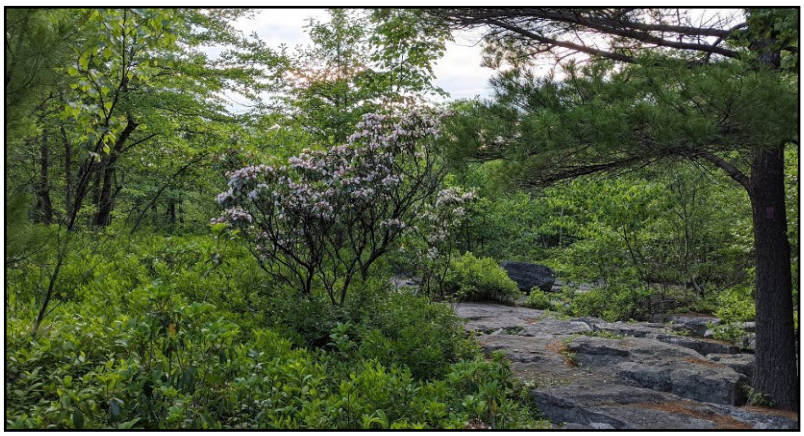


Borough of Jessup

Lackawanna County

Comprehensive Plan









As Adopted by the Borough of Jessup Borough Council on November 23, 2020

Borough of Jessup

Comprehensive Plan

A Comprehensive Plan for the Development
and Conservation of the Borough of Jessup





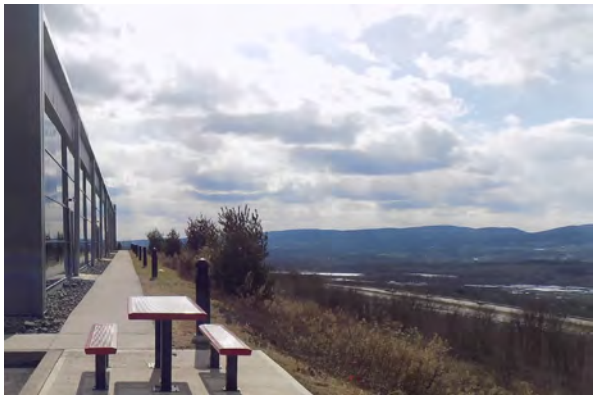




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INTRODUCTION

This Comprehensive Plan is an overall guide for the development and conservation of Jessup over the next 10 to 15 years. It is not a regulation by itself, but is intended to provide the rationale for development regulations. The Comprehensive Plan includes background information about existing conditions and trends, mapping and a set of recommended policies. The Comprehensive Plan primarily addresses:

- Land Use and Housing
- Transportation
- Community Facilities and Services
- Natural Feature Conservation
- Ways to Carry Out the Plan

Major Benefits of the Comprehensive Plan

The Comprehensive Plan offers many benefits, including the following:

- Addressing land uses in coordination with transportation issues, to avoid future traffic problems;
- Avoiding conflicts between different types of development, such as not allowing intense business uses adjacent to a residential neighborhood;
- Considering development policies in a comprehensive and coordinated manner for an entire area, as opposed to piecemeal review of individual parcels or lots;
- Recommending ways that natural features should be preserved and conserved; and
- Suggesting improvements that should be the basis of future grant applications.





GOALS AND OBJECTIVES OF THIS PLAN

Community Vision Statement

Jessup Borough will guide development and redevelopment to protect residential neighborhoods and important natural features.

Jessup will continue to provide a variety of highly livable neighborhoods, with quality community services. An emphasis will be placed upon strengthening the Church Street corridor as a neighborhood commercial and residential town center. Pedestrian connections will be improved, particularly to connect to the Lackawanna River Heritage Trail and parks.

New business development will be encouraged to provide additional tax revenues for the Borough and the School District. New industrial development will be concentrated in areas that have truck access to the Casey Highway, without adversely affecting residential neighborhoods or steep roads.

This Vision will be carried out with the involvement of residents and business-persons, and by prioritizing community needs.

Major Goals and Objectives

The following are the major goals and objectives of this Plan:

Land Use and Housing Plan

GOAL L.1. Provide for orderly patterns of development that provide compatibility between land uses, particularly to protect the livability of residential areas.

Objective: Direct new uses that generate significant truck traffic to locations accessible to Casey Highway interchanges, along routes that are unlikely to impact residential areas. Limit the heaviest and most intensive industrial uses to one selected land area that is not near existing neighborhoods.

Objective: Provide areas for a range of housing types and densities, to meet needs of various types and ages of households, including older persons and persons with disabilities.

Objective: Offer incentives for development of housing for older persons, and also allow for personal care homes and other facilities that care for them.

Objective: In any large new residential development, provide an incentive for Cluster/ Open Space Development that preserves open spaces that serve a valuable public purpose, such as providing recreation areas, preserving important natural areas or buffering homes from industrial development and major highways.

Objective: Strengthen and protect older residential neighborhoods, with an emphasis on encouraging home-ownership, rehabilitating older buildings to avoid blight, minimizing through-traffic on residential streets, and avoiding nearby development that creates nuisances.

Objective: Encourage infill development that continues the best features of older development, such as locating new business buildings close to the street with parking to the side or rear, encouraging front porches, and requiring street trees and sidewalks.

Objective: Promote greater interest in Jessup's historic buildings and heritage, and promote rehabilitation of older buildings, in a manner that preserves historic features.

GOAL L.2. Promote various types of business development in different areas, to increase tax revenues and employment opportunities.

Objective: Seek a full range of business, retail and service opportunities that are conveniently available for residents, motorists and employees.

Objective: Strengthen the Downtown (mainly along Church St.) as a Town Center with an emphasis upon neighborhood-oriented businesses that are compatible with nearby homes.

Objective: Use shade trees, highly visible crosswalks, banners, streetscape improvements and other methods to improve the appearance of older commercial areas, in order to promote new investment.

Objective: Examine ways to streamline development regulations and approval processes to offer an inviting business climate, to reduce uncertainty for applicants and to avoid unnecessary delays, while targeting regulations to address important public concerns.

Natural Resources Conservation Plan

GOAL N.1. Protect important natural features, including the Lackawanna River, creek valleys, flood-prone areas, reservoirs, lakes, wetlands, steeply sloped woodlands, and groundwater and surface water supplies.

Objective: Improve the quality of storm water runoff, and treat it as a resource, by slowing it down and allowing it to infiltrate into the ground.

Objective: Use development regulations to conserve important natural features.

Community Facilities and Services Plan

GOAL C.1. Provide high-quality community facilities and services in the most cost-efficient manner.

Objective: Ensure that adequate public water supplies, sewage treatment allocations and transmission capacities continue to be available.

Objective: Emphasize coordination of municipal and emergency services across municipal borders, and expand and update services to meet changing needs.

Objective: Seek the development of new trails or improved sidewalks to provide connections to the Lackawanna River Heritage Trail and parks.

Transportation Plan

GOAL T.1. Make well-targeted cost-effective street improvements while improving safety, in cooperation with PennDOT, adjacent landowners and developers.

Objective: Complete short-term improvements (such as improving sight distances) while seeking State funding to complete longer-range improvements.

Objective: Make sure that any major road improvements fully consider pedestrian and bicycle travel, while seeking to avoid speeding.

Objective: Consider adopting an "Official Map," which can be used under State law to reserve land needed for road and trail connections (among other public improvements).

Putting This Plan Into Action

GOAL A.1. Promote citizen input, including making sure residents are well-informed about community issues and have adequate opportunities to provide their opinions on Borough matters.

GOAL A.2. Coordinate transportation, development and infrastructure across municipal borders, and seek opportunities for shared municipal services.

GOAL A.3. Continually work to put this Plan into action through a program of updated planning and short-term actions in accordance with a long-range perspective.

LAND USE AND HOUSING PLAN

The Land Use and Housing Plan includes recommendations for land development and conservation policies in various areas. The main tool that Jessup has available to carry out these policies is through its zoning ordinance.

Base land use policies substantially upon the Comprehensive Plan Map and the following categories, and update development regulations to carry it out.

Maps on the following pages show the existing uses of land throughout the Borough. The following sections describe the Land Use and Housing Plan categories, as are shown on the Comprehensive Plan Map on a following page.

The Comprehensive Plan is not a regulation. The Borough's zoning regulations are being rewritten as part of this project, and are intended to be generally consistent with this Plan. Zoning is the most valuable tool available to the Borough to carry out land use and housing policies. In most cases, the land use and housing categories in this Plan relate to an existing or proposed zoning district.

The Zoning Ordinance primarily regulates: a) the uses of land and buildings, and b) the densities of development. Different types of land uses and different densities are allowed in various zoning districts that are shown on the Zoning Map. Some districts are primarily residential, some are primarily commercial and some are primarily industrial. Other districts promote a mix of uses.

Zoning is primarily intended to protect existing residential neighborhoods from incompatible development. However, it also can be used to avoid traffic problems, improve the appearance of new development, preserve historic buildings, and protect important natural features.

The Comprehensive Plan Map reflects the following land use categories:

Conservation-Recreation (Relates to the current S-1 District) – Most of this land is occupied by the Nature Conservancy's Preserve. The Pennsylvania Department of Conservation and Natural Resources also owns three inactive water reservoirs. There are also several areas that are not in public ownership, mainly adjacent to the Valley View Business Park, including portions used for stormwater facilities for the business park. In addition, this category includes an area of land along Route 247, south of the Marshwood Road intersection.

Other areas that are adjacent to the Nature Conservancy land and that are mainly comprised of very steep slopes, wetlands and other unbuildable areas ideally would eventually be conveyed to connect to the Nature Conservancy lands or the State Department of Conservation and Natural Resources. Trail links could be provided through these lands, where feasible, to connect to the Nature Conservancy Preserve and the adjacent State Game Lands that exist along the border in Jefferson Township.

Where public ownership is not practical, then conservation easements should be sought on the most environmentally sensitive areas, so that the land remains preserved, even though it is privately owned.

For those remaining areas that are buildable, consideration should be given to mainly allowing communications towers, kennels, cemeteries and open space-oriented uses, such as campgrounds, camps, horse riding uses, paintball businesses, and other lower intensity types of recreation. Intensive new housing should be avoided in these areas to prevent conflicts with the nearby industrial development. Any housing should be limited to large lots, with an average of 2 or more acres per home. Any homes could be clustered on one acre lots in locations that are not near industrial uses, provided they are offset by permanently preserving at least half of the tract.

The allowed lot sizes and lot coverages should vary with the slopes and other natural features on the land.

Low Density Residential (Relates to the R-1 District) – These areas should mainly provide for single family detached houses at an average of 3 to 4 homes per acre. This category should include most of Winton, as well as land on the east side of the Lackawanna River near Winton, and another area in the vicinity of Grassy Island Avenue and Sand St.

Medium Density Residential (Relates to the R-2 District) – This category includes most existing older residential areas of Jessup, as well as some undeveloped areas east of Hill Street. These areas should mainly provide for single family detached houses, twins and townhouses. These areas are intended to provide for an average of 6 to 9 homes per acre.

High Density Residential (New District) - This new category includes denser blocks adjacent to the downtown, and are intended to allow for a full range of housing types at 7 to 12 homes per acre. Consideration should be given to allowing personal care and assisted living facilities.

