CITY OF HAZLETON
COMPREHENSIVE PLAN

JUNE 1992

Prepared By:

GANNETT FLEMING, INC.
HARRISBURG, PENNSYLVANIA

MAYOR

John Quigley

CITY COUNCIL MEMBERS

James Ferry, President

Robert Stevens, Vice President

Raymond Galbiati

Evelyn Graham

David Sosar

PLANNING COMMISSION MEMBERS

James R. Lee, Jr., Chairman

Joseph Christino, Vice Chairman

Joseph Yannes, Secretary

Stephen Clabia, Treasurer

Jeff Mason

Michael Korb

Charles Pedri, Legal Counsel

DIRECTOR OF ADMINISTRATION

Anu Patel

DIRECTOR OF COMMUNITY DEVELOPMENT

Samuel Monticello

City Hall
Church and Green Street
Hazleton, Pennsylvania 18201

CITY OF HAZLETON
COMPREHENSIVE PLAN

TABLE OF CONTENTS

Page

CITY OF HAZLETON
COMPREHENSIVE PLAN
TABLE OF CONTENTS
(Cont'd)

Page

BACKGROUND STUDIES

CITY OF HAZLETON
COMPREHENSIVE PLAN
TABLE OF CONTENTS
(Cont'd)

Page

BACKGROUND STUDIES

COMMUNITY GOALS AND OBJECTIVES

CITY OF HAZLETON
COMPREHENSIVE PLAN
TABLE OF CONTENTS
(Cont'd)

Page

COMPREHENSIVE PLAN RECOMMENDATIONS

CITY OF HAZLETON
COMPREHENSIVE PLAN
TABLE OF CONTENTS
(Cont'd)

Page

COMPREHENSIVE PLAN RECOMMENDATIONS

IMPLEMENTATION PLAN

CITY OF HAZLETON
COMPREHENSIVE PLAN
TABLE OF CONTENTS
(Cont'd)

Page

IMPLEMENTATION PLAN

APPENDICES

CITY OF HAZLETON
COMPREHENSIVE PLAN
TABLE OF CONTENTS
(Cont'd)

Page

LIST OF TABLES

CITY OF HAZLETON
COMPREHENSIVE PLAN
TABLE OF CONTENTS
(Cont'd)

Page

LIST OF TABLES (Cont'd)

CITY OF HAZLETON
COMPREHENSIVE PLAN
TABLE OF CONTENTS
(Cont'd)

Page

LIST OF TABLES (Cont'd)

LIST OF FIGURES

Page

LIST OF FIGURES (Cont'd)

BACKGROUND STUDIES

CHAPTER 1
HISTORY OF HAZLETON

1. HISTORY OF HAZLETON

Indians of eastern Pennsylvania travelled the "Warrior's Path" between the Delaware, Lehigh and Susquehanna Rivers to trade with Indian tribes from southcentral and western Pennsylvania. "Warrior's Path" was also heavily travelled by early settlers and church missionaries to reach the wilderness areas of Pennsylvania. The Path passed through the area which is now the City of Hazleton. Hazleton's name was derived from the name given this area by the Indians who travelled the Path along the Great Hazel Swamp, so named because of it's abundance of hazel bush.

The City of Hazleton began as a village of approximately 10 houses resulting from the construction of the Berwick or Lehigh and Susquehanna Turnpike. The first house erected was near the corner of what is now known as Broad and Hazle Streets. It was built of logs cut in the swamp and adjoined the old Lehigh Valley Railroad Shops. The first occupant was a Mr. Bowman who started a sawmill. When the prospectors came to this section to locate the coal beds, he kept a boarding house at the location. For many years, this house was also occupied by Doc Bird and his family of pioneer residents of the town and the Davenport family, who were also pioneer residents. The building finally became part of the assets of Lehigh Valley Railroad Company.

The Berwick Turnpike was constructed by a private company in 1804 to reach the rich timberlands of the Upper Susquehanna. The new road passed directly through the Great Hazel Swamp as it stretched over the mountains which separated the Lehigh and Susquehanna River. Hazleton's present day Broad Street is part of the original turnpike.

After the Berwick Turnpike was complete, a state road from Wilkes-Barre was constructed. This road connected with the Pike at the corner where Broad and Vine Streets intersect today.

Hazleton's growth was slow at first. Lumbering was the only industry. The lumber was carried by livestock (horse or ox) to the Lehigh and Schuylkill Rivers, where it was floated down river to market. Supporting services started sprouting up in the village. In 1809 the first hotel, called "The State House", was built by Jacob Drumheller on the corner of Broad and Vine Streets. The State House was constructed primarily as a shelter for the travelers, either missionary or soldier, who passed through the sparsely settled area.

Coal was not discovered in the region until 1813 when Welsh prospectors found a seam in the Beaver Meadows Area, southeast of Hazleton. Coal was mined in the Wyoming Valley for several years before it was discovered in the uplands. One old story tells that coal was accidentally discovered in Hazleton in 1818 when a deer

pawed open an outcrop. The current story is that the City of Hazleton began to prosper when an outcrop of coal was discovered by John Charles Fitzgerald, a blacksmith, while he was hunting in 1826. The result was the founding of the Hazleton Coal Company.

The discovery of coal brought many young prospectors to the area. Nathan Beach was the first coal miner in Hazleton. He operated and mined coal at the No. 3 Hazleton Mine until 1828, when he sold his land to Judge Barnes of Philadelphia for $20,000. Judge Barnes later sold the land for $96,000.

Ario Pardee, a young civil engineer, was also attracted to Hazleton by the discovery of coal. Once in the area, he was quick to recognize the possibilities of a community with such natural advantages. At that time, the coal industry was regarded as uncertain, and many looked upon its development as a doubtful venture. But Pardee and the Hazleton Coal Company remained optimistic. With the engineering skills of Ario Pardee, the Hazleton Coal Company laid out a patch town for the miners and their families, which eventually became the City of Hazleton.

Coal was plentiful, but transporting it to market was a problem that slowed production. In 1833, Ario Pardee surveyed for a railroad which would extend from Beaver Meadows southeast, to the area now known as Jim Thorpe. The first train travelled the tracks in 1836 and the coal industry really began to grow.

Pardee became a coal operator in 1840 and actively pursued the continued development of the Hazleton Coal Company. He also initiated the construction of the Hazleton Railroad Company to connect Hazleton to the Beaver Meadows Railroad. This allowed coal to be transported from Hazleton mines to Penn Haven, a load point on the Lehigh Canal.

Once the coal industry was properly established, the Village of Hazleton grew rapidly. Instead of a few houses and businesses along the Berwick Pike, settlement started to spread, new businesses were started, and new roads were constructed. During the late 1840's and early 1850's the Village of Hazleton experienced its first real spurt of growth. Coal mining operations were started in small patch towns all around the Hazleton area. The entire area shared the wealth which the anthracite brought to Hazleton. Places like Conyngham, Hazle Township and West Hazle Borough developed because of the Hazleton Coal Company's mining operations.

Hazleton remained a village until 1856 when it was incorporated as a borough, and because of continued growth and prosperity it was chartered as a city in 1891. The city's name was originally spelled Hazelton, until a clerk drawing up the original document accidentally misspelled it as Hazleton. The first Borough official was Abe Jones, owner of a tailor's shop on East Broad Street. He took office in March of 1857.

The first school building in Hazleton was erected by the Hazleton Coal Company in 1837. It was built at the corner of Church and Green Streets, and the first teacher was Fanny Blackman. The school was also used as a Church and Sunday School. In 1853 this building was destroyed by fire. In 1893 the Green Street School was erected. In 1895 the old Church Street Building was built. In 1902 the Poplar Street School was dedicated; in 1906, the Walnut Street School. School facilities were provided as demand grew.

As the city grew, other necessary facilities were provided. The first lock-up facility was an overturned coal car. It was located off of East Broad Street. In 1857, the lock-up facility was moved to a newly built stone building on the corner of Mine and Cedar Streets. In 1868, Borough Council decided that this building was inadequate and voted to make the jail a part of the new Borough Hall construction project, located on North Wyoming Street.

The Hazleton Fire Company was organized by Borough Council on March 15, 1869. The first firehouse, the Old Pioneer Firehouse, was another part of the Borough hall construction project.

By 1850, coal had surpassed lumber as Hazleton's leading product. For nearly a century, coal was shipped in ever-increasing amounts. In 1860 the Borough of Hazleton had a population of 4,000.

The Civil War broke out in 1861 calling eight hundred men from Hazleton to fight for the Union Army. The military ranks ranged from private to lieutenant. During the years of the war, citizens of Hazleton gathered at the local company store, owned by Ario Pardee, to hear the latest news regarding the war. In the decade of the 1860's, despite the tragedies of the war, the Borough of Hazleton experienced a tremendous population increase of 2,300. Coal had become a very important commodity in the country's economy; and with the growth of the coal industry came the overall growth of the Pennsylvania anthracite region.

New communities sprouted up all around Hazleton during the mid to late 1800's. New discoveries of coal were the main reasons communities came into existence, such as: Yorktown, Milnesville, Coleraine, Humboldt, Hardwood, Oneida, Freeland, Eckley, Jeddo and McAdoo. Settlers of these communities travelled to Hazleton City to shop and do business, which boosted the economy of Hazleton. In 1913, Hazleton gained the status of a third class city. The mining industry continued to prosper during the early 1900's especially during periods of increased demand such as World War I. Also the increasing use of coal powered generators and furnaces to provide power and heat to accommodate a growing country created an ever increasing demand on the coal industry.

The coal industry peaked during the World War II years when anthracite coal was in great demand. The 1940's was the "boom time" for Hazleton with over 20,000 men working in the mines. However, by the mid

1950's the demand for coal decreased as gas and oil replaced coal furnaces and diesel engines took the place of coal fired locomotives. The strip mining operations also caused a loss of jobs. The large equipment used became more efficient with technology and required less manpower to run the operation

The City of Hazleton shows scars of old strip mining operations that started during the early 1900's. The exact date of the first strip mine is unavailable. Strip mining is commonly used when seams of coal are discovered in an outcrop form. Large power shovels remove the overburden and strip the vein of coal from underground. The most blatant evidence of such operations are located on the eastern and western portion of Hazleton City. Reclamation of old strip mining areas is a concern for many municipalities in the Pennsylvania Anthracite Coal Region.

When the coal industry faltered in the 1950's, Hazleton lost many jobs. There were only 2,300 men working in the coal mines in 1957. Hazleton struggled for years trying to diversify the economic base in order to strengthen the job market. CAN DO (Community Area New Development Organization) was established to raise the necessary funds for building new industrial parks. Since its creation in 1956, CAN DO has been a key force behind Hazleton's industrial revitalization and diversification. Over 177 new industries have been added to the Greater Hazleton Area and almost 12,000 jobs have been created. Since its inception, CAN DO has developed three regional industrial parks, and additional industrial centers have cropped-up throughout the Greater Hazleton Area. Presently CAN DO is in the process of developing a fourth industrial park (Edgewood Industrial Park) in Drums, north of the City. In addition, numerous active and thriving business and commercial centers have developed in and around the City of Hazleton, and recent years have seen an increase in the development of suburban communities and rural residential areas.

In 1965 when Interstates 80 and 81 were opened, Hazleton became more accessible. The highways provide access to major markets along the Eastern seaboard and direct connections to major cities. The major interchange provides a convenient access for both industries and residents of the community.

There are many opportunities in the City for industrial/business development. The Hazleton Commerce Center and Butler Industrial Park in southwestern Hazleton provide vacant parcels of land for interested industries/businesses. The area encompassed by the Commerce Center and Butler Industrial Park is a Department of Commerce, Commonwealth of Pennsylvania, approved Enterprise Zone. [Described in Section 4.5]. This land is already served by all of the necessary utilities. The City is currently implementing plans to improve and upgrade the water supply and sewer service.

The housing market in the City is also improving with a wide variety of housing programs in operation. The City is working to provide liveable housing units for low to moderate income families from the existing housing stock. At the same time, housing developments such as the Terrace Estates and Birch Knoll Estates provide the market with new housing units. Housing is discussed more completely in Chapter Six.

The City of Hazleton and the Greater Hazleton Region strive to attract new economic development and to provide an adequate housing stock for the population. This Plan will help identify areas of need and make recommendation on how to meet the needs.

CHAPTER 2
NATURAL RESOURCES INVENTORY

2. NATURAL RESOURCES INVENTORY

2.1 Geology

Three separate geologic sections are found in the City of Hazleton. These three sections are the Llewellyn Formation, the Pottsville Group, and the Mauch Chunk Formation. The most prevalent is the Pottsville Group which covers most of the northern and southern areas of the City. The Mauch Chunk Formation occurs in small areas in the northeast and southwest portions of the City limits. The Llewellyn Formation occurs in a band through the center of the City.

The Pottsville Group contains three formations: the Sharp Mountain Formation; the Schuylkill Formation; and the Tumbling Run Formation. All three formations are basically sandstone, shale, siltstone, and conglomerate. All these formations contain thin coal beds. A small area of this Group is mined in the western part of the City.

The Mauch Chunk Formation is composed of shale, claystone, sandstone, and siltstone. The overlying mantle is thin. A small portion of the Mauch Chunk Formation has been mined for coal in the southwestern portion of the City.

The Llewellyn Formation consists of interbedded sandstone, siltstone, and conglomerate. This formation contains thin beds of coal and shale. This is the formation that has been the most extensively mined for coal in the Hazleton area.

2.2 Topography and Drainage

The topography of the City of Hazleton can be described as moderately sloping hills. The original topography has been disturbed as a result of the anthracite coal mining in the area. The predominant features are the strip mines and coal spoil piles that surround the City. Slopes vary from five percent in the northern portion of the City to over sixty percent in the strip mined areas. Typical slopes vary from five percent to fifteen percent.

There are three major drainage patterns in the City. The northern portion of the City drains into Black Creek; the central portion into Hazle Creek; and the southern portion into Dreck Creek. All these creeks flow to the east and eventually reach the Lehigh River.

There are no floodplains located within the City of Hazleton.

2.3 Environmentally Sensitive Areas

Figure 2-1 illustrates a number of environmentally sensitive areas in the City of Hazleton that warrant special consideration in planning for future development. These areas are considered environmentally sensitive due to their limitations during conventional construction practices or because of their value to the community. The sensitive areas include the following:

- o Slopes exceeding 15 percent;
- o Unsewered areas;
- o Recreation areas;
- o Wetlands; and
- o Potential hazardous waste sites.

Descriptions of the areas in the City classified as environmentally sensitive follow.

2.3.1 Steep Slopes

Slopes equal to or greater than fifteen (15) percent are classified as environmentally sensitive because of the increased potential for erosion, low degree of slope stability, and difficult access in poor weather conditions.

Areas exceeding the 15 percent slope minimum occur mainly in the southern portion of the City. They are typically coal spoil piles. Other steeply sloped places occur in small areas throughout the City. Approximately 239.9 acres of the City fall in this category.

2.3.2 Unsewered Areas

The areas outside the current sewer service area have also been delineated on Figure 2-1. A portion of the unsewered areas occur in abandoned strip mines. The remainder of the unsewered areas occur in the southern portion of the City. Development in these areas should be preceded by the extension of public sewers or should take place on large lots. This area includes approximately 1923.5 acres.

2.3.3 Recreation Areas

Recreation areas cover 25.8 acres of the City. These areas are fairly well distributed throughout the City. The largest facility is Altmiller Park and Playground, operated and maintained by the City's Parks and Recreation Department. These areas are important to the well-being of the city's residents as they provide a great deal of the open space in the City. They provide areas for both children to play and adults to gather and relax. They are an important part of the total fabric of the City. Recreation areas are shown on Figure 8-1, Community Facilities.

2.3.4 Historic Sites

There are three historic sites listed on the Luzerne County inventory of historic structures that are located within the City of Hazleton. They include the Ario Pardee House on Broad Street between Church and Laurel Streets; Our Lady of Mount Carmel Roman Catholic Church; and St. Joseph's Roman Catholic Church at 602 North Laurel Street. The Keller House, formerly located at 217 West Broad Street, was listed on the National Register of Historic Places in 1976. However, the house has since been razed.

2.3.5 Wetlands

Wetlands in the City of Hazleton are primarily located on or near the culm piles that are left from former strip mining operations. These areas are found in the eastern, western and southern portions of the City. Ponding, which is formed because of the drainage off the culm piles, are classified as wetland as identified on the National Wetlands Inventory (NWI) Map. The wetlands shown on the NWI Map constitute approximately 13.4 acres of the land area in Hazleton. Figure 2-1 shows the location of the wetlands.

Development in and around wetlands is regulated by the U.S. Army Corps of Engineers and PADER. Construction in these areas should be preceded by a site delineation in accordance with the January 1989 Federal Wetlands Delineation Manual and evaluation of the wetlands value for wildlife habitat, flood protection, and water quality improvement.

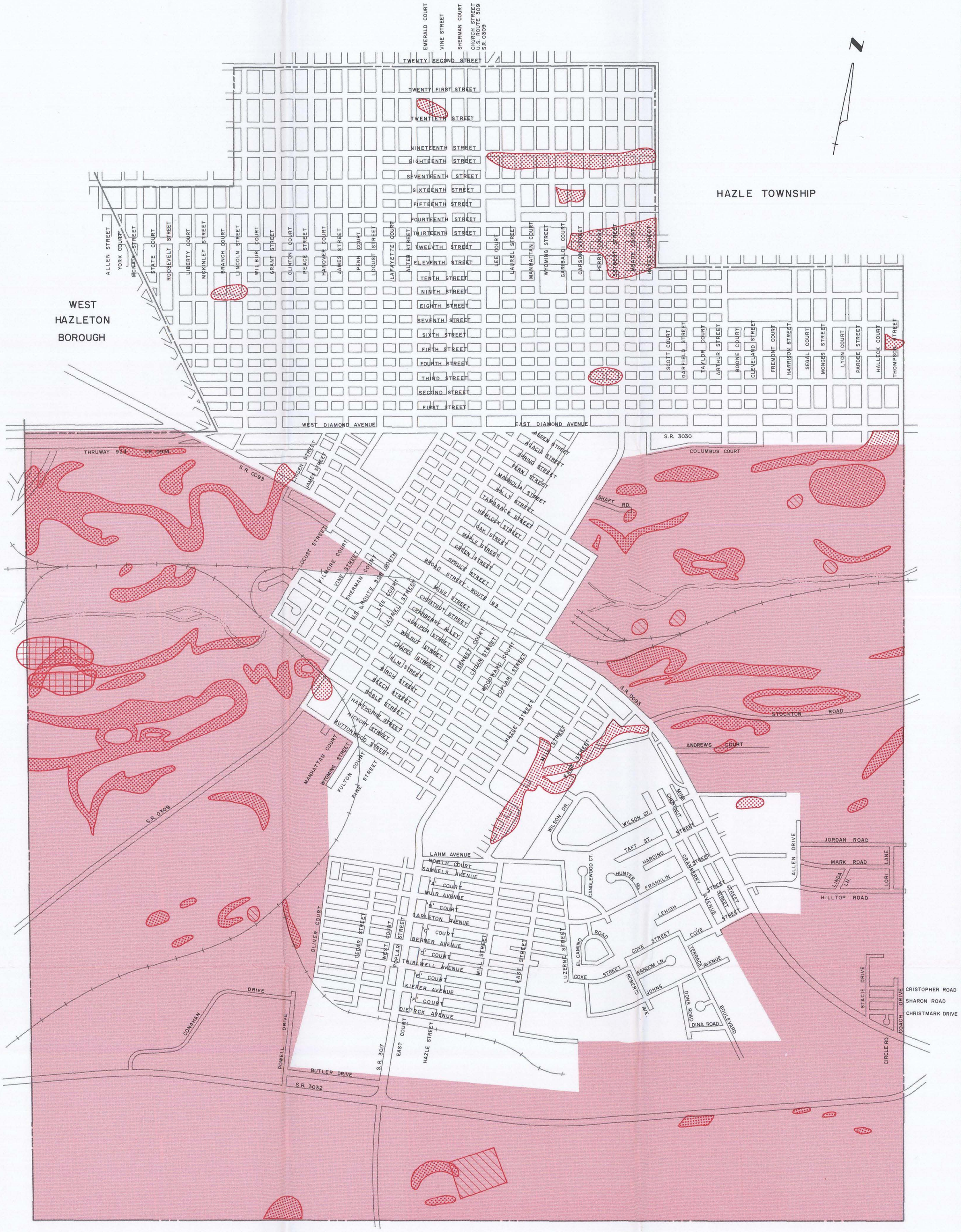
2.3.6 Potential Hazardous Waste Sites

The City of Hazleton has one potential hazardous waste site listed on the Comprehensive Environmental Response Compensation and Liability Act (1980) List, referred to as the CERCLA List. The list is a collection of sites throughout the United States which are classified by the Federal Environmental Protection Agency (EPA) and the environmental agencies in the individual states as potentially contaminated. The site in Hazleton included on the CERCLA List is the old Hazleton City Landfill located south of Route 924 (See Figure

2-1). This site is not classified as a Superfund site, therefore Superfund monies are not available to the site for financing clean-up. The City should investigate the extent of contamination prior to any potential development.

2.3.7 Summary

Approximately 57.8 percent (2210 acres) of the City of Hazleton has been classified as environmentally sensitive. This is somewhat misleading since unsewered areas are considered sensitive since the installation of septic tanks could contaminate groundwater. There are large areas of the City such as the surface mined areas that are undeveloped and therefore unsewered. As stated earlier these areas are important because of their value to the community or the problem they may cause for construction activities. These areas need to be considered in the development of planning objectives and the implementation program. Ordinances and policies also need to be developed to protect these areas from development or improper development.



HAZLE TOWNSHIP

LEGEND

- OLD CITY LANDFILL
- WETLANDS
- SLOPES GREATER THAN 15%
- UNSEWERED AREA

CITY OF HAZLETON
LUZERNE COUNTY, PENNSYLVANIA

ENVIRONMENTALLY SENSITIVE AREAS

800 0 800 1600
SCALE IN FEET

GANNETT FLEMING ENVIRONMENTAL ENGINEERS, INC.
HARRISBURG, PENNSYLVANIA

FIGURE 2-1

CHAPTER 3
POPULATION

3. POPULATION

Population data are crucial in making planning decisions involving the physical, economic and social development of Hazleton. A quantitative analysis of population and a qualitative analysis of population composition are crucial elements for formulating reasonable projections of future popula- tion levels and needs. Reasonable population projections are necessary to assess future population demands for schools, recreation facilities, roadways, police and fire protection and other public facilities and utilities. Matching these facilities and services to future population levels is necessary to maintain or improve the quality of life in Hazleton.

3.1 Historic Population Growth Trends

The suburbanization taking place across the country in the past 40 to 50 years has resulted in population losses for many urban municipalities. Hazleton is no exception, as it has lost population since its peak of 38,009 in 1940. Hazleton's 1990 population of 24,730 is two-thirds of its peak population. A summary of the historic growth trends of the City is found in Table 3-1.

The population losses shown in Table 3-1 are not unique to Hazleton or even the east-central region of Pennsylvania. Table 3-2 contains a comparison of historic growth trends of various third class cities in Pennsylvania since 1950. These cities were randomly selected from third class cities around the Commonwealth to reveal the similarities between Hazleton and other third class cities. Hazleton's population loss for the past 40 years is nearly equivalent to the average population loss for the cities inventoried.

3.2 Special Population Characteristics

3.2.1 Age and Sex Distribution

The age and sex distribution of City residents is a key factor in population growth and the type of services best suited for the majority of residents. Healthy growth will take place only if there is a balance of age groups. A high percentage of young adults in the child bearing years may result in rapid growth. Conversely, a high percentage of senior citizens can result in slower growth and increase the demand for services related to this age group. The 15 to 34 year age group is the range of persons eligible for marriage and most frequently engaged in household formations. This is also the prime childbearing age group. Any substantial decline or imbalance in their numbers will impact the birth rate. The age group from 25 to 44 is the segment of the population that comprises the local labor force and the group most frequently engaged in home buying or building. Trends in the upper age groups (65 or over) should be examined closely to determine specialized housing and community facility needs specifically suited for the elderly.

Table 3-1

Hazleton
Population Trends
1950-1990

Year	Population	Numerical Change	Percent Change
1950	35,491	-2,518	-6.6
1960	32,056	-3,435	-9.7
1970	30,426	-1,630	-5.1
1980	27,318	-3,108	-10.2
1990	24,730	-2,588	- 9.5

Sources: 1962 Hazleton Comprehensive Policy Plan
U.S. Census Bureau

Table 3-2

Historic Growth Comparison of
Hazleton and Other Selected Third Class Cities
1950-1990
(Percent)

City	1960	1970	1980	1990	1950-1990
Hazleton	- 9.7	- 5.1	-10.2	- 9.5	-30.3
Butler	-10.7	-10.9	- 8.9	- 7.7	-33.1
Easton	-10.3	- 5.3	-14.0	+1.0	-26.2
Lebanon	+ 6.7	- 4.9	-10.0	-3.5	-11.9
New Castle	- 8.3	-13.9	-12.8	-15.7	-42.0
New Kensington	- 6.6	-13.5	-13.0	-10.0	-36.8
Pottsville	- 8.4	- 9.0	- 7.7	- 8.8	-29.8
Sharon	- 4.5	-10.3	-15.9	- 8.2	-33.9
Washington	-10.4	-15.8	- 7.4	-13.6	-39.6
Williamsport	- 6.8	- 9.6	-11.9	- 4.4	-29.1
Average	- 6.9	- 9.8	-11.2	- 8.0	-31.3

Sources: 1962 Hazleton Comprehensive Policy Plan
U.S. Census Bureau

Table 3-3 is a comparison of the age and sex distribution of Hazleton residents in 1950 and 1990. Figure 3-1 graphically depicts the City's age and sex distribution.

The largest population loss between 1950 and 1990 has been in the 20 to 44 age group, where there has been a loss of 6,082 persons. This represents 56.5 percent of the total population loss in the forty year period. The second greatest population loss was in the school age group, where 4,975 persons (46.2 percent of the total loss) were lost between 1950 and 1990. The 45 to 64 age group remained more constant, losing only 2,779 people during the period (25.8 percent of the total loss). These losses were partially offset by a gain of 3,075 persons in the retired age group.

Compared to Pennsylvania's 1990 age distribution, Hazleton has approximately four percent less of its population in the school age and productive age groups; 1.3 percent more in the mature age group; and 8.6 percent more in the retired age group. Therefore, Hazleton's population is older than the state's, as a whole.

The sex distribution change in Hazleton's population has not been nearly as dramatic as the age distribution change. The overall percentage of women in the population has only changed from 52.4 to 54.4 percent. Within the different age groups the percent of women has remained fairly constant for the school age, productive, and mature age groups, but it has increased by 20.4 percent in the retired age group. The percent of the total persons in 1990 in the mature and retired age groups that are women was 54.8 and 64.8 percent, respectively. The primary reason for the higher percent of women in these age groups is the higher mortality rate for men.

3.2.2 Education

Table 3-4 is a comparison of the educational attainment of Hazleton and Pennsylvania residents over the age of 25. Hazleton has a higher percent of elementary school graduates (21.3 to 18.4 percent); and high school attendants or graduates (62.7 to 57.3 percent), but a lower percentage of college attendants or graduates (16.0 to 24.3 percent). Educational attainment reflects upon the skills and abilities of the labor force and the ability of the labor force to compete in the labor market. Educational skills also provide a degree of economic security for the individual and improve the general economic and employment conditions in the area. The data in Table 3-4 indicates that Hazleton residents in general are well equipped to compete in traditional or non-technical fields.

Table 3-3

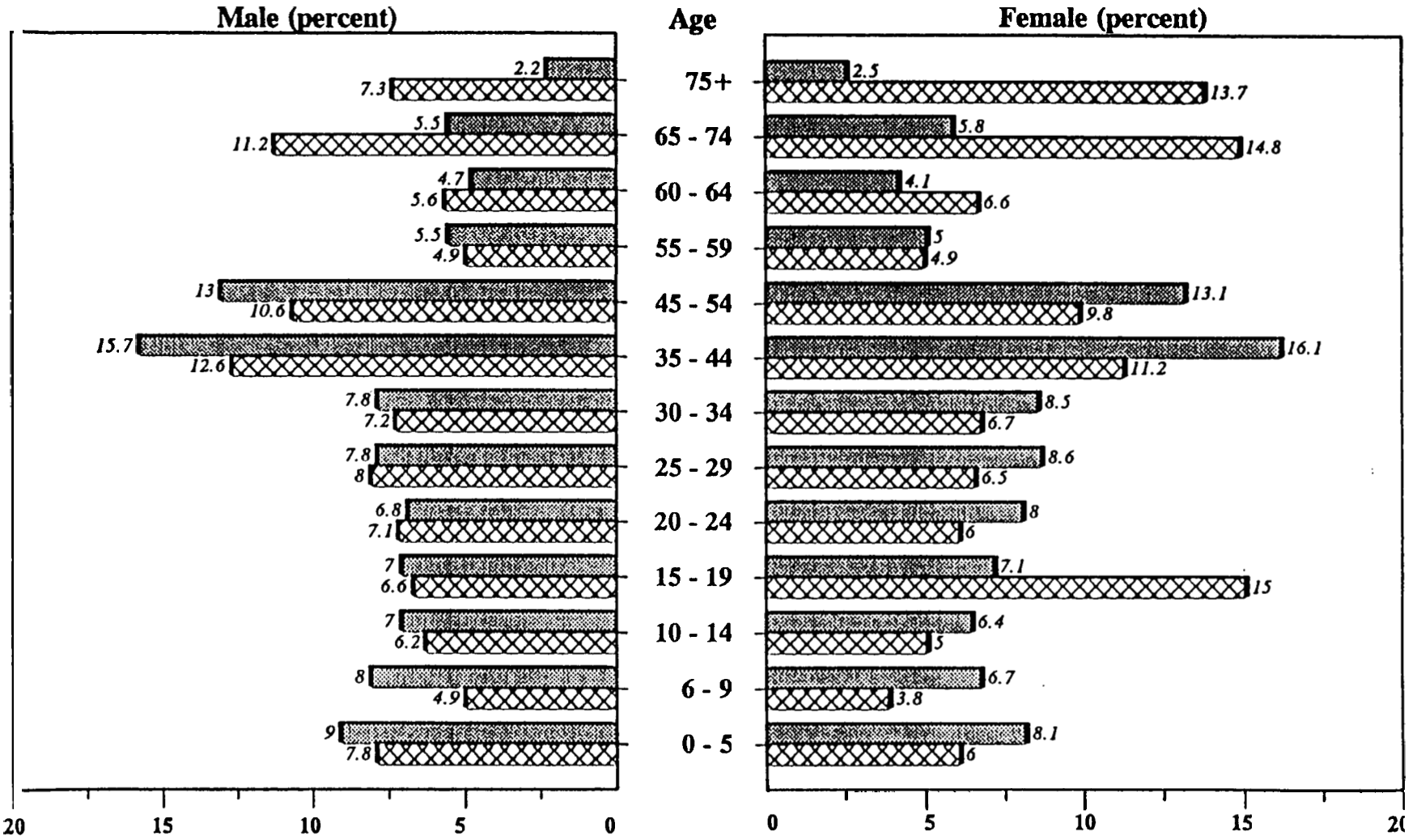
Comparison of Age and Sex Composition
1950 and 1990

Age Group	1950 Male Number	1950 Male % of Total	1950 Female Number	1950 Female % of Total	Age Group Percent of Total	1990 Male Number	1990 Male % of Total	1990 Female Number	1990 Female % of Total	Age Group Percent of Total	Change in Age Group as Percent of Total 1950-1980
0-5	1,518	9.0	1,510	8.1	8.5	882	7.8	806	6.0	6.8	-1.7
6-9	1,353	8.0	1,237	6.7	7.3	550	4.9	512	3.8	4.3	-3.0
10-14	1,191	7.0	1,196	6.4	6.7	697	6.2	676	5.0	5.5	-1.2
15-19	1,179	7.0	1,327	7.1	7.1	747	6.6	666	5.0	5.7	-1.4
School Age Group	(5,241)	(31.0)	(5,270)	(28.3)	(29.6)	(2,876)	(25.5)	(2,660)	(19.8)	(22.3)	(-7.3)
20-24	1,146	6.8	1,489	8.0	7.4	786	7.1	802	6.0	6.5	-0.9
25-29	1,316	7.8	1,589	8.6	8.2	903	8.0	875	6.5	7.2	-1.0
30-34	1,323	7.8	1,583	8.5	8.2	817	7.2	895	6.7	6.9	-1.3
35-44	2,657	15.7	2,997	16.1	15.9	1,419	12.6	1,511	11.2	11.8	-4.1
Productive Age Group	(6,442)	(38.1)	(7,658)	(41.2)	(39.7)	(3,935)	(34.9)	(4,083)	(30.14)	(32.4)	(-7.3)
45-54	2,202	13.0	2,430	13.1	13.0	1,198	10.6	1,323	9.8	10.2	-2.8
55-59	928	5.5	925	5.0	5.2	549	4.9	662	4.9	4.9	-0.3
60-64	788	4.7	762	4.1	4.4	630	5.6	894	6.6	6.2	+1.8
Mature Age Group	(3,918)	(23.2)	(4,117)	(22.2)	(22.6)	(2,377)	(21.1)	(2,879)	(21.3)	(21.3)	(-1.3)
65-74	940	5.5	1,069	5.8	5.7	1,258	11.2	1,995	14.8	13.2	+7.5
75-over	367	2.2	469	2.5	2.4	825	7.3	1,842	13.7	10.8	+8.4
Retired Age Group	(1,307)	(7.7)	(1,538)	(8.3)	(8.1)	(2,083)	(18.5)	(3,837)	(28.5)	(24.0)	(+15.9)
TOTAL	16,908	100.0	18,583	100.0	100.0	11,271	100.0	13,459	100.0	100.0	-

Sources: 1962 Hazleton Comprehensive Policy Plan.
PA State Data Center.

[1] Included as 75 and over in 1950 data.
[2] Change in 75+ age group.

FIGURE 3-1
1950 - 1990 POPULATION PYRAMID



Source: *PA State Data Center*
GF, Inc.

Table 3-4

Comparison of Educational Attainment
by Persons 25 Years and Over for Hazleton and Pennsylvania
1980

	Pennsylvania		Hazleton	
	Number	Percent	Number	Percent
Elementary (0 to 8 Years)	1,331,659	18.4	3,919	21.3
High School				
1 to 3 Years	1,225,084	16.9	3,190	17.3
4 Years	2,925,153	40.4	8,349	45.4
College				
1 to 3 Years	776,932	10.7	1,659	9.0
4 Years or More	981,416	13.6	1,296	7.0
Total	7,240,244	100.0	18,413	100.0

Source: PA State Data Center.

3.2.3 Income

The median income of a municipality is closely related to its educational achievement. It reflects the relative affluence of Hazleton and its ability to support needed public facilities and utilities. The 1979 and 1985 data provided in this section is the only data available until the 1990 census is published.

Table 3-5 contains a comparison of 1979 median household and family income and 1979 and 1985 mean per capita income for Hazleton and Pennsylvania. Hazleton's income levels are 3.6 to 10.6 percent lower than the corresponding Pennsylvania income levels. Perhaps more significantly, income levels are increasing slower in Hazleton than Pennsylvania. If this trend continues, the discrepancy between Pennsylvania and Hazleton income levels is likely to become larger. The income levels in a region influences the influx or out-migration of the labor force. Laborers are likely to relocate out of or refrain from locating within Hazleton if the income levels are not competitive with other areas.

Table 3-6 contains a breakdown of Hazleton household and family income by census tract so that specific areas with income deficiencies can be identified and be targeted with economic development programs and housing assistance programs. The census tract boundaries are shown on Figure 3-2.

Mean household income in 1979 varied from $10,900 in tract 2,174 to $21,273 in tract 2173. Tract 2172 has the next lowest mean household income ($14,478). The remaining tracts have mean household incomes within five percent of the citywide mean household income. The low mean household income in tract 2174 is influenced by the high number of households (212) with incomes less than $5,000 in 1979.

Mean family income in 1979 varied from $15,215 in tract 2174 to $24,139 in tract 2173. Tracts 2178, 2176 and 2172 also had relatively low mean family incomes of $17,667, $17,753 and $17,879 respectively. The remaining tracts are within six percent of the citywide mean family income.

Poverty status is based upon income level and the number of adults and children in a household. In 1979, the poverty level for one person households was $3,686. The poverty level for a four person household with two adults and two children in 1979 was $7,356. The level varies with the number of persons in the household and the number of adults versus children.

Despite lower income levels than Pennsylvania residents as a whole, Hazleton has a lower percentage of persons and families below the poverty level. Only 9.6 percent of persons and 7.2 percent of Hazleton families were below the poverty level in 1979, as compared to 10.4 percent and 7.7 percent of Pennsylvania persons and families.

FIGURE 3-2

CENSUS TRACTS

Table 3-5

Median Income Levels
for Pennsylvania and Hazleton
1979 and 1985

	1979 Median Household Income[1]	1979 Median Family Income[2]	1979 Mean Per Capita Income	1985 Mean Per Capita Income	Percent Increase 1979-85
Pennsylvania	$16,880	$19,995	$7,075	$10,288	45.4%
Hazleton	$16,057	$19,269	$6,360	$ 9,198	44.6%

Source: PA State Data Center.

[1] Household income includes all persons occupying a housing unit.

[2] Family income includes the householder and all other persons in the household related by birth, marriage or adoption.

Table 3-6

Hazleton
Household and Family Income by Census Tract
1979

	2171		2172		2173		2174		2175		2176		2177		2178		Hazleton	
	Households	Families	Households	Families	Households	Families	Households	Families	Households	Families	Households	Families	Households	Families	Households	Families	Households	Families
Less Than $2,500	72	32	28	0	31	23	70	7	77	13	48	15	56	26	52	16	434	132
2,500 - 4,999	127	27	152	40	73	21	142	38	186	53	113	33	239	55	115	27	1,147	294
5,000 - 7,499	213	74	196	89	126	32	90	24	166	45	163	68	292	179	165	84	1,411	595
7,500 - 9,999	92	86	190	128	106	70	89	63	145	73	151	76	185	129	91	62	1,049	687
10,000 - 12,499	208	171	89	53	159	123	82	48	157	125	127	101	192	166	150	110	1,164	897
12,500 - 14,999	109	98	72	58	96	87	21	21	76	64	154	145	198	181	153	129	879	783
15,000 - 17,499	113	107	78	69	136	111	30	23	107	103	101	84	242	201	132	117	939	815
17,500 - 19,999	100	95	75	64	100	93	51	34	38	26	68	62	154	141	91	82	677	597
20,000 - 22,499	96	89	73	79	114	114	18	18	37	17	71	57	124	124	125	119	658	617
22,500 - 24,999	65	65	57	51	96	96	28	28	78	71	64	52	109	109	44	39	541	511
25,000 - 27,499	53	53	61	70	99	99	19	19	28	28	32	32	90	90	88	88	470	479
27,500 - 29,999	50	44	34	34	65	56	17	17	0	0	32	32	79	79	61	61	338	323
30,000 - 34,999	70	70	32	28	57	57	7	7	47	47	31	24	74	74	51	40	369	347
35,000 - 39,999	42	42	22	17	41	41	6	6	14	20	34	26	52	52	23	23	234	227
40,000 - 49,999	26	26	29	29	73	65	6	6	19	13	25	25	23	23	7	7	208	194
50,000 - 74,999	11	11	0	0	31	31	0	0	18	12	11	5	23	23	5	5	99	87
75,000 or more	15	15	7	7	37	37	0	0	17	17	15	7	8	8	0	0	99	91
Median Income	$12,936	$16,507	$10,885	$16,449	$17,371	$20,395	$ 8,511	$12,474	$10,494	$14,629	$12,792	$14,724	$13,838	$16,169	$14,191	$16,635	$12,935	$16,380
Mean Income	$15,944	$19,033	$14,478	$17,879	$21,273	$24,139	$10,900	$15,215	$16,249	$21,878	$15,736	$17,753	$15,650	$18,195	$15,307	$17,667	$16,057	$19,269

Source: PA State Data Center.

Table 3-7 contains a summary of the number of persons and percent of persons below the poverty level by age for each census tract. The age group below 55 years constitutes the highest percentage of persons below the poverty level for each census tract. Tract 2174 has the highest percentage of persons below the poverty level by far. This correlates directly with the low income levels in this tract, as described previously.

3.3 Future Population Growth

Population projections for Hazleton have been made by the Pennsylvania Department of Environmental Resources and the Luzerne County Planning Commission. Both projections are shown in Table 3-8.

In order to determine which projections will be most accurate, the 1990 Hazleton population count (24,730) was compared to the PADER and LCPC estimates. Since the 1990 count is between the PADER and LCPC estimates, it is reasonable that a growth projection between these two estimates is the most reasonable estimate of future population change.

The PADER projections show a drastic decrease of population during the twenty year planning period. It has been determined by the City and Gannett Fleming that the LCPC numbers are more reflective of the actual population base in the City. In order to execute sound planning practice, Gannett Fleming has developed a population projection range. The projected range was developed by Gannett Fleming, Inc. using a base low of 24,730 for 1990 and applying growth rates of 0.9 percent and 1.5 percent for 2000 and 2010. These growth rates are the same rates used by the County in their Hazleton projections. The range of population projections are shown in Table 3-9 and Figure 3-3.

3.4 Summary

Hazleton has lost an average of approximately 8.8 percent of it's population each decade since it's peak in 1940. These losses have resulted in a population today that is older and one third smaller than it was at it's peak. However, the educational attainment, age and sex distribution of the current population is well suited to service the industrial growth that is currently taking place. New industries that are now taking hold in and around the City will result in a turnaround of the trend of population losses and stimulate constant population growth in Hazleton, as evidenced by the more recent demand for housing sites.

Table 3-7

Hazleton Residents Below Poverty Level Status
by Age and Census Tract
1979

Age	2171	2172	2173	2174	2175	2176	2177	2178	Hazleton
Under 55 Years									
Number	153	264	65	186	197	219	376	232	1,692
Percent of Total	3.9	8.7	1.6	12.6	7.7	7.3	6.7	6.5	6.2
55-59 Years									
Number	14	19	0	13	14	0	28	13	101
Percent of Total	0.4	0.6	0.0	0.9	0.6	0.0	0.5	0.4	0.4
60-64 Years									
Number	31	10	23	27	41	7	55	10	204
Percent of Total	0.8	0.3	0.6	1.8	1.6	0.2	1.0	0.3	0.8
65 and Over									
Number	57	72	50	97	92	65	126	70	629
Percent of Total	1.5	2.4	1.2	6.6	3.6	2.2	2.3	2.0	2.3
TOTAL									
Number	255	365	138	323	344	291	585	325	2,626
Percent of Total	6.6	12.0	3.4	21.9	13.5	9.7	10.5	9.2	9.7

Percentages were calculated by dividing the number of persons below poverty status level by the total number of persons surveyed for poverty level status (1979) per census tract and per Hazleton.

Source: PA State Data Center.

Table 3-8

Hazleton Population Projections

Year	PADER	LCPC
1980	27,318	27,318
1990	23,892	25,810
2000	20,780	26,040
2010	18,994	26,430

Sources: Luzerne County Planning Commission.
PA State Data Center.

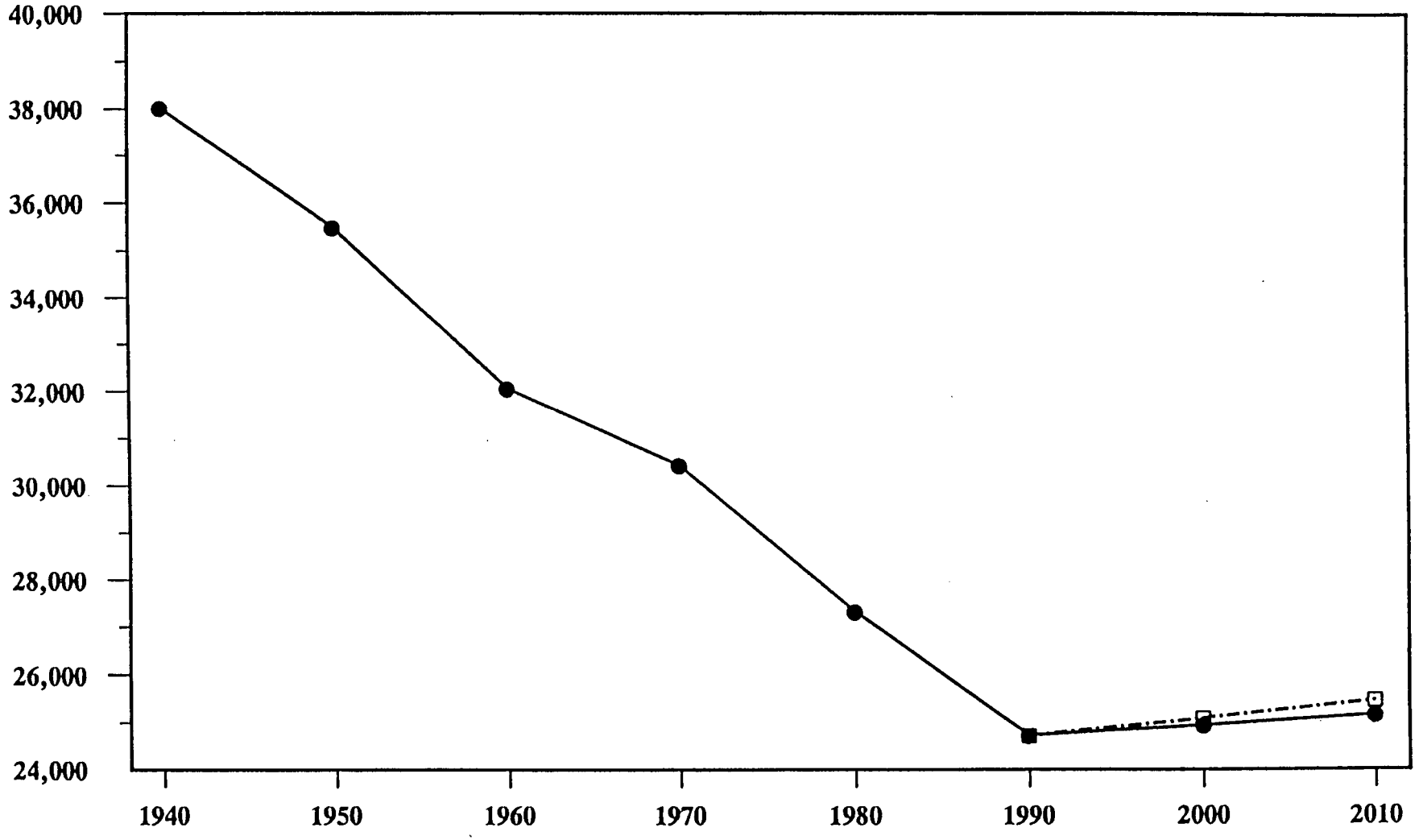
Table 3-9

Hazleton Historic and Projected
Population Levels
1940-2010

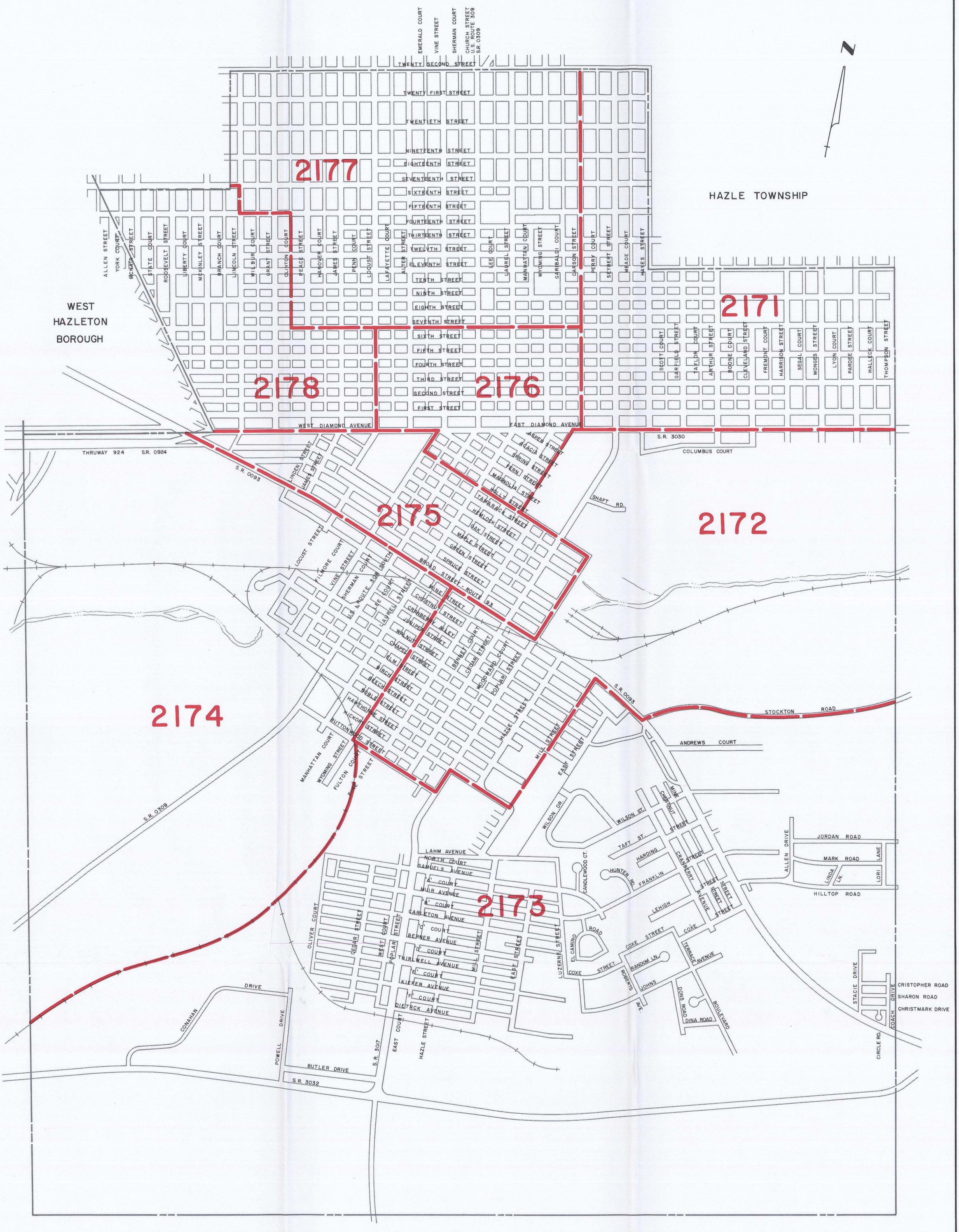
Year	Population	Numerical Change	Percent Change
1940	38,009 (Peak)	-	--
1950	35,491	-2,518	- 6.6
1960	32,056	-3,435	- 9.7
1970	30,426	-1,630	- 5.1
1980	27,318	-3,108	-10.2
1990	24,730	-2,588	- 9.5
2000	24,950 - 25,100	+220 - +370	+ 0.9 - + 1.5
2010	25,170 - 25,480	+220 - +380	+ 0.9 - + 1.5

Sources: 1962 Hazleton Comprehensive Policy Plan
U.S. Census Bureau
GF, Inc.
Luzerne County Planning Commission

FIGURE 3-3
HAZLETON HISTORIC AND PROJECTED POPULATION LEVELS
1940 - 2010



Source: *US Census Bureau*
Gannett Fleming, Inc.



CITY OF HAZLETON
LUZERNE COUNTY, PENNSYLVANIA

CENSUS TRACTS

800 0 800 1600
SCALE IN FEET

GANNETT FLEMING ENVIRONMENTAL ENGINEERS, INC.
HARRISBURG, PENNSYLVANIA

FIGURE 3-2

CHAPTER 4
ECONOMIC BASE PROFILE

4. ECONOMIC BASE PROFILE

Hazleton City is located in the heart of the Pennsylvania Anthracite Region. At one time, as Chapter One explains, the coal mining industry and its supporting services were the major employers in Hazleton City and the Greater Hazleton Region. As technology advanced, new forms of heating fuels and new coal mining equipment were developed. The new fuels, gas and oil, were easier to recover and cheaper to use, so the coal industry began to fade. By the 1960's the number of jobs in the coal mining industry were greatly reduced.

The economic base of the City of Hazleton has transcended in the last 40 years from a heavy coal mining industry region to an area hosting a diversity of manufacturing, commercial, professional and financial businesses. This section will describe the economic base and the programs being implemented to enhance economic development in the City.

The economic base profile of a community includes an inventory of industrial, commercial and service activities and a characterization of the local labor force. Specific information is provided on resident employment by industry, occupation, and location and a comparison of economic statistics for manufacturing, wholesale trade, retail trade and service industries in Hazleton City and Luzerne County.

4.1 Employment by Industry

Table 4-1 shows resident employment figures for 1950, 1960 and 1980. These figures reveal several trends for the City of Hazleton.

In 1980, manufacturing was the dominant employer of the residents of Hazleton. This sector employed 31.9 percent of the total civilian labor force. Two thirds of these employees manufactured nondurable goods, as opposed to durable goods. Nondurable goods include clothing, paper products, food products and similar products with a limited useful life.

Retail and wholesale trade establishments employed 22.5 percent of the labor force in 1980. The largest portion of the employees in the retail/wholesale sector of the labor force were involved in retail trade (84.9 percent).

Professional and related services was the third largest employer in the civilian labor force. The establishments which fall under this category employed 19.0 percent of the total civilian labor force. The health services field employed 49.4 percent of the labor force working under this category. The second largest group was employed in educational services.

