

HOP BOTTOM BOROUGH
COMPREHENSIVE PLAN

May 5, 1981

The preparation of this plan was a joint effort of the Hop Bottom Borough Planning Commission, the Susquehanna County Planning Commission, and the Northern Tier Regional Planning and Development Commission.

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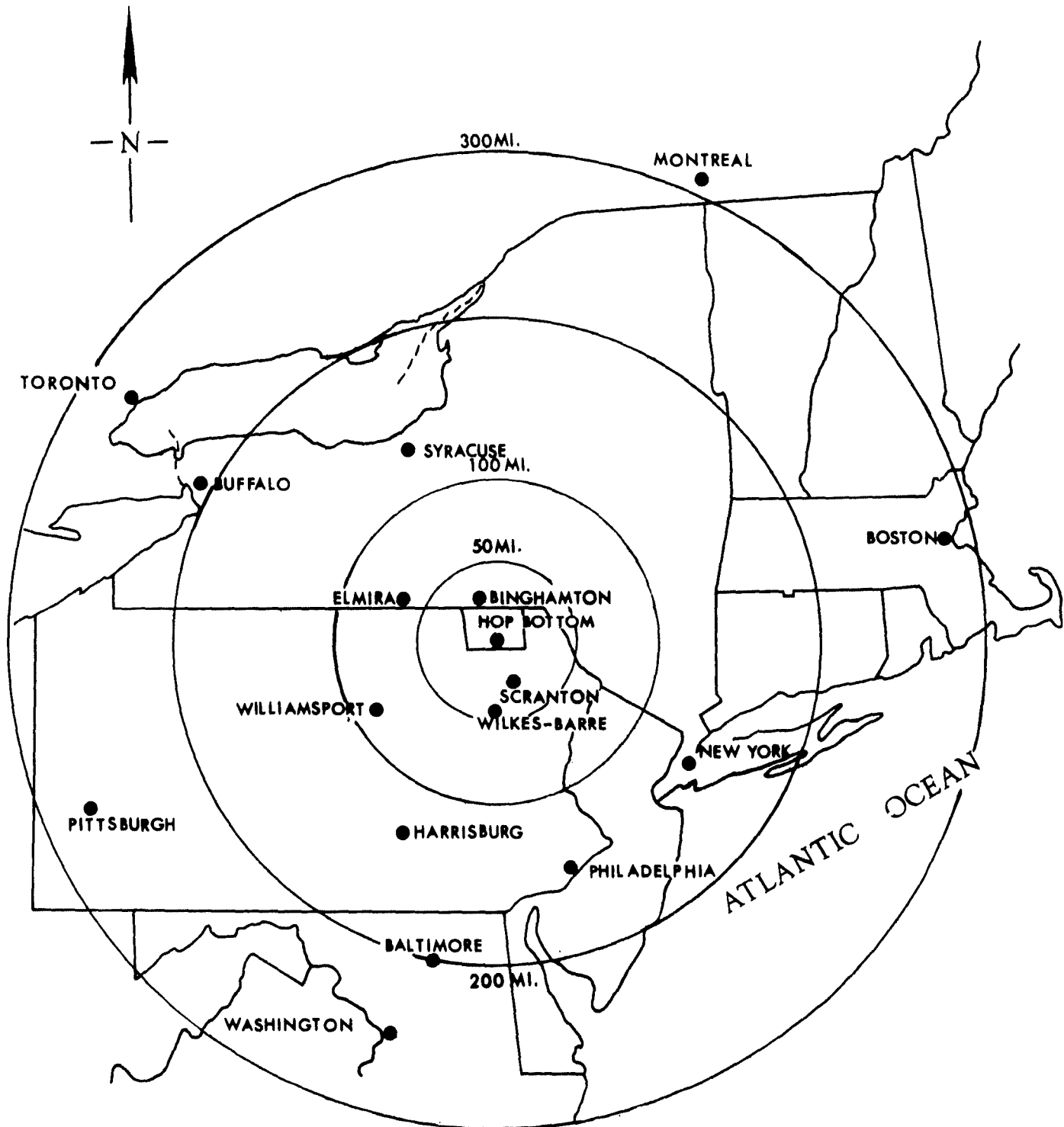
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MAP No. 1
GENERAL LOCATION



FOREWORD

There are several important reasons why a borough like Hop Bottom should plan for its future development.

- * A plan solves nothing in itself but is a guide for future action. By thinking ahead, planning helps prevent problems from happening. Once the damage is done from unplanned growth, it is difficult to correct the situation.
- * Allocation of areas for future growth can be accomplished. Planning can guide future development into areas of suitable slope and soil conditions.
- * Improve the physical setting and appearance of Hop Bottom through the maintenance of existing open space and the retainment of open space in new development areas.
- * Protect neighborhoods from encroachment by industrial and commercial uses. Also, housing planning can help improve and preserve existing neighborhoods. Where necessary, proper planning can show where redevelopment may be the best answer.
- * Good local planning improves the chances for receiving federal and state grants. Priority is usually given to municipalities that have anticipated their needs.

The Hop Bottom Comprehensive Plan focuses on land use. The plan will look at the Borough's existing land use patterns and problems. Planning for future uses will require a complete inventory of land capabilities of the undeveloped areas. The criteria for consideration will include: flood hazard areas, slope, soils, and existing rights-of-way. These factors will be examined in conjunction with a look at the land use in the Borough's developed areas. Existing land use incompatibilities will be inventoried and analyzed. The existing land use situation will be combined with land use goals and objectives to formulate the Future Land Use Plan.

