the state and provide service in the form of law enforcement patrols, homeland security, emergency first response, registration and titling services, educational programs and grants, professional training, boating access facility grants, vessel inspections, aids to navigation, and technical assistance.

Riverview Welding property at 530 S. Broadway in 2017 to develop a riverside recreational space. A boat launch was constructed in 2019, and ultimately the Towpath Trail will be extended here. Moreover, the goals of NP M/VP 2030, as they relate to the city's relationship with the river, are to improve physical and recreational access to the river from adjacent neighborhoods and to accommodate multiple uses in the riverside area.

TUSCARAWAS RIVER WATER TRAIL

The water trail, granted by the Ohio Department of Natural Resources, applies to waterways that have public access points roughly every 10 miles. As such, access points in New Philadelphia can be found at Waterworks Park and 416 Boat Ramp Park and are part of the Ohio & Erie Canalway National Heritage Area. In theory, the water adventurer could use the Tuscarawas as a starting point for paddling to the Gulf of Mexico.

The designation of the Tuscarawas River as a state water trail allows not only for an enhanced recreational water experience but also economic benefits. This vision is being pursued by Rural Action, a nonprofit community development organization. Rural Action is partnering with the Muskingum Watershed Conservancy District (MWCD) to make this vision a reality. From Dover Dam to New Philadelphia, the riverside scenic view requires development. Creating access to that recreational waterway from the riverside park also increases liveliness in the riverside environment and economic development.




Vision

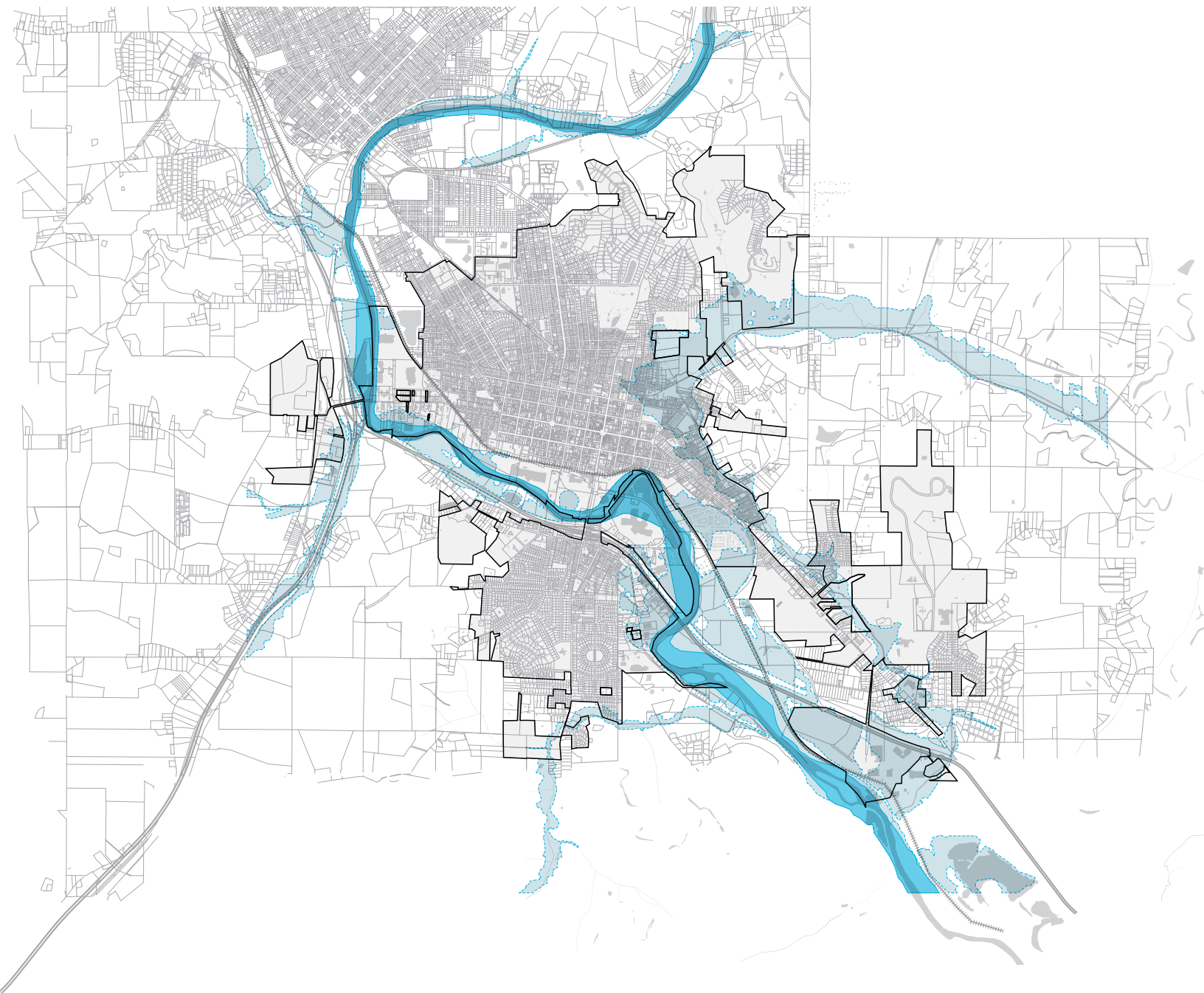
Many major cities have thriving waterfront parks and offer various recreation opportunities along these natural assets. Implementing the NP M/VP 2030 vision raises the image of the community within the region. Riverside access allows for recreational boating, fishing, and water touring. The goal is to expand recreational opportunities along the corridor and for New Philadelphia to be recognized as a destination for cultural and recreational activities centered around its iconic river.

RECOMMENDATIONS

- **Upgrade the traffic system to be more pedestrian-friendly and create connections to riverside public spaces.**
- **Establish a unified open space along the water and create an iconic open space for city identity.**
- **Design a mixed-used development that takes advantage of views, connections, and the heritage of the city.**
- **Connect New Philadelphia with the riverside as an extension of the existing urban fabric.**
- **Promote the water recreational activities and celebrate the natural assets.**
- **Develop recreational opportunities around public boat launch sites.**



-  Water trail
-  Riverview Boat Launch Park
-  416 Boat Launch Park



Flood Synopsis

FLOODWAY

Waterways are important for health and vibrancy in any city. Cities support the preservation or reclamation of the river corridors for natural ecosystems and as a cultural resource but also to manage risks from natural hazards. The City of New Philadelphia is the most water damage-susceptible city in Tuscarawas County. Almost 30% of the land in New Philadelphia is in the flood zone area, which is comprised of the floodway (4%), floodplain (9%), and 5-year floodplain (14%). In an attempt to mitigate damages in such areas, the County established the floodway, which it defines as “a channel of a watercourse and the adjacent land areas that have been reserved in order to pass the base flood discharge.” The floodway is usually characterized by moderate to high velocity flood water flows, with high probability for debris or damage and with moderate-high erosion forces. More than 50% of NP M/VP 2030 redevelopment target area is in high hazard or conveyance flood zones along Tuscarawas River and Beaverdam Creek. Many of the parcels impacted by flooding are located in the southeast area of New Philadelphia along the Tuscarawas River and Beaverdam Creek. According to the Tuscarawas County Flood Damage Reduction Regulations, Tuscarawas County areas prone to periodic flooding are considered hazardous in nature.

The probability of the Tuscarawas County and its municipalities experiencing a flood event can be difficult to quantify, but according to the Tuscarawas 2017 Hazard Mitigation Plan, based on historical record of 58 flood events since 1994, it can reasonably be assumed that a flood event has occurred once every three months (0.27 years) from 1994 through 2015. The frequency calculates that there is a 100% chance of this type of event occurring each year. The City has a great asset along the river corridor to bolster recreation, to provide flood management to improve air and water quality, and to provide a tranquil escape from urban surrounding. However, any infrastructure constructed for recreational activities may exacerbate flooding, and thus, must be properly managed to ensure it is achieving dual objectives in providing flood mitigation and a recreational amenity.

Beaverdam Creek on the east border of New Philadelphia suffers from inadequate attention and the burden of infrastructure that has made it more prone to flooding. Strategies to address this are an important aspect of the citywide flood control vision. The floodplain areas have a high potential for land-use transitions, particularly to housing and recreation. The local floodplain regulations will need to continue to manage development. To create strong policies for floodplain areas in New Philadelphia, NP M/VP 2030 recommends updates to the city Flood Management Program that exceed federal and state requirements and that the program be a focal point for interactions with the development community.

RECOMMENDATIONS

- Unify the flood protection strategies with the outside flood control-responsible entities.
- Support stormwater regulations to capture stormwater on site and reduce flooding damage.
- Review and adopt codes for new development in floodplains and flood zone.
- Create public-private partnerships for redevelopment of property along the flood way.
- Build a pedestrian-friendly landscape and recreational spaces along the river in conjunction with the new flood control strategies.

THE MUSKINGUM WATERSHED CONSERVANCY DISTRICT

Headquartered in New Philadelphia, the Muskingum Watershed Conservancy District (MWCD) was created on June 3, 1933, in accordance with Ohio law to carry out a comprehensive flood control and water conservation project in the Muskingum River Watershed. The MWCD is partnering with other agencies on projects that provide for flood reduction and water conservation in the watershed, as well as maintenance of the system of reservoirs and dams in the Muskingum River Watershed.

DOVER DAM

Dam structures are a vital part of the flood control system. Four of the MWCD dams, Bolivar, Atwood, Leesville and Beach City, provide protection for New Philadelphia. Dover Dam is located in Tuscarawas County, Ohio, about three miles upstream from New Philadelphia. The recent completion of the \$60 million Dover Dam Safety Assurance Project helped to bring the dam up to modern safety standards and reduce the risk of failure.

TUSCARAWAS COUNTY FLOOD DAMAGE REDUCTION REGULATIONS

Floodplain regulations are land use regulations intended to regulate activities and development in the 100-year floodplain, conveyance zone (or floodway), and high hazard zone. They are designed to provide a mechanism to address life safety and property damage impacts by restricting certain activities and improvements in the floodplain.

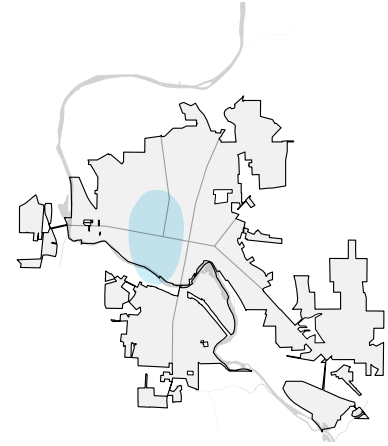
CODIFIED ORDINANCES OF THE CITY OF NEW PHILADELPHIA OHIO

The purpose of this flood regulation is to maintain the health, safety, and welfare of the citizens of New Philadelphia. Chapter 1329 Flood Damage Reduction promotes flood regulations to control land use and promote the public safety in the city. Chapter 948 Comprehensive Stormwater Management also enacts regulations to minimize stormwater runoff from a development area.

Stormwater Management

STORMWATER MANAGEMENT

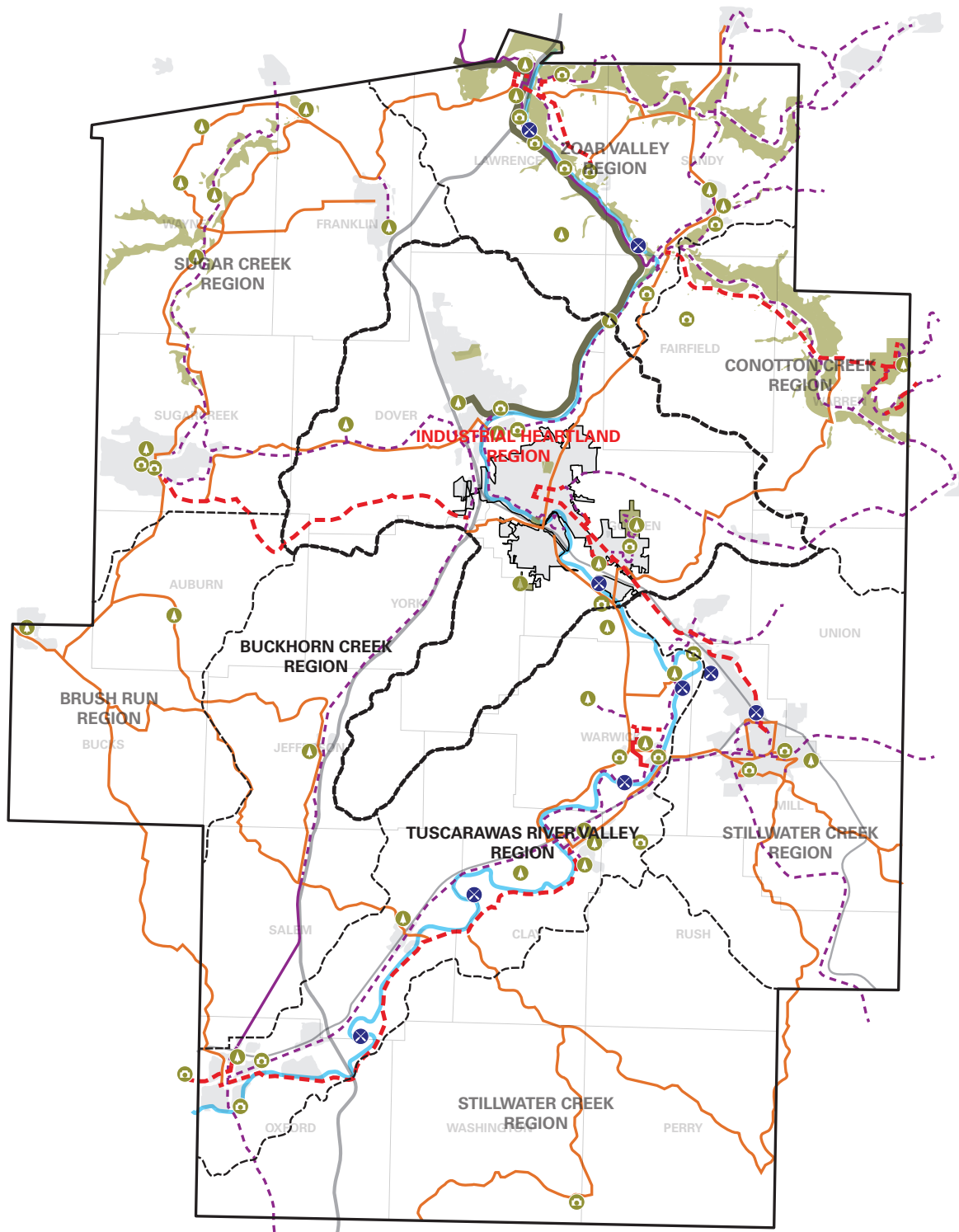
Most developed areas rely on storm drains to carry large amounts of runoff from rooftops, streets, parking lots and other impervious areas to nearby waterways. A network of storm drains rapidly conveys stormwater runoff with pollutants such as oil, dirt, chemicals, and lawn fertilizers carried directly to streams and rivers. Urban runoff management is a critical element in citywide planning to protect the quality of the city's water. To protect surface water quality and groundwater resources, development should be designed and built to minimize increases in runoff. New city developments should strategize to control the volume of runoff using low impact development, green building practices, and pollution prevention integrated site design.



Five year travel time (groundwater SWPA)

RECOMMENDATIONS

- Promote pervious surfaces, vegetation, and infiltration to manage stormwater runoff for new developments.
- Promote sustainable building practices for new private and public buildings for low impact water runoff management.
- Promote sustainable building elements and materials such as green roofs, green walls, and pervious pavement.
- Promote gray water reuse in new public and private buildings and site developments.
- Promote walkable city design practice and hiking and biking trail developments to reduce polluted runoff from streets.
- Promote green stormwater infrastructure on private and public land.



- Ohio & Erie Canal Scenic Byway route
- Existing off-road linkages
- Scenic roadways
- Highway
- Greenway
- Urban areas
- Proposed off-road linkages
- Proposed road improvements for bikes
- ⊙ Visitor feature
- ⊗ Water trail
- ▲ Public lands / parks

GREEN INFRA- STRUCTURE

Parks & Open Space

PARK AND OPEN SPACE DEVELOPMENT

Park and open space take many forms and include riverside parks, urban plazas, athletic fields, community gardens, and playgrounds. The function of parks and open spaces are often enhanced by well-planned networks, like hiking and biking trail systems that connect to other open spaces. Parks and open spaces provide a number of benefits to the public, including creating regional identity for residents, providing tourist attractions for visitors, supporting key economies for the region, providing recreational opportunities, and safeguarding natural resources and habitats. New Philadelphia Parks and Recreation Department is responsible for the provision and maintenance of city parks and recreation space with support from Tuscarawas County Park Department.

TUSCARAWAS COUNTY TRAIL AND GREEN SPACE PLAN (2006)

The Tuscarawas County Trail and Green Space Plan is a vision to provide the residents of Tuscarawas County and their guests the opportunity to experience the region while protecting private property rights, stimulating community and economic development and encouraging stewardship of the County's precious resources. The plan identifies over 25 trail and green space projects, including 87 miles of hiking and biking trails, 482 acres of green and open space and 148 miles of Scenic Roadways for the conservation, interpretation, development and management of the historic, cultural, natural and recreational resources in Tuscarawas County. With the implementation of the Trail and Green Space Plan, there could be numerous positive community and economic development impacts including an increase in tourism, as visitors travel to Tuscarawas County to experience the network of trails and green spaces; business retention and development, as companies seek communities that



Tuscarawas County Trail and Green Space Plan

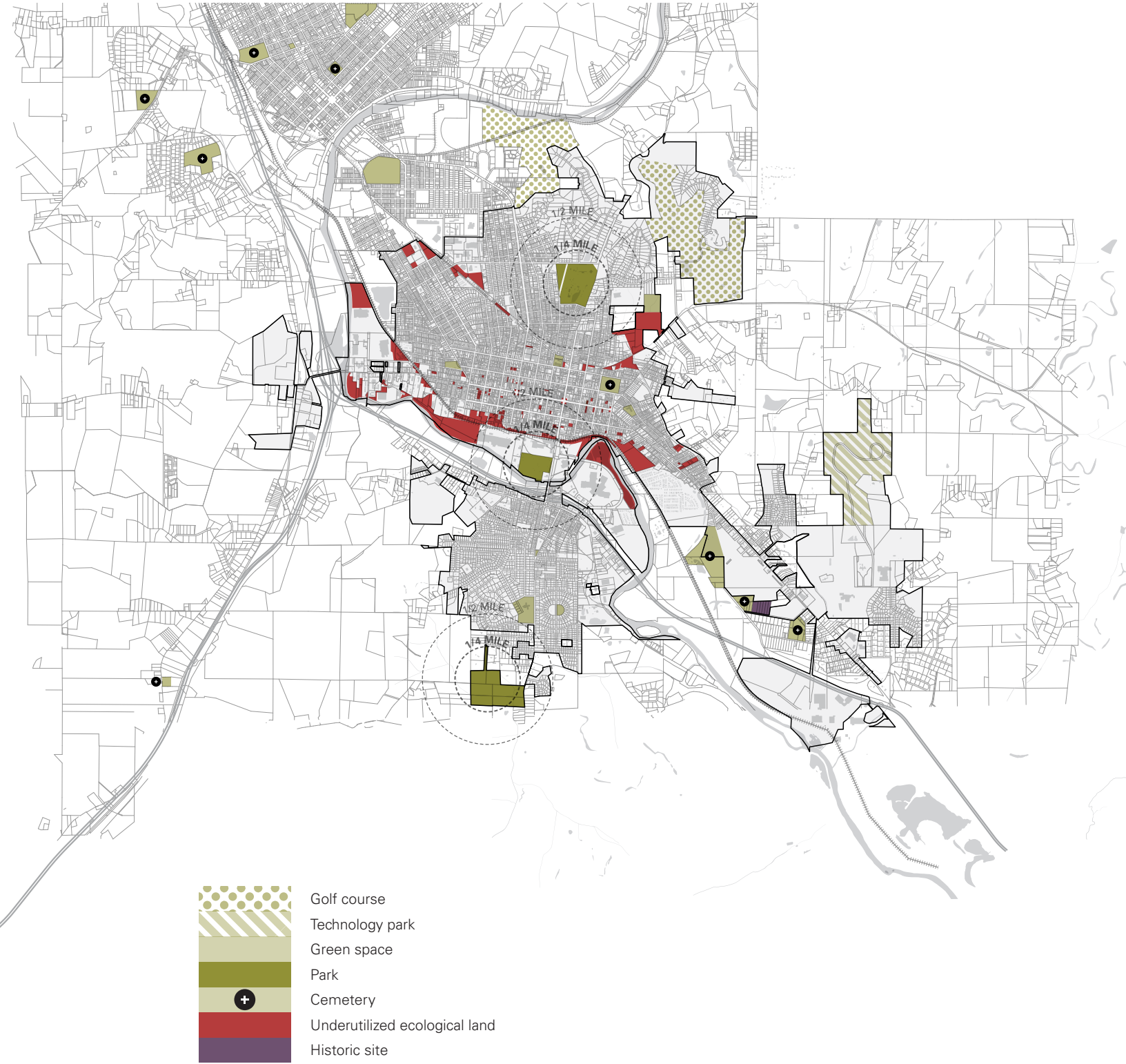
offer safe and reliable recreational opportunities; and increased property values. All of the projects suggested are part of the regional trail and green space network, providing hikers and bicyclists with safe and reliable off-road connections to the restaurants, lodging facilities and attractions in Tuscarawas County.

The Industrial Heartland Region would serve as the centerpiece of the trail and green space network in Tuscarawas County. Through its series of trails and green spaces, the region's role as the hub of economic growth and prosperity in the county is highlighted. Dover Canal Park, the Blake's Mill Southern Gateway Village, New Philadelphia's downtown, the Reeves Museum, Schoenbrunn Village, and the County's emerging Technology Park are some of the features of this experience. One of the key components of the Industrial Heartland Region is the development of the Ohio and Erie Canal Towpath Trail and the Blake's Mill Southern Gateway Village, the southern gateway to the Ohio and Erie Canal way. Along the Ohio and Erie Canal Towpath Trail, residents and visitors will shop in local stores, seek lodging in hotels and bed and breakfasts, and tour the museums.

CITY PARKS

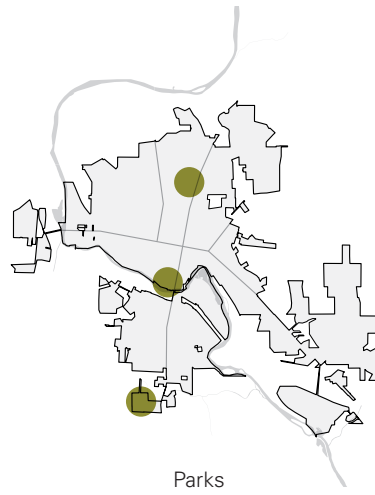
New Philadelphia developed from a plan based upon a variation of William Penn's original grid square plan for the City of Philadelphia. Large accessible green parks were planned to accommodate citizens as recreational spaces in each block. While New Philadelphia has a large amount of green space, the city maintains three primary parks: Tuscora Park, the Southside Community Park, and the Waterworks Ballfields. Tuscora Park is currently the only official programmed city park that includes amenities for both leisure and recreational activities (sports fields, swimming area, picnic shelters, and an amphitheater). Southside Community Park is a recreational green space that has been primarily used for sporting events. A \$6 million plan will expand the park to include a dog park, walking trails through wooded areas and over Oldtown Valley Creek, a pollinator garden, restrooms, additional playing fields, and concession stands. Waterworks Park is used primarily for field sports. Its six baseball fields are used extensively for high school and little league games in the middle of a large industrial tract. The ballfields recreation area is not readily accessible to surrounding residential neighborhoods and has a potential to expand the recreational offerings. New Philadelphia Skatepark Place is adjacent to the park.

Maintaining recreational systems is important for long-term health and quality of life for city residents. To enhance the experience of the city park system, NP M/VP 2030 recommends to improve and develop connections between parks, open spaces, and trails. The existing parks would benefit from upgrades in recreation equipment and site renovations. The city will need to ensure coordination between the various sports organizations, schools, and the parks in order to maximize use of existing sports fields.





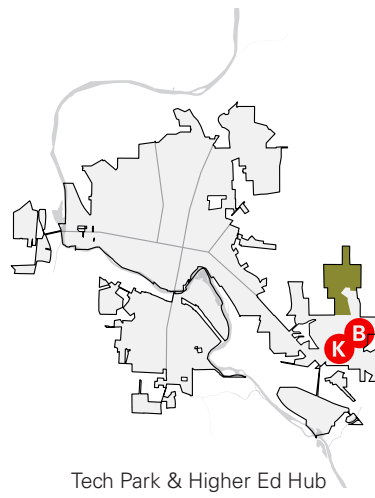
Green space



Parks



Underutilized ecological land



Tech Park & Higher Ed Hub

OPEN SPACE

Open space can be either in the public or the private domain. These places are also excellent for informal gatherings, chance meetings, or even tourism destinations. Open space in this context refers to city-owned and -operated space providing a public benefit, including public plazas, historic sites, educational centers, golf courses, cemeteries, and grounds of museums and historic sites. Open space also refers to property set aside to retain land, water, vegetative, or aesthetic features in their natural state. These areas provide wildlife habitat, scenic vistas, and recreational opportunities.

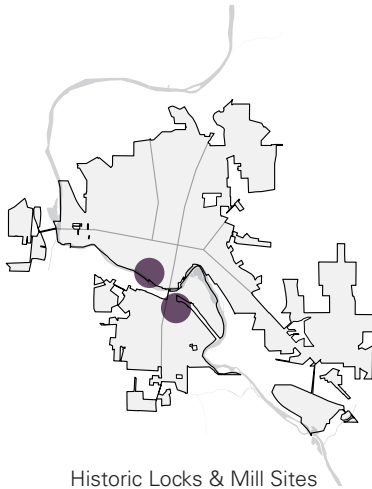
INDUSTRIAL AND TECH PARK

The Industrial and Tech Park seeks to promote collaborative economic and social vitality. The New Philadelphia Park is located at the southeast corner of the city. It is strategically located near New Philadelphia's higher education center, which includes Kent State's Tuscarawas Campus and the Buckeye Career Center, which serves the community by providing affordable and relevant education and training. The land accommodates dozens of businesses within the natural setting, benefiting from convenient access, utilities, broadband service and other advantages considered necessary for today's viable businesses. The location also has excellent accessibility and shipping options via interstate highways, rail and major airports.

Any Industrial and Tech Park improvements need to reinforce the ideas and strategies of the strong relationship between the industry and the educational core. In addition, NP M/VP 2030 envisions increased connectivity between the industrial and educational hub and the Downtown core.

RECOMMENDATIONS

- **Link city parks with the local trail network to complete connections between recreation hubs on the county-wide level.**
- **Connect city parks to the protected natural areas to develop a regional greenway network.**
- **Provide recreation and art programs for promoting safe places to channel young energy.**
- **Maintain city parks to attract outside visitors for additional economic development.**
- **Create connections to other parks and open spaces by trails and green infrastructure.**
- **Organize area infrastructure to facilitate pedestrian movement and vehicular interaction.**
- **Develop bike and pedestrian accessibility across the southeast Industrial and Tech area.**



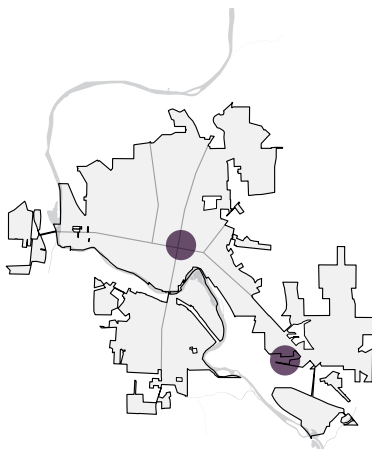
Historic Locks & Mill Sites

HISTORIC SITES

The city's significant cultural and historical resources link the community to its past and give it a sense of place. Schoenbrunn State Memorial Park in the southeast corner of the Planning Area is one of the sites on the National Register of Historic Places in New Philadelphia. This site is managed by the Dennison Railroad Depot Museum through an agreement with Ohio History Connection. The park contains a reconstructed Moravian-Indian settlement, an attraction of considerable historical interest for tourism.

The central square, Washington Square, provides residents recreational open space to celebrate the city identity with another site on the National Register of Historic Places: the Tuscarawas County Courthouse.

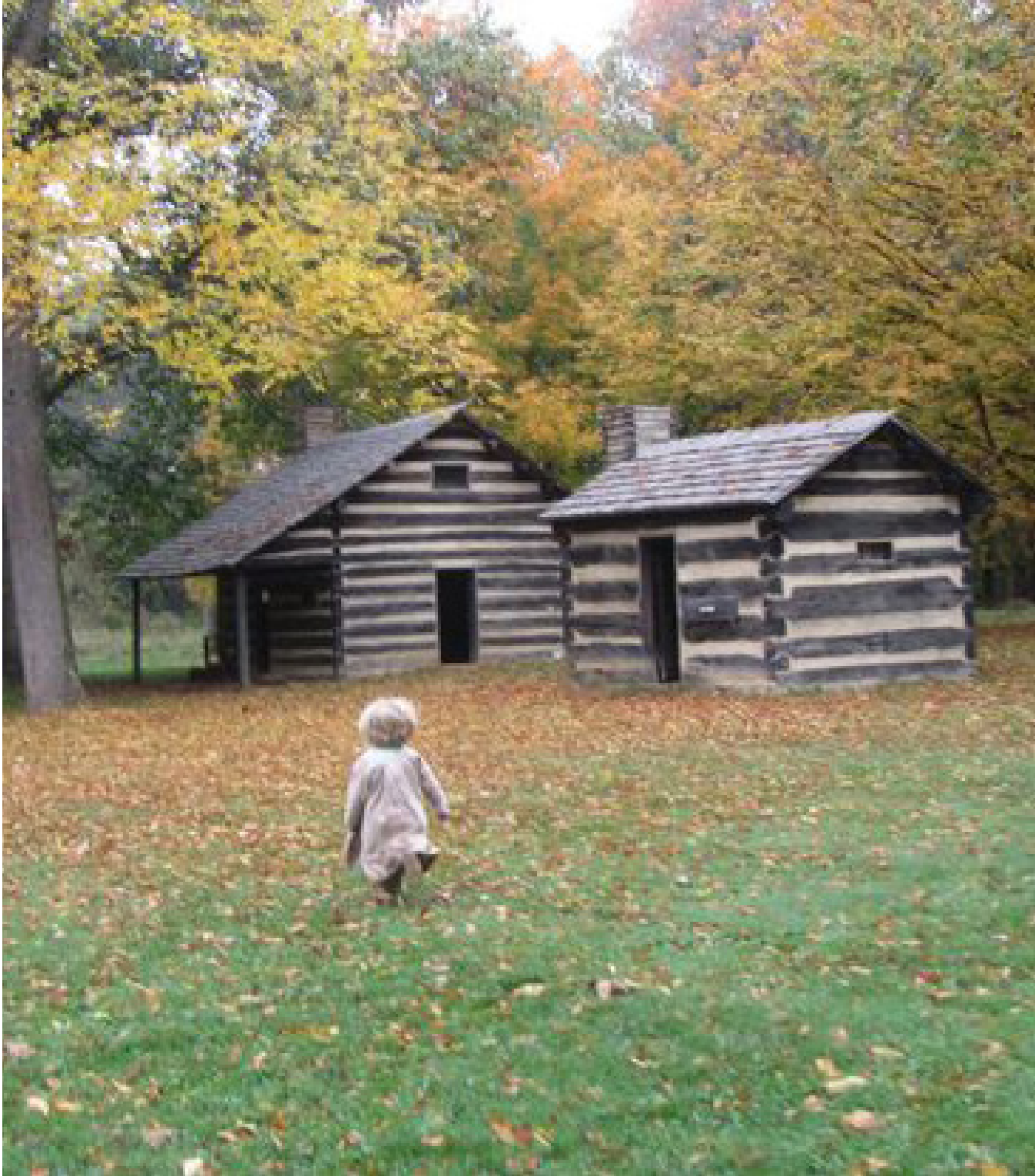
These nationally-recognized assets evince a deep history. However, these assets need to be fully incorporated into the county-wide recreational and preservation network so they are fully recognized by the public. The city also has to utilize the historic public urban plazas Downtown, originally classified as a special purpose park. The urban plazas can provide developed recreational facilities and historic community significance. The more city residents recognize the historic assets, the better they attract residents and engage maintenance. Historic preservation is one approach for economic development to enhance the existing urban fabric.