Table 4-1

Resident Employment by Industry
1950-1980

	1950*		1960*		1980		Percent Change	
	Number	Percent	Number	Percent	Number	Percent	1950-1960	1960-1980
Agriculture, Forestry, Fisheries	23	.2	39	.3			+ 69.6	
Mining	1,928	14.4	421	3.5	196	1.8	- 78.2	- 57.4
Construction	632	4.7	490	4.1	538	4.9	- 22.5	+ 9.8
Manufacturing:	3,954	29.6	4,204	35.2	3,528	31.9	- 6.3	- 16.1
Nondurable Goods	(3,409)	(25.5)	(2,570)	(21.5)	(2,333)	(21.1)	- (24.6)	
Durable Goods	(545)	(4.1)	(1,634)	(13.7)	(1,195)	(10.8)	+(199.8)	
Transportation and Communications, Other Public Utilities	1,247	9.3	857	7.2	674	6.1	- 31.3	- 21.4
Wholesale Trade	429	3.2	294	2.5	375	3.4	- 31.5	+ 27.6
Retail Trade	2,191	16.3	1,664	14.0	2,102	19.1	- 24.0	+ 26.3
Finance, Insurance and Real Estate	343	2.5	419	3.5	489	4.4	+ 22.1	+ 16.7
Business and Repair Services	269	2.0	269	2.2	376	3.4	0	+ 39.8
Personal Entertainment and Recreation Services	715	5.5	537	4.5	328	3.0	- 24.9	- 38.9
Professional and Related Services (TOTAL)	1,179	8.7	1,137	9.5	2,098	19.0	- 3.6	+ 84.5
Health Services					(1,037)	(9.4)		
Educational Services					(685)	(6.2)		
Other Professional and Related Services					(376)	(3.4)		
Public Administration	333	2.5	352	2.9	331	3.0	+ 5.7	- 6.0
Other	148	1.1	1,274	10.7	0		+ 760.8	-100.0
Total	13,417	100	11,957	100	11,035	100.0	- 11.0	- 7.7

Source: PA State Data Center.
* Hazleton Comprehensive Policy Plan, 1969.

The remaining 26.6 percent of the civilian labor force was employed under the following classifications: transportation; communication and other public utilities; public administration; personal entertainment and recreation services, business and repair services; construction; and agriculture, forestry, fisheries and mining.

A comparison of this information with 1950 and 1960 resident employment information presented in the 1962 City of Hazleton Comprehensive Plan shows several important trends. The most obvious change was the decline of employment in the mining industry. In 1950, 14.4 percent or 1,928 employees were working for the mining industry, and in 1980 the mining industry employed less than 1.8 percent of the civilian labor force. The number of residents employed by manufacturing establishments decreased by 676 persons from 1960 to 1980. Despite the loss, the percent of persons employed in manufacturing has increased in the past 39 years.

Since 1950 the number of persons in the labor force went from a peak of 13,417 to 11,035 persons; a total loss of 2,382 persons. The loss would have been greater but Hazleton's size and it's diversifying economy enabled unemployed residents to be absorbed into other sectors of the economy. Many other employment sectors showed growth during this period.

4.2 Manufacturing

Table 4-2 provides manufacturing statistics for Luzerne County and Hazleton City in 1982. The number of manufacturing establishments listed as being located in Hazleton is misleading. There are several industries that have Hazleton addresses that do not have facilities in the City. This is not accounted for in the Census of Manufacturing Publication. Therefore, the numbers shown in the table actually show statistics for the City and the surrounding area. The actual number of manufacturing firms located within the City is 57, according to data received from the Hazleton Area Chamber of Commerce.

Table 4-2
Luzerne County and Hazleton
Manufacturing Statistics
1982

	Luzerne County	Hazleton	Percentage of County
Establishments	581	87	15
Capital Expenses	57.7 m	17.6 m	30.5
Employees	34,700	5,200	15
Wages and Salaries	312.4 m	46.8 m	15
Value of Production	1,945.6 m	333.8 m	17.2
Value Added	1,044.4 m	150.8 m	14.4

Source: 1982 Census of Manufacturers: Pennsylvania.

The table shows that 15 percent of the manufacturing establishments in Luzerne County are located in the

Hazleton area. Similarly, the manufacturers in the Hazleton area employ 15 percent of the persons employed by manufacturers in the County. The value of production added by the Hazleton area is 333.8 million dollars or 17.2 percent of the County's total.

Table 4-1 shows that 3,528 City residents were employed in the manu- facturing field in 1980. According to the 1982 Census of Manufacturers, Hazleton area industries employed 5,200 persons. After comparing these figures, one could conclude that the majority of persons working in manufacturing are employed by establishments within the Hazleton area.

There are currently eleven manufacturing and distribution employers in Hazleton City that employ 100 or more persons. The three largest are Barrett, Haentjens and Company, Dor-Oliver, Incorporated and Ivex Corporation. The remaining eight establishments employ between 100 and 199 persons. There are 46 other employers listed in the Greater Hazleton Area Directory of Industry in the City which employ between 1 and 99 persons.

4.3 Wholesale/Retail Trade and Service Industries

In 1982, 12 percent of the retail trade establishments and 13 percent of the wholesale trade establishments in Luzerne County were located in the Hazleton Area. Sales for Hazleton's retail trade establishments were 13.7 percent of the total sales in the County. Wholesale sales were 5.5 percent of the sales for the County as a whole. Table 4-3 summarizes the information. The 280 wholesale/retail establishments in Hazleton employ 3,048 persons. Service industries located in Hazleton employ 1,090 persons. According to Table 4-1, there are 3,622 city residents employed in service industries. This information is summarized in Table 4-4.

4.4 Labor Force Characteristics

The City of Hazleton had an unemployment rate of 7.2 percent in the 1980 as compared to the state's unemployment rate of 7.4 percent. The October 1989 unemployment figure from the Bureau of Employment Security shows that the rate for the Wilkes-Barre/Scranton (SMA) Standard Metropolitan Area, which includes the City of Hazleton, has dropped to 5.5 percent. The City had a second quarter 1989 unemployment rate of 6.6%. These figures are slightly higher than the State's unemployment rate of 4.5 percent for October 1989. Table 4-5 also shows the percentage of persons 16 years of age and older that are part of the labor force. In the State of Pennsylvania 58.6 percent of these persons are in the labor force; while 53.3 percent are in Hazleton's labor force. This information is summarized in Table 4-5.

Table 4-3
Luzerne County and Hazleton
Wholesale/Retail Trade Statistics
1982

	Luzerne County	Hazleton	Percentage of County
Wholesale Trade			
Establishments	462	60	13
Annual Payroll ($000)	78,160	6,013	7.7
Sales ($000)	1,447,470	79,324	5.5
Employment	5,309	482	9.1
Retail Trade			
Establishments	1,836	220	12
Annual Payroll ($000)	141,635	18,148	12.8
Sales ($000)	1,280,637	175,259	13.7
Employment	32,940	2,566	7.8

Source: 1982 Censuses of Wholesale and Retail Trade.

Table 4-4
Luzerne County and Hazleton
Service Industry Statistics

	Luzerne County	Hazleton	Percentage of County
Establishments	1,364	174	12.8
Payroll ($000)	108,751	13,071	12.0
Sales ($000)	308,808	35,547	11.5
Employees	9,057	1,090	12.0

Source: 1982 Census of Service Industries.

Table 4-5
Hazleton and Pennsylvania
Labor Force Characteristics
Persons 16 Years and Older
1980

	Hazleton			Pennsylvania		
	Males	Females	Total	Males	Females	Total
Persons 16 Years Old and Over	9,856	12,436	22,292	4,304,169	4,865,881	9,170,050
In Labor Force	6,687	5,201	11,888	3,148,883	2,222,017	5,370,900
Percent in Labor Force	67.8%	41.8%	53.3%	73.2%	45.7%	58.6%
Employed	6,158	4,877	11,035	2,899,332	2,062,169	4,961,501
Unemployed	529	324	853	238,335	158,773	397,108
Not in Labor Force	3,169	7,235	10,404	1,155,286	2,643,864	3,799,150
Percent Not in Labor Force	32.2%	58.2%	46.7%	26.8%	54.3%	41.4%

Source: Pennsylvania State Data Center.

Table 4-6 contains information about the general location of employers, how residents travel to work and how long residents take to get to work. The information is provided for the eight census tracts and the City as a whole. The majority of persons in all census tracts drive to work alone (61.0 percent) and a vast majority (86.5 percent) of the residents work in Luzerne County. The mean travel time to work is 16 minutes. Over three fourths of the residents travel less than 19 minutes to work. This indicates that a large percentage of the residents work within Hazleton or in municipalities directly surrounding the City. Census tract 2173 and Census Tract 2178 are the tracts with the largest number of persons travelling one hour or more to work. By drawing a fifty mile radius around the City of Hazleton, it can be concluded that the majority of persons travelling one hour or more to work commute to cities such as Wilkes Barre/Scranton Area, Allentown/Bethlem/Easton Area, Reading, Harrisburg Area, and Sunbury.

Table 4-7 shows employment by occupation in the City of Hazleton. The occupation title of operators, fabricators and laborers constitute 28.6 percent of the labor force. Another 26.7 percent work in other blue collar type jobs. Approximately 45 percent of the labor force work in the technical, sales, administrative support field and the managerial and professional specialty field.

4.5 Summary

Slightly over half of the city's residents in the labor force are employed by the manufacturing or wholesale/retail trade industries. Approximately 45 percent of the residents list their occupation as either

Table 4-6

Labor Force Characteristics
of Persons 16 Years and Older by
Census Tract - 1980

	Tract 2171	Tract 2172	Tract 2173	Tract 2174	Tract 2175	Tract 2176	Tract 2177	Tract 2178	Total Persons	Percent of Total
Person 16 Years and Older	3,218	2,432	3,270	1,172	2,351	2,479	4,568	2,817	22,307	100
Labor Force	1,958	1,425	2,020	562	1,275	1,493	2,641	1,688	13,062	58.6
Percent in Labor Force	60.8%	58.6%	61.8%	47.9%	54.2%	60.2%	57.8%	59.9%	-	-
Percent Employed	98%	95.8%	98.4%	92.7%	93.6%	99.1%	97.7%	99.3%		92.8%
Percent Unemployed	2%	4.2%	1.6%	7.3%	6.4%	.9%	2.3%	.7%		72%
Percent not in Labor Force	39.2%	41.4%	38.2%	52.0%	45.8%	39.8%	42.2%	40.1%		46.7%
Employed Persons by Place of Work										
In County	1,244	913	1,322	365	1,020	1,002	2,072	1,163	9,101	86.5%
Outside County	42	79	259	35	60	40	105	107	727	6.9%
Outside Pennsylvania	23	0	0	0	28	0	0	0	51	.5%
Not Reported	117	32	94	14	33	38	218	97	643	6.1%
Employed Persons by Means of Transportation to Work										
Drive Alone	910	599	1,198	227	495	721	1,466	812	6,428	61.0%
Carpool	357	238	306	116	181	277	541	358	2,374	22.6%
Public Transit	25	24	35	27	25	30	43	32	241	2.3%
Walked	251	199	131	68	266	221	243	136	1,515	14.4%
Other	12	0	0	6	7	0	12	5	42	.4%
Work at Home	8	15	19	0	17	7	46	30	142	1.3%
Persons Working Outside the Home by Travel Time to Work										
Less than 5 minutes	42	46	0	11	13	36	72	12	232	2.2%
5 to 9 minutes	317	175	300	93	279	375	574	324	2,437	23.5%
10 to 14 minutes	358	261	506	112	329	325	707	354	2,952	28.4%
15 to 19 minutes	341	219	368	115	209	170	487	294	2,203	21.2%
20 to 29 minutes	156	116	242	53	98	47	269	130	1,111	10.7%
30 to 44 minutes	132	93	81	18	135	78	122	97	756	7.3%
45 to 59 minutes	53	39	72	12	0	26	57	50	309	3.0%
60 to more minutes	20	68	89	0	56	23	57	70	383	3.7%
Mean Travel Time to Work	15.3	18.5	18.1	13.3	16.9	13.1	14.3	17.6	16.0	

Table 4-7
Employed Persons 16 Years and
Over by Occupation
1980

			Percent of Total		
Managerial and Professional Specialty	1931		17.5		
Executive, Administration, Managerial	(863)		(7.8)		
Professional Specialty		(1,068)		(9.7)	
Technical, Sales, Administrative Support:	3,011		27.2		
Technicians and Related Support	(133)		(1.2)		
Sales			(1,142)		(10.3)
Administrative Support Including Clerical	(1,736)		(15.7)		
Service:					
Private Household		(12)		(.1)	
Protective Service	(151)		(1.4)		
Service, Except Protective and Household	(1,371)		(12.4)		
Farming, Forestry and Fishing	31		.3		
Precision, Production, Craft and Repair	1,380		12.5		
Operators, Fabricators, and Laborers:	3,148		28.6		
Machine Operators, Assemblers, Inspectors	(1,951)		(17.7)		
Transportation and Material Moving	(558)		(5.1)		
Haulers, Equipment Cleaners, Helpers, and Laborers	(639)		(5.8)		
			11,035		

Source: Pennsylvania State Data Center.

technical, sales, administrative support or managerial and professional specialty and 55 percent of the labor force are employed in blue collar jobs. The vast majority of employed residents work in firms located in the City.

Economic development in Hazleton City and the Greater Hazleton area has been a key issue since the 1950's when the sudden and unexpected collapse of the anthracite mining industry took thousands of jobs. There have been many efforts by officials and interested parties to lure economic activities into the region.

CAN DO, Incorporated, the Community Area New Development Organization, an affiliate of the Greater Hazleton Chamber of Commerce, was developed in the 1950's to diversify the community's industrial base and to compensate for the loss of jobs. Currently CAN DO owns and operates three industrial parks in the Hazleton Area: Valmont, Humbolt and McAdoo. Another industrial park is being developed by CAN DO, Inc. in Drums, north of the City. Since the begin- ning of CAN DO, Inc. and through its intense and nationally-recognized industrial development effort, roughly 12,000 new jobs have been created in the Greater Hazleton Area.

The City of Hazleton is also making efforts to capitalize on Federal and State programs for economic development. The Hazleton Commerce Center is an industrial park located along the Greater Hazleton Beltway in southwest Hazleton. The center was developed from a combination of governmental and private funds. The Pennsylvania Site Development Program (PSDP) provided a total of $250,000 in grants to install infrastructure to the Commerce Center. Three grants were issued to the City of Hazleton. The first two grants, one in 1984 for $100,000 and one in 1987 for $50,000, provided funds to extend water and sewer to the site location and the third grant for $100,000 received by the City in 1988, will be used to extend the utilities across the Beltway. In addition to the PSDP, the City expended $300,000 in CDBG Funds. Also, owners of park contributed $200,000 towards infrastructure.

The Hazleton Commerce Center is also designated as an Urban Enterprise Zone, a Department of Community Affairs (DCA) Program. It enables communities to "improve local business climate and to strengthen the capability at the local level to improve the quantity and quality of job opportunities". Also, DCA extends priority rating for applications submitted for all other programs available through its department and encourages other Commonwealth agencies to extend similar priorities.

A $50,000 planning grant was issued to Hazleton upon entering the program. The grant was used to plan a business development strategy for the proposed Enterprise Zone, which includes the Hazleton Commerce Center. Once the program was approved by DCA, additional grants were issued as "seed money" to spark business and interest from private investors for additional funding. The implementation of the business development strategy is dependent upon funding and interest from both public and private sectors of the community. Hazleton received two additional grants from DCA for the Enterprise Zone. Both grants, a full designation grant of $125,000 and a basic grant of $110,000, were used

in a revolving low-interest loan program for industries locating and/or expanding within the Enterprise Zone. Projects located within the Enterprise Zone, if eligible, are given priority when requesting additional state funds needed to facilitate identified business investments and create new jobs.

Focusing on the downtown, the City initiated the development of a Main Street Managers Program to upgrade the Central Business District. The DCA's Main Street Managers Program provided financial assistance for Hazleton to employ a full-time coordinator whose responsibilities were to develop and implement a revitalization strategy for the downtown, emphasizing community conservation. The Alliance to Revitalize Center City Hazleton (ARCH) was the result of the DCA's funding.

Hazleton has shown its ability to capitalize on existing resources and to develop new ones in continuing efforts to strengthen the City's economic base. The initiation of a Community Development Corporation to be approved in 1990 and preparation of a Hazleton 20/20 Market Study are examples of the City's ongoing efforts to strengthen the City's economic base.

CHAPTER 5
EXISTING LAND USE

5. EXISTING LAND USE

A guide for future development cannot be prepared without a comprehensive study and mapping of existing land uses. A land use study provides a picture of development patterns in the city and, together with other factors, outlines restrictions and opportunities for future land use planning.

5.1 Existing Development Patterns

Table 5-1 and Figure 5-1 shows the number of acres dedicated to each of seven land use categories; the percent of the total land area occupied by each land use; and the percent of change over the past three decades. (A review of figure 5-2 illustrates the current land use pattern in Hazleton.)

Currently over one third of the land in the City of Hazleton is utilized for residential land use purposes. This includes single family homes, duplexes, townhouses, and apartments. Almost thirty percent of the City's land area is vacant meaning - i.e. undeveloped land without utility services. Mining activities, such as culm piles, compose approximately twelve percent of the City. Industrial uses occupy slightly over nine percent of the City. This category includes manufacturing, warehousing, utility depots, and major repair shops. Nearly five percent of Hazleton is occupied by commercial land use (retail, small repair services, entertainment financial institutions, business offices, and eating establishments). Institutional (public and semi-public) land use and recreational land use occupy four and slightly under one percent of the City, respectively.

5.1.1 Residential

One and two family residential land is fairly evenly distributed throughout the City. The high density residential area occurs around the center of the City, between West Diamond Avenue and Buttonwood Street. High density residential land use is defined as housing seven or more dwelling units per acre. Medium density residential development occurs north of West Diamond Avenue. Medium density residential land use is defined as having 3.01 to 7 dwellings per acre. The lower density development, defined as having 3 or less dwellings per acre, occurs south of Lahm Avenue and southeast of East Street. Multi-family residential land is concentrated in the central portion of the City and also along the southern part of Broad Street in the Stacie Manor Development.

Nearly forty percent of the total land area in Hazleton is currently utilized for residential land use. This is an increase of 694 acres, since 1961. Clearly, this is the land use which has shown the greatest increase in the past three decades.

Table 5-1

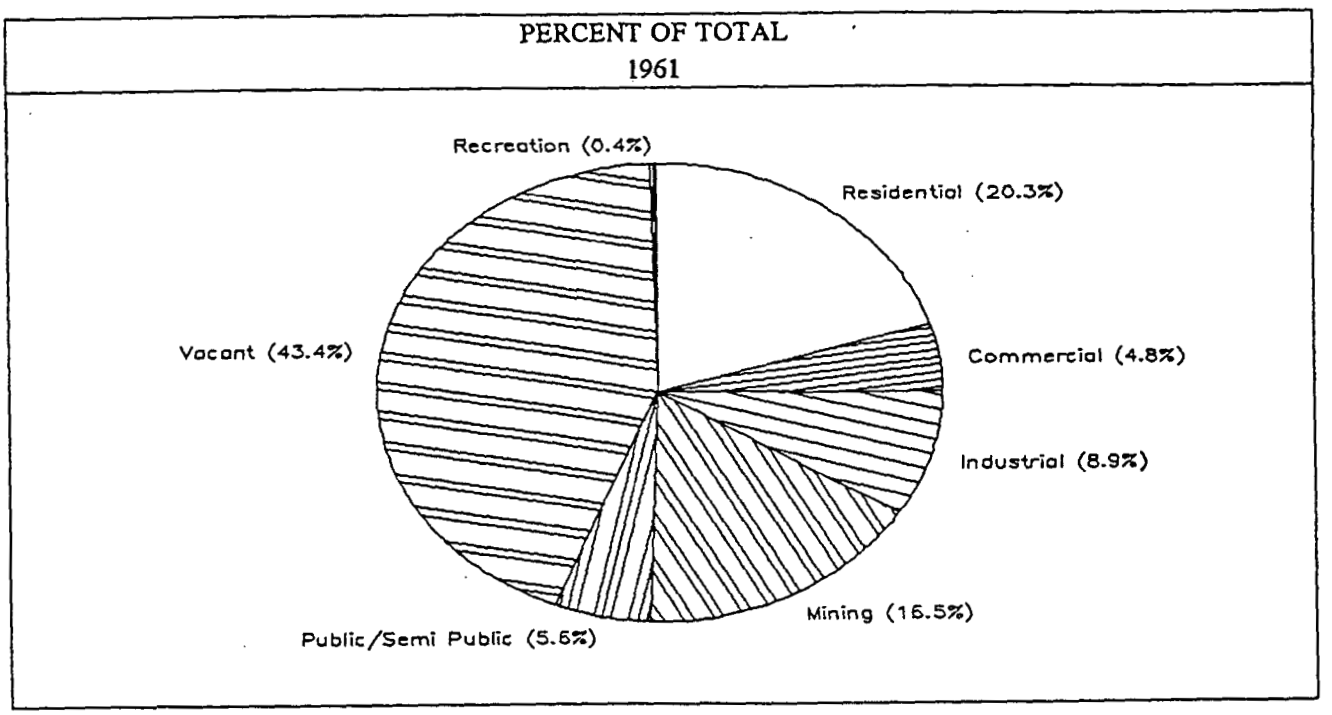
Summary of Existing
Land Use Changes 1958-1989

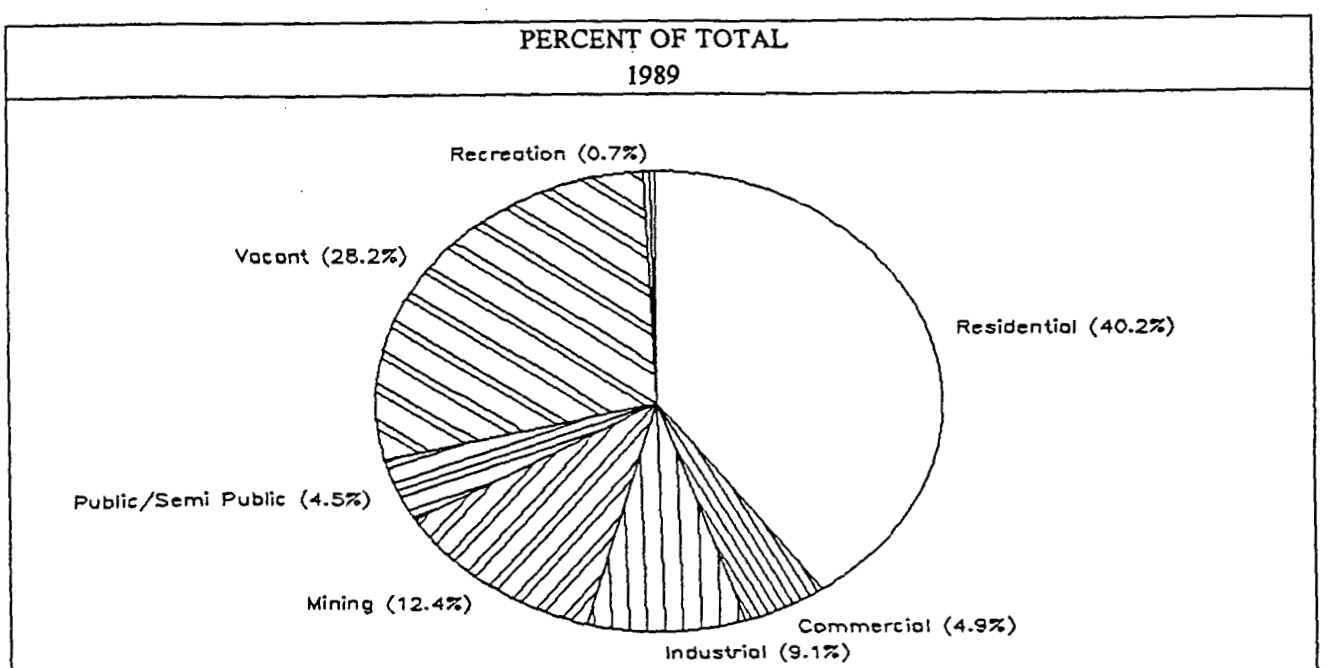
	1958 Acres	1958 % of Total	1961 Acres	1961 % of Total	% Change 1958-1961	1989 Acres	1989 % of Total	% Change 1961-1989
Residential	745.8	19.6	776.3	20.3	+4.1	1,538.7	40.2	+98.2
Commercial	177.3	4.6	182.3	4.8	2.8	189.5	4.9	3.9
Industrial	338.1	8.8	340.3	8.9	0.6	348.0	9.1	2.3
Mining	631.2	16.5	631.7	16.5	0.0	473.4	12.4	-25.1
Public/Semi-Public (Institutional)	215.6	5.6	216.2	5.6	0.3	170.8	4.5	-20.9
Vacant	1716.4	44.9	1660.7	43.4	-2.3	1,078.2	28.2	-35.1
Recreation	N/A	N/A	16.9*	.4	N/A	25.8	0.7	52.7
Total	3824.4	100.0	3824.4	100.0		3,824.4	100.0	

* This number is approximated by measuring the parkland included under the vacant land use category in the 1962 Hazleton Comprehensive Plan.

Source: 1962 Hazleton Comprehensive Plan.
GFEE, Inc. Field Survey.

FIGURE 5-1
SUMMARY OF EXISTING
LAND USE CHANGES 1961 - 1989





Source: 1962 Hazleton Comprehensive Policy Plan
GF, Inc.

Figure 5-2

Existing Land Use

5.1.2 Vacant

Nearly thirty percent of the land area of the City of Hazleton is vacant as previously defined. Since the 1961 land use survey, which is included in the 1963 Hazleton Comprehensive Plan, the City's vacant land has been reduced by 582.5 acres to land development categories such as residential, commercial, industrial and recreational. All of these categories have increased since 1961.

The vacant land in Hazleton is concentrated in the southern half of the City as shown on Figure 5-2. Much of this land is reclaimed mine land, reclaimed under provisions set forth in the Surface Mining Control and Reclamation Act of 1977. Prior to this act, coal mining operations were not forced to correct the disruption to the landscape/environment caused by mining activity.

5.1.3 Mining

Mining areas (generally culm piles) are found south of East Diamond Avenue and Route 924 to both the east and west of the Center City. Another area is found south of the Heights Beltway. Mining areas currently comprise approximately 473 acres, or twelve percent of the City's total accreage.

5.1.4 Industrial

The largest industrial area is found southeast of the railroad between Buttonwood Street and the Beltway (L.R. 1133). Another sizable area is located along Cedar Street between Holly Street and East Diamond Avenue. Smaller industrial areas are found scattered throughout the City. This category has increased by 7.7 acres or 2.3 percent since 1961.

5.1.5 Commercial

Commercial land use areas are centered along the major streets of Hazleton, including Broad Street, East Diamond Avenue, Church Street, Alter Street, and Twenty-First Street. Other commercial areas are scattered throughout the City. This land use category has increased by only seven acres, or four percent since 1961.

5.1.6 Public/Semi-Public (Institutional)

Institutional or public and semi-public lands are fairly well dis- tributed throughout the City. The largest areas are associated with schools and cemeteries. Playgrounds and recreational land is described under the recreational land use category. There has been a decrease of 45.4 acres (20.9 percent) in this category since 1961. However, the Comprehensive Plan com- pleted in 1961 apparently included parkland in this category, which is now being measured separately. Therefore, the decrease in institutional land is not as large as it appears. In 1961 the institutional land use category con- sisted of 216.2 acres and in 1989 170.8 acres of institutional land use was mapped.

5.1.7 Recreation

Recreational areas are found in small parcels scattered throughout Hazleton. The largest area is the Altmiller Park and Playground located on East 14th Street and Manhattan Court. This playground occupies 3.4 acres. Recreational areas occupy 25.8 acres or 0.7 percent of the total land area in Hazleton.

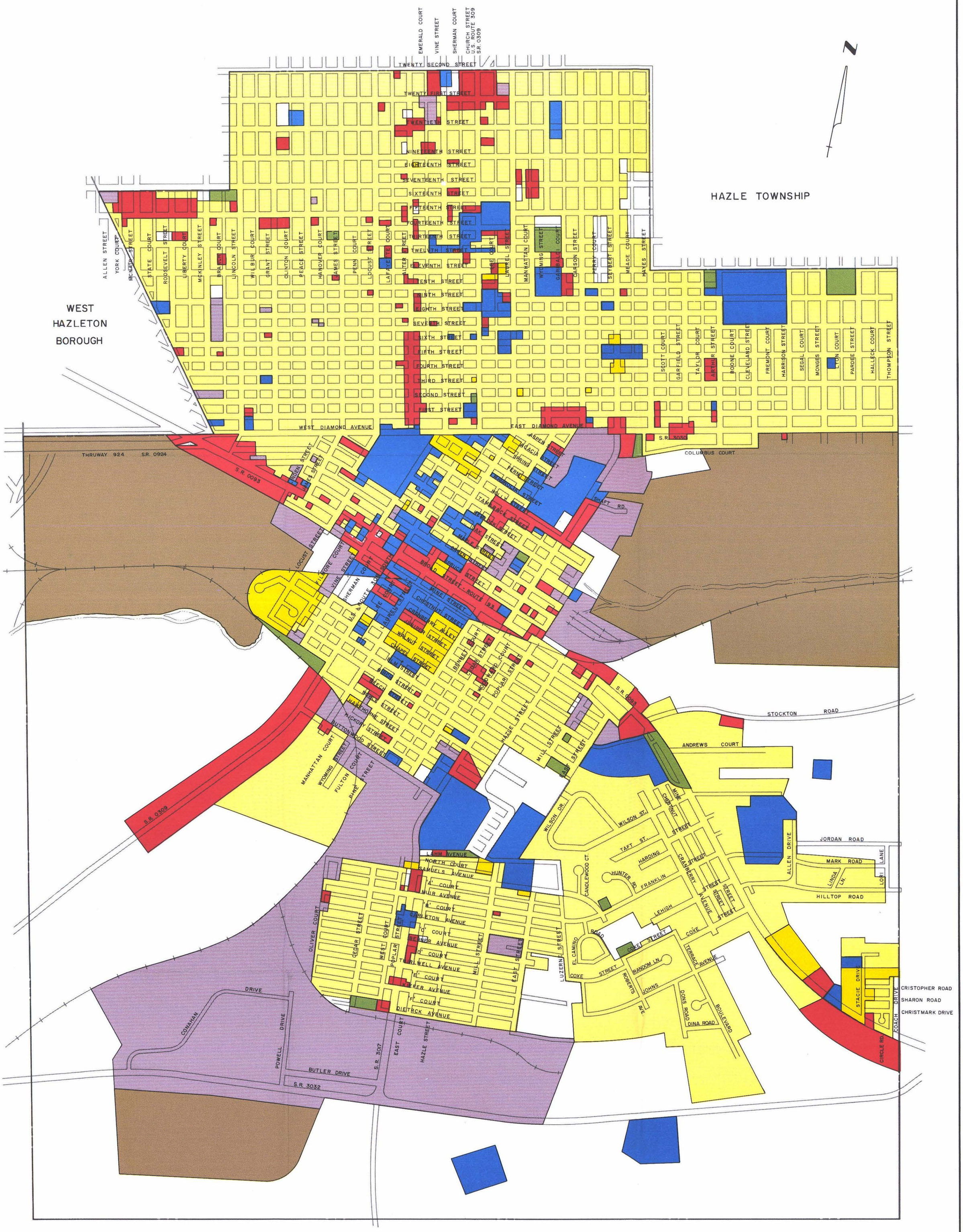

EMERALD COURT
VINE STREET
SHERMAN COURT
CHURCH STREET U.S. ROUTE 309 SR. 0309
TWENTY SECOND STREET
TWENTY FIRST STREET
TWENTIETH STREET
NINETEENTH STREET
EIGHTEENTH STREET
SEVENTEENTH STREET
SIXTEENTH STREET
FIFTEENTH STREET
FOURTEENTH STREET
THIRTEENTH STREET
TWELFTH STREET
ELEVENTH STREET
TENTH STREET
NINTH STREET
EIGHTH STREET
SEVENTH STREET
SIXTH STREET
FIFTH STREET
FOURTH STREET
THIRD STREET
SECOND STREET
FIRST STREET
HAZLE TOWNSHIP
WEST HAZLETON BOROUGH
ALLEN STREET
YORK COURT
MONROE STREET
STATE COURT
ROOSEVELT STREET
LIBERTY COURT
McKINLEY STREET
BRADY COURT
LINCOLN STREET
WILBUR COURT
GRANT STREET
CLINTON COURT
PEACE STREET
HANOVER COURT
JAMES STREET
PENN COURT
LOCUST STREET
LAFAYETTE COURT
ALTER STREET
LEE COURT
LAUREL STREET
MANHATTAN COURT
WYOMING STREET
GARIBALDI COURT
CARSON STREET
PERRY COURT
SEYBERT STREET
MEADE COURT
HAYES STREET
SCOTT COURT
GARFIELD STREET
TAYLOR COURT
ARTHUR STREET
BOONE COURT
CLEVELAND STREET
FREMONT COURT
HARRISON STREET
SEGAL COURT
MONGES STREET
LYON COURT
PARDEE STREET
HALLECK COURT
THOMPSON STREET
WEST DIAMOND AVENUE
EAST DIAMOND AVENUE
S.R. 3030
COLUMBUS COURT
THRUWAY 924 SR 0924
S.R. 0093
ASPEN STREET
ACACIA STREET
SHRINE STREET
FERN STREET
MAGNOLIA STREET
HOLLY STREET
TAMARACK STREET
IVY STREET
OAK STREET
MAPLE STREET
SPRUCE STREET
BROAD STREET - ROUTE 93
MINE STREET
CHESTNUT STREET
CRANBERRY ALLEY
JUNIPER STREET
WALNUT STREET
CHAPEL STREET
ELM STREET
BENNETT COURT
CEDAR STREET
WOODWARD COURT
POPLAR STREET
HAZLE STREET
MILL STREET
EAST STREET
SHAFT RD.
LOCUST STREET
FILLMORE COURT
VINE STREET
SHERMAN COURT
U.S. ROUTE 309 SOUTH
LAUREL STREET
HAWTHORNE STREET
HICKORY STREET
BUTTONWOOD STREET
MANHATTAN COURT
WYOMING STREET
FULTON COURT
PINE STREET
S.R. 0309
STOCKTON ROAD
ANDREWS COURT
WILSON DR.
WILSON ST.
TAFT ST.
HARDING
FRANKLIN
HUNTER RD.
CANDLEWOOD CT.
CRANBERRY STREET
LEHIGH AVENUE
COXE STREET
EL CAMINO ROAD
LUZERNE STREET
ROBERTS AVE.
JOHNS
RANDOM LN.
TERRACE AVENUE
DONS ROAD
DINA ROAD
BOULEVARD
ALLEN DRIVE
JORDAN ROAD
MARK ROAD
LINDA LN.
LORI LANE
HILLTOP ROAD
STACIE DRIVE
COACH DRIVE
CRISTOPHER ROAD
SHARON ROAD
CHRISTMARK DRIVE
CIRCLE RD.
LAHM AVENUE
NORTH COURT
SAMUELS AVENUE
A' COURT
MUIR AVENUE
B' COURT
CARLETON AVENUE
C' COURT
GERNER AVENUE
D' COURT
THURWELL AVENUE
E' COURT
KEEFER AVENUE
F' COURT
DIETRICK AVENUE
OLIVER COURT
CEDAR STREET
WEST COURT
POPLAR STREET
MILL STREET
EAST STREET
CONAHAN DRIVE
POWELL DRIVE
BUTLER DRIVE
S.R. 3017
S.R. 3032
EAST COURT
HAZLE STREET
HAZLE TOWNSHIP
LEGEND
ONE AND TWO FAMILY RESIDENTIAL
MULTI-FAMILY RESIDENTIAL
COMMERCIAL
INDUSTRIAL
INSTITUTIONAL
RECREATION
MINING
OPEN SPACE
CITY OF HAZLETON
LUZERNE COUNTY, PENNSYLVANIA
EXISTING LAND USE
800 0 800 1600
SCALE IN FEET
GANNETT FLEMING ENVIRONMENTAL ENGINEERS, INC.
HARRISBURG, PENNSYLVANIA

FIGURE 5-2

CHAPTER 6
HOUSING CONDITIONS

6. HOUSING CONDITIONS

The existing and future quantity, quality and availability of housing is important to the prosperity of Hazleton. The housing needs for future population levels can be determined through an analysis of the existing housing base and projected population levels and composition. This portion of the Plan presents an inventory of housing conditions as they exist in Hazleton based upon the 1980 Census.

6.1 Housing Inventory

The number of year round housing units increased by 24.4 percent from 1940 to 1990 in the City of Hazleton. The largest increases were experienced during the post-World War II period. The good economic conditions following the war and the post World War II babyboom promoted new construction. There were 864 housing units built during the 1940's; a 9.6 percent increase over the decade of the 1930's. Another 577 housing units built during the 1950's; a 5.8 percent increase over the decade of the 1940's. The growth in housing units then slowed to 3.8 percent during the decade of the 1960's. In the 1970's, there was a substantial increase of 602 housing units. The 1990 Census Bureau count shows a one percent decrease during the 1980's. Although the reasons for this decrease are unknown, the decreasing amount of vacant land is likely to have caused a stabilization of the number of new year round housing units being built in the City. According to the most recent zoning map, much of the undeveloped land is planned for manufacturing and commercial development. Table 6-1 indicates the number of year-round housing units and persons per dwelling unit.

Table 6-2 shows the occupancy status by housing type in the City of Hazleton. This table shows several interesting housing characteristics. First, 92.2 percent of the housing units were built before 1970, and 69 percent were constructed prior to the 1940's. In 1980, 93.9% of the year-round housing units were occupied. The majority of the vacant housing units were constructed before 1950 (82.9 percent). The age of housing is fairly consistent through the eight census tracts except census tract 2173 has a larger percentage of units built after 1960.

Table 6-1
Year-Round Housing Units and Persons Per Dwelling Unit
1940-1990

	1940	1950	1960	1970	1980	1990
Housing Units	9,119	9,883	10,460	10,860	11,462	11,343
Percent Change	N/A	9.6%	5.8%	3.8%	5.5%	-1.0%
Persons Per Housing Unit	4.3	3.5	3.2	2.8	2.4	2.32

Source: Hazleton Comprehensive Policy Plan, 1969.
PA State Data Center.

TABLE 6-2
YEAR-ROUND HOUSING UNITS BY
OCCUPANCY STATUS AND TYPE OF UNIT BY
CENSUS TRACT - 1990

TYPE OF DWELLING UNIT	2171		2172		2173		2174		2175		2176		2177		2178		Hazleton	
	Total	Percent Occupied	Total	Percent Occupied	Total	Percent Occupied	Total	Percent Occupied	Total	Percent Occupied	Total	Percent Occupied	Total	Percent Occupied	Total	Percent Occupied	Total	Percent Occupied
Single Family Detached	788	97.6	298	94.6	935	97.8	73	94.5	196	95.9	279	96.0	936	96.2	434	96.3	3939	96.7
Single Family Attached	407	91.6	676	92.3	335	94.6	248	93.1	414	88.6	450	92.2	640	94.7	679	93.2	3849	92.6
2 Unit Multi-Family	131	89.3	92	96.7	64	92.2	40	95.0	141	91.5	136	84.6	157	92.4	111	90.1	872	90.8
3+ Unit Multi-Family	215	91.2	432	92.6	178	83.1	243	90.9	409	85.8	382	91.4	336	89.3	161	86.3	2356	89.3
Mobilehome/ Trailer	11	90.9	2	100.0	15	93.3	1	100.0	0	--	1	100.0	12	91.7	3	100.0	45	93.3
Other	24	87.5	44	95.4	31	96.8	14	92.8	39	76.9	26	100.0	69	98.6	35	91.4	282	92.9
Total	1576	93.2	1544	93.2	1558	95.1	619	92.6	1199	88.8	1274	92.2	2150	94.4	1423	93.1	11343	93.2

Census tracts 2173, 2177 and 2178 are the only tracts which show new housing starts during the 1979 to March 1980 period. These tracts encompass the northwest and southern portion of the City. The remaining tracts are in areas which are already nearing a built-out condition or which are composed of abandoned strip mines. These areas have very little open land available for housing development. In recent years, according to approved subdivisions, the most active census tract would be tract 2173, in the southern portion of the City.

Between 1980 and 1988 Hazleton City's Code Enforcement Officer has issued 111 permits for new housing starts. Unless there is a significant increase in housing starts during 1989, approximately 300 new housing starts, the decade of the 1980's will show a considerably lower number of new housing units as compared to any decade between 1940 and 1980.

Public housing in Hazleton offered under the Department of Housing and Urban Development (HUD), subsidized rent program and Section 8 Voucher and Certificate program, is maintained and managed by the Hazleton Housing Authority on South Vine Street. There are three public housing developments located in the City of Hazleton. Two developments are high rise apartment houses for the elderly and disabled over the age of 62. Vine Manor is located at 320 W. Mine Street and offers 100 living units. Hazle Twins are two separate high rise buildings located at 50 East Juniper Street and 70 West Juniper Street. There are fifty living units in each building. Vine Street West is a 100 unit townhouse development for low and moderate income families. Under the Section 8 Voucher and Certification program, private landlords can register rentals with the Housing Authority. This program provides rental assistance and a greater number of rentals for residents to choose from, thus, providing a wider variety of housing.

6.2 Value of Housing

Table 6-3 shows the 1990 median value of owner-occupied housing units by census tract and for the City as a whole. The table shows that census tract 2173 had a much higher mean housing value than the other tracts. This tract also had the highest mean family income in the City (Table 3-6). The median value of owner occupied housing in the City of Hazleton was $43,900 in 1990.

Table 6-4 shows the characteristics of the rental market in Hazleton. Nearly one half (48 percent) of all rental units were located within three census tracts: 2172, 2175, and 2177. These tracts had median rents ranging between $219.00 and $252.00 in 1990. Tract 2173 had the highest median rent, which correlates to the higher income levels in this tract. Tract 2174 has the lowest median rent values and also was the tract with the lowest income levels (see Table 3-6). Tracts with higher percentages of renter occupied housing units tended to have lower median values.

Table 6-3

Mean Value of Owner-Occupied
Housing Units by Census Tract
1990

	2171	2172	2173	2174	2175	2176	2177	2178	Hazleton
Median Value	$44,600	$33,200	$73,200	$35,200	$34,200	$41,900	$46,000	$38,300	$43,900

Source: US Census Bureau

Table 6-4

Specified Renter-Occupied Housing Units
by Contract Rent
1990

Rent	Hazleton	2171	2172	2173	2174	2175	2176	2177	2178
Less Than $100	180	14	46	9	42	7	15	23	14
$100 to $149	414	30	113	29	96	35	30	58	23
$150 to $199	657	64	129	33	65	119	95	92	60
$200 to $249	838	94	140	53	62	122	136	136	95
$250 to $299	731	83	115	39	58	106	99	141	90
$300 to $349	508	63	62	33	32	93	91	94	40
$350 to $399	270	37	39	30	9	47	32	42	34
$400 to $449	214	11	28	65	11	22	31	29	17
$450 to $499	58	2	4	20	2	8	10	9	3
$500 to $549	13	1	1	1	1	3	5	1	0
$550 to $599	13	1	2	0	0	3	3	3	1
$600 to $649	16	0	0	0	1	0	13	1	1
$650 or More	8	0	1	1	0	1	2	2	1
Median	$242	$249	$219	$292	$190	$248	$253	$252	$249
No Cash Rent	243	35	28	28	15	19	26	61	31

Source: US Census Bureau

6.3 Housing Utility Characteristics

Table 6-5 provides a breakdown of sewer and water utility services to year-round housing units in Hazleton as of 1980. There were 104 units (0.9 percent) without public sewage and 61 units (0.6 percent) without water. The majority, if not all of the new housing units built in Hazleton, will receive public water and sewer service. This will put additional strain on both the water and sewer systems, which currently need important improvements.

Table 6-5

Hazleton
Housing Utility Characteristics
1980

	Number of Units	Percent of Total	Residential Hook-Ups 1990
Sewage Disposal			
Public	11,358	99.1	NA
Septic Tank or Cesspool	72	.6	
Other	32	.3	
Water Supply			
Public System or Private Company	11,401	99.5	8,281
Individual Well			
Drilled	56	.5	
Dug	5	>.1	
Other	0	0	

Source: PA State Data Center
Hazleton City

CHAPTER 7
TRANSPORTATION SYSTEM

7. TRANSPORTATION SYSTEM

The Hazleton transportation system consists of 112 miles of state and city owned streets. Figure 7-1 represents the state and city street network. The overall condition of the city street and highway system is fair, although future congestion and future development will place increasing demands on the system.

Public transportation services are provided by Hazleton Transit Authority, which contracts each of the three bus routes to different private bus companies. Bus service is provided Monday through Saturday, with no service on Sunday.

7.1 Classification of Highways and Streets

The Hazleton city street system is classified as rural under the Pennsylvania Department of Transportation (PADOT) system of roadway classifications. Based on the importance and function, the streets of a rural highway system are further classified as principal arterial, minor arterial, collector, and local streets. This system, as shown in Figure 7-1, follows the classification system of the Pennsylvania Department of Transportation (PA DOT), which, in turn, is based on the Federal Highway Administration (FHWA) classification system.

7.1.1 Principal Arterials

Rural expressways and principal arterials are limited access high- ways with the primary purpose of serving through traffic. The following is a list of such roadways and their designations in Hazleton.

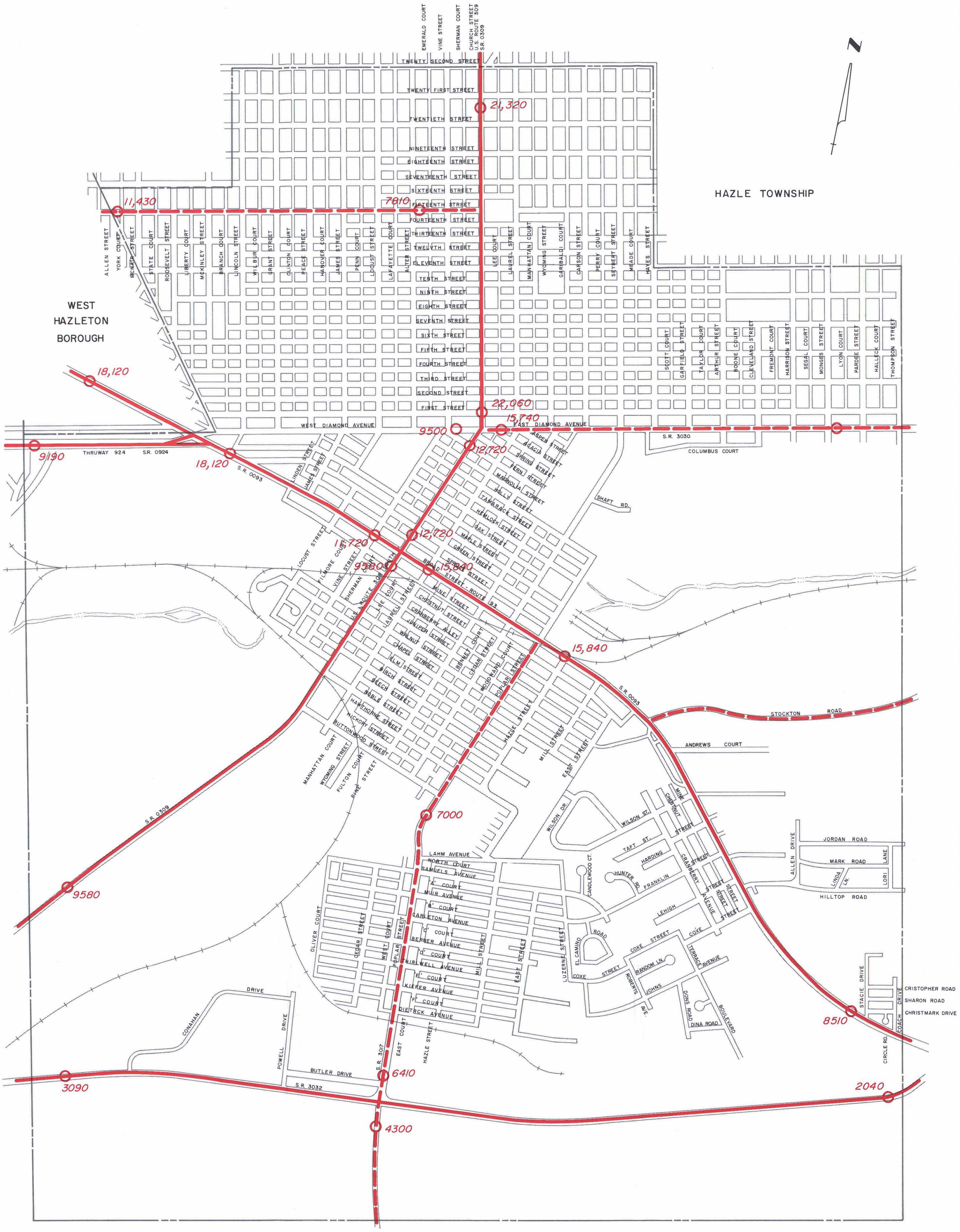
Thruway 924 (State Road 0924): State Road 924 is the main route accessing Interstate 81 (I-81) southbound, which is approximately 1.5 miles to the west of Hazleton. Only a small segment of State Road 924 is within the city limits. To the west of the Hazleton City-line is a divided, four lane, limited access highway, with posted speed limits of 55 mile per hour. State Road 924 intersects West Diamond Avenue and Broad Street in the western section of Hazleton.

Broad Street/Route 93 (State Road 0093): Broad Street runs in a southeast - northwest direction. Beginning at the intersection of State Road 924 and West Diamond Avenue, the road is an undivided, four lane, unlimited access highway. The posted speed limit is 25 miles per hour, with sections of the roadway allowing metered parking. Broad Street continues through the Central Business District (CBD)

Figure 7-1

Roadway Classifications and

Traffic Volumes



LEGEND

- 0000 AVERAGE DAILY TRAFFIC VOLUME (1989 CURRENT ESTIMATE)
- TRAFFIC VOLUME LOCATION
- RURAL (EXPRESSWAYS AND PRINCIPAL ARTERIAL)
- URBAN (MINOR ARTERIALS) AND RURAL (COLLECTOR)

CITY OF HAZLETON
LUZERNE COUNTY, PENNSYLVANIA

ROADWAY CLASSIFICATIONS AND TRAFFIC VOLUMES

800 0 800 1600
SCALE IN FEET

GANNETT FLEMING ENVIRONMENTAL ENGINEERS, INC.
HARRISBURG, PENNSYLVANIA

FIGURE 7-1

as a four lane facility with on-street metered parking between Locust Street and Cedar Street. Near the cross street of Mill Street, Broad Street narrows to a two lane facility with separate left turn lanes at selected intersections.

Church Street/U.S. Route 309 (State Road 0309): Church Street/U.S Route 309 is the major north/south thoroughfare in the city. From the southern city limits to Buttonwood Street, the road is an undivided, four lane, unlimited access, facility with a posted speed limit of 40 miles per hour. The road is a very narrow two lane facility with no on-street parking from Buttonwood Street to Diamond Avenue. Church Street continues as a two lane facility with a shared left turn lane from Diamond Avenue to the northern city boundary (22nd Street). There are signals at West Diamond Avenue, Broad Street, and Buttonwood Street and a climbing/truck lane is provided for southbound traffic between Eighteenth Street and Fourteenth Street because of the steep grade. There is no on-street metered parking along Church Street.

Southern Beltway (State Road 3032): The Beltway is located in the southern portion of the city and runs from State Road 309 (Church Street) to State Road 93 (Broad Street). The road is a two lane, limited access facility with a posted speed limit of 55 miles per hour. The major intersection of Poplar Street and the Beltway is controlled with stop signs on Poplar Street and has right and left turn lanes on the Beltway.

7.1.2 Minor Arterials

Urban minor arterials are the streets in the city that directly feed the principal arterials.

Diamond Avenue (State Road 3030): Diamond Avenue is a state road from Church Street (Route 309) to the eastern city boundary. Diamond Avenue is a minor arterial that carries through traffic east and west. This highway is an undivided, two lane, unlimited access facility with no on-street metered parking. Portions of the roadway travel through a commercial area, while most of the roadway travels through a residential development and selected intersections are controlled by signals. Traffic signals are located at Vine Street, U.S. Route 309/Church Street, Laurel Street, Wyoming Street, and Seybert Street.

Poplar Street (State Road 3017): Poplar Street carries traffic north and south from the Southern Beltway to the Central Business District (Broad Street). The road is an undivided, two lane, unlimited access facility with no on-street metered parking. No intersections are signal controlled along Poplar Street.

Fifteenth Street (State Road 0924): Fifteenth Street is classified as a minor arterial from the western city boundary to Church Street. The road is an undivided, two lane, unlimited access facility with no on-street metered parking. Traffic signals are located at Grant Street, Route 93, and Route 309/Church Street.

7.1.3 Collectors

Rural collectors are streets that directly feed the minor arterials. Hazleton's only street classified as a collector by the Pennsylvania Department of Transportation is Stockton Road.

Stockton Road (State Road 3044): Stockton Road is a rural collector extending east from Broad Street to the eastern city boundary. The roadway is an undivided, two lane facility. The intersection of Stockton Road and Broad Street is controlled with a stop sign on Stockton Road.

7.1.4 Local Streets

The remaining roadways within the city limits are classified as local streets. Figure 7-1 shows the principal and minor arterials and collector streets of the city. All streets that are not labeled in Figure 7-1 are considered local streets.

7.2 One-Way Streets

The city of Hazleton street network is currently a grid system with 59 roadway segments posted as one-way streets. The one-way streets are shown in Figure 7-2. The one-way street segments are listed in Table 7-1.

7.3 Signal Controlled Intersections

The intersections controlled by signals are shown in Figure 7-2. There are a total of 23 signal controlled intersections in the City of Hazleton. Themajority of these intersections are located on state highways, with the only exception being the intersection of Green Street and Wyoming Street.