Before this plan can be accomplished, however, base information must be gathered and presented. Information about the Borough's history and population precede the land use element. The ground work for the Borough Plan begins in the Introduction which follows.

I

INTRODUCTION

Hop Bottom Borough is located in Susquehanna County in the northeastern portion of Pennsylvania (See Map 1). The Borough, chartered in 1881, is located in the south central portion of the County and is the principal municipality in Lathrop Township. The Borough has a mixture of commercial and industrial uses. The businesses of Hop Bottom serve its 394 persons and also the rural agricultural area that surrounds it. The Borough is bisected north and south by one major thoroughfare -- U.S. Highway 11. One railroad, Conrail (previously Erie-Lackawanna), passes through Hop Bottom.

In physiographic terms, the Borough is located in the glaciated Appalachian Plateau. The topography as it now exists was formed by streams eroding the tableland.

The Borough lies in a narrow valley with surrounding hills which have extremely high elevation.

This topography is consistent throughout northeastern Pennsylvania. The eroded plateau caused a succession of hills to be formed. So extensive is this landform that an active five county area is known as the "Endless Mountains of Pennsylvania."

Hop Bottom and its surroundings have been increasing in population up until 1977.* From this point until 1980 it has declined.

Plan Purpose

The Hop Bottom Plan has been prepared to set a direction for the Borough's future growth. It is intended to inform the area residents concerned with the Borough by providing brief summaries and interpretations of available information about Hop Bottom.

Goals, objectives and policies have been formulated to discourage unwise or shortsighted action which result in damaging

*The population figure for 1977 is 476 and is only an estimated population attained from the 1977 Pennsylvania Statistical Abstract.

consequences difficult to correct later and to assure that decisions made privately or publicly at the local, county, regional, state, and federal levels will be in harmony with the best interest of Hop Bottom. This plan will serve as a guide to formulate laws and ordinances to carry out its policies for the protection of all residents and future residents of the Borough.

It must be remembered that a plan is not static. What may be foreseen today can change in five or six years. The plan should be flexible, dependent on the desires of borough residents and on external influences such as state or national economics.

Legal Basis

The Commonwealth of Pennsylvania has established guidelines for the adoption of a comprehensive plan. Below is an excerpt from Act 247, the Pennsylvania Municipalities Planning Code regarding the adoption of this Plan.

"Section 302. Adoption of Comprehensive Plan. -- The governing body shall have the power to adopt and amend the comprehensive plan as a whole or in parts. Before adopting or amending a comprehensive plan, or any part thereof, there shall be at least one public hearing pursuant to public notice. The adoption of the comprehensive plan, or any part thereof, or any amendment thereto shall be by resolution carried by the affirmative votes of not less than a majority of all the members of the governing body. The resolution shall refer expressly to the maps, charts, textual matter, and other matters intended to form the whole or part of the plan, and the action shall be recorded on the adopted plan or part.

Section 303. Legal Status of Comprehensive Plan Within the Jurisdiction that Adopted the Plan. -- Whenever the governing body, pursuant to public notice, has adopted a comprehensive plan or any part thereof, any subsequent proposed action of the governing body shall be submitted to the planning agency for its recommendations when the proposed action relates to:

- (1) The location, opening, vacating, extension, widening, narrowing or enlargement of any street, public ground, pierhead or watercourse; or
- (2) The location, erection, demolition, removal or sale of any public structure located within the municipality; or
- (3) The adoption, amendment or repeal of an official map, subdivision and land development ordinance, zoning ordinance or planned residential development ordinances.

The recommendations of the planning agency including a specific statement as to whether or not the proposed action is in accordance with the intent of the formally adopted comprehensive plan shall be made in writing to the governing body within thirty days. (As amended by 1972 P.L. 333, No. 93)."

Implementation

Once adopted the Hop Bottom Planning Commission and Borough Council should concern themselves with implementation. Currently Hop Bottom is under the Susquehanna County Subdivision and Land Development Ordinance which controls the subdivision of lands in the Borough. In addition, this ordinance sets design standards for both residential and commercial subdivision. Hop Bottom should examine this document carefully to see if its contents and administration meet the needs for Hop Bottom. The Borough can legally adopt and administer their own subdivision ordinance tailored to their needs.

Hop Bottom Borough is also under the Hop Bottom Borough Zoning Ordinance. This ordinance was adopted in April 1980. Zoning is an example of municipal police-power where the borough lands are divided into use districts, in which only certain types of uses are allowed. This Plan will attempt to blend with their Zoning Ordinance and their Flood Plain Management Ordinance.

Another possible implementation tool is the Official Map. The Pennsylvania Municipalities Planning Code (Act 247) permits the governing body to adopt an official map which defines existing and proposed street rights-of-way. The official mapping of future streets, accompanied by the requirement that future public water and sewer installation be permitted only within such approved rights-of-way, establishes a framework for future development.

The Official Map permits a community to reserve land for the protection of future roads and for the widening of existing roads with compensation normally deferred until the land is actually taken.

Hop Bottom Borough should primarily use their borough zoning ordinance to help guide further growth and protect borough residents from further land use incompatibilities. The Comprehensive Plan that follows will add to their existing local zoning ordinance.