Historic Sites (Courthouse & Schoenbrunn)

RECOMMENDATIONS

- Develop a preservation plan and dedicate resources to the protection of historic resources within the city.
- Develop historic tour programs to increase the heritage exploration and promote access to the city historic assets.
- Promote historic educational opportunities and outdoor recreation.
- Ensure adequate funding for city historic properties to provide proper maintenance and preservation.





WATERWORKS PARK

Park and trail development along the river can exploit the physical and historic aspects inherent in this location. The new master plan calls for a riverside that will continue to develop with various uses and increasing access to the area. Waterworks Park in conjunction with the New Philadelphia Skate Park and Riverview Boat Launch Park is the city’s main riverside recreation area, while the 416 Boat Launch Park serves to bookend the Tuscarawas Water Trail. While the riverside is within the floodway, and, thus, cannot support commercial or residential development, park development or water purification, fisheries habitat, water recreation, or wildlife habitat would make amenable options for using this area.

NP M/VP 2030 recommends connections to riverside parks with new or improved trails, which need to fill gaps to create a complete system.

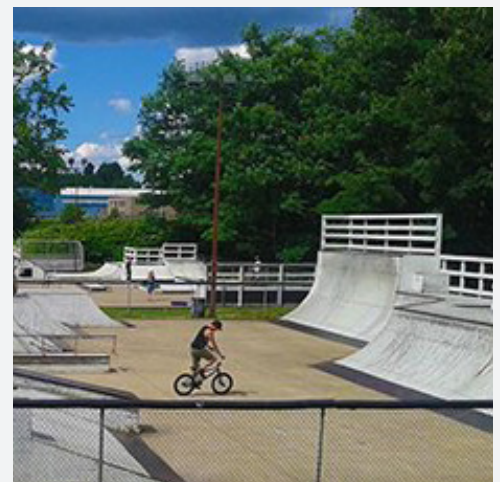
Economic development efforts are most successful when they are authentic and expand on the qualities that already exist within a community. Developing the city’s identity as a recreation destination, while conserving, restoring, and managing of the city’s importance heritage, requires citywide planning.

RECOMMENDATIONS

- **Develop recreational opportunities at new public boat launches.**
- **Improve and increase riverside access from downtown and other recreational spaces.**
- **Support future riverside development to revise land uses along riverside and increase recreational access.**



Children’s ball games at the Waterworks Ball Fields are the primary use of this park.



Nearby New Philadelphia Skatepark offering recreation for bikers and skateboarders.



First Presbyterian Community Garden shows how this underutilized space can positively impact the neighborhood.



Similar to the above community garden space, underutilized green space elsewhere can become a neighborhood asset.

ECOLOGICAL LAND AND NEIGHBORHOOD PARKS

Neighborhood parks serve as recreation spaces and are used as the daily open space and social needs of a community. New Philadelphia still has several neighborhood parks and undeveloped lands of ecological value and wildlife habitat that could be improved upon to align to the picturesque vision upon which New Philadelphia was founded. This heritage vision preserves unique natural and historic attributes to accommodate recreational and educational opportunities.

Neighborhood parks and undeveloped ecological land promote ecological stability, improve health in the community, and help attain long term community sustainability goals. While it is important to maintain and improve those existing park assets, new sites for neighborhood parks can come from vacant public land, recreation centers, and school yards. These could be made more accessible, better programmed, and significantly landscaped.

RECOMMENDATIONS

- **Expand and ensure access to neighborhood parks or ecological land within a half-mile (10-minute walk) from where residents live.**
- **Create neighborhood parks in underutilized areas.**
- **Improve drainage systems.**
- **Improve wildlife habitat and assess contamination levels.**
- **Increase accessibility and create connection opportunities to city-wide recreation facilities and trails where feasible.**

New Philadelphia parks and open spaces have the potential to establish a connected system. The system would link the county's parks and open spaces via trails, enhancing the viability of alternative transportation on the county level. To provide an adequate green network system to achieve the vision, NP M/VP 2030 recommends New Philadelphia Parks and Recreation Department develop a parks and open space master plan to define the future direction of the open space program, analyze current open space resources, and establish a long term and management program in the city. The parks and open space master plan would be a supplement to NP M/VP 2030 and outline key environmental corridors, comprehensive trail networks and future parks, open space, and recreational facility expansion. The master plan will define the specific scope of works and principles and assist the process of implementation strategies.

CEMETERY

Urban cemeteries constitute a unique type of public space: while some may consider them primarily religious and contemplative spaces, others see them primarily as recreational or as heritage sites. New Philadelphia maintains three cemeteries: East Avenue Cemetery and Evergreen Burial Park on Delaware Drive SE and Fair Avenue Cemetery on Fair Avenue NE. The City of New Philadelphia Cemetery Department's mission is to provide residents of New Philadelphia with a high standard of burial place, and because the existing cemeteries are almost full, an eight acre expansion was recently approved by City Council. The new cemetery is located on Delaware Drive SE and is named "Schoenbrunn Meadows Cemetery." Plans for the cemetery include a maintenance garage and an office. The city still needs long-range plans to emphasize economic development, future expansion assessment, and minimizing maintenance.

RECOMMENDATIONS

- Complete current planned updates.
- Provide maintenance plan to preserve and protect cemetery sites.
- Provide effective solutions for both pedestrian circulation, vehicular access, and parking.
- Explore future expansion opportunities.





GOLF COURSE

While there are two golf courses that serve the New Philadelphia area, only Oak Shadow Golf Club lies within the city limits. Serving as valuable open space, it is owned and operated by the private sector. Oak Shadow Golf Club opened on September 5th, 1995, and has 18 holes covering nearly 280 acres of countryside. It was designed to capture the natural beauty of Tuscarawas County.

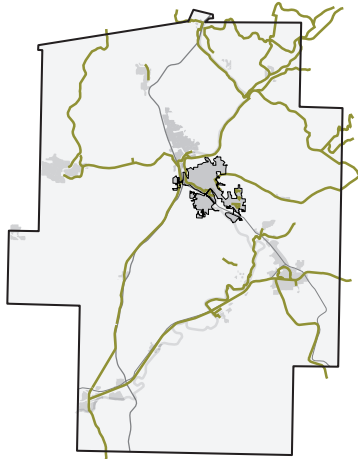
This golf course also requires efforts of alignment and continuity to the city planning. As a part of the city open space lands, it will need to have strong community input and the plan improvement to correspond with the city's needs, equity in services, economic development, health and wellness opportunities, and community connectivity. The key issues are considered below.

RECOMMENDATIONS

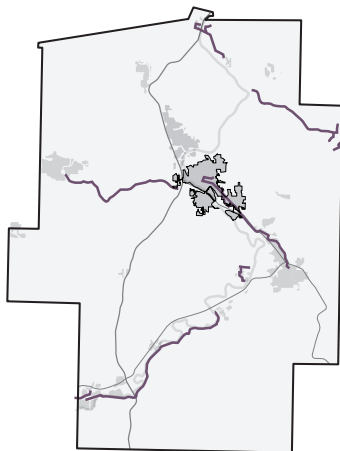
- **Integrate into the city parks, recreation, open space, and trail plan.**
- **Analyze ecological land uses and need for maintenance and improvements.**
- **Address health and wellness opportunities and enhance senior programs.**



Tuscarawas River Trail



Off-road Trail Network



Proposed Road Improvements for Bikes

Trail System

The trail systems have been among the most popular recreation features that a community can provide. The trail system also serves as an alternative mode of transportation to interconnect regions. The Tuscarawas County Trail and Green Space Plan produced in 2006 identifies over 25 trail and green space projects, including 87 miles of hiking and bicycling trails, 482 acres of green and open space and 148 miles of Scenic Roadways throughout the nine watershed regions in the county. The Plan encourages the conservation, interpretation, development and management of the historic, cultural, natural and recreational resources in Tuscarawas County. With the implementation of the Trail and Green Space Plan, there would be numerous positive community and economic development impacts, including an increase tourism in Tuscarawas County. Two existing trails and two proposed trails in New Philadelphia listed in the Plan are a part of the regional trail and green space network.

Existing Trails

ZOAR VALLEY TRAIL

In the original Tuscarawas County Grail and Greenspace Plan, the Zoar Valley Trail would be anchored at the southern end in New Philadelphia by Schoenbrunn Village, and on the north in Bolivar by Fort Laurens, near the southeast corner of the city. Twenty miles in total, the scenic trail would provide hikers access to a variety of historical and cultural sites, including the Ohio-Erie Canal, Dover Dam, Trumpet in the Land outdoor theater, and Schoenbrunn Village, and changes in terrain – from rolling hills to level paths. Eventually, the trail would enter New Philadelphia from University Dr. and pass along Kent State University at Tuscarawas. More recent developments have altered some of this thinking, along with its terminology. Therefore more thorough evaluation is required.

SCHOENBRUNN TRAIL

The trail is an internal hiking trail in the Schoenbrunn Village including seventeen log buildings, gardens, the original mission cemetery, and a museum and visitor center. The site also includes picnic facilities and natural areas and trails. One trail is 0.2 miles and the other trail is 0.4 miles.



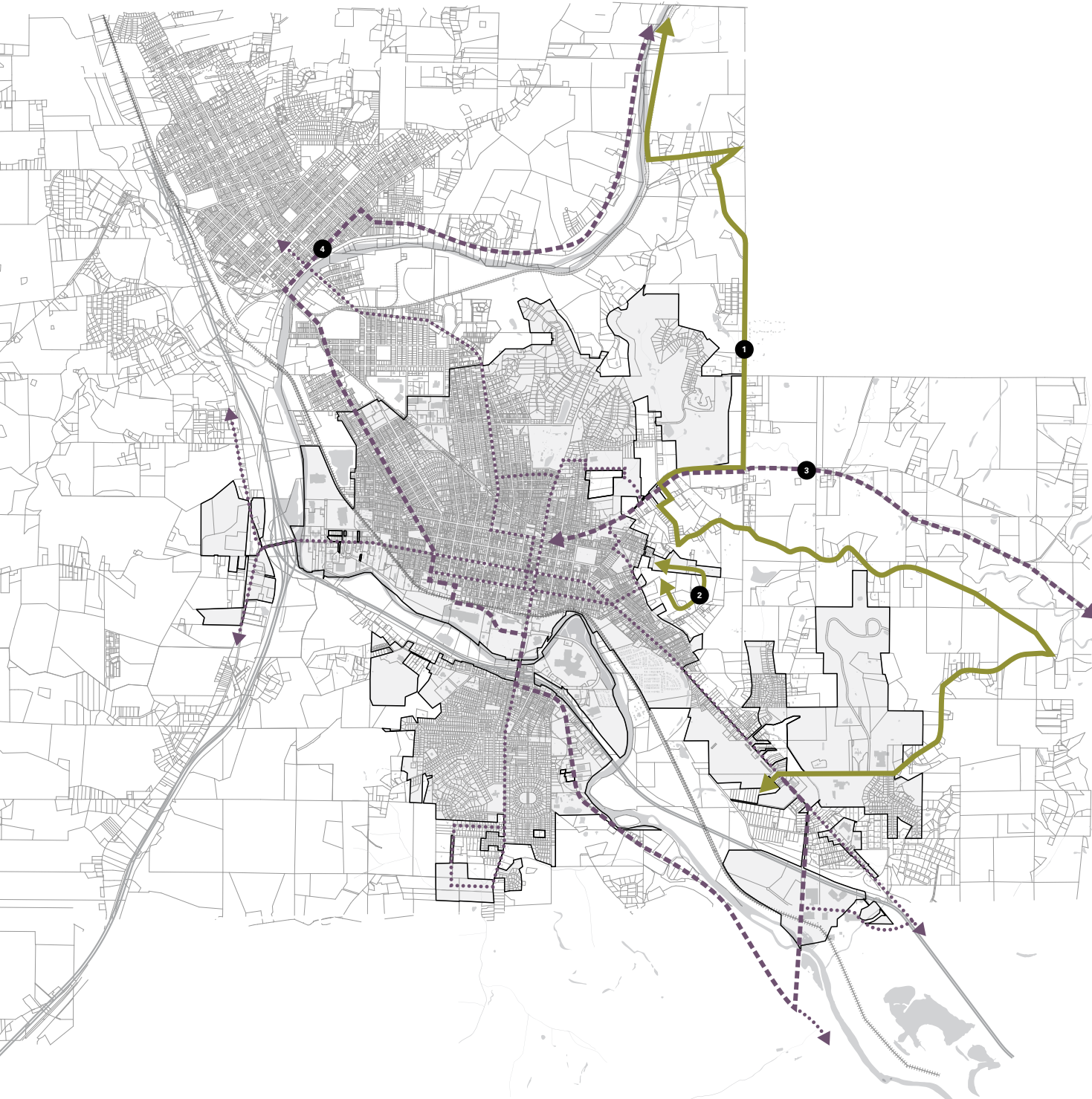
Proposed Trails

ROSWELL TRAIL

The Roswell Bike Trail is currently being planned to connect New Philadelphia to Roswell Park and the county's eastern mining heritage communities. It runs along an abandoned railroad that served as a vital link between coal resources and the region's industry. The Roswell Trail is a 6 mile rail trail, linking downtown New Philadelphia with Roswell Community Park. For much of its length, the Roswell Trail follows the scenic countryside along Beaverdam Creek.

OHIO & ERIE CANAL TOWPATH TRAIL

The Ohio & Erie Canal Towpath Trail is currently being planned to complete a 9-mile extension of a 101-mile multi-use recreational trail linking New Philadelphia to Lake Erie at Cleveland. As its name suggests, it follows the historic canal. As the Ohio & Erie Canal Towpath Trail links the communities of the New Philadelphia area, residents and visitors will be able to shop in local stores, seek lodging in the hotels and bed and breakfasts and tour the museums. New Philadelphia and Dover serve as the heart of the trail network in Tuscarawas County. The development of the Ohio & Erie Canal Towpath Trail from Zoarville to the cities of Dover and New Philadelphia is essential to the success of the Tuscarawas County Trail and Green Space Plan.



- — — — — Proposed trail
- Proposed bike route
- Existing trail
- ① Zoar Valley Towpath
- ② Crider Avenue Nature Trail
- ③ Roswell Trail
- ④ Ohio & Erie Canal Towpath

A well-designed and well-managed trail system has the potential to serve all interests and create linkages between spaces. Connecting to these existing regional and proposed national trail networks elevates the visibility of the county trails and green spaces, and enables the region to be marketed as a destination for hiking, bicycling, bird watching, touring, hunting and fishing. However, current city trails are fragmented rather than connected in a systematic manner. There is an immediate need to improve the bicycle and pedestrian infrastructure in New Philadelphia to link to the Tuscarawas County trail system. NP M/VP 2030 envisions connecting city parks to existing open space and the riverfront through a trail network that extends to the Tuscarawas county trail system. New Philadelphia needs to develop a citywide hiking and biking trails master plan, dedicated to the linkage of parks, neighborhoods, trails within the city, and to coordinate the planning and construction of trail systems with Tuscarawas County Green and Park Master Planning.

The citywide hiking and biking trails master plan would create links to residential neighborhoods, community facilities like the library and city hall, open space, parks, schools, athletic centers, historic downtown districts, riverfront recreational areas, as well as other local retail and event venues in the city. The trail system should offer families and individual's opportunities to explore an Amish meal, explore the remains of the Ohio & Erie Canal, learn about the railroad heritage and experience the Moravian and Zoarite cultures and traditions.

RECOMMENDATIONS

- Identify opportunities and constraints within the city for trails and develop citywide pedestrian and bike trails
- Develop a medium to understand the needs and desires of residents and trail users
- Develop an implementation plan that describes trail routes and construction methods, priorities and costs
- Develop a data collection and management method for trail system update over time

GOALS

- Promote healthy lifestyle and recreational activity and alternate safe and reliable transportation
- Promote business retention to increase property values and create economic development to offer safe and reliable recreational opportunities
- Promote tourism respecting the natural and cultural environments
- Connect open and recreational spaces and offer educational opportunities
- Preserve the character of the natural heritage facilitating habitat corridors for wildlife
- Provide residents and visitors a trail network with accessibility to restaurants, lodging facilities and attractions



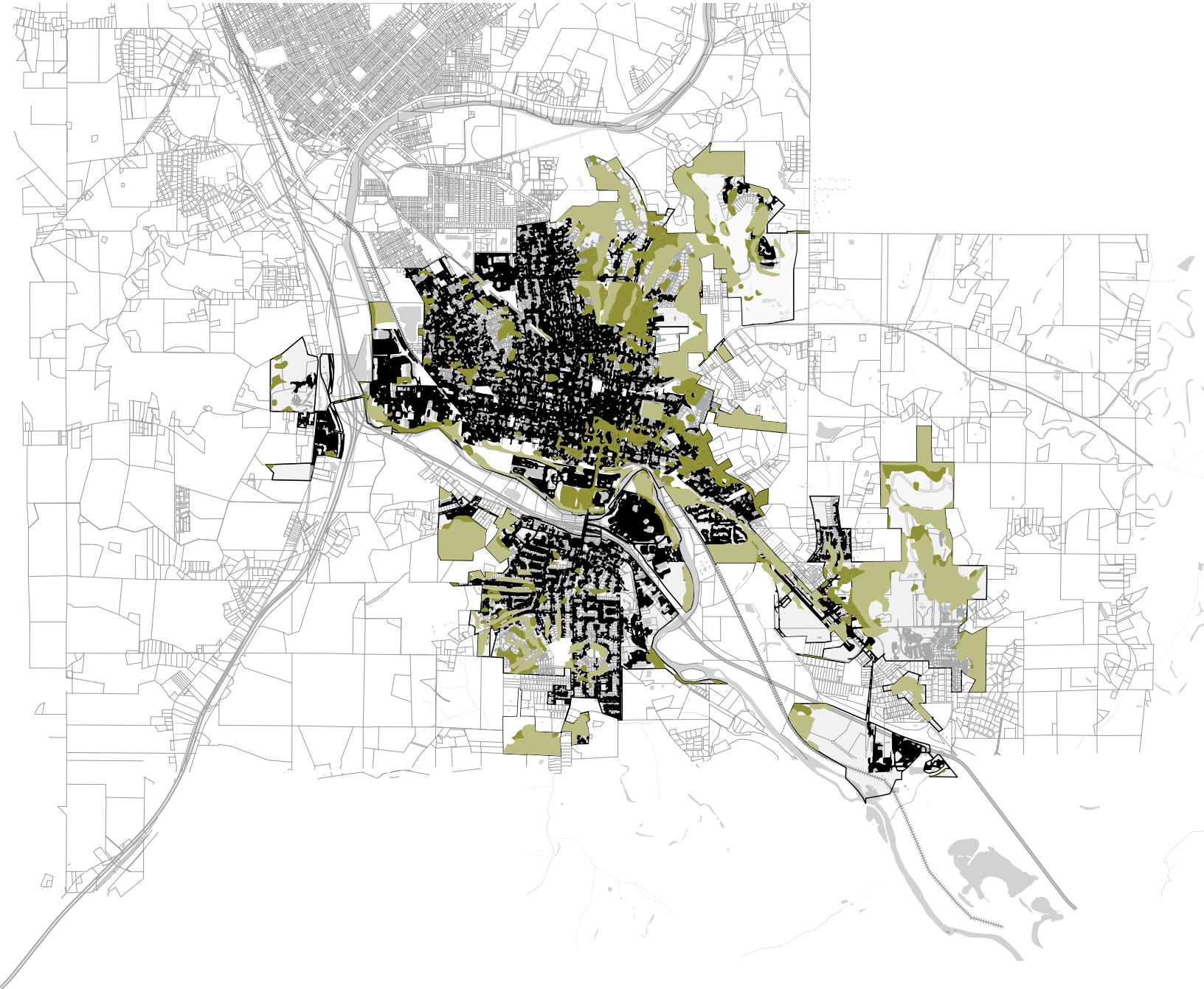
Tree Canopy & Impervious Surfaces

NEW PHILADELPHIA TREE CANOPY TREND

An urban tree canopy is the layer of leaves and branches of trees that cover the ground when viewed from above. The majority of New Philadelphia's tree canopy lies toward the edges of its corporation line. It is also blankets many residential areas. Most of northeastern and southern residential areas of New Philadelphia are relatively covered with trees. However, the majority of the city is lacking adequate tree canopy, especially in the center of the city. Significant tree cover is missing from High Avenue and Broadway Street, particularly as they approach Washington Square. Low tree canopy has significant negative impacts on the city, detracting from the aesthetics of the city and exacerbating the urban heat island. The city needs to develop and implement a tree canopy management plan to assess New Philadelphia's current urban forest conditions and plan a redensification of the canopy, in the near term. However, there is a lack of accurate data on the public trees in New Philadelphia. The Shade Tree Commission published the City Tree Manual to manage planting within the City of New Philadelphia, but further development of comprehensive information is required for better management and efficient budgeting.

PAVEMENT ENVIRONMENTAL ISSUES

The urban heat island effect results from surfaces that absorb heat, such as the asphalt surfaces of Tuscarawas County's most populous municipalities, New Philadelphia, Dover and Uhrichsville. Some residents, such as the elderly and small children, are more susceptible to temperature extremes. Additionally buildings of significant age may be more susceptible to temperature extremes. There are also large industrial and commercial complexes in New Philadelphia. As the heart of the industrial region in the county, the New Philadelphia is most likely to suffer from heat island effects. Additionally, a high percentage of impervious surfaces exists in the city. The majority of parking surfaces are not covered at all by shade trees. Because these surfaces are also largely comprised of asphalt, and receive direct sun for the majority of the day, these surfaces can produce excess heat that will contribute to a heat-island effect. In addition to the urban heat island, storm water runoff from non-porous, paved surfaces is a greater problem in the core of the city, exacerbating flooding in an already flood-prone area.

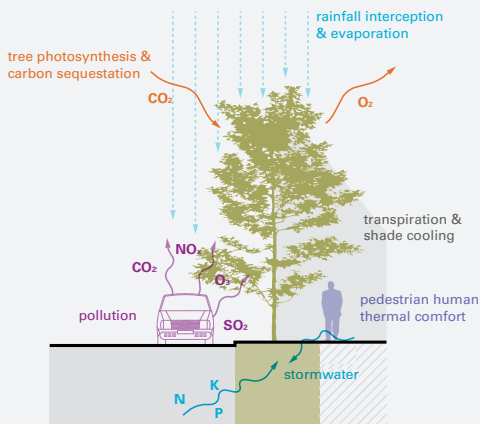




Wright Square, Savannah, Georgia.



Pioneer Square, Seattle, Washington.



Tree Canopy Benefit

TREE COVERAGE IMPROVEMENT

NP M/VP 30 targets a city wide revitalization to improve the quality of life for all citizens, address future economic changes, and correspond to generational transition. The vision also moves to regain the original identity New Philadelphia embraced by John Knisely, who was impressed by the area's natural resources. Trees are an important component of this comprehensive plan. Individual trees play an essential role in the community providing numerous benefits, tangible and intangible, to residents, visitors, and neighboring communities.

BENEFITS OF A STRONG TREE CANOPY

- Environmental impact: better management of water quality and stormwater, improving air quality
- Social enhancement: improving mental and physical health, providing a sense of place to connect city heritage, enhancing the city aesthetic value of the city, enhancing the city's image as a sustainability leader
- Economic growth: increasing property values, revitalizing commercial zones

To assess the sustainability of urban forest issues for the further development, the city will need to assemble a specialized team to work in public/private partnership with local players. The collaboration will strategize an approach to give the city a holistic view of current conditions and potential for improvement. By accurately understanding elements of existing plans in the city, this plan will dovetail with any ongoing efforts and support future initiatives.



RECOMMENDATIONS

1. FORMALIZE A PUBLIC MANAGEMENT PLAN TO INCREASE TREE CANOPY.

- Form a tree canopy development team to allow implementation through partnership.
- Develop a tree canopy assessment plan to track tree planting progress.
- Enhance engagement with neighborhoods to promote the program citywide.
- Revise regulations about street trees and public properties.
- Refine the public tree planting strategy.

2. PROVIDE SUPPORT FOR PRIVATE TREE ESTABLISHMENT AND IMPROVE COMMUNICATION AND EDUCATION.

- Develop a tree planting and support program for private property owners.
- Direct a tree rebate program or incentives for private property owners.
- Support tree planting educational programs program for industrial, commercial, and institutional owners.
- Direct tree rebate program for industrial, commercial, and institutional landowners.
- Support an educational program and plant trees at schools.



GEOGRAPHY

Geography of New Philadelphia

FOUNDING OF NEW PHILADELPHIA

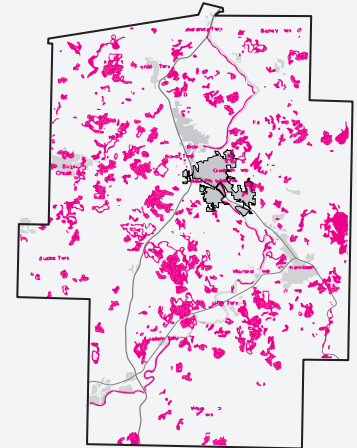
John Knisely was greatly impressed by the natural resources, the beautiful plains, the fertile river bottom lands, and the fine stand of oak timber in the Tuscarawas River Valley. He also noticed a big plateau in the bend of the river, with numerous smaller valleys centering there. It was on the basis of these idyllic conditions that Knisely decided to found New Philadelphia.

GEOGRAPHIC QUALITIES

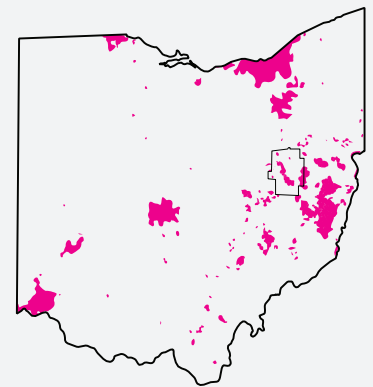
The City of New Philadelphia is located at 40°29'22"N 8°26'50"W, and situated in a basin amidst shallow surrounding hills. It is located on the Tuscarawas River, which is the most prominent natural feature of the city's geography.

The city is also located on the Western Allegheny Plateau, which is an ecoregion in the Appalachia region of the Eastern United States and a part of the Appalachian Plateau.

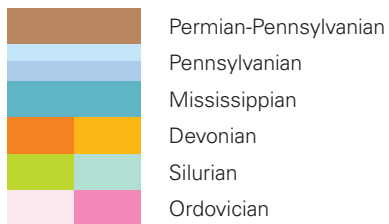
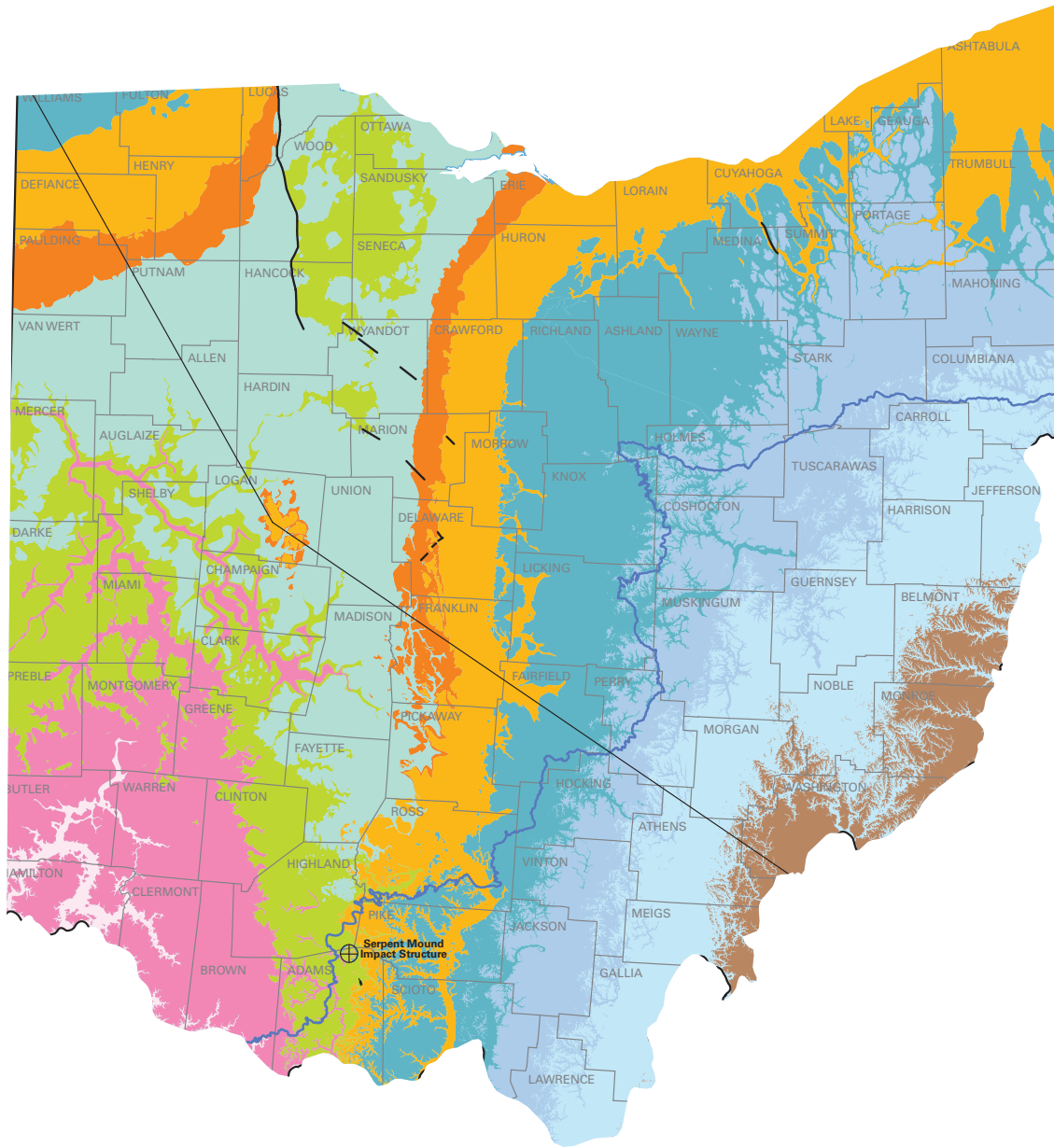
Due to the presence of coal and clay, early industry in the city centered on mining interests. This was complemented with the manufacturing of steel, canned goods, roofing tile, sewer pipe, bricks, vacuum cleaners, stovepipes, carriages, flour, brooms, and pressed, stamped, and enameled goods. Surface mining of mineral elements continue to be an important industry. Additionally, because of the presence of shale in the geology of the region, the production of natural gas through hydraulic fracturing is significant.



Surfaces affected by mining in Tuscarawas County



Mineral Surface Mines in Ohio



Bedrock geology

Quaternary (about 1.8 million years ago to present). Unconsolidated sediments: till, gravel, sand, silt, clay, and organic debris. Continental origin.
Period of widespread erosion

Permian and Pennsylvanian (about 298 to 302 million years ago). Sedimentary rocks: mainly shale, sandstone, siltstone, mudstone, and minor coal. Continental origin.

Pennsylvanian (1) (about 302 to 307 million years ago). Sedimentary rocks: mainly shale, sandstone, siltstone, mudstone, limestone, and some coal. Continental and marine origin.