7.4 Traffic Volumes

The Pennsylvania Department of Transportation (PA DOT) and the Luzerne County Planning Department supplied the traffic volumes for 1989. The Average Daily Traffic (ADT) counts for the various roadway segments were taken by use of a mechanical tube counter or by an estimating process, Pennsylvania

Figure 7-2

Traffic Pattern


N
HAZLE TOWNSHIP
WEST HAZLETON BOROUGH
EMERALD COURT
VINE STREET
SHERMAN COURT
CHURCH STREET U.S. ROUTE 309 SR. 0309
TWENTY SECOND STREET
TWENTY FIRST STREET
TWENTIETH STREET
NINETEENTH STREET
EIGHTEENTH STREET
SEVENTEENTH STREET
SIXTEENTH STREET
FIFTEENTH STREET
FOURTEENTH STREET
THIRTEENTH STREET
TWELVTH STREET
ELEVENTH STREET
TENTH STREET
NINTH STREET
EIGHTH STREET
SEVENTH STREET
SIXTH STREET
FIFTH STREET
FOURTH STREET
THIRD STREET
SECOND STREET
FIRST STREET
ALLEN STREET
YORK COURT
MONTA STREET
STATE COURT
ROOSEVELT STREET
LIBERTY COURT
McKINLEY STREET
BRANCH COURT
LINCOLN STREET
WILBUR COURT
GRANT STREET
CLINTON COURT
PEACE STREET
HANOVER COURT
JAMES STREET
PENN COURT
LOCUST STREET
LAFAYETTE COURT
ALTER STREET
LEE COURT
LAUREL STREET
MANHATTAN COURT
WYOMING STREET
GARIBALDI COURT
CARSON STREET
PERRY COURT
SEIBERT STREET
MEADE COURT
HAYES STREET
SCOTT COURT
GARFIELD STREET
TAYLOR COURT
ARTHUR STREET
BOONE COURT
CLEVELAND STREET
FREMONT COURT
HARRISON STREET
SEGAL COURT
MONGES STREET
LYON COURT
PARDEE STREET
HALLECK COURT
THOMPSON STREET
WEST DIAMOND AVENUE
EAST DIAMOND AVENUE
THRUWAY 924 S.R. 0924
S.R. 0093
S.R. 3030
COLUMBUS COURT
LINDEN STREET
JAMES STREET
ASPEN STREET
ACACIA STREET
SPRING STREET
FERN STREET
MAGNOLIA STREET
HOLLY STREET
TAMARACK STREET
HEMLOCK STREET
OAK STREET
MAPLE STREET
GREEN STREET
SHAFT RD.
LOCUST STREET
FILLMORE COURT
VINE STREET
SHERMAN COURT
U.S. ROUTE 309 SOUTH
BROAD STREET - ROUTE 93
SPRUCE STREET
MINE STREET
CHESTNUT STREET
CRANBERRY ALLEY
JUNIPER STREET
WALNUT STREET
CHAPEL STREET
ELM STREET
BIRCH STREET
BEECH STREET
NOBLE STREET
HAWTHORNE STREET
HICKORY STREET
BUTTONWOOD STREET
LEE COURT
LAUREL STREET
MANHATTAN COURT
WYOMING STREET
FULTON COURT
PINE STREET
BENNET COURT
CEDAR STREET
MOONYARD COURT
POPLAR STREET
AZLE STREET
MILL STREET
EAST STREET
S.R. 0093
STOCKTON ROAD
ANDREWS COURT
S.R. 0309
WILSON DR.
WILSON ST.
MINE
CHESTNUT
STREET
TAFT ST.
HARDING
HUNTER RD.
FRANKLIN
CRANBERRY STREET
AVENUE
LEHIGH
CANDLEWOOD CT.
EL CAMINO ROAD
COXE STREET
RANDOM LN.
TERRACE AVENUE
ROBERTS AVE.
JOHNS
DONS ROAD
DINA ROAD
BOULEVARD
ALLEN DRIVE
JORDAN ROAD
MARK ROAD
LANE
LINDA LN.
LORI
HILLTOP ROAD
STACIE DRIVE
COACH DRIVE
CIRCLE RD.
CRISTOPHER ROAD
SHARON ROAD
CHRISTMARK DRIVE
LAHM AVENUE
NORTH COURT
SAMUELS AVENUE
A' COURT
MUIR AVENUE
B' COURT
CARLETON AVENUE
C' COURT
BERNER AVENUE
D' COURT
THIRLWELL AVENUE
E' COURT
KIERER AVENUE
F' COURT
DIETRICK AVENUE
OLIVER COURT
CEDAR STREET
WEST COURT
POPLAR STREET
MILL STREET
EAST STREET
LUZERNE STREET
CONAHAN DRIVE
POWELL DRIVE
BUTLER DRIVE
S.R. 3017
S.R. 3032
EAST COURT
HAZLE STREET
HAZLE TOWNSHIP
LEGEND
ONE WAY STREET
SIGNAL CONTROLLED INTERSECTION
CITY OF HAZLETON
LUZERNE COUNTY, PENNSYLVANIA
TRANSPORTATION PATTERN
800 0 800 1600
SCALE IN FEET
GANNETT FLEMING ENVIRONMENTAL ENGINEERS, INC.
HARRISBURG, PENNSYLVANIA

FIGURE 7-2

Table 7-1
One-Way Streets

Roadway	From	To	Direction
Peace St.	Diamond	22nd St.	Northbound
Alter St.	Diamond	22nd St.	Northbound
Laurel St.	Buttonwood	17th St.	Northbound
Carson St.	Diamond	17th St.	Northbound
Hayes St.	Diamond	9th St.	Northbound
Arthur St.	Diamond	9th St.	Northbound
Pine St.	Buttonwood	Juniper	Northbound
Manhatten Court	9th St.	14th St.	Northbound
Boundary St.	Diamond St.	4th St.	Northbound
Fulton Ct.	Green St.	Diamond	Northbound
Grant St.	22nd St.	Diamond	Southbound
James St.	22nd St.	Broad	Southbound
Vine St.	22nd St.	Diamond	Southbound
Wyoming St.	9th St.	Buttonwood	Southbound
Seybert St.	17nd St.	Diamond	Southbound
Garfield St.	9th St.	Diamond	Southbound
Cleveland St.	7th St.	Diamond	Southbound
Cedar St.	Chestnut St.	Buttonwood	Southbound
Hazle St.	Broad St.	Hawthorne	Southbound
Garibaldi Court	9th St.	12th St.	Southbound
Cleveland St.	Diamond	7th St.	Southbound
14th St.	James St.	Sherman Crt.	Eastbound
12th Street	Lincoln St.	Seybert	Eastbound
10th Street	Lincoln St.	Garfield St.	Eastbound
8th Street	Wilbur Court	Arthur St.	Eastbound
6th Street	McKinley St.	Arthur St.	Eastbound
4th Street	City Line	Arthur St.	Eastbound
2nd Street	Lincoln St.	Arthur St.	Eastbound
Aspen St.	Diamond	Wyoming St.	Eastbound
Acacia St.	Diamond	Fulton Ct.	Eastbound
Spring St.	Church St.	Fulton Ct.	Eastbound
Fern St.	Diamond	Fulton Ct.	Eastbound
Holly St.	Vine St.	Laurel St.	Eastbound
Hemlock St.	Vine St.	Cedar St.	Eastbound
Maple St.	Lincoln St.	Cedar St.	Eastbound
Spruce St.	Vine St.	Poplar St.	Eastbound
Mine St.	Linden St.	Locust St.	Eastbound
Mine St.	Church St.	Pine St.	Eastbound
Chestnut St.	Pine St.	Mill St.	Eastbound
Chestnut St.	Church St.	Laurel St.	Eastbound
Walnut St.	Vine St.	Mill St.	Eastbound
Elm Street	Filmore Court	Hazle St.	Eastbound
Beech St.	Laurel St.	Cedar St.	Eastbound
Cranberry Alley	Hazle St.	Mill St.	Eastbound

Table 7-1 (Cont'd.)
One-Way Streets

Roadway	From	To	Direction
13th Street	Manhatten Ct.	Lincoln St.	Westbound
11th Street	Hayes St.	Lincoln St.	Westbound
9th Street	Church St.	Peace St.	Westbound
7th Street	Arthur St.	Branch St.	Westbound
5th Street	Arthur St.	City Line	Westbound
3rd Street	Arthur St.	Lincoln St.	Westbound
1st Street	Arthur St.	City Line	Westbound
Magnolia St.	Fulton Ct.	Vine St.	Westbound
Tamarack St.	Cedar St.	Vine St.	Westbound
Oak Street	Cedar St.	Vine St.	Westbound
Green Street	Poplar St.	Linden St.	Westbound
Juniper St.	East St.	Church St.	Westbound
Chapel St.	Mill St.	Locust St.	Westbound
Birch St.	Hazle St.	Filmore Ct.	Westbound
Hawthorne St.	Hazle St.	Poplar St.	Westbound

Source: City of Hazleton.

Roadway Information System (P.A.R.I.S.). The counts were taken as part of PA DOT's ongoing traffic volume count program. Figure 7-1 shows the Average Daily Traffic volumes for the major state and city road within the city limits of Hazleton. State and city roadway ADT's cover a 24 hour time period and include both directions of travel and all vehicle type classifications. All traffic volumes reflect the current conditions year (1989).

7.5 Parking

The city metered and pay parking areas and lots are shown in Figure 7-3. The metered parking zones located on Alter Street, Maple Street, Green Street, Broad Street, and Wyoming Street are operated by the City of Hazleton. The parking garage located at Chestnut Street and Wyoming Street; monthly parking located at Chestnut Street and Pine Street; and the two park and shop lots located at Spruce Street and Laurel Street, and Chestnut Street at Laurel Street are operated by the Parking Authority.

7.6 Deficiencies in the Existing Transportation System

With the exception of the Southern Beltway, both state and city owned roadways were built to handle much smaller volumes of traffic. The present deficiencies in the city transportation system are separated into five major corridors. The majority of these deficiencies relate to traffic congestion and capacity. Traffic congestion is characterized by stop-and-go traffic, long queue lengths, lower average travel speeds; and long delays on a section of roadway. Traffic capacity is the maximum hourly rate at which vehicles can reasonably be expected to traverse a point or uniform section of a lane or roadway during a given time period under prevailing roadway, traffic, and control conditions. The next sections provide summaries of the deficiencies in each corridor.

- Church Street Corridor (U.S. Route 309)

  Traffic congestion and capacity at:

  - Broad Street (Route 93)
  - Diamond Avenue (State Road 3030)
  - Buttonwood Street

- Alter Street Corridor

  Poor transportation flow problems and traffic congestion due to parking, narrow traffic lanes, and sight distance between:

  - 2nd Street and 7th Street

Figure 7-3

Paid Parking and

Public Tranportation

- o Diamond Avenue Corridor (State Road 3030)

  Traffic congestion and capacity at:

  - Cedar Street
  - Church Street

- o Broad Street Corridor (Route 93)

  Congestion during morning and afternoon peak travel periods

  - Cedar Street

  Poor lane markings and safety hazards from:

  - Cedar Street to Hazleton State General Hospital

- o Mine Street/Chestnut Street Corridor

  Poor transportation circulation along Mine and Chestnut Streets:

  - Vine Street and Pine Street

7.7 Beltway

The Greater Hazleton Beltway was originally proposed in the mid-1960's. It is designed to function as a multi-segment highway which encircles the Greater Hazleton area. Three segments of the highway have been completed thus far. The fourth segment has been both on and off of PADOT's twelve year highway plan since the early 1970's. The fourth segment of the Beltway is currently on the PADOT's twelve year improvement plan.

The proposed south/west beltway addition is important because it would link Pennsylvania Route 309 (approximately 1.25 miles south of center-city Hazleton) with Pennsylvania Route 924 (approximately .25 of a mile west of the Harwood Interchange of Interstate 81) or perhaps with an interchange directly off I-81. This segment of the beltway would be approximately 2.3 miles and would be located within the boundaries of Hazle Township.

Construction of this portion of the beltway would have a tremendous impact upon the Greater Hazleton area. Construction of this segment will provide direct access to Interstates 80 and 81. This would link three major industrial parks - the Hazleton Commerce Center (HCC), the Humbolt Industrial Park, and the Valmont Industrial Park. McAdoo Industrial Park would also benefit from the construction of this part of the beltway with better access.

Completion of the beltway would be beneficial to the Greater Hazleton area in several other ways. It would reduce traffic flow and provide more efficient traffic patterns for the City of Hazleton. It would also provide direct access to southern Hazleton from I-81 and Route 924. Also, approximately 24,000 feet of

roadway frontage would be available in Hazle Township for commercial and industrial development. Also, it would open up 4.6 miles of highway frontage for further development, benefitting the city indirectly.

The Luzerne County Planning Commission recently rated the proposed construction of the Heights beltway as top priority in regard to highway improvement projects. This action was intended to encourage PADOT to favorably reconsider placing this highway segment back on its twelve year highway improvement plan. Other factors which influenced the Beltways placement include:

- Right-of-way commitments from the Hazleton City Authority and Pennsylvania Power and Light.

- The support of three local governments (Hazle Twp., Borough of West Hazleton and the City of Hazleton); two utilities; a non-profit industrial development corporation; and private developers. All have made financial commitments towards supporting the costs of engineering.

This local support was crucial in convincing the PA Transportation Commission to place the engineering phase of the project on the first 4-year segment of the revised twelve-year plan.

7.8 Public Transportation Services

The public transportation system of Hazleton is the responsibility of the Hazleton Transit Authority. The Authority has three different bus lines that are operated by private transit companies. The Blue Line is operated by Hazleton Area Transit Motor Transportation Company, Inc.; the Green Line is operated by Quinn's Transit Lines; and the Red Line is operated by Baran Transit Lines. The three transit service routes are shown in Figure 7-3. The hours of operation are from Monday to Saturday, 5:30 A.M. to 6:30 P.M. There is no bus service on Sundays and Holidays. Ridership figures for the three bus companies for the period of June 1987 to June 1988 are as follows:

252,384 Senior Citizen & Handicapped Passengers
190,724 Paying Passengers
443,108 Total Passengers

Regional transit service for the City of Hazleton is provided by Capital Trailways and Susquehanna Trailways. Capital Trailways offers daily service from Syracuse, New York, Scranton, Hazleton, and

Harrisburg, Pennsylvania to Washington D.C. Susquehanna Trailways offers daily service from Williamsport, Hazleton and Philadelphia, Pennsylvania, to New York City, New York.

7.9 PA DOT/Luzerne County/Hazleton Improvement Plans

The present 12-year PA DOT Capital Improvement Program, adopted July 1987 and revised January 1988, includes only a few projects which will impact the city's transportation system. The PA DOT Capital Improvement Program includes the following:

* The intersection of Airport Road and S.R. 309 has had signal improvements made;

* The intersection of Freeland Road and T-326 (located in Hazle Township) will have signal improvements made; and

* Construction of the Beltway.

Luzerne County does not have any capital improvement programs in the near future.

In addition to the projects approved as part of the adopted 12-year program of PADOT, the city has identified improvements to the street system which the city officials consider part of the Capital Improvement Program. The City of Hazleton Capital Improvement Program is shown in Table 7-2.

7.10 Hazleton Municipal Airport

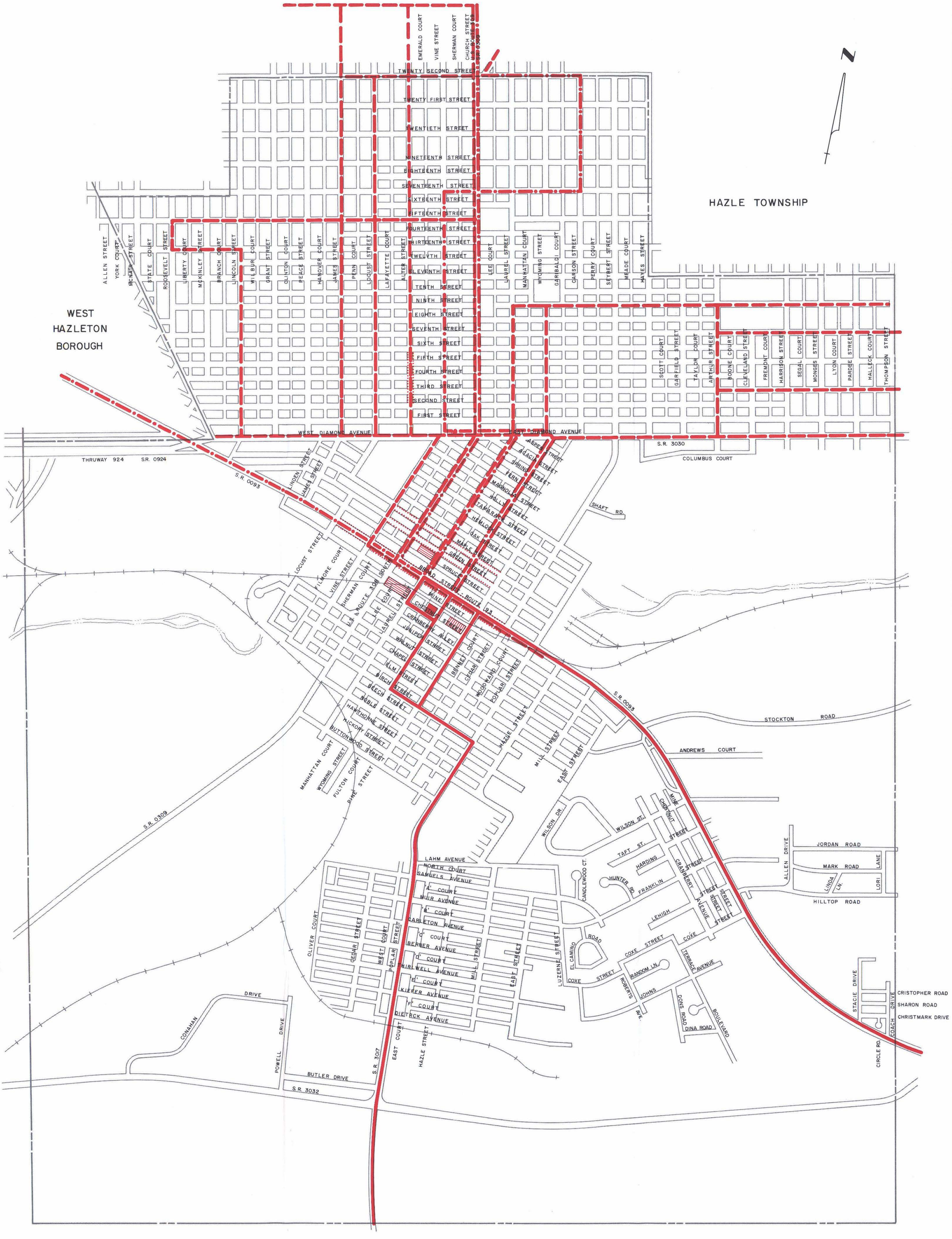
The Hazleton Municipal Airport is located in Hazle Township north of the City. The airport is owned and operated by the City of Hazleton. The airport services private and corporate flights on a daily basis. There are no commercial flights offered.

The airport has a 4,988 foot runway. At this time there are proposals to expand the runway to 6,000 feet. If the expansion is approved the airport would be able to facilitate commercial flights.

Table 7-2
City of Hazleton
Capital Improvement Program
Street Resurfacing/Reconstruction

Road	From	To	Improvement	Project Start Date
Grant Street	Diamond	9th St.	Reconstruction	1989
Grant Street	9th St.	15th St.	Reconstruction	1990

Source: City of Hazleton.



LEGEND

- METER ZONE
- PARKING GARAGE
- MONTHLY PARKING LOT
- PARK AND SHOP LOT
- RED LINE BUS ROUTE
- BLUE LINE BUS ROUTE
- GREEN LINE BUS ROUTE

CITY OF HAZLETON
LUZERNE COUNTY, PENNSYLVANIA

PARKING AND PUBLIC TRANSPORTATION

800 0 800 1600
SCALE IN FEET

GANNETT FLEMING ENVIRONMENTAL ENGINEERS, INC.
HARRISBURG, PENNSYLVANIA

FIGURE 7-3

CHAPTER 8
COMMUNITY FACILITIES AND SERVICES

8. COMMUNITY FACILITIES AND SERVICES

8.1 Police Protection

8.1.1 Organization

The Hazleton Police Department provides police protection for all residents of the City of Hazleton. The Police Department currently includes 25 officers and two civilian personnel. The Department is organized with a chief of police, three sergeants, two detectives, and 20 patrolmen. According to the police chief, reorganization will occur in 1990, in which case there would be a police chief, one lieutenant, three sergeants, three detectives, three corporals, and 14 patrolmen. There are three support personnel; a dispatcher, a records clerk and a parking enforcement officer. A police officer dispatches calls when the dispatcher is off duty. During the 1990 reorganization, an additional full-time dispatcher, two part-time dispatchers and a ticket clerk will be hired. The dispatchers dispatch police, fire, and ambulance calls. The City system is connected to the Luzerne County dispatch system. Hazleton does not participate in the 911 Emergency Call System. Citizens of Hazleton call the Police Department Dispatcher in emergency situations.

There are three shifts over a 24-hour period. Each shift includes one sergeant and five patrolmen with two extra patrolmen during the hours of 7:00 P.M. and 3:00 A.M. There are two to three patrolmen on the street at all times. There is no full-time foot patrolman. However, the Broad Street Business District is patrolled by foot during the warmer months and during the winter if manpower is available. The Department patrols strictly within the City limits unless an emergency situation arises where the State Police need assistance in the surrounding municipalities. The State Police and City of Hazleton Police have a cooperative agreement to assist each other when necessary.

8.1.2 Facilities and Equipment

The Police Department is located on the first floor of Hazleton City Hall. The Department has its administrative offices here as well as a briefing room, an evidence room, and a locker room for the officers. The lock-up facility is located in the basement and includes five adult male cells, one juvenile cell, and two female cells. These cells are used only as holding facilities until prisoners are transported to the County Prison in Wilkes-Barre. The holding cells are scheduled for some renovations in 1990.

The Department currently has two computer terminals, one which is interfaced with the Pennsylvania State Police computer system, and the other is interfaced with the Luzerne County system. The Department also has five patrol cars, and an unmarked car used by the Chief of Police. A VASCAR System is installed in one of the patrol cars for speed control. The Department also has a mobile crime lab for investigative purposes. The addition of a voice recorder and 2 vehicles (1 cruiser and 1 unmarked vehicle) are budgeted for 1990.

8.1.3 Training

New patrolmen are trained at the Northeast Police Academy in Wyoming, PA. From their date of hire, they are on a one year probation period, after which time they will either become full-time, probation will be extended, or they will be terminated. Ongoing training for the department is achieved through seminars and classes held at the police academies in Wyoming and Allentown. A firing range is located in Wilkes-Barre and each officer must qualify annually.

8.2 Emergency Services

8.2.1 Fire Service

There are five fire companies located in the City of Hazleton. These include: Heights Fire Company; Pioneer Fire Company; 14th Ward Fire Company; East End Fire Company; and Diamond Fire Company. Only three of the fire stations currently operate on a full-time basis. Heights and 14th Ward Stations are temporarily closed. The remaining three fire companies respond to all structure fires when Heights and 14th Ward Companies are closed. When all companies are operating, the 14th Ward Fire Company and Diamond Fire Company respond to fires north of Diamond Avenue, and the remaining three companies respond to fires south of Diamond Avenue. The 100-foot ladder truck housed in the Pioneer Fire Company responds to all structure fires.

There are currently 22 paid firemen. These include the Fire Chief, two Deputy Fire Chiefs, and 19 paid drivers. There is also over 500 volunteer firemen, approximately 100 of whom are considered active, which belong to the five fire companies, that can supplement the paid firemen when necessary.

Table 8-1 lists the fire equipment currently owned by by City. New vehicles were purchased for all companies, with the exception of East End, with funding from the Community Development Block Grant Program (CDBG). The East End Fire Company area is not eligible for funds from this program because it is not located in a CDBG eligible neighborhood. East End Fire Company has older equipment, but it is well maintained.

The Fire Department does not own any rescue vehicles, but maintains some limited rescue equipment at its East End Fire Company. The City of Hazleton owns the buildings and land which house the five fire companies.

Table 8-1
Fire Department Equipment

Fire Company	Apparatus
Pioneer Fire Company	1981 Mack Ladder
Pioneer Fire Company	1973 Seagraves Ladders
Pioneer Fire Company	1977 Ford Alarm Truck
Diamond Fire Company	1979 Mack Pumper
East End Fire Company	1965 Mack Pumper
Heights Fire Company	1978 Mack Pumper
14th Ward Fire Company	1987 Mack Pumper
14th Ward Fire Company	1963 Mack Pumper
Fire Department	1984 Oldsmobile Stationwagon
Fire Department	1984 Oldsmobile Sedan

Source: Hazleton Fire Department.

The Fire Department receives funding from the City. The majority of the budget (91 percent) is used for salaries. The 1989 budget allotment for the Fire Department is $606,162.

Table 8-2 lists the number and type of fire calls received for 1987 and 1988. The Fire Chief reports that the actual number of fire calls is down because of the demolition of buildings in blighted areas which were fire hazards. The Building Officials and Codes Administrators (BOCA) building code was adopted in March 1973 and is followed for fire safety and fire prevention when constructing new buildings. Building inspections are conducted by the Fire Chief and the two fire deputies. The Fire Chief and State Police Fire Marshal conduct arson investigations.

8.2.2 Ambulance Service

Ambulance services are provided primarily by volunteers of the Hazleton Community Ambulance Association. In addition, 1 private service also operates in the City. The HCAA has two ambulances housed at the Pioneer Fire Company. The HCAA is self insured and they service the City of Hazleton and the surrounding municipalities. The HCAA has a yearly budget of $50,000 that is partially funded by offering their services for a yearly $5 fee per household. The Hazleton State General Hospital has a paramedic unit which services the City of Hazleton and surrounding municipalities.

Table 8-2
Fire Calls
1987-1988

Fire Company	Pioneer		Diamond		East End		Heights		14th Ward	
Year	1987	1988	1987	1988	1987	1988	1987	1988	1987	1988
Residential	111	125	84	155	101	188	51	19	54	36
Commercial	7	29	6	26	6	30	6	2	5	6
Vehicular	4	4	8	15	10	17	2	0	3	1
Miscellaneous	15	2	16	1	13	5	6	3	4	1
Out of Town	0	0	0	0	0	0	0	0	0	0
False Alarms	20	17	12	36	17	47	6	6	11	6
False Alarm Malfunctions	39	43	20	36	29	37	17	6	12	11
Brush and Trash	3	6	5	18	8	31	5	2	5	3
Total	111	125	84	155	101	188	51	19	54	36

Source: Hazleton Fire Department.

8.3 Public and Private School Facilities

8.3.1 Public Schools

The Hazleton Area School District provides public education for City residents. There are five elementary schools, two junior high schools, and one senior high school located within the City of Hazleton. There is also a Vocational/Technical School located in the Maple Manor educational complex for grades 9-12. Table 8-3 lists the public schools which service students of the City of Hazleton; the year they were built (if available); and the grades.

Under the Hazleton Area School District building program, the District is in the process of consolidating their facilities. The district is constructing a new Central High School building on a site near the corner of 23rd Street and McNair Street. Once this building is complete, students from the Freeland Senior High School, West Hazleton Senior High School and Hazleton Senior High School with attend the Central High School. The West Hazleton Senior High School and Freeland Senior High School will become Junior High Schools to service students from these areas. The Hazleton Senior High School will become a Junior High School for students now attending the H.F. Grebey Junior High and the D.A. Harmon Junior High, both which will close. The realignment of elementary schools will include closing the Conyngham/Sugarloaf Elementary School and the Nuremburg Elementary School. The students from these schools will attend the newly constructed Valley Elementary School on a site near the intersection of Route 93 and Rock Glen Road.

Table 8-3

Public and Private Schools
for Hazleton Residents

Public Schools

School	Year Built	Grades	1989 Enrollment
Arthur Street Elementary (3)	1917	K-6	285
Hazle Elementary (Outside City)	1966	K-6	522
Heights-Terrace Elementary (1)	1977	K-6	654
Locust Street Elementary (7)	1915	K-6	173
A. D. Thomas Elementary (2)	1937	K-6	231
H. F. Grebey Jr. High School (6)	1912	7-9	450
D. A. Harman J. High School (5)	1921	7-9	604
Hazleton Senior High School (4)	1928	9-12	1,089
Hazleton Area Vocational-Technical School (Outside City)	1969	9-12	N.A.

Private Schools

School	Year Built	Grades	1989 Enrollment
St. Gabriel Elementary	N.A.	Pre K-6	N.A.
St. Joseph	N.A.		N.A.
St. John's Byzantine	N.A.	K-8	N.A.
Holy Trinity	N.A.		N.A.
Trinity Lutheran	N.A.		N.A.
Msgr. Molino	N.A.	K-8	N.A.
Bishop Hafey Middle School	N.A.		N.A.
Bishop Hafey Junior High School	N.A.		N.A.
Bishop Hafey High School	N.A.	9-12	N.A.

Source: City of Hazleton.

N.A. - Not Available

(See Community Facilities Map for Location)

8.3.2 Private Schools

There are six private schools located in the City of Hazleton. These are listed in Table 8-3.

8.3.3 Continuing Education

There is opportunity for obtaining advanced education within the Greater Hazleton Region. Luzerne County Community College (located in Nanticoke) provides adult continuing education classes at the Vocational/ Technical School. Lackawanna Junior College also offers a two year education program for adults.

The Penn State Hazleton Campus located in High Acres is considered a great benefit to the region. The Campus offers a large variety of programs to residents and incoming students. The first two years of a baccalaureate degree can be completed, or an associate degree can be earned at the Hazleton Campus. The continuing education courses at the University provide opportunities for personal or professional growth. The campus also hosts training/ education seminars for businesses in the region.

8.4 Public and Private Recreation Facilities

Recreation facilities in the City of Hazleton are listed in Table 8-4 and illustrated on Figure 8-1. Hazleton's recreation facilities consist mainly of playgrounds and a few playfields scattered throughout the City. Several playgrounds are connected with schools, but not all schools have playgrounds or recreation facilities.

These recreation facilities constitute 23.55 acres. The facilities available at each park are listed on Table 8-4. The acreage included in this section does not equal the acreage quoted in Table 5-1 for recreation. The reason is that this section only includes City owned land, where the land use chapter includes privately owned areas.

8.5 Municipal Buildings and Property

Municipally owned property and buildings include City Hall; the five fire stations; a municipal garage; the Federal Building; and the Department of Public Works building. These are shown on Figure 8-1.

City Hall houses office space for City staff, public meeting rooms and the police department. Facilities included in the police department space are listed in Section 8.1. The Department of Public Works has offices and a garage at the Public Works Building located at 215 North Cedar Street. This building is used for storage of maintenance vehicles. Additional storage space will be provided with the construction of an addition at the present location.

Table 8-4

Recreation Facilities

Facility	Owner	Operation and Maintenance	Size	Use
1. 12th Ward W. 17th St. & Lincoln St.	City	City	1.46 acres	Primary[1]
2. James Street W. 13th St. & N. James St.	Hazleton City Water Authority (25 year lease to City)	City	0.7	Primary
3. Altmiller E. 14th St. & Manhatten St.	City	City	3.4	Primary
4. St. Stanislaus Hayes St. & E. 17th St.	City (located in Hazle Twp.)	City	7.2	Primary
5. Arthur Street N. Arthur St. & E. 11th St.	City (Hazleton Area School District)	City	0.7	Primary
6. Columbus Court E. Diamond Ave. & Columbus Ct.	Pagnotti Enterprises (leased to City)	City	0.4	Secondary[2]
7. Pine Street N. Pine St. & E. Hemlock St.	City	City	0.7	Primary
8. East End S. East St. & E. Walnut St.	City	City	1.5	Primary, until recently, due to neglect
9. Beech Street W. Beech St. & S. Church St.	City	City	2.76	Primary
10. Lahm Avenue Lahm Ave. & Hazle St.	City	City	0.5	Secondary-needs refurbishing

Table 8-4
(Cont'd.)

Recreation Facilities

Facility	Owner	Operation and Maintenance	Size	Use
11. West Court S. Cedar St. & W. F. Ct.	City	City	0.4	Primary
12. Memorial Park Diamond Ave. & Church St.	City	City	.83	Passive[3]
13. Lions Memorial Park E. Broad St.	City	City	2.6	Passive[3]
14. Candlewood Park Franklin St. & Candlewood Ct.	City	City	0.4	Passive

[1] Primary denotes a more frequently used park with more and better equipment.

[2] Secondary denotes a less frequently used park that is generally not well-maintained.

[3] Passive denotes a park which does not have activity-related equipment.

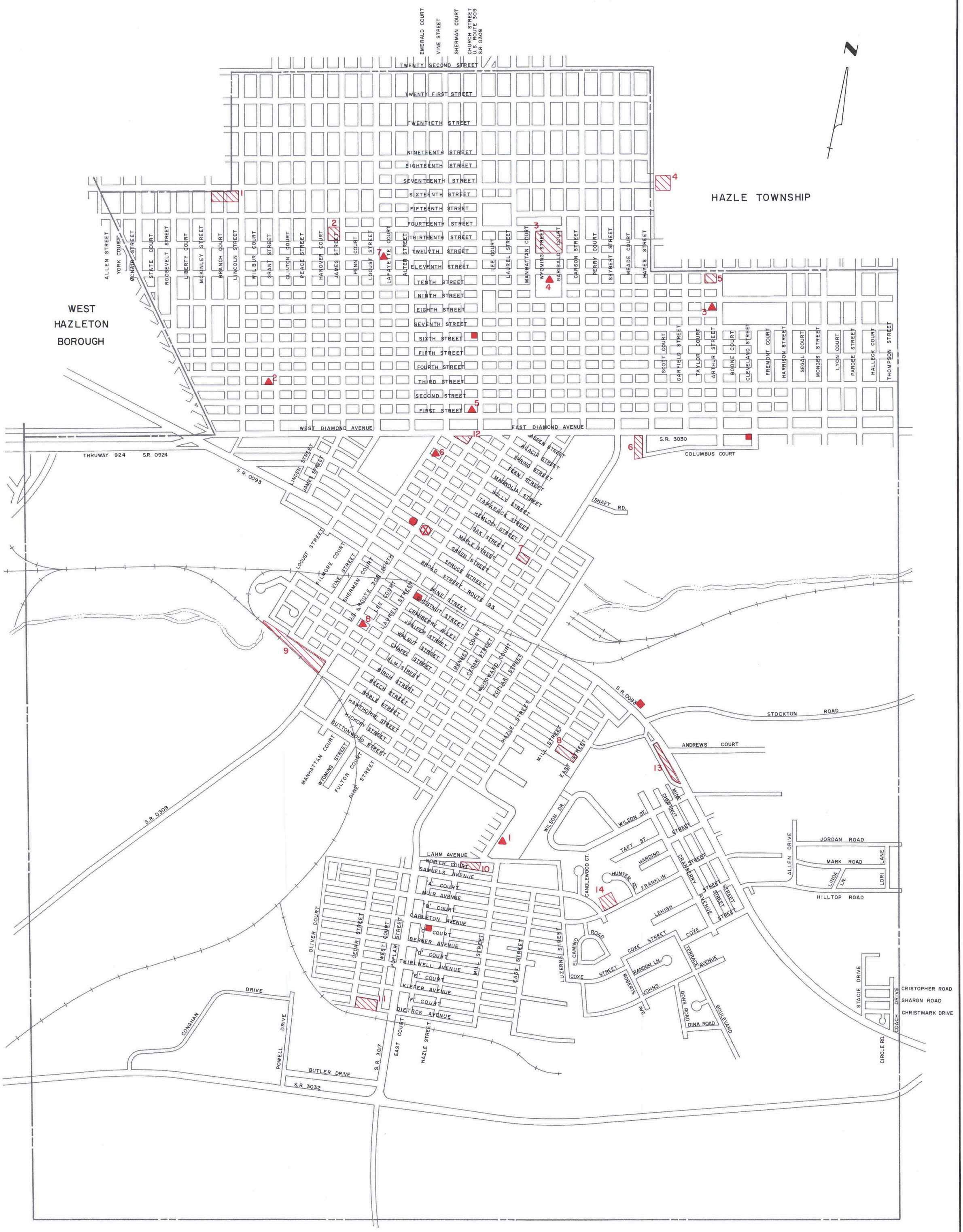
Source: City of Hazleton.

FIGURE 8-1

COMMUNITY FACILITIES

8.6 Library Facilities

The Hazleton Area Public Library is the only public library located in the City of Hazleton. Pennsylvania State University, Hazleton Campus (located in West Hazleton) also has a library which is open to the public. Both of these libraries offer a wide selection of books and services to Hazleton residents.



LEGEND

- CITY HALL
- FIRE COMPANY
- SCHOOL
- LIBRARY
- RECREATION AREA

CITY OF HAZLETON
LUZERNE COUNTY, PENNSYLVANIA

COMMUNITY FACILITIES

800 0 800 1600
SCALE IN FEET

GANNETT FLEMING ENVIRONMENTAL ENGINEERS, INC.
HARRISBURG, PENNSYLVANIA

FIGURE 8-1

CHAPTER 9
COMMUNITY UTILITIES

9. COMMUNITY UTILITIES

9.1 Wastewater System

The 9.4 mgd Greater Hazleton Joint Sewer Authority wastewater treatment plant provides secondary treatment of combined wastewater/stormwater flow and discharges effluent into Black Creek. The plant is located along Black Creek in the Valmont Industrial Park. The treatment plant provides service to the City of Hazleton, West Hazleton Borough, Hazle Township and Sugarloaf Township. The 1989 annual flows were reported as 5.7 million gallons per day (MGD) with a total permitted daily flow of 8.9 MGD. This leaves additional capacity of 3.1 MGD. Figure 9-1 shows the sewer service area in the City of Hazleton.

The City of Hazleton owns and maintains the materials collection and conveyance facilities within the city. Regular maintenance has historically been deferred, the City began maintenance activities in 1989, funded by a $15/household sewer transmission fee. Large maintenance projects are contracted to private contractors. Any extensions to the sewer system within the City are presently financed with grants and/or private financing usually by developers.

Over the past few years the treatment plant has been receiving a hydraulic load in excess of its previous design capacity of 5.8 mgd. Excess hydraulic loading was attributed primarily to excess infiltration in the sewer system, mostly due to combined sewer lines. Despite excellent maintenance and optimum utilization of existing facilities, plant operators frequently bypassed wastewater flow to prevent the loss of biological solids in the system and avoid long-term impairment of the plant's biological treatment process. When wastewater was bypassed, contamination at discharge points and downstream water often resulted. Since the plant has been upgraded to a design capacity of 9.4 mgd, these problems have been eliminated. The separation of combined sewer systems would insure further decreases a hydraulic loading at the wastewater treatment facility

A recent report on the condition of the City of Hazleton's Sanitary Sewer System was completed in January of 1989 by the mayor and selected staff. The report reveals several problems associated with the age and condition of the sewer system, including infiltration problems, frequent emergency sewer repair, and major deficiencies identified by DER. The report calls for immediate action to renovate and upgrade the 100 year old sewer system. A list prioritizing the repair work is included in the report, along with expected cost figures. Construction on the sewer system could begin during 1990.

Figure 9-1

Community Utilities

Table 9-1

City of Hazleton Owned and Maintained
Pump Stations

Pump Station	Location	Capacity
Locust Street Pump Station	Locust Street	2,550 GPM
Gas House Pump Station	Poplar Street	6,700 GPM
Birch Hill Pump Station	E. Broad Street	150 GPM
Stacie Manor Pump Station	E. Broad Street	240 GPM

Source: Greater Hazleton Area 201 Facilities Plan, Volume I.

9.2 Water Supply and Distribution System

Hazleton City Authority provides water supply to the City of Hazleton, surrounding municipalities and portions of Carbon and Schuylkill County. The Authority uses surface sources and groundwater for a raw water supply. None of the Authority's reservoirs are filtered. The only treatment provided is disinfection and corrosion control.

The Authority's system is divided into four divisions: Hazleton Division; Drifton Division; Delano Division; and the Tomhicken Division. The Hazleton Division is the largest and is subdivided into the Hazleton, Ebervale, and Lattimer distribution systems. The Hazleton distribution system is the largest of the three and provides water for the City of Hazleton, Boroughs of West Hazleton and Beaver Meadows, and a portion of Hazle Township. Figure 9-1 shows the extent of the water distribution system.

The Hazleton distribution system is supplied by six surface reservoirs and seven wells. Table 9-2 is a list of the reservoirs and wells, their location, their capacity and their safe yields; also a list of storage facility with their locations and maximum capacity.

Table 9-2

Water Sources and Storage Facilities
Hazleton Distribution System

Sources	Maximum Capacity (MGD)	Safe Yield (MGD)
Hudsondale Reservoir	3.6	0.0
Dreck Creek Reservoir (2 reservoirs)	4.8	2.1
Humbolt Reservoir	3.5	0.6
Mt. Pleasant Reservoir	2.0	0.5
Barnes Run Wells (3 wells)	0.3	0.3
Mt. Pleasant Wells (4 wells)	1.4	0.4

Storage Facilities	Maximum Capacity (MGD)	Location
Roan Reservoir	3.4	South of Beltway
Roan Tank	5.0	South of Beltway
McKinley Street Tank	1.0	9th and McKinley Street
Monges Street Tanks	.1	9th and Monges Street
Council Crest Tank	.5	Hazleton Township

Source: Treatment Feasibility Study, Gannett Fleming Water Resources Engineers, Inc.

Safe yield: the yield which the reservoir will always be able to provide.

In 1988, Gannett Fleming, Inc., completed the Hazleton City Authority's Treatment Feasibility Study. This study was conducted to determine the best plan for treatment of the Hazleton City Authority's existing sources of supply and to meet the November 1987 Pennsylvania DER order. The PADER order was handed down after Giardia Lamblia cysts were found in three reservoirs in 1986. Two of these infected reservoirs, Hudsondale and Humbolt, supply the Hazleton Distribution System. Giardia Lamblia cysts cause Giardiasis, a protozoal infection that attacks the intestinal tract. The current treatment used for disinfection and corrosion control does not eliminate Giardia Lamblia cysts. In order to eliminate the protozoa, the study suggested a combined treatment system consisting of filtration and disinfection.

The Authority also needs to tap new sources of water supply in order to support regional growth. According to figures taken from the "Treatment Feasibility Study" the daily water demand (6.37 MGD) exceeds the daily safe yield (4.4 MGD). It is obvious that new sources of water supply should be found and developed. A potential new source of supply is the Lehigh River if the Delaware River Basin Commission approves the Authority's application. If the application is denied, the Authority will apply for permission to withdraw water from the Susquehanna River.

9.3 Stormwater Management System

The City of Hazleton regulates stormwater management practices through the City's Subdivision Ordinance. Stormwater regulations are as follows:

- Lot shall be arranged and graded to provide positive drainage away from buildings;
- Stormwater control structures shall permit unimpeded flow of natural water courses;
- Stormwater control structures shall insure adequate drainage of all low points and areas along street lines;
- Stormwater control structures shall intercept storm water runoff along streets at intervals which are properly related to the extent and grade of the area to be drained;
- In the design of the storm sewage installations, special consideration shall be given to the prevention of soil erosion and to the avoidance of problems which may arise from the concentration of storm water runoff over adjacent properties.

The problems related to the stormwater management system are mainly confined to areas where there are combined sewer systems (both stormwater and sewage handled by the same lines). These problems occur mainly during heavy precipitation or snowmelt and cause sewers to backup in homes and flooding of streets and sidewalks. To alleviate these problems, the combined sewers should be separated. The areas where problems occur most frequently are listed in Section 13.2.6.

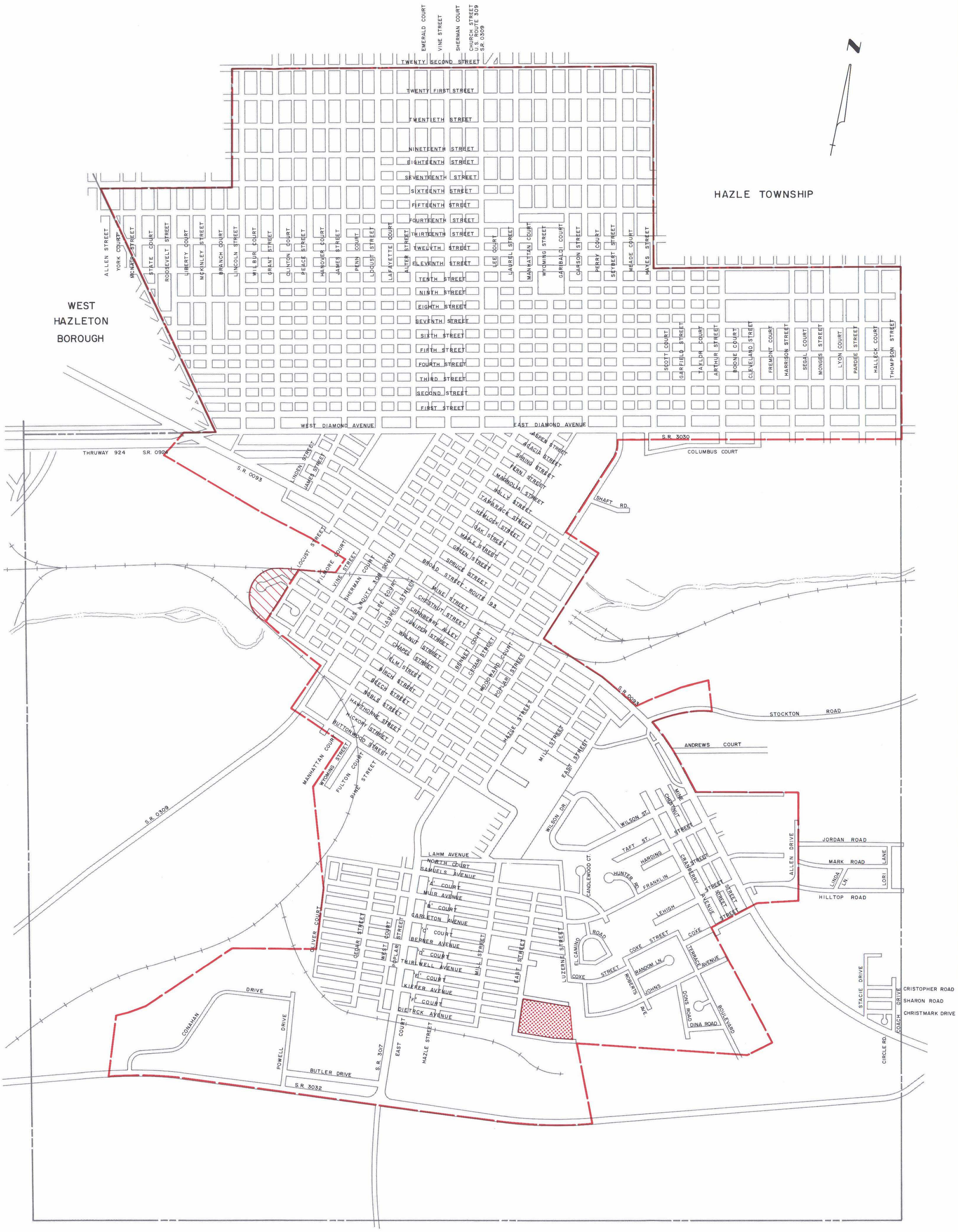
9.4 Solid Waste Management System

The solid waste management system in the City of Hazleton is regulated by city ordinance #88-64. This ordinance regulates both waste collection and collection fees.

Act 101, which took effect in September 1988, requires municipalities with 5,000 persons to establish a recycling program within three years and municipalities with 10,000 persons to establish a program in two years.

The City of Hazleton is under contract with Slusser Hauling, for the removal and disposal of solid waste generated by residential establishments. In Hazleton, industrial, commercial and institutional establishments contract individually with licensed haulers. Under the Luzerne County waste flow control municipal solid waste should be directed to the Keystone Sanitary Landfill in Dunmore, Lackawanna County, PA.

Illegal dumping of refuse (open dumping) is considered a substantial problem in and around the City of Hazleton. The City fines those caught dumping solid waste on unpermitted land in the amount of $300.00. The old city dump located in the extreme eastern portion of the city south of Route 924, is a very popular dumping site. Stockton Road and the undeveloped portions of the Beltway are also popular sites for illegal dumping.



LEGEND

- SEWER SERVICE ONLY
- WATER SERVICE ONLY
- WATER AND SEWER SERVICE AREA

CITY OF HAZLETON
LUZERNE COUNTY, PENNSYLVANIA

COMMUNITY UTILITIES

800 0 800 1600

SCALE IN FEET

GANNETT FLEMING ENVIRONMENTAL ENGINEERS, INC.
HARRISBURG, PENNSYLVANIA

FIGURE 9-1

CHAPTER 10
BUDGET AND TAX SUMMARY

10. BUDGET AND TAX SUMMARY

10.1 Budget Summary

The total general fund budget for the City of Hazleton in 1991 was $6,416,450. This compares to the 1990 budget of $6,393,329. This is an increase of $23,121 or 0.4 percent. The greatest change occurs with the budget for the Miscennaneous Expenses, which shows a total increase of $300,403. Other funds have smaller increases or decreases. Table 10-1 is a summary of the Hazleton budget for 1990 and 1991.

Table 10-2 summarizes the City's revenues and financing sources. The tax revenues constitute 58.6 percent of the total revenues and financing sources for Hazleton. The tax revenues are listed separately in Table 10-3. Departmental earnings constitute 21.7 percent. Departmental earnings are fees collected for services rendered by the City. These services are listed in the yearly budget as community development fee, special police fee, sale of accident report, pistol permit fee, parking meter receipts, curbing assessments, sewer and paving liens, penalties and costs, sewer connection fee, garbage collection fee, municipal airport fee and sewer transmission fee. Together, tax revenues and departmental earnings will pay for 80.3 percent of the funds budgeted during 1991. The remaining 19.7 percent will be funded through fines, permits, licenses, interest, rents and miscellaneous sources.

10.2 Taxation

Taxes levied on residents of Hazleton City will provide 59.0 percent of the revenue funds expected in 1991. The remaining revenue and financing sources will come from license and permits, fines and forfeits, interest and rents, intergovernmental revenues, departmental earnings and miscellaneous revenues.

The taxes levied on citizens of Hazleton City include: earned income tax; real estate tax; resident tax; per capita tax; real estate transfer tax; occupational privilege tax; mercantile and business privilege tax.

Table 10-1

Budget Summary
1990-1991

	1990 Budget	1991 Budget	Change 1990-1991
General Government:			
Council	85,512	84,250	-1,262
Executive	41,362	43,945	2,583
Administration	200,157	162,844	-37,313
Tax Collector	45,960	44,900	-1,060
Law	76,500	73,500	-3,000
Clerks/Secretary	36,308	35,043	-1,265
Engineer	72,734	64,945	-7,789
Building and Plants	187,400	177,383	-10,017
Total General Government	745,933	686,810	-59,123
Public Safety:			
Police Protection	848,278	861,321	13,043
Fire Protection	649,135	639,827	-9,308
Protective Inspection	17,900	23,300	5,400
Planning and Zoning	12,500	9,750	-2,750
Civil Defense	100	100	0
Total Public Safety	1,527,913	1,534,298	6,385
Health and Welfare - Total	35,945	46,350	10,405
Sanitation:			
Solid Waste Collection Disposal	1,131,000	1,145,300	14,300
Wastewater Collection and Treatment (sewer)	400,000	0	-400,000
Total Sanitation	1,531,000	1,145,300	-385,700
Public Works:			
Highway, Road and Street Maintenance	445,029	594,989	149,960
Highway Maintenance-Cleaning Streets & Inlet	29,300	100	-29,200
Snow and Ice Control	20,000	20,000	0
Traffic Control	40,900	41,000	100
Street Lighting	239,000	242,000	3,000
Public Works - Other Services	34,500	7,500	-27,000
Parking Facilities	7,500	4,500	-3,000
Total Public Works	816,729	910,589	93,860

Table 10-1 (Cont'd.)

Budget Summary
1990-1991

	1990 Budget	1991 Budget	Change 1990-1991
Recreation - Total	97,500	87,100	-10,400
Debt Service:			
Principal	26,800	76,800	50,000
Interest	12,500	19,791	7,291
Total Debt Service	39,300	96,591	57,291
Miscellaneous:			
Unpaid Bills/Budgetary Reserve	22,248	215,200	192,952
Pension Fund Contributions	744,755	810,845	66,090
Workers' Compensation	292,000	232,067	-59,933
Unemployment Compensation	25,000	25,000	0
Insurance Premium	418,906	515,200	96,294
Other Miscellaneous	96,100	91,100	0
Total Miscellaneous Fund	1,599,009	1,899,412	300,403
Total Budget Appropriations	6,393,329	6,416,450	23,121

Source: City of Hazleton.

Table 10-2

Revenue and Finance Source Summary
1990-1991

	1990	1991	% of Total	Change 1990-1991
Revenues:				
Taxes	3,165,900	3,761,563	58.6	595,663
Licenses and Permits	255,500	318,500	4.9	63,000
Fines and Forfeits	121,000	141,500	2.2	20,500
Interest and Rents	101,000	109,300	1.7	8,300
Intergovernmental Revenues	87,000	365,849	5.7	278,849
Departmental Earnings	1,644,400	1,394,700	21.7	-249,700
Miscellaneous Revenues	35,029	325,038	5.1	290,009
Total Revenues	5,859,829	6,416,450	100.0	556,621
Other Financing Sources - Total	533,500	-	-	-533,500
Total Revenues and Other Financing Sources	6,393,329	6,416,450	100.0	23,121

Source: City of Hazleton.

Table 10-3

Tax Summary
1990-1991

	1990	1991
Current Year Taxes:		
Real Estate Tax (35% of Assessment)	1,242,100	1,272,563
Resident Tax $5	53,000	54,000
Per Capita Tax $5 - every 18 & over	53,000	54,000
Real Estate Transfer Tax	90,000	95,000
Occupational Privilege Tax	54,000	54,000
Mercantile and Business Privilege Tax	335,000	330,000
Earned Income Tax	1,060,000	1,050,000
Act 205 - EIT (pension)	630,000	770,000
Total	3,517,100	3,679,563
Prior Year Taxes:		
Real Estate Tax	75,000	80,000
Resident Tax	1,400	4,000
Per Capita Tax	1,400	4,000
Total	77,800	88,000
Penalties and Cost - Real Estate Taxes	21,000	21,000
Total Tax Revenue	3,615,900	3,788,563

Source: City of Hazleton.

CHAPTER 11
SURROUNDING MUNICIPALITIES

11. SURROUNDING MUNICIPALITIES

The City of Hazleton is surrounded by one borough and one township. West Hazleton Borough adjoins the City of Hazleton to the west, and Hazle Township surrounds the remainder of the City.

11.1 West Hazleton Borough

West Hazleton Borough had their most recent Comprehensive Plan completed in the early 1960's. The most recent subdivision ordinance and zoning ordinance were completed in 1975. There are no plans in the immediate future for any improvements to the sewer or water system for the Borough or any plans for any major subdivisions or new transportation routes in West Hazleton Borough.