II

HISTORY

The Borough of Hop Bottom is located within Lathrop Township, with the eastern boundary of the Borough also being the boundary between Lathrop Township and Lenox Township, Susquehanna County, in Northeastern Pennsylvania. It is the principal borough of both townships.

The Borough has approximately 394 people and is bisected by one major highway (US Route 11). One railroad, Conrail (previously Erie-Lackawanna), also passes through the Borough and has a terminal point for shipping although the depot is not maintained.

The Borough sets at an elevation of approximately 865 feet. It is nestled in a valley surrounded by wooded mountains and steep hills that add to its scenic beauty.

The Borough is drained by one major creek; Martins Creek, which merges with Hop Bottom Creek, just outside the Borough's northern boundary and flows south splitting the Borough in half.

Martins Creek eventually merges with the Tunkhannock Creek out of the Borough boundary.

The history of the Borough, as it is delineated today, had its beginning as part of the Devonian System 350-400 million years ago. The last advance of the Continental Glacier, approximately 75,000 years ago, covered large portions of northeastern Pennsylvania and established the drainage patterns.

The glacial action accounts for this area's beautiful lakes, low hills, narrow valleys, flagstone, sand and gravel deposits, numerous streams and abundant springs.

The first humans were the Indians. Artifacts have been found that indicate Brewerton and Lamokin tribes, (hunting tribes from New York State), were in this area between 6,000 and 1,500 B. C.

The first recorded passage of a white man through the Borough was a Frenchman, named Brule, an associate of the French explorer, Champlain. While exploring the Susquehanna River in the 17th century, he left the river at Great Bend and traveled the Salt Lick Creek and its tributaries and then

followed the Martins Creek until it reached the Tunkhannock Creek at Nicholson, which he followed to the present village of Tunkhannock.

Orson Case was the first permanent settler of Hop Bottom. He was born in Connecticut. Case later gave his claim to his sons who secured title to the large tract of land and subdivided it into smaller parcels. People began to move here from Lenox and Harford Townships, built homes and engaged in various enterprises.

Incorporation of the Borough

Hop Bottom became a borough on April 8, 1881, by order of the Susquehanna County Court which honored the petition of local citizens. It had been considered a decade before this and petitions had been sent to Montrose and denied. The decision was announced in Montrose on Wednesday, April 13, 1881. The original petitions had requested that the borough be named Foster, but the Court ordered the word Foster on the application to be stricken out and the name Hop Bottom be inserted in its place. There were two hundred and fifty-two inhabitants in the borough at the time. The streets were named, borough officers elected and ordinances drawn up on April 28, 1881.

The shape of the Borough is irregular like a gothic window, with the point towards the south. The east line, an angle, is the Lenox Township line; the north line is within Lathrop Township, about one mile south of the northeast corner and is a half mile long. From this point due south is 1 1/4 miles. At the widest point it is about five-eighths of a mile. The Borough has approximately 308 acres of land.

Hop Bottom is solely the creation of the Lackawanna Railroad and for nearly a century of its history, the prosperity it enjoyed was produced by that company. Prior to 1851, the Wright settlement in the northeast corner of Lathrop answered the needs of a village.

In 1787, John Nicholson, Comptroller of Pennsylvania, and owner of extensive tracts of land throughout the State, attempted to colonize his lands along the Hop Bottom Creek; and in five years collected about forty Irish and German families from Philadelphia.

He had agreed to supply them with provisions, for the first year at least, and that they should have the land seven years; the settlers in the meantime would clear what land they could, and to build upon each lot a house and barn, and at the end of seven years to have the first right of purchase at the price the land might then be worth.

The Lackawanna Railroad

A charter was secured from the Commonwealth of Pennsylvania for the Liggett's Gap Railroad, April 7, 1832. Sixteen men subscribed to it. The charter was renewed in 1837, 1842 and in 1847. The privilege of right of way, purchase, and surrender was invested in the sixteen men, and a corporation meeting was held on March 7, 1849. Stock was sold in the Liggett's Gap Railroad to provide working capital.

The road began in Harrison, (now Scranton) and passed through Liggett's Gap to Clarks Summit, Factoryville, and to a point where the Martins Creek flows into the Tunkhannock, thence along the Martins to the Salt Lick and on to Great Bend, a point twenty-seven miles from Nicholson. The total length of the railroad was fifty miles. The grades from the mouth of the Martins Creek northward were twenty-one feet per mile.

The object of the Liggett's Gap Railroad was to get coal and freight from the Lackawanna and Wyoming Valleys to New York City and to the Great Lakes at Buffalo. The New York and Erie Railroad was then in the process of construction. At Great Bend, the Liggett's Gap Railroad could transfer the freight cars to the New York and Erie which in turn pulled the cars to their destination.

The railroad had been operating for nearly a year before Lathrop Township people requested that the privileges of the "D.L." railroad be extended to them. In 1852, an old corn house was fitted out for a depot. Anson B. Merrill was the first agent. He opened the first store in the present Borough of Hop Bottom and was the first postmaster. At this time others began to build near the railroad and the town of Hop Bottom was begun. In 1863, the Bell family of Hop Bottom gave land to the railroad and the latter built a station. Previous to this time, trains had halted at Hop Bottom only occasionally. In 1883, a new and larger station was built and served until the railroad abandoned it after 1915. About twenty years ago it was torn down.

In the early days, the Hop Bottom depot did a tremendous amount of business, more than any other station in Susquehanna County. The freight business was thousands of tons per month and the passenger traffic averaged between five and six hundred dollars per month.