Pennsylvanian (2) (about 307 to 318 million years ago). Sedimentary rocks: mainly sandstone, siltstone, shale, and conglomerate, with some coal and limestone. Deltaic and marine origin.

Period of widespread erosion

Mississippian (about 322 to 359 million years ago). Sedimentary rocks: sandstone, shale, siltstone, conglomerate, and minor limestone. Marine to marginal marine origin.

Devonian (about 359 to 385 million years ago). Sedimentary rocks: mainly shale and siltstone with some sandstone. Marine to marginal marine origin.

Devonian (about 385 to 407 million years ago). Sedimentary rocks: mainly limestone and dolomite with some shale, and minor sandstone. Marine and eolian origin.

Period of widespread erosion

Silurian (about 416 to 423 million years ago). Sedimentary rocks: dolomite, anhydrite, gypsum, salt, and shale. Marine and restricted marine origin.

Silurian (about 423 to 435 million years ago). Sedimentary rocks: dolomite and shale with some

limestone. Marine origin.

Period of widespread erosion

Ordovician (about 446 to 450 million years ago). Sedimentary rocks: shale and limestone. Marine origin.

Ordovician (about 450 to 460 million years ago). Sedimentary rocks: limestone and shale. Marine origin.

Period of widespread erosion

Ordovician and Cambrian (about 486 to 510 million years ago). Sedimentary rocks: mainly dolomite, sandstone, shale, with minor limestone. Marine origin.

Period of widespread erosion

Neoproterozoic (between 900 million and 1 billion years ago). Metamorphic rocks: gneiss, schist, amphibolite, and marble; and igneous rocks: granite. Form during collision of tectonic plates.

Mesoproterozoic (between 1.0 and 1.2 billion years ago). Sedimentary rocks: sandstone and siltstone; and igneous rocks: basalt and rhyolite. Form during rifting of continental landmass.

Period of widespread erosion

Mesoproterozoic (between 1.45 and 1.52 billion years ago). Igneous rocks: granite and rhyolite. Formed during crustal evolution and differentiation.

AIR QUALITY

HAZARDOUS
301-500

VERY
UNHEALTHY
201-300

UNHEALTHY
151-200

UNHEALTHY
FOR
SENSITIVE
GROUPS
101-150

NP MODERATE
51-100

GOOD
0-50

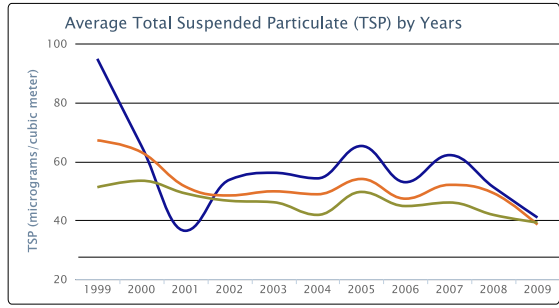
Air quality is vital to the health and sustainability of the city. Over the last few decades, air quality has been improving, however the city residents in New Philadelphia still have a greater risk of health problems linked to pollution, according United States Environmental Protection Agency (EPA) data analysis. While the city meets the EPA air quality standard, the air quality level is above the limit recommended. The city Air Quality Index is higher than the national and state averages. The city air quality is classified as Moderate, meaning that some pollutants may effect certain individuals with sensitivities in the city. EPA air quality standards are implemented through the air quality programs for ground-level ozone and fine particulate matter. National Ambient Air Quality Standards (NAAQS) cover several problem air pollutants on the basis of human health and welfare criteria.

Primary NAAQS have been established for the following air pollutants:

- Carbon monoxide (CO)
- Ozone (O3)
- Respirable particulate matter (PM10)
- Fine particulate matter (PM2.5)
- Nitrogen dioxide (NO2)
- Sulfur dioxide (SO2)
- Lead (Pb)

Total Suspended Particulate (TSP)

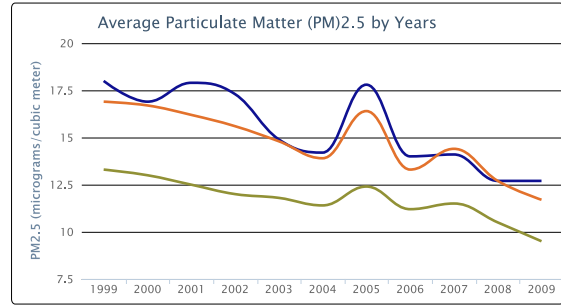
Tiny airborne particles or aerosols that are less than 100 micrometers are collectively referred to as total suspended particulate matter (TSP)



— New Philadelphia, OH TSP
— Ohio Mean TSP
— U.S. Mean TSP

Particulate Matter (PM)_{2.5}

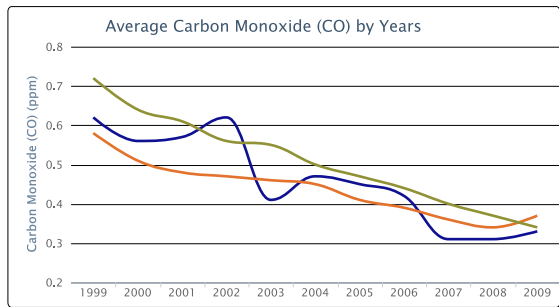
Particulate Matter (PM)_{2.5} is used to describe Particles of 2.5 micrometers or less.



The information on this page is based on the air quality database from the U.S. Environmental Protection Agency (EPA). Each location of city may not have their own monitoring site. Therefore, to calculate air quality we average in the data from the closest monitoring sites with distance considered to each location. For this location, data monitoring sites located at 40.516389, -81.476389 (County: Tuscarawas, OH); 40.515278, -81.478611 (County: Tuscarawas, OH); 40.536667, -81.493911 (County: Tuscarawas, OH); 40.373889, -81.348056 (County: Tuscarawas, OH); 40.368333, -81.353333 (County: Tuscarawas, OH); are used

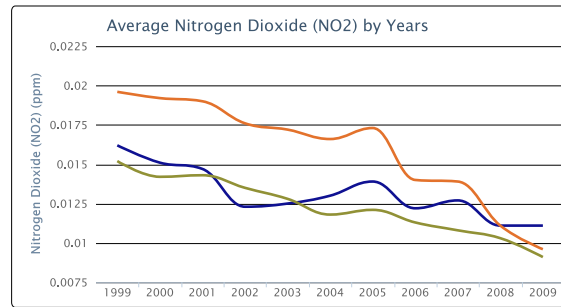
— New Philadelphia, OH PM_{2.5}
— Ohio Mean PM_{2.5}
— U.S. Mean PM_{2.5}

Carbon Monoxide (CO)



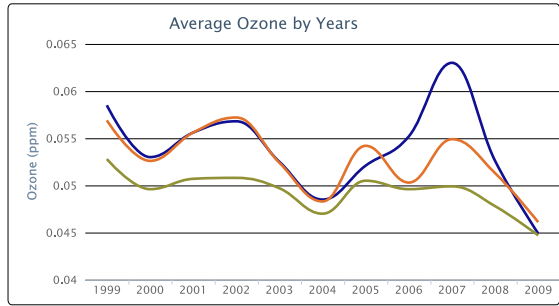
— New Philadelphia, OH CO
— Ohio Mean CO
— U.S. Mean CO

Nitrogen Dioxide (NO₂)



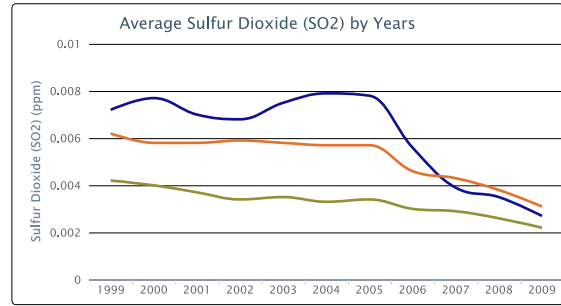
— New Philadelphia, OH NO₂
— Ohio Mean NO₂
— U.S. Mean NO₂

Ozone



— New Philadelphia, OH Ozone
— Ohio Mean Ozone
— U.S. Mean Ozone

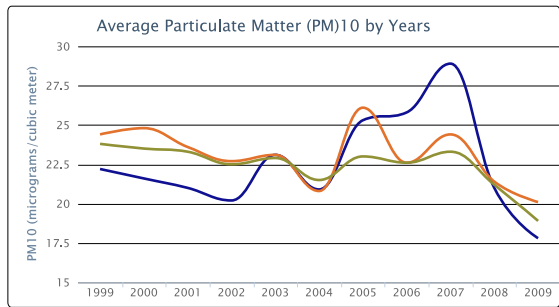
Sulfur Dioxide (SO₂)



— New Philadelphia, OH SO₂
— Ohio Mean SO₂
— U.S. Mean SO₂

Particulate Matter (PM)₁₀

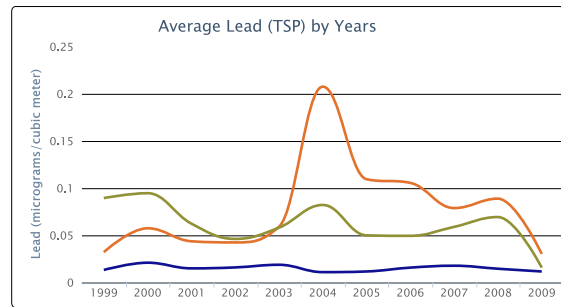
Particulate Matter (PM)₁₀ is used to describe Particles of 10 micrometers or less.



— New Philadelphia, OH PM₁₀
— Ohio Mean PM₁₀
— U.S. Mean PM₁₀

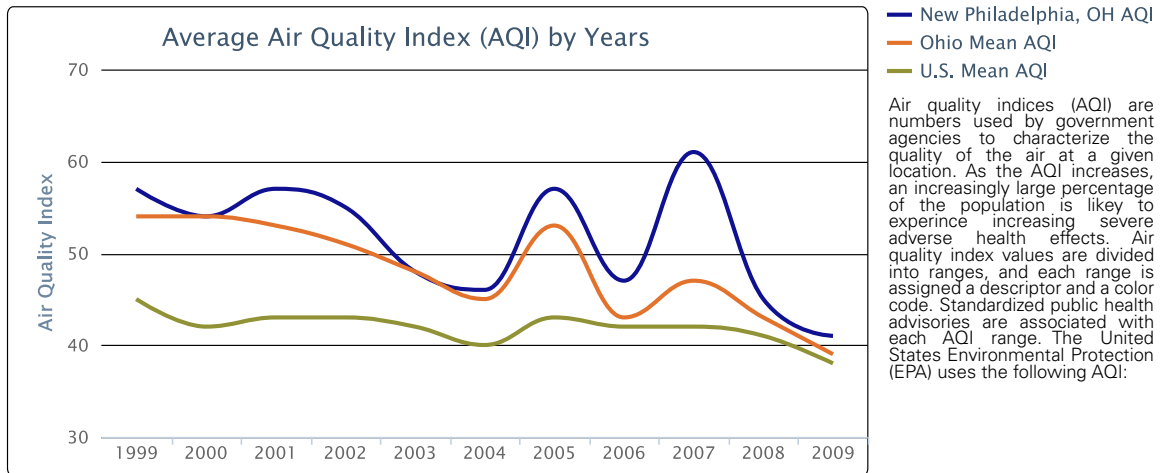
Lead (TSP)

Pb (TSP) is a measurement of the amount of elemental lead in total suspended particulate (TSP).



— New Philadelphia, OH Lead STP
— Ohio Mean Lead STP
— U.S. Mean Lead STP

Air Quality Index (AQI)

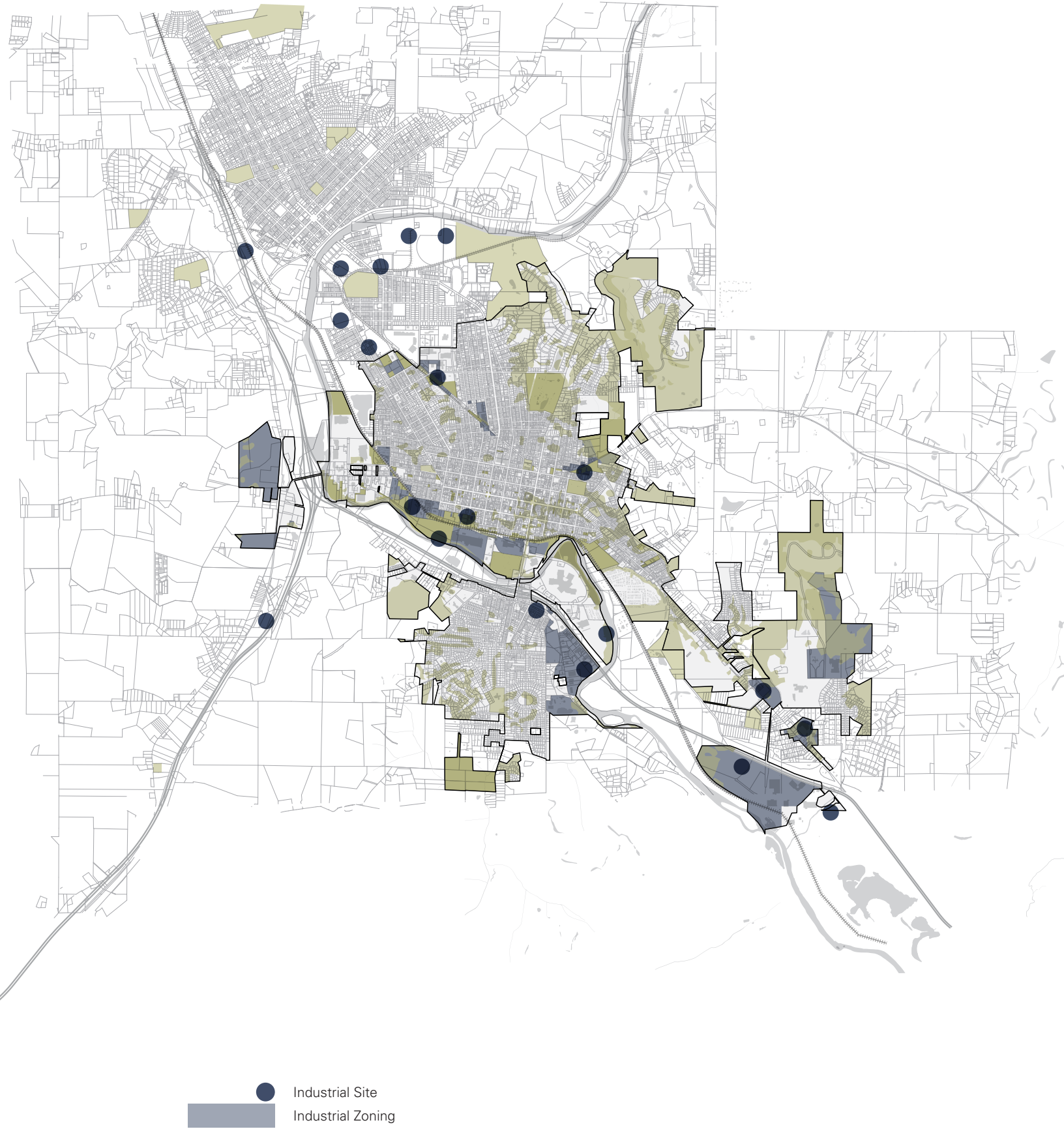


Industrial operations are a vital economic source for New Philadelphia. However, Diesel emissions from transportation sources including heavy-duty trucks, equipment, and rails account for a large portion of nitrogen oxides (NOx) and particulate matter (PM) emissions. Average NOx and PM emissions are higher than US and Ohio averages. Total suspended particulates (TSP) comes from industrial processes, mining operations, municipal waste incinerators and fuel combustion. Additionally, as a suburban-style neighborhood city, many residents rely on the automobile for commuting and daily life needs, which impacts air quality.

NP M/VP 2030 aims to protect the citywide healthy infrastructure system by strategizing reduction of contributions to air pollution and greenhouse gas (GHG) emissions. Reduction on automobile dependency, improvement of traffic congestion, improvement of truck routes and emissions-intensive activities, promotion of a walkable environment, tree canopy improvement, and a network of parks and trails will positively impact air quality in the city. The goals of NP M/VP 2030 air quality improvement are to bring levels in line with or better than national and state averages.

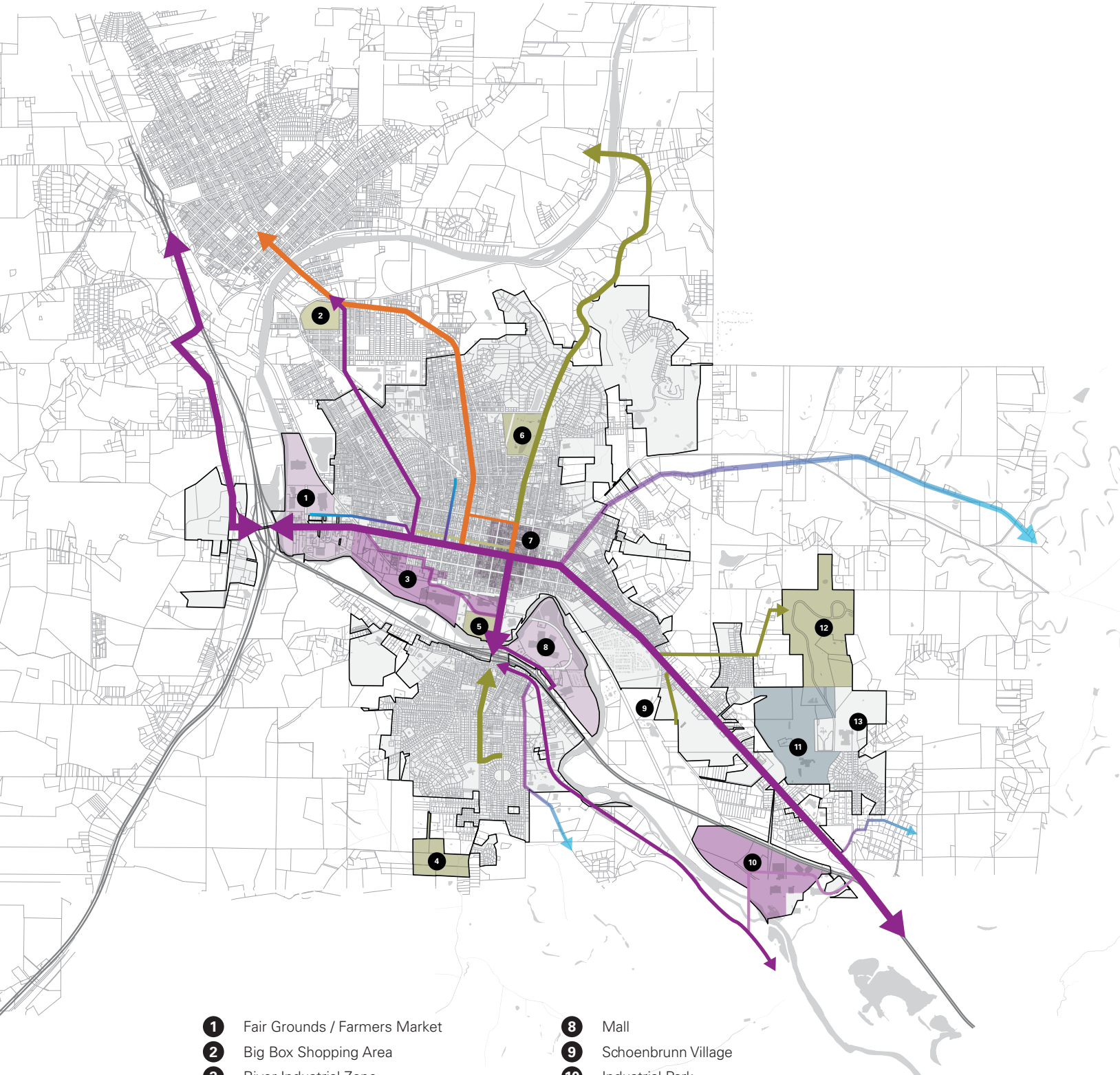
RECOMMENDATIONS

- Improve walkable community network (walking and biking trails).
- Increase mixed-use and density to locate jobs closer to residents.
- Improve traffic congestion on regional highways and local streets.
- Promote reduction of energy use and encourage use of clean renewable sources in existing commercial, residential, institutional and industrial buildings.
- Promote federal, state, or private funding to support building energy upgrades.
- Promote private and public property owners to plant more trees.
- Enforce emissions regulations for construction equipment and vehicles.
- Support efforts to reduce, reuse, and recycle waste.



4:

**PHYSICAL
NETWORKS**



- | | | | |
|----------|-------------------------------|-----------|----------------------------------|
| 1 | Fair Grounds / Farmers Market | 8 | Mall |
| 2 | Big Box Shopping Area | 9 | Schoenbrunn Village |
| 3 | River Industrial Zone | 10 | Industrial Park |
| 4 | South Community Park | 11 | Kent State University Tuscarawas |
| 5 | Waterworks Park | 12 | Tech Park |
| 6 | Tuscora Park | 13 | Buckeye Career Center |
| 7 | Downtown | | |

VEHICULAR TRANSPORT

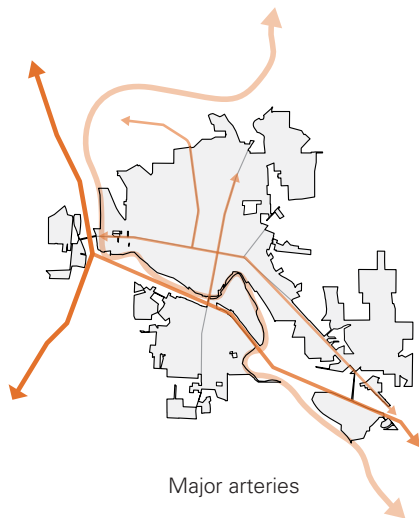
The efficiency of the transportation system is important for economic vitality of any community. City mobility supports everyday transportation activities, commuters, products and customers to markets, and tourists traveling to their destinations. New Philadelphia is one of several urban centers in Tuscarawas County, a mixed agricultural, mining and industrial region. Other urban centers include Dover, Uhrichsville, and Newcomerstown. However, as the county seat, New Philadelphia's transportation places greater demands on the road network. Through multiple phases of industrial growth, the New Philadelphia urban form has transformed, extending out to the county and regional network. The primary economic orientation of the city is northward to the Dover, Canton, Akron, Cleveland and Youngstown industrial axes of northeast Ohio. The region's major road is Interstate Route 77, connecting to Interstate Highway 70 to the south and Interstate 80 to the north. US-250 and SR-800 also offer the connections towards this north-south orientation. SR-416 is the main north-south road in the southern region of the city, while the Baltimore and Ohio Railroad, the oldest railroad in the United States and a part of the CSX network, laces through in a north-south orientation providing regional and national mobility for goods in the city. State Route 39 runs primarily east-west in the center of the city through downtown. Harry Clever Field is a City-owned public airport located in the City's southeastern region. It is heavily used for private travel and aircraft maintenance, and also offers public events for aviation enthusiasts. The Ohio Department of Transportation District 11 is headquartered in New Philadelphia. The district encompasses seven county regions in eastern Ohio including Tuscarawas County.

VEHICULAR ACCESS

Taken together, I-77, US-250, and SR-800 are the major roads of New Philadelphia forming a north-south axis through the city. They connect New Philadelphia north to Dover and southwest to Kent State University-Tuscarawas and the Regional Technology Park. Further southwest are the towns of Midvale and Uhrichsville, which also connect to New Philadelphia via this artery. Crosstown SR-39 (High Avenue) is the greatest crosstown artery, spanning from the I-77 on the west to old Market Square on the east, before it bifurcates. High Avenue has a lot of potential for development, particularly around the central business district. Wabash Avenue is another important crosstown route that runs north of Tuscora Park, and connects N. Broadway Street to Tuscarawas Avenue.

Traffic on I-77 north of the US-250 interchange has the highest traffic counts in the area. This is caused by a workforce commuting northbound from New Philadelphia from I-77/SR-39 Interchange (exit 81). Traffic south of the interchange and on US-250 have the second highest traffic counts. US-250 acts as a primary highway to connect I-77 commuters to the mall area, water works recreation area, or residential areas on the south side. The New Philadelphia exit connects to SR-416. This section has been used for residential and heavy truck traffic use. It is also a primary connector

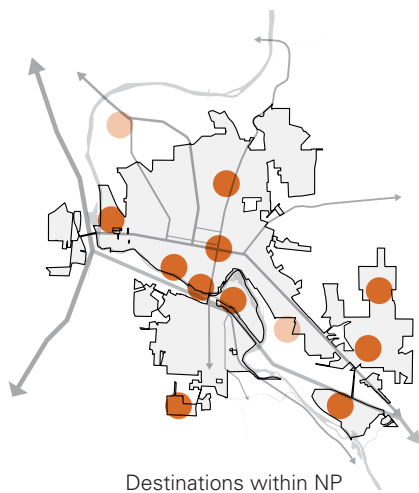
to Kent State University, the Regional Technology Park, airport, and cultural centers. Along SR-39, between Bluebell and Broadway streets, there is heavy traffic use. A portion of this from and between the railroad tracks and 7th Street NW was recently widened from two lanes to three lanes by ODOT. Traffic on SR-416 (Broadway St.) between the US-250 and Tuscora Park and SR-800 to Dover has a medium-high traffic count. The bridge on Broadway St. over the Tuscarawas River is a pinch point and presents a possibility of congesting traffic. Overall, traffic on W. High Ave. east of I-77 to E. High Ave. beyond Kent State University - Tuscarawas has a medium traffic count. According to Ohio Mid-Eastern Governments Association (OMEGA), the national and state highway corridors such as I-77 and US-250 are also factors in the projected growth of the region as the proximity to these corridors of national and state significance help to drive economic development in the



Major arteries



Traffic choke points



Destinations within NP



Bridges

region. Truck volumes along SR 416 from US 36 to New Philadelphia are also projected to increase. This volume is highest at the US-250-SR 416 intersection in New Philadelphia, which could raise questions about congestion within this part of the city as well, especially at the on-ramps between these two routes. There are several short term and long term prioritized projects by the county that are addressed by OMEGA:

- Improve University Drive in New Philadelphia to provide access to KSU, Regional Technology Park, and Buckeye Career Center, replacing the bridge if road is widened
- Improve traffic flow at the I-77/SR 39 interchange at New Philadelphia (Exit 81)
- Create a ramp from SR-250 westbound directly to I-77 southbound
- Improve safety on US-250 east of New Philadelphia and at Exit 83 on I-77 to SR-39

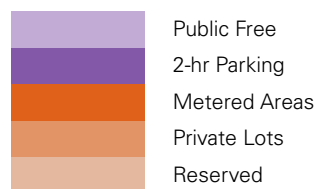
The projected increases in the total volume of vehicles and trucks may adversely impact pavement condition, congestion, safety, and city development. The goal of NP M/VP 2030 is to identify transportation needs, and develop a vision of the city's future transportation system, and strategies to meet projected demands. It provides a blueprint to guide the future of the city infrastructure development based on community needs and opportunities. This will occur in conjunction with the county and regional plans to manage regional transportation in the context of future growth.

RECOMMENDATIONS

- **Complete all proposed road improvements in accordance with Comprehensive Master Plan Vision.**
- **Provide a safe, balanced, and efficient multi-modal transportation system to serve the future growth and development of the city.**
- **Enhance traffic flow at the downtown core by prioritizing development.**
- **Improve traffic flow at west, east, and north city entries on primary arteries and connectors.**
- **Provide efficiency and safety in transportation network for all users.**
- **Ensure the layered network to provide for all varieties of uses, including capacity for industrial mobility, crosstown trips, resident commuting, shopping and recreational travel, parking, walking, and biking.**



DOWNTOWN PARKING

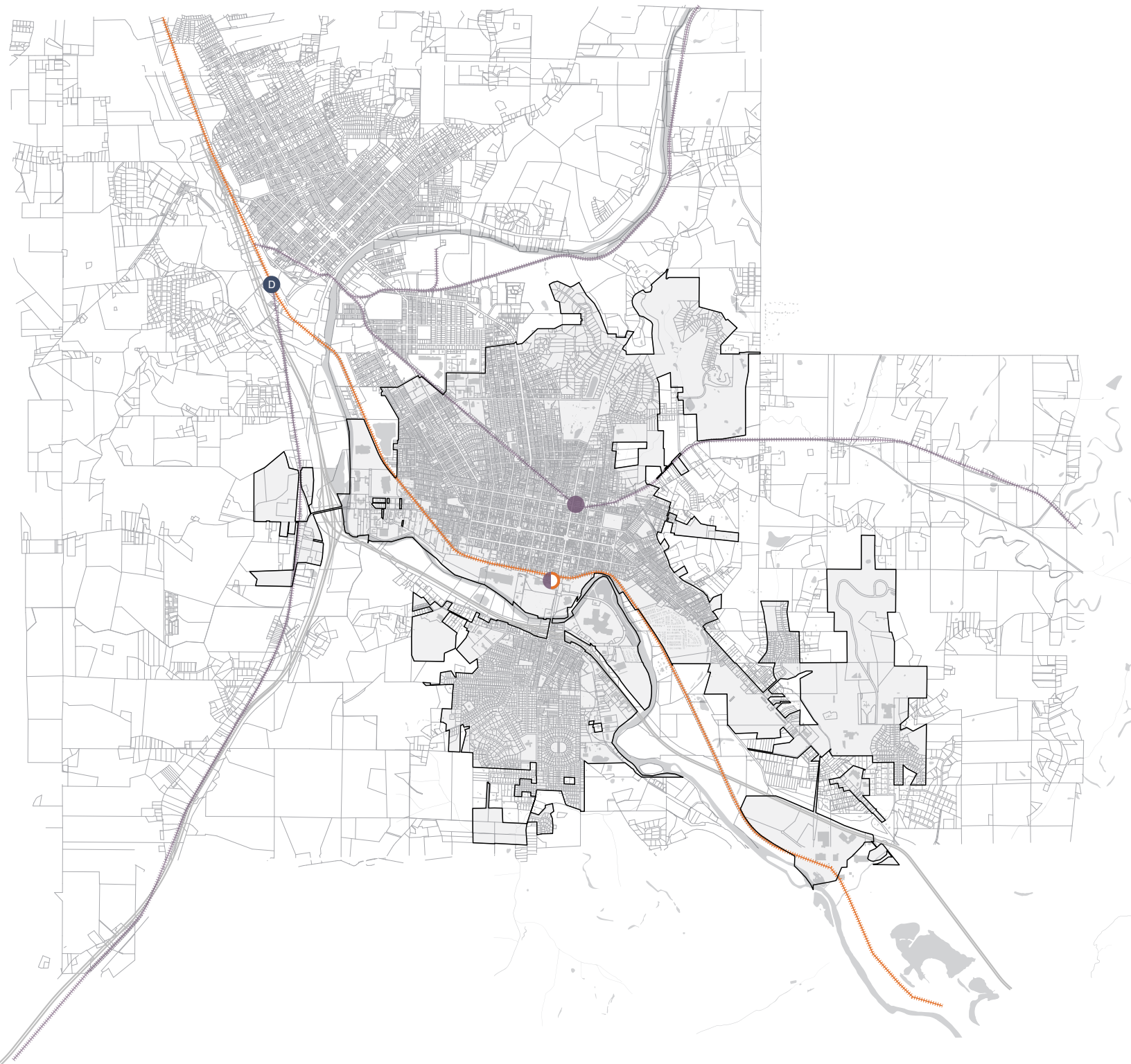


PARKING

The city needs to create a parking strategy to ensure economic development growth in the downtown area. Currently, there are a variety of parking options in the downtown area of New Philadelphia. However, private parking on lots predominate. Lack of parking in the New Philadelphia downtown core has been an issue. The on-street and off-street parking is at capacity. The city metered parking is limited, and there is no long-term parking available. To accommodate NP M/VP 2030 downtown population and employment growth targets, additional parking spaces are needed for people living, working and visiting downtown.