11.2 Hazle Township

Hazle Township is in the process of developing their comprehensive plan and updating their ordinances. Their current subdivision ordinance was done in 1959 and their zoning ordinance was completed in 1965. Hazle Township has applied for money through the Penn Vest program to expand their sewer system. Although there is an increase in development in Hazle Township, this development probably will not affect the City of Hazleton to any great extent. Major transportation improvements include the proposed extension of Heights Beltway, and the resurfacing, widening and adding a turning lane for 2.2 miles of Route 309 from Diamond Avenue to Airport Road.

CHAPTER 12
DOWNTOWN BUSINESS DISTRICT

12. DOWNTOWN BUSINESS DISTRICT

The Central Business District (Downtown) of the City of Hazleton has experienced a decline in importance as a retail center. This decline has been attributed to the development of suburban shopping centers/malls. The City has dedicated themselves to rehabilitating the Downtown during the 1980's and continuing into the 1990's. Examples of these efforts include the Main Street Managers Program [Described In Section 4.5], the Streetscape Project, the Residential Rehabilitation programs, Business Development Loan Program, and the planned Community Development Corporation.

The Central Business District (CBD), the heart of downtown Hazleton, is generally defined as follows:

> The spine of the CBD is Broad Street, which runs east to west, a distance of approximately 1 mile. The boundaries generally extend one block north and south of Broad Street, except along Wyoming, Laurel and Vine Streets, where the business community extends a distance of several blocks north of Broad Street.

There are approximately 110 retail establishments located within the CBD and, despite the existence of some vacant store front properties, it remains a viable retail center.

Presently, the CBD is the financial and service center of the community. Recent years have indicated a strong need for professional and commercial office space. This particularly strong existing market, together with the accessibility of the CBD and the availability of developable retail space, indicate a real potential for development within the CBD.

It is important to note that many of the present buildings located within the CBD and used for commercial purposes at ground level, have upper floors which are utilized as residential apartments. The tenants occupying these units are primarily low or moderate income residents. The boundaries of the Downtown as defined previously corresponds to census tract 2172, (block group 5); census tract 2174, (block groups 1,6, and 9); census tract 2175, (block group 1,2,3,4,5,6, and 7). The demographic make-up of the Downtown is given below:

Total Population	-	2,493
Total Number of Families	-	980
Total Number of unrelated persons	-	586
Average Persons per family	-	2.59

Total Low-Moderate Income Persons	-	1,487
Total Low-Moderate Income Families	-	360
Total Low-Moderate Income Unrelated Persons	-	489

This information shows that 60% of the residents residing in the Downtown are of low to moderate income.

It is very conceivable that considering the priorities are addressed and development incentives are made available, that the CBD can in addition to providing commercial and professional office space, recapture a significant share of the City's retail market.

The City had initiated a STREETSCAPE PROJECT within its CBD. This included physical improvements to curbing and sidewalks, as well as the installation of street furniture to areas located within the CBD. These activities were designed to promote and complement economic development within the City's downtown. (Ordinance Establishing The City of Hazleton Downtown Streetscape Improvement Area, Ordinance No. 84-32). An additional ordinance is presently being considered.

PHASE I - Southside of West Broad Street between Church and Laurel Streets.
Cost: $187,195

PHASE II - Southside of West Broad Street between Laurel and Wyoming Streets.
Cost: $202,805

The Streetscape improvement area includes:

Broad Street:	Cedar Street to Vine Street
Laurel Street:	Mine Street to Green Street
Wyoming Street:	Mine Street to Green Street

The residential rehabilitation projects in the Downtown utilize City funds from both federal CDBG and Pennsylvania Department of Community Affairs monies. Residential rehabilitation programs available in these areas include:

(1) Foregiveness Loan Program - The City lends up to $7,500 to owner/occupants of single family dwelling units whose household incomes are below 50% of the area's median income. These funds are used to correct code deficiencies and provide winterization improvements. The loan is "forgiven" at a rate of 20% a year over a five year period. The owner is not required to make monthly payments under this program.

(2) Low Interest Loan Program - Under this program,low and moderate income families can borrow up to $10,000 for eligible home improvements. CDBG funds are used to subsidize the interest rate on home improvement loans charged by a local private lender. Loans are offered at 0% and 3% interest depending on income, to eligible property owners to rehabilitate one or two dwelling units, provided that the owner occupy one unit.

(3) Rental Rehabilitation Program - The City offers financial assistance to owners of rental properties to rehabilitate their substandard units to a minimum of the Department of Housing and Urban Development's Housing Quality Standards and, to local code standards. The City offers forgiveness loans up to $8,500 or 50% of the cost of rehabilitation, whichever is less. The owner must provide the remaining cost through cash equity and/or debt financing. Upon completion of rehabilitation, owners must make vacant units affordable to low to moderate income persons, who are eligible for Section 8 rental assistance.

Other areas targeted under the residential rehabilitation programs include: the Alter Street commercial District, the Diamond Avenue Corridor and the Church Street Development Parcel.

COMMUNITY GOALS AND OBJECTIVES

CHAPTER 13
COMMUNITY GOALS AND OBJECTIVES

13. COMMUNITY GOALS AND OBJECTIVES

13.1 Public Participation

Public participation is an important part of the development of a sound Comprehensive Plan. To obtain initial public input into the Comprehensive Plan, a community survey was developed to seek public attitudes towards a variety of issues. Community surveys were mailed in July 1989 to approximately 3,000 households and businesses in Hazleton. The return rate was 12.2 percent (366 of 3,000 returned). This rate of survey returns falls within the normal range (10% to 18%) of responses as experienced by other municipalities who have utilized questionnaires in the development of their comprehensive plans. The surveys included questions addressing a variety of municipal services, policies and facilities. In addition to the community surveys, Gannett Fleming conducted interviews with the staff members of the fire department, the police department, the planning commission, the public works department, the zoning hearing board, the Department of Community Development, the mayor and the City administrator. A copy of the community survey is appended to this report.

The returned community surveys were divided into the eight census tracts and an unknown category for people who did not fill in their address on the survey. The separation of the responses was done to provide information on the opinions of persons from the various neighborhoods in the City. Each survey response was individually tabulated. Multiple choice questions were entered into a computer data base for tabulation and written responses were tabulated on a master sheet by hand.

This chapter is a review of both the community survey responses and the staff interviews. These sources of information provided keen insight into the residents feelings and opinions about their community and provided the basis for the development of community goals and objectives. The tables shown in this section, reveal the percentages of respondents which answered the questions. Not all respondents answered all questions, therefore the responses will not always equal 100 percent. In order to properly weigh the responses from the individual census tracts, the number of survey respondents in each tract is shown on the tables.

13.2 City Services

The first section of the community survey provided an evaluation of 15 City services on a scale of one to five; with five being excellent and one being poor. Generally speaking, the residents of Hazleton were pleased with the municipal services provided by the City. Most of the services that are listed in Table 13-2, received a favorable rating from the majority of the survey respondents. Public library services are considered good or excellent by 83

percent of the respondents. Eleven of the fifteen service categories are rated as fair or good, they included: police protection (83 percent), municipal buildings (80 percent), fire protection (79 percent), water supply (76 percent), ambulance service (72 percent), public schools (71 percent), public transportation (70 percent) sewer maintenance (64 percent), water quality (61 percent), stormwater system (60 percent), and trash collection (59 percent). The services which received the lowest ratings, ranging from poor to fair include: downtown shopping (85 percent), road maintenance (84 percent), and parks and recreation (81 percent). These ratings help identify where improvements are needed in the community. These three areas, downtown shopping; road maintenance; and parks and recreation services are vital components in the growth of Hazleton and should receive attention for improvement. This information is summarized in Table 13-1.

The next section of the survey asked more specific questions on a variety of Hazleton City services. These services included: highway system, parking facilities, water distribution, refuse collection, parks and recreation, municipal buildings, stormwater management, and downtown retail establishments. The responses and results of these questions follow and are summarized on Table 13-2.

13.2.1 Transportation

The community survey asked residents to evaluate the transportation system in Hazleton for current and future traffic levels and parking facilities. They were also asked to identify any traffic related problems. The responses to these questions are summarized as follows.

The roadway system in the City is considered adequate for current traffic levels by 46 percent of the respondents. Conversely, the existing roadway system is considered inadequate for future traffic levels by 59 percent of the respondents. Despite the fact that a vast majority of the survey respondents felt the roadway system will not support future traffic levels, only 24 percent were willing to accept tax increases to finance highway improvements. However, it should be emphasized that many of the problem roads are PennDOT roads and will need to be improved by PennDOT or a combination of PennDOT and City resources.

Although respondents gave the overall traffic system a good rating, residents were able to identify a variety of problems ranging from one-way streets to specific intersections which cause traffic problems. The following is a list of the most commonly noted transportation system problem areas. If problem areas were identified in the survey under two intersecting roadways, the problem is not duplicated here, but is listed under one of the two corridors.

TABLE 13-1
EVALUATION OF CITY SERVICES
(PERCENTAGES)

	CENSUS TRACT * (2171) (RESPONDENTS=17)					CENSUS TRACT (2172) (RESPONDENTS=31)					CENSUS TRACT (2173) (RESPONDENTS=79)					CENSUS TRACT (2174) (RESPONDENTS=24)					CENSUS TRACT (2175) (RESPONDENTS=50)				
	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
POLICE PROTECTION	0	0	53	41	0	3	3	29	48	13	4	4	32	51	5	0	0	58	38	4	6	0	33	53	2
FIRE PROTECTION	6	0	35	41	12	0	0	16	68	13	6	4	30	48	5	0	0	33	58	8	2	2	10	75	4
AMBULANCE SERVICE	6	0	6	53	29	0	0	10	74	13	5	5	13	53	17	0	0	17	75	8	2	0	14	61	16
ROAD MAINTENANCE	24	6	59	12	0	36	16	23	16	7	30	18	41	8	0	17	17	42	21	0	28	6	53	10	0
SEWER MAINTENANCE	12	6	41	29	0	13	7	32	39	7	15	14	35	29	1	21	4	50	13	0	10	8	39	28	4
WATER SUPPLY	6	0	35	41	12	0	3	32	58	3	9	13	33	38	4	0	8	58	29	0	2	6	31	53	2
WATER QUALITY	18	6	47	24	6	16	16	32	26	7	18	14	37	22	4	8	13	46	29	0	10	18	33	35	0
PUBLIC TRANSPORTATION	12	0	35	41	12	3	16	39	32	3	4	6	35	43	3	0	4	46	33	8	12	4	26	39	2
TRASH COLLECTION	6	29	47	12	0	19	16	26	32	3	18	17	30	28	1	4	21	46	17	8	10	14	33	33	4
PARKS & RECREATION	29	18	35	6	0	32	26	26	13	0	34	19	30	11	0	13	46	25	8	0	22	18	41	12	0
PUBLIC SCHOOLS	6	0	53	29	0	3	13	39	39	0	8	6	38	38	5	0	8	54	25	8	8	2	26	45	4
MUNICIPAL BUILDINGS	0	6	53	29	0	0	3	45	48	0	3	1	60	29	4	0	0	46	46	4	2	8	29	47	2
PUBLIC LIBRARIES	0	0	18	53	24	0	0	10	39	45	1	0	15	51	29	0	0	17	58	21	0	0	10	53	33
STORMWATER SYSTEM	6	12	35	29	0	10	7	32	45	0	11	11	39	27	1	17	17	46	8	0	18	14	24	26	0
DOWNTOWN SHOPPING	47	24	18	6	6	32	13	32	16	3	35	24	24	9	1	13	46	42	0	0	39	22	28	8	0

RATING KEY: 1 = POOR; 2 = UNSATISFACTORY; 3 = FAIR; 4 = GOOD; 5 = EXCELLENT
SOURCE: COMMUNITY SURVEY, JULY 1989
*See Figure 3-1 for Census Tract Location.
NOTE: Percentages may not equal 100 because not all respondents answered all question.

TABLE 13-1 (cont'd)
EVALUATION OF CITY SERVICES
(PERCENTAGES)

	CENSUS TRACT (2176) (RESPONDENTS=63)					CENSUS TRACT (2177) (RESPONDENTS=30)					CENSUS TRACT (2178) (RESPONDENTS=25)					CENSUS TRACT (UNKNOWN) (RESPONDENTS=47)					CENSUS TRACT (ALL) (RESPONDENTS=366)				
	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5	1	2	3	4	5
POLICE PROTECTION	2	5	32	45	11	3	7	43	33	7	8	8	42	38	0	4	6	51	34	0	4	4	39	44	5
FIRE PROTECTION	2	0	21	55	18	7	3	27	50	3	0	4	25	42	25	2	2	28	47	15	3	2	24	55	11
AMBULANCE SERVICE	2	2	13	58	18	7	3	20	50	13	0	4	25	46	25	4	4	17	49	13	3	3	15	57	16
ROAD MAINTENANCE	27	16	34	8	8	33	17	33	13	3	38	29	25	8	0	38	23	34	4	0	30	16	38	10	2
SEWER MAINTENANCE	16	5	34	27	8	10	7	37	33	3	17	13	33	33	0	21	19	32	19	0	15	10	36	28	3
WATER SUPPLY	5	8	31	39	15	3	7	30	53	3	8	21	42	25	4	23	9	28	36	2	7	9	34	42	5
WATER QUALITY	15	10	34	29	10	10	10	37	33	3	25	17	38	13	4	36	13	28	21	0	18	13	35	26	4
PUBLIC TRANSPORTATION	8	7	29	36	5	10	10	50	27	0	0	8	38	46	8	19	9	36	17	6	8	7	35	35	4
TRASH COLLECTION	10	13	32	29	5	17	27	20	27	7	8	33	29	25	4	23	15	38	17	4	14	18	33	26	4
PARKS & RECREATION	36	11	31	7	3	27	17	30	20	0	38	38	13	8	0	36	15	30	4	0	31	20	30	10	1
PUBLIC SCHOOLS	8	16	39	26	7	7	7	37	37	7	25	21	38	8	4	9	9	38	36	2	8	9	38	33	4
MUNICIPAL BUILDINGS	3	10	40	34	3	0	7	37	43	3	0	8	50	29	8	9	6	30	36	0	3	6	43	37	3
PUBLIC LIBRARIES	2	0	10	52	31	0	0	7	57	23	0	0	8	38	50	0	0	6	68	19	1	0	11	53	30
STORMWATER SYSTEM	10	8	36	26	10	20	10	33	20	0	8	13	38	29	0	23	11	36	15	0	14	11	35	25	2
DOWNTOWN SHOPPING	40	27	19	5	3	27	23	27	13	3	58	17	13	4	4	38	26	21	13	0	37	24	24	9	2

RATING KEY: 1 = POOR; 2 = UNSATISFACTORY; 3 = FAIR; 4 = GOOD; 5 = EXCELLENT
SOURCE: COMMUNITY SURVEY, JULY 1989
NOTE: Percentages may not equal 100 because not all respondents answered all question.

TABLE 13-2
CITY SERVICES
(PERCENTAGES)

QUESTIONS	CENSUS TRACTS									
	2171	2172	2173	2174	2175	2176	2177	2178	U	ALL
(Number of survey respondents)	(17)	(31)	(79)	(24)	(50)	(63)	(30)	(25)	(47)	(366)
Adequate Roadway System for Existing Levels										
Yes	58	55	39	54	53	52	40	42	34	46
No	24	36	49	38	35	42	40	46	51	42
No Opinion	18	10	11	8	12	5	13	13	11	10
For Future Levels										
Yes	12	0	11	4	14	15	20	8	15	12
No	35	74	62	67	63	60	43	54	57	59
No Opinion	47	26	25	29	20	18	33	33	17	25
Adequate Parking Facilities										
Yes	47	61	56	46	51	31	47	38	43	47
No	29	32	38	46	39	60	40	58	49	44
No Opinion	23	7	5	8	8	5	13	4	9	8
Tax Increase For Highway Improvements										
Yes	29	19	25	25	31	27	13	29	13	24
No	59	68	62	63	57	58	73	58	79	64
No Opinion	12	13	13	8	6	15	10	8	6	10
Problems With Water Distribution System										
Yes	24	26	20	17	22	15	10	42	28	21
No	76	74	80	83	77	84	87	58	68	77
Are the Problems Related to:										
Water Quality	18	23	29	13	22	15	13	17	28	21
Water Pressure	12	0	1	0	10	3	3	13	4	4
Neither	6	7	6	0	2	0	0	0	2	3
Finance Improvements to Water System										
Yes	12	13	28	38	31	26	13	25	28	25
No	53	74	54	46	51	57	63	67	66	58
No Opinion	18	10	9	13	12	8	13	4	6	10

SOURCE: COMMUNITY SURVEY, JULY 1989

NOTE: Percentages may not equal 100 because not all respondents answered all question.

TABLE 13-2 (cont'd)
CITY SERVICES

(PERCENTAGES)

QUESTIONS	CENSUS TRACTS									
	2171	2172	2173	2174	2175	2176	2177	2178	U	ALL
(Number of survey respondents)	(17)	(31)	(79)	(24)	(50)	(63)	(30)	(25)	(47)	(366)
Support Changes to Refuse Collection										
Yes	82	61	68	71	77	86	73	75	87	76
No	6	19	18	4	16	10	13	17	2	12
No Opinion	6	10	10	21	6	3	7	8	9	8
Support City Recycling Program										
Yes	82	90	82	79	88	92	83	92	94	87
No	6	3	4	4	0	3	13	0	4	4
No Opinion	6	3	11	17	10	3	3	4	2	7
Adequate Parks And Recreation Facility										
Yes	18	23	18	8	14	15	20	4	21	16
No	65	74	66	63	77	65	60	79	64	68
No Opinion	12	3	14	29	8	15	17	13	13	13
Support Establishment of Recreation Facilities										
Indoor recreation facilities	41	48	49	58	59	53	47	63	57	53
Additional neighborhood parks	24	36	38	25	43	24	23	50	30	33
Additional regional parks	29	39	37	29	45	26	23	46	30	32
More facilities at existing parks	41	42	44	42	45	44	23	67	43	43
More sponsored youth programs	59	61	48	67	53	58	53	79	49	56
More sponsored adult programs	18	23	25	25	31	32	17	46	34	29
More sponsored trips	6	23	10	21	20	19	17	29	23	18
Other	12	16	17	21	20	15	10	13	11	15
Public Buildings Conveniently Located										
Yes	88	94	79	88	88	89	87	87	87	87
No	0	7	11	0	4	5	3	2	2	5
No Opinion	6	0	5	13	4	7	10	11	11	6
Problems With Stormwater Management										
Yes	6	16	28	38	16	23	40	25	28	25
No	82	77	65	58	71	35	47	67	62	65
Downtown Retail Centers and Services Adequate										
Yes	18	23	28	21	24	18	23	21	15	22
No	77	71	53	58	67	69	50	71	75	64
No Opinion	0	7	14	21	8	13	73	4	6	11

SOURCE: COMMUNITY SURVEY, JULY 1989

NOTE: Percentages may not equal 100 because not all respondents answered all question.

- The Diamond Avenue corridor is one of the main east-west roadways. The following problem intersections were listed:

  - Broad Street - traffic congestion;
  - Church Street (PA Route 309) - traffic congestion;
  - Wyoming Street - poor traffic pattern; and
  - Cedar Street - traffic congestion.

- The Broad Street problem intersections identified included:

  - Church Street (PA Route 309) - traffic congestion;
  - Popular Street - poor visibility;
  - Green Street - poor visibility; and
  - the Broad Street bottleneck (West Diamond and Thruway 924) - traffic congestion.

- The Church Street corridor was described as having traffic flow problems because it is so heavily travelled. The following intersections were identified as problem areas:

  - Green Street - traffic congestion; roadway width, and on street parking;
  - 15th Street - traffic congestion.

- 15th Street was identified as being generally congested throughout.

- Alter Street was identified as suffering from congestion and excessive traffic speeds.

Other, more generalized problems related to the transportation system were identified by a large number of survey respondents. The following is a list of the these comments:

- better maintenance of City Streets;
- too many one-way streets;
- too many stop signs;
- synchronization of traffic signals for better traffic flow;
- inadequate parking facilities;
- certain problems with public transportation system, but the system is generally good based upon survey results; and
- complete the beltway.

13.2.2 Water Distribution System

When asked if there were any problems with the water distribution system, 21 percent said yes and 77 percent said no. The percentages were fairly consistent throughout all census tracts with the exception of tract 2178. In tract 2178, 42 percent said there were problems and 58 percent said no. This may indicate that any problems with the water system are more concentrated or more severe in this tract. Of the residents who felt problems did exist, 21 percent said it was water quality, 4 percent said water pressure and 3 percent said neither. When asked if they were willing to accept a tax increase to finance improvements to the water distribution system 25 percent said yes; 58 percent said no; and 10 percent had no opinion.

13.2.3 Solid Waste Management

A vast majority of the survey respondents, (87 percent), support the development of a City recycling program. Throughout the census tracts, 79 to 94 percent of the respondents supported recycling.

Three quarters of the respondents said that the City should make changes in the refuse collection system, aside from adding recycling. Another 12 percent recommended no changes and 8 percent had no opinion. These percentages remained fairly constant for the individual census tracts. Respondents were also asked to list the changes they would like the City to make. The following is a list of the most common responses:

- Haulers should pickup everything, including grass clippings and leaves;
- Haulers should pickup twice per week; and
- The City needs bulk trash pickup and/or a Spring/Fall cleanup.

13.2.4 Stormwater Management

One quarter of respondents identified stormwater management problems while 65 percent could not identify specific problem areas. Two census tracts had responses that were inconsistent with this general response rate. Census tract 2171 had 6 percent identify problems and 82 percent responding that there were no problems. Census tract 2177 answers were more evenly divided, with 40 percent identifying problems and 47 percent not doing so. The following list summarizes the most common responses. It should be noted that stormwater problems are not confined to these areas, and it should be made a community goal and objective to correct all areas experiencing stormwater problems.

- o The system needs cleaned out more often to prevent it from backing up.

- o The stormwater system and sewer system should be separated to prevent overloading.

- o Drains back-up and flood streets and sidewalks, in the following areas:

  - 10th Street and James Street intersection;
  - 17th Street and Alter Street intersection;
  - 22nd Street and Church Street intersection;
  - Broad Street and Mill Street intersection;
  - Church Street between Green Street and Diamond Avenue;
  - portions of West Elm Street;
  - portions of Samuels Avenue; and
  - portions of Buttonwood Road.

13.2.5 Parks and Recreation

When asked if parks and recreation facilities were providing adequate services, the majority of respondents, 68 percent said no; only 16 percent said yes; and 13 percent had no opinion. 79 percent of the residents in census tract 2178 said there were not sufficient park and recreation facilities, even though a new $250,000 facility has been developed in this census tract; through the renovation of the 12th Ward Playground. All other tracts had over 60 percent give negative responses. Respondents recommended adding more sponsored youth programs, indoor recreation facilities and the addition of more facilities at existing parks.

13.2.6 Public Buildings

Public buildings include municipal buildings, schools and libraries. When asked if these buildings were conveniently located, 87 percent said yes, 5 percent said no and 6 percent had no opinion. These percentages were fairly consistent throughout the census tracts with census tract 2173 having the lowest percent (79 percent) of positive respondents. This indicates that these facilities are accessible to most residents.

13.2.7 Downtown Retail Centers and Services

When asked if the City's downtown retail centers and services were adequate, 22 percent said yes; 64 percent said no; and 11 percent had no opinion. Most of the percentages throughout the census tracts were similar,

with the majority of the respondents finding the retail centers and services inadequate. In the follow-up question, residents were asked to identify the areas of need. The list includes:

- o A better variety and a larger number of stores;
- o Adequate parking facilities; and
- o More public restrooms.

13.3 City Policies

This section of the report addressed several City policy issues. These included historic handling of City business; recommendations for City policy changes; residents' preference of development type; inside and outside the City; changes to zoning or subdivision ordinance; development of a historic district; and how residents receive their information concerning City programs. Table 13-3 summarizes the results.

Two thirds of the respondents said that they were either somewhat dissatisfied or very dissatisfied with the handling of City business in the past. This dissatisfaction has been addressed by the new form of government that became effective in 1988. Mayor and City Council are now working under this form of government. Residents were then asked if they would recommend any changes in City policies. Of the people who responded to this question, 58 percent said they would recommend City policy changes, 12 percent would not recommend changes, and 21 percent had no opinion. Several comments were frequently repeated when residents were asked to list their suggestions for improvements in City policies. These comments are as follows:

- o Let the new form of government work and allow the mayor to do his job;
- o Upgrade the police patrol;
- o Residents would like to be listened to by those who run the City; and
- o City ordinances need to be enforced.

Residents' opinions on specific changes in the City zoning ordinance were sought. The majority of the survey respondents, 38 percent had no opinion. Another 36 percent said they do not wish to see any changes in the zoning or subdivision ordinance and 19 percent would like to see changes made. When asked to list suggestions for changes in the City ordinances, the following responses were made:

- o Revise and enforce the zoning and subdivision ordinances;
- o Fairer practices for zoning variances;
- o Formulate a stronger ordinance against the storage of junk cars;

TABLE 13-3
CITY POLICIES

(PERCENTAGES)

QUESTIONS	CENSUS TRACTS									
	2171	2172	2173	2174	2175	2176	2177	2178	U	ALL
(Number of survey respondents)	(17)	(31)	(79)	(24)	(50)	(63)	(30)	(25)	(47)	(366)
Satisfaction With City Policies										
Very satisfied	6	3	5	4	6	3	3	13	6	5
Somewhat Satisfied	24	32	22	21	18	27	20	25	26	24
Somewhat Dissatisfied	41	32	42	50	37	31	40	33	26	36
Very Dissatisfied	29	26	25	25	33	34	23	25	38	30
Recommended Changes in City Policies										
Yes	65	45	57	50	57	73	37	67	62	58
No	6	16	11	13	20	11	10	13	9	12
No Opinion	24	26	22	29	14	13	40	21	19	21
Preference of Development Increase										
Commercial-Retail	65	81	66	71	73	65	47	75	62	67
Commercial-Wholesale	24	32	33	17	24	23	23	17	34	27
Office	18	10	30	33	22	23	17	29	19	23
Industrial	29	29	37	38	26	37	23	46	38	34
Single Family Residential	35	26	33	29	35	31	33	29	43	33
Multi-Family Residential	24	19	20	13	24	23	23	8	15	20
Other	12	7	5	4	14	13	7	4	13	9
Preference of Development Outside the City										
Commercial-Retail	12	16	27	21	26	24	20	33	36	25
Commercial-Wholesale	24	26	35	46	41	40	40	38	45	38
Office	12	13	24	8	16	18	13	21	28	19
Industrial	59	58	71	71	78	76	53	92	62	70
Single Family Residentail	41	29	24	25	20	26	27	25	28	26
Multi Family Residentail	41	29	22	13	20	19	17	33	26	23
Other	6	3	3	4	10	10	10	0	9	6
Changes to Zoning or Subdivision Ordinance										
Yes	6	10	28	17	26	16	17	0	21	19
No	35	45	35	21	35	36	30	54	32	36
No Opinion	59	36	28	58	29	44	47	42	36	38
Support Development of Historic District										
Yes	71	81	53	58	61	61	57	67	62	61
No	0	13	24	8	20	13	20	25	17	17
No Opinion	24	6	18	33	18	23	23	42	21	19
Reside or Operate A Business in The City										
Reside	82	77	82	67	77	81	77	96	70	79
Operate Business	0	7	1	8	8	2	0	0	0	3
Sources of Information on Municipal Programs										
Newspaper	94	97	89	96	98	90	93	96	92	93
Radio	29	58	58	46	43	57	73	46	34	51
TV	29	42	27	33	20	24	43	62	23	29
Cable TV	18	19	24	13	22	18	23	21	13	20
Neighbors	29	13	25	13	16	23	17	21	13	19
Mailings	12	10	15	8	16	11	7	21	9	12
Other	6	0	8	8	6	3	7	8	2	5

SOURCE: COMMUNITY SURVEY, JULY 1989

NOTE: Percentages may not equal 100 because not all respondents answered all questions.

- o Control the size of building lots;
- o Control the development of businesses in homes; and
- o Require adequate parking for apartments and business.

Survey respondents were questioned as to the type of development they would like to see for the future of Hazleton. The overwhelming development preference (67 percent) was commercial-retail, followed by industrial (34 percent) and single family residential (33 percent). Other development types listed are commercial-wholesale (27 percent), office (23 percent), and multi-family residential (20 percent). When asked what type of development they would like to outside the City, a vast majority of the residents (70 percent) said industrial, followed by commercial-wholesale (38 percent), single family residential (26 percent), commercial-retail (25 percent), multi-family residential (23 percent) and office (19 percent). Both responses indicate a desire for economic development in the region.

When asked if residents' support the development of a historic district, 61 percent said yes; 17 percent said no; and 19 percent had no opinion. Census Tract 2172 had an overwhelming majority of respondents (81 percent) in favor of developing a historic district. This tract includes part of Broad Street which is an older section of the City. In the other census tracts a majority, ranging from 53 to 71 percent, supported a historic district.

The most frequent source of information about City programs cited was newspaper (93 percent), followed by radio (51 percent), television (29 percent), cable television (20 percent), neighbors (19 percent) and mailings (12 percent).

13.4 Evaluations/Opinions

Residents were asked to comment on the reasons for which they chose to live in the City. The largest percentage of respondents City-wide (38 percent) answered location relative to place of employment; 30 percent said they liked the atmosphere; and 32 percent marked the other category, giving reasons such as: they are lifetime residents, they have family ties or its a nice place to retire. Residents of each census tract had varying reasons for living/remaining in the City. These are shown in Table 13-4.

13.5 Household Information

According to survey results, the greatest percentage of survey respondents said they have two people (39 percent) or 3 to 5 people (36 percent) living in their house. The remaining respondents said there was only one person per household (15 percent) and 6 or more per household (2 percent).

TABLE 13-4
EVALUATIONS/OPINIONS
(PERCENTAGES)

QUESTIONS	CENSUS TRACT									
	2171	2172	2173	2174	2175	2176	2177	2178	U	ALL
(Number of survey respondents)	(17)	(31)	(79)	(24)	(50)	(63)	(30)	(25)	(47)	(366)
REASONS TO LIVE IN THE CITY										
Location Relative to Place of Employment	35	32	51	29	37	36	30	29	43	38
Educational system	6	3	6	8	8	8	3	4	11	7
Housing Costs	12	26	27	21	35	21	20	33	13	24
Housing Availability	18	7	4	4	16	11	3	4	6	8
Access to Shopping and Facilities	18	23	19	21	39	24	20	38	11	23
Property Resale Value	6	13	11	4	10	8	0	8	4	8
Tax Rates	18	16	8	8	14	13	7	29	9	12
Recreation Facilities	6	0	4	0	4	2	0	0	0	2
Access To Ulilities	6	7	5	8	8	2	10	13	2	6
Atmosphere	29	36	30	50	29	27	27	42	15	30
Other	18	19	35	38	26	36	30	38	40	32

SOURCE: COMMUNITY SURVEY, JULY 1989

NOTE: Percentages may not equal 100 because not all respondents answered all questions.

The majority of the persons returning the survey were male (49 percent) and 43 percent were completed by heads of households. The largest percentage of survey respondents fell in the 65 or older age group (34 percent), followed by the 51 to 65 years old (26 percent) and the 36 to 50 year old (24 percent). The high percentage of retired persons responding to the survey indicates the age of the City's population, but may also reflect the larger amount of time these residents have to respond. Primary wage earners, other than those retired, were chiefly employed within the City (29 percent). Other wage earners within the same household were also mainly employed within the City. The majority (36 percent) of the primary wage earners said they were employed full time. These results are summarized in Table 13-5.

13.6 Additional Comments

The last section of the community survey gave residents a chance to make additional comments that they had not made in the rest of the survey. The following is a list that summarizes the most common remarks.

- Residents would like a community pool.
- Residents would like better playground and community parks.
- Several residents felt the city needed to be physically cleaned-up.
- Improved snow removal policies/practices are needed.

13.7 City Staff Interviews

A series of City staff interviews were held with the fire chief, police department, highway/engineering department, zoning hearing board, planning commission, city administrator and the mayor. These interviews were held to give City staff a chance to voice their concerns and opinions on problems within the City. These comments were used to help plan the Goals and Objectives portion of the Comprehensive Plan along with the survey responses.

The concerns expressed during the staff interviews were similar to the concerns expressed in the community surveys. Much of the information from the City staff interviews is contained in Chapter 8, Community Facilities and Services, of the Background Studies. This section emphasizes the future goals of the different City departments. Comments from these interviews are separated into the different City offices.

Fire Department

- Place fire hydrants 500 feet apart in new developments.
- Increase the size of water lines between fire hydrants to 12 inches.

TABLE 13-5
HOUSEHOLD INFORMATION

QUESTIONS	CENSUS TRACTS									
	2171	2172	2173	2174	2175	2176	2177	2178	U	ALL
(Number of survey respondents)	(17)	(31)	(79)	(24)	(50)	(63)	(30)	(25)	(47)	(366)
Persons In Household										
1	41	19	13	17	12	18	17	13	9	15
2	18	36	44	42	51	36	53	29	28	39
3-5	18	39	37	33	31	31	30	54	47	36
6 or more	6	0	3	0	2	2	0	4	0	2
Person Completing Survey										
Male	35	36	58	54	53	45	40	54	45	49
Female	53	48	28	33	41	39	47	38	30	37
Head of Household	47	36	54	46	43	39	27	50	36	43
Spouse of Head of Household	12	13	10	21	22	15	27	13	13	15
Business Owner	0	7	3	8	2	3	0	0	0	3
Age										
Under 20	0	0	0	0	2	0	0	0	0	1
21-25	0	0	0	0	0	2	0	0	0	1
26-35	12	10	15	4	12	8	3	4	9	10
36-50	12	26	19	25	26	24	7	42	32	24
51-65	29	23	32	33	14	26	30	29	26	26
65 or older	47	39	28	33	41	34	50	25	21	34
Employment of Primary Wage Earner										
Within City	12	29	32	25	29	32	30	17	34	29
Within Adjacent Municipalities	6	3	11	8	12	13	7	17	11	10
Within Luzerne County	6	3	3	13	6	0	3	13	4	4
Outside Luzerne County	0	7	6	4	4	3	3	13	9	6
Retired	47	42	32	29	39	37	50	38	23	36
Other	0	0	6	0	8	0	3	4	0	3
Employment of Other Wage Earner										
Within City	6	29	28	21	26	24	17	42	38	27
Within Adjacent Municipalities	18	19	8	13	6	13	3	8	17	11
Within Luzerne County	6	10	3	0	6	3	3	0	2	4
Outside Luzerne County	0	7	6	4	4	3	10	8	4	5
Retired	12	13	15	33	24	21	40	29	15	21
Other	0	3	9	8	10	3	7	8	2	6
Primary Wage Earner Status										
Self Employed	6	13	14	17	18	8	10	0	11	12
Employed Full Time	41	32	39	33	29	36	27	54	38	36
Employed Part Time	0	0	0	0	4	3	0	0	6	2
Unemployed	0	0	0	0	0	0	0	0	2	1
Retired	41	45	35	29	35	39	53	42	23	37

SOURCE: COMMUNITY SURVEY, JULY 1989

NOTE: Percentages may not equal 100 because not all respondents answered all questions.

- o Add a position of fire inspector so public buildings can be inspected on a more regular basis.
- o Increase the number of paid personnel and reopen the two fire stations.

Police Department

- o A full-time foot patrolmen is needed to patrol the more congested downtown area.
- o Open a meter maid position.
- o Fix problem intersections where accidents most frequently occur:
  - 15th Street and Alter Street
  - Broad Street and Diamond Avenue
  - 9th Street and Hayes Street
  - 22nd Street and Church Street
  - Broad Street and Church Street
  - Broad Street and Popular Street
  - Popular Street and Buttonwood Street
- o Institute more training opportunities for patrolmen.
- o Need a shower facility associated with the locker room facility
- o Need an interrogation room.
- o Would like to train patrolmen in specialized fields such as drug enforcement and juvenile criminal activity.

Engineering/Highway Department

- o Enforce the curbing and sidewalk ordinance.
- o Replace the older outdated equipment with new equipment.
- o Need additional manpower to properly meet the demands on the Department. A minimum of eight additional people will be needed.
- o More money in the general fund budget to finance the needed improve- ments in the City.
- o Would like to see PennDOT construct a by-pass around the City.
- o Complete the re-signing of street names, intersection controls, and one-way streets.
- o Raise manholes to meet new or existing grades.
- o Rehab manholes that have problems with water infiltration.
- o Replace antiquated storm drains and inlets.
- o Clean out the approximately 1,200 storm inlets in the City to help prevent back-up.
- o Initiate modern street construction practices on main transportation routes in the City.

- o Develop a sewer maintenance program.
- o Repair and reconstruct sewer system problems.
- o Off-street parking facilities should be mandatory, where possible, to help alleviate congestion.

Zoning Hearing Board

- o Control the location of townhouses/condominiums.
- o Control the location of boarding homes.
- o Restrict used car lots in all residential areas.
- o Define controls for commercial signs.
- o Specify definition of home occupancy.
- o Rezone city, and specify boundaries for commercial use with residential areas.
- o Reevaluate temporary sign ordinance.
- o Specify how one registers for a non-conformity.
- o Publish a monthly list of zoning approvals so residents are aware of zoning hearing board business.
- o Put a provision in the zoning ordinance to regulate encroachment of rights-of-way.

Planning Commission

- o Institute a sliding scale for subdivision fees.
- o Extend Dietrick Avenue to prevent truck traffic from traveling through residential areas.
- o Press for completion of southwest beltway.
- o Build financial stability by providing industry, particularly along the southwest beltway.
- o Construction and rehabilitation of green space and recreational parks.
- o Study traffic problems to facilitate access and egress.
- o Create a relationship between Planning Commission and industrial, educational, commercial, and other organizations.
- o Establish working relationship with West Hazleton and Hazle Township Planning Commissions to provide uniformity of development of the Greater-Hazleton area.
- o Create a focus for community to give it recognition and personality; unify the Central Business District.

Mayor

- o Reclaim mining land on the west and east side of Hazleton.
- o Create a Community Development Corporation.
- o Enforce building codes in the City.
- o Increase the quantity of moderate income housing in the City. This could be accomplished by targeting vacant homes.
- o Remove railway tracks in the downtown.
- o Create a recreation authority and look at recreation facilities in the City.
- o Develop a community park/pool.
- o Upgrade the water quantity available to meet safe daily yield.
- o Correct unsafe parking conditions in the CBD by not allowing commercial parking lots in the downtown.
- o Land use in the City must be examined in detail.
- o City must embark on a City sewer reconstruction and maintenance program.
- o Completion of the beltway to connect either Route 924 or Interstate 81.
- o Reposition the Downtown economic base to include retail housing and commercial.

13.8 Community Goals and Objectives

The purpose of the public participation process is to provide a foundation for the future development of the City of Hazleton. The results of the community survey and staff interviews are summarized here as the community goals and objectives for the next 10 years. The goals are not prioritized in this section. Some prioritization will be done in the implementation section of the plan.

13.8.1 Future Land Use

- o Implement a managed growth policy in the City that includes the following:
  - Maintain an adequate housing stock.
  - Increase minimum lot sizes in residential zones.
  - Increase the quantity of moderate income housing in the City. Possibly accomplish by targeting vacant housing for renovation/ rehabilitation.
  - Institute a personal property ordinance. A personal property ordinance regulates what a landowner can do with his property.
  - Limit the number of businesses located in private homes.

- Limit infringement of commercial and other land use types in residential districts.
- Establish a fairer system to permitting zoning variances.
- Reclaim the vacant mining areas.
- Promote the development of commercial and industrial sites within their respective districts in the City.
- Promote retail/commercial and residential development in the CBD area.
- Promote development of available residential lands.

13.8.2 Transportation

o Facilitate the movement of traffic throughout the City by addressing the following problem intersection and roadways.

- Diamond Avenue intersections with Broad Street, Church Street, and Wyoming Street.
- Broad Street intersections with Church Street, Popular Street, Green Street, and the Broad Street Bottleneck (Broad, W. Diamond and Rt. 924 intersection).
- Church Street intersection with Green Street and 15th Street.
- General congestion on Church Street, Broad Street, Diamond Avenue, 15th Street and Alter Street.

o Additional areas of traffic problems are listed below:

- Minimize the number of one way streets.
- Synchronize traffic lights to facilitate traffic flow.
- Additional parking facilities in the congested areas.
- Develop and fund a programmed roadway maintenance program.
- Completion of the Greater Hazleton Beltway to connect to either Route 924 or Interstate 81.

13.8.3 Public Facilities and Services

o Identify areas for additional parks and/or improve current facilities.
o Increase the number of recreation programs for youth.
o Develop indoor recreation programs and facilities.
o Better maintenance of community parks and playgrounds.
o Develop a community park and pool.

- o Contract with haulers to pick up bulk trash and other items, such as, grass clippings.
- o Evaluate the institution of twice per week trash pickup.

13.8.4 Public Utilities

- o Separate the stormwater management system and sanitary sewer system.
- o Clean storm drains to eliminate back-up in streets and on sidewalks.
- o Target the certain problem areas for stormwater improvements:
- o Embark on a City sewer reconstruction and maintenance program.
- o Improve and enlarge distribution mains to provide sufficient water supply for customer use and firefighting.
- o Encourage the Authority to find another source of water supply to provide sufficient capacity for future growth.
- o Establish a curbside City recycling program and integrate with a revised trash collection program.
- o Raise manholes to meet existing grade and rehabilitate the manholes that have problems with water infiltration.
- o Encourage construction of the water filtration plant adjacent to the Roan Reservoir in Southern Hazleton.

COMPREHENSIVE PLAN RECOMMENDATIONS

CHAPTER 14

FUTURE LAND USE PLAN

14. FUTURE LAND USE PLAN

The future land use plan designates locations in the City for the future distribution of residential, commercial, office, industrial, public/semi- public, open space/recreation, and mining/reclamation land. The plan is designed to ensure a pleasant, safe and attractive environment in the City throughout the planning period. This portion of the Comprehensive Plan has been developed in response to meetings with City officials, the Community Goals and Objectives Chapter (Chapter 13), and sound planning principles.

The future land use plan should be viewed as a guide for future growth and development in the City and is intended as a flexible guide for the uses of land in the City. The future land use plan should be reviewed periodically by the City and revised, as necessary, to keep pace with changing development patterns and trends.

The future land use plan is a generalized description of the manner in which land should be used during the next 10-15 years in the City. It is not a zoning map and should not be construed for this purpose. Recommended land use changes would have to be put in place through amendments to the City's zoning ordinance and zoning map.

There are seven separate land use categories. They include residential, commercial, office, industrial, public/semi-public, recreation/open space, and mining/reclamation land. The areas of the City that have been allocated for each land use category are depicted in Table 14-1 and Figure 14-1. The future land use plan is illustrated on Figure 14-2.

A review of Table 14-1 and Figure 14-1 shows that 1917.3 acres of the City (50.1 %) is projected for residential land use. Much of the area shown as residential has been developed. The largest category of future residential land use is medium density residential which totals 1335.9 acres or 35 percent of the total land use in the City. The largest increase in residential land use, both medium and low density, is projected to occur in the southeast corner of the City. This area is currently vacant and is recommended for a mixture of medium and low density residential.

The next largest future land use is industrial land use which accounts for 1181.9 acres or 30.9 percent of the projected future land use. This future land use category consumes the majority of the vacant land in the southwest portion of the City. This land use type can include light and heavy manufacturing, warehouse/storage, processing centers, major utility depots and major repair (machine) shops.

TABLE 14-1
FUTURE LAND USE ACREAGE
(1990 - 2000)

Land Use Category	(1989) (1) Land Use Area (acres)	(2000) Approximate Area (acres)	Percentage of Total Land Area	Projected Growth (Increase) From 1989
Residential	1538.7	1997.3	52.2	+29.8%
Low Density		425.4	11	
Medium Density		1335.9	35	
High Density		235.5	4.1	
Commercial	189.5	245.9	6.4	+29.8%
Commercial/Office		77.3	2	
Highway Commercial		168.6	4.4	
Office (2)	0.0	76.6	2	DNA
Industrial	348.0	1181.9	30.9	+245.3%
Public and Semi-Public	170.8	109.9	2.9	-35.7
Recreation/Open Space	25.8	212.8	5.7	+724.8%
TOTAL		3824.4	100%	
(Mine/Reclamation Land) (3)		667.7		

Source: Gannett Fleming, Inc.

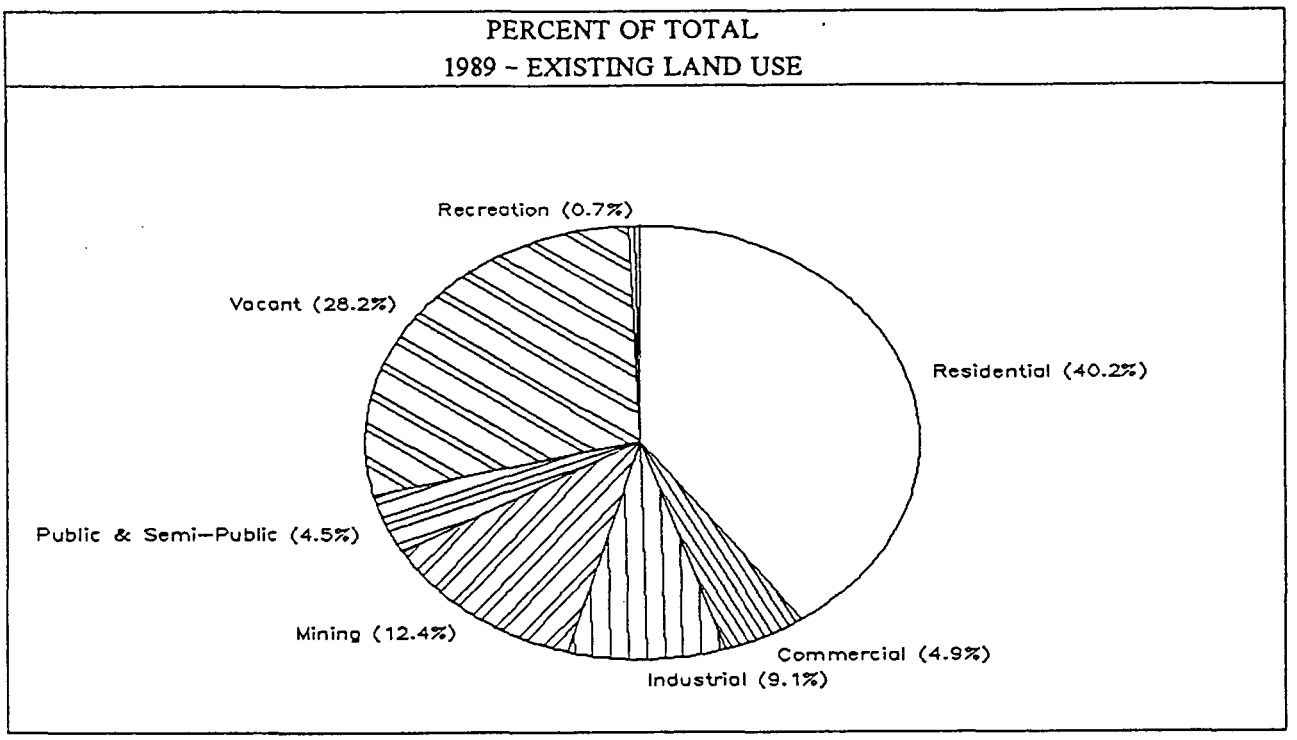
(1) Acreage not accounted for in this table for the 1989 Existing Land Use includes land classified as vacant or mining on Figure 5-1 and Table 5-1.

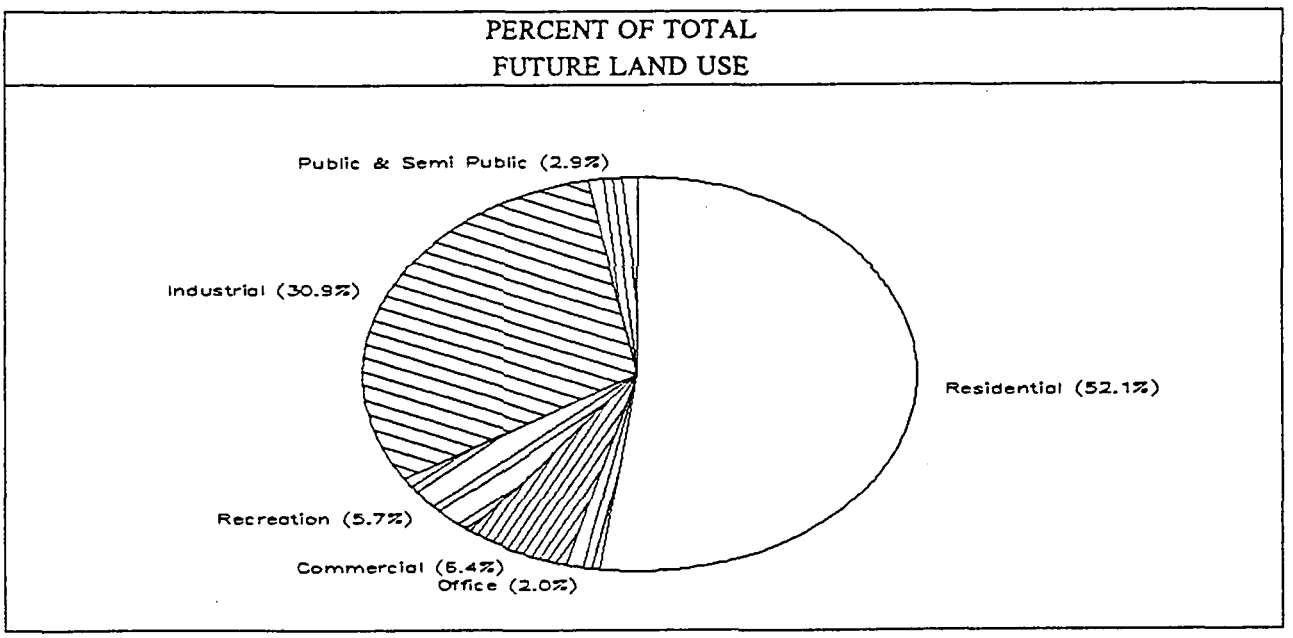
(2) A Figure for projected growth of the office land use category is not shown because the office category is a new land use category. Therefore, an increase cannot be shown.

(3) Mine/Reclamation Land is not included as a separate Land Use Category; but is included under the Future Land Use Categories of Recreation/Open Space and Industrial Land Use. See the Future Land Use Map, Figure 14-2 for verification.

DNA - Does Not Apply

FIGURE 14-1
SUMMARY OF EXISTING LAND USE AND FUTURE LAND USE CHANGES





Source: PA Data Center
GF, Inc.

FIGURE 14-2

FUTURE LAND USE

The City of Hazleton is a community striving to encourage economic development. The future land use plan emphasizes this goal by establishing a responsible growth policy. The plan provides for extensive expansion of areas designated for commercial, industrial, and office development, a variety of housing opportunities and additional recreation/open space. Special attention was given to establishing compatible land use boundaries, both within the City and with adjacent municipalities.

14.1 Residential

The following goals were identified in the Goals and Objectives Chapter, relating to housing needs:

- Maintain an adequate housing stock.

- Increase the minimum lot sizes in residential zones.

- Increase the quantity of moderate income housing in the City, possibly through targeting vacant housing for renovation.

To meet these goals it is recommended that three residential land use categories be created. These would include:

o low density residential (10,000 sq. ft. minimum lot size);

o medium density residential (6,500 sq. ft. minimum lot size); and

o high density residential (4,500 sq. ft.minimum lot size).

The current zoning ordinance provides for five residential zones. The City should consider reducing the number of zones to three and adopt the areas designated as low, medium, and high density as these zones. This would provide a more uniform and concise growth policy. It would also increase the minimum lot size for residential development.

The goal of providing more moderate income housing can be met by renovating existing structures which are either determined as being in poor condition or vacant. A survey of housing conditions will help identify these residential units. Steps are currently underway by City Administration to address this issue. A vacant/abandoned housing survey has been completed and inventoried.

The City should undertake a detailed study on housing conditions. This study would identify the condition, both interior and exterior, and occupancy of the existing housing supply. The homes earmarked as poor and/or vacant have been targeted for renovation through the City's ongoing practice of using public funds for improvements to the housing stock. The Future Land Use Plan (Figure 14-2) provides for additional residential land in the City. This additional acreage will allow residential growth throughout the planning period and will help maintain an adequate housing stock. Another method of maintaining an adequate housing stock is to identify the historical significance of the City's older homes and notify the owners in an attempt to instill pride in the appearance of the home. This practice can be more effective than mandating architectural standards in historic areas.

There are a number of funding sources for housing improvements which the City should investigate. These programs include:

- Appalachian Housing Program (DCA, Bureau of Housing and Development)

  Description. A revolving loan fund to expand the financial assistance opportunities to developers of housing for low- and moderate-income families. Particular emphasis is placed on assisting low- and moderate-income families within economic and enterprise development areas. Eligibility and program criteria are established by individual participating local development districts in Pennsylvania.

- Housing/Community Development (DCA, Community Development Division, Bureau of Housing Development)

  Description. A program of grants to assist in the development or rehabilitation of housing for low- and moderate-income residents and to support community and economic development activities that revitalize distressed neighborhood and commercial areas, address urgent community needs, stimulate the creation and growth of businesses and industries, and reduce unemployment through the creation of new jobs. A dollar-for-dollar match is required for economic development activities.

- Housing/Community Development/Main Street Technical Assistance (DCA, Community Development Division, Bureau of Housing)

  Description. A technical assistance program which focuses on the organization and execution of community development project. Staff are available to discuss and explain the community development process, provide general information on related Federal programs and to assist in identifying problems and possible solutions to community revitalization.

- Financially Distressed Municipalities Program (Act 47 of 1987)

  Description. A program of technical assistance and loans to aid municipalities in severe financial distress. Grants are available in limited circumstances.

  The program identifies distressed municipalities through criteria outlined in the Act. Communities meeting the criteria may be declared financially distressed by the Department Secretary and given priority for state financial and technical assistance. A Department appointed, and state funded distress coordinator will develop and implement a financial recovery plan within the municipality. Also included in the Act are procedures for a municipality to file for debt readjustment under Federal law, and a consolidation procedure for economically nonviable municipalities.