In 1912, the D.L.&W. decided to relocate the main line from Clarks Summit to New Milford. The new roadbed was about two hundred feet above the old road and several hundred feet east of it. It was all in Lathrop Township, except a very small portion of it on the south and north boundaries of the Lenox

line. The purpose of rebuilding was to save twenty minutes travel time between Scranton and Binghamton for the passenger trains and thirty minutes for the freights. This was accomplished by eliminating twelve complete circles of curves and raising the elevation to make it unnecessary to have pusher engines out of Nicholson. Passenger and freight service at Hop Bottom were discontinued in 1945. The last regular passenger train went through Lathrop Township on November 28, 1966. The Hop Bottom station is now a pitiful reminder that the glory of the railroad has gone. The Lackawanna gave about one century of service to Lathrop Township and Hop Bottom.

After the railroad was dormant for three years, the Delaware and Hudson Railroad decided to purchase the fifty-nine miles of track between Scranton and Binghamton. The purchase was approved and financed by the Pennsylvania Legislature. In October, 1980, the freight trains began to run on the old Lackawanna road bed. There is a promise of renewed railroad activity which is encouraging.

The Scranton and Binghamton Railroad

The Northern Electric Street Railway was incorporated on 1905 after acquiring the charters and franchises of the "Dalton Street Railway Company" and the "Scranton, Factoryville, and Tunkhannock Railway Company." Construction commenced in March 1906. At that time there were no hard surfaced roads out of Scranton toward the north and the automobile was only in its early stages. The Northern Electric was an interurban electric trolley which operated between Scranton and various towns to its north.

The first trolley to leave Hop Bottom was an excursion on Sunday, July 4, 1915. The excursion carried thirty-one people and had gone only to Nicholson and returned. Over one thousand dollars were taken in on ticket sales that week. Top speed was about thirty miles per hour but was impossible on most of the track. Beginning at 6:15 in the morning, trolleys left Hop Bottom each hour thereafter until 10:15 at night. One-way trips to Scranton took one hour and forty-five minutes and cost forty-five cents, while a round trip cost seventy-five cents. Trolleys ran on the same schedule except on Sunday they began at 7:15.

The S & B Railroad Company called the station Foster to correspond with the Lackawanna Railroad. A passenger station and milk stand were built in Hop Bottom, within the Borough, on High Street.

As roads were improved and the automobile was more popular, the trolley began to decline. It never had paid for itself, stockholders received no dividends on investment, and there were other lawsuits. By 1930 the line faced bankruptcy. Service stopped for a short time and the employees took over the operation of the line. Service north of Factoryville was discontinued in 1932.

In 1938, the Department of Highways, arbitrarily destroyed the tracks between Scranton and Chinchilla. The station in Hop Bottom was rebuilt into a dwelling and is presently the residence of Mr. and Mrs. Jack Rettberg.

With the Northern came electricity to Hop Bottom. It was not until 1925 that most of the Borough citizens converted from kerosene to electric lights.

The Lackawanna Trail

The D.L. Railroad roadbed, abandoned in 1915, was finally sold for one dollar to the State Highway Department.

On this roadbed was built the Lackawanna Trail which was opened on June 28, 1922. It extended from Clarks Summit to New Milford, a distance of about thirty-five miles.

Soon this road was lengthened to Scranton and Binghamton and was the longest piece of improved road in the entire Commonwealth. Eventually, the road was built to the Water Gap on the south and to Syracuse on the north. By 1940, Route 11, as it was then called, had reached Key West, Florida, and Ottawa, Canada. It was the longest stretch of improved road in the United States.

The Lackawanna Trail was filled with cars from the beginning. At the peak of popularity, in the late 1920-1930 period, as many as one thousand cars would pass through Hop Bottom per hour on a Sunday afternoon in summer. Restaurants and lodging places sprang up in Lathrop and Hop Bottom.

The section of the Lackawanna Trail between Nicholson and Hop Bottom was completely rebuilt in 1946. This was done to eliminate dangerous curves and widen the road. In Hop Bottom, the old hotel was moved and the general appearance of the east end of Main Street changed. The old depot and another building were torn down to make room for the road.

Industry

The first industry in the township was the erection of a large number of saw mills. The major streams provided excellent power. The first one was built at the outlet of Lord Pond when Josiah Lord, Jr., built the dam and mill. Orson Case and sons built a saw mill about a mile south of the Borough in 1830. Elisha and Truman Bell bought this mill in 1856 and operated it for nearly thirty years, shipping most of the lumber to Scranton on the railroad. George and Daniel Miles had small mills in Hop Bottom. The mill of George had a lathe for turning household articles and Daniel had a grist and threshing mill. William Miles had a feed mill and carding mill. The latter prepared wool for spinning at home. In recent times there have been erected modern feed mills within the Borough.

In 1880, there were one hundred fifty milk producing farms in Lathrop Township. In 1884, Oscar D. Roberts opened a creamery in Hop Bottom called "Foster Creamery." He bought only cream from the farmers and shipped butter. There were a number of operators until it went out of business in 1900. A second creamery was built in the spring of 1887, by Marvin L. Tiffany near his water-powered flouring mill in the upper part of the Borough. He also purchased only cream and shipped cream and butter on the Lackawanna.

In Hop Bottom there was an apple drying factory in 1900. The creamery of O.D. Roberts was converted into a dryer, heat being provided by a coal burning furnace. About fifteen people were employed here in 1910 and carloads of dried apples were shipped out on the railroad.