Use of Alleys - Where a suitable alley exists or where it could be reasonably extended or improved as part of a construction project, it should be used for vehicle access to homes in older areas of the Borough. This type of design is particularly important for townhouses, so that the front of the townhouses are not comprised largely of garage doors, and so that there is room for on-street parking. The alley could connect to a parking pad, a rear parking court, a garage door at the back of the home (possibly with a deck above it) or a detached garage.

Other Housing Policies - A new set of standards should be added for townhouses. As described above, the goal is to encourage rear access from an alley wherever it is practical to use it or to extend it. If a townhouse has driveways or garage doors in the front yard, a wider unit width should be required. The intent is to avoid townhouses with the entire front yards covered with vehicle parking and the entire facades covered with garage doors. That type of pattern is not only unattractive, but also leaves no room for on-street parking. In fact, front driveways can actually cause a net reduction of the amount of parking available in a neighborhood. The main door of a home should be required to face onto a street.

The conversion of an existing one family homes into two or more apartments should be prohibited in residential areas, unless it is an unusually large existing home.

Traditional Neighborhood Development - In newer areas, there could be incentives to promote residential development that recreates the best features of older development. This is known as "Traditional Neighborhood Development." This should include a grid street system with alleys, where feasible. A traditional pattern of development should be encouraged, including inclusion of front porches, alleys and placement of most garages to the rear or side of homes. This option could also allow for a limited amount of commercial development to serve local needs.

Code Enforcement - Proper code enforcement is important to make sure that older housing is properly maintained before it becomes blighted and needs unaffordable repairs. The Borough is now enforcing a Property Maintenance Code for existing buildings and has started a system of writing tickets for nuisance violations, such as the build up of trash.

Age-Restricted Housing – It is desirable to continue to allow density bonuses for housing that is limited to persons age 55 and older, with no residents under age 18. Age-restricted housing has a very positive financial impact upon the school district. Age-restricted housing bonuses can also be justified because statistically it generates less traffic, less need for parking, less water use, less sewage use and less crime than other types of housing. For instance, age-restricted housing is proposed on a site adjacent to Station Station Park, which is a suitable location where seniors can obtain services and where there will be additional customers for downtown businesses.

Town Center (Relates to the C-1 District) – These areas should mainly provide for types of commercial uses that are compatible with nearby homes (not including auto sales or gas stations), as well as allowing residential and institutional uses. This area would be appropriate for banks, retail stores, offices, personal service uses, day care, funeral homes and restaurants without drive-through service. The Town Center could also be suitable for a micro-brewery or micro-distillery.

"Live Work Units" can allow flexible use of business and residential space, provided that the operator of the business lives within the same building area. A Live Work Unit functions like a home-based business, but without limits on the percentage of the floor area used for the business. We recommend they be allowed in the downtown.

New apartments should only be allowed along the business portions of Church Street if they have a street-front commercial use. New buildings should be required to be placed close to the street, with parking located to the side or rear of the building.

The current downtown district has a maximum height of 35 feet. Consideration should be given to allowing a 50 feet maximum height, which would make 4 story buildings practical.

The traditional downtown of Jessup (which is mainly along Church Street) should be strengthened as a Town Center. The goal is to have a range of commercial uses that mainly serve local needs and do not create serious nuisances for nearby homes. The Town Center is currently a mix of commercial and residential uses.

a. The revitalization of a Town Center should involve several approaches. The Borough has already improved the appearance of the Town Center with street trees, decorative street lights, the improvement of Station Park and other improvements. Station Park helps to create a sense of place. Ideally, there would be more visible crosswalks, which can help to slow down traffic. Extensions of curbs near crosswalks can improve the safety of pedestrian crossings.
b. A proper range of uses and densities of residential development are important in the Town Center, including upper story apartments that help create a market for downtown businesses. A sufficient density of upper story apartments can also promote new construction of buildings with first floor commercial uses.
c. Sufficient parking needs to be provided, and the parking spaces need to be managed so they are convenient for customer parking. That typically involves time limits on parking during peak hours in the key blocks where there is strong demand for spaces, so that the prime spaces are not taken up all day by employees. Opportunities should be sought for additional public parking, such as using the existing vacant lot along Church Street next to Jessup Pizza. It may also be possible to add additional on-street parking along Delaware Street adjacent to the railroad.
d. Marketing and promotions are also important, including joint marketing by nearby businesses. Special events (such as car shows and festivals) can bring in new customers who may not be aware of the offerings.
e. Many post offices are closing throughout the country. If that happens, appropriate commercial uses for the site should be sought.

Interchange Commercial (Relates to the current IAC District) – These areas are mainly immediately north of the Route 247 interchange of the Casey Highway, as well as selected areas along Route 247 south of the Casey Highway. These areas are intended to provide for a wide range of commercial uses, including hotels and retail sales. Selected types of light industrial uses may also be appropriate. New commercial development should be promoted in locations that will serve employees of the business parks, as well as travelers along the Casey Highway and visitors to the Nature Conservancy lands.

A proper distribution of commercial uses can actually reduce traffic, because employees do not need to travel long distances for everyday needs. This includes an area that has been planned for commercial uses (potentially including a hotel, restaurant, retail sales and similar uses) by the Scranton Lackawanna

Borough of Jessup
LACKAWANNA COUNTY

2018 GENERALIZED EXISTING LAND USE

- Residential
- Municipal
- Public/Semi-Public
- Commercial
- Manufacturing
- Recreation

SOURCEOF BASE INFORMATION:

Esri, PASDA and Lackawanna County.

0 Feet 1,500

Urban Research & Development Corporation
81 Highland Ave. Suite 120 Bethlehem, Pa. 18017 610-865-0701

Archbald Borough
Blakely Borough
Jefferson Township
Olyphant Borough
Filbert St.
High St.
Railroad St.
River St.
Winton St.
Private Road
Breaker St.
Sunnyside Rd.
Future Road
Archbald Heights Rd.
Valley View Dr.
Alberigi Dr.
Moosic Lake Rd.
Mid Valley Dr.
Olga St.
Hill St.
Main St.
Palmer Dr.
Bridge St.
Adele Dr.
Constitution Ave.
Lane St.
4th Ave.
2nd Ave.
Front St.
Erie St.
Clarkson St.
Church St.
Blakely St.
Grassy Island Rd.
6

Borough of Jessup
LACKAWANNA COUNTY

COMPREHENSIVE PLAN
Adopted November 23, 2020

Land Use Categories

- **R-1** Low Density Residential
- **R-2** Medium Density Residential
- **R-3** Medium High Density Residential
- **C-R** Conservation Recreation
- **TC** Town Center
- **LI** Light Industrial/Business Park
- **GI** General Industrial
- **MU** Mixed Use (Commercial, Residential and Flex Space Options)
- **IC** Interchange Commercial
- Recreation Areas & Trail
- Streams
- Known Wetlands
- Approximate 100 Year Floodplain (as of November 2020. See the Official Federal Floodplain mapping.)
- Proposed Roads

NOTE:
A = 700' from centerline of creek and edge of lake.

SOURCE OF BASE INFORMATION:

Esri, PASDA, FEMA and Lackawanna County.

0 Feet 1,500

Urban Research & Development Corporation
81 Highland Ave. Suite 120 Bethlehem, Pa. 18017 610-865-0701

Industrial Building Company (SLIBCO), and is southwest of the intersection of Valley View Drive and Route 247.

Proper control and location of commercial driveways is important to avoid the creation of traffic hazards and to avoid congestion.

Mixed Use (Proposed New Zoning District) - Under the current zoning, there are serious concerns about the potential of intensive industrial uses east of Hill Street and north of the Casey Highway that could threaten nuisances and hazards being possible near existing residential areas. There also are concerns about the amount of heavy truck traffic that could be funneled onto Hill Street. Very steep slopes, the presence of a creek and the location of two cemeteries make it difficult for these areas to have efficient vehicle access onto Hill Street close to the interchange.

This new Mixed Use category would include an area that is currently industrially-zoned. This proposed change is consistent with an objective of avoiding intensive new industrial uses in locations that are most likely to generate significant tractor-trailer traffic that would use steep portions of Hill Street and other mostly-residential streets.

The Mixed Use category is intended to provide for a variety of commercial uses, as well as other types of businesses that are less likely to generate large amounts of tractor-trailer truck traffic. For example, this area could be suitable for hotels, exercise clubs and flex space buildings that combine office, sales, light distribution and light manufacturing activities. However, large warehouse and distribution buildings, large manufacturing facilities, and trucking company terminals should not be allowed.

The Mixed Use category could include an option of including some housing, particularly in areas that are near other residentially zoned areas. The housing would have to include a large minimum tract size (such as 20 acres), and the applicant would have to show that the location would be compatible with future business areas. Conditional use approval by the Borough Council may be required for new housing.

If there is any housing near the Casey Highway, there should be a heavily landscaped buffer or preservation of existing woods between the Casey Highway and the housing. One option that should be encouraged is an Open Space Development Option. This option would allow reduced lot sizes, if 35% of the tract would be preserved in open space. There would be a density bonus offered to encourage use of this option. This option would be valuable to provide recreation land, as well as a wider buffer alongside the Casey Highway and alongside any industrial development to the northeast. The open space could be maintained by a homeowner association, unless other another option is approved by the Borough.

Ideally, there would also be a trail link through the property to connect with the Lackawanna River Heritage Trail, which is on the same side of the river after it crosses the bridge at Winton.

Light Industrial (Relates to the M-1A District) – These areas should provide for most types of industrial uses, but does not allow for the heaviest uses, such as chemical plants, asphalt plants and trash transfer stations. This category would mainly include the Mid-Valley Industrial Park along Veterans Memorial and Mid-Valley Drives, as well as the Valley View Business Park and the Jessup Small Business Center south of the Casey Highway. Many of the heaviest industrial uses are already prohibited within the Valley View Business Park through deed restrictions.

For new development, the intent should be to encourage a campus-like setting. This includes seeking that tractor-trailer parking, outdoor storage and loading docks are screened by landscaping from prominent views from public roads.

General Industrial (Relates to the M-2 District) – The General Industrial areas should allow a wide range of industrial uses, including uses that are not suitable in most other areas of the Borough. These areas are needed to meet requirements of State court decisions that a zoning ordinance must allow a location for

almost every legitimate land use. The potentially troublesome uses need to be carefully regulated, including using the conditional or special exception zoning approval process.

Currently, the heaviest industrial uses are allowed on land that is southwest of numerous homes, north of the Casey Highway. Instead, the heaviest industrial uses should be allowed in a General Industrial district that is south of the Casey Highway and not near homes. The General Industrial district is proposed to include the Lackawanna Energy Plant and at least one adjacent area.

Carefully Control Development in Flood-prone Areas

The 100-year floodplain includes land areas expected to be flooded during the worst storm in an average 100-year period. The floodplain mainly exists along the Lackawanna River, in addition to some smaller creeks. The Borough of Jessup has a separate Floodplain ordinance that meet the minimum federal and state regulations on development in the 100-year floodplain. The "floodway" is the main channel that carries the deepest flood waters. The rest of the floodplain is known as the flood-fringe and may be covered by less deep flood waters. These areas function as "overlays" to the regular zoning districts, which means they apply more restrictive provisions for certain matters.

New federal floodplain maps became effective in August 2020.

TRANSPORTATION PLAN

Work to provide alternative traffic access to business development south of the Casey Highway.