RECOMMENDATIONS

- **Control automobile congestion through parking management and street planning.**
- **Strategize parking capacity increase for off- and on-street parking systems with downtown revitalization planning.**
- **Develop traffic and parking studies and planning for rezoning of potential downtown development.**
- **Add parking meter kiosks.**
- **Adjust on-street pricing at meters and to create daily parking circulation flow.**
- **Coordinate pedestrian-friendly corridors with creation and provision of surface parking lots downtown.**
- **Encourage non-automotive transportation, walk and bike, with new pedestrian- and bike-friendly streetscapes and citywide trail network updates.**
- **Establish shared parking with local churches.**



- D
- Active Rail Line
- Abandoned Rail Line
- Proposed Passenger Train Station
- Active Depot
- Abandoned Station Site

RAIL ROADS

RAILROADS IN NEW PHILADELPHIA

New Philadelphia's status as a trading and manufacturing center continued to expand following the completion of two railroads through the community. The first railroad in the city was laid in 1845. The Baltimore and Ohio Railroad is primarily located north of Tuscarawas River, and generally running along it. The original station was built by The Pittsburgh Construction Company in 1905, on the west side of South Broadway on the north side of the tracks. This is still an active railroad in the city. There are businesses and manufacturers that use the train line for shipping. It is owned by CSX and leased by R.J. Corman, which currently runs three round trip trains per week on the line to service two customers: Freeport Press in New Philadelphia and National Limestone on Brightwood Road in Midvale. Since the company has no customers south of Midvale, it has used the section to store rail cars. Another railroad line enters the city from east. This was the Pennsylvania Railroad, which was built by Cleveland and Pittsburgh Railroad Company and Pennsylvania Railroad Company. It is currently an abandoned railroad line. The original station was on the northwest corner of North Broadway and Rae Avenue NE. Historically, in addition to standard locomotive engines, an electric train ran from this station as well. Historic images of train depots are shown below.



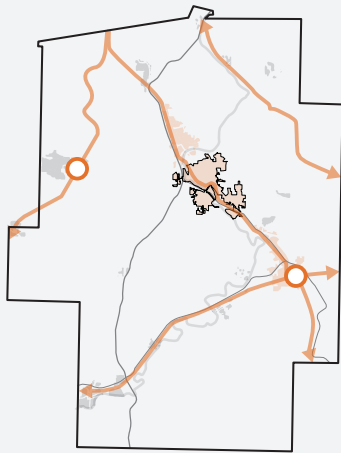
Station at N. Broadway & Ray Ave NW



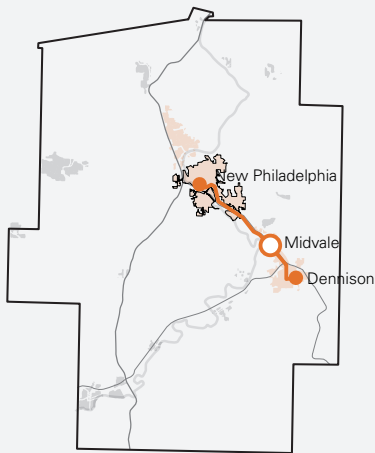
B&O Depot, S. Broadway St.



Depot at S. Broadway St. today



Existing lines & stations



Proposed NP - Dennison Link



Dennison Station

REGIONAL RAIL

Regional rail in the Midwest is a trending topic. The city is currently planning to increase active rail line freight traffic for deliveries and shipping products and also utilize it for a passenger excursion train. It encourages local manufactures to make use of the existing north-south tracks by reconnecting them with a second line of track that runs east and west through Uhrichsville.

Utica Shale natural gas is bringing companies to eastern Ohio. New Philadelphia has direct access to the rail corridor that runs between Columbus and Pittsburgh accessing this territory. To meet the growing transportation demands from the natural gas and oil business development, it is economical and practical to restore abandoned railroad lines to be the gateway to the Utica Shale area of eastern Ohio. For comparison-sake, it costs up to \$6 million to build a mile of four-lane highway, compared to \$1 to \$2 million to build a mile of single railroad track. It is also much cheaper to maintain rail lines than highways.

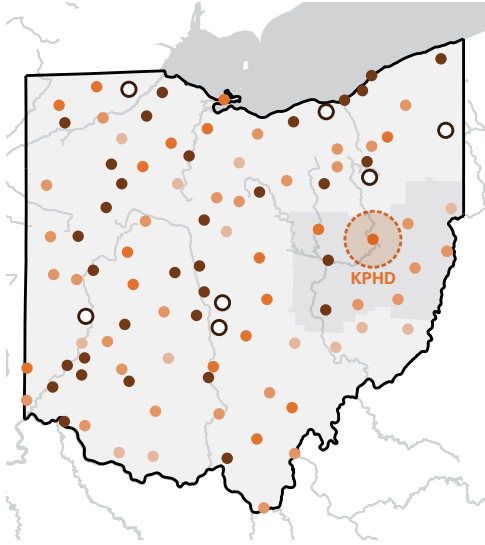
The plan also envisions construction of a 1-mile rail line to link the CSX track with the historic Dennison Railroad Depot Museum. The museum benefits from tourism dollars generated by excursion trains. The Polar Express excursion trains, operated by the Dennison Depot each December, brings in 20,000 riders annually and has a tremendous impact on the local economy. The railroad line would also transport visitors to Schoenbrunn Village, a future riverside recreational park, and downtown New Philadelphia. Implementation of the improvements will modernize the railroad system for efficient goods and passenger movement.

RECOMMENDATIONS

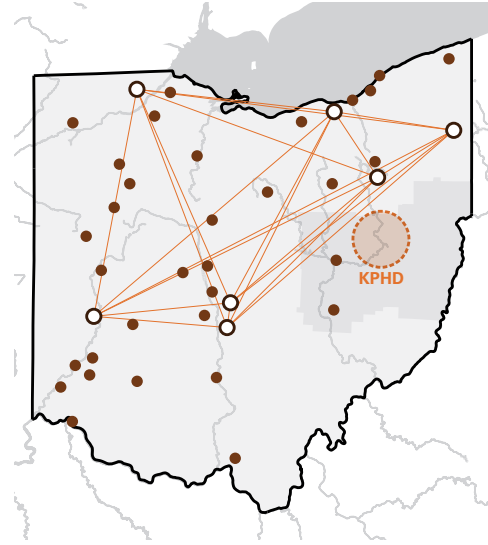
- Support and complete the proposed link between New Philadelphia and Dennison.
- Support long-range freight vision plans for efficient goods transportation.
- Promote tourism and use a passenger train to reanimate the historic line.
- Develop a partnership with railroad companies.



- Active Rail Line
- Abandoned Rail Line
- - - Abandoned Electric Rail Line
- Active Station
- Station Converted to Museum
- Abandoned Station



All airports in Ohio



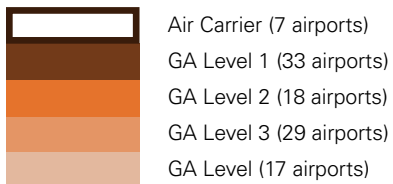
Major Network



KPHD Network



Minor Network



AIRPORTS

Airports in Ohio

AIR CARRIER

- Supports commercial airline activities
- Where capacity constraints do not impose limits
- This type can also support general aviation activities.

LEVEL 1

- Primarily serving turbine aircraft
- Meets nearly all of the needs of general aviation, turbine-powered aircraft and their users
- Provides nearly all services necessary to support corporate jet aircraft
- Can also support recreational, general aviation activities and flight training

LEVEL 2

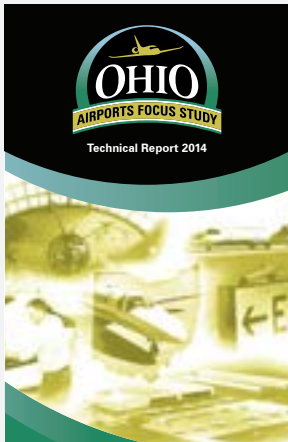
- Primarily serving turbine aircraft
- Supports smaller corporate aircraft, such as small jets and turboprop aircraft, and meet many, but not necessarily all, of their needs
- Supports a variety of uses (business, pleasure, and training)

LEVEL 3

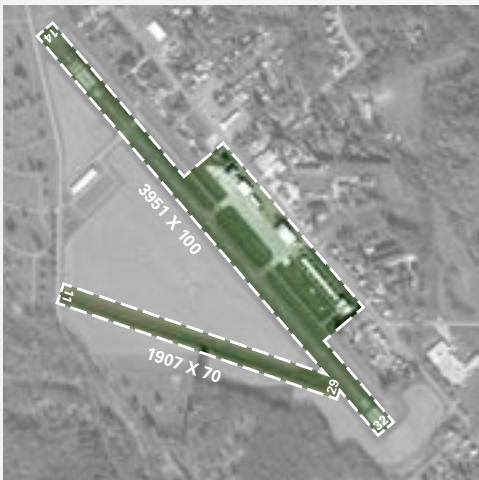
- Primarily serving piston aircraft
- Serves light, twin-engine and single-engine aircraft flying for business, pleasure, and training
- Turbine-powered aircraft may use these airports, but the primary focus is on meeting the facilities and services that support piston-powered aircraft

LEVEL 4

- Primarily serving piston aircraft
- Include facilities that are needed for the flight operations of small general aviation aircraft but do not necessarily provide all of the support services, such as maintenance
- Single-engine aircraft represent the primary aircraft type; however, many light twin-engine aircraft may also be accommodated
- Supports private pilots that may be flying for business or pleasure and require minimal support facilities and services



The Ohio Airport Focus Study: Technical Report 2014 examines KPHD and provides a summary of recommendations for the airport.

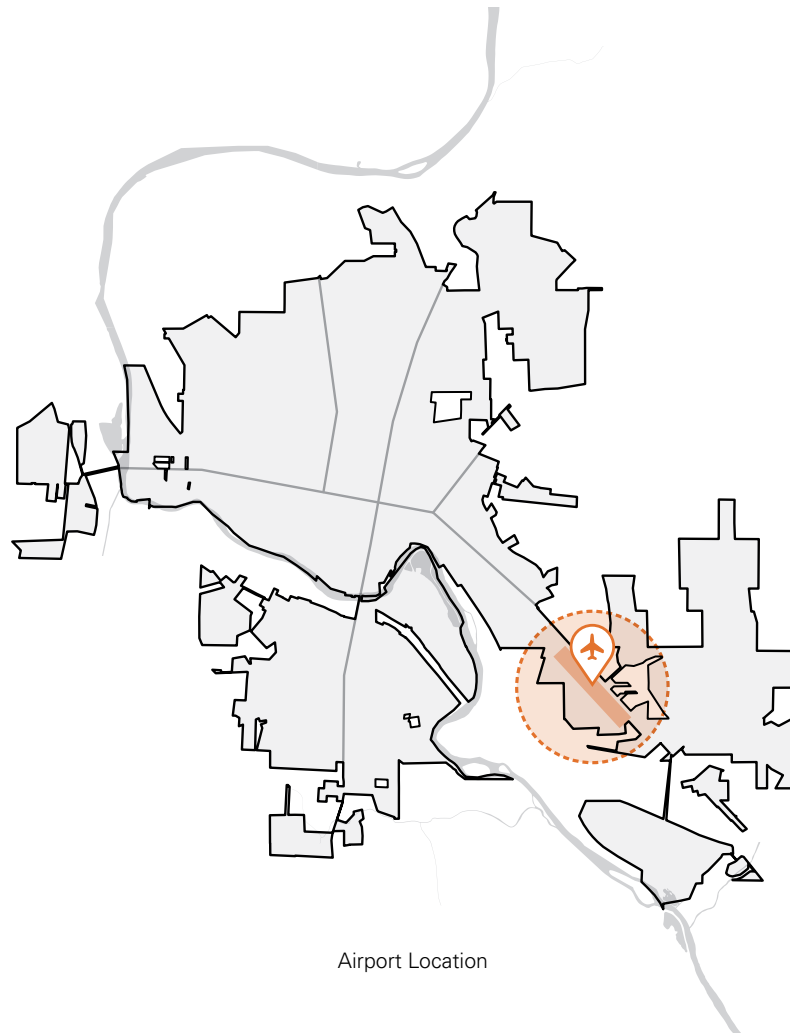


New Philadelphia Network - Harry Clever Field

Harry Clever Field (KPHD)

Harry Clever Field is a public airport owned by the City of New Philadelphia and is classified as a General Aviation, Slot Facilitated (Level 2) airfield and is located in the southeast region of the city. The level 2 classification is based on demand being close to operational capacity of the airfield, requiring coordination to meet service requirements. The airport includes a primary asphalt runway 3951' x 100' (Runway 15/33) in fair condition and a turf full-parallel taxiway (Runway 12/30). Additionally, the airport includes fixed base operation (FBO), fuel services (AvGas and Jet A), and aircraft maintenance. Airport operations are supported by a non-precision approach and ASOS weather reporting.

- Harry Clever Field is expected to have medium-low active aircraft growth rate based on the projected population growth rate in the area.
- Development of the airport is limited by proximity to City cemeteries and historical Schoenbrunn Village to the west, and public road and residential development to the north.
- The current instrument approach is non-precision. ODOT recommends that it update to APV.
- Primary runway is 3951' and is not in compliance with Ohio GA Level 2 standard of minimum 4000' length. ODOT recommends to relocating the existing road and declared distances to comply.
- Primary Runway pavement condition index (PCI): 55.4 (fair condition).
- All other pavements PCI: 72.7 (satisfactory condition).



AIRPORTS

The airport is a historical and economic asset to the city and county. The facility acts as one of the gateways to the region. A major improvement plan is underway to strengthen current ground connections. The city should continue to maintain and expand its capacity. Implementation of the airport vision in the citywide physical network system will create an intermodal connection and provide a positive economic impact on the city.

RECOMMENDATIONS

- **Redefine the historical asset.**
- **Reevaluate existing facility conditions and assess potential improvements.**
- **Support ongoing proposed improvements and enhance the capacity of the airport.**
- **Integrate with the regional physical network system.**
- **Support enhancement of the airport with a long-term improvement plan.**



UTILITIES

UTILITY INFRASTRUCTURE

New Philadelphia City agencies and public and private utility companies provide access to a full range of products, including information, water, electricity, natural gas, and disposal and recycling of solid waste for residents and businesses. These services are essential to the health, safety, and welfare of the public and essential to the proper functioning of the city. This complex infrastructure is laid out in the city through cables, conduits, pipes, sanitary- and storm-sewer lines, transmitters, signals, trucks, tanks, and a wireless network. New Philadelphia's development has proceeded in a manner more or less stereotypical of older cities with a more dense core surrounded by less dense, newer, sprawling residential neighborhoods. The city and utility providers need to address the condition of an aging utility infrastructure to ensure efficient utility networks in the future. Additionally, consumption and conservation of energy and nonrenewable resources is a topic of much concern globally. Reduction and reuse of resources, investment in energy use-reduction, and strategic investment in innovative utility infrastructure need to be addressed.

WATER SUPPLY

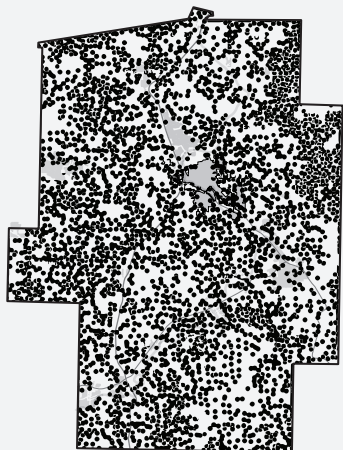
The City of New Philadelphia sources its drinking water from four supply wells screened in unconsolidated sand and gravel. As a part of a distribution improvements program, the City of New Philadelphia installed new water mains in 2017. The city also has millions of gallons of drinking water stored in enclosed reservoirs for emergency purposes. This system is interconnected with the City of Dover for a two-way supply of water between the cities in emergency conditions.

The water plant also consists of standby generators that can supply power to the continued operations of the water department during power outages to ensure continuous supply of treated water to the residents of New Philadelphia.

WASTEWATER & STORMWATER MANAGEMENT

The sanitary sewer collection and treatment system is owned and operated by the city. The wastewater and Storm Water Management systems are mutually exclusive standalone systems. The storm sewer system of the city serves the surface runoff and other waters that do not require sewage treatment. The wastewater treatment infrastructure solely supports organic and suspended solids' systems. Three clarifiers treat surface runoff and final wastewater treatment discharge before they are released into the Tuscarawas River.

The wastewater pipeline infrastructure of New Philadelphia mainly contains vitreous clay pipeline networks to transmit wastewater flow to the treatment facilities. Activated sludge-type secondary treatment plants are used by New Philadelphia to treat wastewater with disinfection, sludge handling, and dewatering. According to the city website, the plants are designed for 90-95%

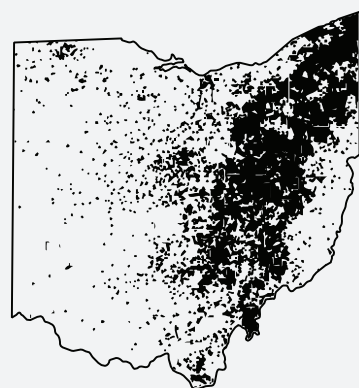


Active gas wells in Tuscarawas County

removal of raw organic material and suspended solids. Even with any one of the treatment units out-of-service, the city's treatment plant can intake an average of 4.5 million gallons per day (MGD) and a peak hydraulic discharge of 10.5MGD.

ELECTRICITY

Electricity in the city is provided by the Ohio Power Company, which is a subsidiary of the larger company American Electric Power (AEP). It is one of the largest utilities in the Ohio, which has taken steps to deregulate its utilities. To respond to an increase in economic development, AEP rebuilt two electric transmission lines in Harrison and Tuscarawas counties as part of AEP's tri-county improvements to reduce electric outages and provide additional electrical capacity in the region.



Active gas wells in Ohio

NATURAL GAS

63% of occupied housing units in New Philadelphia use utility gas as the house heating fuel, based on the Ohio County Profiles 2017, Office of Research, Tuscarawas County. Dominion East Ohio Gas Company, Columbia Gas of Ohio (part of NiSource, Inc.), and AEP Ohio are the natural gas utility providers in New Philadelphia.

SOLID WASTE MANAGEMENT

Curbside recycling, along with yard and food waste collection services, has become the norm for most residences, businesses, and schools. Engagement in these beneficial behaviors conserves resources, reduces litter, saves energy and contributes to greenhouse gas reduction efforts. In 1988, the county commissioners of all three counties formed the Stark-Tuscarawas-Wayne Joint Solid Waste Management District for the purpose of providing for the safe and sanitary management of solid wastes within both the incorporated and unincorporated territory of the counties. The City of New Philadelphia provides its own sanitation services.

The Waste Management District recommends the city aim for a 66% diversion of solid waste from landfills. New Philadelphia has a recycling drop-off program to help achieve this goal.

The reduction and recycling of waste is one of the most important factors in developing sustainable practices within city. To this end, waste prevention and recycling have become an elemental part of the citywide master planning. NP M/VP 2030 recommends that the city pro-actively promote the operations of solid waste reduction and recycling collection.

RECOMMENDATIONS

- Ensure adequate recycling bin/receptacle distribution for residential area to improve recycling participation rates.
- Pursue and implement citywide strategies to reduce waste and pollution in the production and life-cycle of materials from industrial sectors.
- Reinforce the coordination of the city agencies and the solid waste management service to support the establishment and expansion of public recycling opportunities.
- Promote commercial food and organic waste composting to increase waste reduction rates and environment benefits for compost use.
- Establish a city policy to assist in the reuse, recycling, and proper disposal of construction and demolition debris from development.

Broadband

TELECOMMUNICATIONS

Modern telecommunications is defined as a broadband high-speed network connection for transmitting data. In an information-oriented economy and culture, access to the Internet for receiving information, conducting business, and looking for work is critical for people to participate in the economic life of the community. Broadband technology is as vital to commerce and the flow of information as physical infrastructure such as roads and rail.

The City of New Philadelphia is served by cable, fiber optic, wireless and satellite Internet providers. Cable Internet services and DSL are available in 92-93% of the coverage area. According to 2017 US Census, 81.6% of household within the city have a computer. The national average is 87.2%. Likewise, the national average of households with a broadband Internet subscription is 78%, while 72.3% of households have a broadband subscription in New Philadelphia.

The neighborhoods with highest rates of unemployment and lowest rates of educational attainment are impacted by lack of high-speed Internet service and availability. It is important for the city to recognize the benefits and challenges of the city's digital infrastructure system, as it relates to the economy.

RETENTION

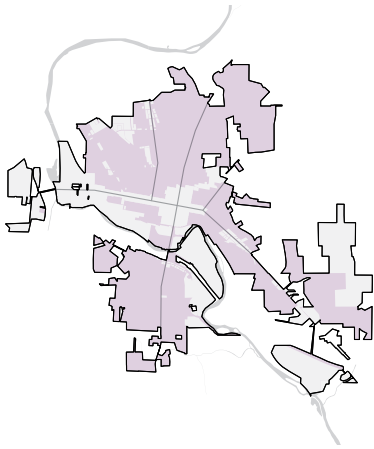
Reinforcing access to a broadband infrastructure is a vital step for modern public utilities. Future infrastructure investments would help rectify existing access disparities supporting under-invested communities. The city would also benefit from fostering the broadband infrastructure so that it can better attract and retain businesses and citizens, reduce the operational costs of government, and improve city services. Additionally, Millennials are a generation that rely heavily on the Internet for shopping, socializing, recreation, and work. High-speed broadband system is important to attract and retain that generation. NP M/VP 2030 aims to ensure that the benefits of high-quality utility infrastructure are distributed equitably throughout the city.



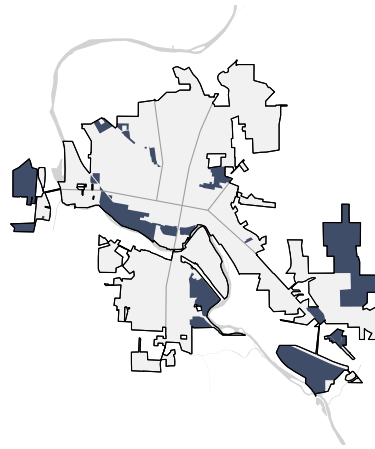
RECOMMENDATIONS

- Prepare a long-term development plan for implementation and maintenance of city-owned broadband infrastructure.
- Improve the city government broadband system to improve management and delivery of city services.
- Expand the availability of broadband for economically disadvantaged neighborhoods by collaborating with service providers and community service organizations.
- Support public Wi-Fi hotspots.
- Encourage technical innovation and recruitment of high-tech businesses.
- Enhance the citywide commitment of advanced digital infrastructure to attract high-tech business and research jobs.

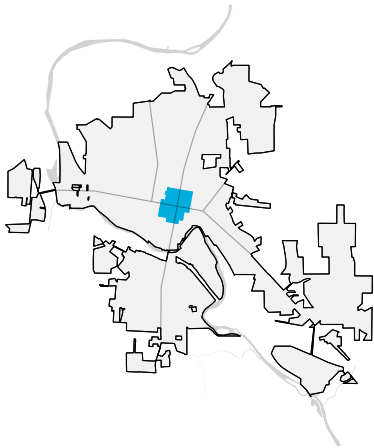
5: ZONING & LAND USE



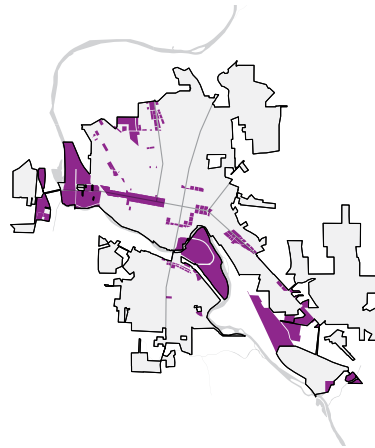
Residential



Industrial



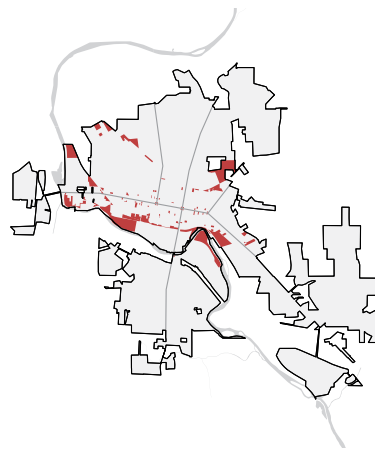
Central Business District



Commercial



Green Space



Underutilized Land

ZONING & LAND USE

Land Use

The relationship between land use and urban design is fundamental to achieving quality infill, long-term future growth, and development – including housing, local economy, transportation, and natural resources – in the city, consistent with the citywide design principles spelled out in the master plan.

REGIONAL CONTEXT

Tuscarawas County’s land use is predominantly agricultural. New Philadelphia is one of the cities covered by higher-intensity development – an important focal point for agricultural, industrial, manufacturing, and trading in the Tuscarawas industrial heartland. Natural resources and mineral wealth are the primary economic assets of the city. Oil, clay, coal, and shale form the basis of the mining economy that supplies local industries.

According to the United States Census Bureau, the city has a total area of 8.39 square miles, of which 8.22 square miles is land and 0.17 square miles is water. The northern part of the city was developed as residential neighborhoods. The economic and social orientation of that area is oriented northward to the Tuscarawas County Fairgrounds, Dover, and the Canton metropolitan area. The central downtown Business District is increasingly decentralized and contains numerous deteriorated and dilapidated buildings that should be redeveloped. Major commercial development is concentrated in the center of the city along the Tuscarawas River. The area south of the Baltimore and Ohio Railroad is largely industrial. Large areas of vacant land in the southeast industrial development neighborhood are still available along the edge of the city limits. The south part of State Route 250 is dominated by residential neighborhoods. There currently exist six recognized land use classifications in the city: Residential, Industrial, Central Business District, Commercial/Business/Office, Parks and Open Space, and Underutilized Land.

RESIDENTIAL

The largest city in Tuscarawas County is New Philadelphia, with a total of 17,438 residents. New Philadelphia has 7,909 housing units, which are 64.3% owner-occupied. New residential construction totaled \$4,343,830 for 2014. New Philadelphia’s communities are largely single-family detached houses. Trailer park housing is also an important component of the city’s housing stock. Most of the single use, housing is located south of the Tuscarawas River and in the area north of downtown.

INDUSTRIAL

Industrial land is any land use for industrial purposes such as a factory, processing facility, minerals (oil, gas, coal, others) and mining, industrial warehouses, etc. Industrial development in the city is primarily located along the Tuscarawas River and railroad. Formerly mined land is now open green space, but is still classified as industrial. The district promotes employment to strengthen the economy of the community and provide appropriate space for the expansion of existing and development of new industrial uses.

CENTRAL BUSINESS DISTRICT

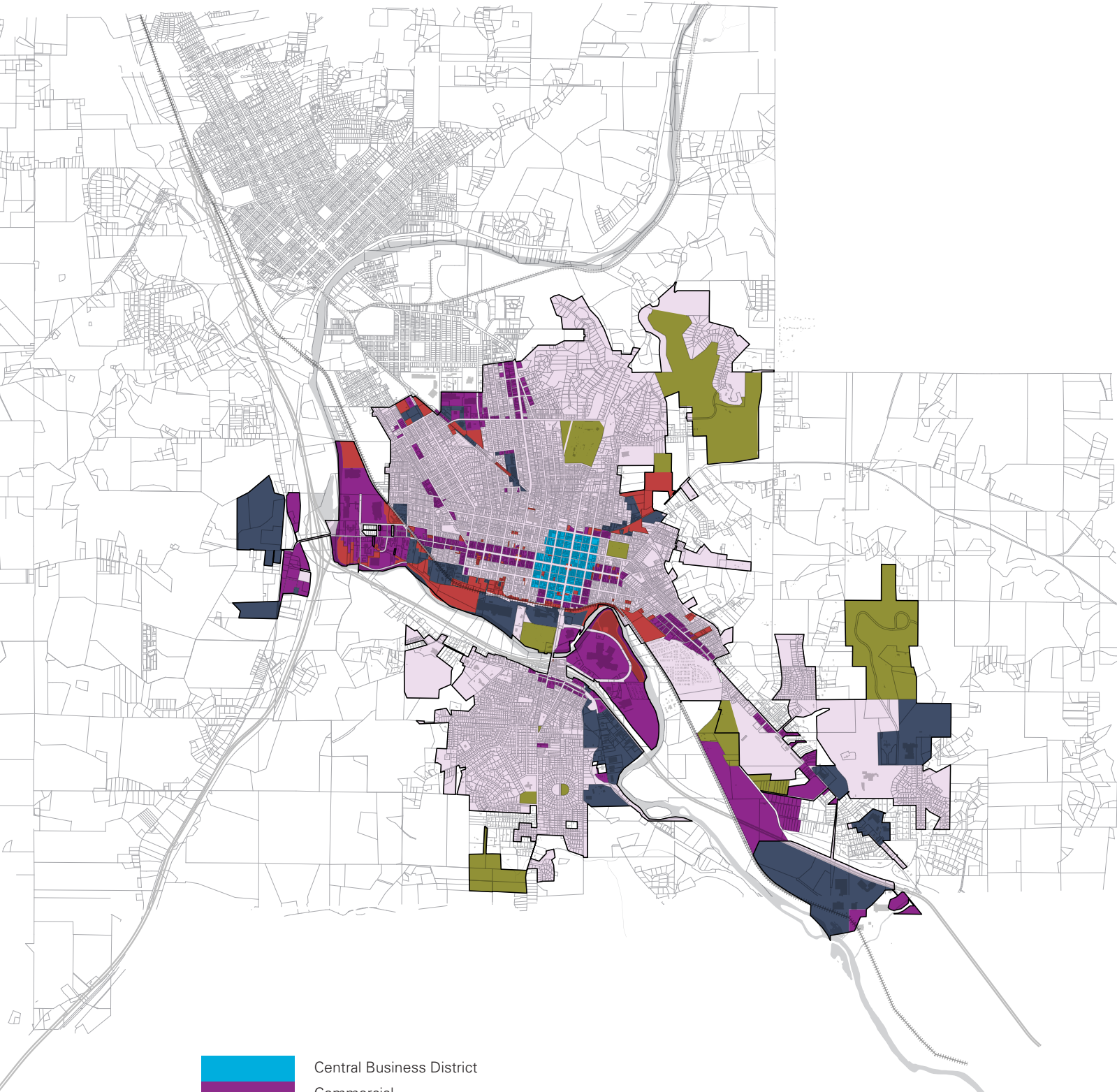
The central business district serves as the main focal point of community life for the residents of New Philadelphia. The district covers 12 blocks around Washington Square. However, the current retail capacity is low, which is a reflection of the underutilization of all retailing areas in the city. The central business district is also known for its abundance of historic buildings. The deteriorating buildings have potential for commercial improvements and redevelopment. The downtown area has a variety of parking options. However, the majority of parking is dominated by private parking on lots.

COMMERCIAL / BUSINESS / OFFICE

Commercial/Business/Office land is to provide sufficient land area for the business and commercial needs of the community. Businesses such as grocery stores, restaurants, offices, shopping centers, hotels, etc. encourage the tendency of business and commercial establishments to group in centers for the mutual advantage of such establishments and their customers. The office district is located along W High Ave adjoining to the central business district. Permitted uses are residential (single-family and two-family dwellings), offices (banking, real estate, or legal services, etc.), civic (churches, libraries, art museums, etc.), welfare (general and special hospitals or health centers, etc.), services (beauty and barber shops, etc.), and recreational (parks, etc.). The district is intended to limit intensive commercial and other incompatible uses in order to stabilize and protect the character of development and to foster the expansions and developments adjacent to the central business district.

PARKS AND OPEN SPACE

Although the current city-owned parks system consists of only three full-scale parks, several pocket parks, neighborhood parks, and 7 community parks are identified. The golf course and trail system offer the city seasonal recreational activities. There are also two new boat launch parks that have been recently opened. Taken together, the parks, public spaces, natural and cultural areas, streets, greenways, waterways, designated open spaces, open land, and trails should be viewed holistically. Parks and open space should be an interconnected system integrated into the overall fabric of the community. They foster places where residents want to live, employers want to do business, and tourists want to visit.