About 1900, a new creamery and shipping station was built and supplanted the others. There was also a bottling plant connected with it.

Whole milk was purchased here and shipped out in cans and bottles to New York City. The Lackawanna sent a special train to Hop Bottom each day and three large refrigerator cars of milk were shipped. This went out of business in 1971. Lou Smith of Brooklyn was superintendent here for a long time. The creamery later was owned by Sheffield Dairy.

Schools

The first schools seem to date from 1820 when four log buildings were erected throughout Lathrop for that purpose. They were similar in appearance; a central fireplace protruding the pyramid roof, dirt floor, shelves around the walls where

students stood to do their work, and a recitation bench, which was a log split in half with legs attached. One of these was the Wright School near the Hop Bottom Cemetery.

In 1865 new schools were added when Lathrop was divided into school districts. Schools were built in Pine Grove at the triangle; in Glenwood Switch on the Martins Creek; at Maple Grove; at Lakeside, facing Tarbett Pond; and in Hop Bottom. The latter was built in 1858 within the present borough. All of these schools were used by the people in the district for Sunday School, Church services, funerals, adult education meetings and town gatherings.

In 1879 a new school was built in Hop Bottom and classes were held eight months of the year. Eventually this replaced the grade school mentioned above, and was modified into a two story school with large classrooms. This became the Hop Bottom High School and continued until the Mountain View High School was built. Thereafter it operated as a grade school. In 1979 the Borough Council gained title to the building and school lot, and had the building destroyed by fire. The lot will be used as a park and playground.

The first class to graduate from the Hop Bottom High School was in 1890 and there were four girls in the class. The next year there were five graduates which included one boy. From then until 1959, the last year of classes, there were 398 persons who received diplomas from the Hop Bottom High School. For a very few years there was no one to graduate. In 1923, the largest class in the history of the school, 23, received diplomas.

Churches

Methodist services were held in the Wright School House from 1820 on. In 1850 Anthony Wright moved a small frame building to the present cemetery grounds for church and Sunday School purposes. Mrs. Samuel Wright had a year previously organized a Sunday School class in her home. This was outgrown and it was decided to build a church near the railroad in the town of Hop Bottom. A lot was given in 1870 by William P. Crandall, located on the hill near the school house. A church was built on this lot and dedicated on December 15, 1870. This building was torn down in 1889 and the present church and parsonage lots were purchased by Charles H. Kellum, in the center of the Borough. A new church was dedicated January 26, 1890. This building burned early Sunday morning on the 20th of October 1895, when part of Hop Bottom was destroyed by fire. The present church was built on the same spot and dedicated March 3, 1896 and the present parsonage was completed at the same time.

The first Universalist Church of Hop Bottom was organized February 27, 1870 and the building was dedicated on the 28th of December 1870 by the Susquehanna Association of Universalists. It had a slate roof and a spire nearly one hundred feet high. The church was yoked with Brooklyn and then with Nicholson. The church was unable to support a resident minister and interest began to wane. Most of the Congregation went to Brooklyn. In March 1942 the building was sold to the Lutherans and the church became Grace Lutheran Church of Hop Bottom. Extensive renovations and changes were made which alters the appearance greatly.

Cemeteries

There are four cemeteries in Lathrop Township. The one used by Hop Bottom residents is located near the north boundary of the township and is the oldest. It has had a variety of names through the years, but was first called the Wright Cemetery.

Then when Jonathan Squier bought the Wright farm, he wanted it called the Squier or Squier's Cemetery. It was charted as the Lathrop Cemetery Association in June 1886. It should be called Hop Bottom Cemetery to indicate its location. The land was given by Anthony Wright and began as early as 1824.

Post Offices

The post office in Hop Bottom was opened on March 15, 1852 near the railroad. The name was selected because it had previously been applied to the area. Brooklyn was once called Hop Bottom. The hop vines growing along the creek bottoms has suggested the name.

On March 19, 1875 the post office was changed to Foster. The railroad had called the depot "Foster" to honor Ira H. Foster who had been employed by the railroad and lived in the community. This name was unsatisfactory to the growing town and on March 8, 1876 the name of the town reverted to Hop Bottom again and has remained to the present. It is the only post office with this name in the entire country. The office now is a third class office and services a wide area. It has an R. F. D. route and two star routes, one which goes to Brooklyn and the other eventually to Susquehanna.

Before the Civil War stage routes went out of Hop Bottom Depot. Philander Bronson carried mail and passengers from here through Lathrop and Niven to Springville. This he did three times a week. A stage went east to Glenwood, another to Gibson.

Manny Carpenter operated a stage to Brooklyn every day for years. He carried freight and passengers in his large wagon. This continued to operate until the rural free delivery started in 1905.

Doctors in Hop Bottom

Dr. Samuel Wright was the first doctor for the Hop Bottom Borough. He began his practice in his home in 1847, but soon he had a wide practice covering six townships. Dr. Wright was a botanical physician and one of the founders of the Eclectic Medical Society in Susquehanna County.

Dr. William Nelson Green began the practice of medicine in Hop Bottom soon after the close of the Civil War. He died on May 24, 1884.

Dr. Perry Schoonmaker settled in Hop Bottom after the death of Dr. Green, and practiced for seven years, then moved to New York City where he was quite distinguished in his profession.