- Pennsylvania Housing Finance Agency (PHFA) - Rental Housing Program (Pennsylvania Housing Finance Agency)

  Description. The PHFA Rental Housing Program provides long-term mortgage loans to build or substantially rehabilitate multifamily apartment developments for low-income facilities, elderly persons, or handicapped individuals. All financing comes from the Agency's ability to sell securities. Financing is never guaranteed. Local zoning and building compliance is required. PHFA will finance up to 100 percent.

- PHFA - Rental Rehabilitation Program (Pennsylvania Housing Finance Agency)

  Description. The Rental Rehabilitation Program provides grants to general purpose local governments to help support the rehabilitation of privately-owned real property used primarily for residential rental purposes. To gain maximum benefit for lower-income families, especially those with children, the program requires a matching local contribution to equal PHFA's grant (up to $8,500 per unit, depending on the number of bedrooms).

The descriptions of these programs were provided by the Department of Community Affairs, Commonwealth of Pennsylvania.

14.1.1 Low Density

Low density residential areas provide for single family detached homes with a density of roughly four units per acre. Most of the low density areas shown on the Future Land Use Plan are either already developed or

proposed for development such as the Terrace Estates, Phase III development. The only major extension of this category is in the southeastern corner of the City north of the Beltway and on both sides of East Broad Street. This area provides approximately 135 acres of land which can be developed into single family dwellings. The expansion of the low density residential land use is to accomplish the goal of increasing lot sizes for residential development and to provide additional low density housing within the City.

14.1.2 Medium Density

The medium density residential housing is the largest existing residential land use in the City. Most of the land under this category is already developed or approved (such as Birch Knoll Estates) for development into medium density housing units. In the areas designated as medium density on the Future Land Use Plan, development should occur at a density of roughly 5 to 8 units per acre. These areas are where vacant parcels are available and are recommended for medium density residential development.

- o Birch Knoll Estates development;
- o Area north of Lahm Avenue and east of Hazle Street (approximately 21.6 acres); and
- o Area west of the intersection of East Broad Street and the Beltway (approximately 90 acres).

14.1.3 High Density

High density residential land uses are shown in those areas currently having public housing units, areas zoned for higher density and much of the area surrounding the Central Business District (CBD). The designation of this third area is an attempt to support the CBD by concentrating people nearby. The high density residential land use type also acts as a buffer between the commercial area and lower density residential uses. The areas identified as high density provide housing at a density of 9 or more units per acre which would include row houses, apartment houses, conversion apartment houses, and other multifamily dwelling types. Most of the expansion of this land use type is around the CBD. The possible development of the Butler Industrial Park Land as High Density Residential, has been shown on Figure 14-2, The Future Land Use Plan.

14.2 Office

This land use category permits the construction of office complexes that would provide professional and other services in the communtiy. This land use is recommended for two areas of the City.

- The area along South Church Street(PA Route 309).
- The area North of the Beltway in the southeastern portion of the City.

These two areas provide roughly 72 acres of office land use in the City. The areas designated as office land use are strategically located adjacent to future industrial land. This would allow for the creation of new office parks within good proximity to the industrial development to provide professional office space for administrative offices.

14.3 Commercial

In the Goals and Objectives chapter (Chapter 13), commercial development was chosen as the most preferred development type of the survey respondents. Commercial land use has been divided into two categories in the Future Land Use Plan; commercial/office and highway commercial.

14.3.1 Commercial/Office

The commercial/office category encompasses 77.3 acres or 2.0 percent of the land area. This area is shown on the land use map as the area extending along Broad Street between Vine and Poplar Streets; and between Laurel and Wyoming Streets along Green and Mine Streets, also known as the Central Business District (CBD). The existing land uses include commercial establishments, offices and a mix of either commercial/ apartment or office/apartment. This land use category was developed to emphasize the goal of promoting retail/commercial and residential development in the CBD, established in the Community Goals and Objective Chapter. This district should provide for the allowance of apartments in conjunction with commercial and office land use.

The concept here is to allow a mixture of land uses in the CBD that will enable people to live, work and shop in this area. This could apply to both young working adults or to retired senior citizens who wish to remain close to shopping areas in the downtown area. By allowing people to live in the downtown area, that area can avoid the deserted look that many downtown areas have after 5:00 p.m.

14.3.2 Highway Commercial

The highway commercial land use category consists of all existing commercial areas outside the defined CBD. It encompasses a total area of 168.6 acres or 4.4 percent of the total land area. Most of the areas shown on the Future Land Use Map as highway commercial are already under commercial related land uses. Expansions of this category are recommended for the following areas:

- Area between 22nd Street and 21st Street (approximately 5 acres).
- Area at intersection of Alter Street and 20th Street (approximately 1.2 acres).

- Area at intersection of the Heights Beltway and Poplar Street (approximately 8.49 acres).

The Future Land Use Map (Figure 14-1) does not show the conversion of any large parcels of land into commercial properties. Instead, the goal of the plan is to develop more uniform commercial areas through the conversion of mixed use areas into commercial centers. In fact, the vast majority of those areas in the City in which commercial acreage is designated include areas either currently in commercial usage or currently zoned commercial. The development of uniform commercial centers and the revitalization of deteriorating buildings will provide an ample commercial base for the City that will sustain the City and provide a basis to compete with suburban shopping centers and draw people into the City.

14.4 Industrial

The industrial land use category encompasses approximately 1181.9 acres or 30.9 percent of the total land area. This is a projected increase of approximately 834 acres over the industrial land use shown on the Existing Land Use Survey completed in 1989. Future industrial land use is the second largest land use projected for the City. It is a resource that the City needs to utilize for its future growth and development. The Hazleton Commerce Center on the Heights Beltway has already shown substantial progress as an area that is successfully developing as an industrial area. This area has good transportation access that will be further enhanced by the extension of the Beltway, which is currently in the design phase, and will provide direct access to Interstates 80 and 81.

The area outlined on the Future Land Use Plan as former strip mine/mine land is projected as either industrial or recreation/open space, provided the land undergoes the process of reclamation. Special considerations must be taken when developing former unreclaimed mine land (See Section 14.7). This area, if developed, would provide an additional 567 acres of industrial land. This area of Hazleton can provide a considerable industrial and recreational resource to the City. However, to make this land productive it must be first be reclaimed and then made available to the development community for industrial sites. On the Future Land Use Map (Figure 14-1) the strip mine areas have been designated as mostly industrial with several large areas of recreational/open space areas. These areas could be developed for a number of purposes such as an active recreational park; passive open space; or even a golf course.

14.5 Public/Semi-Public

On the Existing Land Use Map (Figure 5-2) the public/semi-public land use category represents churches, public schools, municipal facilities, and cemeteries. On the Future Land Use Plan the existing churches were not depicted separately, but were included within the adjacent land use category. Public/semi-public land use accounts for 109.9 acres or 2.9 percent of the City. Public/semi-public land shown on the Future Land Use Plan includes

schools, municipal facilities, and cemeteries. There is no expansion of the public/ semi-public category recommended on the Future Land Use Plan. The only deviation from the existing land use survey would be the exclusion of churches.

14.6 Recreation/Open Space

This land use category includes recreational lands and open space scattered throughout the City. Recreation and open space will occupy 212.8 acres of land under the Future Land Use Plan (5.7 percent of the total land use). Specific recommendations for park land development are founded in Chapter 16, the Public Facilities and Services Plan.

The land projected for the use of recreation/open space includes existing park/playground facilities, the City owned land east of South Poplar Street next to the City line, and the proposed recreation/open space area in the eastern and western portions of the City as shown on the Future Land Use Plan.

14.7 Mining/Reclamation

This land is outlined on the Future Land Use Plan as the land areas in eastern and western Hazleton, between Stockton Road and Columbus Court. The boundaries of these areas were drawn based on mapping done by the United States Department of the Interior, United States Geological Survey (USGS) and by visual inspection during the existing land use survey. As mentioned earlier, these lands represent a tremendous resource to the City. However, because of the nature of these lands special consideration must be given to the reclamation of this land and the potential expense of development. Funding is available for these improvements and they are discussed in Section 19.1.1 of Chapter 19, The Implementation Plan.

In order to develop this land it must first be reclaimed to meet certain criteria based on environmental standards as determined by the Pennsylvania Department of Environmental Resources under the Surface Mining Control and Reclamation Act of 1977.

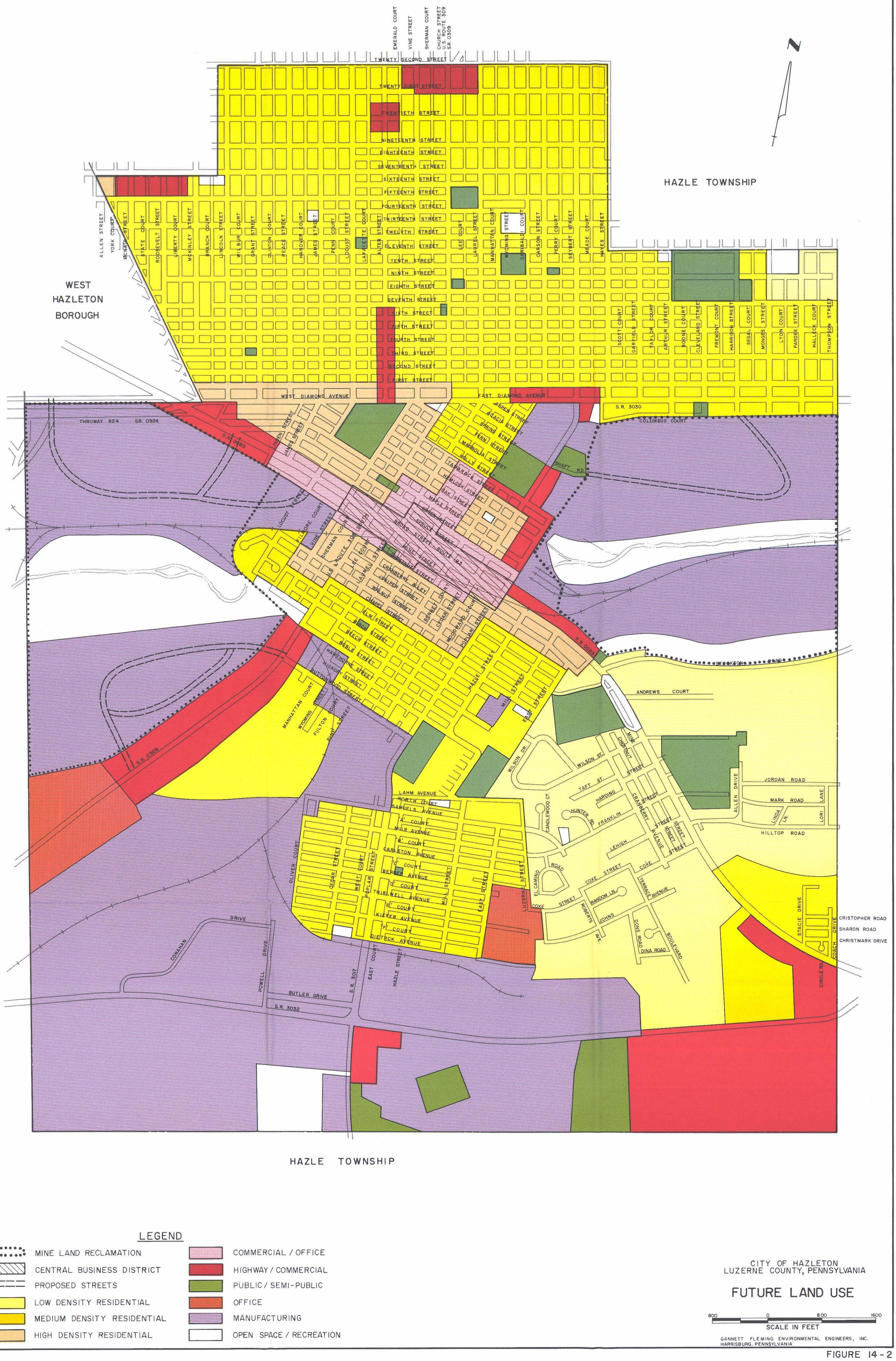

EMERALD COURT
VINE STREET
SHERMAN COURT
CHURCH STREET
U.S. ROUTE 309
SR. 0309
TWENTY SECOND STREET
TWENTY FIRST STREET
TWENTIETH STREET
NINETEENTH STREET
EIGHTEENTH STREET
SEVENTEENTH STREET
SIXTEENTH STREET
FIFTEENTH STREET
FOURTEENTH STREET
THIRTEENTH STREET
TWELVTH STREET
ELEVENTH STREET
TENTH STREET
NINTH STREET
EIGHTH STREET
SEVENTH STREET
SIXTH STREET
FIFTH STREET
FOURTH STREET
THIRD STREET
SECOND STREET
FIRST STREET
HAZLE TOWNSHIP
WEST HAZLETON BOROUGH
ALLEN STREET
YORK COURT
MCKAY STREET
STATE COURT
ROOSEVELT STREET
LIBERTY COURT
MCKINLEY STREET
BRANCH COURT
LINCOLN STREET
WILBUR COURT
GRANT STREET
CLINTON COURT
PEACE STREET
HANOVER COURT
JAMES STREET
PENN COURT
LOCUST STREET
LAFAYETTE COURT
ALTER STREET
LEE COURT
LAUREL STREET
MANHATTAN COURT
WYOMING STREET
GARIBALDI COURT
CARSON STREET
PERRY COURT
SEYBERT STREET
MEADE COURT
HAYES STREET
SCOTT COURT
GARFIELD STREET
TAYLOR COURT
ARTHUR STREET
BOONE COURT
CLEVELAND STREET
FREMONT COURT
HARRISON STREET
SEGAL COURT
MONGES STREET
LYON COURT
PARDEE STREET
HALLECK COURT
THOMPSON STREET
WEST DIAMOND AVENUE
EAST DIAMOND AVENUE
S.R. 3030
COLUMBUS COURT
THRUWAY 924 S.R. 0924
S.R. 0093
LINDEN STREET
JAMES STREET
ASPEN STREET
ACACIA STREET
SPRING STREET
FERN STREET
MAGNOLIA STREET
HOLLY STREET
SHAFT RD.
TAMARACK STREET
HEMLOCK STREET
OAK STREET
MAPLE STREET
GREEN STREET
SPRUCE STREET
BROAD STREET ROUTE 93
MINE STREET
CHESTNUT STREET
CRANBERRY ALLEY
JUNIPER STREET
WALNUT STREET
CHAPEL STREET
ELM STREET
BIRCH
BEECH STREET
NOBLE STREET
BENNET COURT
CEDAR STREET
WOODWARD COURT
POPLAR STREET
LOCUST STREET
FILLMORE COURT
VINE STREET
SHERMAN COURT
U.S. ROUTE 309
LEE COURT
LAUREL STREET
S.R. 0093
HAWTHORNE STREET
HICKORY STREET
BUTTONWOOD STREET
MANHATTAN COURT
WYOMING STREET
FULTON COURT
PENN STREET
HAZLE STREET
MILL STREET
EAST STREET
S.R. 0309
STOCKTON ROAD
ANDREWS COURT
WILSON DR.
WILSON ST.
TAFT ST.
HARDING
CHESTNUT STREET
MINE
CANDLEWOOD CT.
HUNTER RD.
FRANKLIN
CRANBERRY STREET
ALLEN DRIVE
JORDAN ROAD
MARK ROAD
LINDA
LN.
LANE
LORI
HILLTOP ROAD
LEHIGH
AVENUE
STREET
EL CAMINO
ROAD
COXE STREET
COXE
RANDOM LN.
TERRACE AVENUE
ROBERTS
JOHNS
AVE.
DONS ROAD
DINA ROAD
BOULEVARD
STACIE DRIVE
COACH DRIVE
CRISTOPHER ROAD
SHARON ROAD
CHRISTMARK DRIVE
CIRCLE RD.
LAHM AVENUE
NORTH COURT
SAMUELS AVENUE
A' COURT
MUIR AVENUE
B' COURT
CARLETON AVENUE
C' COURT
BERNER AVENUE
D' COURT
THIRLWELL AVENUE
E' COURT
KIEFER AVENUE
F' COURT
DIETRICK AVENUE
OLIVER COURT
CEDAR STREET
WEST COURT
POPLAR STREET
MILL STREET
EAST STREET
LUZERNE STREET
CONAHAN DRIVE
POWELL DRIVE
BUTLER DRIVE
S.R. 3032
S.R. 3017
EAST COURT
HAZLE STREET
HAZLE TOWNSHIP
LEGEND
MINE LAND RECLAMATION
CENTRAL BUSINESS DISTRICT
PROPOSED STREETS
LOW DENSITY RESIDENTIAL
MEDIUM DENSITY RESIDENTIAL
HIGH DENSITY RESIDENTIAL
COMMERCIAL / OFFICE
HIGHWAY / COMMERCIAL
PUBLIC / SEMI-PUBLIC
OFFICE
MANUFACTURING
OPEN SPACE / RECREATION
CITY OF HAZLETON
LUZERNE COUNTY, PENNSYLVANIA
FUTURE LAND USE
800 0 800 1600
SCALE IN FEET
GANNETT FLEMING ENVIRONMENTAL ENGINEERS, INC.
HARRISBURG, PENNSYLVANIA

FIGURE 14 - 2

CHAPTER 15

TRANSPORTATION PLAN

15. TRANSPORTATION

Hazleton's transportation system consists of State and City owned highways and public transportation services provided by the Hazleton Transit Authority. Currently, the City's transportation system is in fair overall condition. However, as the area develops, traffic congestion is becoming increasingly serious. The City and the State have previously developed Transportation Capital Improvement Programs to help alleviate some of the traffic congestion. However, these programs have not kept pace with the City's traffic. Without major new initiatives and planned transportation improvement programs to address the growth within Hazleton, the operating level of the transportation system will clearly be over capacity and unacceptable for the near future.

15.1 Projected City Growth and Future Traffic Impacts

The City's population decreased 6.6 percent between 1950 and 1960, 9.7 percent between 1960 and 1970, to 5.1 percent between 1970 and 1980. Thus, during the 1980's, Hazleton's population decreased by a rate of 10.2 percent. However, Hazleton City is projected to grow over the next 20 years at a slow rate. The Comprehensive Plan Update for Hazleton uses population growth rates established in the Population Section (Chapter 3, Table 3-9) of -11.8 to -5.5 percent for the 1990's, +0.9 percent for the 2000's, and +1.5 percent for the 2010's.

The future level of transportation activities, specifically vehicular traffic, will be determined by several factors. Pertinent factors include:

- o Future Population Growth Trends
- o Regional and Local Employment Conditions
- o Land Use and Development Trends
- o Availability of Highway Capacity
- o Congestion and Delay on Highway System
- o Energy Costs to Operate a Vehicle.

Perhaps the most significant determinants of future traffic conditions are population, employment, and development trends. The implementation of Hazleton's Future Land Use Plan will determine where new population, employment and development will occur. These are factors over which the City government has some control. While population trends on a regional basis will have an impact on the growth of the City, the growth rate can be moderately increased or decreased by the City's ability to plan, zone, and approve both commercial and residential developments, to encourage employment opportunities, and to program Transportation Capital Improvements.

Future traffic volume forecasts have been prepared for the years 2000 and 2010 based on the available data. The base projections were compiled from data received from the City of Hazleton and the Pennsylvania Department of Transportation (PA DOT). PA DOT tabulates traffic counts on a yearly basis for the various classes of roads, and from this data calculates a growth factor for each roadway type. The growth factors (shown in Table 15-1) for each roadway type are for the years 2000 and 2010. The growth factors were applied to the existing traffic volumes by roadway classification to arrive at the average daily traffic volumes for the years 2000 and 2010. Table 15-2 shows the traffic projection for the years 2000 and 2010 for the selected roadways within the City of Hazleton.

15.2 Future Highway System

The projected future traffic volumes shown in Table 15-2 exceed the capacity on some roadways in the existing Hazleton highway system. Improvements will have to be made to the roadway system to keep traffic congestion, safety, and delay levels at, or better than, the present conditions.

Figure 15-1 shows a future highway system which will be able to accommodate the projected traffic volumes. The map has a roadway classification system comprised of four major types of roadways. This classification system takes into account both the function and service level of the road, as well as basic road design standards.

15.2.1 Road Classification Definitions:

Major Arterials - Limited access highways that are important in the inter-regional transportation system, with a major portion of vehicular movements being through traffic.

Should have four 12-foot lanes or more, adequate shoulders, controlled exit ramps or major intersections, signalization at ramp intersections and at-grade intersections, and separate left and right turn lanes at ramp exits.

Minor Arterials - Highways that are important in the regional transportation system and, while carrying mostly regional traffic, serve some local or city origins and destinations.

Should have a minimum of three lanes, adequate shoulders, and 14-foot through lanes with a 12-foot shared left turn lane and signalization of intersections.

Collectors - Roadways that serves primarily local traffic, providing the connection between the residential and commercial developments to the minor arterial system.

Table 15-1

STATEWIDE TRAFFIC TRENDS
ANNUAL AND MULTI-YEAR CHANGES
BY TRAFFIC PATTERN GROUP

TRAFFIC PATTERN GROUPS	PERCENTAGE CHANGE					18 YEAR GROWTH RATE	ANNUAL GROWTH RATE	11 YEAR GROWTH RATE	21 YEAR GROWTH RATE
	1984-85	1985-86	1986-87	1987-88	1984-88	1968-86	1968-86	1989-2000	1989-2010
RURAL (TPG-II) INTERSTATE	1%	4%	3%	2%	10%	26%	1.28%	15%	31%
RURAL (TPG-IV) PRIMARY ARTERIALS	6%	3%	3%	3%	16%	44%	2.05%	25%	53%
NORTH RURAL (TPG-VI) MINOR ARTERIALS	3%	5%	4%	5%	18%	51%	2.32%	29%	62%
NORTH RURAL (TPG-VIII) COLLECTORS	2%	5%	1%	2%	10%	26%	1.28%	15%	31%
STATEWIDE	3%	4%	3%	3%	14%	38%	1.80%	22%	45%

Source: Pennsylvania Department of Transportation, Bureau of Strategic Planning, 1988

Table 15-2
Future Traffic Volume Projections
City of Hazleton

Highway/Segment	Current (1989) ADT Volumes	Number of Lanes	Peak Hour Volume /Lane	LOS	Future Year Projections					
					Year 2000	Pk. Hr. Vol/Lane	LOS	Year 2010	Pk. Hr. Vol/Lane	LOS
Principle & Major Arterials										
Thruway 924 - West of City Line	9,190	4	345	A	11,500	431	A	14,100	529	A
Broad Street - West of Linden St.	18,120	4	680	B	22,700	851	B	27,700	1039	C
Broad Street - West of Church St.	11,720	4	440	A	14,700	551	A	17,900	671	B
Broad Street - East of Church St.	15,840	4	594	A	19,800	743	B	24,200	908	C
Broad Street - East of Poplar St.	15,840	4	594	A	19,800	743	B	24,200	908	C
Broad Street - West of Coach Dr.	8,510	2	638	A	10,600	795	B	13,000	975	C
Southern Beltway - East of U.S. 309	3,090	2	232	A	3,900	293	A	4,700	353	A
Southern Beltway - West of Broad St.	2,040	2	153	A	2,600	195	A	3,100	233	A
Church St. - South of 21st St.	21,320	2	1599	E	26,700	2003	F	32,600	2445	F
Church St. - North of Diamond Ave.	22,060	2	1655	E	27,600	2070	F	33,800	2535	F
Church St. - South of Diamond Ave.	12,720	2	954	C	15,900	1193	D	19,500	1463	E
Church St. - North of Broad St.	12,720	2	954	C	15,900	1193	D	19,500	1463	E
Church St. - South of Broad St.	9,580	2	719	B	12,000	900	C	14,700	1103	C
Church St. - North of Beltway	9,580	4	359	A	12,000	450	A	14,700	551	A
State Route 93 - West of Diamond Ave	18,120	2	1359	D	22,700	1703	E	27,700	2078	F
Minor Arterials & Collectors										
Diamond Ave. - West of Church St.	9,500	2	684	B	12,300	886	C	15,400	1109	C
Diamond Ave. - East of Church St.	15,740	2	1133	C	20,300	1462	E	25,500	1836	E
Poplar Street - South of Buttonwood St.	7,000	2	504	A	9,000	648	A	11,300	814	B
Poplar St. - North of Beltway	6,410	2	462	A	8,300	598	A	10,400	749	B
Poplar St. - South of Beltway	4,300	2	310	A	5,500	396	A	7,000	504	A
Fifteenth St. - West of York Ct.	11,430	2	823	B	14,700	1058	C	18,500	1332	D
Fifteenth St. - East of Alter St.	7,810	2	562	A	10,100	727	B	12,700	914	C

Notes:
Level of Service (LOS) Definitions in Appendix D
PA DOT Projections are derived from Growth Factor
All LOS data are based on Existing Lane Configurations

FIGURE 15-1

FUTURE HIGHWAY SYSTEM

Design as per the current City of Hazleton regulations with adequate sight distances and clearances to roadside obstructions. Parking should not be permitted unless a separate parking lane is provided.

Local Roads - Roadways that serve local traffic and connect to collector or minor arterial system.

Design as per current City of Hazleton regulations with adequate sight distances and clearances to roadside obstructions.

The future highway system, as illustrated in Figure 15-1, incorporates a number of planned or projected improvements determined necessary to accommodate the projected future traffic. Each segment of the highway system has been evaluated in terms of the present and required future capacity. The following summary describes the selected roadways by segment, beginning with major arterials.[1] A summary of proposed transportation system improvements is given in Table 15-3.

15.2.2 Major Arterials

Broad Street/PA Route 93 (State Road 0093) is currently an undivided, four lane principal arterial between West Diamond Avenue and Stockton Road. Broad Street narrows to a two lane roadway east of Stockton Road with separate left turn lanes at selected intersections. Existing Average Daily Traffic (ADT) volumes range from 18,120 vehicles west of Linden Street to 8,510 vehicles west of Coach Drive. Level of service along Broad Street is acceptable for the current year, with a level of service (LOS) rating of A or B. [See Appendix D for LOS definitions.]

In the year 2010, ADT volumes will range from 27,700 vehicles west of Linden Street to 13,000 vehicles west of Coach Drive. The highest level of service along Broad Street in the year 2010 is "C" which is an acceptable level.

Where parking restrictions are recommended for Broad Street and other streets within the City, the City will have to weigh the benefits and the problems created by restricting the on-street parking. To improve traffic flow and alleviate congested areas, the addition of a left and/or right turn lane is necessary. This may mean the loss of parking meter revenue.

---

1 The capacity analysis is based on Highway Capacity Manual, Special Report 209, Transportation Research Board, 1985.

Table 15-3
Summary of Proposed Transportation
System Improvements

Corridor/Location		Description of Improvement
Major Arterials		
Broad Street/Route 93 (State Road 0093)	o	Intersection with Diamond Avenue/Thruway 924 Restrict parking on Broad Street Left turn lanes and left turn phase for Broad Street Signal for right turns (eastbound Thruway 924 to southbound Broad Street)
	o	Intersection with Church Street Restrict parking Left turn lanes and left turn phase for Broad Street Separate phasing for Northbound Church Street Separate phasing for Southbound Church Street
	o	Intersection with Cedar Street Restrict parking Left turn lanes and left turn phase for Broad Street
	o	Intersection with Poplar Street Roadway lane markings Install two phase signal Remove and re-route railroad tracks
	o	Signal progression and synchronized signal phasing from West Diamond Avenue to Greater Hazleton Beltway
Church Street/U.S. 309 (State Road 0309)	o	Intersection with Green Street Restrict parking Separate left and right turn lanes for Green Street
	o	Intersection with Fifteenth Street Separate left and right turn lanes on 15th Street Right turn lane for southbound Church Street
	o	From 22nd Street to Broad Street Clear roadway lane markings Enforce no-parking regulations Clear shared left turn lane markings

Table 15-3 (Con't)

Corridor/Location	Description of Improvement
Major Arterials	
	o Signal progression and synchronized signal phasing from 22nd Street to Buttonwood Street
Alter Street	
	o Classify Alter Street and Vine Street as major arterial Restrict parking to one side of the street on Alter and Vine Streets Create two lanes of northbound travel on Alter Street Create two lanes of southbound travel on Vine Street Install signals at Diamond and Alter Streets, 15th Street, and 22nd Street on both Alter Street and Vine Street Widen 22nd Street from Alter Street to Church Street Set 35 mile per hour speed limit
Greater Hazleton Beltway (State Road 3032)	o Widen to three lane of travel for each direction, when EZ meets full capacity Install signals and right and left turn lanes at State Road 309, Poplar Street, State Road 93, and two access roadways Service roads on north and south side of Beltway Raised median from State Route 309 to State Route 93 with limited access driveways
Minor Arterials	
Diamond Avenue (State Road 3030)	o Upgrade road classification to minor arterial from Church Street to Broad Street
	o Diamond Avenue from Broad Street to Seybert/Cedar Street Restrict parking to one side of roadway Create shared left turn lane
	o Intersection with Church Street Eastbound left turn lane from Diamond onto Northbound Church Street

Table 15-3 (Con't)

Corridor/Location		Description of Improvement
	o	Intersection with Wyoming Restrict parking Westbound left turn lane from Diamond onto Southbound Wyoming Street Clear lane markings
	o	Intersection with Seybert/Cedar Street Restrict parking Westbound left turn lane from Diamond onto Southbound Cedar Street
	o	Signal progression and synchronized signal phasing from Broad Street to Seybert/Cedar Street
Poplar Street (State Road 3017)	o	Install signal at Broad Street
	o	Install signal at Greater Hazleton Beltway
Fifteenth Street (State Road 0924)	o	Install traffic signal at Alter and Vine Streets
	o	Westbound left turn lane at Vine Street

Source: Gannett Fleming, Inc.

Broad Street problem intersections were identified as Church Street, West Diamond/Thruway 924, and Poplar Street. At the intersection of Broad Street and Diamond Avenue/Thruway 924, parking should be restricted on Broad Street within 200 feet of the intersection. This would make room for separate left turn lanes and a left turn phase on Broad Street. The right turns from eastbound Thruway 924 to southbound Broad Street could be controlled by a signal rather than the present stop sign. By synchronizing the right turns with the present signal safety, the flow of traffic onto Broad Street would improve.

The intersection of Church Street and Broad Street could be improved by the following measures: restrict parking spaces within 200 feet from the intersection along Broad Street; create a left turn lane for east and westbound Broad Street; and have separate signal phase for southbound and northbound Church Street. Church Street north of Broad Street cannot be widened because of existing structures and no right-of-way. Parking should be restricted along Broad Street at Cedar Street. By removing these parking spaces, a left turn lane and left turn phase could be installed for both direction of travel on Broad Street which would prevent back-ups at this intersection.

If railroad tracks could be re-routed in the area of Broad Street and Poplar Street, traffic flow would improve along both streets. Poplar Street south of Broad Street cannot be widened because of existing structures and rights-of-way. Other improvements at Poplar Street include roadway lane markings for two lanes of through traffic on Broad Street and the installation of a two phase signal. Synchronization of traffic signals should be considered to help the flow of traffic along Broad Street from West Diamond Avenue to the Greater Hazleton Beltway.

Church Street/U.S. Route 309 (State Road 0309) is currently a four lane, undivided, unlimited access roadway from the southern City limits to Buttonwood Street. Church Street narrows to a two lane roadway with no on-street parking from Buttonwood Street to Diamond Avenue. From Diamond Avenue to the northern city limits (22nd Street), Church Street is a two lane roadway with a shared left turn lane.

The traffic flow is greatest north of Diamond Avenue with an ADT of 22,060. The traffic volume is the lowest between Broad Street and the Height Beltway with an ADT of 9,580. The existing traffic volumes of two sections of Church Street have a level of service "E" north of Diamond Avenue and south of 21st Street. In the year 2000 these volumes are projected to increase to 26,700 vehicles south of 21st Street, and 27,600 vehicles north of Diamond Avenue which represents a level of service of "F".

The current roadway lane configuration between Broad Street and the Greater Hazleton Beltway will be able to accommodate the year 2000 and 2010 traffic volumes (12,000 and 14,700) with a level of service of "C" or better, which is acceptable. With projected traffic volumes ranging from 33,800 to 19,500 ADT between 21st Street and Broad Street for the year 2010, Church Street will have level of service "E" or "F." Traffic congestion

and traffic safety problems will increase within this segment of Church Street. If the Greater Hazleton Beltway is extended to Thruway 924 or I-81, traffic destined to the west would change from Church Street to this new extension.

There are two intersections identified as problems along Church Street-Green Street and 15th Street. It would be very difficult to widen either Church Street or Green Street because of buildings so close to the roadways. Green Street is a one-way street westbound. Parking could be restricted on Green Street south of Church Street to make room for separate left and right turn lanes for westbound traffic. This would improve the flow of traffic on Green Street, but will further restrict already limited parking spaces. Therefore, the City may want to formulate a compromise to address both problems. At the intersection of Church Street and Fifteenth Street, the Fifteenth Street configuration could be widened to allow for separate left and right turn lanes. On southbound Church Street, a right turn lane could be added to help alleviate some of the southbound traffic on Church Street.

The following measures should be taken from 22nd Street to Broad Street: clear road lane markings; enforcement of no parking; and clearly marked signs of the shared left turn lane for north and south directions of travel.

Alter Street is a two lane unlimited access roadway with commercial establishments between 2nd Street and 6th Street. Problems associated with Alter Street were identified as congestion and excessive travel speeds.

Both Vine Street and Alter Street could be classified as parallel one-way, major arterials streets which would help relieve traffic congestion on Church Street. To increase the capacity on Alter and Vine Streets, both roadways could restrict parking to one side of the street and thus create two lanes of travel northbound (Alter) and two lanes of travel southbound (Vine). Parking should be on the east side of Alter Street and on the west side of Vine Street. Again restricting on-street parking would create additional parking problems in the area. All existing stop signs should be removed; and traffic signals should be installed at the following intersections: Diamond Avenue and Alter Street, 15th Street for both Vine and Alter Streets, and 22nd Street for both Vine and Alter Streets. 22nd Street should be widened to facilitate the traffic from Church Street to southbound Vine Street and from Alter Street to northbound Church Street. In order to control excessive speeds, speed limits should be set and enforced at 35 miles per hour. Proper signage should be installed to alert traffic of the congested residential area.

Greater Hazleton Beltway (State Road 3032) is a two-lane, limited access, principal arterial extending from State Road 309 to State Road 93. The existing average daily traffic (ADT) volumes range from 2,040 vehicles west of State Road 93 to 3,090 vehicles east of State Road 309. The current level of service is "A" for both segments of the Beltway. By the year 2010, projected ADT volumes, without any further development within the Hazleton Enterprise Zone (EZ), will increase to 4,700 vehicles with a level of service of "A." Possible plans for the extension of the Beltway to the west would increase the Average Daily Traffic volumes considerably. Consideration

should be given to widening the Greater Hazleton Beltway from State Road 93 to State Road 309 to meet the future capacity demands. With increased traffic volumes, signals should be installed at Poplar Street, Route 309, and Route 93.

A separate access study, "Traffic Study for the Hazleton Enterprise Zone," was conducted and recommended the following improvements:

- o Three lanes of travel for each direction on the Greater Hazleton Beltway (based on maximum development of the Enterprise Zone);

- o Traffic signals with left and right turn lanes at State Route 309, Poplar Street, State Route 93, and two other access roadways;

- o Service roads on both the north and south side of the Greater Hazleton Beltway; and

- o Raised median between State Routes 309 and 93 with limited access.

These recommendations are based on the assumption that the Enterprise Zone will reach complete development. Refer to the "Traffic Study for the Hazleton Enterprise Zone" report for further details. (See Appendix B)

If the EZ doesn't reach maximum capacity, then widening the Beltway to three lanes each direction will not be necessary. Improvements should be done as development occurs.

15.2.3 Minor Arterials

Diamond Avenue (State Road 3030) is a two lane, undivided, unlimited access, minor arterial, roadway. Traffic signals are located at Vine Street, U.S. Route 309, Laurel Street, Wyoming Street, and Cedar Street/Seybert Street.

Existing ADT volumes of 9,500 vehicles, west of Church Street and 15,740 vehicles east of Church Street represent acceptable levels of service of "B" and "C," respectfully. By the year 2000, Diamond Avenue west of Church Street will be near capacity with projected average daily traffic volumes of 12,300 vehicles. Diamond Avenue east of Church Street will be over capacity with projected ADT volumes of 20,300 vehicles and a level of

service of "E." By the year 2010, traffic volumes will be approaching 25,500 on Diamond Avenue east of Church Street. This represents a level-of-service "E." Roadway improvements or re-routing of traffic will be necessary to handle the anticipated increase in traffic.

Signal progression (synchronized signal timing) should be used on Diamond Avenue from Broad Street to Seybert Street to increase the traffic volume flow. To increase capacity on Diamond Avenue, one side of the street could have restricted parking, thus allowing for a shared left turn lane. This would create two full lanes for through and right turning traffic. The left turning traffic would not impede the through traffic.

The following problem intersections with Diamond Avenue were identified: Church Street, Wyoming Street, and Cedar Street. Improvements along Church Street are very difficult because of the limited right-of-way. A left turn lane would help eastbound Diamond Avenue traffic to northbound Church Street by increasing through travel capacity. At Diamond Avenue and Wyoming Street, parking should be restricted within 200 feet of the intersection. By restricting parking, sight distance and capacity would increase, and a separate left turn lane could be created for westbound Diamond Avenue traffic to southbound Wyoming Street. Street lane marking would help eliminate confusion and make better use of the existing roadway. Parking should be restricted along Diamond Avenue at the intersection of Cedar/Seybert Street. By eliminating parking on Diamond Avenue, a left turn lane could be created for westbound traffic. Any changes made to Diamond Avenue must go before the Pennsylvania Department of Transportation for approval.

Poplar Street (State Road 3017) is a two lane, undivided, minor arterial roadway. With planned development in the Enterprise Zone and by having access to Poplar Street, traffic volumes could increase dramatically. Signals at the Heights Beltway and Poplar Street would improve safety and traffic flow along Poplar Street. The existing ADT volumes are relatively low with the present lane configuration, therefore,

the level of service is "A." The projected year 2000 and 2010 traffic volumes will operate at acceptable levels with no improvements. Problem intersection are Broad Street and Buttonwood Street.

Fifteenth Street (State Road 0924) is an undivided, two-lane, two way, minor arterial, with present traffic volumes ranging from 7,810 to 11,430. By the year 2000, the segment between York Court and Church Street will be under capacity with daily volumes ranging from 10,100 to 14,700. Average daily traffic volumes will reach 18,500 by the year 2010 west of York Court and level of service will be "D." Traffic signals should be considered at the intersections of Alter Street and Vine Street. Fifteenth Street was identified as being generally congested. Because of the narrow right-of-way, existing structures, and utility poles located on the north side of the street, any widening would be very difficult and costly.

15.2.4 Collectors and Local Streets

Most collectors and local street should remain one-way streets. One-way streets increase the overall capacity of Hazleton's roadways.

15.2.5 Intersections and Signalization

To achieve the acceptable level-of-service for minor or collector streets, intersections must be improved to minimize the impact on the major through street. Left turn lanes, and in some situations, right turn lanes, must be provided. Signal timing designed for progressive traffic flow along the through street and/or usage of actuated signals to optimize traffic flows should be installed. Table 15-3 illustrates where signals are recommended. Other intersection locations may also require signalization for consideration of pedestrians and safety.

In addition to the projects mentioned in the above list, the City should work closely with the neighboring townships and municipalities to ensure compatibility in transportation and development needs.

15.3 Public Transportation

Public transportation service in Hazleton is provided by the Hazleton Transit Authority. The existing bus service provides three different bus lines within the City of Hazleton. The existing quality, frequency and patronage of the bus service are good considering the current transportation system and density of residential and commercial development.

Within the planning period, as development ensues, public transit service should be expanded. The existing bus routes should be extended to serve other areas of residential, commercial and industrial growth. Further expansion of the transit routes would be beneficial to service the employment and shopping destinations of travel within the City.

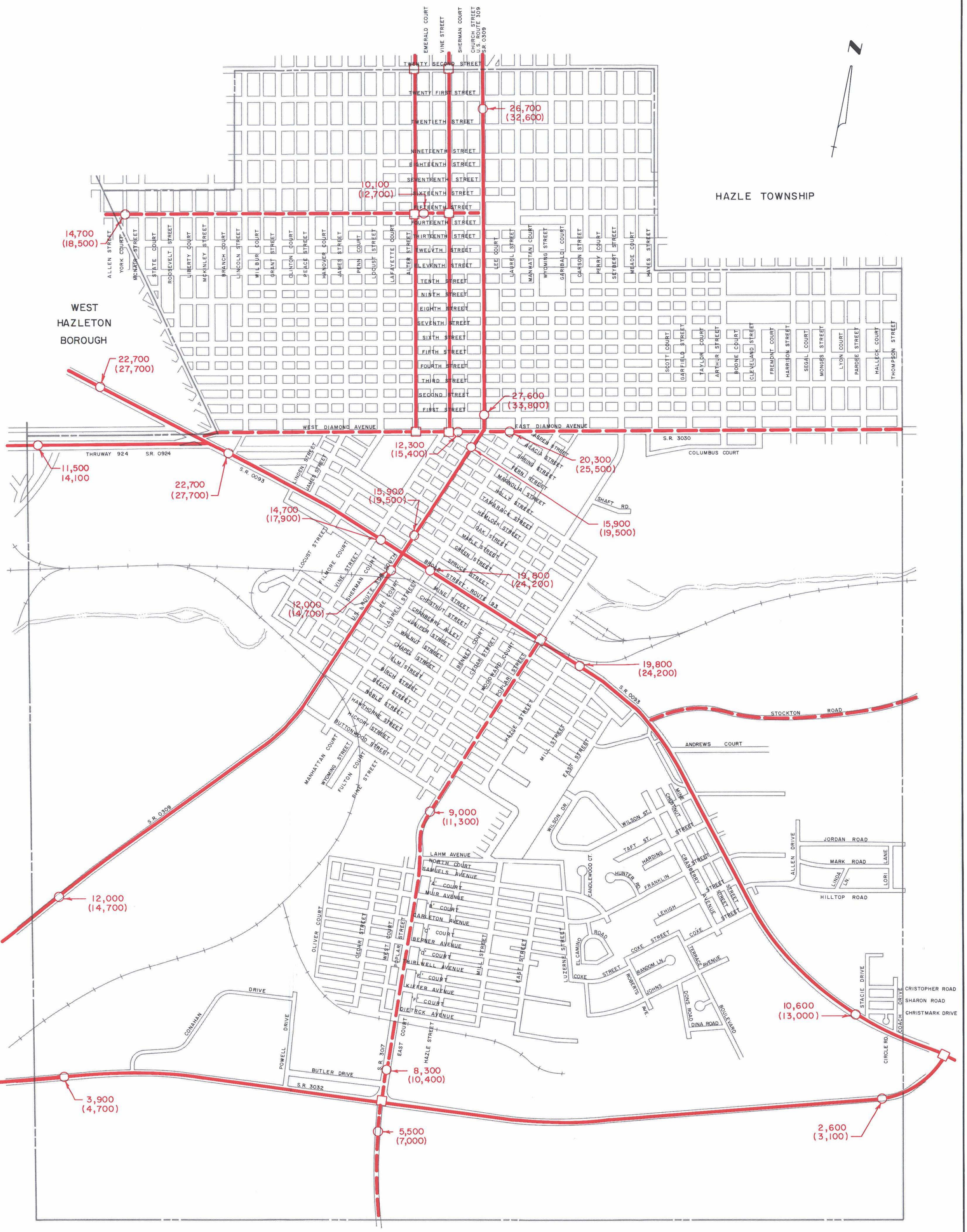
Once the Enterprise Zone is more fully developed, a Red Line Bus Route should be extended to cover the southern portion of the City. This extended route should be in operation during normal working hours (6:00 a.m. to 6:00 p.m.)

15.4 Parking

With the removal of on-street parking at selected locations within the City of Hazleton and as the Central Business District re-develops, more parking spaces will be needed within convenient walking distance of Broad Street. The present Park and Shop Lots could be expanded to multi-level parking facilities.

15.5 Hazleton Municipal Airport

The Hazleton Municipal Airport is owned by the City of Hazleton and located north of the City in Hazle Township. A Master Plan Study is currently underway to identify and plan for the full development of the facility, including aviation-related improvements and compatible development of commercial, industrial, and aviation-related business development on City-owned airport property. The Comprehensive Plan recognizes the importance of the airport and suggests both cooperation and support of Hazle Township in permitting land uses compatible with such an airport. The land surrounding the airport is currently zoned Agriculture (A-1) and General Commercial (B-2). The City should encourage Hazle Township to rezone this area to industrial to support the development of the airport. The City owns 450 acres of land in Hazle Township adjacent to the airport. If the expansion plans prove feasible, the City would like to encourage development of an aviation-related industrial park or air-freight service. It is recommended the City develop a good working relationship with all of the the municipali- ties that would be affected by any expansion of the airport facility.



LEGEND

- 3,900 — AVERAGE DAILY TRAFFIC (ADT) YEAR 2000 ESTIMATE
- (4,700) — AVERAGE DAILY TRAFFIC (ADT) YEAR 2010 ESTIMATE
- □ — PROPOSED SIGNALS
- ○ — TRAFFIC VOLUME LOCATION
- ——— RURAL EXPRESSWAY AND PRINCIPAL ARTERIAL
- — — RURAL MINOR ARTERIAL AND COLLECTORS

CITY OF HAZLETON
LUZERNE COUNTY, PENNSYLVANIA

FUTURE HIGHWAY SYSTEM

800 0 800 1600
SCALE IN FEET

GANNETT FLEMING ENVIRONMENTAL ENGINEERS, INC.
HARRISBURG, PENNSYLVANIA

FIGURE 15-1

CHAPTER 16

PUBLIC FACILITIES AND SERVICES PLAN

16. PUBLIC FACILITIES AND SERVICES PLAN

Communities are responsible for providing residents with public services and facilities that are needed to protect the welfare of the residents and promote their social and cultural well-being. Buildings, parks and other facilities necessary to provide these basic services are the focus of the Public Facilities and Services Plan. Since the City provides most of these facilities, the recommendations in this chapter represent an effective manner which the City can directly influence development and the welfare of its residents. Economic growth is tied closely to the adequacy of the public facilities and services provided by a community.

16.1 Recreation Facilities

Recreation facilities for Hazleton City residents are available at all levels. The region has an abundance of open space. The following sections discuss each level of recreational land use. Recreational areas are broken down into regional parks, community parks, and neighborhood parks. The community survey respondents (81 percent) rated parks and recreation facili ties as poor to fair. The most common suggestions for improvements included: establishment of an indoor recreation facility, more sponsored youth programs, and more facilities at existing parks. Residents seem to be content with the present location of parks.

16.1.1 Regional Parks

Regional parks located within driving distances for Hazleton residents are addressed in this section of the Comprehensive Plan. The region in which the City is located has an abundance of State parklands, forest lands, and game lands readily available to all residents. Table 16-1 is a list of State Parks and State Forests over 100 acres within a fifty mile radius of the City of Hazleton.

These facilities offer over 161,000 acres and a wide variety of recreational opportunities which include activities such as hiking, biking, skiing, snowmobiling, camping, horseback riding, swimming, boating, fishing and hunting.

The land and facilities are owned and operated by the Commonwealth of Pennsylvania, therefore, all improvements and maintenance are under its jurisdiction.

These facilities are the primary regional parks for Hazleton residents. These facilities should provide adequate area and passive recreational activities for residents of the region. Should additional facilities be needed, they should be provided by state or county government agencies.

TABLE 16-1
REGIONAL PARKS
(COUNTY AND STATE)

RECREATION AREA/COUNTY	AREA
Moon Lake County Park/Plymouth Twp. Luzerne County	600 acre
Archbald Pothole State Park/ Lackawanna County	150 acre
Beltzville State Park/ Carbon County	2972 acre
Big Pocono State Park/ Monroe County	1306 acre
Frances Slocum State Park/ Luzerne County	1006 acre
Gouldsboro State Park/ Monroe and Wayne Counties	3050 acre
Hickory Run State Park/ Carbon County	15500 acre
Lackawanna State Park/ Lackawanna County	1373 acre
Locust Lake State Park/ Schuylkill County	1144 acre
Ricketts Glen State Park/ Luzerne,Columbia,Sullivan Counties	13050 acre
Shikellamy State Park/ Union and Northumberland Counties	125 acre
Tobyhanna State Park/ Monroe and Wayne Counties	5440 acre
Tuscarora State Park/ Schuylkill County	1716 acre
• Lehigh Gorge Park/ Luzerne and Carbon Counties	6000 acre
• Swatara Park/ Lebanon and Schuylkill Counties	3400 acre
Nescopeck State Park/ Luzerne County	2981 acre
Lackawanna State Forest/ Lackawanna and Luzerne Counties	8108 acre
Weiser State Forest/ Dauphin, Carbon, Schuylkill and Berks Counties	18264 acre
Delaware State Forest/ Pike and Monroe Counties	76235 acre

• State Parkland under aquisition

Source: Pennsylvania Recreation Plan, 1986 - 1990

16.1.2 Community Parks

The National Recreation and Park Association (NRPA) recommends that community parks be located within three miles of their service population and that 2.5 acres/1000 residents be provided. Community parks should range in size from 20 to 100 acres, depending on the land available and service population.

In order to calculate the demand for community park service, the population projections will be multiplied by the NRPA demand factor. Table 16-2 shows the recommended community park acreage needed in the City during the planning period.

The City of Hazleton, Hazle Township, and West Hazleton Borough have formed a Tri-Area Recreation Authority. The Authority will be responsible for the development and maintenance of recreation areas to service the three municipalities. Once formed, the Authority will seek funding to develop, to its fullest extent, the Community Park, located in Hazle Township along Route 93, northwest of the City. It is projected that construction of some improvements at the park will begin during 1990. The park is a 177 acre parcel with a lake for fishing, a playground with handicapped facilities, tennis courts, picnic/pavilion area and all-purpose courts. The improvements to the park will involve the refurbishing of existing equipment and facilities. Also, the park will feature the addition of a community swimming pool; a hiking/biking trail; additional tennis, basketball, and volleyball courts; ballfields; skating rink, amphitheater, ski trails, and playground equipment.

This park, once completely developed, will provide the recommended community park space for the City of Hazleton, Hazle Township and West Hazleton Borough. The recommended community park space for the three muncipalities, according to NRPA standards, would be roughly 100 acres, with Hazleton requiring 61.8 to 63.7 acres throughout the planning period. This community park will exceed the recommended standard set forth by NRPA. Roughly 90 percent of the population living in Hazleton is within the recommended 3 mile radius from the Hazle Township Community Park.

Due to the location of the Community Park in Hazle Township, the City may want to consider developing another community park area within the City. Figure 16-1 indicates a general location which would provide City-owned land for such a development. Within the area shown, the City owns a 16 acre parcel of land south of the Beltway. If four to five acres of land adjacent to this parcel is available, the City could provide a 20 acre community park to residents in the southern portion of the City. This area is the farthest away from the Park, therefore, addition of a community park here may be welcomed by the residents.

Table 16-2

Recommended Community Park Acreage
1980 - 2010

Year	Population	Acreage Multiplier	Recommended Community Park Acreage
1980	27,318	2.5 acre/1000	68.3
1990	24,730	2.5 acre/1000	61.8
2000	24,950-25,100	2.5 acre/1000	62.4-62.8
2010	25,170-25,480	2.5 acre/1000	62.9-63.7

Source: Urban Planning and Design Criteria, DeChiara and Koppelman, 1985.

16.1.3 Neighborhood Parks

Table 8-4 is a list of the neighborhood recreation facilities accessible to City residents. The list consists of eleven City-owned facilities with a total land area of 22.45 acres; two facilities which are leased to the City by Pagnotti Enterprises (0.4 acres) and the Hazleton City Water Authority (0.6 acres); and the area connected to the Arthur Street Elementary School (0.7 acres). These parks provide playfields and playground equipment to neighbor hood residents. The NRPA recommends 2.5 acres of neighborhood park space per 1,000 residents located within one-half mile of homes served. Therefore, the range of demand estimates for 1990 through 2010 shown in Table 16-3 can also be used for neighborhood parks.

By drawing a one-half mile radius around the existing neighborhood parks, it is apparent that the population is within the recommended distance (0.5 mile) to a neighborhood park. The real deficiency is in the amount of neighborhood park/playground space. The City offers 23.55 acres of existing neighborhood parkland, but the NRPA standard recommends between 63 - 64 acres to serve the City's 2010 projected population. In the Community Goals and Objectives Chapter under Community Facilities, the rehabilitation and development of parkland is listed as a goal. It is recommended that the City rehabilitate and expand existing parks before developing new neighborhood parks. This would include installation of new and repair of old equipment, removal of trash, and expansion of parkland where vacant land is available. Once the existing parks are brought up to standard, the City should make it a priority to develop between 30 - 40 acres of parkland to meet the recommended amount of park space set forth by the NRPA.

FIGURE 16-1

FUTURE RECREATION PLAN

Table 16-3 provides an analysis of parkland space by census tract, and shows where the greatest deficiencies are located. This information is slightly misleading because not all facilities within one-half mile of the homes served lie within the census tract analyzed. This table is presented to show the areas where the City is lacking neighborhood parkland. According to information shown in the table, the census tracts with the greatest deficiencies are 2177, 2172, 2178, 2176 and 2175. These tracts form the northern portion of the City where developable land is scarce. Figure 16-1 shows the recommended areas in which a neighborhood park should be located. The five areas shown are meant as guides for the City, and should not be construced as exact locations. Within these areas it is recommended five to ten acres of neighborhood parkland be developed within the planning period.

16.1.4 Recreation Programs

Three concerns voiced through the community survey were: (1) a need for more teenage and adult oriented programs, (2) the need for more indoor recreation facilities, and (3) the addition of more facilities at existing parks. The development of more recreational activities for all ages and the need for more indoor recreation facilities should be addressed by the City and such activities should be incorporated into the overall recreation program.