- Central Business District
- Commercial
- Industrial
- Residential
- Green Space
- Underutilized Land

UNDERUTILIZED LAND

Underutilized land is one of the predominant land uses in the city. Underutilized land is publicly or privately owned land and structures that are chronically vacant or visibly unimproved or deteriorating. It can be vacant commercial, residential, industrial or open land remaining in a natural state. Unoccupied land and buildings are mostly located in the downtown area. However, there is also undeveloped industrial land along the Tuscarawas River, including abandoned factory facilities and underutilized commercial complexes.

Underutilized land use is highly susceptible to change, and it offers opportunities for reinvestment as part of adjacent district revitalization through infill development.

In analyzing the 1967 City Comprehensive Plan, it is evident that substantial development has occurred in the north and south residential neighborhoods with a prevalence of low-density, auto-oriented, suburban-style development. From the 1970's to the 1990's, the region's jobs became increasingly decentralized, as most new employers located in suburban and ex-urban corridors along highways. This led to a shift in the urban structure. The number of residents and jobs are more spread out and newer buildings and development are in more suburban areas. Most residents now rely on commuting and embody a suburban lifestyle. The 1967 Comprehensive Plan put an emphasis on transforming downtown as the central business district. Underutilized buildings in the downtown area were already flagged by the 1967 plan. However, continued decentralization has shifted the balance of city even more, generating more underutilized land in the core.

FUTURE LAND USE

A subsidence in population growth that seems to follow a generational consolidation to larger cities poses a threat to the city. Enhancing the environmental, economic, and social viability of the city through proactive city planning will help bring in new residents and businesses, while also addressing the demands and desires of current residents and businesses as they relate to land use. The existing land use assessment and 2017 zoning map should be used as tools to form recommendations about the use of land resources.

Replacing aging capital infrastructure to better access underutilized areas by all modes of transportation and revising zoning can benefit the individuals, businesses, and the greater community. However, care must be taken that the planning process be a collaborative process with stakeholders. These interactions lead to a better understanding of zoning requirements and the impacts of how land is developed and managed.

RECOMMENDATIONS

- Encourage economic development by providing developers and large and small business owners with certainty and predictability for investment decisions.
- Provide guidance for shaping the appearance of the community, setting forth policies that foster a sense of identity in places.
- Promote sustainable city redevelopment projects with infill and adaptive reuse projects, particularly in neighborhoods with many vacant buildings and empty lots.
- Reduce traffic congestion, improve air quality, enable safer travel, and lower roadway infrastructure maintenance costs by centralizing higher uses in the city's core.
- Maintain public safety by eliminating blighted properties.
- Respect private property rights by allowing flexibility in use requirements when beneficial for the city's development.

Zoning

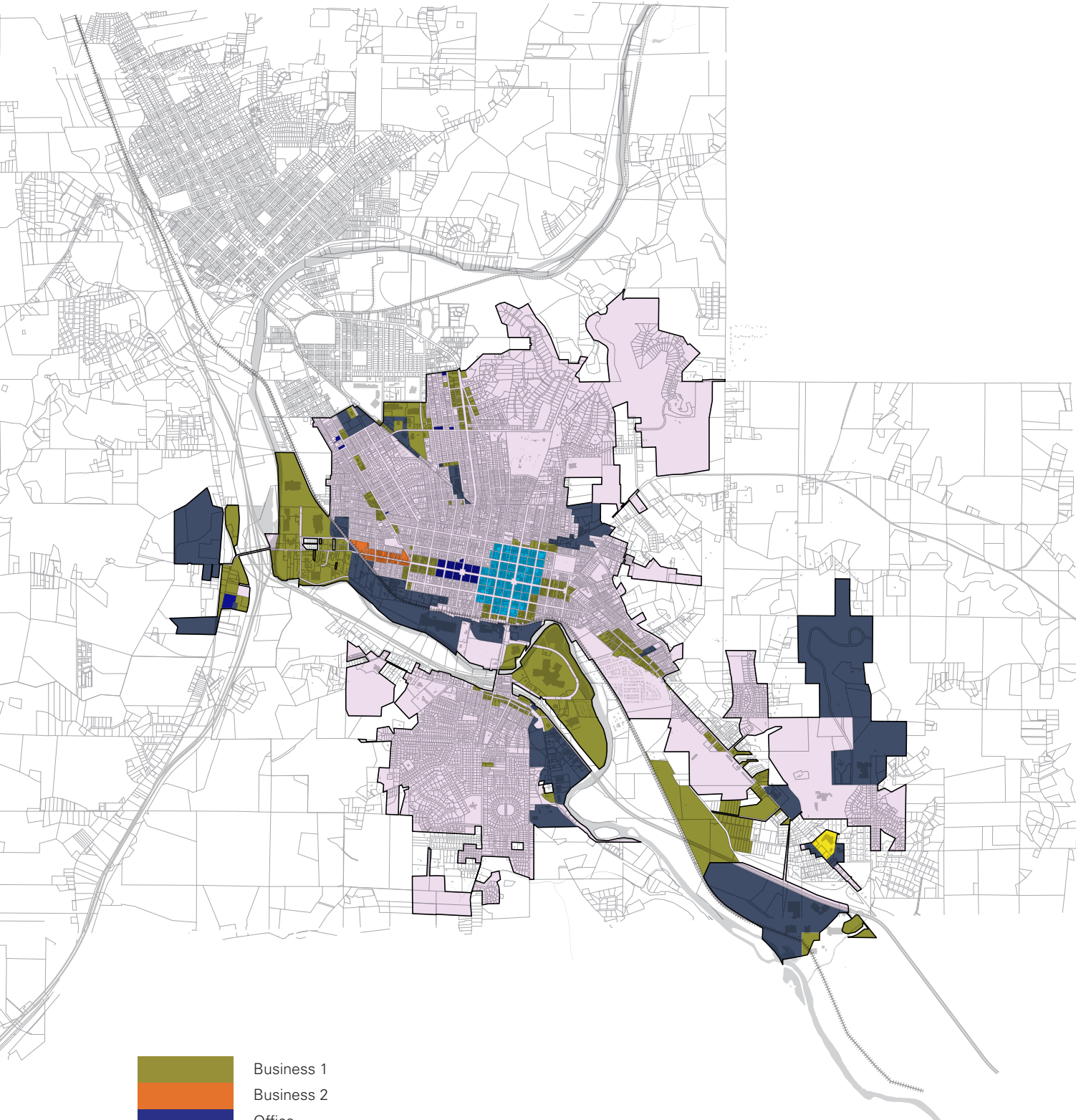
2011 CITY ZONING ORDINANCE GOVERNS

A zoning ordinance is a written regulation and law that defines the status of property in specific geographic zones. The city is currently divided into nine zoning districts. The zoning ordinance identifies the purposes of each zoning district, as well as the basic regulations to specifying the restrictive and acceptable land uses. Zoning ordinances specify the basic physical status of each region to regulate lot size, placement, density and the height of structures.

REQUIREMENT OF ZONING REVISION

Zoning and subdivision regulation is one of the most important tools for communities to ensure future growth of the city and to achieve the vision and goals in the city plan. The city needs to review the zoning, subdivision, and environment regulations, including the General Plan land use and circulation maps, for conformance with the provisions of NP M/VP 2030. While incorporating new development concepts, trends, and practices, the plan should also address zoning issues based on the long-range desires of the community. A revised zoning code needs to be written to be easy to understand, yield predictable development results, encourage high quality and positive development, preserve the character of neighborhoods, and involve the public in development decisions.

As a first step in the process, NP M/VP 2030 seeks to revise the existing zoning ordinance to address issues citywide in accordance with growth, preservation, economic development, and public investment. The comprehensive plan addresses priorities in terms of new development and its relationship with the surrounding neighborhood and will provide the backbone for the local zoning regulation.



- Business 1
- Business 2
- Office
- Central Business District
- Light Industrial
- Industrial
- Residential

The next step is implementing the revised zoning ordinances within each of the 7 districts based on NP M/VP 2030 District Plans. The implementation should include community input. Each District will vary depending on the development trends and requirements of the the zoning ordiances. Historic preservation, repurposing vacant or underutilized land, changing socio-economic patterns, change of existing land use and zoning regulation will all affect development. In accordance with NP M/VP 2030 District Plans, zoning revision should take each district through concrete steps to revise specific requirements in the ordinance and the zoning map.

RECOMMENDATIONS

- Provide greater site design flexibility and encourage higher density, mixed-use development.
- Make redevelopment of existing commercial properties more economically feasible.
- Develop strategies to deal with dilapidated or abandoned properties.
- Reduce the number of requested variances by preparing a new code to accurately reflect the needs of each land use.
- Design standards that encourage higher quality architecture, design practices, and building materials.
- Create historic preservation standards in order to protect the city's historic assets.



HOUSING

HOUSING STOCK

The existing housing stock in New Philadelphia is varied in types and age. While most of the housing stock was built prior to 1978, there have also been newer developments. Most of the historic houses are built with a close proximity to downtown and feature either masonry or wood construction. Some larger homes feature deep frontyard setbacks and are built in a Second Empire style. Midcentury development pushed both north and south of downtown. These developments largely feature ranch style houses either one or two stories with an attached garage. New Philadelphia also exhibits recent developments that feature large homes with expansive yards, such as Oak Shadows. Additionally, New Philadelphia also has two mobile home parks, both located near the Tuscarawas River, that offer a more affordable housing option.

POPULATION

From 2010-2020, New Philadelphia has increased in population, number of households, housing stock, and homeownership. In 2016, the city started to experience a slight decrease in population, average household, and family size, while the aging population continued to increase. In recent history, most families in New Philadelphia have lived in single family homes in suburban-style neighborhoods. As a result of the city growth during the last decade, market pressures have increased property values and impacted the affordability of the existing housing stock. The city should continue supporting policies that preserve and enhance the character of existing neighborhoods and ensure that residents have quality housing choices that reflect changing demographics and economic conditions.

\$107,300
MEDIAN
PROPERTY VALUE

\$1,037
MEDIAN
SELECTED
MONTHLY
OWNER COST
[W/ MORTGAGE]

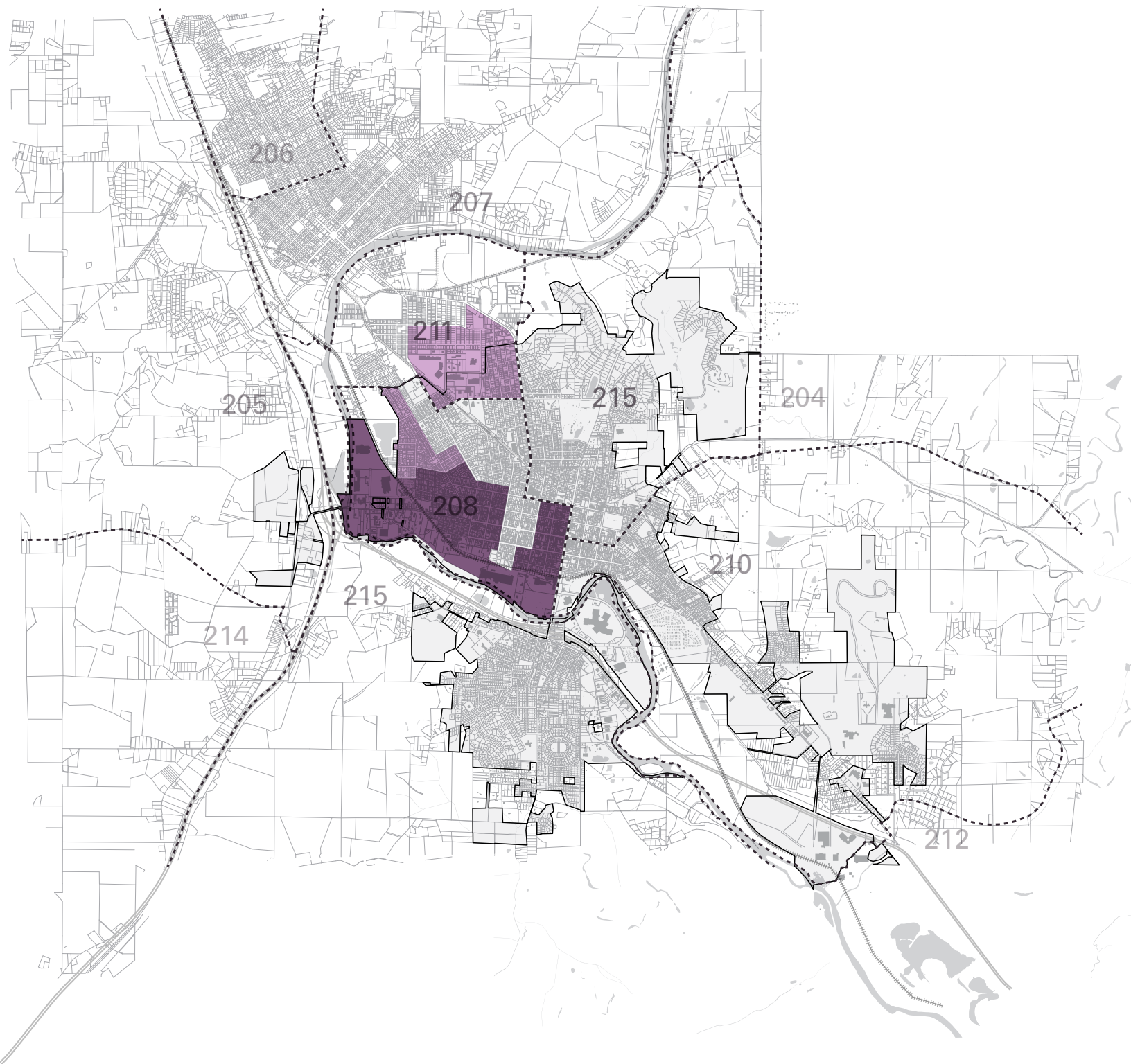
\$377
MEDIAN
SELECTED
MONTHLY
OWNER COST
[W/O MORTGAGE]

\$698
MEDIAN
GROSS RENT

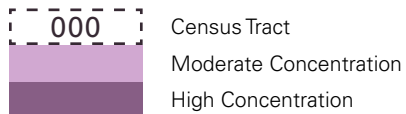
7,037
HOUSEHOLDS

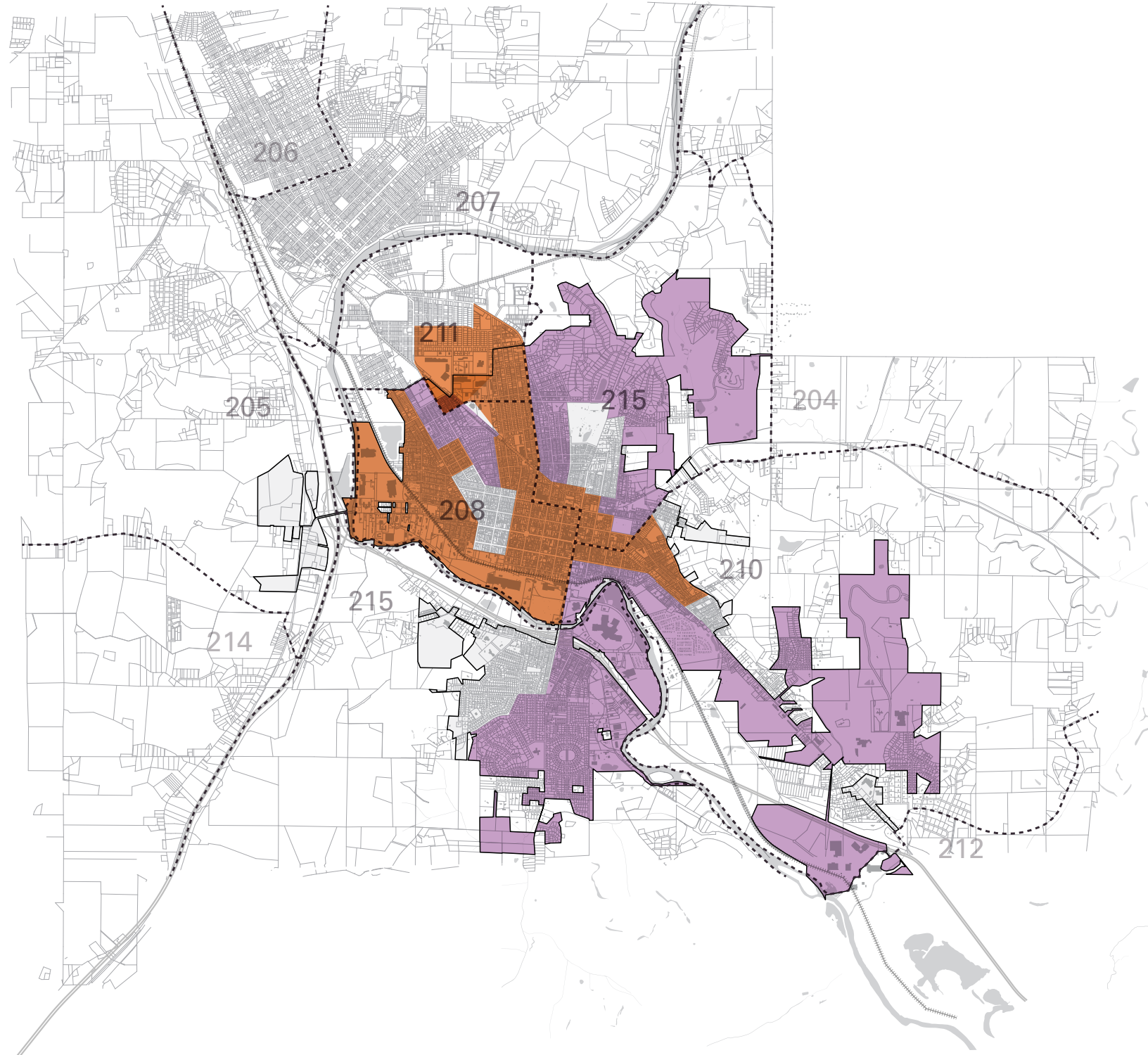
2.43
PERSONS PER
HOUSEHOLD

4.4%
LANGUAGE
OTHER THAN
ENGLISH
SPOKEN AT
HOME

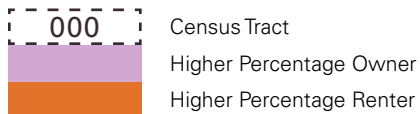


Low and Moderate Income Concentrations





Percent Owner vs Renter



ANALYSIS OF IMPEDEMENTS
 TO FAIR HOUSING CHOICE
 NEW PHILADELPHIA, OH
 EXECUTIVE SUMMARY
 2016

Analysis of Impediments to Fair Housing Choice New Philadelphia, OH, Executive Summary 2016.



Affordable Housing

MEDIAN INCOME

Median income is an important factor in assessing housing affordability as government aid programs open up to citizens when they fall below a threshold below the average median income (AMI). Based on estimated data from the U.S. Census Bureau, the number of households in the city is 7,127. The average median income in New Philadelphia is \$43,552. By comparison, the same data source shows that the Tuscarawas County median household income was \$46,992, thus showing that on average residents of Tuscarawas County outside of New Philadelphia had slightly higher earnings.

According to a study conducted for the City of New Philadelphia (*Analysis of Impediments to Fair Housing Choice New Philadelphia, OH, Executive Summary 2016*), comparisons between New Philadelphia and the State of Ohio reveal that household characteristics between the state average and city average are very similar. However New Philadelphia exhibits a higher percentage in regards of elderly households than the state as a whole. Due to the growing senior population in the city, senior housing will become a key issue.

HOUSING CHOICE AND AFFORDABLE HOUSING

Currently, New Philadelphia's housing stock has choices ranging from mobile homes, row houses, small apartments, to single-family or multiplex homes. The city has an aging housing stock with a majority of houses built prior to 1978. Based on these characteristics, the overwhelming majority of housing may contain lead-based paint and therefore may pose a substantial health hazard to its occupants. Additionally, a large amount of vacant land and aging structures exist in the city.

The existing affordable housing stock is often in substandard in quality. In the analysis of impediments, there is a lack of well-maintained affordable housing and housing development. New Philadelphia should focus on existing housing rehabilitation and infill housing development as a city priority.

Elderly households are traditionally on a fixed income, and, therefore, usually have a lower income when compared to the whole population. According to the study, the existing affordable housing stock available for the elderly is often in a substandard condition. Redevelopment should focus on offering a variety of housing options, including options for seniors.

Other factors impeding affordability in housing in New Philadelphia include shortage of public funding for affordable housing, deteriorating public infrastructure, lack of employment opportunities, and the lack of public transportation. Public transportation in New Philadelphia and Tuscarawas County as a whole is insufficient to meet all of the needs of lower income residents to get from home to work. The vision needs to embrace access and daily travel distance from home to work for the future housing development.

Housing Forecast

TRENDS IN NEW PHILADELPHIA

Trending nationally, millennials and seniors – including baby boomers – have a large impact on the housing market. These two demographics make up almost 50% of New Philadelphia’s total population; seniors comprise nearly 19% and millennials 31%. The city must include the housing trends of these two groups for future housing developments and redevelopments in order to keep New Philadelphia’s housing market active and attractive. Suburban living has been the dominant experience for New Philadelphia. Although this trend is likely to continue in the future, driving to work, shopping, entertainment, or social gatherings are not preferred, not only by Seniors or millennials, but also Generation Z (7.6% which are out of high school). These demographics tend to seek destinations featuring diversity and walkability in close proximity to jobs and entertainment. Understanding of housing choices and lifestyle preferences of these groups will lead to positive results for the city.

\$107,300
 MEDIAN
 PROPERTY VALUE

\$1,037

\$107,300
 MEDIAN
 PROPERTY VALUE

\$1,037
 MEDIAN
 SELECTED
 MONTHLY
 OWNER COST
 [W/ MORTGAGE]

\$377
 MEDIAN
 SELECTED
 MONTHLY
 OWNER COST
 [W/O MORTGAGE]

\$698
 MEDIAN
 GROSS RENT

7,037
 HOUSEHOLDS



Union Station, Denver.

LIFESTYLE TRENDS

Proximity to Amenities and Activities

Millennials and seniors both have a preference for in-town areas and inner suburbs that feature diverse activities and walkability in close proximity to medical services, amenities, jobs and entertainment

Living Small

Seniors and millennials are attracted to smaller dwellings than past generations. Their preference is smaller or more versatile housing with lower maintenance needs. Additionally, millennials are starting families later in life with fewer children, and have less means than previous generations to buy larger dwellings.

Healthy and Sustainable

Healthy lifestyle and quality of life in a community enhance and enrich all generations. Sustainable initiatives not only promote healthy lifestyles, but also spur economic development and high-quality investment in park space, trails, and other community amenities.

Walkability + Connectivity

Communities that are easily and safely navigated on foot are desirable for both seniors and millennials. In addition, well-established physical networks that can be traversed by multiple modes of transport, including pedestrians, bikes, public transportation, and cars directly influence a community's economic health, place identity, and sense of community.

Vision

NP M/VP 2030 aims to guide planning, zoning and building code revisions to identify the location of new residential development, and to ensure that housing is healthy, safe, and meeting the needs for New Philadelphia residents. The management of existing and future housing issues, housing supply, choice, stability, and affordability, are tied to a overarching factors affecting the city: economic development, transportation, and land use. The city vision reflects commitment to an all incomes and all generations and a quality housing strategy that can strengthen the fabric of all neighborhoods. To initiate a new housing vision in New Philadelphia, NP M/VP 2030 envisions the downtown rehabilitation as both an urban center comprised of distinct urban villages. The downtown has the potential to be the active central business district with concentrations of multi-generational mixed-use housing developments forming urban villages. By encouraging both business and housing growth in the urban center, the plan would encourage more people to live near job opportunities and near services for their needs and desires and addresses affordable housing challenges for the aging community and others over the next 10 years.

RECOMMENDATIONS

- Promote mixed-income housing developments downtown.
- Promote intergenerational housing developments downtown.
- Reduce concentrations of poverty and consider existing poverty levels when planning new development.
- Expand existing property tax programs for low- and moderate-income property owners.
- Provide a wider variety of housing options for an aging population and expand accessible housing choices with universal design.
- Collaborate with developers to create mixed-income development at transit stations.
- Promote pedestrian friendly streetscapes and develop bike trail infrastructure.
- Revise zoning code, including density bonuses for the provision of affordable housing in commercial mixed use zoning districts.
- Locate new affordable housing options in the central business district to strengthen existing historical assets and prioritize infill development.
- Promote housing preservation and rehabilitation incentive programs.
- Institute a program to retrofit housing for energy efficiency, another factor in affordability.

6: INDUSTRIES



WORK FORCE

POPULATION AND EMPLOYMENT FORECASTS

Since growth projections are fundamental assumptions for long-range planning, population and employment forecast is a critical step to develop a comprehensive plan for New Philadelphia M/VP 2030. In developing population and employment forecasts, stakeholders determine the implications of population and job changes and assess decisions regarding community development as it relates to housing types, places of employment, and services.

POPULATION TREND

Schoenbrunn Village was founded by the Moravian Church in 1772. It included sixty dwellings and more than 300 inhabitants. In 1804, John Knisely founded New Philadelphia just west of the site of Schoenbrunn as the first Christian town in Ohio. In 1888, four newspaper offices, eight churches, two banks, and several manufacturing businesses – many of which were affiliated with the iron and steel industries – existed in the town. In 1890, 4,476 people resided in the town. The city population reached 12,328 in 1940. The population grew at an accelerating rate after 1940, when the war gave a boost to local industry. Between 1950 and 1960, the rate increased by 10 percent, from a population of 12,978 to 14,241. According to the 1967 Comprehensive Master Plan, the population of New Philadelphia was projected to increase moderately through 1985, having reached 16,200 in 1975, and 18,000 in 1985. However, the growth of the city population had steady growth for the next few decades. Another major increase of 8.3% occurred between 1990 and 2000 – from 15,698 to 17,056 – right after the economic recession in 1990's. As of the census in 2000, the total population was 17,056; 7,338 households, and 4,659 families residing in the city. The population density was 2,188.0 people per square mile. New Philadelphia experienced continuous moderate growth in its population for five years from 2011 to 2015. In 2016, the population dropped slightly from 17,471, in its 2015 population estimate, to an estimated 17,462.

2,120.82

PERSONS PER
SQ. MILE

62.2%

CIVILIAN LABOR
FORCE, 16+

~90%

BLUE COLLAR
WORKFORCE FOR
AREA: 50% BLUE
COLLAR WITHIN
CITY LIMITS

\$25,406

RETAIL SALES
PER CAPITA

\$23,217

PER CAPITA
INCOME IN PAST
12 MONTHS

TOTAL POPULATION

49% MALE
51% FEMALE

WORKFORCE

40% MALE
60% FEMALE

POPULATION AGE

5.6% <5 yrs
16.9% 65+ yrs
22.6% <18 yrs
54.9% 18 - 65 yrs

RACE

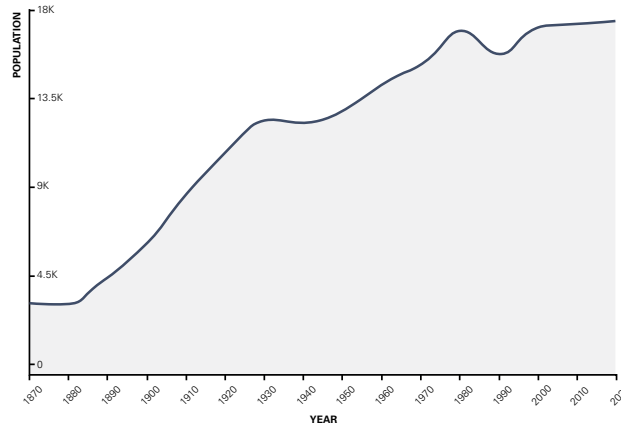
2.4 % 2+ RACES
4.5% HISPANIC
94.1% WHITE

POVERTY

16.4% PERSONS IN POVERTY
83.6% PERSONS NOT IN POVERTY

New Philadelphia, Ohio Population 2020

17,383



The 2017 Census population estimates is 17,424, which indicates New Philadelphia is the 105th largest city in Ohio based on the Census data, and 18.8% of the entire county. New Philadelphia gained 136 people between its 2010 and 2017 populations, which is less than 1.01% increase from 17,288 in 2010. The population density is 2120.82 people per square mile, with a household density of 935.65 people per square mile . The majority (95%) of the county population identify as Caucasian, 1% as African Americans, with American Indian and Alaska Natives and Asian and Native Hawaiian each at less than 1%. 3% of the population identify their ethnicity as Hispanic, regardless of race.

77% of the population is over 18 years of age, while overall median age is 37.9 years, 36.4 years for males, and 40.8 years for females. For every 100 females there are 95.3 males. Additionally, Tuscarawas County’s population overall fell to 92,297 in, 2017 based on the Census data. The number is 0.3% down from the last comprehensive Census count of 92,582 in 2010.

POPULATION FORECAST

Ohio’s population in 2010 was 11,536,504, and it is projected to climb to 11,615,100 by 2030, an increase of 0.68%. However, Tuscarawas County, 92,297, is expected to maintain its level of population, decreasing slightly by

2030 to 91,890. While New Philadelphia remains the major population and employment center in Tuscarawas County, the trend of decentralization effects the city's long-term population growth.

The population forecast must include considerations of the impacts of future conditions on births, deaths, and migration patterns. New Philadelphia is expecting to face a population decrease. The population forecast envisions that there will be a slight increase in birth rates and a moderate increase in life expectancy in New Philadelphia in the coming decades. There is a profound impact on the rural community migration pattern. The median age continues to steadily increase decade to decade, because younger generations are choosing to move to larger urban areas. Few individuals and families are moving into the region. As the majority of the population ages, there is a higher demand for health-related services and access to community amenities. The city may need to shift its priorities of development budget allocations to meet the evolving demands of its aging residents and attract younger generations to stay within the city limits. New Philadelphia has an opportunity to plan for and promote the city's future population growth. NP M/VP 2030 envisions strong population growth that will allow the town to continue to grow. Planning can be foundational in supporting the community and making it an attractive destination for new businesses and residents. Any commercial and industrial developments generated by the city's new development may result in direct growth in the city's population.

EMPLOYMENT TREND

RECOMMENDATIONS

- **Prioritize developments for aging residents, diversity, and attracting younger generations to stay within the city limits.**
- **Support the historic downtown development and make it an attractive destination for new businesses and residents.**
- **Modernize or create community-serving public facilities and neighborhood parks with energy efficiency and walkable access.**
- **Coordinate with educational institution to understand opportunities and plan for innovative mixed-use developments, as they relate to student housing.**

**EMPLOYMENT
BY OCCUPATION**

25.4%	Management, Business, Science and Arts
24.6%	Production & Transportation
23%	Sales & Office Service
19.8%	Natural Resources,
6.5%	Construction & Maintenance

**EMPLOYMENT
BY INDUSTRY**

24.7%	Manufacturing
20.4%	Educational & Healthcare
11.8%	Retail Trade Service
11.4%	Accommodation, Food Service, and Arts
6.9%	Science & Waste Management
6.5%	Other Public Services
4.6%	Finance, Insurance, and Real Estate
3.1%	Public Administration
2.8%	Transportation & Warehouse
2.6%	Construction
2.2%	Information
1.7%	Wholesale Trading
1.3%	Agriculture & Mining

According to the 2017 Ohio Department of Job and Family Services Bureau of Labor Market Information, Tuscarawas County has 73,723 people over 16 years of age, of which 46,076 are in the labor force, 42,907 are employed, and 5,160 are unemployed. The county unemployment rate is 5.0%. In New Philadelphia, 10,593 out of the 17,424 people are in the labor force according to US Census 2017. The city labor force consisted of approximately 7,938 employees in 2016. From 2015 to 2016, employment declined at a rate of 2.14%, from 8,112 to 7,938. The unemployment rate is higher than the county's at 5.4%. Historically, income levels, unemployment rates, and poverty rates for the city have been higher than state and national levels. The economy of New Philadelphia is specialized in mining, quarrying, oil, gas extraction, manufacturing, and other services. The largest industries are manufacturing (1,957), healthcare and social assistance (1,128), and retail trade (940), while the highest paying industries are mining, quarrying, oil, gas extraction (\$52,500), "the professions," science, tech services (\$47,361), and utilities (\$47,292). The city's employment base is concentrated in sectors related to manufacturing, healthcare and social assistance, and retail. These sectors will continue to be vitally important to the regional economy. Although they are anticipated to experience moderate employment increases over the next 10 years, the City of New Philadelphia could also face a transition from goods-related employment to the service sector, similar to national and state trends.