Dr. Rufus Thayer came to Hop Bottom from Montrose and practiced here about ten years until 1887. He was a Eclectic physician and after his ten years in Hop Bottom returned to Montrose.

Dr. Charles Abner Johnston became a member of the Susquehanna County Medical Society in 1884. He settled in Hop Bottom where he practiced for fifteen years.

Dr. A. Howard Fassett came to Hop Bottom in July of 1887. He practiced until he was struck and killed by a train on November 14, 1891 at the age of thirty.

Dr. Arthur James Taylor came to Hop Bottom in 1892 to take the place of Dr. Fassett. Dr. Taylor gave over 40 years to this community.

Dr. Bessie Lillian Tiffany was born in Hop Bottom and after graduating from medical school was planning to return and take up Dr. Taylor's dedication and continue his work. It was discovered that she had Bright's Disease. She underwent a complicated operation without results and suffered intense pain and died thereafter at her father's house on August 18, 1909.

Dr. William Bernard Van De Sand, Dr. Alex Shoun and Dr. Charles Bishop were here briefly. Doctors who graduated from Hop Bottom High School and have moved on to medical school have been: Bessie L. Tiffany, Mollie Gray, Morgan Fitch Taylor, Leon Chesley, and James Taylor Packer. For the past thirty-three years, Dr. John C. Cavender has followed in the noble footsteps of his dedicated predecessors.

Serious Fires in the Borough

In less than ten years, the Borough was plagued by four very destructive fires which completely changed the business section of Hop Bottom.

On July 13, 1891, it was discovered that the roof of the Exchange Hotel was ablaze. The Hotel barn was soon a mass of fire and it spread to the Lackawanna Depot which was destroyed with contents. The fire went down Main Street where it ignited a photo studio, a private dwelling, drug store and barn, house and barn, and other buildings. A telegram was sent to Hallstead and the fire company there sent their steamer on a flat car. This was soon put into operation and the rest of the town was spared.

The second fire occurred on December 31, 1891, when five buildings were wiped out. The fire originated in the back of the furniture store and soon the whole town was endangered. Again the Hallstead Fire Company saved the town from total destruction.

The third fire was much worse than the previous ones and consumed twelve buildings on Saturday night, October 19th and Sunday morning, October 20, 1895. The light of this fire could be seen for twelve miles. An alarm was sounded but the town had no means to fight the flames except a bucket brigade. Again a telegram was sent to Hallstead with the steamer arriving around midnight.

The fourth fire was a disastrous night fire in 1899 when six buildings in the center of town were reduced to ashes. The fire started in an over-heated stove in the millinery store and raged out of control for hours due to lack of local equipment. Also destroyed were the post office, meat market, barber-shop, photograph gallery and drug store.

There were other fires and the local equipment was inadequate. The Water Company was organized after the first fire and water pipes laid throughout the Borough in 1910. Later a hand pump and two hose carts were purchased.

Then in 1936, the Hop Bottom Fire Company was organized and money was raised and a fire truck purchased. Through the years other equipment has been purchased until now Hop Bottom has first rate fire protection. In 1954 the fire hall and community building were erected.

Conclusion

Hop Bottom Borough's growth and prosperity came as a direct result of the Lackawanna Railroad.

Early residents were those who supplied the area with goods and services. Later when the railroad left, jobs became fewer and fewer, and with advances in transportation, people began finding work outside the borough limits.

The community has always been faced with problems. Many of these have occurred by our own making. Because of the changes that are occurring, the Borough is going to have to adjust with them. Good planning can help to adjust with these changes, and with cooperation we can look forward to a promising future.

III

POPULATION STUDY

The Borough of Hop Bottom has shown an increase in population up until 1970. Since this time period there has been a drastic decline in population (see Table I). Such a high percentage population decrease from 1970-1980 represents an outmigration of people. One factor which may have helped Hop Bottom population decline is the Borough's lack of industry. People in the Borough are and have moved to areas where jobs are readily available. Also, people are moving closer to their jobs to avoid the extra costs of commuting to and from their jobs. This is caused by the present high cost of gasoline.

Hop Bottom Borough has a completely different growth pattern in comparison to the state and county. The Borough claimed a 8.4% loss from 1970-1980 while the county increased 7.3%. This amounts to a loss of 36 people and a gain of 2504 for the county.

The County Planning Office, in projecting the growth for the period 1980-2000, used the one percent growth figure to compute the future growth. We feel the population will stabilize and possibly increase over the next twenty years.