Indoor recreation facilities could be provided through cooperation with the School District and/or local churches. Also, the centralized location of the Hazleton YMCA/YWCA provides accessible indoor recreation facilities for residents. These facilities should provide adequate indoor recreation facilities. The development of a City recreation center would involve a significant capital investment and probably should not be considered at this time.

The addition of facilities at existing parks is recommended in Section 16.1.3. As previously mentioned, an inventory of existing facilities should be undertaken before additional facilities are provided. Once the inventory is completed, an analysis of needs should be done using the Recommended Standards set by the NRPA, Tables 16-4, 16-5 and 16-6.

16.1.5 Proposed Recreation/Open Space Land

Figure 16-1 illustrates the areas where additional neighborhood parkland is needed and also where proposed (potential) parkland is located. The area south of the Beltway is owned by the City and could be developed into parkland. The other areas outlined are located on former mine land and require special

TABLE 16-3

NEIGHBORHOOD PARK ACREAGE

* Percentage of Total Population	Census Tract 2171 (14.0%)	Census Tract 2172 (12.8%)	Census Tract 2173 (16.0%)	Census Tract 2174 (5.2%)	Census Tract 2175 (9.5%)	Census Tract 2176 (10.6%)	Census Tract 2177 (19.0%)	Census Tract 2178 (12.7%)	Hazleton City (100%)
1990 Population	3473	3173	3057	1287	2354	2631	4712	3144	24,730
Recommended Neighborhood Park Acreage	8.7	7.9	9.9	3.2	5.9	6.6	11.8	7.9	61.8
2000 Population (range)	3493-3514	3194-3213	3992-4016	1297-1305	2370-2384	2645-2661	4740-4769	3169-3188	24,850-25,100
Recommended Neighborhood Park Acreage (range)	8.7-8.9	8.0	10.0	3.2-3.3	5.9-6.0	6.6-6.7	11.8-11.9	7.9-8.0	62.4-62.8
2010 Population (range)	3524-3567	3222-3261	4027-4077	1309-1325	2391-2421	2668-2701	4782-4841	3196-3236	25170-25480
Recommended Neighborhood Park Acreage (range)	8.8-8.9	8.0-8.2	10.1-10.2	3.3	6.0	6.7-6.8	12.0-12.1	8.0-8.1	62.9-63.7
Existing Neighborhood									
Park Acreage (by Census Tract)	7.9 acres	.4 acres	5.4 acres	2.7 acres	.7 acres	.83 acres	4.1 acres	1.46 acres	23.55 acres
Park Acreage Deficiency									
1990	0.8	7.5	4.5	0.5	5.2	5.8	7.7	6.4	38.2
2000 (range)	0.8-1.0	7.6	4.6	0.5-0.6	5.2-5.3	5.8-5.9	7.7-7.8	6.4-6.5	38.8-39.2
2010 (range)	0.9-1.0	7.6-7.8	4.7-4.8	0.6	5.3	5.9-6.0	7.9-8.0	6.5-6.6	39.3-40.1

* Based on 1990 Census Data

Source: Community Development, City of Hazleton
Gannett Fleming, Inc.

consideration for development. This land is under private ownership. As mentioned in Section 14.7, this land could be a valuable resource for the City but it must be reclaimed and made available for development. Chapter 19, the Implementation Plan, provides information on possible funding sources.

These areas, if made available, would provide the recreation/open space needed by the residents of Hazleton and would beautify this area of the City. The land could be developed into an active recreational park, passive open space, or even a golf course.

16.1.6 Park Development

Aside from the need for additional parkland, the leading responses from the Community Survey were requests for indoor recreation facilities and adult programs and youth programs. Some residents expressed a need for more facilities in existing parks.

Table 16-4 shows NRPA standards for special recreational facilities and how they relate to the City of Hazleton. These standards should be used as a tool for planning the development of the neighborhood and community parks. The distribution of these and other special facilities between neighborhood and community parks will be discussed later. A complete inventory of all facilities in the table should be conducted prior to assessing the needs for new parks. Inclusion of these facilities in this table is in no way a recommendation for development in the City. Table 16-4 is a list of special facilities for which standards were readily available for the City's consideration. Even though the demand for some of these facilities is not demonstrated in the table, they should be evaluated by the City as special amenities to draw people into Hazleton.

In the Community Goals and Objectives Chapter, the development of a community swimming pool was favored by the majority of the respondents. According to standards shown in Table 16-4, the City has the population to support a 50 meter swimming pool. The indoor swimming pool available at the YMCA/YWCA should meet the City's demand. A community pool is being developed by the Tri-Area Recreation Authority at the Community Park.

The other special recreation facilities the City's population could support include a community center and an outdoor theater. The City should make the development of a City owned community center and an outdoor theater a long-range goal as funding becomes available. The development of other aforementioned recreation facilities should take priority.

Table 16-4

Special Recreation Facilities
City of Hazleton

Facility	Standard/ 1,000 Residents	Projected* Demand
Baseball Diamonds	1/6,000	4.1
Softball Diamonds	1/3,000	8.2
Tennis Courts	1/2,000	12.4
Basketball Courts	1/500	49.5
Swimming Pool (50 meter)	1/20,000	1.2
Skating Rinks	1/30,000	.8
Community Center	1/25,000	1.0
Outdoor Theater	1/20,000	1.2

* Based on 1990 population (24,730)

Source: Urban Planning and Design Criteria, DeChiara and Koppelman, 1982

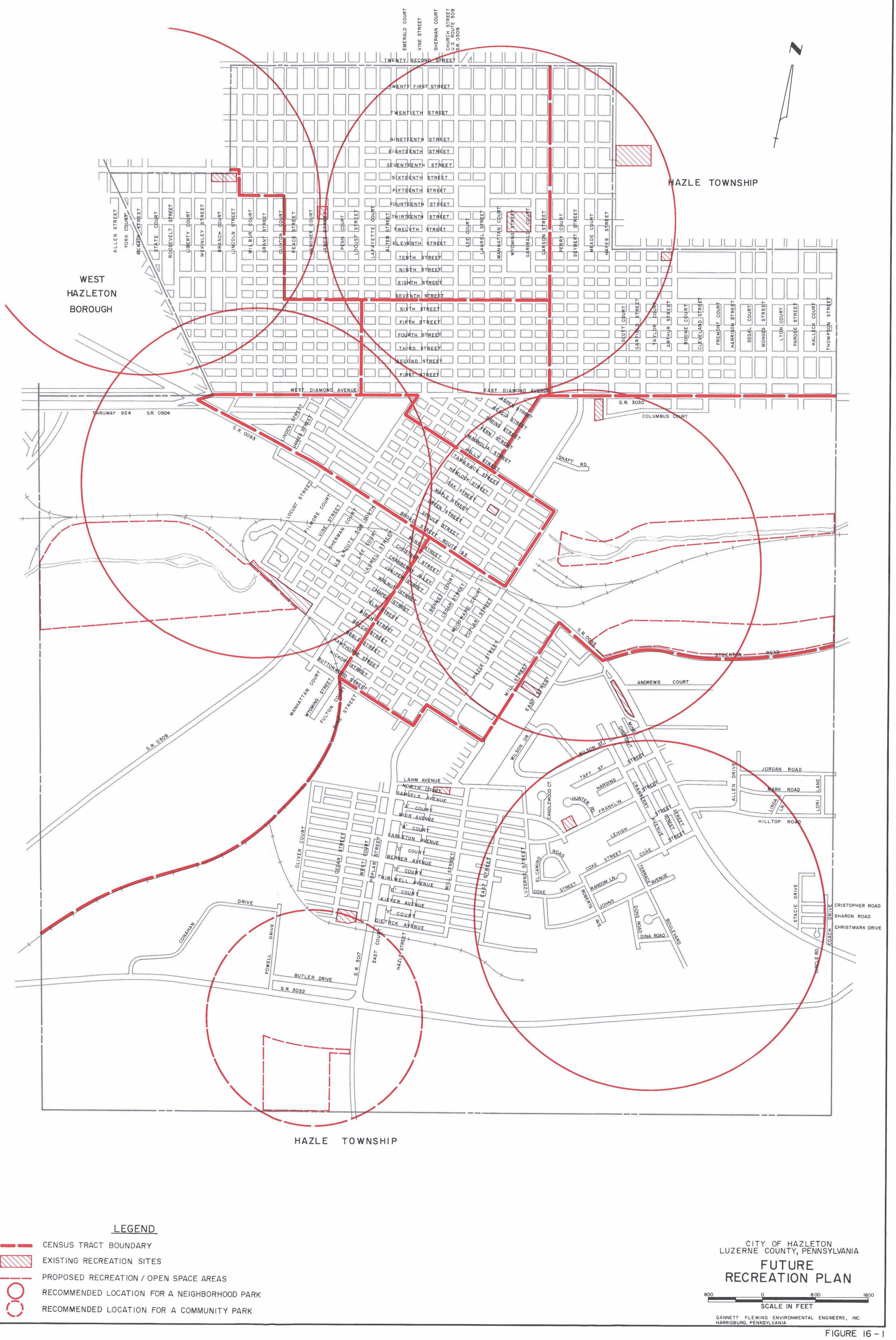
Tables 16-5 and 16-6 show space standards for community and neighborhood parks. The acreages shown can be changed to reflect available acreage or special desire of City residents. Once again, the facilities listed may be changed to reflect facilities already available to City residents.

The tables show how the acreage of neighborhood and community parks should be divided into the various facilities. For example, Table 16-5 gives the breakdown of a 20.46 acre community park with one acre of tennis courts, two acres of picnic area and so on. As previously mentioned, not all of these facilities must be provided, but this shows the ideal breakdown of community parkland.

The list of facilities shown in the tables should be used as a checklist when refurbishing or developing parkland. As mentioned before, an inventory of existing facilities should be completed prior to the refurbishing or development of parkland. When the inventory is completed, it should be compared to the recommended standards and the deficiencies can be noted. This can then serve as a priority list to recommend park improvements.

16.2 Library Facilities

Respondents to the Community Survey rated the library facilities in the City as good to excellent. There was no indication of dissatisfaction with the services offered by the Hazleton Area Public Library. The City should encourage expansion of services as the need arises.



LEGEND

- CENSUS TRACT BOUNDARY
- EXISTING RECREATION SITES
- PROPOSED RECREATION / OPEN SPACE AREAS
- RECOMMENDED LOCATION FOR A NEIGHBORHOOD PARK
- RECOMMENDED LOCATION FOR A COMMUNITY PARK

CITY OF HAZLETON
LUZERNE COUNTY, PENNSYLVANIA

FUTURE RECREATION PLAN

800 0 800 1600
SCALE IN FEET

GANNETT FLEMING ENVIRONMENTAL ENGINEERS, INC.
HARRISBURG, PENNSYLVANIA

FIGURE 16 - 1

TABLE 16-5

SPACE STANDARDS FOR COMMUNITY PARKS

FACILITY OR UNIT	AREA IN ACRES
Play apparatus area - preschool	0.35
Play apparatus area - older children	0.35
Paved multipurpose courts	1.25
Tennis complex	1.00
Sports fields	1.00
Senior citizens' complex	1.90
Open or "free play" area	2.00
Archery range	0.75
Swimming pool	1.00
Outdoor theater	0.50
Ice rink (artificial)	1.00
Family picnic area	2.00
Outdoor classroom area	1.00
Off-street parking	1.50
Subtotal	15.60
Landscaping (buffer and special areas)	3.00
Undesignated space (10%)	1.86
TOTAL	20.46 acres

Source: Urban and Design Criteria, DeChiara and Koppelman, 1982

TABLE 16-6

SPACE STANDARDS FOR NEIGHBORHOOD PARKS

FACILITY OR UNIT	AREA IN ACRES
Play apparatus area - preschool	0.25
Play apparatus area - older children	0.25
Paved multipurpose courts	0.50
Senior citizens' complex	0.50
Quiet areas and outdoor classroom	1.00
Open or "free play" area	0.50
Family picnic area	1.00
Off-street parking	•
Subtotal	4.00
Landscaping (buffer and special areas)	2.50
Undesignated space (10%)	0.65
TOTAL	7.15 acres

Source: Urban and Design Criteria, DeChiara and Koppelman, 1982

16.3 City Buildings and Property

Municipal buildings and property include City Hall, the Federal Building, the public works garage, eleven parks, five fire stations, and a 16 acre parcel of land west of South Poplar Street on the City boundary.

The City Hall building is located at the corner of Church and Green Streets in the center city. The building provides office space and meeting rooms for all City departments including the Mayor and Council. Community Development, Administration, Public Works, Tax Office, Engineering and Highway, Zoning Officer and Hearing Board, and Planning Commission. Physical inspection of the building indicated adequate space is available for the present condition and into the future. During the planning period the City may consider hiring a architect to survey space needs.

The Police Department occupies space on the first floor and has holding cells in the basement. The department has adequate space for the present demands, but if the department expands additional space may be required. During interviews the Department indicated a need for shower facilities and an interrogation room. The City may want to provide a control and interrogation room.

The public works garage is located at 215 North Cedar Street. The facility houses offices, public works equipment, road materials, and salt. This facility is planned for expansion with an additional storage shed of approximately 8,000 square feet to be constructed early in the planning period.

16.4 Police Protection

The Hazleton City Police Department will reorganize after 1990. The police department will then employ 25 full-time officers and five full-time and two part-time support personnel. FBI statistics recommend a level of service of 1.0 to 1.3 officers/1,000 persons in an urban-suburban area. Table 16-7 provides the level of service throughout the planning period using the FBI standards and the 1990-2010 population and projections.

Assuming the population projections are accurate, the City may need to consider adding one or more officers throughout the planning period. The level of service during the time period is slightly less than the FBI standard. However, Hazleton serves as a central point for the Greater Hazleton Region and much of the police department time is spent on non-resident activity within the City. An ongoing analysis of community police needs should be undertaken to continually monitor police service needs. Response to the community survey revealed that residents are pleased with the police services provided.

Table 16-7

FBI Recommended Level of Service-
Police Protection

Year	Hazleton's Projected Population	FBI Standard	Hazleton Level of Service/1,000
1990	24,730	1.0 to 1.3/1,000	1.01
2000	24,950 - 25,100	1.0 to 1.3/1,000	1.0
2010	25,170 - 25,480	1.0 to 1.3/1,000	0.98 - 0.99

Source: Gannett Fleming, Inc.

16.5 Fire Protection

Fire service in Hazleton is provided by three active fire stations: Pioneer, East End, and Diamond Fire Stations. There are two other stations located in the City (14th Ward and Heights) which are open on a rotating basis when scheduling of existing personnel permits; their future status is undecided. City residents rate the current level of fire service as fair to good. This level of service should be maintained, if not improved, throughout the planning period. It is believed by the fire companies and the Hazleton City Authority that correction of problems associated with water supply/pressure will improve the fire fighting capabilities.

The National Board of Underwriters recommends a maximum four mile radius to a fire company. The American Planning Association's "Small Town Planning Handbook" contains the standards presented in Table 16-8.

Figure 16-2 shows the one-mile radius from the fire companies. The majority of the commercial and industrial facilities within the City are within the one mile boundary of one or more of the fire companies.

The City may want to consider reopening the Heights Fire Station on a full-time basis, once the Hazleton Commerce Center becomes more developed. This would be the only developing Industrial area outside a one-mile radius of a fire station. For the protection of the community as a whole it is recom- mended the City continually

The extent of future development in Hazleton is limited by its boundaries. Therefore, the level of fire service should remain adequate. During interviews with City staff, it was stressed that the water system must be upgraded to efficiently fight fires. A recommendation to upgrade the current water system is found in Section 17-2.

Table 16-8

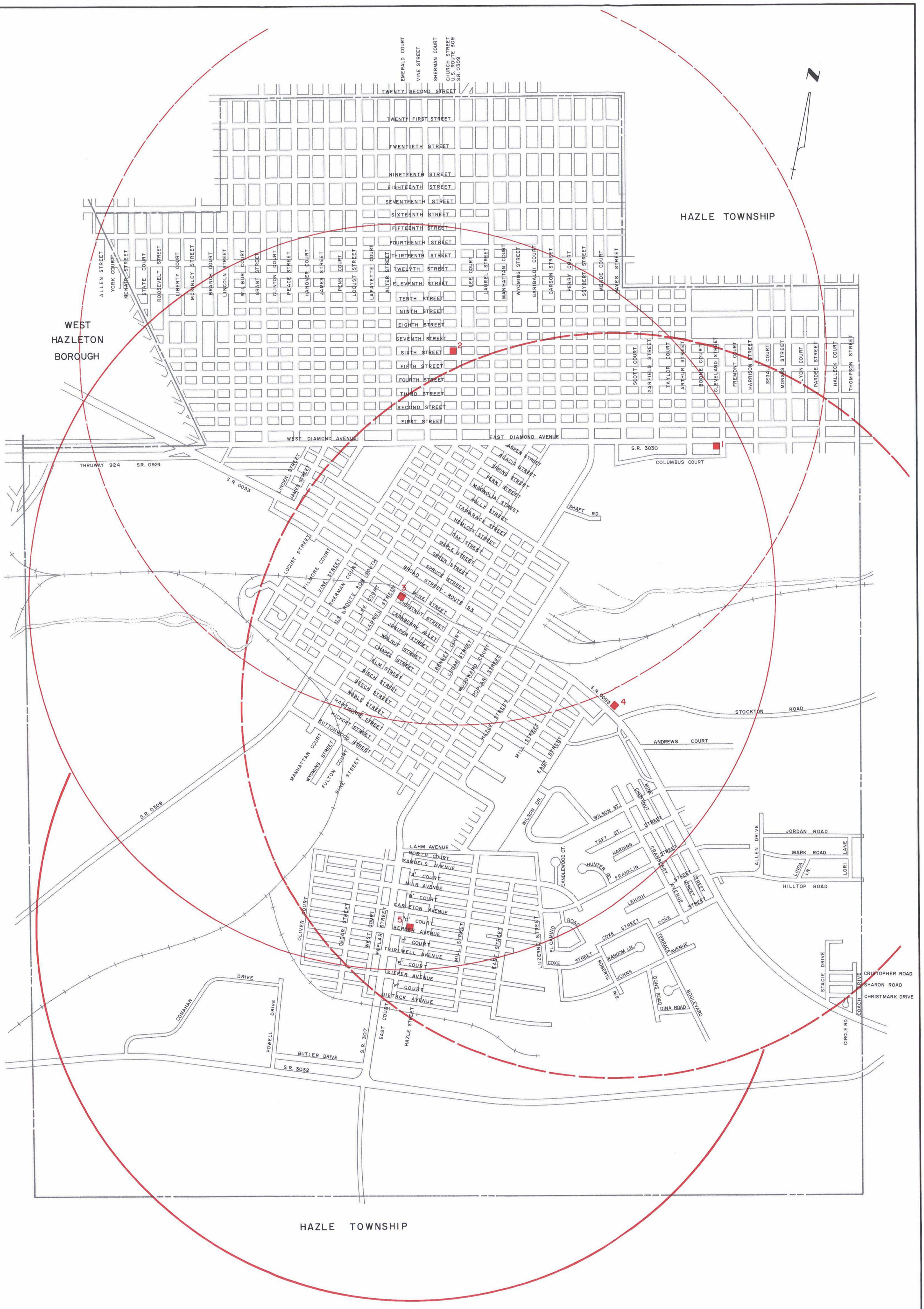
Recommended Distribution Standards
for Fire Protection

Land Use Type	Recommended Service Area Radius	
	Engine or Pumper Company	Ladder Company
Commercial-Industrial	.75 - 1.0 mile	1.0 mile
Medium to High Density Residential	2.0 mile	3.0 mile
Low Density Residential	4.0 mile	4.0 mile

Source: Small Town Planning Handbook, American Planning Association.

FIGURE 16-2

FIRE SERVICE AREAS



LEGEND

- 1 — 14TH WARD
- 2 — DIAMOND STATION AND SERVICE AREA
- 3 — PIONEER STATION AND SERVICE AREA
- 4 — EAST END STATION AND SERVICE AREA
- 5 — HEIGHTS STATION AND SERVICE AREA

CITY OF HAZLETON
LUZERNE COUNTY, PENNSYLVANIA

FIRE SERVICE AREAS

800 0 800 1600
SCALE IN FEET

GANNETT FLEMING ENVIRONMENTAL ENGINEERS, INC.
HARRISBURG, PENNSYLVANIA

FIGURE 16-2

CHAPTER 17

PUBLIC UTILITIES PLAN

17.1 PUBLIC UTILITIES PLAN

17.1 Wastewater System

The wastewater treatment plant which provides sewer service to the City of Hazleton has a maximum design capacity of 9.4 MGD (upgraded from 5.8 MGD in 1989). The facility is owned and operated by the Greater Hazleton Joint Sewer Authority. The treatment plant is located in the Valmont Industrial Park in Hazle Township northwest of the City. . The plant has a daily PADER permitted flow of 8.9 MGD and treated wastewater is discharged to Black Creek. The reported 1989 annual flow was 5.7 MGD which leaves approximately 3.2 MGD of additional capacity.

The City of Hazleton owns and maintains the collection and conveyance facilities within the City. The Community Goals and Objectives chapter contains three goals regarding the wastewater management system.

- o Embark on a City sewer reconstruction and maintenance program.

- o In conjunction with the reconstruction process, separate the combined stormwater and sewer systems.

- o Rehabilitate and raise manholes to meet existing grade and prevent water infiltration.

According to the Report on the "Condition of the City of Hazleton's Sanitary Sewer System", prepared by the Mayor's Office in 1989, regarding the City's sewer system, the City is in the process of planning reconstruction priorities to the system. The City is now in the process of financing the repairs for the wastewater system, with an estimated cost of $7 million dollars. In 1989 the Pennsylvania DER ordered the City to take action to correct the problems with the wastewater collection and conveyance system which included deteriorated pipes that leak into groundwater, combined sewer systems, and faulty manhole covers. City officials are determined to show progress on correcting the problem in order to prevent a construction ban. The following recommendations were established in the City's report on the sanitary sewer system.

- o Move to address DER problems as follows:

  - Prioritize for action the problems in terms of severity; the East Broad Street and Oliver Court projects should be of primary importance. Corrective action should begin in 1989 and addressed as rapidly as possible, preferably within 3 years or less.

  - Obtain short-term financing for the engineering work for the Bunton Rock and Lincoln/Roosevelt Street projects, and for the actual construction of the other 9 projects. The financing vehicle should be chosen so as to maximize the opportunity for arbitrage earnings and City flexibility.

- Apply for PennVest financing and/or secure other long-term financing for Bunton Rock and Lincoln/Roosevelt Street projects, and for use as permanent financing for other projects, if necessary.

o Implement a long range sewer system rehabilitation program, as follows:

- Implement the rehabilitation projects which are recommended by Cahn Engineers in 1984 - chemical grouting, manhole rehabilitation, and lateral repairs - over a short-term, e.g. 2-3 year period.

- Develop and implement a permanent systematic sewer system maintenance program to include:

  - Raising of all City manholes to grade.
  - Scheduled inspection, televising, cleaning, and repair of sewer lines.

- Install larger sewer lines in areas of growth to replace inadequately-sized and deteriorated lines.

- Separate sanitary and storm lines in those areas of the City where combined systems exist.

- Procure necessary equipment (i.e., a vactor/water jet machine) and manpower to implement a routine sewer system maintenance program, with the understanding that larger projects, e.g. major excavations, will require outside contractors.

The problems are most apparent on East Broad Street where sewers back up into a stream feeding a water reservoir posing possible health threats. Other problem areas which should be considered as priority are the Heights in southcentral Hazleton, south of Lahn Avenue and the entire northwest section of the City. Figure 17-1 depicts the Future Water and Sewer Service area in the City. Figure 17-2 shows the utility problem areas in the City.

17.2 Water Supply and Distribution

Public water is supplied to residents and establishments in the City by the Hazleton City Authority. The raw water supply is obtained from both surface sources and groundwater, none of which are filtered. The Hazleton distribution system is supplied by six surface reservoirs and seven wells listed in Table 9-2 of the Comprehensive Plan. Figure 9-1 shows the extent of the existing water distribution system in the City. In the Goals and Objectives chapter there are three goals mentioned concerning the water supply and distribution system. They include:

o Improve and enlarge distribution mains to provide sufficient water supply for customer use and firefighting purposes.

o Encourage the Authority to find another source of water supply to provide sufficient capacity for future growth.

FIGURE 17-1

FUTURE UTILITY SERVICE

Figure 17-2

Utility Problem Areas

- o Encourage construction of the water filtration plant adjacent to the Roan Reservoir.

The Hazleton City Authority has plans to correct the water distribution system in the City and to construct a water filtration plant, beginning in 1990. The City should cooperate with the Authority and encourage immediate action on improvements. The Authority has submitted an application to the Delaware River Basin Commission for approval to withdraw water from the Lehigh River to increase and improve its source of supply. If denied by the Delaware River Basin Commission, the Authority plans to apply for withdrawal rights from the Susquehanna River. New sources must be tapped early in the planning period, the current daily water demand of 6.37 million gallons per day (MGD) exceeds the recommended daily safe yield of 4.4 MGD. According to the "Report of the Water Authority Study Commission to the Mayor and City Council of the City of Hazleton," completed in November 1988 the goals established should take immediate priority. A good supply of water will enable the City to compete for industrial and commercial development.

In the report the following recommendations and conclusions were established:

- o All water projects and facilities remain under the jurisdiction of the Hazleton City Authority.
- o The City and the Authority establish and maintain a good working relationship.
- o The City should make recommendations to the Authority relative to the administration, planning and improvement of its water system.
- o The Authority should immediately proceed to implement a project to secure a substantial and additional source of water supply for the greater Hazleton community.

17.3 Stormwater Management System

The existing stormwater management system includes separate and combined sewers which discharge into surface channels and the wastewater treatment plant. The City of Hazleton regulates stormwater management practices through the City's Subdivision and Land Development Ordinance. These regulations are limited to brief requirements, listed in Section 9-3 of the Comprehensive Plan. In order to properly regulate stormwater practices it is recommended the City seriously consider adopting a separate stormwater management ordinance that more clearly defines the calculation of runoff and necessary stormwater management improvements. The outline of a model stormwater ordinance is appended to this report (Appendix E). This ordinance is comprehensive and designed to meet the needs of a wide variety of municipalities. The City should use it as a guide to develop an ordinance which would satisfy its individual needs as a municipality.

The Community Goals and Objectives chapter contains three goals related to the stormwater management system. They include:

- o Target the certain problem areas for stormwater improvement and prioritize based on severity.
- o Separate the stormwater management system and sanitary sewer system [Discussed in Section 17.1].
- o Clean stormwater drains on a regular basisto eliminate backup in the streets and on sidewalks.

The areas experiencing problems related to the stormwater system include, but are not limited to the following locations:

- 10th Street and James Street intersection;
- 17th Street and Alter Street intersection;
- 22nd Street and Church Street intersection;
- Broad Street and Mill Street intersection;
- Church Street between Green Street and Diamond Avenue;
- portions of West Elm Street;
- portions of Samuels Avenue; and
- portions of Buttonwood Street.

These locations were identified by respondents to the Community Survey and listed in the Community Goals and Objectives Chapter (Chapter 13). The problems in these areas could most easily be alleviated by cleaning the storm drains and separating the combined sewers which are overloading the system. Figure 17-2 shows the stormwater problem area in the City.

17.4 Solid Waste Management System

Approximately 87 percent of the survey respondents in Hazleton support the development of a City recycling program. In addition, Act 101 requires that the City of Hazleton initiate a curbside recycling program by September 1990. The City is in the process of developing a recycling program to be implemented prior to the September 1990 deadline. Considerations should include:

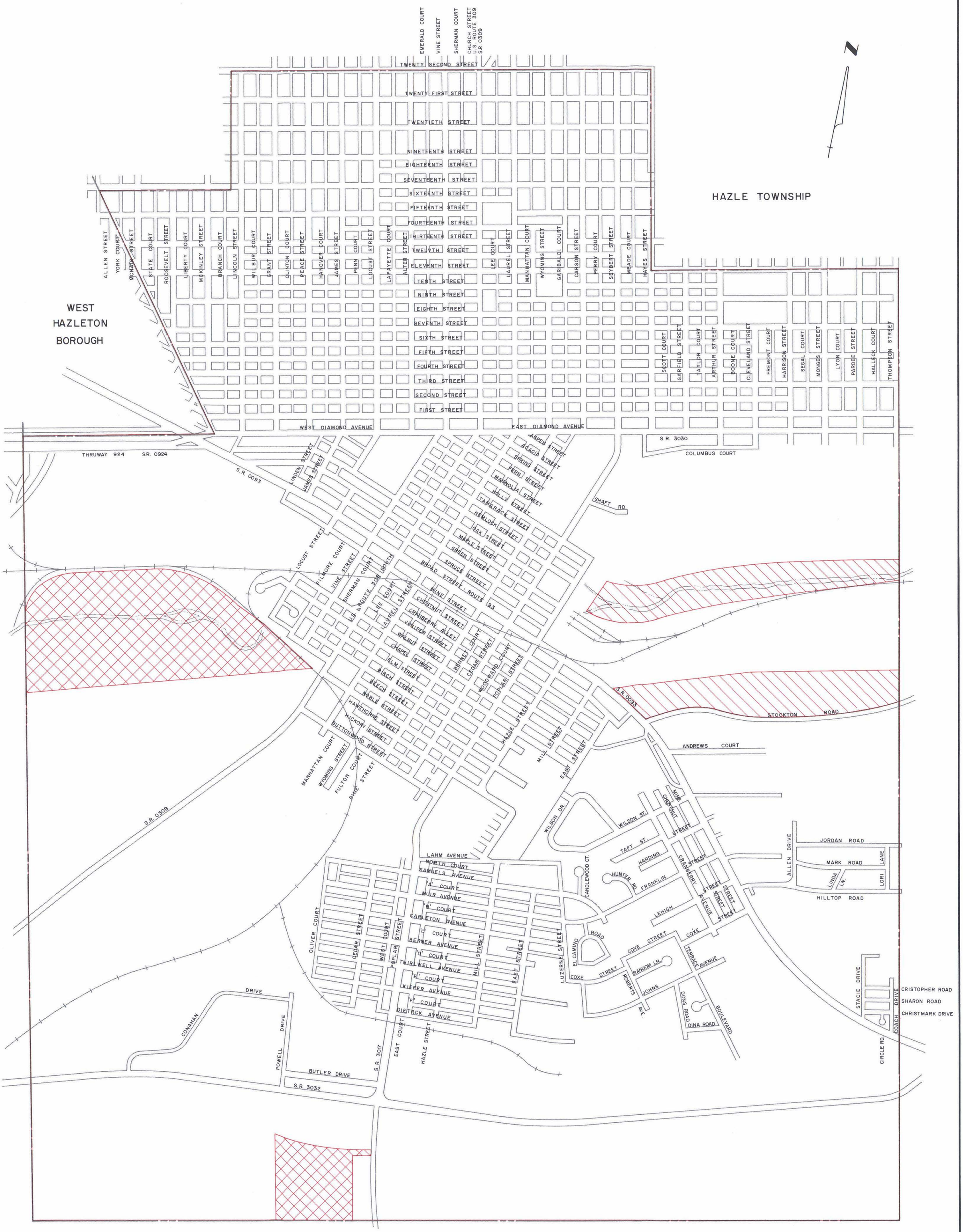
- o Which materials will be recycled?
- o Will materials be source separated or commingled?

- How will the material be collected; i.e. by a contract hauler or some other means?

When asked if the City should make any changes in the refuse collection system, aside from adding recycling, 76 percent said yes; 12 percent said no; and 8 percent had not opinion. The most common complaints were:

- Haulers (or the City) should provide pick-up service for yard waste and leaves.
- Trash pick-up should be twice per week, especially during the warmer months.
- The City needs bulk trash pick-up and/or a Spring/Fall cleanup.

The City should consider implementing a yard waste and leaf waste collection program in conjunction with the recycling program. Composting of yard and leaf waste will reduce the volume of trash hauled to the landfill. In fact landfills are not allowed to dispose of yard or leaf waste after September 1990. Also the need for twice per week pick-up and bulk trash pick-up (Spring/Fall Cleanup) should be studied and analyzed to evaluate the financial involvement for the City. These services may reduce the volume of illegal dumping which occurs in and around the City [Discussed in Section 9.4].



LEGEND

- NO PUBLIC WATER OR SEWER SERVICE
- PUBLIC WATER SERVICE
- PUBLIC WATER AND SEWER SERVICE

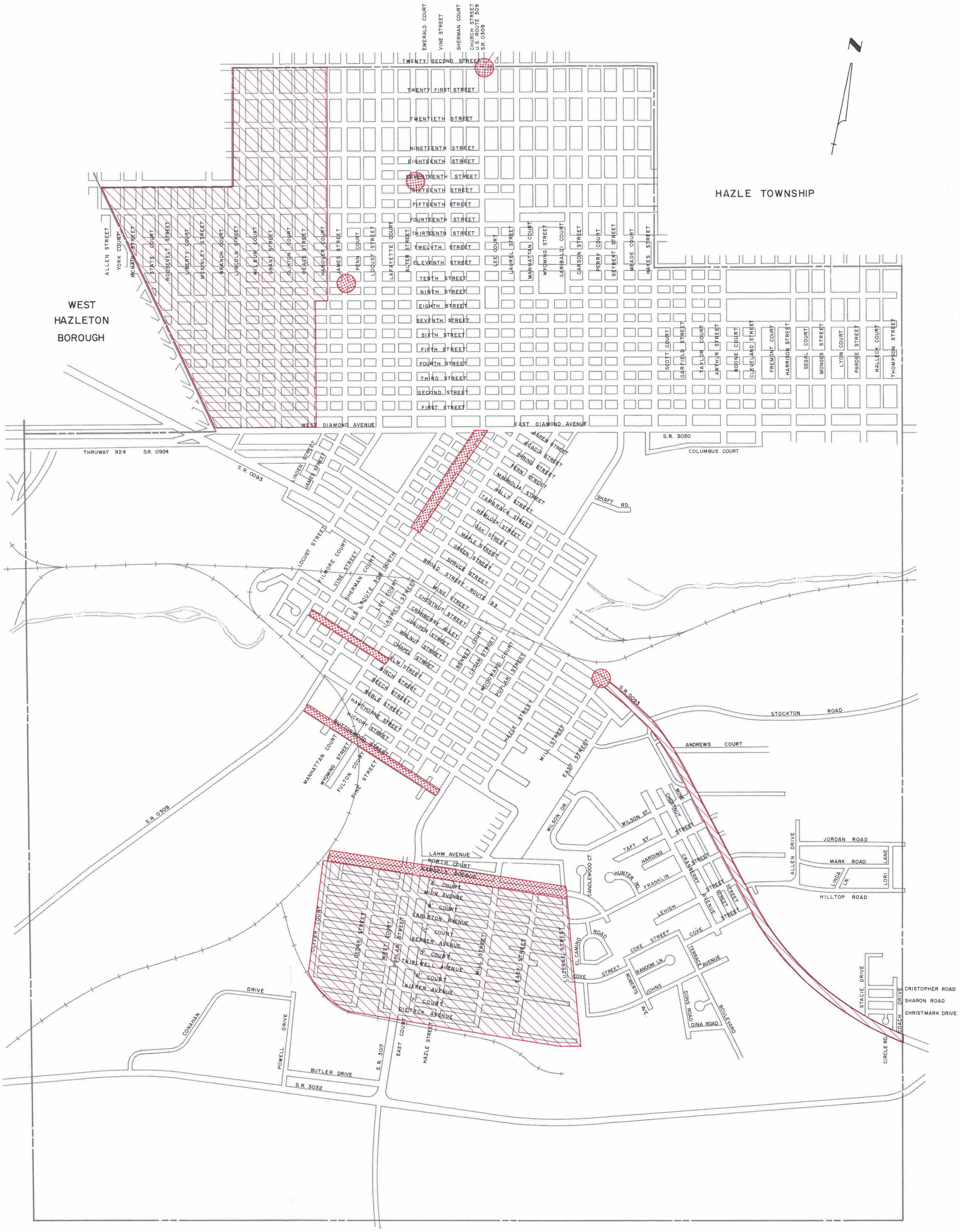
CITY OF HAZLETON
LUZERNE COUNTY, PENNSYLVANIA

UTILITY SERVICE

800 0 800 1600
SCALE IN FEET

GANNETT FLEMING ENVIRONMENTAL ENGINEERS, INC.
HARRISBURG, PENNSYLVANIA

FIGURE 17-1



LEGEND

STORMSEWER PROBLEM AREAS

SEWER SYSTEM PROBLEM AREAS

CITY OF HAZLETON
LUZERNE COUNTY, PENNSYLVANIA

UTILITY PROBLEM AREAS

800 0 800 1600

SCALE IN FEET

GANNETT FLEMING ENVIRONMENTAL ENGINEERS, INC.
HARRISBURG, PENNSYLVANIA

FIGURE 17-2

CHAPTER 18

CENTRAL BUSINESS DISTRICT

18. CENTRAL BUSINESS DISTRICT (CBD)

The CBD, as defined in Chapter 12, serves as the focal point for the community and the Greater Hazleton Region. The image of the CBD provides a picture of the community as a whole. Therefore, it is important for the CBD to portray a healthy and vital image. If the CBD is healthy and vibrant it will attract shoppers, workers and other users to enjoy its amenities. It is recommended that the City focus on a program to meet the needs of the users when revitalizing the Downtown. The users, when fulfilled, promote a successful business district.

To accomplish an effective revitalization of the CBD area the City needs to develop a sound plan for revitalizing and a reasonable program for implementation. The plan should address traffic flow, both vehicular and pedestrian, streetscape, parking facilities, and facade improvements for deteriorating buildings or structures. The plan also needs to make parcels available for the construction of new buildings on the CBD.

Transportation improvements recommended in Chapter 15 that impact the CBD area should be completed within the first part of the planning period. These improvements will facilitate a safer and healthy environment for users of the CBD. Pedestrian traffic flow should also be of great concern. Walkways should be lighted, free of any obstructions, and vegetated where possible. Street crossings should have proper signage and properly painted cross walks.

In August 1984 a study of the CBD was completed for the City of Hazleton. This report "Streetscape Improvements Program Plan" provided specific improvements which would beautify and create a more harmonious, pleasant and healthy environment in the CBD. During this study (ARCH) Alliance to Revitalize Center-City Hazleton, Inc. initiated a public participation program. This program allowed residents to voice their concerns and viewpoints on the needs and conditions in the CBD. The following is a list of key suggestions obtained from the public participation program.

- o General upgrading of the visual appearance of the downtown.
- o Property owner investment to improve buildings.
- o More attractive signs.
- o Better traffic circulation.
- o Downtown business participation in the park and shop program.
- o Development of pedestrian amenities.

- o Recruitment of new Downtown businesses.
- o Provision of recreation facilities and cultural activities in or near Downtown.
- o New street lighting.
- o Coordinated promotional efforts.
- o Improved merchandising and customer service.
- o Support of the ARCH organizations.
- o Coordination between the public and private sectors.
- o Enhancement of public relations and communications.

The "Streetscape Improvements Program Plan" recommends design guidelines to improve the CBD. These recommendations address a wide variety of areas, including: sidewalks and curbs; walls; steps; sculpture; lighting; benches; tree planters and pots; plant material; building facade design-restoration, rehabilitation and reconstruction; signage; fabric awnings; building maintenance; and tax structure. This report offers detailed guidelines and design criteria for the improvement of the CBD. The City followed through with the recommendations made for two blocks of West Broad Street from Church to Wyoming Street. In this area improvements were made to the sidewalk and curbing, trees were planted, gas-styled street lights were installed and a tower clock was installed. The City should continue to implement the recommendations set forth in the plan. Also, the City should encourage property owners to follow the design guidelines during improvements on individual storefronts. The original guidelines developed for storefront renovation emphasizes historic preservation. This theme was not implemented when storefront renovation or new building construction occurred, therefore the YCBD has a mix of historic and modern buildings. The recommendations in the streetscape improvements program should be implemented, but the overall theme should adjust to meet the modernization of the CBD, i.e. install modern street lights rather than the gas lantern styled lamps.

The other program initiated by the City specifically for the CBD is the ARCH program formed and partially funded for the first three years, through the Main Street Manager's program, PA Department of Community Affairs [Described in Section 4.5]. Other funding sources available for CBD revitalization will be discussed in Chapter 19. The City should continue to support this program. Also, City should consider creating a Business District Authority under provisions set forth in Act 41 of 1980 an Amendment to the Pennsylvania Municipal Authorities Act of 1945. The Authority would act as a quasi-public agency representing the common interest of CBD property owners and business operators. [See Appendix H for a description of a Business District Authority.]

The Comprehensive Plan deals with the entire community and is not specifically a plan for the CBD. Nevertheless it is important to focus on some of the recommendations that have been made throughout this Plan that will impact on the CBD. The following is a list of recommendations that are appropriate for further consideration:

- o Transportation Improvements in the CBD

  - Broad Street Improvements:

    - Intersection with Church Street

      Restrict parking
      Left turn lanes and left turn phase for Broad Street
      Separate phasing for northbound Church Street
      Separate phasing for southbound Church Street

    - Intersection with Cedar Street

      Restrict parking
      Left turn lanes and left turn phase for Broad Street
      Remove and re-route railroad tracks

    - Intersection with Poplar Street

      Roadway lane markings
      Install two phase signal

    - Signal progression and synchronized signal phasing from West Diamond Avenue to Greater Hazleton Beltway

- o Parking Facilities

  - Downtown businesses participate in the park and shop program.

  - Correct unsafe parking conditions in the CBD by not allowing commercial/private parking lots in the CBD.

- o Public Transportation

  - Expand transit routes to service the employment and shopping (CBD) destinations of travel within the City.

- o Land Use

  - Provide for a mix of office/commercial, office/residential and commercial/residential land use in the Downtown.

o Streetscape Improvements

- Continue to implement when possible, the recommendations established in the "Streetscape Improvements Program Plan", August, 1984.

- Extend streetscape improvements through the CBD.

o Facade Improvements

- Encourage property owners to follow a general theme when renovating or rehabilitating building facades.

o Business District Authority

- The City should also consider creating a Business District Authority under provisions set forth in Act 41 of 1980 an Amendment to the Pennsylvania Municipal Authorities Act of 1945. The Authority would act as a quasi-public agency representing the common interest of CBD property owners and business operators. (See Appendix H for a description of a Business District Authority.)

o Funding

A list of funding programs available for improvement in the Central Business District is given in Chapter 19, the Implementation Plan. The City should continue the practice of using available funding for improvements.

IMPLEMENTATION PLAN

CHAPTER 19

IMPLEMENTATION PLAN

19. IMPLEMENTATION PROGRAM

There are numerous recommendations for improvements and changes in the City of Hazleton in Chapters 14 through 18 of this Plan. Some of these changes, particularly in the area of land use, can be implemented by the City adopting the land use map in the Comprehensive Plan and then proceeding with the adoption of amendments to the City's Zoning Ordinance. Similarly, adoption of a City's Subdivision and Land Development Ordinance or the adoption of other ordinances can be implemented by action of the City. Recommendations for public improvements will require the establishment of a capital improvements program and the development of a strategy whereby these improvements would be funded. This applies to recommendations in the areas of transportation improvements, park acquisition and improvements, and other public facilities and utilities improvements.

19.1 Summary of Planning Recommendations

19.1.1 Future Land Use

Implementation of the Future Land Use Plan will be accomplished through amendments to the City's Zoning Ordinance and subsequent administration of the ordinance. Any proposed amendments to the zoning ordinance would be given at a public hearing at which time the Mayor and City Council could hear public comment on the proposed rezonings. It is recommended that the City Council begin amending the City's zoning ordinance immediately after adoption of the Comprehensive Plan. Amendments to the zoning ordinance should be accomplished on a one-time basis rather than piece-meal adoption of amendments to the ordinance.

The following listing is a summary of those future land use recommendations that need to be considered for implementation in the City's Zoning Ordinance.

Residential

- Create three residential zones with the following minimum lot sizes:
  - Low density residential - 10,000 square feet minimum lot size.
  - Medium density residential - 6,500 square feet minimum lot size.
  - High density residential - 4,500 square feet minimum lot size.
- See Future Land Use Plan (Figure 14-2) for the land parcels that have been recommended for the different residential land uses.

- o Permitted uses, conditional uses, or special exceptions in each of these areas should be determined when the zoning ordinance is amended.

- o Undertake a housing conditions study to identify exterior and interior conditions and occupancy.

- o Utilize existing structures to provide a variety of housing types.

- o Investigate sources of financial assistance for the renovation and rehabilitation of housing.

Commercial

- o Provide for commercial land use as specified in the Future Land Use Plan (Figure 14-2).

    - Downtown Commercial/Office
    - Highway Commercial

- o Provide for expansion of commercial land use.

- o Encourage utilization of existing buildings/commercial properties.

- o Provide in the amended zoning ordinances different levels and intensity of commercial zones. Examine permitted uses, conditional uses, and special exceptions in each zone.

- o Concentrate on improving the Central Business District (CBD) as a place to live, work and shop.

Office

- o Provide for office land use as specified in Future Land Use Plan (Figure 14-2).

- o Amend zoning ordinance to allow office areas.

- o Examine permitted uses, conditional uses and special exceptions in each zone.

Industrial

- o Provide for industrial land uses as specified in the Future Land Use Plan (Figure 14-2).

- o Provide for expansion of industrial land use, particularly on the abandoned mining areas.

Public and Semi-Public

- Provide for public and semi-public land use as specified in the Future Land Use Plan (Figure 14-2).

Recreation/Open Space

- Provide for open space/conservation land uses as specified in the Future Land Use Plan (Figure 14-2).
- Provide additional facilities at existing parks.
- Acquire additional neighborhood park acreage in the western part of the Borough.
- Develop a Community Park on City-owned land in southern Hazleton, south of the Beltway.
- Provide recreation/open space land use on abandoned mine land as outlined on Future Land Use Plan (Figure 14-2).

Mine/Reclamation Land

- Encourage reclamation of abandoned mine areas for development of additional industrial and recreation/open space land.
- Investigate sources of financial assistance for the development of these areas.

The availability of funding for reclamation and development of land scarred by the practice of strip and or deep mining is being sought by many communities in the same situation as Hazleton.

Pennsylvania uses five funding sources for reclamation of abandoned mines. They include:

- Federal government grants based on priority status of the site. The grants are distributed through the U.S. Department of Interior's, Office of Surface Mining Reclamation and Enforcement (OSMRE). Monies are generated by a surcharge fee paid by active coal operator of 35 cents a ton on surface-mined coal and 15 cents a ton on deep mined coal. The operators are required to pay this fee by provisions set forth in the Federal Surface Mining Conservation and Reclamation Act of 1977.

- o A $50 per acre reclamation fee used for surface mine reclamation.

- o Monies designated by the State Legislation from the General Fund budget for Reclamation of Abandoned Mines.

- o Bonds forfeited by coal operators.

- o Operation Scar Lift, The Land and Water Conservation and Reclamation Act of 1968.

Further information on these sources and the Abandoned Mine Land Program can be obtained by contacting the Bureau of Abandoned Mine Reclamation, Department of Environmental Resources in Wilkes Barre, Pennsylvania.

19.1.2 Transportation System

There is a great deal of competition among Pennsylvania municipalities for the limited funds available from PennDOT for highway improvements. The City will need to actively work with the PennDOT District Office to make them aware of the problems and concerns in the City and the City's strategy for correcting these problems. The Comprehensive Plan and Capital Improvements Program can be a starting point for initiating this dialogue with PennDOT.

Most projects recommended for improvements in Chapter 15 are on PennDOT owned roadways and may be funded by the state. However, many projects will involve City or joint City-PennDOT funding. Some projects may be funded by private sources. This section of the Implementation Program outlines various funding alternatives available to the City.

Highway Assessment or Capital Improvements Fund - This fund can be established as a special fund set aside for the City's capital improvements. Funds could come from a special tax or the use of excess revenues or both. For instance, a specified amount of the City's millage could be set aside for this fund. When this fund reaches a certain size, it could then be utilized to contribute to a variety of capital improvements demands.

General Obligation Bonds - Another funding method that would provide project flexibility would be general obligation bonds. Bond issues can be used to finance projects in developed areas which would not be part of transportation partnership district, hence providing the City with flexibility in undertaking transportation projects.

Highway Transfer or Road Turnback Program - This program has been sponsored by PennDOT since 1981.

Under this program, PennDOT will bring a road up to current specifications and then dedicate it to the participating municipality. Annual maintenance fees are also included (up to $2,500/mile) by PennDOT. In most instances, the City gets a new roadway and funding for maintenance.

ECONS: Energy Conservation, Congestion Reduction, and Safety Program - This program is aimed at improving highway safety and reducing congestion. The source of the funding is the Center for Program Development and Management PennDOT.

Local Share of Liquid Fuels Tax - This provides for a permanent allocation of a part of the liquid fuels taxes collected by the state for municipalities. Liquid fuels allocations may be used for any road related activity including maintenance, repair, construction, or reconstruction of public roads or streets. The funding source is the Bureau of Municipal Service, PennDOT. In any given year at least a portion of the money could be used for transportation facility projects.

Transportation Partnerships - Under Act 47 of 1985, as amended, it provided for the formation of "partnerships" between municipalities and, in most cases, local developers and businesses. A formal partnership requires the designation of a transportation development district in which all improvements will take place and in which assessments may be charged. The City should consider participation in this program as a means of obtaining funding for roadway improvements.

Impact Fees - Some municipalities in Pennsylvania have followed the example of other states (especially Florida and California) to develop impact fees. Under this arrangement, the developer pays a set fee to the City for roadway improvements. Improvements can then be made to roadways and intersections impacted by the proposed development.

Fees are usually established by a formula based upon the development impact. This could be the number of trips generated or merely the square footage of the new building.

In Pennsylvania, the newly amended Municipalities Planning Code (Act 170) does not provide for transportation impact fees. Those municipalities that have adopted impact fee ordinances are currently being challenged in the courts as to their validity under current law. It is recommended that the City not adopt transportation impact fee ordinances until:

- The Municipalities Planning Code provides for their development and implementation; and/or
- The Pennsylvania Courts have provided a clear opinion on the use of impact fees.

The City may want to initiate the use of a mandatory traffic impact study for subdivision plans and land development plans above a specified threshold. A typical threshold would be a residential development with 25 or more lots or units; and a commercial or industrial development with 25 or more parking spaces. This would provide the City with additional information to negotiate developer improvements and the traffic impacts of the project.

19.1.3 Public Facilities and Services

Recreation Facilities

The recommended recreational facilities improvements listed in Chapter 16 are included in the 10-year Capital Improvements Program in Section 19.2. These improvements will require additional funding sources besides City based funds. The following is a list of funding programs available to Pennsylvania municipalities with a brief description of the program. The City may already utilize these funds. The list is provided to make the City aware of the funding sources.

- Federal Land and Water Conservation Fund Program. Administered by the Bureau of Recreation and Conservation, Department of Community Affairs.

  Description: A program of grants-in-aid to local governments for primarily two purposes: (1) acquisition of lands for public part and recreation areas and open space preservation; (2) rehabilitation of existing or development of new public park and recreation areas or facilities. All grants are provided on a 50/50 matching basis and maximum grant limits may be established if the Department receives a low level of Federal Funds. Funding is primarily for outdoor recreation facilities and areas, and indoor structures that provide support service to outdoor facilities and areas such as bathhouses, comfort stations, and maintenance buildings.

- Recreation and Parks Technical Assistance. Administered by the Bureau of Recreation and Construction, Department of Community Affairs.

  Description: A program of consultant services to local governments on the acquisition, development, operation, maintenance, programming, and financing of municipal recreation and park boards and departments. All facets of the municipal function are covered. Staff will assist in such areas as the organization of local administrative agencies, the development of plans and programs for parks, the operation of swimming pools, and the development of risk/ liability and maintenance management plans. The program conducts training workshops, provides numerous

how-to manuals and technical assistance publications and arranges for peer-to-peer consultations. Speakers are also available for local meetings and conferences. Assistance is available to help establish and recruit candidates for professional positions. A limited amount of funding is available in the form of 50/50 matching grants to help municipalities prepare comprehensive community recreation and park studies or feasibility studies of select recreation, park, and community center projects and facilities. This funding is available under the Recreational Improvements and Rehabilitation Act (RIRA) program administered by the Department of Community Affairs.

- Recreational Improvement and Rehabilitation Act Program (RIRA). Administered by the Bureau of Recreation and Conservation, Department of Community Affairs.

  Description: A program of grants-in-aid to municipalities to undertake various types of public park, recreation and community center projects. The program contains five types of project components that are eligible for funding: rehabilitation of existing or development of new public park areas and recreation facilities; acquisition of lands for public recreation and open space preservation purposes; rehabilitation of existing community center buildings or conversion of abandoned public buildings into community center facilities; comprehensive community park and recreation studies, and feasibility studies of select recreation or community center projects and facilities; and a special component for small communities with a population of 4,000 or less that can receive 100 percent funding up to a maximum of $15,000 for materials only, to complete basic park, recreation and community center rehabilitation projects. The other four components are eligible for 50/50 matching grants up to a maximum of $200,000 except for the City of Philadelphia and the Fairmount Park Commission which can collectively receive a maximum of $600,000.

The improvements made to the 12th Ward Playground were funded by RIRA funds. The City should continue to utilize sources of funding for development expansions and/or improvements of parkland.

The City has established a mandatory fees-in-lieu dedication of land for recreation for new developments. It is required that developers set aside 5 percent of the total land area for dedication to recreation facilities.

Library Facilities

Section 16-2 of the Comprehensive Plan indicates a high level of satisfaction with the library services available in the City of Hazleton. This plan recommends expansion of library services and facilities as the needs of the population expand. This function would not fall under the sole responsibility of the City, but would be a

combination of the County and the municipalities serviced by the library. Currently there are funding sources available to assist in improvements to library facilities and services. They include:

- Public Library Services Grant -
  Administered by Library Development Division, State Library of Pennsylvania, Department of Education.

- Public Library State Aid -
  Administered by Library Development Division, State Library of Pennsylvania, Department of Education.

City Buildings and Property

- o Provide an interrogation room for the police department.

- o Complete planned expansion of the Public Works facility on North Cedar Street.

Police and Fire Service

- o Maintain the current level of police service throughout the planning period.

- o Hire additional police officers as needs arise.