EMPLOYMENT FORECAST

The NP M/V/P 2030 employment forecast is based on the relationship between city jobs and population, anticipated changes in the city's employment and workforce trends, and the potential of land and facility developments to accommodate new job opportunities. New Philadelphia has retained relatively stable growth. However, nationally there jobs have increased at a higher rate. Manufacturing would have the potential to increase the development and vehicular, airport, and train traffic. The city's emerging knowledge-based industries in the Industrial and Tech Park is expected to represent the fastest-growing employment sector, along with educational services and professional services associated with Kent State University and the Buckeye Career Center. Demand for healthcare and social assistance services will increase



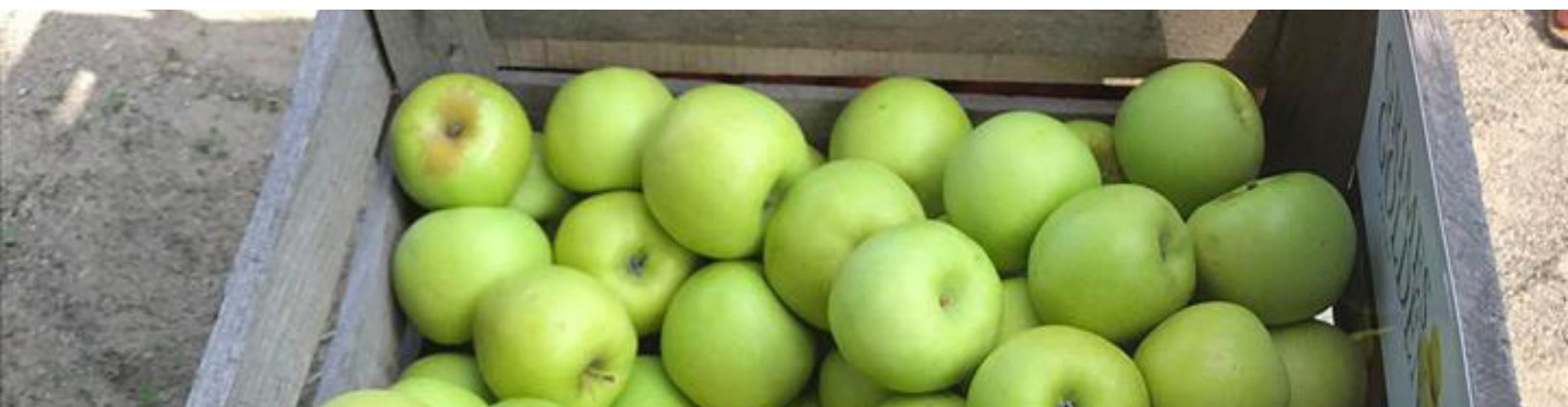
Major employers in New Philadelphia

with an aging population. New Philadelphia has opportunities for the healthcare and social assistance economy to grow, making it an attractive relocation destination for seniors from other cities and encouraging the growth of community-based services that support aging in place and reducing social isolation and the need for family-provided caregiving. Providing employment opportunities for seniors, increasing the senior care labor force, and ensuring access to social security eligibility and benefits are also key factors in the changing employment landscape. Economic activity in existing neighborhood commercial districts is anticipated to be steady or decline due to the decline of housing and population in the city.

However, activity in the central business district is anticipated to grow. Revitalization efforts aim to make the downtown an office-business center similar to larger cities and a destination for retail, restaurants, and entertainment activities. Centralizing professional and personal services there is also a goal. The current economic base is highly oriented towards small businesses and home-based occupations, which are suitable to occupy a reinvented downtown. The downtown revitalization also has a potential to attract creative-class businesses. As The Ezekiel Project creates the base for professions engaged in the arts and cultural activities, such as artists, performers, and writers, the liveliness attracts new and younger residents to New Philadelphia. By 2030, the master plan envisions the full implementation of public policies and strategic investments to reverse employment loss and create additional jobs in the core of New Philadelphia. The goal of NP M/VP 2030 is to outline the strategies to achieve New Philadelphia's ambitious growth vision.

RECOMMENDATIONS

- **Support downtown business districts to encourage commercial infill development and rehabilitation through financial, zoning, and redevelopment incentives.**
- **Pursue cooperation between the City and healthcare institutions.**
- **Continue to establish superior industrial areas that are well-positioned to support modern industry.**
- **Improve infrastructure and workforce multimodal access to major commercial and industrial areas.**
- **Coordinate with major industries in the city to strategize an economic vision for the city.**



AGRI- CULTURE

Agriculture & Economic Growth

CONTRIBUTION OF TUSCARAWAS COUNTY

Tuscarawas, Carroll, Holmes, Harrison, Coshocton, Guernsey, and Stark counties include over 7,600 farms for totalling 1,012,948 acres, while Ohio has over 75,000 farms comprising 13,960,604 acres. A significant portion of the economy of the state is from the industries of agriculture, horticulture and forestry. Cumulatively these industries contribute over \$100 billion to state's economic growth. In addition, more than 14% of the residents of Ohio are directly related to the agriculture business industry including wholesale/retail, farm production, marketing and agribusiness.

In Tuscarawas County, agriculture contributes \$95 million annually to the county's economy, making agriculture one of the largest industries in the county. Important sectors include livestock, crops, hay production and farm inputs, farm equipment, and farm-related professional services. Tuscarawas County collaborates with Kent State University (KSU) Tuscarawas and Ohio State University (OSU) Extension Tuscarawas, which are both in New Philadelphia, to offer agriculture- and business-based educational programs. In turn, the OSU Extension Agriculture and Natural Resources (ANR) program assists the state with technology, marketing and educational support in the field of agriculture.

1,014

TOTAL FARMS
TUSC. COUNTY

363,287

TOTAL LAND
TUSC. COUNTY
(ACRES)

138,083

LAND IN FARMS
TUSC. COUNTY
(ACRES)

78,421

CROPLAND
TUSC. COUNTY
(ACRES)

71,941

HARVESTED
CROPLAND
TUSC. COUNTY
(ACRES)

30,122

PASTURELAND
TUSC. COUNTY
(ACRES)

28,991

WOODLAND
TUSC. COUNTY
(ACRES)



The Ohio Farm Bureau (OFB) is a grassroots organization that works to support agricultural industry and community within Ohio.



The Tuscarawas Valley Farmers Market (TVFM) is a non-profit, volunteer-led market group that seeks to create a sense of community through social gathering and local food production.

Agribusiness in New Philadelphia

COMMUNITY ENGAGEMENT ACTIVITIES

New Philadelphia has a several small and medium-size businesses that are dedicated to serving the agriculture and horticulture industry in Tuscarawas County. These local stores boost the micro-economics of the town and provide trusted services for residents and other businesses alike. There are also over 25 law firms that practice in the City of New Philadelphia, specializing in agricultural, business, estate planning and real estate practice, all of which have applications to farms.

The Ohio Farm Bureau (OFB), located in New Philadelphia, and the Tuscarawas Valley Farmer's Market (TVFM) are organizations that actively engage with local communities using agriculture as the central theme of community interaction and development. OFB is a grassroots organization that works to support the food and farming communities of the state. OFB also works through county farm bureaus to advance agriculture through the discussion of current issues impacting agriculture and food production. Membership to OFB provides opportunities to become involved in community gardening projects, on-farm dinner fundraisers, farm tours, and local food experiences. Similarly, TVFM acts as an support framework for farmers, creating and facilitating a "producers only" farmer's market for the county and marketing/management assistance for local farmers.

According to TVFM’s statement of purpose it benefits local farmers by:

- Establishing a market where the vendor must be the author of the product that they represent. They cannot purchase and re-sell products at their tables that are not explicitly grown or produced by them. The exception to this is if they contract with individuals for a CSA share.
- Minimizing food travel distance to reach the consumer, reducing the impact of fossil fuels on the environment and our dependence on petroleum products.
- Promoting smaller, more diversified “Market Gardening” enterprises that enhance soil management, limit erosion, and ground/surface water pollution.
- Helping farmers retain 80-90% of the value of production efforts.
- Enhancing income potential and financial independence for local families.
- Maintaining a manageable Market scale to quickly identify the source of a food-borne illnesses.

CROP COMMODITY



LIVESTOCK COMMODITY





Agritourism:
Hale Farm
& Village in
Akron, OH.
The site
offers visitors
educational
and recreation
experiences
for all ages,
and also
makes use of
its beautiful
grounds and
facilities as an
event space
for weddings.



Agritourism:
MetroParks
Farm in
Canfield, OH.
This farm is a
working farm
that promotes
agriculture
through
educational
programs
and tours. In
addition to the
educational
component,
MetroParks
Farm offers
some
recreational
activities and
space rental.

Local Agritourism Foodshed

Tuscarawas County is actively developing an agritourism network, connecting agriculturally- based operations or activities that bring visitors to a farm or ranch. Agritourism includes a wide variety of activities, including buying produce directly from a farm stand, navigating a corn maze, picking fruit, feeding animals, or staying at a bed and breakfast (B&B) on a farm. The goals are to create a form of niche tourism leading to economic growth and promoting the local agricultural business/industry.

Agricultural Research



KENT STATE UNIVERSITY (KSU)

New Undergraduate Program

The Kent State University (KSU) Tuscarawas offers research-oriented, agribusiness undergraduate degrees through a collaboration with the Tuscarawas/Carroll county Executive Director's office of the USDA. The new program "focuses on technical aspects of modern agriculture/food systems; plant, animal and soil sciences; and marketing, sales and management techniques in production." This program prepares students for jobs in the agribusiness ecosystem, including management positions in agribusiness companies, agricultural commodity merchandising, finance/lending, real estate management/investment, international trade, entrepreneurship, agricultural production, relationship/sales management and food marketing/advertising.

Women in Agriculture Conferences

Two regional conferences were held in Tuscarawas County in 2014 to promote the participation of women in agriculture. The Northeast Ohio Women in Agriculture Conference was held in New Philadelphia in 2014 in partnership with KSU Tuscarawas Small Business Development Center. A special youth track was offered for young women in high school and college interested in learning more about agriculture. Annie's Project: Women in Agriculture Conference focused on topics of farm/financial management, developing goals, mission statements, management and asset transfer.



East Ohio Women in Agriculture Conference (2014)



OHIO STATE UNIVERSITY (OSU)

At the Ohio State University (OSU), the Crossroads Extension and Research program was started in 1914 to fulfill the land-grant mission. This program interprets and shares the research knowledge developed at the Ohio Agricultural R&D Center with local citizens and communities. The Extension system is the world's largest non-formal education system that "strengthens the lives and communities through research-based educational programming".

The Pesticide Applicator Recertification Program

This program certificate program offered by OSU Extension helps farmers wanting to apply restricted-use pesticides get licenses for their use, to ensure they are applied in a manner that protects the environment. 2014 evaluations by OSU indicated that 93% of participants have improved personal safety practices, 95% have taken environmental protection steps, 87% have improved pesticide handling and 91% have learned how to control pests on nearly 20,000 acres of land.

Diversifying Crops

This program has new free initiatives and programs for the residents of Tuscarawas County to encourage current farmers to consider growing new crops on their land. The Hop Production and Management Program provides free training in growing hops for home use or commercial sales with the latest recommended production and management practices. This program is a collaborative effort between OSU Extension and the Lockport Brewery.



Hop Production and Management



Conservation Programs in Agriculture

PARTNERSHIP-BASED PARTICIPATION

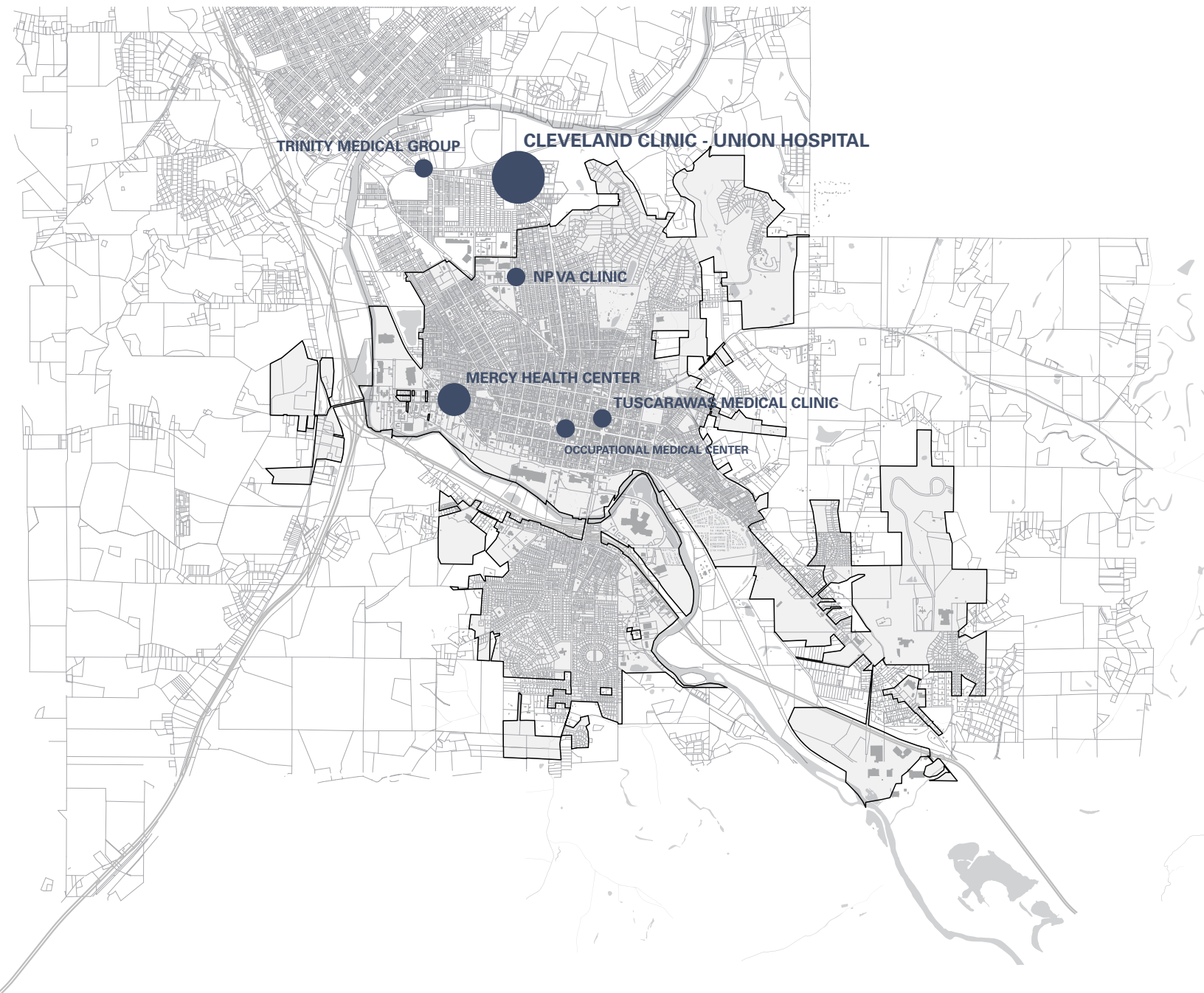
Tuscarawas County actively participates in conservation initiatives through state and federal programs that help protect the environment and benefit the agricultural economy of the county.

Between 2012 and 2015, Tuscarawas County collaborated with the National Resources Conservation Service (NRCS) to improve water quality and reduce sediment and nutrient load into the east branch South Fork Sugar Creek, allowing it to be removed from Ohio's 303(d) Impaired Waters List.

The Tuscarawas Soil and Water Conservation District (SWCD), assisted by the USDA, helps farmers to preserve and protect land with development of dry dams, waterways, cropping systems, contour strips, spring developments, diversions, filter strips, tile and surface drainage. Technical services such as manure nutrient management plans, environmentally sound options for manure storage, and feedlot runoff management are offered to the farmers through the Federal Cost Share Incentive Program.

TECHNICAL ASSISTANCE

Programs such as the Conservation Security Program (CSP), Environmental Quality Incentives Program (EQIP), Grassland Reserve Program (GRP), Wetlands Reserve Program (WRP), Wetland Reserve Enhancement Program (WREP), Wildlife Habitat Incentives Program (WHIP) and Grazing Lands Conservation Initiative (GLCI) are offered to assist farmers in implementing conservation practices on their land.



TRINITY MEDICAL GROUP

CLEVELAND CLINIC - UNION HOSPITAL

NP VA CLINIC

MERCY HEALTH CENTER

TUSCARAWAS MEDICAL CLINIC

OCCUPATIONAL MEDICAL CENTER

HEALTH- CARE

Healthcare Assessment

SERVICES

Hospitals deliver vital services to residents of New Philadelphia and Tuscarawas County. Healthcare institutions are the fastest growing job sector today, and they are expected to continue to grow. New Philadelphia and Dover areas have a concentration of healthcare with the highest amount of job growth in the county. While it serves as a potent employment center – and consequently has influence on surrounding neighborhoods – healthcare institutions also create a culture of wellness and foster sustainable improvements in communities to promote healthy life styles.

Most healthcare and social services are provided through private and non-profit organizations. The major healthcare institutions in New Philadelphia are the VA Outpatient Clinic and Mercy Health Center of Tuscarawas County. The largest healthcare facility is Union Hospital, located in Dover. Together, these facilities provide services for youth, seniors, and families in this region. The Cleveland Clinic has opened a family medical center on Garland Avenue SW in New Philadelphia as it continues to expand its services in both cities. The New Philadelphia VA Outpatient Clinic serves veteran patients to maintain a healthy and productive lifestyle. The Akron Children's medical center and Mercy Health Center of Tuscarawas County are located on West High Avenue by I-77, Exit 81 in the Lewis Center Regional Medical Park. It also serves New Philadelphia and surrounding communities as an important urgent care facility. Additionally, some medical services are offered for city residents through family physicians and other specialty doctors. The city is continuing to support efforts by the private and the non-profit sector to provide expanded health services in order to meet the needs of youth, families, seniors, and the disabled in the city.

HEALTH INSURANCE

12.4% W/O HEALTH INSURANCE <65yrs

87.6% PERSONS W/ HEALTH INSURANCE <65yrs

DISABILITY

11.4% W/ A DISABILITY, < 65 yrs

88.6% PERSONS W/O DISABILITY, <65 yrs



Mercy Health Center offers many rehabilitation therapy services and STATCARE emergency services to the New Philadelphia area.



Union Hospital was recently taken over by Cleveland Clinic to provide a wide array of hospital services for the greater New Philadelphia area.

SUPPORTING COMMERCIAL DEVELOPMENTS

Healthcare is projected to be the city's leading job growth sector in 2030. The continued growth and expansion of the health services industry is a vital part of New Philadelphia's long-term economic development. However, the market is underdeveloped, and this region needs not only more businesses but also marketing of the community as a place to shop as the county's healthcare destination. The city needs to develop consistent development standards for medical facility zones to increase medical visitors while avoiding tension between large institutions and communities. Healthcare development is an untapped market for the city's commercial development, and the city should capitalize on the fact that the nearby Cleveland Clinic Union Hospital medical campus is expanding.

NP M/VP 2030 recommends the downtown revitalization vision include encouraging the neighboring medical center, medical institutions, retirement homes, hotel, doctor's offices, and other related facilities, to build future facilities in the city's main corridor. This will prevent incursion into residential areas. The city should also partner with Union Hospital, VA Outpatient Clinic, and Mercy Hospital to develop a plan for improving access to parks and recreational spaces for hospital visitors. The vision also provides a connection across public and private properties between KSU and the Union Hospital medical campus via a riverside trail. Medical facilities will benefit from a consistent base of patients and find it easier to attract the best doctors, nurses and technicians with an integrated development process. NP M/VP 2030 encourages the growth of healthcare institutions, while mitigating the impacts of that growth on the livability of surrounding neighborhoods.

RECOMMENDATIONS

- **Improve linkages between hospitals and educational institutions and technology-based businesses.**
- **Collaborate with public health centers, private hospitals, and community health clinics to maximize access to healthcare coverage for preventive care, behavioral health, and long-term care.**
- **Promote collaborative benefits for hospitals and communities and enhance the living and working environments for hospital employees.**
- **Encourage a greater mix and concentration of uses (such as retail and services to serve hospital employees and residents of senior housing) to reduce automobile reliance/use.**
- **Support efforts of hospital and nonprofit agencies working to increase mental health services in the local network.**



Providence Mount St. Vincent is a senior care facility with an intergenerational learning center, where residents and staff share the facility with children ages zero to five.



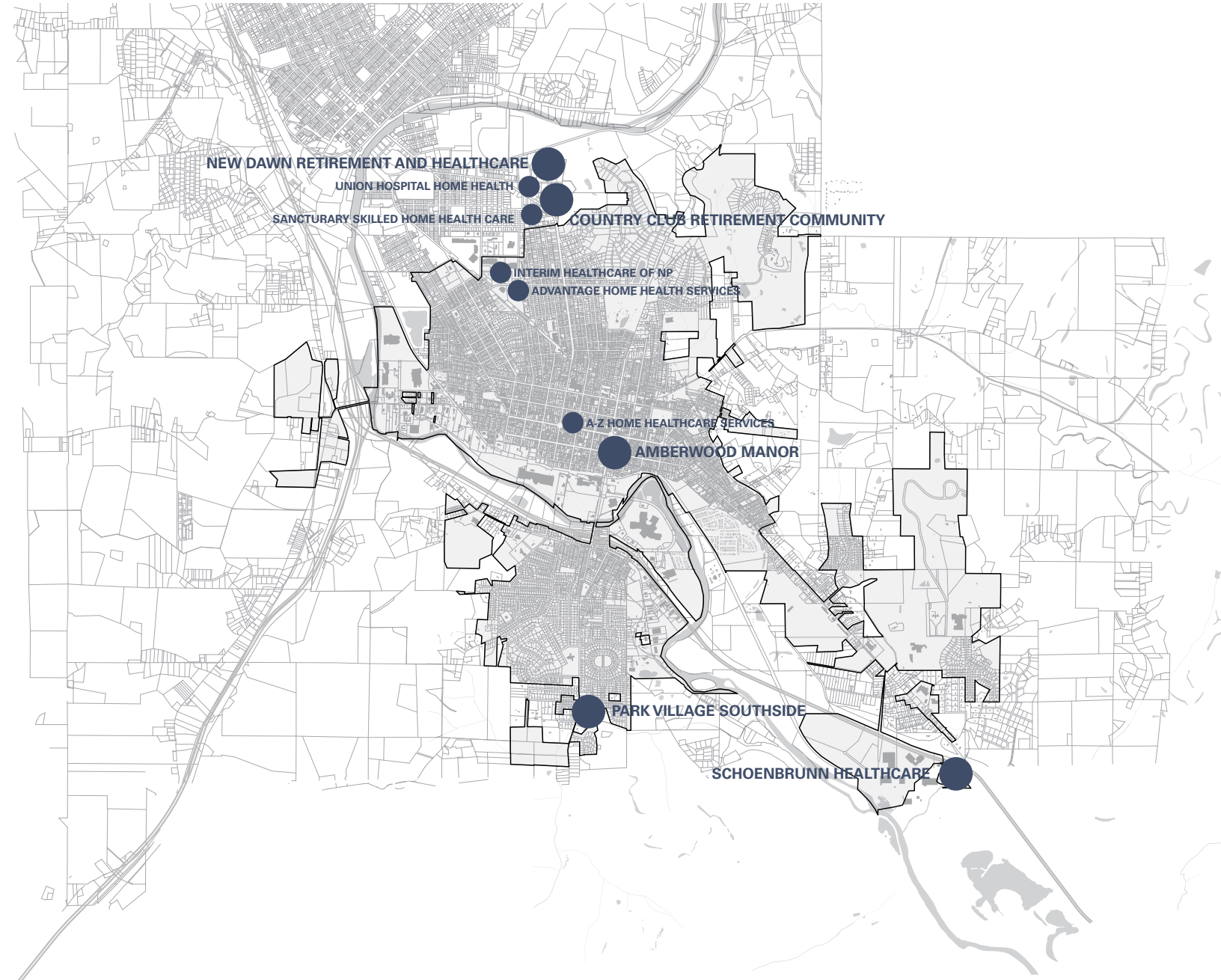
Schoenbrunn Healthcare

Senior Care & Urban Design

The senior population will continue to grow as the baby boomer generation ages. Existing residents are aging and more people are moving to the community as a retirement destination. As the senior population grows, services should be updated to accommodate the changing population, which has different housing needs and preferences, mobility challenges, and a need for access to medical care and other services. This population is also especially sensitive to the affordability of goods and services, due to fixed incomes. The city needs to significantly expand senior services and senior housing in coming years within the built environment. The current and future need for affordable senior housing far exceeds the current and projected availability of such housing. Demands of long-term care facilities, nursing homes, and skilled nursing homes are on the rise. NP M/VP 2030 aims incorporate the aging community trends into development downtown through infill development, the medical district, and nearby residential neighborhoods.

RECOMMENDATIONS

- **Promote New Philadelphia as a vibrant, senior-friendly community encouraging senior-oriented development.**
- **Increase awareness of senior adult programs, services, and volunteer opportunities through outreach programs.**
- **Improve and increase health, housing, recreation, transportation, and volunteer services to meet the needs of a growing senior adult population.**
- **Support the local and regional service network among private and public agencies to improve access to services and quality of life for senior adults.**
- **Support multi-generational housing developments.**



7: **ARTS &** **CULTURE**



ARTS

CULTURAL ECONOMY

Arts and Culture enhances economic development within a community, increasing employment; tax revenues due to increased property values; and local spending through tourism. New Philadelphia has several attractions that support a cultural economy. It is a home not only for performing arts venues, but also spaces to exhibit the work of local visual artists. Providing cultural entertainment and personal enjoyment are key components in developing the city into a leading cultural attraction in the region.

The Performing Arts Center is located on the campus of KSU-Tusc and shares close proximity to OH-250. Its performances include the Tuscarawas Philharmonic and musical productions. Nearby, Schoenbrunn Amphitheater brings history to life on the stage of the 1,400 seat outdoor amphitheater. Trumpet in the Land is Ohio's premier and longest running outdoor theater production. The recently expanded Tuscarawas County Center for the Arts offers artistic cultural enrichment for city and county residents at the south edge city limits by the Tuscarawas River. The facility offers new gallery spaces for local artists and as well as organizing art events and art classes for kids and adults.

The local community art organization The Ezekiel Project offers a venue for local artists and serves as a source of employment to cultivate a socially and environmentally responsive community. It is headquartered in downtown. The Ezekiel Project is an arts and faith endeavor that seeks to support people recovering from drug abuse. It operates a screen-printing shop and also a recording studio for podcasts and local musicians. In addition to visual arts, it is also a frequent concert venue for local and out-of-state bands.

Arts and creative industries, through cultural tourism, engage local hospitality services like restaurants, bars, and hotels. NP M/VP 2030 recommends the city expand the support of arts and culture organizations and facilities.

RECOMMENDATIONS

- **Support for existing performing venues for local and national visitor events.**
- **Improve citywide hospitality and visitor facilities, services, and signage.**
- **Plan development of hotel and lodging market to support the existing attractions.**
- **Facilitate public visitor center and public restrooms.**
- **Support art and cultural programs and organizations.**
- **Evaluate appropriate sites for future expansion and development of cultural facilities.**



Mural in Over The Rhine, Cincinnati - made possible by funding from ArtsWave, the nation's first and largest community campaign for the arts. Through a large network of donors, Artswave supports 100+ arts and community organizations with the goal of making vibrant and enjoyable urban environments.



Public art located at Harry Clever Field (KPHD).

PUBLIC ART

Public art, signage, and exhibits are important tools to convey the city's identity visually, and more easily create lasting memories for residents and visitors. They enhance the public realm, contributing to a sense of place and fostering local pride. Public art also facilitates opportunities for social interaction and promotes the image of the city locally, regionally, and nationally. Local arts organization like The Ezekiel Project help to empower communities to organize for collective actions. Well-designed signage as another form of art also plays an important role beautifying spaces. Along with efforts to reduce, litter, graffiti and blight, public art is a tool that enhances the environment. Moreover, it is a placemaking tool that helps create landmarks, providing a sense of physical orientation.

RECOMMENDATIONS

- **Create a public art funding source that includes a budget for continued maintenance.**
- **Create guidelines for appropriate public art.**
- **Create venues for local artists to display their works within city parks.**
- **Strategize aesthetic object installations in the cityscape, such as sculptural public art, interactive public art, functional public art, and murals.**
- **Attract and retain creative , entrepreneurial talent in the community.**
- **Promote a unique cultural identity through arts and cultural experiences.**
- **Use art as a mechanism to connect people from diverse backgrounds and statuses.**

CASE STUDY: “THE RISE OF THE RURAL MILLENNIAL”

Rural America is experiencing a slow but noticeable return to the spotlight as a permanent living choice for some millennials. Urban life offers tremendous living and career opportunities but is frequently accompanied by a unsustainable fast-paced lifestyle. The renewed interest in rural life is facilitated by popular ideas such as mental wellbeing and community creation. Many of these new communities begin near colleges and urban centers that have a steady flow of young professionals that see the potential of slowed-down living.

The millennial communities that are being established in rural settings involve some interaction with an arts and culture scene. In some cases like Marfa, TX, the arts scene attracted millennials to the town. Likewise, in North Adams, MA, a grassroots arts scene grew the art and design community and attracted young creative professionals coming from nearby urban centers.



15 Untitled Works in Concrete
Donald Judd - Marfa, TX

MILLENNIALS AND ART

Millennials are a vital part of the workforce and, as future homeowners, drive the city's growth, investment, and real estate development. They have shown high proclivity to support the arts in these communities. However, millennials tend to migrate to urban population centers. For New Philadelphia, this means a loss of younger people leading to an increased average age population. Arts and culture is a possible approach to attract millennials in this market. An Americans for the Arts survey found that 52% of millennials consider the arts important to their relocation decisions; this is higher than the three previous generations. Additionally, 70% of millennials participate in the arts. Therefore, outreach to the millennial generation should be a driver in cultivating a sophisticated arts community in New Philadelphia.

RECOMMENDATIONS

- **Maintain high-speed broadband system to attract and retain millennials.**
- **Develop plans for public open space and hang-out spots, coffee shops, micro-breweries, and similar locations.**
- **Create entrepreneurship opportunities to set up a small business environment in communities.**
- **Develop affordable housing options for millennials settlers.**

URBAN DESIGN GUIDELINE

NP M/VP 2030 recommends to preserving neighborhood character by applying standards such as the City Design Standards and Historic Design Guidelines. Design guidelines strengthen district and neighborhood identities for both residential and non-residential areas. They improve the relationship of buildings to one another, to open spaces, and to the public realm. Despite of the deep history of the city development, New Philadelphia lacks a clear identity. Design guidelines can help remedy this.

Preservation of the historic portion of the community can be achieved through renovation and adaptive reuse of buildings. The city currently does not have guidelines for development of historic sites and buildings. Historic guidelines help to preserve buildings with appreciated and respected form for progeny. Historic Design Guidelines are also an educational tool for the public and private property owners on terminology, architectural styles, historically accurate treatments, and the related yet divergent practices of preservation, restoration, and rehabilitation. City design standards aim to ensure proper visual and land use transitions and emphasize a harmonious building and site interface. The standards can also be used for streetscape treatments. Design standards also involve modifying elements of the natural environment, in addition to the built environment. It influences not only built structures, but also the quality of spaces between buildings and open spaces within the developed areas of the city to contribute to a vibrant and inviting public realm for all to enjoy.