Currently, Valley View Drive is a 3 mile long cul-de-sac road, which limits emergency responses. The concern particularly arises because of the threat of hazardous materials incident or if part of Valley View Drive would become blocked by a traffic accident or an overturned truck. A second method of access is needed. The most feasible approach is to improve the construction road next to the Lackawanna Energy Center to provide access connecting Sunnyside Drive to Valley View Drive.

There is an underpass under the Casey Highway that can serve as an emergency access point from the end of Power Boulevard, near the Archbald/Jessup border to the Valley View Business Park. This road could be improved to allow faster responses. However, the underpass is not wide enough to allow two way traffic. It may be worthwhile to conduct a study to determine the expense of widening the underpass and constructing a public road from the end of Valley View Drive to Power Boulevard in Archbald. A third option would be for developers of adjacent lands in Archbald to eventually construct a new road from the Valley View Business Park to the Salem Road interchange, south of the Casey Highway. There are jeep or logging trails in the vicinity.

Over the very long-term, a new interchange would be desirable onto the Casey Highway near the Jessup-Archbald border, which is shown on SLIBCO's plans for the Mid-Valley Business Park. However, no funding has been allocated for even the design of an interchange, and it does not appear on PennDOT's 12 Year Plan. Ideally, the adjacent property-owners would consider leaving the immediately land that would be needed for an interchange temporarily undeveloped, in case an interchange would become feasible. An interchange would be unlikely to be funded and constructed within a reasonable period of time unless the adjacent landowners donate the land for its construction.

It would still be desirable to seek that land be reserved for a future interchange, which could be aided through an "Official Map."

Seek to improve Breaker Street as a public through-road, as part of adjacent development.

The Borough should seek improvement of Breaker Street as a public through-street, to tie together Winton with the main part of Jessup, and to improve emergency access. This street improvement would occur as part of adjacent development. The adoption of an Official Map could require a street link from point A to point B, but allow flexibility on the exact route.

Seek alternatives to address existing dead-end streets.

There are many dead-end streets in the residential areas of Jessup. Some are necessary when there is a border between residential and industrial uses. However, it would be desirable to add some form of turnaround at the end of dead-end streets where they do not exist, particularly to serve emergency vehicles, trash trucks and moving trucks.

a. While there is rarely room for a full cu-de-sac turnaround on an existing street, there can be "hammerhead-type" turnarounds that require little space. In other cases, two nearby dead-end streets could be linked together to form a linked street.
b. Ideally, a looped street could also allow the looping of existing water lines under the street, which can improve water service and pressure for firefighting.

Work to reduce speeding.

There also are concerns about excessive speeding on several streets. It would be desirable if the State Legislature would allow local police to use radar for speed enforcement. The occasional parking of an

officer in a police car along problem segments can improve traffic law compliance, even if the officer is not actively running a speed check. The required studies could be conducted by the Borough under State regulations to see whether lower speed limits are justified on key segments of streets, particularly in residential areas or where there are sight distance limitations.

Improve bicycle access along shoulders.

On through-roads, wide smooth shoulders that are separated from traffic lanes by white lines are beneficial to improve the safety of bicyclists. These types of shoulders are particularly valuable where a bicyclist does not have the option of traveling on a nearby lower traffic residential street to get to common destinations. This need arises not only because of local bicyclists, but because the State has designated Hill Street and Route 247 as State Bicycle Route L. The State Route then continues north on Main Street in Blakely. These types of State-designated bicycle routes are intended to attract recreational bicyclists from outside of the area. Route L extends 225 miles. Therefore, PennDOT should make sure that Hill Street and Route 247 have suitable wide smooth shoulders so that unsuspecting visitors to the area do not face unexpected hazards.

Improve sidewalks along through-streets.

Sidewalks are discussed in the Community Facilities and Services section.

Encourage use of public transit and para-transit services.

The County of Lackawanna Transit System (COLTS) operates a bus route that connects Jessup to Downtown Scranton, where it is possible to connect to many other bus routes. This bus route also serves hospitals in the Hill Section of Scranton, commercial areas in Dunmore, Olyphant and Blakely. The route continues along Constitution Avenue and Church Street in Jessup before ending at the Jessup Sports Complex on Hill Street.

It is possible to encourage the use of the bus service by distributing information about the available services and promoting the construction of bus passenger shelters at the busiest stops. These shelters are often constructed and maintained by private companies in return for the Borough allowing the shelter to include an advertising sign and use of part of the street right-of-way.

It would be desirable to have some type of shuttle service that would serve some of the larger industrial employers in Jessup. This could include a passenger van that would be subsidized by employers, and which operate from a COLTS bus stop during times of the week when most of their shifts start and end.

COLTS also operates a paratransit service for persons who have disabilities that make it difficult for them to use fixed route buses. Services are also available for persons on Medical Assistance who need transportation services to reach medical appointments.

ECONOMIC DEVELOPMENT PLAN

It is important to attract new business development to generate additional Borough and School District tax revenues. The bulk of real estate taxes are comprised of School District taxes. New business development results in "net profits" to a school district, because it generates tax revenues without directly resulting in additional school students. Therefore, it is essential to have new business development in suitable locations in the School District to moderate real estate taxes upon residents. The School District includes Archbald, Jessup and Blakely, but Jessup and Archbald have the locations that are most suitable for new industrial development.

It also is essential to promote new business development to offer wider employment opportunities for residents, and to allow residents to find good jobs closer to their homes. In addition, new business development also offers a wider choices of goods and services to residents.

Consider use of tax incentives and market their availability.

The State's Keystone Opportunity Zone program was used for years to provide state and local tax incentives for new development in selected areas. In most cases, the KOZ incentives have been expiring, but they can be extended for undeveloped lands.

There is a new federal tax incentive program that is available throughout all of Jessup. It is the Federal Opportunity Zone program. It offers federal income tax incentives for entities who otherwise would owe substantial capital gains taxes for previous investments. In order to receive the incentives, the entity must invest the proceeds of the previous investment within a Federal Opportunity Zone location, such as Jessup.

A third tax incentive program is named LERTA (Local Economic Revitalization Tax Abatement). A State law allows a municipality to enact LERTA incentives within blighted areas. When new development occurs, the local real estate taxes on the improvements are phased in. Usually, the phase in occurs over a 10 year period, so that the first year 10% of the taxes on the improvements are paid, then in the second year 20% are paid, until the full real estate taxes are paid after 10 years. This type of incentive should be carefully targeted so that it is only available where private development is unlikely to occur without a significant tax incentive. Typically, a LERTA incentive is only effective when both the municipality and the school district participates. The county may also participate.

Seek to maintain a positive business climate to attract business investment.

A Borough can also attract investment by offering a positive business climate. This involves streamlining the timing of development approval processes and inspections for projects that meet Borough ordinances. It also involves clearly informing an applicant of changes that are desired to building or development plans as soon as possible, to avoid unnecessary delays from redesigns of a project. There should be oversight of the construction code officials who work for the Borough to make sure that they are able to complete inspections of various types of construction within a reasonable period of time. If Jessup is known as a very predictable place to do business without unnecessary delays, it will attract additional investment.

COMMUNITY FACILITIES AND SERVICES PLAN

Continue to provide high-quality parks and recreation facilities. Seek funding to improve existing parks to meet a wide variety of recreational needs. Work with developers to add selected parkland.

Jessup owns four public parks, comprising a total of 11.5 acres, as summarized below:

- Jessup Youth Sports Association (JYSA), located at 1 Moosic Lake Road, is 4.6 acres and includes a boys' baseball field, two softball fields, one soccer field, and a playground.

- Memorial Field Park, 100–176 Erie Street (at Hill Street) is 6.0 acres and has one baseball field, one softball field, two basketball courts, one tennis court, one jogging track, one playground (Kids Korner), and one volleyball court.

- Station Park, located at 103 Church Street, is a passive park on 0.4 acre with a train station, gazebo, bandstand, and pavilion.

- Sarah Brady Park, located at River and Winton Streets along the Lackawanna River, is a small playground on 0.5 acre that contains a basketball court, swing set, grill, and benches.

Sarah Brady Park has the potential for expansion by acquiring adjacent flood-prone land that should not be expensive to acquire. If new development occurs nearby, connecting open space and a trail could be required to be provided through the Borough Subdivision and Land Development Ordinance.

There are no universally accepted guidelines for recreation land per population. If a guideline of 5 acres of developed local recreation land per 1,000 residents would be used, it would project a need for 23 acres vs. the 11.5 acres current provided. The Lackawanna River Trail probably includes a few more acres. The 2,250 acre Nature Conservancy's Dick and Nancy Eales Preserve lands meet most of the demand for passive natural areas. There are adjacent State Game Lands in Jefferson Township along the Jessup border.

New residential development be required to provide public recreation land or to pay recreation fees that can be used within existing parks. This requirement exists in the Borough's Subdivision and Land Development Ordinance (SALDO), but is in need of updating. Currently, most new residential development is required to provide 1,000 square feet of recreation land per housing unit or to pay $300 per housing unit. The fee (which must be set by ordinance) should be increased so that it is comparable to the land value.

The main sources of funding for park and trail projects involves competitive 50%-50% matching grants through the State Department of Conservation and Natural Resources (DCNR). Jessup recently received a $250,000 grant from DCNR for a replacement of the wooden Kids Korner playground. As new development occurs, the Borough can use recreation fees paid by developers to assist with the match of future grants.

Ideally, the Nature Conservancy Preserve lands would be connected to adjacent roads with trails, and adjacent unbuildable steeply sloped lands should be considered for incorporation into the Preserve.

Work to improve bicycling and pedestrian access.

Bicycling and walking are valuable not only for recreation and exercise, but to allow children to reach recreation facilities and to serve persons who cannot drive or who do not have access to a car. In addition, walking and bicycling trails and routes can provide alternatives to using a car.

Trails and greenways improve the community's general health and well-being by providing opportunities for regular physical activity. Exercise not only fights obesity and related diseases, but also results in reduced health care costs, increased work productivity, and improved longevity.

The Lackawanna River Heritage Trail runs parallel to the Lackawanna River in Jessup and adjacent communities.

The SALDO should be updated to provide the Borough with the authority to require the provision of trails as part of new development. In particular, new bicycle/pedestrian trails should be required to be provided to connect to the Lackawanna River Trail, and thereby to connect Winton to the main portion of the Borough (along with a road connection). A building setback could also be added from the trail.

Most older parts of the Borough have sidewalks, but there are some missing segments along Hill Street, north of the Casey Highway. The adjacent steep slopes in some areas make it infeasible to construct sidewalks on the east side of part of Hill Street, but there should be a continuous sidewalk on the west side.

Where it is not practical to install sidewalks, a wide smooth shoulder can serve pedestrians and bicyclists. A flat grass area along a street can also serve as an interim partial substitute for a sidewalk, but cannot serve persons with disabilities. On lower traffic streets, sidewalks on one side can be sufficient.

Continue to support high quality recreation programs.

While the Borough does not administer athletic programs, they do provide facilities for programs offered by the Jessup Youth Sports Association (JYSA) and other groups. The Borough is also planning on establishing a summer playground program for children. These types of programs help youth to develop physical skills, maintain physical health, and interact with other children.

Work with the Valley View School District to coordinate plans for growth and recreation.

Jessup, Archbald, Blakely and the Valley View School District should work cooperatively to find the most cost-effective ways of meeting the recreation needs of students and other residents, including for indoor recreation. Also, the Borough should continue to encourage regular communication with the school district to make them aware of the size and timing of any new development proposals that may affect student enrollments. Information on schools is included in the Community Facilities Background section.