- o Provide fire service at current levels throughout the planning period.

- o Once industrial development increases in and around the Commerce Center consider full-time reopening of the Heights Fire Station. This will provide sufficient protection to that area.

- o Work with the Hazleton City Authority to improve and enlarge distribution mains. This will increase water pressure and supply for firefighting purposes.

19.1.4 Public Utilities Plan

Wastewater System

- o Develop a long-range program to renovate and reconstruct the City's sewer system.

- o Maintain the current level of wastewater treatment ability.
- o Develop and implement a sewer maintenance program.
- o Separate the remaining combined sewers where possible.
- o Upgrade manhole conditions by bringing them up to road surface grade.

Solid Waste Management

- o Develop and implement a curbside recycling program by September 1990 as required in Act 101. Ninety percent grants are available from PADER to develop a recycling plan and to purchase equipment.
- o Consider the development of bulk trash pick-up (fall/spring clean-up).
- o Develop a program for disposal of yard and leaf waste.
- o Consider twice per week pick-up of household waste, especially during the warmer months of the year.

Water Supply and Distribution

- o Work with the Hazleton City Authority to improve and enlarge the distribution mains.
- o Work with the Hazleton City Authority to tap a new source of water supply.
- o Encourage the construction of the water filtration plan adjacent to the Roan Reservoir.

Stormwater Management System

- o Upgrade mapping of stormwater management system.
- o Separate all remaining combined sewer systems.

- o Develop a maintenance program to the repair and maintenance of the stormwater system.

- o Schedule periodic cleaning of stormwater drains.

19.1.5 Central Business District

- o Continue implementing and upgrading recommendations in the "Streetscape Improvement Program Study" done for Hazleton's CBD in 1985.

- o Continue support of the ARCH program by providing partial funding.

- o Consider creating a Business District Authority, Act 41 of 1980, amendment to the PA Municipal Authorities Act of 1945.

Implementation of the recommendations in Chapter 18 will require funding sources other than private sources. The following list suggests state funding sources which relate to Downtown Revitalization efforts in communities such as Hazleton.

Small Business Incubator Program - The Small Business Incubator Program is designed to assist the formation of facilities where new start-up businesses can begin and grow. Grants and loans are provided to applications for some of the costs incurred to acquire, expand, renovate, construct, equip and/or furnish buildings, that will be operated as small business incubator facilities. Tenants of the incubator must be recently established small firms engaged in manufacturing, product development, research and development, professional services to other businesses, or some combination of these activities. Retail, wholesale, nonprofit and personal service firms are not eligible tenants, as are nonprofit research and development enterprises and anchor tenants. Established law and accounting firms that provide pro bono services to incubator tenants may also be tenants. All tenants must conform to the departure schedule of the incubator.

Enterprise Zone Tax Credit Program - Provides tax credits to private companies making qualified investments to rehabilitate, expand, or improve buildings or land in distressed areas in designated enterprise zones. Tax credits are in the amount of 20 percent of funds invested. The program also provides tax credits in the amount of 30 percent of funds invested to create employment opportunities for low-income persons in enterprise zones.

Housing and Community Development - A program of grants to assist in the development of rehabilitation of housing for low- and moderate-income residents and to support community and economic development activities that revitalize distressed neighborhood and commercial areas, address urgent community needs, stimulate the creation of new jobs. A dollar-for-dollar match is required for economic development activities.

Housing/Community Development/Main Street Technical Assistance - A technical assistance program which focuses on the organization and execution of community development projects. Staff are available to discuss and explain the community development process, provide general information on related Federal programs and to assist in identifying programs and to assist in identifying problems and possible solutions to community revitalization.

Community Development Block Grant Program - A program of financial and technical assistance to aid communities in their community and economic development efforts. This assistance is provided through the Commonwealth's administrative of the Federal Community Development Block Grant Program. Activities eligible for funding include those activities identified in Section 105 of the Federal Housing and Community Development Act. These activities include housing rehabilitation, community facilities, community services, economic development and planning. There are no local match requirements for this program.

19.2 Ten-Year Capital Improvements Program

A number of recommendations for physical improvements in the City have been set forth in the Comprehensive Plan. The process recommended for the implementation of these project proposals is known as capital improvement programming. It involves the scheduling of public improvements over a period of time with consideration being given to the financial capabilities of the community in the establishment of project priorities.

Substantial benefits can be derived from the use of such a systematic approach to planning public improvement projects because the individual projects can be made to coincide with both the City's objectives and its financial capabilities. The schedule of improvements resulting from this approach serves as a guide in making sound annual budget decisions and in achieving the optimum utilization of available funds. Sharp changes in the tax structure and indebtedness of the City can be avoided and an advance selection of the most economical means for financing each project can be made.

Table 19-1 presents the recommended 10-year capital improvements program for the City. Projects are prioritized by year and also indicate project responsibility. The capital improvements program should be evaluated and revised each year. This will allow projects to be re-evaluated for consideration on the 10-year capital improvements program.

19.3 Zoning and Subdivision Ordinance Recommendations

To implement the intent of this Comprehensive Plan will require many initiatives, but none is more important than amendments to the current zoning and subdivision ordinances and possibly the creation of a new body of ordinances.

RECOMMENDED CAPITAL IMPROVEMENT PROGRAM FOR COMPREHENSIVE PLAN IMPLEMENTATION

	1990 - 1991	1992 - 1993	1994 - 1995	1996 - 1997	1998 - 1999
Future Land Use	Revise, zoning and subdivision ordinance Adopt Stormwater Management ordinance Undertake a Housing Conditions Study				
Transportation System	Restrict on-street parking on Broad Street at the following intersections; Diamond Ave., Thruway 924, Church Street, Cedar St. and Poplar St.	Add left turn lanes and left turn phase for Broad St. at Diamond Ave./Thruway 924, Church St., Cedar St. and Poplar St.	Apply clear lane marking at Broad St. intersections	Remove and Re-route railroad tracks along Broad St.	
	Restrict parking at the intersection of Green Street and Church Street	Separate left and right turn lane for Green St. at the Church St. intersection		Signalize the Greater Hazleton Beltway intersection with Route 309, Poplar St. Route 93 and two access roadways Install raised median for the Greater Hazleton Beltway from Route 309 to Route 93 with limited access driveways	Widen the Greater Hazleton Beltway to three lanes of travel for each direction.
		Install two phase signal at the Poplar St. and Broad St. intersection. Apply clear pavement markings	Institute signal progression and synchronize signal phasing for Broad Street from West Diamond to the Greater Hazleton Beltway; and for Church St. from 22nd St. to Buttonwood St.		
	Add right turn lane for Southbound Church Street at 15th Street	Separate the left and right turn lanes on 15th St. at the Church St. Intersection	Add east bound left turn lane for Diamond Ave. at Church St. intersection.		
	Enforce no parking regulation along Church Street; and apply clear roadway lane markings	Restrict parking to one-side of Diamond Ave. from Broad St. to Seybert/Cedar St.; and develop signal progression and synchronized signal phasing	Add west bound left turn lane for Diamond Ave. at Wyoming St. intersection		
		Restrict parking to one side of the street on Alter St. and Vine St.	Add a west bound left turn lane for 15th St. and Vine St.	Create two lanes of north-bound travel on Alter St. and two lanes of southbound traffic on Vine St. from Diamond to 22nd St.	Install signals at Diamond, 15th St. and 22nd St. on Alter and Vine Streets
Public Facilities & Services	Adopt a Recreation Plan				
	Provide for additional facilities at existing parks	Develop additional community/ neighborhood park land			
		Provide an interrogation room for the Police Dept.		Reopen the Heights Fire station once the Commerce Center Develops	
	Complete expansion of North Cedar Street Public Works Facility				
Public Utilities	Reconstruct the City's sewer system				
	Develop at sewer maintainance program Maintain Current Level of Wastewater Treatment Ability Initiate curbside recycling program Improve and enlarge the water distribution mains				
	Develop a maintenance program for stormwater management system				

Zoning Ordinances Amendment

The City of Hazleton Zoning Ordinance was adopted in August 1965. There are numerous changes that will need to be made to the Zoning Ordinance for the implementation of the Comprehensive Plan. In addition, further changes are recommended to make necessary improvements to the ordinance. The following changes are recommended for consideration by the City Planning Commission and City Council.

- o Decrease the number of residential districts from five to three. Create three residential districts with the following lot sizes:
  - Low Density Residential (R-1) - 10,000 square foot minimum lot size.
  - Medium Density Residential (R-2) - 6,500 square feet minimum lot size.
  - High Density Residential (R-3) - 3,000 square feet minimum lot size.
- o Review all permitted uses in residential districts. Fit the appropriate uses to the proper district and expand or delete uses as necessary.
- o Review all special exceptions and conditional uses permitted in each district.
- o Create an office district. Specify uses allowed.
- o The City should create two commercial zones, (D-C) Downtown Commercial Office District and (C-H) Commercial Highway District. This would reduce the number of commercial districts from four to two.

Subdivision and Land Development Ordinance

The current subdivision and land development ordinance was adopted in December 1987. There have been several amendments that have been recommended for the Subdivision and Land Development Ordinance.

- o Revise the current storm drainage section to reflect a more comprehensive approach to stormwater management. Perhaps make the stormwater management ordinance a free standing ordinance. (See Model Ordinance Outline in Appendix E.)

19.4 Plan Approval

Plan Review and Approval Procedures

Sections 301.3 and 302 of Article III of Act 170, Municipalities Planning Code, sets forth the procedures that need to be followed to provide for review and adoption of the Comprehensive Plan.

Section 301.3 specifies that the municipality provide copies of the proposed plan to the county planning agency, local school district, and contiguous municipalities prior to the public hearing on the Plan. These agencies then have 45 days to provide review and comment on the proposed Plan.

Adoption of the Plan begins with the Planning Commission. Under Section 302, the Planning Commission is required to hold at least one public meeting prior to forwarding the Plan to the City Council. The Council should take into consideration comments on the Plan and is required to hold at least one public hearing on the Plan. Approval shall be by a resolution adopted by a majority of the City Council. Within 30 days of adoption, the City shall forward a copy of the approved Comprehensive Plan to the Luzerne County Planning Commission.

19.5 Comprehensive Plan Maintenance

The Comprehensive Plan will be useful only if it is regularly used and updated. For this to occur, the City and the Planning Commission needs to perform the following functions on an annual basis to review and update the Plan.

- Annually evaluate the Comprehensive Plan and, if necessary, make modifications to the Plan to ensure that it remains a useful document to help make day-to-day decisions about the future growth and preservation of the City.

- The Planning Commission should submit an annual written report to the City Council, summarizing its conclusions on the evaluation of the Comprehensive Plan, a summary of the past year's major activities, and a summary of the upcoming year's major projected activities and crucial issues that will or may be facing the City.

APPENDICES

APPENDIX B

TRAFFIC STUDY FOR THE HAZLETON ENTERPRISE ZONE

TRAFFIC STUDY

FOR

HAZLETON ENTERPRISE ZONE

GANNETT FLEMING, INC.

HARRISBURG, PA 17105

SEPTEMBER 1990

TABLE OF CONTENTS

FIGURES

TABLES

EXECUTIVE SUMMARY

The Department of Community Affairs of the Commonwealth of Pennsylvania has initiated the Enterprise Zone Program which enables communities to "improve local business climate and to strengthen the capability at the local level to improve the quantity and quality of the job opportunities." Business activities which locate within the Zone are eligible to receive low interest loans and state corporate income tax credits among many other substantial benefits.

In order to avail itself the advantages of The Enterprise Zone Program, the City of Hazleton designated approximately 350-acres of land located in the southwest quadrant of the city as the Hazleton Enterprise Zone. The designated Enterprise Zone (EZ) includes the 80-acre Hazleton Ccmmerce Center, formerly known as Butler Industrial Park, and the 100-acre Butler Industrial Park-South. Butler Enterprises, Inc. is the owner/developer of all sites in the EZ.

The Greater Hazleton Beltway, which bisects the designated Enterprise Zone (EZ); PA 309; PA 93; and Poplar Street are the major access highways to the EZ. Out of the 51 subdivisions of the EZ, 30 are already occupied by business activities. An inventory of the 51 parcels in the EZ was conducted regarding their ownership and the current occupancy. Most of the land area of the EZ is

presently vacant. All the EZ has been provided with necessary infrastructure. City officials and interested parties are striving to attract business and industry into the undeveloped parcels of the EZ. As the surrounding industrial parks (Valmont, Humboldt, and McAdoo) are fully occupied, the Hazleton EZ has a high potential for attracting business and industry.

The City of Hazleton has initiated this study to evaluate the existing road network, to ascertain if the present network can meet the traffic demand that will be generated by the fully occupied EZ, and to identify highway improvements needed to accommodate present and future traffic.

There is very little street network within the EZ. There are no traffic signals in the study area. The Beltway is a two-lane limited access roadway and its intersections with PA 309, PA 93 and Poplar Street are well laid out with full channelization. Traffic counts were conducted at the three intersections of the Beltway during evening peak period of a typical weekday. Capacity analysis of the intersections has shown that the intersections are operating at acceptable levels of service except westbound left turn movement at the intersection of the Beltway with PA 309.

Traffic projections were made for the year 2010 for the fully developed EZ. All vacant parcels were assumed to be occupied by industrial park type use. The area of each vacant parcel was used as a parameter to estimate future trips. Estimated trips were

distributed and assigned to the study area street network with appropriate assumptions.

The recommended highway improvements to accommodate the projected year 2010 traffic for a fully developed EZ are:

1. Upgrading of the existing Beltway into a six lane-arterial; the addition of lanes is to follow the developmental growth. The total cost of improvements of the Beltway is estimated at $9.8 million of 1990 dollars.

2. Five signalized intersections on the Beltway at PA 93, PA 309, Poplar Street, Conahan Drive, and Seymour Drive. Capacity analysis of the five signalized intersections with projected Year 2010 traffic has shown that the intersections would operate at a an acceptable level of service.

3. A continuous raised median, 16 feet wide, which provides left turn lanes at the signalized intersections.

4. Several other improvements such as appropriate signage, appropriate service roads, and improvements to maintain safety at the at-grade railroad crossing on Beltway.

SECTION I

INTRODUCTION

Economic development in the City of Hazleton and the Greater Hazleton area has been a key issue since the 1950's when the sudden and unexpected collapse of the anthracite mining industry took thousands of jobs. There have been many efforts by the city officials and interested parties to lure economic activities into the region.

CAN DO, Incorporated, the Community Area New Development Organization, an affiliate of the Greater Hazleton Chamber of Commerce, was developed in the 1950's to diversify the community's industrial base and to compensate for the loss of jobs. Currently CAN DO owns and operates three industrial parks in the Hazleton area: Valmont, Humboldt and McAdoo. Since the beginning of CAN DO, Inc. and through its intense and nationally-recognized industrial development effort, 9,000 new jobs have been created in the Greater Hazleton Area.

The City of Hazleton is also making efforts to capitalize on Federal and State economic development programs for which it is eligible. The Hazleton Commerce Center (HCC), formerly known as Butler Industrial Park, is an 80-acre industrial park located along the Greater Hazleton Beltway (LR 1133), between PA Route 309 and PA Route 93 in the southwestern section of the city. The Center was developed from government and private funds. The Pennsylvania

Site Development Program provided monies to install infrastructure to the Commerce Center. Three grants totalling $250,000 were issued to the City of Hazleton; the first two provided funds to extend infrastructure to the HCC, and the third will be used to extend the utilities across the Beltway to an area which will be known as Beltway Industrial Park South (BIPS). This will increase the industrial acreage within the Parks to 150+ acres. In addition, the City expended approximately $400,000 in Community Development Block Grant (CDBG) Funds to develop the HCC. The HCC and BIPS are owned by Butler Enterprises, a subsidiary of the Seltzer Organization.

The Hazleton Commerce Center Industrial Park is in the city-designated Urban Enterprise Zone, which has been approved by the Department of Community Affairs of the Commonwealth of Pennsylvania. The Enterprise Zone program enables communities to "improve the local business climate and to strengthen the capability at the local level to improve the quantity and quality of the job opportunities." The business activities which locate within the Zone are eligible to receive low interest loans and state corporate income tax credits among other substantial benefits. Appendix A lists the benefits that are available to firms locating in the designated Enterprise Zone.

The Enterprise Zone (EZ), designated by the City of Hazleton, includes most of the southwest quadrant of the city. The EZ contains land zoned M-2 and M-3 (manufacturing) and covers about

350 acres. Figure 1 shows the Hazleton Enterprise Zone. Most of the designated EZ is presently vacant land which has been provided with necessary infrastructure. The City of Hazleton is now striving to attract business and industry into the undeveloped parcels of the EZ. As the surrounding industrial parks are fully occupied, the Hazleton EZ has a high potential for attracting business and industry. Several parcels in the EZ have been sold to private business concerns.

The City of Hazleton has initiated this study to evaluate the existing road network in the EZ. The study will ascertain if the present network can meet the traffic demand that will be generated by the fully occupied EZ and will identify improvements needed to accommodate present and future traffic.

This report documents the present status of the EZ in terms of occupancy of the parcels and existing traffic. Traffic projections for the fully developed EZ and an evaluation of the existing street network in meeting the projected traffic needs are given. The report includes recommended improvements to the street network that will meet the projected traffic demands.

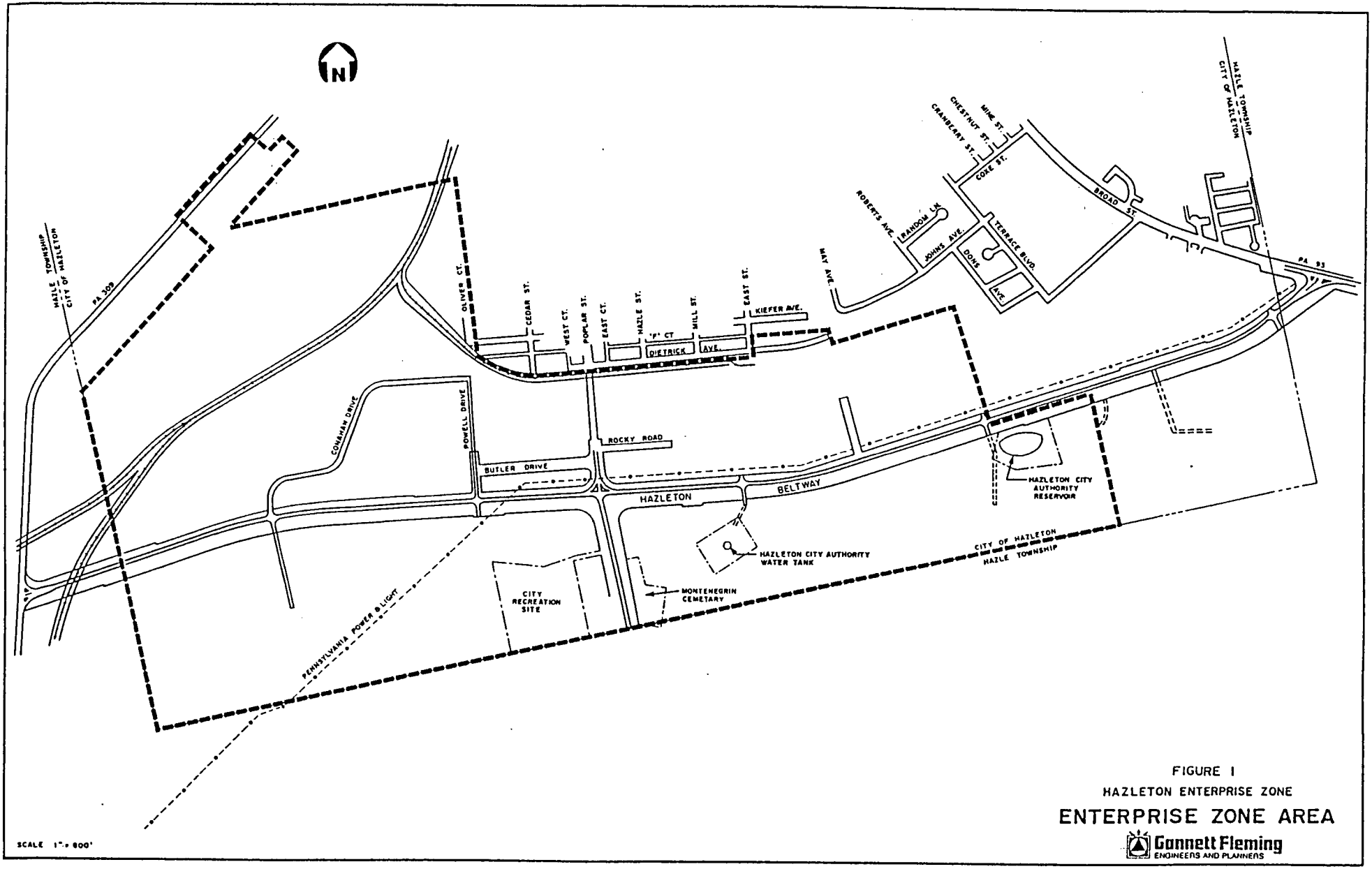


FIGURE 1

HAZLETON ENTERPRISE ZONE

ENTERPRISE ZONE AREA

Gannett Fleming
ENGINEERS AND PLANNERS

SECTION II

EXISTING PERTINENT INFORMATION WITHIN THE ENTERPRISE ZONE

This section is based on the existing pertinent information about the EZ which was collected from meetings, contacts and field views. Resources included the personnel of the City of Hazleton, Butler Enterprises, Inc. (the owner/developer of all sites in the EZ), Pennsylvania Power and Light Company, CAN DO, Inc., and officials of the Pennsylvania Department of Transportation. A reconnaissance survey of the designated EZ site was conducted.

Traffic Studies: This is the first traffic study for the EZ site. A formal EZ area map has been prepared for this study and is used as a base map to depict various pertinent information relative to the EZ. The map can be used by the city for other purposes (grant applications and future updating, etc.)

The on-going Comprehensive Plan for the City of Hazleton includes a description of the existing city-wide street network. Detailed information on the specific EZ site is not available except the estimated 1989 average daily traffic (ADT) volumes for the Beltway, and for PA 93 and PA 309 at the intersections with the Beltway.

Traffic Counts: There are no existing traffic counts within the EZ.

Roadway Conditions: The conditions of the roadways in the EZ are shown in Figure 2. The present conditions are classified as paved and unpaved gravel roads. There is very little street network within the EZ because the majority of the tract is yet to be subdivided.

Existing Rights-of-Way: Existing rights-of-way of the streets in the EZ are shown in Figure 2.

Current Traffic Controls: Figure 2 shows the current traffic controls within the EZ area. There are no traffic signals in the EZ area. An at-grade railroad crossing exists on the Beltway. The crossing is controlled by flashing lights with no gate.

Existing and Proposed Development Plans: Presently, the following two industrial properties in the EZ are being marketed by Butler Enterprises, Inc. and Pennsylvania Power and Light Company (PP&L).

1) Hazleton Commerce Center: This site consists of 12 subdivisions and is located between railroad tracks on the north and the west, Powell Drive on the east and the Beltway on the south (see Parcel Nos. 3 to 14 in Figure 3). Nine subdivisions have been sold to various businesses. The sold subdivisions are in different stages of development.

2) Butler Industrial Park - South: This is an 100-acre industrial property of which 50 acres have been developed

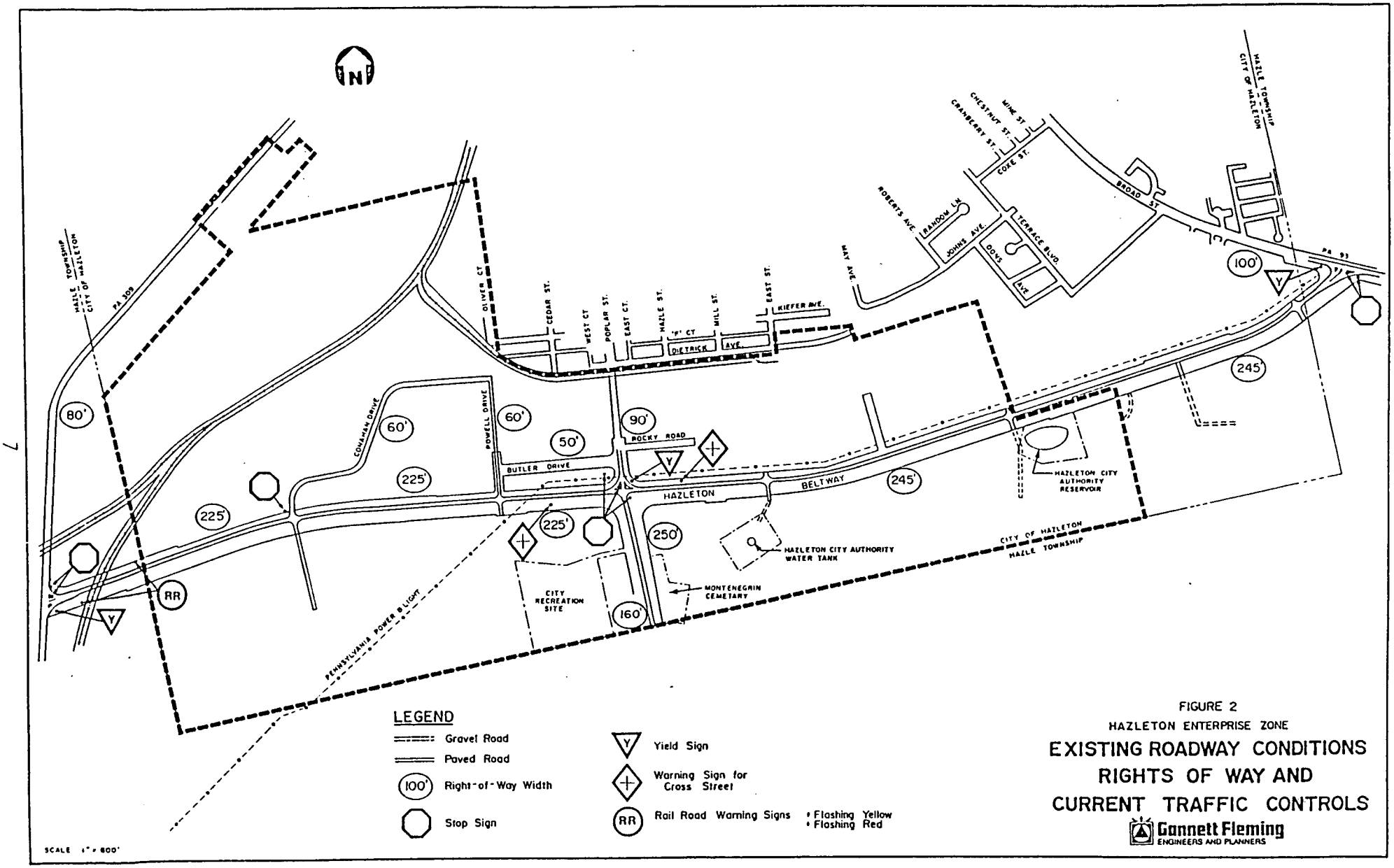
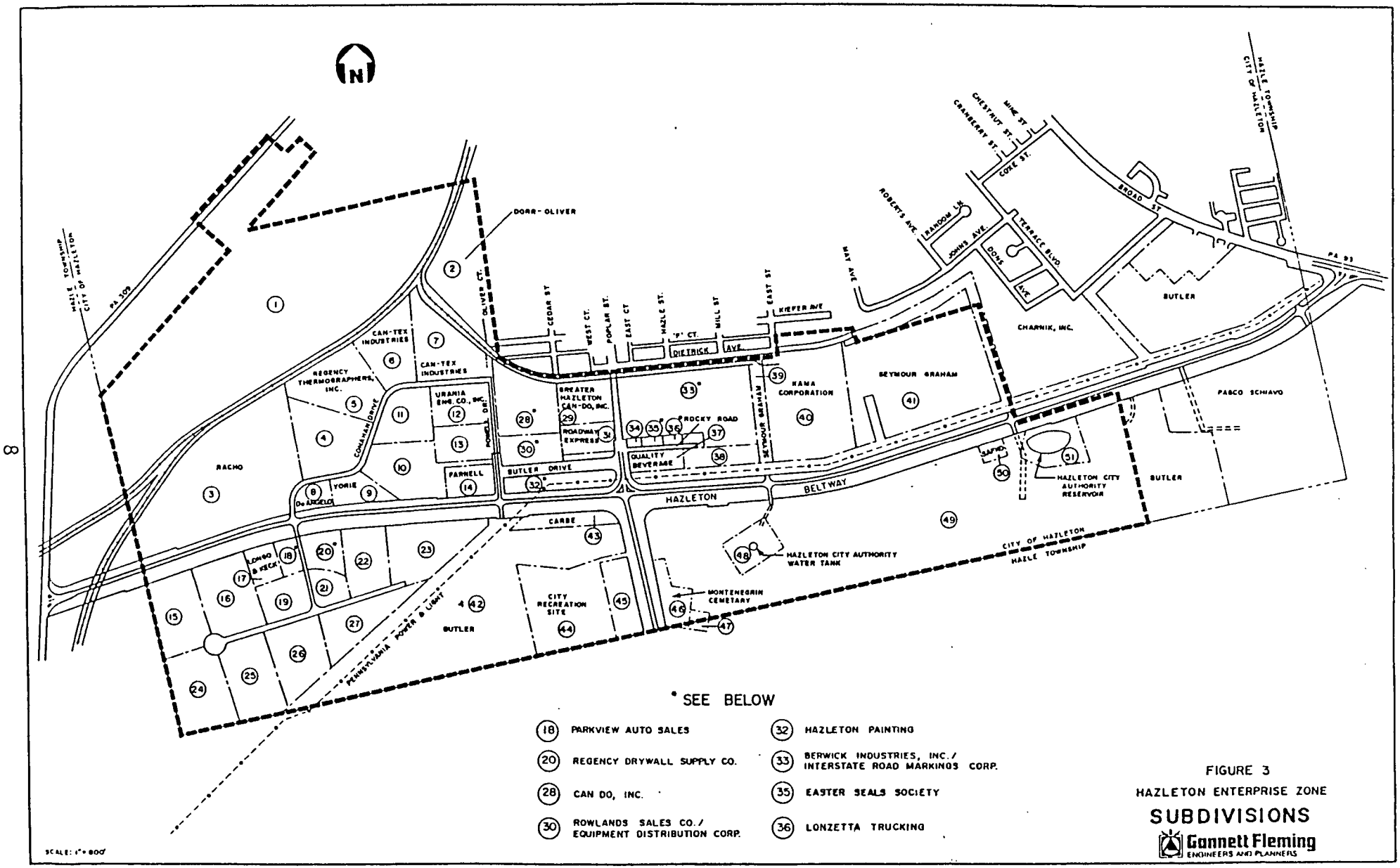


FIGURE 2

HAZLETON ENTERPRISE ZONE

EXISTING ROADWAY CONDITIONS RIGHTS OF WAY AND CURRENT TRAFFIC CONTROLS

Gannett Fleming
ENGINEERS AND PLANNERS



* SEE BELOW

(18) PARKVIEW AUTO SALES	(32) HAZLETON PAINTING
(20) REGENCY DRYWALL SUPPLY CO.	(33) BERWICK INDUSTRIES, INC./ INTERSTATE ROAD MARKINGS CORP.
(28) CAN DO, INC.	(35) EASTER SEALS SOCIETY
(30) ROWLANDS SALES CO./ EQUIPMENT DISTRIBUTION CORP.	(36) LONZETTA TRUCKING

FIGURE 3

HAZLETON ENTERPRISE ZONE

SUBDIVISIONS

Gannett Fleming
ENGINEERS AND PLANNERS

infrastructurally, thus far. It is located between City Line on the west and the south, the Beltway on the north and the PP&L power line right-of-way on the east. The property has 13 subdivisions and three have been sold to businesses (see Parcel Nos. 15 to 27 in Figure 3).

The area of the EZ that is located north of the Beltway and east of Powell Drive is fully occupied by various businesses (see Parcel Nos. 28 to 41 in Figure 3). The area of the EZ that is located east of the PP&L power line right-of-way and south of the Beltway includes Hazleton City Authority's water tank and reservoir, city recreation site and a cemetery; the remaining area is yet to be subdivided for development (see Parcel Nos. 42 to 50 in Figure 3). A tract of about 100 acres, which lies between the railroad track and PA Route 309, is not yet subdivided (see Parcel No. 1 in Figure 3).

Existing Industries and Development: Figure 3 shows the names of the existing industries and developments in the EZ. Table 1 includes the information available on the businesses that are presently occupying the subdivisions.

Out of the 51 subdivisions, 30 are occupied by businesses.

Ownership of Parcels: Figure 3 and Table 1 include the ownership details of various parcels. The majority of the vacant parcels south of the Beltway are owned by Butler Enterprises, Inc.

TABLE 1

HAZLETON ENTERPRISE ZONE - OWNERSHIP DATA

PARCEL NUMBER	NO. OF ACRES	IF OCCUPIED BY AN INDUSTRY NAME OF INDUSTRY	OWNER (IF VACANT, NAME OF PRESENT OWNER OR DEVELOPER)
1	108.9		Dorr-Oliver, Inc.
2	13.9	Dorr-Oliver	Dorr-Oliver, Inc.
3	36.9	Racho	Racho
4	10.6		Hazleton Area Industrial Development Authority
5	10.7	Regency Thermo-graphers, Inc.	Regency Thermo-graphers, Inc.
6	8.3	Can-Tex Industries	Can-Tex Industries
7	9.9	Can-Tex Industries	Hazleton Realty Co.
8	2.3	DeAngelo Lawn Specialties	DeAngelo Lawn Specialties
9	3.5	Yorie	Yorie
10	9.8		Butler
11	6.5		Butler
12	5.5	Urania Engineering Company, Inc.	Urania Engineering Company, Inc.
13	5.2		Butler
14	3.4	Farnell	Butler
15	9.1		Butler
16	9.6		Butler
17	2.7	Longo and Heck	Michael & Genevieve Longo
18	1.8	Parkview Auto Sales	Hazleton Area Industrial Development Authority

TABLE 1

HAZLETON ENTERPRISE ZONE - OWNERSHIP DATA
(continued)

PARCEL NUMBER	NO. OF ACRES	IF OCCUPIED BY AN INDUSTRY NAME OF INDUSTRY	OWNER (IF VACANT, NAME OF PRESENT OWNER OR DEVELOPER)
19	4.6		Butler
20	3.4	Regency Drywall Supply Co.	Robert and Jane Sacco
21	3.0		Butler
22	6.6		Butler
23	10.1		Butler
24	10.4		Butler
25	9.6		Butler
26	8.7		Butler
27	7.6		Butler
28	8.5	S. Eugene Wilcox	CAN DO, Inc.
29	5.2		CAN DO, Inc.
30	4.3	Rowlands Sales Co./ Equipment Dist. Corp.	William and Betty Rowlands
31	3.9	Roadway Express	Roadway Express
32	0.7	Hazleton Painting	Hugh and Dorothy Shemany
33	21.0	Interstate Road Markings Corp./ Berwick Industries, Inc.	James and Eleanor Popso
34	0.4		Easter Seals Society
35	0.5	Easter Seals Society	Easter Seals Society
36	0.5	Lonzetta Trucking	Delbert and Patricia Dougialo

TABLE 1

HAZLETON ENTERPRISE ZONE - OWNERSHIP DATA
(continued)

PARCEL NUMBER	NO. OF ACRES	IF OCCUPIED BY AN INDUSTRY NAME OF INDUSTRY	OWNER (IF VACANT, NAME OF PRESENT OWNER OR DEVELOPER)
37	2.5	Quality Beverages	Quality Beverages
38	4.6		Louis and Mary Barletta
39	3.0	Seymour Graham	Seymour Graham
40	21.0	Kama Corporation	Kama Corporation
41	33.8	Seymour Graham	Seymour Graham
42	54.4		Butler
43	3.3	Carbe	Carbe
44	16.1	City Recreation Site	City of Hazleton
45	5.0		Butler
46	3.0	Montenegrin Cemetery	Public
47	1.0	Fuel Savers, Inc.	James Spina
48	4.3	Hazleton City Authority Water Tank	George Racho
49	108.3		Butler
50	1.1	Safko	Safko
51	5.8	Hazleton City Authority Reservoir	City of Hazleton

Sources: Site Plan of Hazleton Commerce Center, Seltzer Organization, prepared by John J. DePierro, AIA, Revised 19 June 1989.
Designated Enterprise Zone Re-funding, Basic Grant Application, City of Hazleton, August 8, 1989.
City Engineering Department.
County Tax Assessor.

SECTION III

EXISTING AND PROJECTED TRAFFIC WITHIN ENTERPRISE ZONE

Existing Street Network and Traffic

Figure 1 shows the existing street network in the Enterprise Zone Area. The EZ is located on both sides of the Greater Hazleton Beltway (LR 1133). The 2 1/2-mile Beltway is located in the southern portion of the city and runs from State Route 309 (Church Street) to State Route 93 (Broad Street). The Beltway is a two-lane, limited access roadway. The major intersection of Poplar Street and the Beltway is controlled with stop signs on Poplar Street and has right and left turn lanes on the Beltway.

PA Route 309, in the study area, is an undivided four-lane, unlimited access facility with a posted speed limit of 45 miles per hour. The T-intersection between PA 309 and the Beltway is well channelled with left turn lanes and traffic islands.

PA Route 93, in the study area, is an undivided two-lane, unlimited access facility with a posted speed limit of 35 miles per hour. The T-intersection between PA 93 and the Beltway is well channelled with traffic islands and left turn lanes.

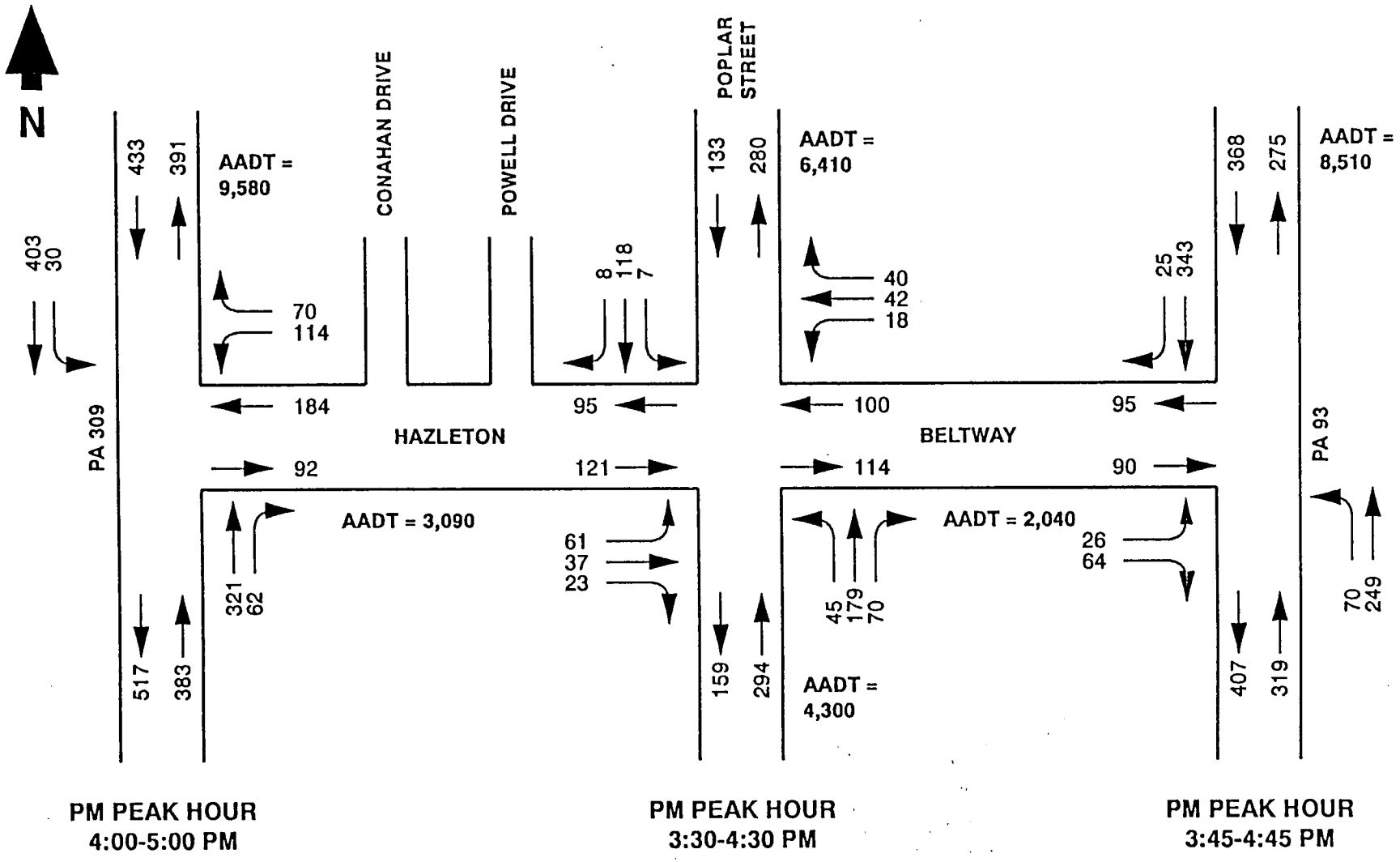
Poplar Street, in the study area, carries traffic north and south from the Greater Hazleton Beltway to the central business

district (Broad Street). The road is an undivided, two-lane, unlimited access facility.

Conahan Drive is a loop road in the Hazleton commerce center, providing access to the Beltway at both ends of the street.

The three north-south streets (PA 309, PA 93 and Poplar Street), which provide access to the City of Hazleton, serve as feeders to the Beltway. The intersections of the Beltway with the three north-south streets are the major intersections of the EZ. Traffic counts were conducted at these three intersections during the evening 3-hour peak period (3:30-6:30 p.m.) of December 13, 1989. Figure 4 shows the p.m. peak hour volumes at the three intersections. Turning movements at intersections cannot be counted by mechanical counters, and, hence, the counts at the intersections have to be made manually. "For both rural and urban locations, the greatest peak throughout the day occurs in the 4:00 to 6:00 p.m. interval" (p. 151, Traffic Engineering, Pignataro, published by Prentice-Hall, 1973). The usual practice in traffic engineering is to take turning movement counts manually in the peak hours of one typical weekday (usually Wednesday). The accuracy of these one day counts can be used to make assumptions about traffic volumes and projections of future traffic conditions.

The capacity analysis of the three existing intersections (with stop sign controls) has shown that all the approaches at the three intersections except westbound left turn at the intersection



SOURCE:

1) Gannett Fleming's Evening Peak Period Counts on December 13, 1989.
2) Gannett Fleming's 1989 Average Annual Daily Traffic (AADT) Estimates.

FIGURE 4

HAZLETON ENTERPRISE ZONE

EXISTING TRAFFIC AT MAJOR INTERSECTIONS

with PA 309, which is at level of service[1] (LOS) E, are at level of service C or better. Appendix B includes the computer output results of the capacity analyses for the three unsignalized intersections.

Future Traffic Projections

Traffic projections for the EZ, which is predominantly vacant at present, require several assumptions. The assumptions and trip generation rates by land use used in this study are based on the information included in the 4th edition (1987) of Trip Generation, published by the Institute of Transportation Engineers (ITE).

The correlated variables for forecasting future traffic generated by an industry, industrial park, or manufacturing land use are the number of employees, floor space of buildings in square feet and the developed land area in acres. The number of employees is the single most correlated independent variable and is the best to use for trip forecasting. The land area variable is the least correlated. The ITE report recognizes the lack of information in the trip forecasting task by stating that, "Sometimes there is no choice because the only information known may be the size of the land parcel or the size of the building." (p. 6).

[1]See Appendix B for explanation of levels of service.

The development in the Hazleton EZ could be considered as general light industrial, industrial park, or manufacturing. These land uses are defined in the ITE report as follows:

> General Light Industry: Light industrial facilities usually employ less than 500 persons and have an emphasis on other than manufacturing. Nevertheless, the distinction between light industrial and manufacturing land uses is sometimes vague. Light industries typical of those included in this category are printing plants, material testing laboratories, assemblers of data processing equipment, and power stations. (p. 99)

> Industrial Park: Industrial parks are areas containing a number of industrial or related facilities. They are characterized by a mixture of manufacturing, service and warehouse facilities with a wide variation in the proportion of each type of use from one location to another. Many industrial parks contain highly diversified facilities--some with a large number of small businesses and other with one or two dominant industries. (p. 139)

> Manufacturing: Manufacturing facilities are places where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to

another. In addition to actual production of goods, manufacturing facilities generally also have office, warehouse, research and associated functions. (p. 167)

Based on hundreds of surveys conducted by various agencies around the country for different land uses, the ITE report, Trip Generation, provides the user with three methodologies to assist in determining the average trip generation of a land use or building.

1. Weighted trip generation rate, or the number of weighted trip ends per one unit of the independent variable (i.e. per employee or per 1,000 square feet);
2. A plot of the actual trip ends versus the size of the independent variable for each study;
3. Regression equation of trip ends related to the independent variable.

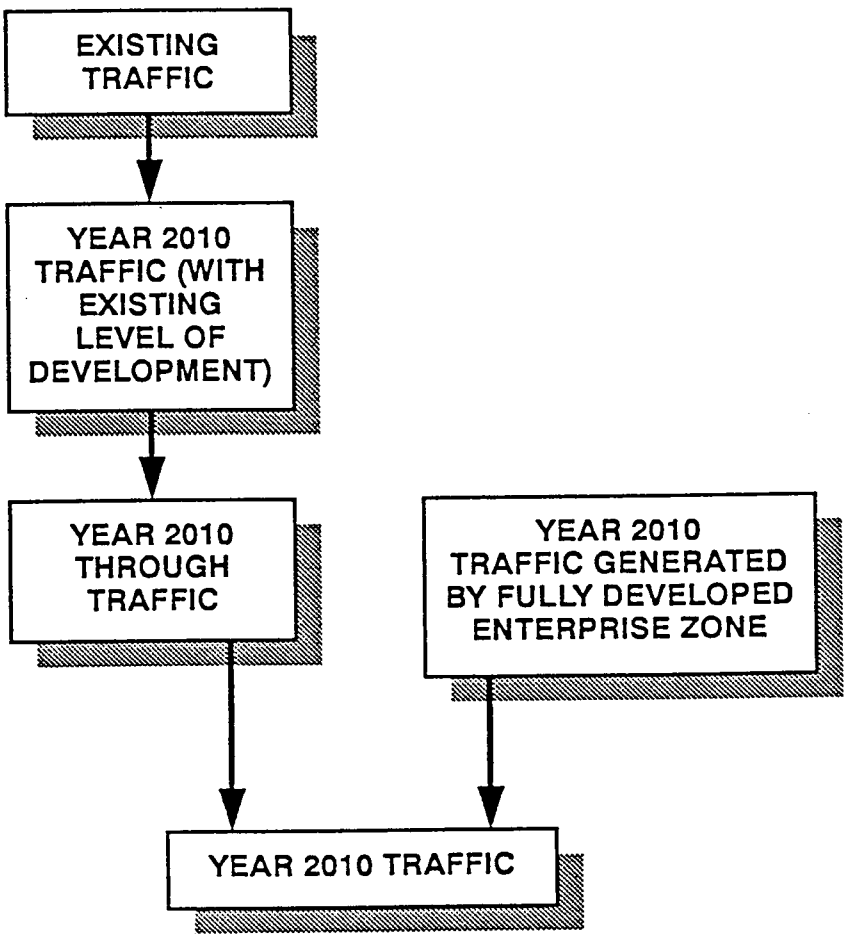
Forecasting Methodology

Figure 5 shows the flow diagram of the forecasting methodology. Existing traffic volumes were escalated to the year 2010 at 2.05 percent per year, which is the growth factor for rural Primary Arterials in Pennsylvania.[2] These traffic volumes are considered as the year 2010 traffic volumes with the existing level of development in the EZ. These traffic volumes include through

[2]Source: Pennsylvania Department of Transportation, Bureau of Strategic Planning, 1988

FIGURE 5

TRAFFIC FORECASTING METHODOLOGY



GANNETT FLEMING
ENGINEERS AND PLANNERS

traffic which passes through the study area without having origins or destinations in the study area. These through trips in the year 2010 are assumed to be at the same level irrespective of the level of development in the EZ. The analysis of traffic volumes at the three intersections provides an estimation of through trips. From these traffic volumes, through trips in the study area using PA 309, PA 93, Poplar Street and the Beltway are estimated and separated from local traffic.

For each of the parcels, depending on the availability of number of employees in the year 2010, either number of employees or land area in acres is used to forecast the trips generated during the evening peak hour using the trip generation rates from the ITE report. The estimated peak hour trips, obtained by using the ITE report's trip generation rates, include all trips during the peak hour. The estimated peak hour trips are further divided into entering and exiting trips (see Table 2) using the directional distribution percentages given in the ITE report. It is assumed that the following six access corridors are equally important in serving the EZ:

1. PA 309, north
2. PA 309, south
3. Poplar Street, north
4. Poplar Street, south
5. PA 93, north
6. PA 93, south.

TABLE 2
TRAFFIC FORECASTS/2010 --- HAZLETON ENTERPRISE ZONE

PARCEL NO.	NAME OF INDUSTRY (IF VACANT NAME OF OWNER)	TYPE OF INDUSTRY *	NO. OF EMPLOYEES	ACRES	PM PEAK HOUR VEH TRIP ENDS/ACRE OR EMPLOY	PM PEAK HOUR DISTRIBUTION ENTER (%)	PM PEAK HOUR DISTRIBUTION EXIT (%)	PM PEAK HOUR ENTER VEH VOL	PM PEAK HOUR EXIT VEH VOL
1	DORR-OLIVER	Industrial Park		108.9	8.670	27.5	72.5	260	685
2	DORR - OLIVER	INDUSTRIAL PARK		13.9	8.670	27.5	72.5	33	87
3	RACHO	INDUSTRIAL PARK		36.9	8.670	27.5	72.5	88	232
4	GHCDA	Industrial Park		10.6	8.670	27.5	72.5	25	67
5	REGENCY THERMOGRA	LIGHT INDUSTRY	300	10.7	0.490	23.5	76.5	35	112
6	CAN-TEX	MANUFACTURING		8.3	8.820	35.5	64.5	26	47
7	CAN-TEX	MANUFACTURING		9.9	8.820	35.5	64.5	31	56
8	DEANGELO	LIGHT INDUSTRY	11	2.3	0.490	23.5	76.5	1	4
9	YORIE	INDUSTRIAL PARK		3.5	8.670	27.5	72.5	8	22
10	BUTLER	Industrial Park		9.8	8.670	27.5	72.5	23	62
11	BUTLER	Industrial Park		6.5	8.670	27.5	72.5	15	41
12	URANIA ENG.CO.,INC.	LIGHT INDUSTRY		5.5	8.637	23.5	76.5	11	36
13	BUTLER	Industrial Park		5.2	8.670	27.5	72.5	12	33
14	FARNELL	INDUSTRIAL PARK		3.4	8.670	27.5	72.5	8	21
15	BUTLER	Industrial Park		8.7	8.670	27.5	72.5	21	55
16	BUTLER	Industrial Park		9.6	8.670	27.5	72.5	23	60
17	LONGO AND HECK	INDUSTRIAL PARK		2.7	8.670	27.5	72.5	6	17
18	PARKVIEW AUTO SALES	INDUSTRIAL PARK		1.8	8.670	27.5	72.5	4	11
19	BUTLER	Industrial Park		4.6	8.670	27.5	72.5	11	29
20	REGENCY DRYWALL	LIGHT INDUSTRY		3.4	8.637	23.5	76.5	7	22
21	BUTLER	Industrial Park		3.0	8.670	27.5	72.5	7	19
22	BUTLER	Industrial Park		6.6	8.670	27.5	72.5	16	41
23	BUTLER	Industrial Park		10.1	8.670	27.5	72.5	24	63
24	BUTLER	Industrial Park		10.4	8.670	27.5	72.5	25	65
25	BUTLER	Industrial Park		9.6	8.670	27.5	72.5	23	60
26	BUTLER	Industrial Park		8.7	8.670	27.5	72.5	21	55
27	BUTLER	Industrial Park		7.6	8.670	27.5	72.5	18	48
28	CAN DO, INC.	Industrial Park		8.5	8.670	27.5	72.5	20	53
29	CAN DO, INC.	Industrial Park		5.2	8.670	27.5	72.5	12	33
30	ROWLANDS SALES CO.	INDUSTRIAL PARK		4.3	8.670	27.5	72.5	10	27
31	ROADWAY EXPRESS	TRUCK TERMINAL		3.9	7.240	47.0	53.0	13	15
32	HAZLETON PAINTING	INDUSTRIAL PARK		0.7	8.670	27.5	72.5	2	4
33	INTERSTATE ROAD MARK	LIGHT INDUSTRY	33	21.0	0.490	23.5	76.5	4	12
34	EASTER SEALS	Industrial Park		0.4	8.670	27.5	72.5	1	3
35	EASTER SEALS	OFFICE	11	0.5	0.510	16.0	84.0	1	5
36	LONZETTA TRUCKING	LIGHT INDUSTRY	30	0.5	0.490	23.5	76.5	3	11
37	QUALITY BEVERAGES	RETAIL/WHOLESALE	30	2.5	5.425	50.0	50.0	81	81
38	BARLETTA	Industrial Park		1.8	8.670	27.5	72.5	4	11
39	SEYMOUR	INDUSTRIAL PARK		3.0	8.670	27.5	72.5	7	19
40	KAMA CORP.	LIGHT INDUSTRY	235	21.0	0.490	23.5	76.5	27	88

TABLE 2 (cont.)
TRAFFIC FORECASTS/2010 --- HAZLETON ENTERPRISE ZONE

PARCEL NO.	NAME OF INDUSTRY (IF VACANT NAME OF OWNER)	TYPE OF INDUSTRY *	NO. OF EMPLOYEES	ACRES	PM PEAK HOUR VEH TRIP ENDS/ACRE OR EMPLOY	DISTRIBUTION ENTER (%)	EXIT (%)	PM PEAK HOUR ENTER VEH VOL	EXIT VEH VOL
41	SEYMOUR	INDUSTRIAL PARK		33.8	8.670	27.5	72.5	81	212
42	BUTLER	INDUSTRIAL PARK		54.4	8.670	27.5	72.5	130	342
43	CARBE	INDUSTRIAL PARK		3.3	8.670	27.5	72.5	8	21
44	CITY	CITY RECREATION SI		16.1	5.635	30.0	70.0	27	64
45	BUTLER	Industrial Park		5.0	8.670	27.5	72.5	12	31
46	PUBLIC	CEMETERY		3.0	0.000	0.0	0.0	0	0
47	FUEL SAVERS, INC.	LIGHT INDUSTRY		1.0	0.490	23.5	76.5	0	0
48	CITY	HCA WATER TANK		4.3	0.000	0.0	0.0	0	0
49	BUTLER	Industrial Park		108.3	8.670	27.5	72.5	258	681
50	SAFKO	INDUSTRIAL PARK		1.1	8.670	27.5	72.5	3	7
51	CITY	HCA RESERVOIR		5.8	0.000	0.0	0.0	0	0
	TOTAL			631.6				1489	3773

* Uppercase letters are used for the existing industries. Lowercase letters are used for the industries assumed in the vacant parcels.