RECOMMENDATIONS

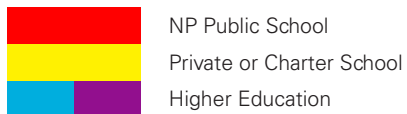
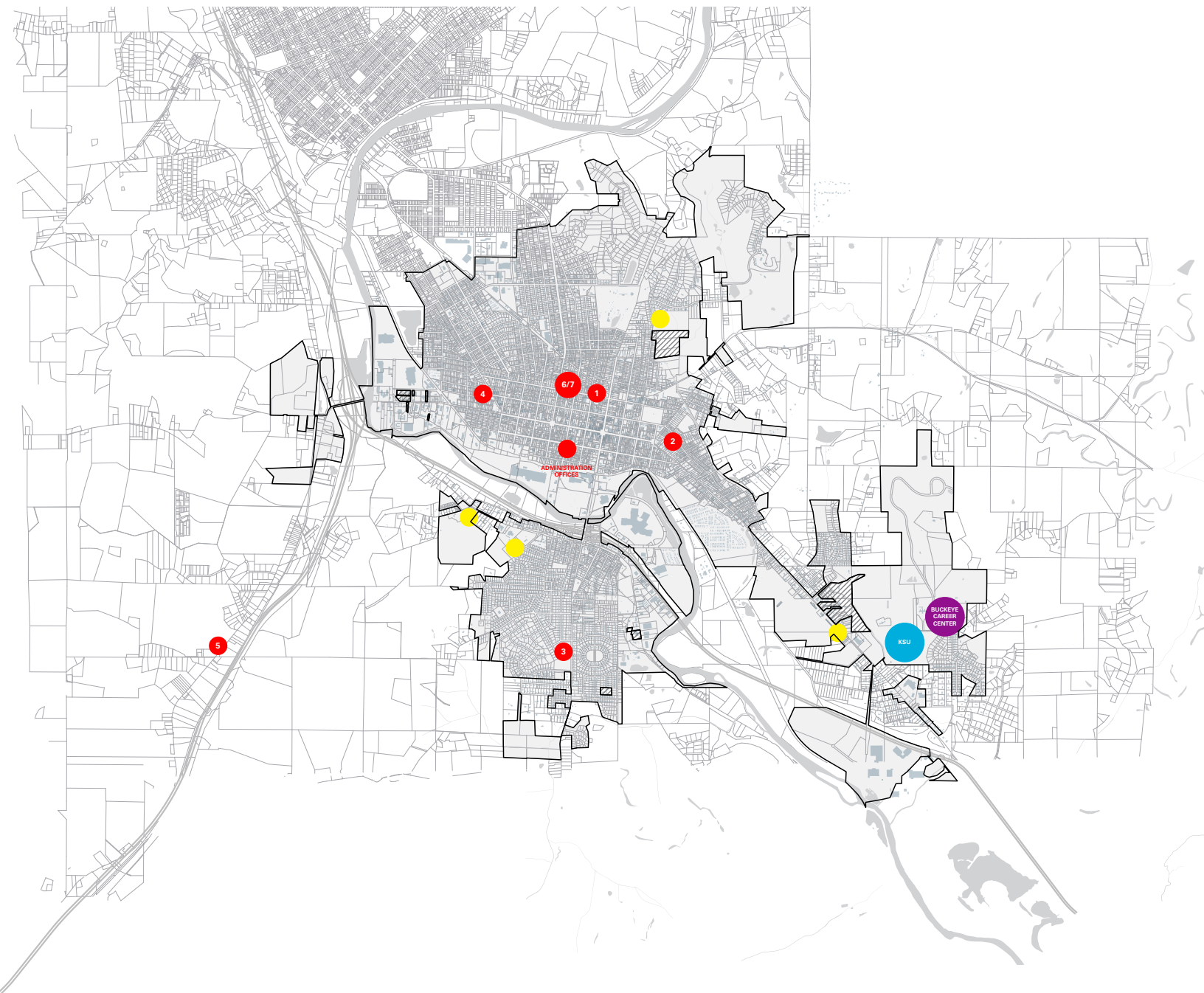
- **Create citywide design standards for landscape, signage, and advertising.**
- **Promote streetscapes that enhance the economic vitality and visual quality of commercial corridors.**
- **Support the circulation networks, and support pedestrian-scale streets and patterns of activity.**
- **Coordinate with local utility providers to identify priority areas for undergrounding or relocation of overhead electrical and telephone/cable wires to promote a more visually pleasing neighborhoods.**
- **Preserve the historic downtown identity with historic design guidelines.**
- **Utilize public art to enhance public spaces throughout the city.**
- **Promote sustainable design through incentives.**

Outside Gallery attracts groups of "rural millenials" during exhibitions at their storefront in downtown North Adams, MA. The gallery is free to the public and focuses on showcasing early- and mid-career artists, designers, and makers.



CliftonFest is an annual arts and music festival held in the Clifton neighborhood of Cincinnati, dedicated to showcasing local arts, crafts, trade, and music. It attracts a wide variety of visitors and helps raise awareness of local shops and restaurants.





EDUCATION

EDUCATION

Communities and schools are strongly tied together. Not only do schools need families and communities that are involved in the education system, but also communities need schools that serve as centers of neighborhoods. In the past New Philadelphia was a leader in education; the New Philadelphia City School District was established in 1808, as the first school district in Ohio. Currently, the district serves an area of 72 square miles and operates under a locally-elected school board, providing educational services as required by state and federal guidelines. There are 7 instructional buildings (five elementaries, one middle school, and one high school) serving 3,286 students and employing 375 workers. Beginning in their junior years, students at New Philadelphia High School can choose to take college-level classes at Kent State-Tuscarawas or learn a vocational skill at Buckeye Career Center.

The New Philadelphia School District

PRIMARY SCHOOLS

1. Central Elementary (Public K-5)
2. East Elementary (Public Pre-K, K-5)
3. South Elementary (Public Pre-K, K-5)
4. West Elementary (Public Pre-K, K-5)
5. York Elementary (Public K-5)

INTERMEDIATE AND HIGH SCHOOLS

6. Welty Middle School (Public 6-8)
7. New Philadelphia High School (Public 9-12)



New Philadelphia School District.



District office building, located on 248 Front Ave.

OVERCROWDING

New Philadelphia City Schools currently suffer from overcrowding. Non-educational spaces such as auditoriums, locker rooms, storage areas, end-of-hallways, and any extra space have been converted to accommodate educational needs. Over the last decade, the school board has purchased additional modular building units in an attempt to temporarily ease the enrollment increase. Nine modular units have been purchased for the schools to provide additional education space and displaced facilities such as the library and general storage space. Despite these conditions the superintendent reports no decrease in education quality or teacher/student morale and commends the teachers and faculty for adapting so well to these adverse conditions. Four out of the five elementary schools face overcrowding issues, however the middle school and high school do not. The school board is actively trying to engage the community in each step of creating the future educational system. The state of Ohio is prepared to cover 55% of costs for whatever plan of action the school board takes. The three primary options being evaluated are building a new school, renovating existing buildings to meet compliance, and/or purchasing more modular units. One option is to do nothing, however the current school buildings need maintenance its HVAC system and roof. In addition, renovations are required to increase security with the primary issue being controlling points of access to the school.

SCHOOL DISTRICT MASTER PLAN

In 2018, New Philadelphia the Board of Education hired an architectural firm to strategize the expansion of the school facilities and development of citywide school facility master planning. The facility master plan envisions the school district future over next 50 years. The continued growth and expansion of the city education system is a vital part of New Philadelphia's citywide economic development. NP M/VP 2030 recognizes the importance of coordinating with school facility master planning to encourage citywide economic development.

ADAPTIVE REUSE OF EXISTING SCHOOL FACILITIES

The New Philadelphia School District has signaled a need for consolidation of their plant. Thus, existing, aging school buildings will potentially be vacated. There are intrinsic benefits to repurposing these buildings, as neighborhood icons and vehicles for investment in the community. The existing school buildings can accommodate a mix of residences and neighborhood-oriented commercial uses, daycare centers, or low-intensity, creative industrial uses. NP V/MP 2030 encourages the development of long-term strategies to reinforce each community's unique features in the built environment.

Catalog of Existing School Buildings



Central School (demolished)



West School (demolished)



East School (demolished)



South Side School (demolished)



South School (demolished)



South Elementary (1974; existing)



Central Elementary (1941; existing)



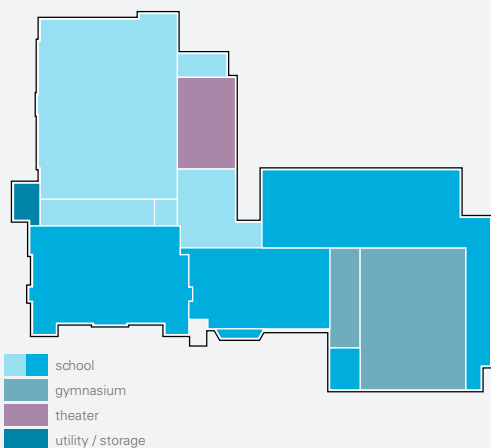
West Elementary (1957; existing)



East Elementary (1954; existing)

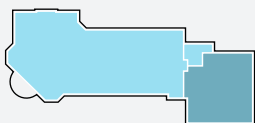


District Office (1920; existing - previously Front St. Elementary)



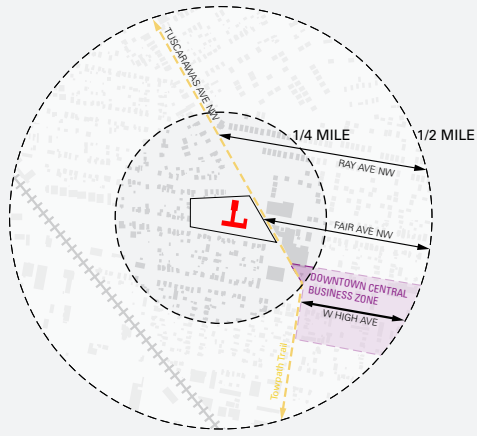
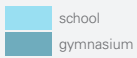
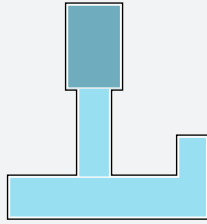
NEW PHILADELPHIA HIGH SCHOOL + WELTY MIDDLE SCHOOL

Address	343 NW Ray Ave
Year Built	1913 / 1941 / 1993 (renovation)
Lot Acreage	3.36
Building Footprint	48,441 SF
Stories	3
Zoning	R
Within City Limits	Yes
Amenities	Gymnasium
Condition	Good



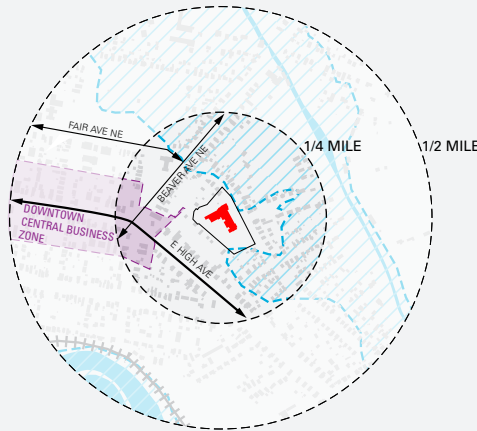
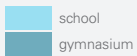
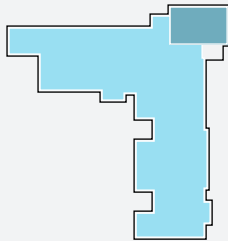
CENTRAL ELEMENTARY SCHOOL

Address	145 NW Ray Ave
Year Built	1941
Lot Acreage	1.94
Building Footprint	16,945 SF
Stories	2
Zoning	B1
Within City Limits	Yes
Amenities	Gymnasium
Condition	Average



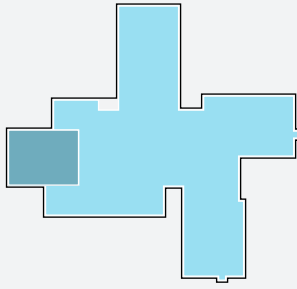
WEST ELEMENTARY SCHOOL

Address	232 NW Tuscarawas Ave
Year Built	1957
Lot Acreage	3.884
Building Footprint	16,158 SF
Stories	2
Zoning	R
Within City Limits	Yes
Amenities	Gymnasium
Condition	Average

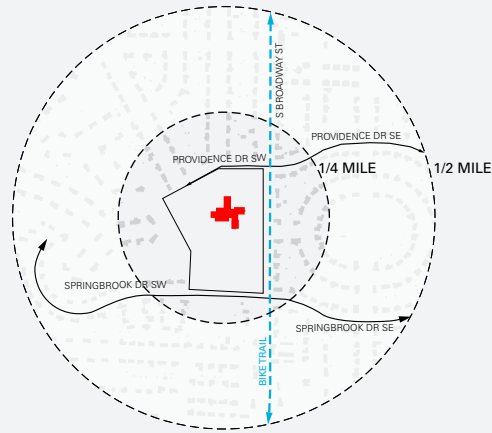


EAST ELEMENTARY SCHOOL

Address	470 NE Fair Ave
Year Built	1952
Lot Acreage	1.19
Building Footprint	22,451 SF
Stories	1
Zoning	R
Within City Limits	Yes
Amenities	Gymnasium
Condition	Average



■ school
■ gymnasium

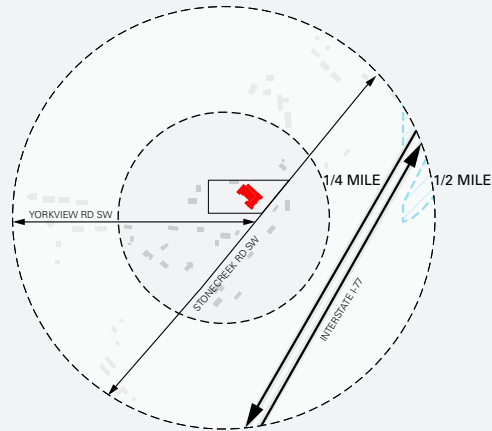


SOUTH ELEMENTARY SCHOOL

Address 132 SW Providence Ave
Year Built 1974
Lot Acreage 9.657
Building Footprint 35,826 SF
Stories 1
Zoning R
Within City Limits Yes
Amenities Gymnasium
Condition Good

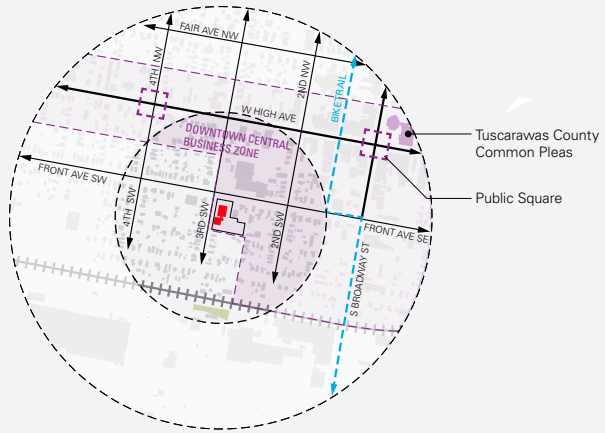
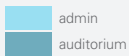


■ school
■ gymnasium



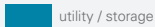
YORK ELEMENTARY SCHOOL

Address 938 SW Stonecreek Rd
Year Built 1941, 1951
Lot Acreage 3.0
Building Footprint 17,112 SF
Stories 1
Zoning -
Within City Limits No
Amenities Gymnasium
Condition Average



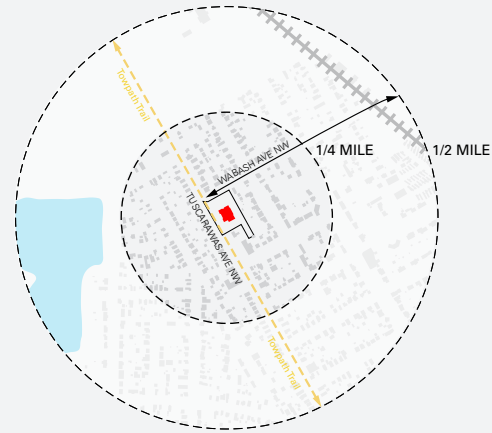
DISTRICT OFFICE

Address	248 SW Front Ave
Year Built	1920, 1958
Lot Acreage	1.2
Building Footprint	9,641 SF
Stories	3
Zoning	R
Within City Limits	Yes
Amenities	Auditorium
Condition	Average



OLD SOUTH

Address	915 S Broadway St
Year Built	1959, 1978
Lot Acreage	2.4
Building Footprint	3,792 SF
Stories	1
Zoning	R
Within City Limits	Yes
Amenities	-
Condition	Poor, Fair



school
 gymnasium

935 TUSCARAWAS AVE

Address	935 Tuscarawas Ave
Year Built	1913, 1957
Lot Acreage	1.7
Building Footprint	8,906 SF
Stories	3
Zoning	R
Within City Limits	Yes
Amenities	Gymnasium
Condition	Average

RECOMMENDATIONS

- **Coordinate with facility master planning for citywide economic development.**
- **Encourage higher education institutions to create neighborhood partnerships for improvement of K-12 schools system.**
- **Develop a cooperative relationship with public schools.**
- **Preserve the identity of historic school buildings.**
- **Promote adaptive reuse of the existing school buildings for creative community development; many New Philadelphia school buildings are worth preserving for future generations.**

Higher Education

New Philadelphia contains a comprehensive education system beginning in pre-k and finishing in a technical or collegiate degree. The success of this system has not only produced high levels of college graduates and technical trained individuals, but has also benefited city economic growth. Kent State University at Tuscarawas and Buckeye Career Center serve as city employment and education hubs and consequently have tremendous influence on the surrounding neighborhoods. Moreover, physical campus development has long-lasting effects on neighborhood character.

According to National Center for Education Statistics, in 2015 universities in New Philadelphia, OH awarded 466 degrees. The student population of New Philadelphia is skewed toward females, with 192 male students and 274 female students. Student ethnicity is predominantly white (443, 95.1%). Among those with a college degree in New Philadelphia, the majority graduated from Kent State University at Tuscarawas (381, 81.8%).

One of NP M/VP 2030's aims is to reinforce the relationship between the community and higher education institutions within the city. The plan will ensure that institutions engage surrounding communities, while still encouraging economic growth. The collaboration can produce great benefits for communities and enhance the living and working environments for city residents, students and employees of the institutions.

BUCKEYE CAREER CENTER (BCC)

The Buckeye Career Center provides:

- technical training for both high school students and high school graduates
- full-time enrollment degree programs that cover a range of fields including medical, mechanical, construction, technology, cosmetology, and many more
- part-time enrollment classes offered to the community on a more special interest and hobby basis, rather than working toward a degree

KENT STATE UNIVERSITY TUSCARAWAS (KSU)

Kent State University's regional campus in Tuscarawas County has a current enrollment of 2,131 students (average student age of 25) and offers many collegiate programs covering a broad range of majors:

- Agribusiness
- Business Management
- Communication Studies
- Criminology and Justice Studies
- Early Childhood Education
- Engineering Technology
- English
- Integrative Studies
- Information Technology
- Nursing
- Office Technology
- Psychology
- Technical and Applied Studies
- Veterinary Studies

This campus is exclusively a commuter school with no offering of on-campus housing. The campus also contains the KSU Performing arts center which provides the community with a wide variety of entertainment.

RECOMMENDATIONS

- **Support institutional development and expansion to engage with the citywide vision.**
- **Support campus expansion plans for both higher education institutions.**
- **Encourage greater cooperation between the city and institutions.**
- **Encourage higher education institutions to create neighborhood partnerships for the improvement of K-12 schools, public safety, neighborhood amenities, and housing.**
- **Develop an educational hub, inclusive of higher education institutions and a new middle school-high school.**





RELIGION

RELIGION

Cultural resources are the collective evidence of the past activities and accomplishments of people and history. The historic significance of religious buildings has an impact on community development, and they still serve as both social and spiritual centers in city. Since the Village of Schoenbrunn was established in 1772, the role of the spiritual spaces have always played an integral role in the development of the city.

The dominant religious institution in New Philadelphia is Christianity. Based on demographic information, the overwhelming ethnic majority of residents are a white population, which has been historically tied to Christianity of various denominations. There is also a population that subscribes to the teachings of The Church of Jesus Christ of Latter Day Saints. Apart from temples for these groups, there are no built mosques, synagogues, or other religious institutions in New Philadelphia. The majority of historical churches are located in the downtown area. The city needs to develop strategies to to properly preserve the historical identity of New Philadelphia. New Philadelphia churches are traditional resources that are important for maintaining the cultural traditions and the identity of the city.

RECOMMENDATIONS

- **Support the historic value of churches to enhance, maintain, and preserve these structures.**
- **Promote churches that enhance cultural, aesthetic, and social values in the city and, in turn, spur economic development.**
- **Utilize churches for their educational value as superior architectural works that preserve city's built assets.**

Catalog of Churches in New Philadelphia

ORIGINAL PLAT OF LAND

1. Otterbein United Methodist Church (1959)
2. Sacred Heart Catholic Church (1927)
3. New Philadelphia First Church of the Nazarene (1970)
4. First Presbyterian Church (1922)
5. Emmanuel Lutheran Church (1955)
6. Legacy Church (1962)
7. First United Methodist Church (1914)
8. First United Church of Christ (1933)
9. First Christian Church (1975)
10. Trinity Episcopal Church (1877)

SOUTH OF RIVER

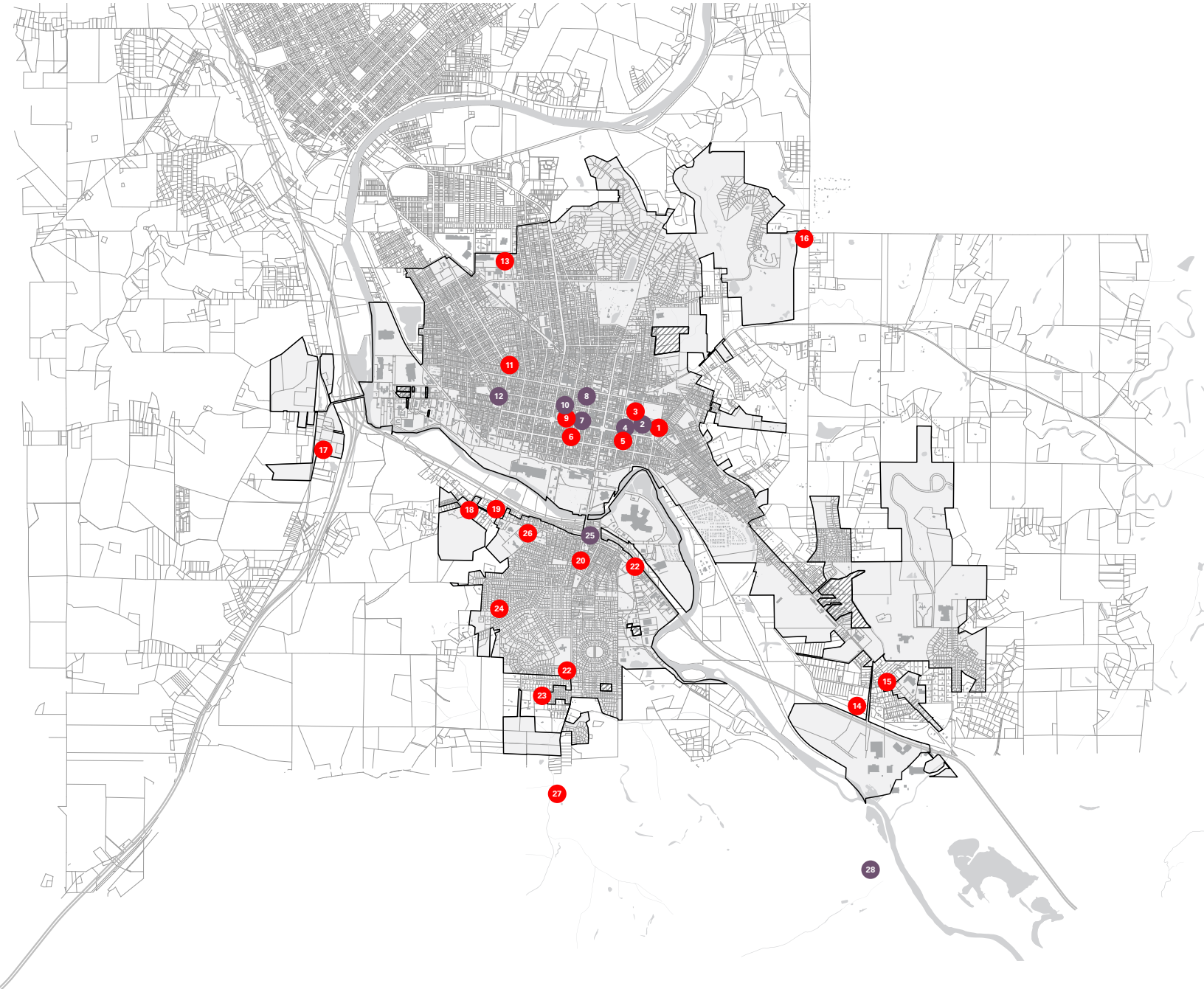
17. The Authentic Church (1963 - building)
18. First Baptist Church (1987)
19. Church of Christ (1973)
20. Broadway United Methodist Church (1984)
21. Lifeway Church (1979)
22. Emmanuel Church (1956)
23. Seventh Day Adventist Church (1979)
24. The Church of Jesus Christ of the Latter Day Saints (1985)
25. Faith Cathedral (1905)
26. Community of Christ (1964)

NORTH OF RIVER OUTSIDE ORIGINAL PLAT OF LAND

11. The Potter's House Christian Fellowship Church of Christ (f. 2011)
12. First Church of the Brethren (1921)
13. Bible Baptist Church of Dover (1973 - building)
14. Christian Lighthouse Apostolic Church (2008)
15. Schoenbrunn Moravian Church (1954)
16. Faith Christian Church (2009)

SOUTH OF RIVER OUTSIDE CITY LIMITS

27. Calvary Baptist Church (1990)
28. Goshen Community Church of the Nazarene (1920)



8:
**CITYWIDE
& DISTRICT
VISIONS**

Caption



CULTURAL ECONOMY

Arts and Culture enhances economic development within a community benefitting employment, increased tax revenues due to increased property values, and local spending. New Philadelphia, one of only cities in Tuscarawas County, has several attractions that support a cultural economy. New Philadelphia houses venues not only for the performing arts, but also for exhibit work of local visual artists. Providing cultural entertainment and personal enjoyment are key components to develop the city into a leading cultural economic sector in this region. The Performing Arts Center located on the campus of KSU and shares close proximity to OH-250. Its performances include the Tuscarawas Philharmonic and musical productions.

Caption

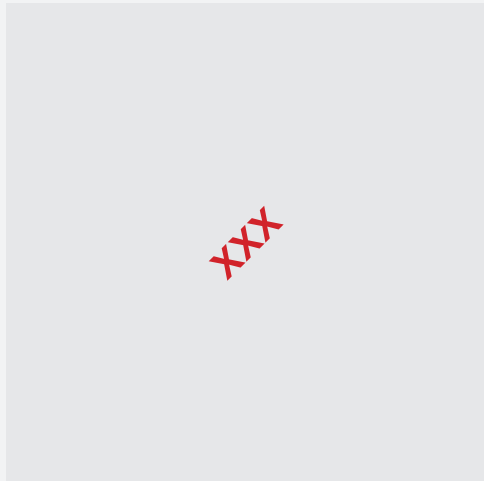
Trumpet in the Land is Ohio's premier and longest running outdoor theater production. The theater in the Schoenbrunn Amphitheater re-creates the epic history to life on the stage of the 1,400 seat outdoor amphitheater. The recently expanded Tuscarawas County Center for the Arts offers artistic cultural enrichment for city and county residents at the south edge city limits in industrial land by Tuscarawas River. The facility offers new gallery spaces for local artists and as well as organizing art events and art classes for kids and adults.

The local community art organization, the Ezekiel project, offers a venue for local artists and serves as a source of employment to cultivate a socially and environmentally responsive community. It is headquartered in downtown, the central business district. The Ezekiel Project is an arts and faith endeavor that seeks to restore people recovering from drug abuse. It operates primarily as a screen-printing shop. In addition to visual arts, it is also a frequent concert venue for local and out-of-state bands.

Arts and creative industries engage local hospitality services like restaurants, bars, and hotels, to promote cultural tourism and the hospitality market. NP M/VP 2030 recommends to provide adequate resources and funding to the cultural facilities and programming and expand the support to arts and culture organizations.

RECOMMENDATIONS

- Support for the existing performing venues for local and national visitor events.
- Improve citywide hospitality and visitor facilities, services, and signage.
- Plan development of hotel and lodging market to support the existing attractions.
- Facilitate public visitor center and public restrooms.
- Support art and cultural programs and organizations.
- Evaluate appropriate sites for future expansion and development of cultural facilities.



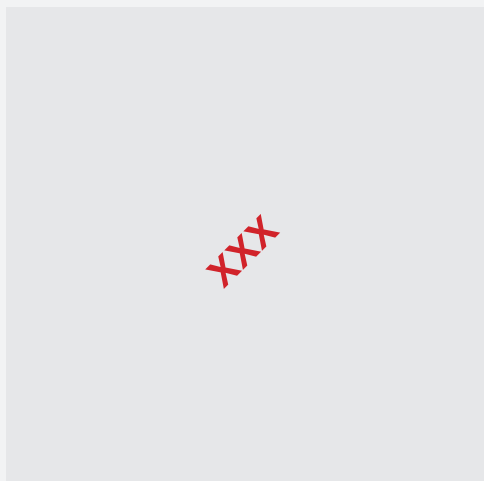
Caption

PUBLIC ART

Public art, signage, and exhibits are important tools to convey the city’s identity visually, and more easily create lasting memories for residents and visitors. They enhance the public realm and contribute to a sense of place and fosters local pride. Public art also facilitates opportunities for social interaction and promotes the image of the city locally, regionally, and nationally. Local arts organization like The Ezekiel Project helps to empower communities to organize for collective actions to mobilize the public to improve civic life and promote diversity. Well-designed signage also plays leading roles in beautifying these spaces. Streets and corridors along railroads and highways must be free of litter, graffiti and blight. Public art is a place-making tool to create landmarks, provide a sense of physical orientation to enhance environment and transform landscape.

RECOMMENDATIONS

- Create public art funding source to dedicate for maintenance.
- Create guidelines for appropriate public art.
- Create venues for local artists to display their works within city parks.
- Strategize aesthetic object installations in cityscape, such as sculptural public art, interactive public art, functional public art, and mural.
- Attract and retain good creative and entrepreneurial talent in the community.
- Promote unique cultural identity through arts and cultural experiences.
- Use art as a mechanism to connect people from diverse backgrounds and statuses.



Caption



Caption

MILLENNIALS AND ART

Millennials are a vital part of the workforce and future homeowners to drive the city’s growth, investment, and real estate development and have shown a high proclivity to support the arts in this communities. However, millennials tend to migrate into urban population centers. For New Philadelphia, this means experiencing a loss of younger people which has led to the trend to increase the average age population. Arts and culture is a possible approach to attract millennials in this market. An Americans for the Arts survey found that 52% of millennials consider the arts important to their relocation decisions; this is higher than the three previous generations. Additionally, 70% of millennials participate in the arts. The millennial generation would be a key factor to establish sophisticated art and culture in the communities.

RECOMMENDATIONS

- Maintain high-speed broadband system to attract and retain millennials.
- Develop plans for public open space and hang-out spots, coffee shops, micro-breweries, and similar locations.
- Create entrepreneurship opportunities to set up a small business environment in communities.
- Develop affordable housing options for millennials settlers.