Continue to provide quality local police protection services.

The 2019 budget for the Police Department is $525,000. The budget includes full-time and part-time police officers and part-time crossing guards. The Police Department is housed within Jessup Borough Hall at 395 Lane Street.

The Borough should periodically consider whether additional officers are needed, depending upon needs related to growth, traffic and crime.

Continue to provide high-quality fire protection and emergency medical services.

Fire, rescue, and emergency medical services in Jessup are provided primarily by two companies: Jessup Hose Company No. 1 and Jessup Hose Company No. 2. Both companies are called to respond to serious incidents in Jessup. The companies also have mutual aid agreements, including with fire companies in Blakely. Emergency dispatching is handled through the Lackawanna County Communications Center. Additional information about fire services is included in the Appendices.

In 2019, Jessup Borough budgeted $119,000 to assist in funding fire and ambulance services. Fire protection services in Jessup are also supported by fundraising, including annual activities, such as a carnival, wine fest, and gun raffle.

The services are provided by volunteers. Most fire companies are having difficulties attracting sufficient numbers of volunteers, especially during weekday mornings and afternoons, when many persons are working outside of the Borough. Continued efforts are needed to attract and retain a sufficient numbers of trained volunteers, particularly as existing volunteers become older. The Borough should consider offering incentives to municipal workers to serve as volunteer first responders, and to allow them to leave work to respond to emergencies.

A recently enacted State law allows municipalities to offer local tax incentives to emergency service volunteers. Some municipalities also offer limited retirement benefits to long-time volunteers. Examples of other potential incentives include discounts for fees for recreation programs, encouraging businesses to allow volunteers to leave work to respond to emergencies, promoting discounts from local businesses, and sponsoring events to recognize volunteers.

Ideally, traffic signals should have devices for automatic preemption for emergency vehicles. A device on the front of the vehicle causes a signal to turn green when activated. Jessup has very few traffic signals, so the issue is not very serious in Jessup.

Ensure that a high quality water supply continues to be available.

All developed parts of Jessup Borough are served by a central water system owned and operated by the Pennsylvania American Water Company. The system's primary water supply and treatment plant is at Lake Scranton, and the Elmhurst and Curtis reservoirs provide a backup water supply to Lake Scranton. These supplies are supplemented by several water supply wells. The Company has a pumping station and storage tank to serve the higher elevations of the Borough.

According to Company officials, water pressure is sufficient for firefighting, and there is sufficient capacity to accommodate future development.

Ensure that adequate wastewater treatment allocations and transmission capacities continue to be available.

All developed areas in Jessup are served by a central sewer collection system. Jessup Borough owns and operates about 3/4 of the Borough's sewer system, with the remainder owned and operated by the Lackawanna River Basin Sewer Authority (LRBSA).

The LRBSA is in the process of replacing the sewer main along Lane Street and Walsh Street below 4th Street, which is currently at capacity during wet weather.

Remaining areas of the Borough are served by the Borough sewer system. A $1.0 million project is being undertaken to replace sewer pipes in the 600, 800, and 1000 blocks of Church Street. The project is being funded with assistance by the Lackawanna Energy facility. Also, improvements will be made to the sewer system along Delaware Street using the Borough's annual funding from the federal Community Development Block Grant (CDBG), which is administered through Lackawanna County. The Borough should continue to work with all developers to ensure that adequate sewage facilities are available for all existing and future development.

Work to coordinate street, sidewalk and utility improvements.

Ideally, major street, sidewalk and curbing reconstruction projects should be coordinated with any needed storm drainage, water line, sewage line or other utility projects along the same corridor. Such advanced planning and coordination between the Borough and utilities: 1) reduces the total costs of a project, 2) allows the costs to be distributed among various entities, and 3) avoids the need to later cut into a newly paved street or a sidewalk that is in good condition. If a street or utility project is combined with street tree plantings, pedestrian and other streetscape improvements, it can provide additional benefits to the neighborhood. Some municipalities also require adjacent property owners to make needed repairs to curbs and sidewalks at the same time a street is being reconstructed. That requires providing sufficient advance notice to the property-owners, and giving them the option of using a contractor who has provided a low bid to the Borough.

Continue to implement storm water management programs.

As part of the Federal National Pollution Detection and Elimination System (NPDES) and MS4 Stormwater Programs, every municipality is required to put into effect pollution prevention measures. There are six Minimum Control Measures (MCMs) that make up this program: 1) Public Education and Outreach, 2) Public Involvement and Participation, 3) Illicit Discharge Detection and Elimination, 4) Construction Site Runoff Control, 5) Post-construction Stormwater Management in New Development and Redevelopment, and 6) Pollution Prevention and Good Housekeeping for Municipal Operations and Maintenance.

Some of these requirements can be met by efforts to stabilize creek banks and plant trees and thick vegetation along creeks. These types of projects are not only important to meet MS4 federal stormwater requirements. Other efforts are required to minimize pollution from public works operations, such as making sure that hazardous runoff is not created.

NATURAL FEATURES CONSERVATION PLAN

Carefully control development in flood-prone areas.

Floodplain areas perform many critical ecologic functions. Floodplains absorb, store, and release large amounts of water to the surrounding soils and groundwater systems. Natural vegetation supported by floodplains helps to trap sediment and absorb excess nutrients from upland surface runoff, stabilize stream banks, and reduce soil erosion. Floodplains also provide habitat and travel corridors for wildlife and influence conditions for aquatic life. In addition to their ecologic value, many people value the scenic and recreational qualities of creek valleys.

Regulation of floodplains helps to reduce the threat to human life and property caused by periodic flooding. For regulatory purposes, a floodplain is defined by the 100-year or "base" flood, which is flood of such a severity that is statistically likely to occur only once in an average 100-year period. In other words, the flood severity has a one percent chance of being equaled or exceeded in a given year.

Jessup's 100-year floodplain boundaries are shown on the Natural Features Map. Floodplains in Jessup are regulated through a Borough ordinance.

The Community Rating System (CRS) encourages community floodplain management activities that exceed the minimum federal floodplain regulation standards. Under the CRS, flood insurance premium rates can be reduced in a municipality to reflect the reduced flood risk resulting from community activities that meet the three goals of the CRS: 1) reduce flood losses, 2) facilitate accurate insurance rating, and 3) promote the awareness of flood insurance. The CRS includes three classes that offer various amounts of floodplain insurance premium reduction. Points are offered in categories such as Public Information, Mapping and Regulations, Flood Damage Reduction, and Flood Preparedness.

Participation in the CRS is voluntary and would involve the Borough submitting materials to the Federal Emergency Management Agency (FEMA), along with documentation that shows that it is implementing the activities for which credit is requested. For example, points can be received for requiring that new construction be elevated to a specific height above flood levels, beyond the minimum requirement. Some points can be received for actions the Borough is already doing, such as enforcing stormwater regulations. New federal floodplain maps became effective in August 2020.

Make sure there is compliance with federal and state wetlands regulations.

Wetlands are critically important lands for recharging groundwater, maintaining the flow of creeks, protecting water quality, and providing valuable habitats. Wetlands moderate stormwater runoff and downstream flood crests because they are natural water storage areas. Wetlands also provide important habitat for many species of plant and animal life. Draining or filling of wetlands increases flooding, harms water quality, and provides unstable surfaces for structures.

Wetlands that were identified in the National Wetland Inventory are shown on the Natural Features Map. However, this mapping is not complete, and detailed identification is needed as part of proposed developments. In addition, many areas of additional wetlands have been mapped by SLIBCO in the southeastern part of the Borough, mainly along creeks and drainage channels.

The U.S. Army Corps of Engineers and the Pennsylvania Department of Environmental Protection (DEP) strictly regulate any alterations of wetlands. The main role of the Borough is to help oversee compliance with state and federal regulations.

Wetlands are located primarily along creek valleys, drainage channels, and near the headwaters of creeks. The presence of hydric soils is one indicator that wetlands are probably present. Certain types of vegetation are also indicators of possible wetlands. Before any suspect areas are altered, a professional wetland delineation is needed.

Avoid excessive disturbance of steeply sloped areas.

Slopes with grades of 15 percent or greater are considered moderately steep, and are prone to higher erosion rates, which causes sediment in creeks. Very steep slopes, with grades over 25 percent, produce much higher threats of erosion. Most steep slopes are concentrated in the south-eastern part of the Borough along Moosic Mountain, as shown on the Topography Map. The Borough regulates alterations of steeply sloped areas in its Zoning Ordinance.

Erosion and stormwater problems on steeply sloped areas can be avoided by maintaining the areas in thick vegetation and trees. Where portions of steep slopes need to be altered (such as for utility crossings), proper erosion control measures are essential, and the area should be stabilized and replanted as soon as possible. State regulations restrict the placement of most types of septic systems on steeply sloped areas, because they are more prone to malfunctions and surface contamination. Development on steep slopes often results in excessively steep roads and driveways, which become hazardous during snowy and icy conditions.

Work to protect the water quality of creeks, the river and ponds.

Rivers, creeks and ponds provide aquatic habitat, carry or hold runoff from storms, and provide recreation and scenic opportunities. Surface water resources are a dynamic and important component of the natural environment, but ever-present threats such as construction, clear-cutting, mining, overuse, and pollution have required the regulated protection of valuable surface waters.

The Natural Features Map shows the locations of the creeks in Jessup. The Lackawanna River forms the western boundary of the Borough adjacent to Blakely Borough. The River also passes through the northwest part of the Borough. Grassy Island Creek branches off from the Lackawanna River near Hudson Street and flows to the Olyphant Reservoir. Sterry Creek flows into the Lackawanna River near Adele Drive in Blakely after meandering through Olyphant and Jessup from the Dick and Nancy Eales Preserve at Moosic Mountain.

The entire Borough of Jessup drains into the Lackawanna River, which is part of the Lower North Branch sub-basin of the Susquehanna River. The Susquehanna River then drains into the Chesapeake Bay.

Water Quality - The Pennsylvania Chapter 93 Water Quality Standards classify surface waters according to their water quality criteria and protected water uses. Selected bodies of water that exhibit exceptional water quality and other environmental features are referred to as “Special Protection Waters.” In Jessup, both Grassy Island Creek and Sterry Creek are waters with protection for cold water fishes (CWF) and migratory fishes (MF). In addition, Grassy Island Creek roughly within the boundaries of the Dick and Nancy Eales Preserve at Moosic Mountain is classified as high quality waters for cold water fishes (HQ–CWF).

Borough of Jessup
LACKAWANNA COUNTY

TOPOGRAPHY

10' Contours

Archbald Borough

Jefferson Township

Blakely Borough

Olyphant Borough

6

Archbald Heights Rd.

Valley

Sunnyside Rd.

View

Breaker St.

Hill St.

Main St.

Palmer Dr.

Bridge St.

Adele Dr.

Constitution Ave.

4th Ave.

2nd Ave.

Erie St.

Clarkson St.

Church St.

Blakely St.

Powell Ave.

Lane St.

Mid Valley Dr.

Alberigi Dr.

Dr.

Moosic Lake Rd.

SOURCEOF BASE INFORMATION:

Esri, PASDA and Lackawanna County.

Feet
0 1,500

Urban Research & Development Corporation
81 Highland Ave. Suite 120 Bethlehem, Pa. 18017 610-865-0701

Borough of Jessup
LACKAWANNA COUNTY

NATURAL FEATURES

- Streams
- Water Bodies
- Wetlands
- 100 Year Floodplains

Archbald Borough

Blakely Borough

Jefferson Township

Olyphant Borough

6

Archbald Heights Rd.