Based on this assumption, the estimated entering and exiting trips of each parcel are distributed equally to the six access directions. The estimated year 2010 traffic volumes generated by the fully developed parcels of the EZ and the year 2010 through volumes in the study area estimated earlier are aggregated to obtain the year 2010 total traffic volumes of the EZ. Figure 6 shows the year 2010 traffic volumes with a fully developed EZ. These traffic volumes are estimated with five signalized intersections, four additional access points to the EZ from the Beltway (limited to right turns) and service roads in the EZ. No extensions to the existing Beltway are assumed.

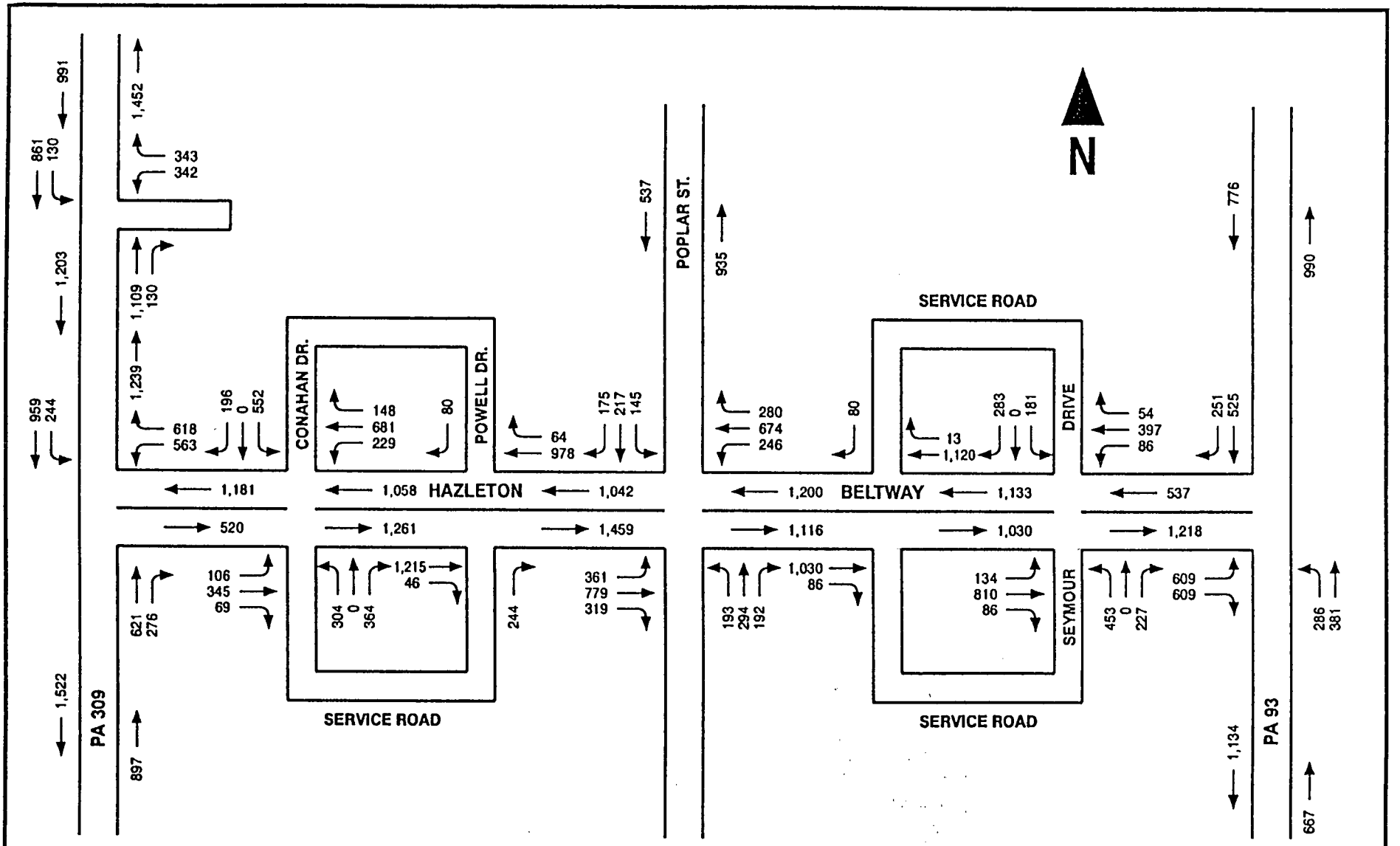


FIGURE 6

YEAR 2010 TRAFFIC VOLUMES PM PEAK HOUR WITH FULLY DEVELOPED ENTERPRISE ZONE

GANNETT FLEMING
ENGINEERS AND PLANNERS

SECTION IV

RECOMMENDATIONS

This section includes recommendations to improve the existing street network for a fully developed Enterprise Zone along the Beltway. Capacity analyses and level of service ratings for the improved intersections are also included.

Usually, for a concentrated employment center such as the Hazleton Enterprise Zone, the morning peak hour volumes will be less than the evening peak hour volumes. The estimated year 2010 evening peak hour volumes (Figure 6) taken in the opposite direction could be considered as the morning peak hour volumes to develop improvements needed in the street network. Following is a list of recommendations to accommodate the morning and evening peak hour volumes of the EZ in the year 2010.

1. The fully developed EZ would need a six-lane arterial with three lanes in each direction; however, the addition of lanes could follow the developmental growth of EZ. Probably a four-lane arterial would be sufficient by 2000.
2. The existing Beltway intersections with PA 309, Poplar Street and PA 93 should be signalized. The number of lanes required for each approach at these intersections are shown in Table 3, and the projected year 2010 traffic volumes are shown in Figure 6.

TABLE 3
REQUIRED NUMBER OF LANES AND LEVELS OF SERVICE (LOS)
AT THE FIVE SIGNALIZED INTERSECTIONS OF BELTWAY
WITH FULLY DEVELOPED ENTERPRISE ZONE
(YEAR 2010)

BELTWAY INTERSECTION WITH		APPROACHES												TOTAL INTERSECTION LOS
		EAST			WEST			NORTH			SOUTH			
		LEFT TURN	THROUGH	RIGHT TURN	LEFT TURN	THROUGH	RIGHT TURN	LEFT TURN	THROUGH	RIGHT TURN	LEFT TURN	THROUGH	RIGHT TURN	
PA 309	Lanes	-	-	-	2	-	1	-	2	1	1	2	-	B
	LOS	-	-	-	C	-	B	-	C	A	C	B		
Conahan Dr.	Lanes	1	2	1	1	2	1	2	0	1	2	0	1	C
	LOS	D	C	A	C	D	A	D	-	B	D	-	B	
Poplar St.	Lanes	1	3	1	1	3	1	1	1	1	1	1	1	C
	LOS	D	C	B	D	C	B	C	D	B	D	D	B	
Seymour Drive(1)	Lanes	1	2	1	1	2	1	2	0	1	2	0	1	C
	LOS	D	C	A	D	C	A	D	-	B	D	-	C	
PA 93	Lanes	2	-	1	-	-	-	1	2	-	-	2	1	C
	LOS	D	-	B	-	-	-	C	A	-	-	B	A	

(1) Name given to the proposed crossroad at this signalized intersection; it is not existing now.

3. Left turns to and from the EZ on the Beltway are limited to two additional signalized intersections (one at Conahan Drive and the other at Seymour Drive). Another four access points limited to right turns to and from the EZ are recommended. The number of lanes required at these signalized intersections are shown in Table 3, and the projected year 2010 traffic volumes are shown in Figure 6.

4. A continuous raised median, approximately 16 feet wide, along the Beltway is recommended. This median will provide left turn lanes at the five signalized intersections.

5. Signage on the Beltway should be appropriate to the signalized intersections.

6. Appropriate service roads in the EZ are needed to direct the traffic to the access points provided on the Beltway. The service roads assumed in developing the year 2010 traffic forecasts are shown in Figure 6.

7. Depending on the traffic on the railroad track crossing on the Beltway, appropriate improvements have to be made for the safety of heavy traffic projected on the Beltway.

The total cost of improvement of the Beltway is estimated at 9.8 millions in 1990 dollars. This includes roadway construction cost of nine million dollars, engineering cost of $500,000 and administrative costs of $300,000. The roadway construction cost includes improving the existing two-lane highway into six-lane

highway, five signalized intersections along with the recommended turn lanes, and an improved railroad crossing on the Beltway with two gates. Table 4 shows the breakdown of the estimated cost of the six-lane arterial in 1990 dollars.

Capacity analyses for the five signalized intersections with the projected year 2010 traffic volumes were conducted. The resulting level of service (LOS) ratings by approach movement and for the total intersection are shown in Table 3. Summary reports of the capacity analyses for these five intersections are included in Appendix B. The recommended improvements of the Beltway will maintain the LOS of the five signalized intersections at 'C' or better.

TABLE 4

COST ESTIMATE FOR HAZLETON BELTWAY IMPROVEMENTS
(IN 1990 DOLLARS)

1.	Preliminary	$1,194,000	
2.	Grading	765,000	
3.	Drainage	535,000	
4.	Paving	2,503,000	
5.	Shoulder	851,000	
6.	At-grade RR Crossing	100,000	
7.	Landscaping	165,000	
8.	Signing and Marking	23,000	
9.	Lighting and Signalization	375,000	
10.	Utilities	521,000	
		$7,032,000	
	Contingencies (25%)	1,753,000	
	Total Roadway Construction Cost	$8,790,000	Say $9,000,000
	Engineering (5.5% of Construction Cost)	483,000	500,000
	Administration Costs (3% of Construction Cost)	264,000	300,000
			$9,800,000

Assumptions: 6-lane highway with 12-foot lanes in Year 2010.
One at-grade railroad crossing.
Five signalized intersections.
Total length of Beltway: 2.57 miles.

APPENDICES

APPENDIX A

BENEFITS AVAILABLE TO FIRMS LOCATING IN DESIGNATED ENTERPRISE ZONES

(Source: Pennsylvania Department of Community Affairs)

Business Infrastructure Development Program (BID), Dept. of Commerce

BID program loans and grants may be used for infrastructure improvements serving eligible private companies. Grant applicants for infrastructure serving eligible private companies which are located within the boundaries of either a planning or a designated zone funded by the Commonwealth with Enterprise Zone Program funds are automatically eligible for grants (as contrasted to loans).

Site Development Grant, Dept. of Commerce

Employment and Community Conservation Program (ECC)

Under the ECC Program, priority will be given to those programs providing job training instruction in areas of expertise needed by advanced technology industries and/or developing programs in Enterprise Zone Program as designated by the Department of Community Affairs, and benefitting residents of the Enterprise Zone Program.

Priority will be given to vocational training programs with placement commitments for positions in the skill training field.

Customized Job Training (CJT) funds are available for training projects which:

- result in net new full-time employment opportunities
- significant wage improvements
- the retention of otherwise lost jobs, or
- other conditions which would offer substantial economic benefit to this Commonwealth (p. 1 of Funding Guidelines).

In reviewing proposals and awarding grants, the Department of Education will place a priority on training proposals for a firm located in a community where:

- the average unemployment rate in the previous calendar year is above the statewide average unemployment rate for the same period, or

- the community is located in an area that has been designated by the community as an enterprise zone (p. 5 of Funding Guidelines).

PIDA (Pennsylvania Industrial Development Authority)

PIDA provides long-term, low-interest loans to Pennsylvania firms to expand existing operations within Pennsylvania, or to out-of-state firms wishing to establish operations in Pennsylvania. PIDA can finance the purchase of new facilities, the expansion of existing facilities, or the construction of new facilities.

PIDA loan applicants requesting financing to buy, expand, or build a facility located within an enterprise zone designated by the Commonwealth

- receive the lowest interest rate extended to PIDA borrowers anywhere within the state at the time the loan application is approved, and

- they are approved for 10% more loan capital than would otherwise be approved for their application.

Enterprise Zone Municipal Tax Exemption Reimbursement - reimbursement to municipalities for a portion of taxes exempted under LERTA (Local Economic Revitalization Tax Assistance Act) on improvements to deteriorated property in the Enterprise Zone.

Financially Disadvantaged Municipalities Matching Assistance - municipalities are eligible for assistance of 80 percent of matching funds required under various state and federal programs for a project which is carried out in the Enterprise Zone.

Transportation Assistance - municipalities eligible for assistance from PennDOT in improving transportation access to the Zone and traffic circulation within the Zone.

NAP (Neighborhood Assistance Program)

The Neighborhood Assistance Program provides 50% corporate net income tax credits for services for low-income persons and activities that improve an impoverished area. Projects approved for the 50% tax credit and located in an Enterprise Zone may apply for an additional 20% tax credit.

APPENDIX B

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS (EXISTING)

(Source: Highway Capacity Manual, Transportation Research Board, 1985)

Level of Service (LOS) for unsignalized intersections is defined in terms of reserve or unused capacity of the lane in question. Reserve capacity, expressed in passenger cars per hour per lane (pcphpl), is a measure of expected delay to minor street traffic, which is controlled by stop and/or yield signs. This measure, which depends on a number of variables, ranges from LOS 'A' (best) to LOS 'C' (minimum desirable), to LOS 'E' (capacity), to LOS 'F' (worst). These LOS conditions are described below:

LOS A: Having a reserve capacity of greater than 400 pcphpl. Little or no delay is expected.

LOS B: Operating at a reserve capacity in the range of 300 to 399 pcphpl. Short traffic delays are encountered.

LOS C: Operating at a reserve capacity in the range of 200-299 pcphpl. Average traffic delays are encountered.

LOS D: Operating at a reserve capacity in the range of 100-199 pcphpl. Long traffic delays are expected.

LOS E: Operating at a reserve capacity in the range of 0 to 99 pcphpl. Very long traffic delays are expected. This is considered to be the limit of acceptable delay.

LOS F: Demand volume exceeds the capacity of the lane. Extreme delays are encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection.

The existing intersections of the Enterprise Zone are all unsignalized. The Level of Service analyses of the existing intersections are in the following pages.

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 45

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 50000

NAME OF THE EAST/WEST STREET..... BELTWAY

NAME OF THE NORTH/SOUTH STREET..... PA 309

NAME OF THE ANALYST..... MB

DATE OF THE ANALYSIS (mm/dd/yy)..... 12/13/89

TIME PERIOD ANALYZED..... PM PEAK HOUR

OTHER INFORMATION.... EXISTING ENTERPRISE ZONE

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE WESTBOUND: BOTH STOP AND YIELD SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	--	114	0	30
THRU	--	0	321	403
RIGHT	--	70	62	0

NUMBER OF LANES

	EB	WB	NB	SB
LANES	--	2	2	2

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	-----	---	---	-
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	---	---	---
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	WB	5.30	5.30	0.00	5.30
MAJOR LEFTS	SB	5.80	5.80	0.00	5.80
MINOR LEFTS	WB	7.90	7.90	0.00	7.90

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... BELTWAY
NAME OF THE NORTH/SOUTH STREET.... PA 309
DATE AND TIME OF THE ANALYSIS..... 12/13/89 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING ENTERPRISE ZONE

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
WB LEFT	125	218	211	211	86	E
RIGHT	77	934	934	934	857	A
MAJOR STREET						
SB LEFT	33	667	667	667	634	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... BELTWAY
NAME OF THE NORTH/SOUTH STREET.... PA 309
DATE AND TIME OF THE ANALYSIS..... 12/13/89 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING ENTERPRISE ZONE

****

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 45

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 50000

NAME OF THE EAST/WEST STREET..... BELTWAY

NAME OF THE NORTH/SOUTH STREET..... POPLAR

NAME OF THE ANALYST..... MB

DATE OF THE ANALYSIS (mm/dd/yy)..... 12/13/89

TIME PERIOD ANALYZED..... PM PEAK HOUR

OTHER INFORMATION.... EXISTING ENTERPRISE ZONE

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: 4-LEG

MAJOR STREET DIRECTION: EAST/WEST

CONTROL TYPE NORTHBOUND: STOP SIGN

CONTROL TYPE SOUTHBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	61	18	45	7
THRU	37	42	179	118
RIGHT	23	40	70	8

NUMBER OF LANES AND LANE USAGE

	EB	WB	NB	SB
LANES	3	3	2	2
LANE USAGE			LT + R	LT + R

ADJUSTMENT FACTORS

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	0.00	90	20	N
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	0	0	0
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

	TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS				
NB	6.10	6.10	0.00	6.10
SB	6.10	6.10	0.00	6.10
MAJOR LEFTS				
EB	5.80	5.80	0.00	5.80
WB	5.80	5.80	0.00	5.80
MINOR THROUGHS				
NB	7.40	7.40	0.00	7.40
SB	7.40	7.40	0.00	7.40
MINOR LEFTS				
NB	7.90	7.90	0.00	7.90
SB	7.90	7.90	0.00	7.90

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... BELTWAY
NAME OF THE NORTH/SOUTH STREET.... POPLAR
DATE AND TIME OF THE ANALYSIS..... 12/13/89 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING ENTERPRISE ZONE

MOVEMENT	FLOW-RATE v(pcph)	POTENTIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)		SHARED CAPACITY c_{SH} (pcph)		RESERVE CAPACITY $c_R = c_{SH} - v$		LOS
MINOR STREET									
NB LEFT	50	471	378	>	523	378	> 277	328	>C B
THROUGH	197	612	579	>		579	>	382	> B
RIGHT	77	959	959			959		882	A
MINOR STREET									
SB LEFT	8	393	265	>	548	265	> 411	257	>A C
THROUGH	130	619	586	>		586	>	456	> A
RIGHT	9	949	949			949		940	A
MAJOR STREET									
EB LEFT	67	947	947			947		880	A
WB LEFT	20	961	961			961		941	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... BELTWAY
NAME OF THE NORTH/SOUTH STREET.... POPLAR
DATE AND TIME OF THE ANALYSIS..... 12/13/89 ; PM PEAK HOUR
OTHER INFORMATION.... EXISTING ENTERPRISE ZONE

IDENTIFYING INFORMATION

AVERAGE RUNNING SPEED, MAJOR STREET.. 45

PEAK HOUR FACTOR..... 1

AREA POPULATION..... 50000

NAME OF THE EAST/WEST STREET..... BELTWAY

NAME OF THE NORTH/SOUTH STREET..... PA 93

NAME OF THE ANALYST..... MB

DATE OF THE ANALYSIS (mm/dd/yy)..... 12/13/89

TIME PERIOD ANALYZED..... PM PEAK PERIOD

OTHER INFORMATION.... EXISTING ENTERPRISE ZONE

INTERSECTION TYPE AND CONTROL

INTERSECTION TYPE: T-INTERSECTION

MAJOR STREET DIRECTION: NORTH/SOUTH

CONTROL TYPE EASTBOUND: STOP SIGN

TRAFFIC VOLUMES

	EB	WB	NB	SB
LEFT	26	--	70	0
THRU	0	--	249	343
RIGHT	64	--	0	25

NUMBER OF LANES

	EB	WB	NB	SB
LANES	2	--	2	2

	PERCENT GRADE	RIGHT TURN ANGLE	CURB RADIUS (ft) FOR RIGHT TURNS	ACCELERATION LANE FOR RIGHT TURNS
EASTBOUND	0.00	90	20	N
WESTBOUND	-----	---	---	-
NORTHBOUND	0.00	90	20	N
SOUTHBOUND	0.00	90	20	N

VEHICLE COMPOSITION

	% SU TRUCKS AND RV'S	% COMBINATION VEHICLES	% MOTORCYCLES
EASTBOUND	0	0	0
WESTBOUND	---	---	---
NORTHBOUND	0	0	0
SOUTHBOUND	0	0	0

CRITICAL GAPS

		TABULAR VALUES (Table 10-2)	ADJUSTED VALUE	SIGHT DIST. ADJUSTMENT	FINAL CRITICAL GAP
MINOR RIGHTS	EB	6.10	6.10	0.00	6.10
MAJOR LEFTS	NB	5.80	5.80	0.00	5.80
MINOR LEFTS	EB	7.90	7.90	0.00	7.90

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... BELTWAY
NAME OF THE NORTH/SOUTH STREET.... PA 93
DATE AND TIME OF THE ANALYSIS..... 12/13/89 ; PM PEAK PERIOD
OTHER INFORMATION.... EXISTING ENTERPRISE ZONE

MOVEMENT	FLOW-RATE v(pcph)	POTEN-TIAL CAPACITY c_p (pcph)	ACTUAL MOVEMENT CAPACITY c_M (pcph)	SHARED CAPACITY c_{SH} (pcph)	RESERVE CAPACITY $c_R = c_{SH} - v$	LOS
MINOR STREET						
EB LEFT	29	268	249	249	221	C
RIGHT	70	796	796	796	726	A
MAJOR STREET						
NB LEFT	77	681	681	681	604	A

IDENTIFYING INFORMATION

NAME OF THE EAST/WEST STREET..... BELTWAY
NAME OF THE NORTH/SOUTH STREET.... PA 93
DATE AND TIME OF THE ANALYSIS..... 12/13/89 ; PM PEAK PERIOD
OTHER INFORMATION.... EXISTING ENTERPRISE ZONE

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS (YEAR 2010)

(Source: Highway Capacity Manual, Transportation Research Board, 1985)

Level of Service (LOS) for signalized intersections is defined in terms of delay. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Specifically, the LOS at a signalized intersection is expressed in terms of the average stopped delay per vehicle for all vehicles passing through the intersection. This measure, which depends on a number of variables, ranges from LOS 'A' (best) to LOS 'C' (minimum desirable), to LOS 'E' (capacity), to LOS 'F' (worst). These LOS conditions are described below:

LOS A: Operations with very low delay, i.e. less than 5.0 second per vehicle. Most vehicles do not stop at all as they can pass through during green phase.

LOS B: Operations with delay in the range of 5.1 to 15.0 seconds per vehicle. More vehicles stop than for LOS A causing higher levels of average delay.

LOS C: Operations with delay in the range of 15.1 to 25.0 seconds per vehicle. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.

LOS D: Operations with delay in the range of 25.1 to 40.0 seconds per vehicle. Many vehicles stop, and the proportion of vehicles not stopping declines.

LOS E: Operations with delay in the range of 40.1 to 60.0 seconds per vehicle. This is considered to be unacceptable to most drivers.

Five signalized intersections are recommended for the year 2010 with a fully developed Enterprise Zone. The level of service analyses of the five signalized intersections with recommended roadway improvements and the projected year 2010 traffic volumes are in the following pages.

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..BELTWAY/PA 309
AREA TYPE.....OTHER
ANALYST.....MB
DATE.....YEAR 2010
TIME.....PM PEAK HOUR
COMMENT.....FULLY DEVELOPED ENTERPRISE ZONE

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	0	563	0	244	:	12.0	L	12.0	T	12.0	L	12.0	
TH	0	0	621	959	:	12.0	L	12.0	T	12.0	T	12.0	
RT	0	618	276	0	:	12.0	R	12.0	R	12.0	T	12.0	
RR	0	0	0	0	:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	5.00	N	0	0	0.90	0	N	25.8	3
WB	0.00	5.00	N	0	0	0.90	0	N	25.8	3
NB	0.00	5.00	N	0	0	0.90	0	N	14.3	3
SB	0.00	5.00	N	0	0	0.90	0	N	14.3	3

SIGNAL SETTINGS — CYCLE LENGTH = 70.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT					NB	LT				
	TH						TH	X			
	RT						RT	X			
	PD						PD				
WB	LT	X				SB	LT		X		
	TH						TH	X	X		
	RT	X					RT				
	PD						PD				
GREEN		21.0	0.0	0.0	0.0	GREEN		20.0	20.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	3.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
WB	L	0.832	0.300	22.7	C	16.2	C
	R	0.786	0.586	10.0	B		
NB	T	0.722	0.286	16.1	C	12.8	B
	R	0.351	0.586	5.0	A		
SB	L	0.569	0.286	17.4	C	7.5	B
	T	0.519	0.614	5.1	B		

INTERSECTION: Delay = 12.1 (sec/veh) V/C = 0.952 LOS = B

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..BELTWAY/CONAHAN DR.
AREA TYPE.....OTHER
ANALYST.....MB
DATE.....YEAR 2010
TIME.....PM PEAK HOUR
COMMENT.....FULLY DEVELOPED ENTERPRISE ZONE

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	106	229	304	552	: L	12.0	L	12.0	L	12.0	L	12.0	
TH	345	681	0	0	: T	12.0	T	12.0	L	12.0	L	12.0	
RT	69	148	364	196	: T	12.0	T	12.0	R	12.0	R	12.0	
RR	0	0	0	0	: R	12.0	R	12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	5.00	N	0	0	0.90	0	N	25.8	3
WB	0.00	5.00	N	0	0	0.90	0	N	25.8	3
NB	0.00	5.00	N	0	0	0.90	0	N	31.8	3
SB	0.00	5.00	N	0	0	0.90	0	N	31.8	3

SIGNAL SETTINGS CYCLE LENGTH = 90.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH				
	RT	X					RT	X			
	PD						PD				
WB	LT		X			SB	LT		X		
	TH		X				TH				
	RT		X				RT		X		
	PD						PD				
GREEN		16.0	23.0	0.0	0.0	GREEN		17.0	22.0	0.0	0.0
YELLOW		3.0	3.0	0.0	0.0	YELLOW		3.0	3.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.397	0.178	25.4	D	21.4	C
	T	0.645	0.178	23.6	C		
	R	0.080	0.644	3.9	A		
WB	L	0.597	0.256	24.0	C	23.2	C
	T	0.886	0.256	27.2	D		
	R	0.153	0.722	2.5	A		
NB	L	0.581	0.189	26.3	D	19.4	C
	R	0.610	0.444	13.3	B		
SB	L	0.816	0.244	29.0	D	24.6	C
	R	0.346	0.422	11.5	B		

INTERSECTION: Delay = 22.4 (sec/veh) V/C = 0.936 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..BELTWAY/POPLAR
AREA TYPE.....OTHER
ANALYST.....MB
DATE.....YEAR 2010
TIME.....PM PEAK HOUR
COMMENT.....FULLY DEVELOPED ENTERPRISE ZONE

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	361	246	193	145	L	12.0	L	12.0	L	12.0	L	12.0	
TH	779	674	294	217	T	12.0	T	12.0	T	12.0	T	12.0	
RT	319	280	192	175	T	12.0	T	12.0	R	12.0	R	12.0	
RR	0	0	0	0	T	12.0	T	12.0		12.0		12.0	
					R	12.0	R	12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	5.00	N	0	0	0.90	0	N	19.8	3
WB	0.00	5.00	N	0	0	0.90	0	N	19.8	3
NB	0.00	5.00	N	0	0	0.90	0	N	25.8	3
SB	0.00	5.00	N	0	0	0.90	0	N	25.8	3

SIGNAL SETTINGS CYCLE LENGTH = 80.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH	X					TH	X			
	RT	X					RT	X			
	PD						PD				
WB	LT		X			SB	LT		X		
	TH		X				TH		X		
	RT		X				RT		X		
	PD						PD				
GREEN		21.0	17.0	0.0	0.0	GREEN		17.0	13.0	0.0	0.0
YELLOW		3.0	3.0	0.0	0.0	YELLOW		3.0	3.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.917	0.262	38.9	D	21.2	C
	T	0.689	0.262	18.0	C		
	R	0.500	0.475	9.8	B		
WB	L	0.771	0.213	29.4	D	20.7	C
	T	0.736	0.213	20.5	C		
	R	0.556	0.375	13.6	B		
NB	L	0.605	0.213	23.7	C	23.3	C
	T	0.876	0.213	31.7	D		
	R	0.336	0.425	10.1	B		
SB	L	0.595	0.162	26.1	D	23.5	C
	T	0.845	0.162	32.8	D		
	R	0.307	0.425	9.9	B		

INTERSECTION: Delay = 21.7 (sec/veh) V/C = 0.909 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..BELTWAY/SEYMOUR DR
AREA TYPE.....OTHER
ANALYST.....MB
DATE.....YEAR 2010
TIME.....PM PEAK HOUR
COMMENT.....FULLY DEVELOPED ENTERPRISE ZONE

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	134	86	453	181	L	12.0	L	12.0	L	12.0	L	12.0	
TH	810	397	0	0	T	12.0	T	12.0	L	12.0	L	12.0	
RT	86	54	227	283	T	12.0	T	12.0	R	12.0	R	12.0	
RR	0	0	0	0	R	12.0	R	12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	
						12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	5.00	N	0	0	0.90	0	N	25.8	3
WB	0.00	5.00	N	0	0	0.90	0	N	25.8	3
NB	0.00	5.00	N	0	0	0.90	0	N	31.8	3
SB	0.00	5.00	N	0	0	0.90	0	N	31.8	3

SIGNAL SETTINGS CYCLE LENGTH = 90.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH		X				TH				
	RT		X				RT	X			
	PD						PD				
WB	LT	X				SB	LT		X		
	TH		X				TH				
	RT		X				RT		X		
	PD						PD				
GREEN		15.0	28.0	0.0	0.0	GREEN		20.0	15.0	0.0	0.0
YELLOW		3.0	3.0	0.0	0.0	YELLOW		3.0	3.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.536	0.167	27.7	D	22.2	C
	T	0.865	0.311	23.4	C		
	R	0.087	0.733	2.2	A		
WB	L	0.344	0.167	25.5	D	16.2	C
	T	0.424	0.311	16.0	C		
	R	0.055	0.733	2.2	A		
NB	L	0.736	0.222	27.5	D	22.9	C
	R	0.435	0.389	13.4	B		
SB	L	0.392	0.167	25.7	D	21.0	C
	R	0.632	0.333	17.9	C		

INTERSECTION: Delay = 21.0 (sec/veh) V/C = 0.852 LOS = C

1985 HCM: SIGNALIZED INTERSECTIONS
SUMMARY REPORT

****

INTERSECTION..BELTWAY/PA 93
AREA TYPE.....OTHER
ANALYST.....MB
DATE.....YEAR 2010
TIME.....PM PEAK HOUR
COMMENT.....FULLY DEVELOPED ENTERPRISE ZONE

	VOLUMES					GEOMETRY							
	EB	WB	NB	SB		EB		WB		NB		SB	
LT	609	0	286	0	: L	12.0		12.0	L	12.0	T	12.0	
TH	0	0	381	525	: L	12.0		12.0	T	12.0	T	12.0	
RT	609	0	0	251	: R	12.0		12.0	T	12.0	R	12.0	
RR	0	0	0	0	:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	
					:	12.0		12.0		12.0		12.0	

ADJUSTMENT FACTORS

	GRADE (%)	HV (%)	ADJ Y/N	PKG Nm	BUSES Nb	PHF	PEDS	PED. Y/N	BUT. min T	ARR. TYPE
EB	0.00	5.00	N	0	0	0.90	0	N	25.8	3
WB	0.00	5.00	N	0	0	0.90	0	N	25.8	3
NB	0.00	5.00	N	0	0	0.90	0	N	14.3	3
SB	0.00	5.00	N	0	0	0.90	0	N	14.3	3

SIGNAL SETTINGS CYCLE LENGTH = 70.0

		PH-1	PH-2	PH-3	PH-4			PH-1	PH-2	PH-3	PH-4
EB	LT	X				NB	LT	X			
	TH						TH	X	X		
	RT	X					RT				
	PD						PD				
WB	LT					SB	LT				
	TH						TH		X		
	RT						RT		X		
	PD						PD				
GREEN		21.0	0.0	0.0	0.0	GREEN		20.0	20.0	0.0	0.0
YELLOW		3.0	0.0	0.0	0.0	YELLOW		3.0	3.0	0.0	0.0

LEVEL OF SERVICE

	LANE GRP.	V/C	G/C	DELAY	LOS	APP. DELAY	APP. LOS
EB	L	0.900	0.300	27.4	D	18.7	C
	R	0.774	0.586	9.7	B		
NB	L	0.667	0.286	19.2	C	10.3	B
	T	0.206	0.614	3.9	A		
SB	T	0.611	0.286	14.7	B	11.6	B
	R	0.319	0.586	4.8	A		

INTERSECTION: Delay = 14.5 (sec/veh) V/C = 0.940 LOS = B

APPENDIX C

FEDERAL HIGHWAY ADMINISTRATION CLASSIFICATION SYSTEM

APPENDIX C

FEDERAL HIGHWAY ADMINISTRATION CLASSIFICATION SYSTEM

This Appendix contains definitions and characteristics of highway facilities in urban and rural setting based on their functional classifications. It presents information, in revised form, from the Federal Highway Administration publication Highway Functional Classification: Concepts, Criteria and Procedures (2).

Definitions of Urban and Rural Areas

Urban and rural areas have fundamentally different characteristics with regard to density and type of land use, density of street and highway networks, nature of travel patterns, and the way in which these elements are related. Consequently, urban and rural functional systems are classified separately.

Urban areas as discussed herein are considered those places within boundaries set by the State and local officials having a population of 5,000 or more. Urban areas are further subdivided into urbanized areas (population of 50,000 and over) and small urban areas (population between 5,000 and 50,000). For design purposes, the population forecast for the design year should be used. (For legal definition of Urban Area, see Section 101 of Title 23, U.S. Code.)

Rural areas are those areas outside the boundaries of the urban areas.

Functional Categories

The roads making up the functional systems differ for urban and rural areas. The hierarchy of the functional systems consists of principal arterials (for main movement), minor arterials (distributors), collectors, and local roads and streets; however, in urban areas there are relatively more arterials

with further functional subdivisions of the arterial category: whereas in rural areas there are relatively more collectors with further functional subdivisions of the collector category.

Functional System for Rural Areas

Rural roads consist of facilities outside of urban areas. The rural functional classification system includes: principal arterials, minor arterials, major and minor collectors, and local roads.

Rural Principal Arterial System

The rural principal arterial system consists of a network of routes with the following service characteristics:

1. Corridor movement with trip length and density suitable for substantial statewide or interstate travel.

2. Movements between virtually all urban areas with populations over 50,000 and a large majority of those with populations over 25,000.

3. Integrated movements without stub connections except where unusual geographic or traffic flow conditions dictate otherwise (e.g., international boundary connections or connections to coastal cities).

In the more densely populated States, this class of highway includes most heavily traveled routes that might warrant multilane improvements; in the majority of States, the principal arterial system includes most existing rural freeways.

The principal arterial system is stratified into the following two design types: (1) Freeways - divided highways with full control of access, and (2) Other Principal Arterials - all non-freeway principal arterials.

Rural Minor Arterial System

The rural minor arterial road system, in conjunction with the rural principal arterial system, forms a network with the following service characteristics:

1. Linkage of cities, larger towns, and other traffic generators (such as major resort areas) that are capable of attracting travel over similarly long distances.

2. Integrated interstate and inter-county service.

3. Internal spacing consistent with population density, so that all developed areas of the State are within reasonable distances of arterial highways.

4. Corridor movements consistent with items 1-3, with trip lengths and travel densities greater than those predominantly served by rural collectors or local systems.

Minor arterials therefore constitute routes, the design of which should be expected to provide for relatively high travel speeds and minimum interference to through movement.

Rural Collector System

The rural collector routes generally serve travel of primarily intra-county rather than statewide importance and constitute those routes on which travel distances are shorter than of arterial routes. Consequently, more moderate speeds may be typical. To define rural collectors more clearly, this system is subdivided according to the following criteria:

Major Collector Roads. These routes (1) serve areas of the county not on arterial routes, larger towns not directly served by the highway systems, and other traffic generators of equivalent intra-county importance, such as school districts, county parts, and important agricultural areas; (2) link these places with nearby larger towns or cities, or with routes of higher classification; and (3) serve the more important intra-county travel corridors.

Minor Collector Roads. These routes should (1) be marked at intervals consistent with population density to accumulate traffic from local roads and bring all developed areas within reasonable distances of collector roads, (2) provide service to the remaining small communities, and (3) link the locally important traffic generators with the remote rural areas.

Rural Local Road System

The rural local road system primarily access is to land adjacent to the collector network and serves travel over short distances. Local road mileage, of course, constitutes all rural mileage not classified as principal arterial, minor arterial, or collector road mileage.

Functional Highway System in Urbanized Areas

The four functional highway systems for urbanized areas are urban principal arterials, minor arterials, collectors, and local streets. The differences in the nature and intensity of development in rural and urban areas warrant corresponding differences in the urban functional highway system.

Urban Principal Arterial System

In every urban environment, one system of streets and highways is used to identify the nature and composition of travel it serves. In small urban areas (population under 50,000), these facilities may be very limited in number and extent, and their importance may be derived from the service provided to through travel.

The urban principal arterial system serves the major centers of activity, the highest traffic volumes, the longest trip lengths, and carries a high percentage of the total urban area travel on a minimum of mileage. The system should be integrated with both internal travel flows and between major rural connections.

The principal arterial system carries most of the trips entering and leaving the area, as well as most through movements bypassing the area. Significant intra-county travel, such as between residential developments in Hazleton and employment/commercial centers in surrounding areas, is served by the principal arterial. Frequently, the principal arterial system carries intra-urban and inter-city bus routes. In urban areas, this system provides continuity for all rural arterials that intercept the urban boundary.

Most fully or partially access control facilities are principal arterials. To preserve the identification of controlled-access facilities, the principal arterial should be categorized as follows: (1) interstate, (2) other freeways and expressways, and (3) other principal arterials with partial or no control access.

The spacing of urban principal arterials may vary from less than 1 mile in highly developed central business districts to 5 miles or more in the less developed urban fringes. There is no strict regulations applying to the access spacing on a principal arterial.

The principal arterials, service to abutting land is secondary to travel service to major traffic movements. Only facilities within the sub-class of other principal arterials are capable of providing any direct access to land. This is not the primary function of this class of roads.

Urban Minor Arterial System

The minor arterial system interconnects with and augments the urban principal arterial system. The minor arterial accommodates travel of moderate lengths and at somewhat lower levels of travel mobility than principal arterials. This system distributes travel to areas smaller than those identified with the higher system.

The minor arterial system includes all arterials not classified on land access and offers lower traffic mobility. This type of facility may carry local bus routes, urban connections to rural collectors, intra-community travel, and direct connections to principal arterials.

The spacing of minor arterials may vary from 1/8 to 1/2 miles in the central business districts to 2 to 3 miles in the suburban fringes, but is normally not more than 1 mile in fully developed areas.

Urban Collector System

The collector system provides both land access service and traffic circulation within residential neighborhoods and commercial and industrial areas. The collector street system services the residential areas by distributing trips from these neighborhoods by channeling these trips to the arterial system which brings them to their ultimate destinations. In the central business district, the collector system may include the entire street grid. The collector system may also carry local bus service.

Urban Local System

The local street system comprises all facilities not included in any of the higher systems. It primarily permits direct access to abutting lands and connections to the higher systems. It offers the lowest level of mobility and usually contains no bus service. Service to through traffic movement is deliberately discouraged.

REFERENCES

(2) Highway Functional Classification: Concepts, Criteria and Procedures. U.S. Department of Transportation, Federal Highway Administration. Washington, D.C.: Government Printing Office, 1974, pp II-8 through II-14.

APPENDIX D

HIGHWAY LEVEL OF SERVICE DEFINITION

APPENDIX D

HIGHWAY LEVEL OF SERVICE
DEFINITIONS

Quality of traffic flow along a highway is measured in terms of level of service (LOS). This measure is dependent upon highway geometry and traffic characteristics, and ranges from LOS "A" (Best), to LOS "C" (minimum desirable), to LOS "E" (Capacity), to LOS "F" (Worst or Force Flow). The Level of Service is described below:

LOS A: is free flow, with low volumes and maximum speeds.

LOS B: is stable flow, with operating speeds beginning to be restricted somewhat by traffic conditions; drivers still have reasonable freedom to select speed and lane of operation.

LOS C: is stable flow, but speeds and maneuverability are reduced and are controlled by higher volumes.

LOS D: approaches unstable flow, with tolerable operating speeds being maintained though considerably affected by changes in operating conditions.

LOS E: represents operations at even lower speeds and delays than in LOS D, with volumes at or near capacity of the roadway.

LOS F: forced flow operations at low speeds and high delay, where volumes are greater than the road capacity.

APPENDIX E

STORMWATER MANAGEMENT OUTLINE

MODEL
STORMWATER MANAGEMENT MODEL ORDINANCE

TABLE OF CONTENTS

MODEL
STORMWATER MANAGEMENT ORDINANCE

TABLE OF CONTENTS (Cont'd.)

APPENDIX F

AMENDMENTS OF PA MUNICIPALITIES PLANNING CODE (ACT 170)

Municipality Planning Code Amendments (Act 170)

In November 1988, the PA General Assembly approved amendments to the Pennsylvania Municipalities Planning Code (Act 247 of 1968). The new amendments (Act 170) were signed into law by the Governor in December 1988, and the new Pennsylvania Municipalities Planning Code (MPC) took effect on February 22, 1989.

These amendments are a major overhaul of the MPC. They impact all local governments and how they will handle their planning functions in the future.

The requirements in Act 170 do not take effect automatically in each municipality. Therefore, municipalities need to consider the new requirements and incorporate them into their zoning and subdivision ordinances by amendment. There are several areas of concern which municipalities need to examine and act upon. These issues have been identified by the Pennsylvania Department of Community Affairs and broken down into six different categories.

1. Modify all pertinent procedural and time limitation requirements.

   Municipalities must submit new subdivision and land development ordinances and zoning ordinances to the county planning agency for recommendations at least 45 days prior to the public hearing. In the case of amendments, the county review period is 30 days.

   In addition to the normal public notice prior to the date of the public hearing on the enactment of amendments of a land use ordinance, there must also be an advertisement from 7 to 60 days prior to the actual date of enactment.

   Within 30 days after adoption of a zoning or subdivision ordinance or amendment, a certified copy must be sent to the county.

   The municipality may not approve a subdivision or land development plan unless the county planning agency has issued its review and report or until 30 days after the date the application was forwarded to the county.

   When a zoning map change is involved, notice must be posted conspicuously along the perimeter of the tract at least one week prior to the hearing.

A member of the planning commission may no longer serve on the zoning hearing board.

The municipal solicitor may not also serve as the solicitor for the municipality's zoning hearing board.

Members of the zoning hearing board are appointed by "resolution" instead of by motion.

The term of a five-member zoning hearing board was increased to five years and so fixed that one member's term expires each year.

When a hearing officer is used, the zoning hearing board must render its decision within 30 days, rather than 45 days, after the report of the hearing officer.

2. Thirty-six definitions were added or revised and need to be incorporated into municipal ordinances

The most significant change in the code was the expansion of the definition of "land development" to include a single nonresidential building on a lot or lots. This change is especially important for municipalities which lack zoning. Three exclusions from the land development definition cited in Section 503(1.1) are suggested to be incorporated into the municipal subdivision and land development ordinance. These include conversion of existing single family dwellings into no more than three dwelling units; the addition of an accessory building including farm buildings; and certain additions or conversions in amusement parks.

A loophole was closed in the definition of "subdivision" to clarify that land partitioned by a court for distribution to heirs and devises constitutes a subdivision.

Planned residential developments, commonly referred to as PRDs, might now be more accurately called PUDs or planned unit developments. A PRD may now consist not only of residential units,but a combination of residential and nonresidential uses.

3. The jurisdiction and enforcement provisions were extensively revised and all land use ordinances must be appropriately amended

Violations of land use ordinances are now civil enforcement proceedings. Liability is a judgment, not a fine, of $500 plus court costs and attorney fees.

A zoning officer must follow the procedure outlined in the Code's Section 616.1 titled Enforcement Notice in order to enforce a zoning violation. The emphasis is on compliance rather than punishment.

District justices have initial jurisdiction for proceedings concerning land use ordinances.

Section 909.1 outlines matters over which the zoning hearing board and governing body have exclusive jurisdiction to hear and adjudicate.

A new section has been added to the subdivision and land development article of the Code which provides strong preventative remedies for violations.

All appeals from a subdivision plan decision, including appeals from a person aggrieved, go directly to court.

4. All fee schedules need to be reviewed and possibly revised

Fees for subdivision and land development plan review must be reasonable and necessary and based upon a schedule established either by ordinance or resolution.

Zoning hearing board fees may not include legal expenses, nor expenses for engineering, architectural, other technical consultants or expert witnesses.

A stenographer's appearance fee is split between the applicant and the board, but transcription costs are paid by the party requesting the transcript.

5. The Public Utility commission water supply amendment must be enacted and applied to all applications for subdivision, land development or planned residential development approvals

If water is to be supplied other than by private wells owned and maintained by the individual lot owners within the development, the applicant shall present evidence that it is to be supplied by a certificated public utility, a bona fide cooperative association of lot owners, or by a municipal corporation, authority or utility.

6. Review any existing exaction provisions such as mandatory dedication or fees in lieu for park and recreation purposes

The subdivision and land development ordinance may require dedication of land for park and recreation purposes only if certain obligations outlined in section 503(11) are met.

A municipality may not require the developer to construct the recreational facilities, to pay fees in lieu, to privately reserve land or a combination of the above, but a developer may voluntarily agree to do so.

APPENDIX G

PLAN ADOPTION RESOLUTION

RESOLUTION 92-206

APPROVAL OF COMPREHENSIVE PLAN

WHEREAS, the City Council of the City of Hazleton, County of Luzerne, Commonwealth of Pennsylvania, have caused a Comprehensive Plan to be prepared for the continuing development of the City; AND

WHEREAS, such Comprehensive Plan was prepared in accordance with Article III of the Pennsylvania Municipalities Planning Code, Act 170 of 1988, as amended:

NOW, THEREFORE, BE IT RESOLVED AND ENACTED by the Council of the City of Hazleton, Luzerne County, Pennsylvania, consisting of the following maps be and hereby is adopted as the Official Comprehensive Plan of the City of Hazleton.

1. Comprehensive Plan, City of Hazleton, Luzerne County, Pennsylvania dated September 1992
2. Environmentally Sensitive Areas Map dated September 1992
3. Existing Land Use Map dated September 1992
4. Roadway Classifications and Traffic Volumes Map dated September 1992
5. Transportation Patterns dated September 1992
6. Parking and Public Transportation Map dated September 1992
7. Community Facilities Map dated September 1992
8. Community Utilities Map dated September 1992
9. Future Land Use Plan Map dated September 1992
10. Future Highway System Map dated September 1992
11. Future Recreation Plan Map dated September 1992
12. Fire Service Areas Map dated September 1992
13. Future Utility Service Map dated September 1992

ADOPTED by Council this 3rd day of December 1992.

PRESIDENT OF COUNCIL

ATTEST:

CITY CLERK

CERTIFICATION

I, Carol DeStefano, City Clerk of the City of Hazleton, Pennsylvania do hereby certify that the above is a true and correct copy of Resolution 92-206 adopted the 3rd day of December 1992 by the Council of the City of Hazleton.

IN WITNESS WHEREOF, I have hereto set my hand and the seal of the City of Hazleton this 11th day of January 1993.

CITY CLERK

(SEAL)

APPENDIX H

BUSINESS DISTRICT AUTHORITY

Business District Authority, Act 41 of 1980

The preservation and revitalization of the central business districts of our municipalities has been among the priorities of this department since its creation. These central business districts of a community often are near to, and represent the logical shopping area, for its citizens.

On April 10, 1980, Governor Dick Thornburgh signed into law, the Central Business District Authority Act, Act 41 of 1980.

The General Assembly felt that the maintenance of the economy of municipalities is vital to the best interests of the Commonwealth and the restrictions of annexation laws, local tax limits, and tax exempt properties have denied them a share of the economic growth and prosperity experienced elsewhere. The act is intended to help businesses in the Central core areas compete with the suburban shopping mall.

The act adds to the purposes for which a municipality may create an authority one or both of two purposes: Administrative Services and Business Improvements. The process of creation is the same as for any other authority created pursuant to the Municipality Authorities Act of 1945 (as amended), with the added requirements the required published notice must contain specific reference to the municipality retaining a statutory right of approving any plan of such a business district authority and the articles of incorporation filed with the Secretary of the Commonwealth must contain the statement regarding retention of the statutory right of approval of any plan of such an authority.

Administrative Services, within the meaning of the act, are those services which improve the ability of the business in the district to serve the comsumer - such as:

free parking
reduced free parking
transportation repayments

public relations programs
group advertising
district maintenence and security

Business Improvements, within the meaning of the act, are those improvements needed in the district in general, in part, or in specific properties such as:

sidewalks
retaining walls
street paving
paving lots
parking garages
trees and shrubbery and
remodeling or demolition of blighted buildings

or structures. Such business improvements, however, can only be made to property within a right-of-way or property acquired by purchase or lease. This provision was included to prevent the expenditure of public money on private property.

The business districts created under the act must be:

zoned commercial,
used for general commercial purposes,
or areas contiques districts zoned
commercial or used for general
commercial purposes where such areas
proposed by the business district authority.

It must be noted that once an authority is created it is not a creature of the municipality, but a creature of the Commonwealth. Authority members are only indirectly responsible to the electorate and the municipality. The local governing bodies find that authorities can, and sometimes do, pursue courses of action contrary to the wishes of the legislative body. Given the experience of the intended independence of authorities from the creating municipalities, the General Assembly has provided several safeguards in addition to designating the districts in the case of business district authorities to prevent the sort of problems frequently encountered with authorities.

Studies and written notice. First, the authority must present a properly conceived plan and a reasonable program for implementation. Ideally, a five or even a ten year program should be prepared which would incorporate a variety of actions designed to improve and promote the downtown business area. The law requires, and the authority is responsible to notify each individual propoerty owner and each commercial lessee of properties proposed to be benefited in the district. This written notice must be given at least 30 days prior to the public hearing.

Advertised notice. The business district authority must advertise the public hearing at least 10 days prior to the hearing.

Public hearing. The law requires that the authority prepare its proposed program and estimated costs and present the plan at a public hearing. At this hearing any interested party may be heard.

Written objection. If within 45 days after the conclusion of the public hearing written objection is made either by persons representing the ownership of one-third (1/3) in numbers of the benefited properties in the district, or by persons representing the ownership of one-third (1/3) in property valuation of the benefited properties, the authority cannot take further action on the proposed plan or source. These written objections must be filed with the governing body of the municipality and the office of the authority.

Municipal approval. The business district authority must submit the plan, estimated costs, and the proposed financing method to the municipality. The municipality must approve the plan, the costs, and the method of assessment or charges.

In order for any business district authority to implement any meaningful action, therefore, it will be necessary for the authority, the business property owners and lessees, and the municipal officials to work together. The veto by either property owners by number or value assures that no programs will be implemented that is objectionable either to large or small businesses. Neither can impose its will upon the other. The municipal veto assures that no politically unpopular program will be undertaken.

If the project surmounts these hurdles, there are two basic ways the business district authority may charge the businesses - service charges or assessments.

Service charges, within the meaning of the act, must be based on actual benefits and may be measured on, among other things:

gross sales,
gross profits, or
net profits.

There may be a market place problem with service charges. Conventional municipal service charges are apt to be based upon the quantity of the goods or services actually used. If service charges are proposed to be used to generate revenue to repay debt, bond counsel, who generally are notoriously conservative, may refuse to approve the issue, thus rendering service charges useless for that purpose. Whether such a concern is well funded legally is a matter over which readers of the act disagree. The forces of the market place, however, cannot be ignored.

Assessments, within the meaning of the act, can be either by:
ration of the assessed valuation of each
benefited properties, or assessment by viewers
based upon benefits as done elsewhere in
municipal law.

In either event the assessment must be based upon the estimated cost of the improvements of services as determined in the planning or feasibility study and cannot exceed the estimated costs.

The act permitting business district authorities is an attenpt to provide an alternative that overcomes problems relating to revitalizing other downtowns. It is also an attempt to permit business districts to organize using the principles of shopping centers to compete with shopping centers without becoming shopping centers.

The following information on Acts of the General Assembly, could be an incentive for local governments interested in economic development.

Act 76 of 1977 (LERTA), The Local Economic Revitalization Tax Assistance Act. This Act allows local taxing authorities to exempt improvements to business property, if such property is located in a deteriorated area.

Act 42 of 1977 Improvement of Deteriorating Real Estate Property or Areas Tax Exemption Act. Reenacts and amends the Act authorizing local taxing authorities to provide for tax exemption, for certain improvements to deteriorated dwellings, 1971 P.L. 206, No. 34.

Act 305 of 1967 (BDIA), The Business District Improvement Act. The Act enables communities to designate, by ordinance, business improvement districts for the purpose of revitalizing declining downtown areas with sidewalks, street paving, lighting, parking facilities, trees and shrubs, etc.

The Act, which is uniform for all types of municipalities, allows communities to incur bonded or other protected indebtedness to buy property and finance various kinds of improvements. It also allows them to levy and collect special tax assessments from property owners who will eventually benefit from the improvements.

Act 94 or 1978 amends Section 2 of and adds Section 12.1 to the Urban Redevelopment Law, 1945, P.L. 991, No. 385. Requires a redevelopment authority to acquire blighted property, either within or outside of a certified redevelopment area, and to hold, clear, manage and/or dispose of the property for residential and related use.

Act 41 of 1980, an amendment to the Pennsylvania Municipal Authorities Act of 1945, as amended, providing for the creation of a Business District Authority. This Act provides a vehicle to

organize and operate an older business district, with the same techniques used by shopping centers. This Act draws from Pennsylvania's Business District Improvement Act of 1967, but adds two new and essential elements:

- It provides for the creation of a quasi-public agency to represent the common interest or downtown property owners and business operators; and

- It permits assessing for common service and operational costs, in addition to capital improvements.