URBAN DESIGN GUIDELINE

NP M/VP 2030 recommends to preserve neighborhood character through applying standards such as the City Design Standards and Historic Design Guidelines. Design guideline and standard form hierarchy to strengthen district and neighborhood identities for both residential and non-residential areas. They will improve the relationship of buildings to one another, to open spaces, and to the public realm.

Despite of the deep history of the city development, New Philadelphia lacks a clear identity and the existence. Preservation of the historic portion of the community will be achieved through renovation and adaptive reuse of buildings. However, the city currently does not have guidelines for new development for historic sites and buildings. Historic guidelines help to preserve buildings with appreciated and respected form for generation after generation. Historic Design Guidelines are also an educational tool for public and private property owners on terminology, architectural styles, historically accurate treatments, and the difference between preservation, restoration, and rehabilitation. City Design Standards aim to ensure proper visual and land use transitions and emphasizes a harmonious building and site interface. The standards can also be used for streetscape treatments as transitional elements between commercial and residential areas in the existing urban fabric. Design standards also involve modifying elements of the natural environment as well as the built environment. It influences not only built structures, but also the quality of spaces between buildings and open spaces within the developed areas of the city to contribute to a vibrant and inviting public realm for all to enjoy.

XXX

RECOMMENDATIONS

- Create the citywide design standards for landscape, signage, and advertising.
- Promote streetscapes that enhance the economic vitality and visual quality of commercial corridors.
- Support the circulation networks, and support pedestrian-scale streets and patterns of activity.
- Coordinate with local utility providers to identify priority areas for undergrounding or relocation of overhead electrical and telephone/cable wires to promote more visually pleasing neighborhoods.
- Preserve historic downtown identity with historic design guideline.
- Utilize public art to enhance public spaces throughout the city.
- Promote sustainable design and through incentives.

8:

**EXECUTIVE
SUMMARY**

EXECUTIVE SUMMARY

Key Observation

SIX PLANNING POLICIES

NP M/VP 2030 Base Line Organization (BLO) are laid out on a broad citywide scale as a framework for growth and development of the city over the next ten years. BLO as Volume 01 identified goals and objectives of each planning assets, followed by a series of recommendation to support those statements. The chart on the following page represents the key objectives to guide future decision-making

processes, additional planning, moving forward with focus area design studies, and evaluating progress. The recommendations outlined in the assets will be used as a tool for setting city priorities and reliant on further review by the city committees and more detailed follow-upon design studies to develop in NP M/VP 2030 Volume 02 as the future visions and implementation strategies.

DESIGN OBSERVATION

This chapter summarize the first phase of NP M/VP 2030 to represents a shared commitment to city growth, urban design excellence, fiscal responsibility, economic benefit and prosperity and serve as direction for next phase of this mater planning process. BLO believes there are several fundamental design observations as described below:

- *Re-establish the river as a primary source of activity, recreation, and pride.*
- *Re-establish a vibrant and unique downtown business district.*
- *Develop new housing types within the downtown area targeted to young families.*
- *Provide senior and assisted living, along with student housing within the downtown core/ create extensive walkability.*
- *Consolidate education facilities. "HUB.EDU"*
- *Infuse the city with art / culture.*
- *Celebrate all religious institutions.*
- *Repair and redevelop existing city entries,*
- *Expand connectivity. Develop infrastructure.*
- *Think ecology! Think sustainability!*

HERITAGE

HISTORY
VALUE & RESPECT



Reevaluate historic assessments and achieve excellence in the design and quality of built environment.

- Historical Beauty & Aesthetic Values
- City Identity & Creative Spirit

NATURAL NETWORKS

PRESERVE
MANAGE



Preserves and renews natural open resources and increase equitable access to its historic environment.

- Original Natural Beauty of New Philadelphia
- Recreational Environment & Green Space Development
- Sustainable & Net Positive Energy City Development

PHYSICAL NETWORKS

EVALUATE
IMPROVE



Provide a high level of reliability and safety transportation system and enhance economical connection from the region to county by network improvement.

- Physical Network Enhancement
- Daily Access & Transit Improvement
- Economic City/County Network Establishment

ZONING & LAND USE

EVALUATE
ENHANCE



Manage and reduce vacancy to support city land uses and Capitalize on existing land assets for continued growth and development.

- Underutilized Site Development
- Brownfield Remediation
- Greenfield Protection

INDUSTRIES

UNDERSTAND
SUPPORT



Enhance and improve the healthy walkable public spaces and welcoming gateways and corridors for sustainable city future.

- Economic Development as The Regional Center City
- Healthcare Excellence & Healthy Environment
- Industrial, Technology, & Agricultural Collective Development

ART & CULTURE

UNDERSTAND
SUPPORT



Encourage the growth of both existing & emerging industries in the industrial heartland and support & promote the educational and technological center as the primary economic region

- Higher Educational Hub System Development
- Pedestrian Friendly & Multi-generational Community
- Arts & Culture Enhancement for Community Enrichment



HERITAGE

2.1 History

HISTORIC PRESERVATION (p. 30)

Preservation of historic buildings and reuse of existing buildings reduce energy of demolishing buildings and material consumption. It puts less waste in landfills and advances in green building principles leading to environmental, cultural and economic benefits for communities. There are several principal components to preserve the city's historic and architectural heritage:

- Precedent research study of preservation planning and survey work.
- Strategic vision for the future, with strategic actions to achieve that vision
- Citywide survey of historic resources.
- Listing a building, structure or district
- Designation of a historic district
- Historic preservation design guideline development
- Historic tax credit on rehabilitation projects of historic buildings
- City level programs offer homeowners help for property maintenance and preservation investment

DOWNTOWN HISTORIC DISTRICT PRINCIPALS (p. 31)

Encourages Local Economic Growth

Historic preservation produces positive economic benefits and jobs. Heritage tourism to an aesthetically cohesive and well-promoted district provides opportunities for economic development. Rehabilitation offers a higher return on investment in terms of job creation than new construction or manufacturing. Property values within a historic district rise more quickly than comparable areas and buyers are willing to pay a premium for homes in preservation zones. Preservation work depends more heavily on the work of craftsman than the purchase of raw materials. Therefore, in comparison to new construction, preservation more directly benefits local businesses. Protecting and enhancing historic assets contributes to an improved quality of life that helps retain existing residents and attract new investment.

Community Development

Preservation projects expand housing options, helping cities becoming more affordable. A Historic District demonstrates history, sustainability, fairness, and economic vitality. Community takes action to preserve pieces of their heritage and also attract visitors, new residents, and investment. Historic preservation districts also help residents to embrace the story of their region.

Conserve Natural Resources

Restoring older commercial and residential buildings environmentally retain and use their existing resources in established neighborhoods. Historic preservation encourages brownfield and urban infill development. Heritage conservation helps to reduce reliance on new building materials and reduces the need for cars, cutting back on pollution and congestion.



NATURAL NETWORKS

3.1 Water Resource

OHIO & ERIE CANAL NATIONAL HERITAGE - Assets & Recommendations (p. 38)

1. Schoenbrunn Village (1772)
2. Blake's Mill Lock 13 (1833-1913)
3. New Philadelphia Downtown (1898)
4. Tuscarawas County Courthouse (1882)
 - Ensure and connect proposed trail in the city, the park, and the corridor network.
 - Protect and preserve the heritage resources and prevent from future development.
 - Reevaluate the historical heritages accommodate them recreational attraction to amplify the tourism experiences.
 - Expand existing city and neighborhood parks to follow paths of historic streams allowing for interpretive experiences in the corridor network.
 - Tie into regional greenspace network to reactivate forgotten path as naturally vegetated open space.

TUSCARAWAS RIVER WATER TRAIL VISION - Recommendations (p. 41)

Many of major cities have thriving waterfront parks, and offer various recreation opportunities along the natural asset. Implementing NP M/VP 2030 vision raise the image of the community within the region. Riverside access also includes recreational boating, fishing, and water tourist. The goal is expand its recreational boating opportunities and to be the county's iconic river for riverside cultural and recreational activities.

- Upgrade the traffic system to be more pedestrian friendly and create connections public spaces along riverside.
- Establish a unified open space along the water and create an iconic open space for city identity.
- Design a mixed used development that takes advantage of views, connections, and the heritage.
- Connect New Philadelphia with the riverside as an extension of the existing urban fabric.
- Promote the water recreational activities and celebrate the natural asset.

3.2 Flood Synopsis

FLOODWAY - Recommendations (p. 45)

- Unify the flood protection strategies with the outside flood-control-responsible entities.
- Support stormwater regulations to capture stormwater on site and reduce flooding damage.
- Review and adopt codes for new development in floodplains and flood zone.
- Create public-private partnerships for redevelopment of property along flood way.
- Build a pedestrian friendly landscape and recreational spaces along the river in conjunction with the new flood control strategies.

STORMWATER MANAGEMENT - Recommendations (p. 46)

- Promote pervious surfaces, vegetation, and infiltration to manage stormwater runoff for new developments
- Promote sustainable building practices for new private and public buildings for low impact water runoff management.
- Promote sustainable building elements and materials such as green roofs, green walls, and pervious pavement.
- Promote gray water reuse in new public and private buildings and site developments.
- Promote walkable city design practice and hiking and biking trail developments to reduce polluted runoff from streets
- Promote green stormwater infrastructure on private and public land.

3.3 Parks and Open Space

PARKS AND OPEN SPACE - Recommendations (p. 52)

- Link city parks with trail corridor network to complete connections between recreation hubs in the county wide level.
- Connect city parks to the protected natural areas to develop regional greenway network.
- Provide recreation and art programs for promoting safe places to channel young energy.
- Maintain city parks to attract outside visitor for additional economic development.
- Create connections to other parks and open spaces by trails and green infrastructure.
- Organize area infrastructure to facilitate pedestrian movement and vehicular interaction.
- Develop bike and pedestrian accessibility across the southeast industrial and tech area.

HISTORIC SITES - Recommendations (p. 53)

- Develop a preservation plan and dedicate resources to the protection of historic resources within the city.
- Develop historic tour programs to increase the heritage exploration and promote access to the city historic assets.
- Promote historic educational opportunities and outdoor recreation.
- Ensure adequate funding for City historic properties to provide proper maintenance and preservation.

RIVERSIDE (WATERSHED PARKS) - Recommendations (p. 56)

- Finish new public boat launches and develop recreational opportunities.
- Improve and increase riverside access from downtown and other recreational spaces.
- Support future riverside development to revise land uses along riverside and increase recreational access.

ECOLOGICAL LAND AND NEIGHBORHOOD PARKS - Recommendations (p. 58)

- Expand and ensure access to neighborhood parks or ecological land within a half-mile (10-minute walk) from where residents live.
- Create neighborhood parks in underutilized areas.
- Improve drainage systems and wildlife, and assess contamination levels.
- Increase accessibility and create connection opportunities to city-wide recreation facilities and trails where feasible.

CEMETERY - Recommendations (p. 59)

- Complete current planned updates.
- Provide maintenance plan to preserve and protect cemetery sites.
- Provide effective solutions for both pedestrian circulation and vehicular access and parking.
- Explore expansion opportunities for future.

GOLF COURSE - Recommendations (p. 60)

- Integrate into the city parks, recreation, open space, and trail plan.
- Analysis of ecological land uses, maintenance, and needs for improvements.
- Address health and wellness opportunities and enhance senior programs.
- Create a strategic action plan to connect with the city and community residents.

TRAIL SYSTEMS - Recommendations (p. 64)

- Develop citywide pedestrian trails and bikeway trails to identify opportunities and constrains within the city.
- Develop a medium to understand the needs and desires of residents and trail users.
- Develop an implementation plan that describes trail routes and construction methods, priorities and costs.
- Develop a data collection and management method for trail system update over time.

TRAIL SYSTEMS - Goals (p. 64)

- Promote healthy lifestyle and recreational activity and alternate safe and reliable transportation
- Promote business retention to increase property values and create economic development to offer safe and reliable recreational opportunities.
- Promote tourism respecting the natural and cultural environments.
- Connect open and recreational spaces and offer educational opportunities.
- Preserves character of natural heritages to create habitat corridors for wildlife.
- Provide residents and visitors network to restaurants, lodging facilities and attractions.

TREE CANOPY AND IMPERVIOUS SURFACES - Recommendations (p. 68)

1: Formalize the public management plan to increase tree canopy.

- Form Tree Canopy development Team to allow implementation through partnership.
- Develop tree canopy assessment plan to identify the tree planning goal.
- Enhance engagement with neighborhoods to promote Citywide Campaign.
- Revise regulations about street trees and public properties.
- Refine the Public Tree Planting Strategy.

2: Support for private tree establishment and improve communication and education.

- Develop tree planting and support program for private property owners.
- Direct tree rebate program or incentives for private property owners.
- Support tree planting educational programs program for industrial, commercial, and institutional owners.
- Direct tree rebate program for industrial, commercial, and institutional landowners.
- Tree planting and support educational program for schools.

3.4 Air Quality

AIR QUALITY - Recommendations (p. 71)

- Improve walkable community network (walking and biking trails).
- Increase mixed-use and density to locate jobs closer to residents.
- Improve traffic congestion on regional highways and local streets.
- Promote reduction of energy use and encourage use of clean renewable sources in existing commercial, residential, institutional and industrial buildings.
- Promote federal, state, or private funding to support building energy upgrades.
- Promote private and public property owners to plant more trees.
- Enforce emissions regulations for construction equipment and vehicles.
- Support efforts to reduce, reuse, and recycle waste.



PHYSICAL NETWORKS

4.1 Vehicular Transport

VEHICULAR ACCESS - Recommendations (p. 78)

- Complete all proposed road improvements with accordance with Comprehensive Master Plan Vision.
- Provide a safe, balanced and efficient multi-modal transportation system to serve the future growth and development of the city.
- Enhance traffic flow at the downtown core by prioritizing development
- Improve traffic flow at west, east, and north city entries with the primary arteries and connectors.
- Provide efficiency and safety transportation network for all users
- Ensure the layered network to provide for all varieties of access uses including: industrial regional mobility and cross- town trips, resident commuting, shopping and recreational travel, parking, walking, and biking.

PARKING - Recommendations (p. 80)

- Control automobile congestion through parking management and street planning.
- Strategize parking capacity increase for off- and on-street parking systems with downtown revitalization planning.
- Develop traffic and parking studies and planning for rezoning of potential downtown development.
- Adjust on-street pricing at meters and add parking meter kiosks to create daily parking circulation flow.
- Coordinate pedestrian-friendly corridors with creation and provision of surface parking lots downtown.
- Encourage non-automotive transportation, walk and bike, with new pedestrian and bike-friendly streetscapes and the citywide trail network updates.

4.2 Railroads

REGIONAL RAIL - Recommendations (p. 83)

- Support and complete proposed link between New Philadelphia and Dennison.
- Support long-range freight vision plans for efficient goods transportation.
- Promote tourism and use a passenger train to reanimate the historic line.
- Develop a partnership with railroad companies and taskforces.

4.3 Airports

AIRPORTS - Recommendations (p. 88)

- Redefine the historical asset.
- Reevaluate existing facility conditions and assess the potential improvement.
- Support ongoing proposed improvement and enhance the capacity of the airport.
- Integrate with the regional physical network system.
- Support enhancement of the airport with longer-term improvement plan.

4.4 Utilities

UTILITIES - Recommendations (p. 91)

- Ensure adequate recycling bin/receptacle distribution for residential area to improve recycling participation rates.
- Pursue and implement citywide strategies to reduce waste and pollution in the production and lifecycle of materials from industrial sectors.
- Reinforce the coordination of the city agencies and the solid waste management service to support for the establishment and expansion of public recycling opportunities.
- Promote commercial food and organic waste composting to increase waste reduction rates and environment benefits for compost use.
- Establish a city policy to assist in the reuse, recycling, and proper disposal of construction and demolition debris from city development.

BROADBAND - Recommendations (p. 92)

- Prepare a long-term development plan for implementation and maintenance and for city-owned broadband infrastructure.
- Develop city government broadband system to improve management and delivery of city services.
- Expand the availability of broadband for economically disadvantaged neighborhoods by collaborating with service providers and community service organizations.
- Support public Wi-Fi hotspots.
- Encourage technical innovation and recruitment of high-tech businesses.
- Enhance the citywide commitment of advanced digital infrastructure to attract high-tech business and research jobs.



ZONING & LAND USE

5.1 Zoning & Land Use

LAND USE - Recommendations (p. 100)

- Encourage economic development by providing developers, large and small business owners with certainty and predictability for investment decisions.
- Provide guidance for shaping the appearance of the community to set forth policies that foster a sense of identity in places.
- Promote sustainable city redevelopment projects with infill and adaptive reuse for the neighborhood with many vacant buildings and empty lots.
- Reduce traffic congestion, improve air quality, enable safer travel, and lower roadway infrastructure maintenance costs.
- Maintain public safety and protect private property owner's right.

ZONING - Recommendations (p. 102)

- Provide greater site design flexibility and encourage higher density, mixed-use development.
- Make redevelopment of existing commercial properties more economically feasible.
- Develop strategies to deal with dilapidated or abandoned properties.
- Reduce the number of requested variances by preparing a new code to accurately reflect the needs of each land use.
- Design standards that encourage higher quality architecture, design practices, and building materials.
- Create historic preservation standards in order to protect the city's historic assets.

5.2 Housing

HOUSING - Recommendations (p. xx)

- Promote mixed-income housing developments in residential neighborhoods.
- Promote intergenerational housing developments in residential neighborhoods.
- Reduce concentrations of poverty and consider existing poverty levels for new development.
- Expand existing property tax programs for low- and moderate-income property owners.
- Provide a wider variety of housing options for an aging population and expand accessible housing choices with ADA compliant design.
- Collaborate with developers to create mixed-income development at transit stations.
- Promote pedestrian friendly streetscapes and develop bike trail infrastructure.
- Revise zoning code, including density bonuses for the provision of affordable housing in commercial mixed use zoning districts.
- Locate new affordable housing in the central business district to strengthen existing historical assets to prioritize infill of gap vacancy development.
- Promote housing preservation and rehabilitation incentive programs.
- Retrofit housing to improve energy efficiency.



INDUSTRIES

6.1 Healthcare

HEALTHCARE ASSESSMENT - Recommendations (p. 120)

- Improve linkages between hospitals and industrial areas, educational institutions, and other technology-based businesses.
- Collaborate with public health, private hospitals, and community health clinics to maximize access to healthcare coverage for preventive care, behavioral health, and long-term care.
- Promote collaboration benefits between hospitals and communities and enhance the living and working environments for hospital employees.
- Encourage greater mix of uses (such as retail and services to serve hospital employees and residents of senior housing) to reduce automobile reliance/use.
- Support efforts of the local hospital and nonprofit agencies working to increase mental health services in the collaborative network.

SENIOR CARE AND URBAN DESIGN - Recommendations (p. 122)

- Promote a citywide healthy, senior adult-friendly community propaganda for future development.
- Increase awareness of senior adult programs, services, and volunteer opportunities through outreach programs.
- Improve and increase health, housing, recreation, transportation, and volunteer services to meet the needs of a changing senior adult population.
- Support local and regional service network among private and public agencies to improve access to services and quality of life for senior adults.
- Support multi-generational housing developments.



ARTS & CULTURE

7.1 Arts

CULTURAL ECONOMY - Recommendations (p. 126)

- Support for the existing performing venues for local and national visitor events.
- Improve citywide hospitality and visitor facilities, services, and signage.
- Plan development of hotel and lodging market to support the existing attractions.
- Facilitate public visitor center and public restrooms.
- Support art and cultural programs and organizations.
- Evaluate appropriate sites for future expansion and development of cultural facilities.

PUBLIC ART - Recommendations (p. 127)

- Create public art funding source to dedicate for maintenance.
- Create guidelines for appropriate public art.
- Create venues for local artists to display their works within city parks.
- Strategize aesthetic object installations in cityscape, such as sculptural public art, interactive public art, functional public art, and mural.
- Attract and retain good creative and entrepreneurial talent in the community.
- Promote unique cultural identity through arts and cultural experiences.
- Use art as a mechanism to connect people from diverse backgrounds and statuses.

MILLENNIALS AND ART - Recommendations (p. 128)

- Maintain high-speed broadband system to attract and retain millennials.
- Develop plans for public open space and hang-out spots, coffee shops, micro-breweries, and similar locations.
- Create entrepreneurship opportunities to set up a small business environment in communities.
- Develop affordable housing options for millennials settlers.

URBAN DESIGN GUIDELINE - Recommendations (p. 129)

- Create the citywide design standards for landscape, signage, and advertising.
- Promote streetscapes that enhance the economic vitality and visual quality of commercial corridors.
- Support the circulation networks, and support pedestrian-scale streets and patterns of activity.
- Coordinate with local utility providers to identify priority areas for undergrounding or relocation of overhead electrical and telephone/cable wires to promote more visually pleasing neighborhoods.
- Preserve historic downtown identity with historic design guideline.
- Utilize public art to enhance public spaces throughout the city.
- Promote sustainable design and through incentives.

7.2 Education

OVERCROWDING - Recommendations (p. 133)

- Coordinate with facility master planning for citywide economic development
- Encourage higher education institutions to create neighborhood partnerships for improvement of K-12 schools system
- Support public schools to be good neighborhood partners for cooperative relationships.
- Preserve identity of historic school buildings.

HIGHER EDUCATION - Recommendations (p. 134)

- Support institutional development and expansion to engage with citywide vision.
- Support a campus expansion plans for all higher education institutions.
- Encourage greater cooperation between the city and institutions.
- Encourage higher educational institutions to create neighborhood partnerships for the improvement of K-12 schools, public safety, neighborhood amenities, and housing.

7.3 Religion

RELIGION - Recommendations (p. 138)

- Support historic value to enhance, maintenance, preservation, and enhancement of structures.
- Enhance cultural, aesthetic, and social values for economic developments of the City.
- Utilize educational and community value to preserve identities of the built city assets.

APPENDIX

REFERENCED DOCUMENTS

- Candeub, Fleissig and Associates. *“Comprehensive Plan for the City of New Philadelphia.”* New Philadelphia Planning Commission, May, 1967, www.newphilaoh.com/downloads
- CDM Smith. *“Ohio Airports Focus Study.” Technical Report 2014*, Ohio Department of Transportation Office of Aviation, Dec, 2014, www.dot.state.oh.us
- City of New Philadelphia. *“Flood Insurance Rate Map of New Philadelphia.”* City of New Philadelphia, July 22, 2010, www.newphilaoh.com/downloads
- City of New Philadelphia. *“New Philadelphia City Health Department Strategic Plan 2018-2023.”* New Philadelphia City Health Department, June 13, 2018, www.newphilaoh.com/downloads
- Department of Agricultural, Environmental, and Development Economics. *“The Economic Contribution of Agricultural and Food Production to the Ohio Economy.”* Development Economics Outreach Committee, The Ohio State University, Nov, 2017, aede.osu.edu
- Division of Surface Water Ecological Assessment Section & District Water Quality. *“2017 Study Plan for the Lower Tuscarawas River & Select Tributaries.”* Tuscarawas and Coshocton Counties, Ohio Environmental Protection Agency, July 11, 2017, www.epa.ohio.gov
- Floyd Brown Group. *“Tuscarawas County Trail and Green Space Plan.”* Ohio & Erie Canalway Coalition, Tuscarawas County, Oct, 2006, www.co.tuscarawas.oh.us
- Michael Baker International. *“Tuscarawas 2017 Hazard Mitigation Plan.”* Tuscarawas County, Mar, 2017, www.co.tuscarawas.oh.us
- ODNR. *“Tuscarawas River.” Eastern Ohio Streams Access*, Ohio Department of Natural Resources Division of Watercraft, watercraft.ohiodnr.gov
- Ohio & Erie Canalway. *“Ohio & Erie Canal National Heritage Corridor Management Plan.”* Volume 1-4, Ohio & Erie Canal Association, June, 2000, [www.ohioanderiecanalway.com/learn/management-plan](http://ohioanderiecanalway.com/learn/management-plan)
- OMEGA. *“Regional Transportation Improvement Plan (RTIP).” SFY 2018-2021.* Ohio Mid-Eastern Governments Association, April 28, 2017, www.omegadistrict.us
- OMEGA. *“Regional Transportation Plan.” Executive Summary*, Ohio Mid-Eastern Governments Association, June 1, 2015, www.omegadistrict.us
- Tuscarawas County Office of Community & Economic Development. *“Analysis of Impediments to Fair Housing Choice New Philadelphia OH.” Executive Summary 2016*, Tuscarawas County Board of Commissioners, June 16, 2016, www.co.tuscarawas.oh.us/OCED
- U.S. Census Bureau. *“2011-2015 American Community Survey 5-Year Estimates.”* United States Census Bureau, Mar. 22, 2017, www.census.gov
- Walter H. Drane Company. *“Codified Ordinances of the City of New Philadelphia Ohio.”* City of New Philadelphia, June 6, 2018, www.newphilaoh.com/downloads

IMAGE SOURCES

- p. 7. "Tuscora Park Central with Ferris Wheel." Events & Recreation, City of New Philadelphia. www.newphilaoh.com
- p. 7. "John Knisley Municipal Center." New Philadelphia, OH - City and Town Halls, Waymarking. <http://www.waymarking.com>
- p. 7. "Tolloty Technology Incubator." Industrial Parks & Business Sites, City of New Philadelphia. www.newphilaoh.com
- p. 11. "Planning Workshop." Neighborhood Planning Initiatives, Skinker DeBaliviere. skinkerdebaliviere.wordpress.com
- p. 17. "Train at W. High Street crossing in New Philadelphia."
- p. 17. "Aerial view of New Philadelphia, 1930-1939."
- p. 17. "New Philadelphia Airport."
- p. 17. "Downtown-New-Philadelphia, 1935-1943."
- p. 17. "Tuscarawas River Picnic, 1935-1943."
- p. 21. "Portraiture of the City of Philadelphia." *Portraiture of the City of Philadelphia in the Province of Pennsylvania in America, 1683, Map*. Free Library of Philadelphia. libwww.freelibrary.org
- p. 21. "Plan of New Philadelphia, 1813." History, City of New Philadelphia. www.newphilaoh.com
- p. 21. "Concept Plan." *Comprehensive Plan City of New Philadelphia, Ohio. New Philadelphia Planning Commission: Consultants Candeub, Fleissig and Associates. 1967.*
- p. 22. "Court House – 1900-1905." *New Philadelphia, Ohio: Bicentennial Celebration July 4, 1976*. City of New Philadelphia. p. 6.
- p. 26. "Tuscarawas County Historical Society." Tuscarawas County Historical Society. www.tuschs.org
- p. 26. "Heritage Home Association of Tuscarawas County." *Photo Gallery*. The Heritage Home Association of Tuscarawas County. tuschha.org
- p. 31. "Lock."
- p. 34. "Ohio and Erie Canalway." *Weekend Getaway Along the Ohio and Erie Canalway*. Bob Stefko and Randall Schieber, Midwest Living. www.midwestliving.com
- p. 35. "Tuscarawas River view blocked by Greenery." Google street views.
- p. 35. "Tuscarawas River from Bridge." Google street views.
- p. 38. "Riverview Boat Launch Park." Parks & Recreation, City of New Philadelphia. www.newphilaoh.com
- p. 38. "416 Boat Launch Park." Parks & Recreation, City of New Philadelphia. www.newphilaoh.com
- p. 47. "Tuscora Park." Parks & Recreation, City of New Philadelphia. www.newphilaoh.com
- p. 50. "Historic Schoenbrunn Village." Smithsonian. www.smithsonianmag.com
- p. 51. "Waterworks Ball Fields." Parks & Recreation, City of New Philadelphia. www.newphilaoh.com
- p. 52. "Waterworks Park New Philadelphia." *Tuscarawas County Trail and Green Space Master Plan*. Floyd Browne Group, Ohio & Erie Canalway Coalition. Oct. 2006. p. 14.
- p. 52. "New Philadelphia Skate Park." Parks & Recreation, City of New Philadelphia. www.newphilaoh.com
- p. 53. "Underutilized plot." Google street views.
- p. 53. "First Presbyterian Community Garden." Google street views.
- p. 55. "East Avenue Cemetery." Find A Grave. www.findagrave.com
- p. 56. "Oak Shadow Golf Club." Oak Shadows. www.oakshadowgolf.com
- p. 58. "Ohio & Erie Canal Towpath Trail." *Cuyahoga Valley, National Park Ohio*. National Park Services. www.nps.gov

- p. 61. "Wright Square." *Savannah's Squares and Parks*. Visit Savannah. www.visitsavannah.com
- p. 63. Ibid.
- p. 63. "Pioneer Square." *Pioneer Square*. Visit Seattle. www.visitseattle.org
- p. 64. "Tuscarawas River near New Philadelphia, Ohio, 1935-1943." OhioPix. Ohio History Connection. www.ohiopix.org
- p. 77. "B&O Depot, New Phila., Ohio." New Philadelphia, Ohio: Bicentennial Celebration July 4, 1976. City of New Philadelphia. p. 26.
- p. 77. "C. & P. Depot, New Philadelphia, Ohio." New Philadelphia, Ohio: Bicentennial Celebration July 4, 1976. City of New Philadelphia. p. 26.
- p. 77. "Pan Handle Depot, Dennison Ohio." Ohio Railroad Stations Past & Present. www.west2k.com
- p. 78. "Railroad map of Ohio published by the state, prepared under the direction of commissioner of railroads and telegraphs, 1898." Library of Congress. www.loc.gov
- p. 80. "RJCL 4119 1804 Mill Avenue Overpass New Philadelphia." Poker2662, flickr.com. 4.08.16. www.flickr.com
- p. 80. "RJCL 8336 Howden New Philadelphia WC01." Poker2662, flickr.com. 3.27.18. www.flickr.com
- p. 102. "New Philadelphia Typical New House." Realtor.com. 3.22.19. www.realtor.com
- p. 109. "Can't Stop." The Ezekiel Project. theezekielprojectNP, Facebook. 9.04.18. www.facebook.com
- p. 111. "Rosemary Clooney." Get an early look at the ArtWorks murals coming to Cincinnati this summer: SLIDESHOW. Erin Caproni, Bizjournals. 6.09.16. www.bizjournals.com
- p. 111. "One through Zero (The Ten Numbers)." In the Community. Albright Knox Art Gallery. www.albrightknox.org
- p. 112. "15 Untitled Works in Concrete, Marfa, TX." *The Rise of the Rural Millennial*. Connor Orlando, Archinect. 2.20.19. www.archinect.com
- p. 114. "Superkilen Park." *Copenhagen's Superkilen Urban Park* by BIG + Topotek1 + Superflex. Alexander Walter. 1.16.13. www.archinect.com
- p. 123. "Evangelical Reformed Church" New Philadelphia, Ohio: Bicentennial Celebration July 4, 1976. City of New Philadelphia. p. 33.
- p. 136. "Organic Radishes." Farmers Market Gallery. Tuscarawas Valley Farmers Market. www.tvffm.org
- p. 136. "Tomatoes." Farmers Market Gallery. Tuscarawas Valley Farmers Market. www.tvffm.org
- p. 136. "Apples." Farmers Market Gallery. Tuscarawas Valley Farmers Market. www.tvffm.org
- p. 136. "Carrots." Farmers Market Gallery. Tuscarawas Valley Farmers Market. www.tvffm.org
- p. 136. "Vegetables." Farmers Market Gallery. Tuscarawas Valley Farmers Market. www.tvffm.org
- p. 139. "Hale Farm & Village." Western Reserve Historical Society. www.wrhs.org
- p. 139. "MetroParks Farm." Mill Creek MetroParks. www.millcreekmetroparks.org
- p. 146. "Mercy Health Center of Tuscarawas County." STATCARE and Health Services for Dover, New Philadelphia and Surrounding Communities, Mercy Medical Center. www.cantonmercy.org/tuscarawas
- p. 146. "Cleveland Clinic Union Hospital." Union Hospital Joins Cleveland Clinic Health System. Newsroom, Cleveland Clinic. 4.2.18. newsroom.clevelandclinic.org