Valley View Dr.

Sunnyside Rd.

Breaker St.

Hill St.

Main St.

Palmer Dr.

Bridge St.

Adele Dr.

Constitution Ave.

4th Ave.

2nd Ave.

Erie St.

Clarkson St.

Church St.

Blakely St.

Powell Ave.

Lane St.

Mid Valley Dr.

Albergi Dr.

Moosic Lake Rd.

SOURCE OF BASE INFORMATION:

Esri, PASDA, FEMA and Lackawanna County.

0 Feet 1,500

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Urban Research & Development Corporation
URDC 81 Highland Ave. Suite 120 Bethlehem, Pa. 18017 610-865-0701

Cooperate with watershed and trail associations to improve water quality and recreation.

Watershed associations typically work to reduce erosion, sedimentation and pollution along waterways and to promote stream bank stabilization and planting programs and public education. Local citizens created the Lackawanna River Conservation Association (www.lrca.org) to promote the restoration and conservation of the Lackawanna River and its watershed resources. Together with the Lackawanna Valley Conservancy (LVC), the LRCA works with property owners and municipalities to help preserve areas in the watershed.

The Lackawanna River Corridor Association's mission is to involve citizens of the watershed with conservation and stewardship of the River, its tributaries and water resources. Five goals define the mission:

1. Clean up the River environment;
2. Aid in the development of the 40-mile Lackawanna River Heritage Trail;
3. Create partnerships among government, businesses and community groups promoting conservation and recreation;
4. Develop partnerships with schools, universities, and the general public to promote environmental and conservation education to better understand our relationship with the local environment; and
5. Advocate for the conservation of open space and natural habitat throughout the watershed.

The Pennsylvania Department of Conservation and Natural Resources (DCNR) assists local associations in preparing comprehensive strategies for river conservation. The Lackawanna River Corridor Association prepared the Lackawanna River Watershed Conservation Plan in 2001, which is available on the DCNR website. The Plan promotes various methods of land conservation, forest preservation, and pollution and erosion control. The Plan also emphasizes planting and retaining thick vegetation along waterways (riparian buffers). The Plan further recommends ways to minimize water pollution and erosion from agricultural and livestock operations, including using fencing to limit the locations where livestock can cross creeks. The Plan promotes the use of Best Management Practices, such as using rain gardens and vegetated swales. The Plan also promotes public access to trails and selected areas of land for nature study, fishing, and passive recreation. Under DCNR's Rivers Conservation Program, the completed rivers conservation plans could help qualify conservation organizations and local governments for future funding for projects.

The Lackawanna-Luzerne Open Space, Greenways and Outdoor Recreation Plan of 2004. The Plan recommended that the Moosic Mountain Highlands be a high priority for land conservation in the County. Most of those lands in Jessup have been preserved in Nature Conservancy ownership.

Carefully manage stormwater runoff and promote infiltration into the ground.

Stormwater management involves the control of the amounts and velocities of water runoff. As land is developed and additional surfaces are covered with surfaces that are impervious to infiltration into the ground, and as thick natural vegetation is removed, runoff volumes and speeds increase. With proper engineering methods, infiltration can be promoted (such as by using surfaces that are pervious or improving areas that promote infiltration), velocities can be slowed, soil erosion can be avoided, and stormwater can be detained and released gradually to avoid increased flooding.

A Lackawanna River Watershed Plan for stormwater was prepared in 1992, and a new plan is expected to be completed by 2022. Jessup adopted the County's model stormwater management ordinance.

Federal regulations require most municipalities to establish a program to comply with Municipal Separate Storm Sewer Systems (MS4) requirements. This program is reduce the discharge of pollutants from stormwater, in order to protect water quality. MS4 standards are described in the Community Facilities and Services Plan section.

DEP and the County Conservation District implement erosion and sediment pollution control programs for any earth disturbance activities. Persons proposing earth disturbance activities are required to develop an Erosion and Sediment Control Plan containing Best Management Practices (BMPs), which minimize the potential for accelerated erosion and sedimentation during construction.

Recognize the importance of the Moosic Mountain Habitats.

The Nature Conservancy has prepared A Natural Areas of Inventory of Lackawanna County. The Inventory was prepared in 1992 and updated in 1998 to identify areas that offer important habitats for rare, threatened and endangered species of plants and animals. The Inventory identified the Moosic Mountain Barrens in Jessup as a "Top Priority Natural Area" in Lackawanna County, defined as "most critical at present for maintaining Lackawanna County's biological diversity into the future." Most of those lands have been preserved by the Nature Conservancy or the Game Commission.

The Lackawanna-Luzerne Open Space, Greenways and Outdoor Recreation Plan of 2004 recommended that the Moosic Mountain Highlands be a high priority for land conservation in the County.

Promote proper management of forested lands.

The largest contiguous area of woodland in Jessup lies in the Nature Conservancy Preserve. There also are forests on some adjacent undeveloped lands in the southern part of Jessup. Vegetation, particularly forests, perform several vital functions for the local ecology. Forests:

- Provide habitat, both food and shelter, for local wildlife,
- Circulate nutrients between the soil and the atmosphere,
- Stabilize soils prone to erosion,
- Filter nutrients, pollutants, and sediment from runoff, particularly along streambanks, and
- Are productive sources of timber.

PUTTING THIS PLAN INTO ACTION

This section describes methods that should be considered to implement this Plan. This Plan will need to be reviewed periodically and, if necessary, updated to reflect changing trends.

A goal is to promote substantial citizen input, including making sure residents are well-informed about community issues and have plentiful opportunities to provide their opinions on Borough matters. Jessup should maximize use of the internet to regularly update residents with information that will help spur public interest, enthusiasm and involvement. Opportunities for citizen involvement should also be highlighted through newspapers, social media, email lists, continued newsletters, posters and other media.

Update the Zoning Ordinance to carry out this Plan.

The Zoning Ordinance is the primary legal tool to regulate the uses of land and buildings. The Zoning Ordinance and Map should be updated to be generally consistent with this Comprehensive Plan, to modernize standards and to address public concerns. The Zoning Ordinance includes a Zoning Map that divides the Borough into different zoning districts. Each district permits a set of activities and establishes a maximum density of development. Zoning also controls the following:

- the heights of buildings,
- the percentage of a lot that may be covered by buildings and paving,
- the minimum distances that buildings may be placed from streets and property lines,
- the minimum size of lots,
- the maximum sizes and heights of signs, and
- the protection of important natural features, such as setbacks from creeks.

Update the Subdivision and Land Development Ordinance (SALDO).

The SALDO mainly regulates the creation of new lots, the construction of new streets by developers, and the site engineering of new multi-family, commercial, industrial and institutional buildings. It includes procedures, application requirements and engineering standards.

Continue to emphasize the Property Maintenance Code.

The Borough's Property Maintenance Code is a valuable tool to make sure that buildings are maintained to a minimum level and to address problem properties before they become blighted. The system of fees and fines for property maintenance and nuisance violations should be written to increase penalties for repeat offenses, violations that are not corrected within a reasonable time limit, or situations that require more than two inspections of a property.

A number of communities have shifted certain nuisance offenses to a ticket system (such as improper garbage disposal) that avoids use of the Magisterial District Judge system and thereby reduces the administrative burden to the Borough.

Consider adopting an Official Map.

The State Municipalities Planning Code grants each municipality with the authority to adopt an "Official Map." An Official Map can designate proposed locations of new streets, street widenings, intersection improvements, municipal uses and future parks and trails. The Map may cover the entire Borough or only certain areas. This process may be particularly useful, for example, to reserve right-of-way for a future intersection widening or trail connection.

Once an Official Map is officially adopted by the Borough Council, then the Borough is provided with a limited amount of authority to reserve land for the projects on the Map. If the land affected by a project shown on the Official Map is proposed for development, then the Borough would have up to one year to either purchase the land for its fair market value or decide not to go forward with the project. This one year period is intended to provide time to raise funds to acquire the land, and avoid lost opportunities. If this one year period is not in effect, a person could obtain a building permit almost immediately in many cases and construct a building that could obstruct an important project.

An Official Map also serves to provide notice to property owners about the Borough's future plans, which increases the likelihood that a proposed project, such as a trail link, can be incorporated into a developer's site design, with limited Borough expense.

Plan for major needed capital improvements.

"Capital" improvements are projects involving a substantial expense for the construction or improvement of major public facilities that have a long life span and that are not annual operating expenses. Examples of capital projects include major street improvements, acquisition of parkland, and construction or expansion of buildings.

Needed capital projects (such as stormwater quantity and quality projects) should be considered in more detail, with more refined cost estimates. Then the high priority projects should be regularly tied into the annual budgets, borrowing plans and grant applications. A Capital Improvements Program (CIP) should prioritize the projects and identify possible funding sources. By establishing a schedule of major street, streetscape and stormwater projects, the Borough, the Water Company and other and utility providers will be able to improve coordination with underground construction projects. This coordination minimizes the need to cut into a street after it has been recently re-paved, and reduces costs for each entity.

Through a CIP, many different projects can be combined into a single bond issue, which avoids the high administrative costs of multiple bond issues. A CIP also can allow the Borough to carefully time any bond issues to take advantage of the lowest interest rates.

Seek additional grants to meet community needs.

The Borough should continue to identify Federal, State and County grant opportunities to address community needs. This should include highlighting grant deadlines for major programs a few months in advance, so that there is time to prepare a quality grant application. Details on various programs are available on the websites of each agency, such as the State Department of Conservation and Natural Resources and Community and Economic Development.

Increase inter-governmental cooperation efforts, including holding periodic discussions with officials of neighboring municipalities.

Inter-governmental cooperation can decrease the costs of many services, while also improving the quality of services. The Pennsylvania Inter-governmental Cooperation Act provides broad and flexible authority to organize joint efforts, as municipalities deem appropriate. In general, the Act allows two or more municipalities to jointly accomplish anything that an individual municipality is allowed to do. In most cases, this grant of authority is carried out through the adoption of an ordinance by each municipality to formalize an agreement. One option involves one municipality providing a service to a second municipality through a contract. These same concepts can also apply between a municipality and a school district. For example, a Borough may agree to plow snow from school parking lots and driveways in return for free municipal use of some school facilities.

A Council of Governments (COG) can offer joint purchasing among municipalities, which decreases bidding and purchase costs. The COG can provide the foundation for expanded discussion and cooperation among the municipalities on planning and transportation matters.

The toughest issue in joint municipal services is determining a fair allocation of costs. The State Department of Community and Economic Development has several publications that can assist in these issues.

The following types of inter-governmental cooperation efforts should be considered:

- **Shared Services and Shared Staff-persons –** Shared staff-persons can be particular beneficial for specialized staff, such as different types of construction inspectors. Two or more municipalities could hire the same person to do the same job, with certain hours assigned to each municipality. This allows each municipality to hire a highly qualified person who is working full-time, as opposed to each trying to find a part-time person. This can reduce turnover, which reduces training costs and reduces the potential for mistakes being made by inexperienced staff. In addition, sharing staff makes staff-persons available during more hours of the day, which is beneficial to residents and business-persons. It also provides greater coverage during periods of illness or vacation.