TABLE I
POPULATION TRENDS AND PROJECTIONS WITH
% GAIN OR LOSS FROM PREVIOUS FIGURES

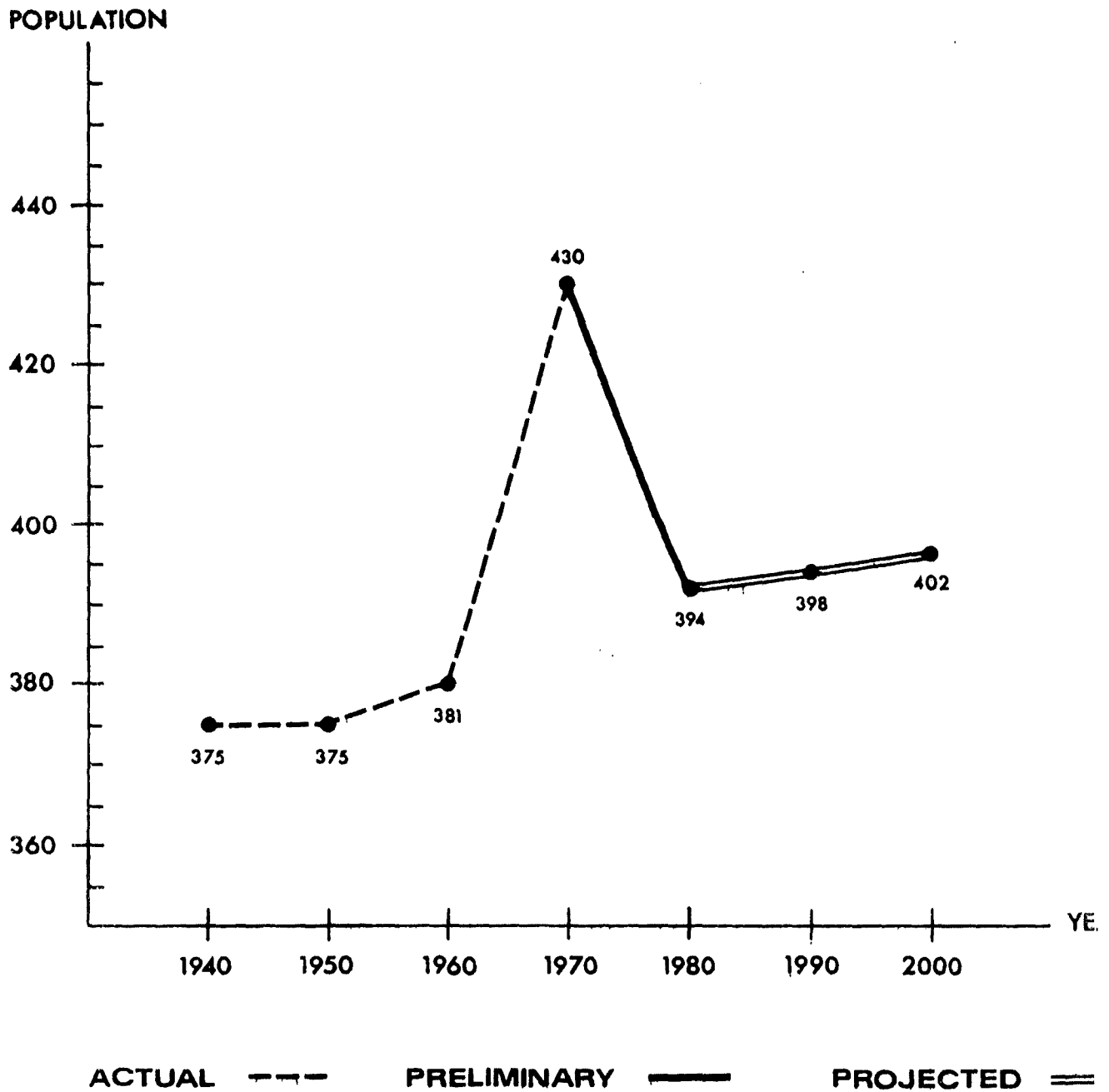
| <u>Hop Bottom Borough</u> | | | <u>Susquehanna County</u> | | <u>Comm. of Pa.</u> | |
|---------------------------|-----|-------|---------------------------|-------|---------------------|------|
| 1940 | 375 | | 33,893 | | 9,900,180 | |
| 1950 | 375 | 0 % | 31,970 | -3.4% | 10,498,012 | +6.% |
| 1960 | 381 | + 1.6 | 33,137 | +3.6 | 11,319,366 | +7.3 |
| 1970 | 430 | +12.9 | 34,344 | +3.6 | 11,793,909 | +4.2 |
| 1980* | 394 | - 8.4 | 36,848 | +7.3 | | |
| Projected: | | | | | | |
| 1990 | 398 | + 1 | 39,427 | +7 | | |
| 2000 | 402 | + 1 | 42,006 | +7 | | |

The Susquehanna County Planning Office used the 1% figure to compute the projected future growth. The following graph illustrates the above information.

*1980 populations are preliminary figures and may be subject to change.

GRAPH I

HOP BOTTOM BOROUGH CENSUS
GROWTH RATE
1940—2000



SOURCE: 1970 CENSUS OF POPULATION AND HOUSING DATA

TABLE II

HOP BOTTOM BOROUGH REAL ESTATE TAX BASE 1980

| <u>Taxpayer Categories</u> | <u>Parcels</u> | <u>Assessed Valuation</u> | <u>% of Total</u> | <u>Avg. Taxes Paid Per Unit Boro Only</u> |
|--------------------------------|----------------|-------------------------------|-----------------------|---|
| Residential (single-family) | 112 | 367,800 | 66.3 | 49.25 |
| Residential (multi-family) | 18 | 80,100 | 15.0 | 66.75 |
| Residential (mobile homes) | 10 | 12,000 | 2.2 | 18.00 |
| Commercial | 8 | 43,600 | 8.0 | 81.75 |
| Industrial | 2 | 600 | .1 | 45.00 |
| Undeveloped Land | 3 | 16,000 | 3.0 | N/A |
| Exempt Real Estate | 8 | 29,420 | 5.4 | N/A |
| Totals | 161 | 549,520 | 100% | |

The 1975 assessed valuation was approximately \$483,250 (including the exempt property) or \$66,270 less than the 1980 figure for an average annual growth rate of 2.3%.