- **Shared Recreation Programs –** When municipalities share and coordinate recreation programs, it greatly increases the types of programs that can be offered. For example, one municipality may offer a gymnastics program, while another municipality offers basketball programs. Residents of each municipality could be allowed to participate in each of those programs at the same cost per person as a municipal resident. There has been great success in parts of Pennsylvania with multi-municipal recreation programs, where each municipality contributes funds towards one set of programs. These programs are often organized in partnership with a school district.

- **Joint Yard Waste Collection and Composting –** This is a very cost-effective way of handling the disposal of yard waste, which requires significant land and expensive equipment.

- **Joint Purchasing –** Joint purchasing can reduce the costs to each municipality of preparing bid documents and legal ads. It also can result in lower costs because larger volumes are being purchased, or a larger service area is being bid. The State also has arrangements that

allow municipalities to "piggyback" upon State purchases. State law allows a similar process of "piggyback" bids between municipalities and a county. The State Intergovernmental Cooperation Act includes rules for joint municipal purchasing. Under State law, one municipality can be the lead municipality in purchases, without requiring multiple municipalities to seek bids.

- **Sharing of Equipment –** This method of sharing is most beneficial for expensive equipment that is needed by each municipality for only portions of the year. The equipment could be jointly owned, or be owned by one municipality and leased to other municipalities. Alternatively, an arrangement could allow trading of equipment.

- **Incentives for Intergovernmental Cooperation in Grants –** Many competitive State grant programs provide preference to projects that involve cooperation between more than one municipality. Therefore, if two similar projects are in competition for a grant, and one involves cooperation between two municipalities, the two municipality project is most likely to be funded.

APPENDICES

A. POPULATION, HOUSING AND ECONOMICS DATA

The following section contains data regarding population, housing, income, education, and selected economic data for Jessup residents. In many cases, data for Jessup is compared to Lackawanna County and Pennsylvania. Unless otherwise indicated, all 2000 and 2010 data are from the U.S. Census decennial census, and more recent data are estimates from the Census' American Community Survey (ACS).

Total Population

The US Census estimated the 2016 population of Jessup Borough to be 4,577, which was an estimated 3.0 percent decrease (141 persons) from the 2000 census population of 4,718. During the same period, Lackawanna County's population declined 0.1 percent while population in the entire state grew by 4.1 percent (Table A–1). During the more recent portion of the period (2010–2016):

- Borough population was estimated to have continued to decline,
- County population turned from an increase (2000–2010) to a decline (2010–2016), and
- State population continued to increase.

Table A-1
Total Population, 2010–2016
Jessup Borough, Lackawanna County, and Pennsylvania

	Total Population			Est. Change, 2000-2016	
	2000	2010	Est. 2016	Number	Percent
Jessup Borough	4,718	4,676	4,577	(141)	(3.0)%
Lackawanna County	213,295	214,437	213,006	(289)	(0.1)%
Pennsylvania	12,281,054	12,702,379	12,783,977	502,923	4.1%

Age

The US Census reported that Borough residents age 65 and older decreased by 18.6 percent from 2010 to 2016, compared to an increase of 5.4 percent for the whole of Lackawanna County (Table A–2). The "median" is the number at which half of persons or households are above a certain number, while half are below the number. In 2010, Jessup had an older population than both Lackawanna County and Pennsylvania, based on median age. Interestingly, by 2016, median ages indicated that the Borough population was younger than both Lackawanna County and Pennsylvania. Further, based on median age, the Borough's population actually became younger (42.5 to 40.4 years) from 2010 to 2016, while the population of both the County and State grew slightly older.

Table A-2
Population Age 65+ and Median Age, 2010–2016
Jessup Borough, Lackawanna County, and Pennsylvania

	Population, Age 65+		Change, 2010–2016		Median Age (Years)		Change, 2010–2016	
	2010	2016	Number	Percent	2010	2016	Number	Percent
Jessup Borough	849	716	(133)	(18.6)%	42.5	40.4	(2.1)	(4.9)%
Lackawanna County	37,895	40,046	2,151	5.4%	41.8	42.2	0.4	1.0%
Pennsylvania	1,959,307	2,133,247	173,940	8.2%	40.1	40.4	0.3	0.7%

Race / Ethnicity

From 2010 to 2016, the Census Bureau estimated that the population of white residents increased slightly in Jessup, while residents of African-American or other races decreased in the Borough (Table A–3). Regarding ethnicity, the Hispanic or Latino population of Jessup more than doubled from 2010 to 2016 and increased, although not as dramatically, in both the County and State, as well (Table A–3).

Table A-3
Population by Race and Ethnicity, 2010-2016
Jessup Borough and Lackawanna County

	African-American				Other Non-White				Hispanic or Latino			
	Number		Est. Change, 2010–2016		Number		Est. Change, 2010–2016		Number		Est. Change, 2010–2016	
	2010	2016	No.	Pct.	2010	2016	No.	Pct.	2010	2016	No.	Pct.
Jessup Bor.	38	2	(36)	(94.7)	4,600	4,537	(63)	(1.4)	89	197	108	121.3
Lackawanna County	5,423	6,337	914	0.1	203,591	201,246	(2,345)	0.0	10,682	13,462	2,780	26.0
Pennsylvania	1,377,689	1,410,563	32,874	0.0	9,947,001	9,995,725	48,724	0.0	719,660	843,164	123,504	17.2

Travel to Work

Data from the 2012-2016 American Community Survey 5-year estimates report that there were 2,287 workers age 16 and over in Jessup. A total of 77.7 percent of the workers drove to work alone. In comparison, 79.8 percent of workers drove alone in Lackawanna County, and 76.5 percent of workers age 16 and over in Pennsylvania drove to work alone. The median travel time to work in 2016 was 17.8 minutes in Pennsylvania, 13.7 minutes in Lackawanna County, and a slightly quicker 12.1 minutes for Jessup workers.

Housing

The US Census reported a slight increase in the number of housing units in Jessup and the County from 2000 to 2010 (Table A-4).

Table A-4
Total Housing Units, 2000–2010
Jessup Borough and Lackawanna County

	Total Housing Units		Est. Change, 2010–2010	
	2000	2010	Number	Percent
Jessup Borough	2,073	2,086	13	0.6%
Lackawanna County	95,362	96,771	1,409	1.5%

From 2010 to 2016, the number of households (occupied housing units) decreased in both Jessup and Lackawanna County. The 13.7% decrease in Jessup was much larger than the 1.3% decrease in the County (Table A–5).

Household size — the number of persons per household — increased from 2010 to 2016 in both Jessup and Lackawanna County (Table A-5). The increases represent a reversal of recent nationwide trends. Higher household sizes are likely the result of adult children living with parents or older adults living with their children or other family members. Reasons may include health issues for older adults or difficulty in finding suitable, affordable housing and choosing to share living quarters or to live with family.

Table A-5
Average Household Size, 2000–2016
Jessup Borough and Lackawanna County

	Persons per Household		Est. Change, 2010–2016	
	2016	2010	Number	Percent
Jessup Borough	2.66	2.38	0.28	10.5%
Lackawanna County	2.41	2.37	0.04	1.7%

Questions about the types of housing units was not asked in the 2010 decennial census. Therefore, numbers of housing units in various types of structures is only reported as estimates in the 2016 American Community Survey (Table A-6). The large majority (more than 70%) of units in both Jessup Borough and Lackawanna County are single-family structures. Jessup has a slightly higher share of structures with 3–4 units, which are often single-family structures converted to apartments.

Table A-6
Units in Structure, 2016
Jessup Borough and Lackawanna County

Units in Structure	Jessup Borough		Lackawanna County	
	Structures	Percent	Structures	Percent
1	68,948	70.8%	1,450	77.2%
2	10,657	10.9%	205	10.9%
3–4	7,147	7.3%	197	10.5%
5–9	3,573	3.7%	0	0.0%
10–19	1,335	1.4%	0	0.0%
20+	3,521	3.6%	27	1.4%
Mobile home	2,238	2.3%	0	0.0%
Boat, RV, van, etc.	30	0.0%	0	0.0%
TOTAL	97,449	100.0%	1,879	100.0%

Data on housing ownership is estimated for 2016 (Table A-7). In Jessup, owners outnumber renters more than 2:1. Within the whole of Lackawanna County, the rate of rental occupancy is higher than in the Borough.

Table A–7
Housing Ownership, 2016
Jessup Borough and Lackawanna County

	Occupied Housing Units			
	Number		Percent	
	Owner-Occupied	Renter-Occupied	Owner-Occupied	Renter-Occupied
Jessup Borough	1,219	501	70.9%	29.1%
Lackawanna County	56,117	29,057	65.9%	34.1%

Education

By some measures, Jessup had higher levels of educational attainment than either Lackawanna County or Pennsylvania. According to the American Community Survey 2012–2016, higher percentages of Jessup residents ages 18–24 had high school diplomas and Bachelor's degrees than in either the County or State (Table A– 8). Furthermore, of the population age 25 and older, Jessup has higher percentages of residents with Associate's or Bachelor's degrees than either Lackawanna County or Pennsylvania as a whole.

Table A–8
Percent of Population by Educational Attainment, 2011–2015
Jessup Borough, Lackawanna County, Pennsylvania

	Pennsylvania	Lackawanna County	Jessup Borough
Population, age 18–24			
Less than high school graduate	12.6%	10.3%	8.1%
High school graduate (incl. equivalency)	32.4%	24.9%	42.2%
Some college or associate's degree	43.5%	52.3%	36.4%
Bachelor's degree or higher	11.8%	12.5%	13.2%
Population, 25 years and older			
Less than 9th grade	3.4%	3.0%	2.9%
9th to 12th grade, no diploma	7.0%	6.9%	4.7%
High school graduate (incl. equivalency)	36.0%	37.6%	36.5%
Some college, no degree	16.2%	17.4%	14.4%
Associate's degree	8.0%	9.0%	11.8%
Bachelor's degree	17.8%	16.4%	22.3%
Graduate or professional degree	11.5%	9.7%	7.5%

INCOME

The most common measure of income is the median. By definition, half of residents have incomes above the median, and half have incomes below the median.

The 2010 Census did not ask any questions about income. The 2016 American Community Survey (ACS) has data on income, but the data is based on sampling. Nevertheless, 2016 is the most recent data available, and Table A-9 compares 2016 income to the 2000 Census data.

In 2000 and 2016, income levels in Jessup were lower than in Lackawanna County and in Pennsylvania (Table A–9). In 2016, Median Household Income in Jessup was estimated to be $2,218 lower than in the County and $5,819 lower than in the State. The Borough experienced a smaller decline in inflation-adjusted dollars from 2000 to 2016 than in either the County or the State.

Table A-9
Median Household Income, 2000–2016
Jessup Borough, Lackawanna County, Pennsylvania

	Median Household Income		Est. Change, 2010–2016	
	Est. 2016	2000	Number	Percent
Jessup Borough	$30,208	$32,201	($1,993)	(6.2)%
Lackawanna County	$32,226	$34,438	($2,212)	(6.4)%
Pennsylvania	$36,027	$40,106	($4,079)	(10.2)%

Poverty is less prevalent in Jessup than in the County or State. The 2016 ACS estimated that 7.0 percent of Jessup families lived with incomes below the poverty level, compared to 10.6 percent of families in Lackawanna County and 9.1 percent of families Statewide.

Economic Data

In addition to income, the Census Bureau collects economic data on topics such as workers by occupation and workers by industry. Examining the share of the work force in each occupational category (Table A-10), Jessup Borough has a noticeably higher share of jobs in service and sales/office occupations than Lackawanna County and Pennsylvania. Conversely, the Borough has a lower share of jobs in natural resources/construction/maintenance and production/transportation/material moving occupations.

The number of workers (or jobs) by industry is another measure of economic activity (Table A–11). Compared to Lackawanna County and Pennsylvania, Jessup has a noticeably higher share of workers in the following industries:

- Construction
- Wholesale trade
- Educational services, health care, social assistance
- Professional, scientific, management, administration, waste management services
- Arts, entertainment, recreation, accommodation, food services
- Public administration

Correspondingly, Jessup has a noticeably lower share of workers in the following industries:

- Manufacturing
- Retail trade
- Transportation, warehousing, and utilities
- Information
- Finance, insurance, real estate, rental, leasing
- Other services, except public administration

Table A–10
Workers by Occupation, 2012–2016
Jessup Borough, Lackawanna County, and Pennsylvania

Occupation	Jessup Borough	Lackawanna County	Pennsylvania
Total workers, age 16 and over	2,287	95,423	5,922,289
Management, business, science, arts	37.1%	35.0%	37.3%
Service	21.6%	17.7%	17.5%
Sales and office	25.1%	24.7%	23.7%
Natural resources, construction, maintenance	5.0%	8.3%	8.2%
Production, transportation, material moving	11.2%	14.2%	13.3%
Military specific occupations	0.0%	0.1%	0.0%

Table A–11
Workers by Industry, 2012–2016
Jessup Borough, Lackawanna County, and Pennsylvania

Economic Sector	Jessup Borough	Lackawanna County	Pennsylvania
Total workers, age 16 and over	2,287	95,423	5,922,289
Agriculture, forestry, fishing, hunting, and mining	3.2%	0.7%	1.5%
Construction	6.2%	5.5%	5.7%
Manufacturing	4.4%	11.0%	12.0%
Wholesale trade	5.5%	3.5%	2.8%
Retail trade	10.5%	12.6%	11.7%
Transportation, warehousing, utilities	3.5%	5.3%	5.2%
Information	0.6%	1.7%	1.7%
Finance, insurance, real estate, rental, leasing	5.0%	6.3%	6.4%
Professional, scientific, management, administration, waste management services	10.8%	7.8%	10.0%
Educational services, health care, social assistance	28.1%	27.6%	25.9%
Arts, entertainment, recreation, accommodation, food services	12.5%	8.6%	8.5%
Other services, except public administration	2.8%	4.4%	4.6%
Public administration	6.8%	5.0%	4.1%

B. LACKAWANNA-LUZERNE REGIONAL PLAN

The Lackawanna-Luzerne Regional Plan, a comprehensive plan and long-range transportation plan for both counties, was adopted in 2011. Most of Jessup is identified on the Land Use Plan map as “Mixed Density Infill Area.” The Plan also recognizes The Nature Conservancy’s Dick and Nancy Eales Preserve covering the southeastern part of the Borough as “Public Parks and Conservation Lands.” Further, the Plan identifies Jessup as a station on a proposed “Scranton/Carbondale Light Rail Line.”

C. A BRIEF HISTORY OF JESSUP

Settled in 1849, Jessup was named after Judge William Jessup. The area was presented to the Luzerne County Court for incorporation as the Borough of Winton in December 1876. Two years later, Lackawanna County was incorporated.

Many new mining operations were opened in the early 1890s, and immigrants from Europe were lured to the area by the work available in the booming anthracite coal fields. Most of the immigrants to Jessup were of Italian descent. Most of the Italians who settled in Jessup and the immediate surrounding communities came from small towns in the Region of Umbria, Province of Perugia. Towns such as Gubbio, Gualdo Tadino, Scheggia, and Sassoferrato sent many hard-working individuals to the Lackawanna Valley for economic opportunity. The immigrants from Gubbio, Italy brought with them the annual festival known as Saint Ubaldo Day. The festival is still held to this day, only in Jessup and Gubbio. Jessup celebrated the festival’s centennial in 2009.

Gubbio is the "Sister City" to Jessup, resulting from a process that began in 1978. As customary in Italy, Gubbio refers to Jessup as its "Citta Gemellata" or "Twinned City".

D. EXISTING LAND USES BACKGROUND INFORMATION

Existing land uses in Jessup are shown on the Existing Land Use Map in the Land Uses and Housing Plan section. Most of the development in the older part of Jessup is residential, while most of the development southeast of the Casey Highway is industrial. Many residences are single-family detached homes, with some apartment buildings.

The Borough has an older commercial area centered along Constitution Avenue and Church Street. Other commercial uses are scattered in the Borough, such as along Hill Street and Bridge Street.

Existing recreation areas are described in the Community Facilities and Services Plan section.

E. COMPATIBILITY WITH ZONING OF ADJACENT MUNICIPALITIES

Four municipalities share borders with Jessup: Archbald Borough, Jefferson Township, Olyphant Borough, and Blakely Borough. The following text discusses the zoning in the areas immediately adjacent to Jessup.

Archbald Borough - Archbald Borough lies along Jessup's northern borders. The northwest face of the border is zoned R-2. Medium Density Residential, while the northeast face of the border is zoned I-1 Light Industrial, and I-2 Heavy Industrial.

Uses permitted by right in the R-2 district are primarily single- and multi-family residential uses. Minimum lot sizes in the R-2 district vary from 7,000–40,000 square feet, depending on the specific use.

Permitted by right uses in the I-1 and I-2 districts include a variety of commercial uses, as well as the following industrial and manufacturing uses:

- Food processing.
- Manufacturing uses.
- Recycling establishments.
- Silver plating and repair (custom only).
- Tire retreading and recapping.
- Temporary trailers for office and/or materials storage.
- Tool, die, and pattern making and other similar machine shops.

Minimum lot size in both the I-1 and I-2 districts is 40,000 square feet.

Jefferson Township - All of the Jessup border with Jefferson Township is zoned S-1 Conservation. The border is entirely within the Nature Conservancy's Preserve, with adjacent State Game Lands on adjacent land in Jefferson Township. The minimum lot size for all uses in the S-1 zone is 200,000 square feet. Allowed uses include: Assisted living facilities, Single-family detached dwellings, Non-commercial recreation, Wildlife sanctuary, Golf driving range, and Greenhouses.

Olyphant Borough - The five zoning districts in Olyphant that abut Jessup's border are:

- The Conservation zoning district adjoins the southwestern border of Jessup, and requires a one acre minimum lot.

- The Large Scale Commercial-Manufacturing district extends from 1,000 feet south of Marshwood Road at the border and then continues northward to Route 6. It allows a wide range of industrial and commercial uses.

- The Heavy Manufacturing district extends from Route 6 north fo Mid-Valley Drive, and allows all types of industrial uses.

- The Light Manufacturing district extends from Mid-Valley Drive north to Sterry Creek, and allows most types of industrial uses.

- The land from Sterry Creek north to the Lackawanna River is zoned Low Density Residential, and mainly allows single family detached houses on 10,000 square feet minimum lots.

Blakely Borough - The entire border between Blakely and Jessup is the Lackawanna River, which mitigates any potential impacts of virtually all Blakely land uses adjacent to Jessup. Moving westward:

- From the Archbald border to the westward bend of the river, land on the Blakely side of the river is zoned S-1 Special Conservation. Permitted by right uses in the S-1 district include single-family dwellings and group homes. Minimum lot size is one acre, and maximum lot coverage is 20%.

- From the westward bend of the river to approximately Maple Street (extended), land on the Blakely side of the river is zoned R-2 Medium Density Residential. Uses permitted by right in the R-2 district include:
  - single-family dwellings,
  - two-unit attached dwellings,
  - duplexes (over/under),
  - religious institutions,
  - social services, and
  - public parks & playgrounds,

  The minimum lot size in the R-2 district is 7,000 square feet.

- From approximately Maple Street (extended) to Bridge Street, land on the Blakely side of the river is zoned C-1 General Commercial. By-right permitted uses in the C-1 zone include:
  - a wide variety of commercial uses, such as hotels, motels and offices,
  - day care centers and nursery schools,
  - religious institutions,
  - social services, and
  - clubs and nonprofit organizations.

  The C-1 district has no minimum lot size or maximum lot coverage requirements except for dwellings. Requirements for dwellings vary by type of dwelling.

- From Bridge Street to Depot Street, land on the Blakely side of the river is zoned M-1 Manufacturing. Uses permitted by right in the M-1 zone include:
  - a variety of commercial uses, such as retail and wholesale businesses,
  - research laboratories,
  - light industry, such as machine shops,
  - tire recapping and retreading,
  - crematoriums,
  - warehousing, distribution, and outdoor storage,
  - semi-public buildings and uses,
  - trade and technical schools,
  - commercial picnic groves and other outdoor recreation uses.

  The minimum lot size in the M-1 district is 22,500 square feet, and maximum lot coverage is 50%.

- From Depot Street to a point near a slight northward bend in the river, land on the Blakely side of the river is zoned R-2 (see above).

- The final portion of land bordering Jessup west of the R-2 district in Blakely is zoned P-1 Public Uses and is composed of a corner of the Blakely Borough Recreation Complex. Permitted uses in the P-1 zone include:
  - essential services,
  - public buildings and uses,
  - cultural facilities, galleries, and libraries,
  - public parks and playgrounds,
  - energy storage facility, and
  - power facility, excluding solar & wind energy.

  As with the C-1 zone, the P-1 district has no minimum lot size or maximum lot coverage requirements except for dwellings. Requirements for dwellings vary by type of dwelling.

F. COMMUNITY FACILITIES AND SERVICES BACKGROUND INFORMATION

Community facilities are public facilities designed to provide public services. Examples of community facilities include fire stations, schools, parks, and the Borough Building, The Existing Land Uses Map shows the locations of major community facilities located in Jessup. Much of the information about community facilities has been incorporated into the Community Facilities and Services Plan section, and therefore is not repeated in this section.

Fire / Rescue

Jessup Hose Company No. 1 is located at 632 Fourth Avenue. As of 2018, the Company had 75 volunteers, of which 30 are "very active". The Company reportedly does have some difficulty with volunteers being able to respond during daytime hours. Only a handful (about 5) might respond to a daytime weekday call. This is why more than one company is called to respond to serious calls.

Jessup Hose Company No. 1 has the following apparatus:

- 1990 pumper with a 1,500-gallon capacity and a 500 gallons-per-minute pump, used mainly for fire responses
- 2007 combination rescue/pumper, with a 1,250-gallon storage and a 500 gallons-per-minute pump, used mainly for accident responses
- 2012 utility truck, which has a large box attached to a pick-up truck

The Company would like to replace the 1990 pumper, but funding is not available for a replacement. The cost is expected to be approximately $450,000.

The Jessup Fire Station #1 is being upgraded in phases and is sufficient in size and spacing to meet current needs. The building was erected in the 1970s.

Jessup is also served by the Jessup Hose Company No. 2, located at 333 Hill Street. As of 2018, the Company had approximately 85 volunteers, about 30 of which are very active. The Company reportedly does have difficulty with volunteers being able to respond during daytime hours, which is a common problem for volunteer organizations.

Jessup Hose Company No. 2 has the following apparatus. All of the vehicles are reported to be in good condition, except the 1994 pumper and the 2005 brush truck, which are in fair condition

- 1994 pumper - The company is currently developing specifications for a replacement engine
- 2013 heavy rescue truck
- 2005 brush fire truck - converted from a dump truck
- 2016 pick-up truck
- 2008 ambulance
- 2016 rescue ambulance
- 2011 off-road transport ambulance
- 2012 all-terrain vehicle (ATV)
- various trailers

Company No. 2 has applied for a State grant to add a bay to the station.

The chiefs reported there are no major water pressure problems in Jessup, except occasionally in a few areas. There is a reported need to link the many dead-end streets in the Borough. This could also make it easier for water lines to be looped, which would increase water pressure, particularly during a fire.

Jessup does not provide a dedicated real estate tax for fire protection. This type of regular revenue stream could be a fair way to distribute costs and would reduce the time commitments necessary for fundraising.

Schools

Jessup is part of the Valley View School District, along with the boroughs of Archbald and Blakely. In addition, local students attend private schools in the region, as well as charter and cyber-charter schools. The District has one school serving each grade level (Table A-14).

Table A-14
Public Schools Serving Jessup Borough

Name	Grades	Location	Approximate 2018-19 Enrollment
Valley View Elementary School	K-2	901 Main St., Peckville	575
Valley View Intermediate School	3-5	3 Columbus Dr., Archbald	575
Valley View Middle School	6-8	1 Columbus Dr., Archbald	575
Valley View High School	9-12	1 Columbus Dr., Archbald	775

Source: Valley View School District Business Manager, January 2019

The District Staff reports that they are not experiencing any significant changes in enrollment from year to year. Total annual enrollment has averaged a slight loss of about 20–25 students per year from 2013-14 through 2018-19. Recent enrollment changes amount to an annual change of less than one percent.

The District Staff also reported that the District has no plans to build new facilities within the next few years, although he noted that very little excess classroom space is currently available. It is expected that within the next five years, the District will need to prepare a feasibility study to more accurately assess the need for any additional capital improvements.

Parks and Recreation

Jessup Borough owns and maintains four parks, including the following facilities:

- Jessup Youth Sports Association (JYSA), located at 1 Moosic Lake Road, is owned by Jessup Borough and leased to the JYSA. The park has the following facilties:
  - One boys' baseball field with a grassy infield,
  - Pioneer Field, a softball field with a "skinned" (dirt) infield,
  - One other softball field with a "skinned" (dirt) infield,
  - One soccer field, and
  - One playground.

- Memorial Field Park, 100–176 Erie Street (at Hill Street). Memorial Field Park is owned and maintained by the Borough, has the following facilities:
  - One baseball field with a grassy infield,
  - One softball field with a skinned infield,
  - Two basketball courts,
  - One tennis court,
  - One jogging track (around the baseball and softball field),
  - One playground (Kids Korner), and
  - One volleyball court.

- Station Park, located at 103 Church Street, is a passive park with a train station, gazebo, bandstand, and pavilion.

- Sarah Brady Park, located on River Street, contains a basketball court, swing set, grill, and benches.

Organized athletics for youth are available through the JYSA.

The Public Works Director reports that vandalism is a problem at Borough recreation sites.

A significant improvement will soon be made to Kids Korner, the playground located at Memorial Field Park. The play equipment, originally constructed entirely of wood in the early 1990s, will be updated for safety in accordance with recreation industry standards. The park will be further developed and equipment will be all plastic with a base of rubber matting. The project is estimated to cost $500,000 and will include:

- construction of pedestrian walkways and parking area,
- installation of play equipment with required safety surfacing, fencing and lighting,
- required ADA accessibility improvements for persons with disabilities,
- landscaping,
- project signage, and
- other related site improvements.

The Borough received a $250,000 matching (50%) State grant towards the project.

Municipal Facilities

The Jessup Municipal Building is located at 395 Lane Street in the Borough. The building also houses the Jessup Police Department and the Borough Tax Collector.

Public works functions and equipment are based next to Borough Hall. The Borough is responsible for road maintenance, snow plowing, maintenance of traffic signals and signs, collection of leaves, park maintenance and vehicle maintenance services.

The Borough Public Works Director reports that it would be desirable to be able to house more than three vehicles indoors.

Municipal Budget

The adopted 2019 Jessup municipal budget is approximately $2.64 million (Table A-13). By far, the two largest sources of municipal income are the annual real estate tax and the earned income tax. Together, the two sources provide more than 60% of Borough revenues. Other revenue sources projected to generate more than $100,000 in 2019 are:

- Refuse Collection Fee (9.7% of the budget),
- Refuse Account (7.2%),
- PA Liquid Fuels Funds (5.9%), and
- Emergency/Local Services Tax (5.3%).

The police department commands the largest share of the 2019 budget (almost 20%), which is a common situation. The remaining four highest shares of the budget go to:

- Highway Department (17.7%),
- Sanitation Department (16.8%),
- Administration (15.1%), and
- Street Repaving Loan (10.0%).

Table A-13
Borough of Jessup Municipal Budget, 2018 and 2019

Item	2019		2018		Change, 2018-19	
	Amount	Percent	Amount	Percent	Amount	Percent
Revenue						
Real Estate Tax	$860,913	32.6%	$838,728	33.9%	$22,185	2.6%
Real Estate Transfer Tax	$50,000	1.9%	$50,000	2.0%	$0	0.0%
Refuse Collection Fee	$255,900	9.7%	$227,500	9.2%	$28,400	12.5%
Refuse Account	$190,000	7.2%	$214,300	8.7%	($24,300)	(11.3)%
Wage (Earned Income) Tax	$760,600	28.8%	$640,000	25.9%	$120,600	18.8%
Emergency/Local Services Tax	$140,000	5.3%	$155,000	6.3%	($15,000)	(9.7)%
PA Liquid Fuels Funds	$155,215	5.9%	$153,100	6.2%	$2,115	1.4%
All Other Revenue Sources	$228,825	8.7%	$196,975	8.0%	$31,850	16.2%
TOTAL REVENUE	**$2,641,453**	**100.0%**	**$2,475,603**	**100.0%**	**$165,850**	**6.7%**
Expenses						
Administration	$399,978	15.1%	$297,968	12.0%	$102,010	34.2%
Borough Building	$18,000	0.7%	$20,500	0.8%	($2,500)	(12.2)%
Police Department	$525,050	19.9%	$584,000	23.6%	($58,950)	(10.1)%
Planning Commission	$56,000	2.1%	$19,500	0.8%	$36,500	187.2%
Fire Department	$119,425	4.5%	$119,325	4.8%	$100	0.1%
Sanitation Department	$443,500	16.8%	$441,800	17.8%	$1,700	0.4%
Recreation	$77,300	2.9%	$72,800	2.9%	$4,500	6.2%

Item	2019		2018		Change, 2018-19	
	Amount	Percent	Amount	Percent	Amount	Percent
Utilities	$136,000	5.1%	$143,500	5.8%	($7,500)	(5.2)%
Highway Department	$467,500	17.7%	$394,000	15.9%	$73,500	18.7%
Street Repaving Loan	$264,000	10.0%	$264,000	10.7%	$0	0.0%
Miscellaneous Expenses	$134,700	5.1%	$118,210	4.8%	$16,490	14.0%
TOTAL EXPENSES	**$2,641,453**	**100.0%**	**$2,475,603**	**100.0%**	**$165,850**	**6.7%**

The Borough's 2019 budget increased by 6.7% from the 2018 budget. Revenue items with the largest expected increase from 2018 include the Wage Tax, Refuse Collection Fee, and Real Estate Tax. Decreased revenue items include the Refuse Account and the Emergency/Local Services Tax. Increased expense items are budgeted to be Administration, Highway Department, and Planning Commission. Decreased items were expected to be the Police Department and Utilities, with a slight decrease for Borough Building expenses.

Central Water Service

All developed areas in Jessup are served by a central water system owned and operated by Pennsylvania American Water Company. The system is described in the Community Facilities and Services Plan section.

Sewer Collection and Treatment

All developed areas in Jessup are served by a central sewer collection system. The system is described in the Community Facilities and Services Plan section. Reportedly, the sanitary sewers and storm sewers have many leaks between the systems, which is a common problem with older pipes.

Library Facilities

Public library services are provided to Jessup residents through the Lackawanna County Library System. The Valley Community Library is the closest library to Jessup, and is located at 739 River Street in the Peckville portion of Blakely.

G. Summary of the Results of the Citizen Survey

In 2019, a survey was conducted of residents, business-owners and property-owners of Jessup. The survey was available both online and in paper. The total responses number 274, including 116 online and 158 on paper.

1. The first question asked people to check off the top three types of businesses that they would most like to see emphasized in Jessup. The top responses in order were:

Small Retail Stores and Services	72%
Restaurants	46%
Medical Facilities	40%
Arts and Entertainment Uses	40%
Research and Technology Uses	19%
Offices	19%

Warehouse/Distribution Centers	15%
Large Retail Stores	11%
Manufacturing Uses	11%
Day Care Centers	8%

2. People were asked to check off the top three types of housing that they believe are most needed in Jessup. The top responses were:

Single Family Detached Houses	74%
Housing Targeted to Persons Over Age 55	57%
Townhouses	51%
Assisted Living, Personal Care or Nursing Homes	32%
Side-by-Side Twin Homes	19%
Apartment Buildings	16%
Apartments Above Businesses	12%
Manufactured (Mobile) Home Parks	1%

3. The next question asked about the top three types of transportation improvements that were most needed in Jessup.

Improvements to Promote Walking	74%
Efforts to Reduce Speeding	47%
Improvements to Intersections	44%
Safer or More Convenient School Bus Stops	37%
Improvements to Promote Bicycling	31%
Shelters for Bus Passengers	22%
Expanded Bus Service	13%

4. The next question was an open-ended question about transportation problems. A high percentage of the complaints involved Hill Street. Many comments were made about segments of Hill Street that need sidewalks. There also were complaints about the amount of traffic at the intersection of Grassy Island Road and Hill Street, including the high amount of truck traffic. There were also a number of complaints about speeding.

5. People were then asked whether new parks and recreation improvements were needed. Yes was answered by 85 percent and No by 11 percent.

6. The next question asked people to choose the top three types of parks and recreation improvements that were most needed.

Walking, Running and Bicycle Paths and Trails	48%
River and Creek Access, such as for fishing	35%
Restroom Building in a Park	34%
Children's Water Spray Area	32%
Children's Playground	24%
Dog Park	23%
Woods and Nature Study Area	23%
Picnic Pavilion	22%
Soccer/Football/Lacrosse Field	7%
Baseball/Softball Field	6%

Many people commented about the need for improvements at the Kid's Korner Playground.

8. The next question asked: What do you like most about Jessup?

Many people wrote about the community spirit, the volunteerism, the small town atmosphere, the relative quiet compared to cities, and the local festivals.

9. The next question asked: What do you like least about Jessup?

Many people made negative comments about truck traffic, the Lackawanna Energy Plant, the need to address blighted buildings, absentee landlords, school taxes, and a need for more stores and restaurants.

10. This question asked about persons responding the survey. The survey purposefully was not limited to residents, but was directed towards all people who regularly spend time in the Borough. 83 percent said they were Jessup residents, 62 percent said they owned property in the Borough, 9 percent said they lived in a nearby community, and 6 percent said they worked or owned a business in Jessup.

11. The last question asked the ages of persons responding to the survey. Of the responses, 32 percent said they were age 65 or older, 60 percent said they were age 25 to 64, only one percent said they were age 24 percent or younger, and 8 percent did not respond to the question. It should be noted that often parents often seek to express the needs of their young children in this type of a survey.