The above information was obtained from the 1980 tax duplicates for the Hop Bottom Borough.

IV

EXISTING LAND USE

A survey and analysis of existing land use forms the basis for projections - the future land use plan. An existing land use survey is the first step to overall borough planning. Below are listed the categories that will be used for a land inventory.

- * residential - includes single family dwellings.
- * multi-family residential - includes all two and multi-family dwellings.
- * mobile homes - includes both individual units and those in a mobile home park.
- * commercial - includes retail and wholesale businesses.
- * industrial - includes manufacturing.
- * public/quasi-public - includes all municipal buildings, churches, schools, fire stations and state game lands.
- * forest
- * open space/vacant/agricultural - includes much of the undeveloped land in the borough: pasture, vacant (idle land).
- * transportation - includes all roadway and railway rights-of-way.

The tables on the next page show both the acreage and percentage of total area attributable to each land use type.

TABLE III
LAND USE BY ACREAGE

| <u>Single & Multi-Family Residential</u> | <u>Mobile Home</u> | <u>Commercial</u> | |
|--|----------------------------|-------------------|-------------------|
| 70.1 | 1.1 | 6.2 | |
| <u>Industrial</u> | <u>Public/Quasi-Public</u> | <u>Forest</u> | <u>Open Space</u> |
| .6 | 4.3 | 104.33 | 64 |
| | <u>Transportation</u> | <u>Total</u> | |
| | 57.37 | 308 | |

TABLE IV
LAND USE BY %
OF TOTAL LAND AREA

| <u>Single & Multi-Family Residential</u> | <u>Mobile Home</u> | <u>Commercial</u> | |
|--|----------------------------|-------------------|-------------------|
| 22% | .4% | 2% | |
| <u>Industrial</u> | <u>Public/Quasi-Public</u> | <u>Forest</u> | <u>Open Space</u> |
| .2% | 1.4% | 34% | 21% |
| | <u>Transportation</u> | <u>Total</u> | |
| | 19% | 100% | |

The above information is only an approximation.

Map #2 shows the basic patterns of land use in the Borough. The borough boundaries form the shape of a gothic window, which is bisected by U.S. Highway 11. This highway provides a core for borough development. There is a distinct central business district, primarily at the intersection of Main Street and Route 11.

The business corridor is bordered on the east by the D&H Railroad. This right-of-way is but one of several constraints on development in Hop Bottom. Residential area lies to the north, south, and west of the Central Business District (CBD). The settled portions of the Borough lie on a small gravelly plain which is drained by one major stream. Surrounding this plain area are steep hillsides that rise up to 1,200 feet above the developed portion of Hop Bottom. The factors of steep slopes, stream flood plains and transportation rights-of-way combine to constrict developable land in the Borough.

The development is well illustrated by the Borough's population density. The 394 persons in Hop Bottom (1980 estimate) are settled onto 308 acres of land. Of this total acreage, 70.1 acres are used for residence. There are 5.6 persons/acre of residential land. If the entire acreage of Hop Bottom is considered, the rate drops to 1.27 persons/acre. Based on these figures there should be a lot of room for growth. The developable land analysis which will follow later proves that this is not the case. The constricting factors discussed above impede further expansion of development in the Borough.

Before examining in detail the limits and opportunities for growth in the Borough, the existing land uses will be looked at in detail by category.

Residential

Of the total acreage of Hop Bottom, 22% (70.1 acres) is used for residential purposes. The majority of the residential uses are single family homes. The balance is divided between mobile homes and multi-family units, with a greater amount of the latter use type.

The main residential area of Hop Bottom is spread along Greenwood Street and Center Street. This area is primarily single family homes with a mixture of multi-family.

What new residential housing Hop Bottom has is towards the outskirts of the town.

Mobile homes are scattered throughout the Borough's developed areas. The greatest number of these units, however, are located on South Center Street. Here exists a small mobile home park comprising of four units.

Multi-family units are located primarily along Main Street and Center Street. These apartments are usually conversions of large older homes where the owners cannot justify single family living quarters.

Commercial

Commercial uses account for 2% of Hop Bottom's total acreage. There is a somewhat unified central business district which occurs at the intersection of U.S. Route 11 and Main Street. The 6.2 acres of commercial land also exists in the southern part of the Borough along U.S. Route 11. This area is primarily heavy commercial, such as trucking and repair garages. The C.B.D. consists of several light commercial uses such as a grocery store, barber shop, etc.

Industrial

There is one industry in the Borough of Hop Bottom. This is a feed mill which is at the end of North Center Street and is approximately .6 acres and takes up .2% of the Borough's total land use.

Public/Quasi-Public

Public/Quasi-public lands account for 1.4% of Hop Bottom Borough. This category has 4.3 acres and consists of churches, schools, and municipal-owned property. The principal acreage of this type is the land for fire protection in Hop Bottom.

Forests

Approximately 34% (104 acres) of the Borough is in woodland. These areas are located generally along the periphery of the Borough on the hillsides.

Open Space

Most of the Borough is in this category. The 64 acres are 21% of the total land areas. Agricultural land takes up a large part of this category which is in the northeast corner of the Borough. Other types which would be included are open vacant land, pastures, and other non-wooded undeveloped lands.

These lands are where most of Hop Bottom's future growth will occur. Much of it, however, is unusable due to carrying capacity limitations. This problem will be addressed in the Future Land Use Element.

Transportation

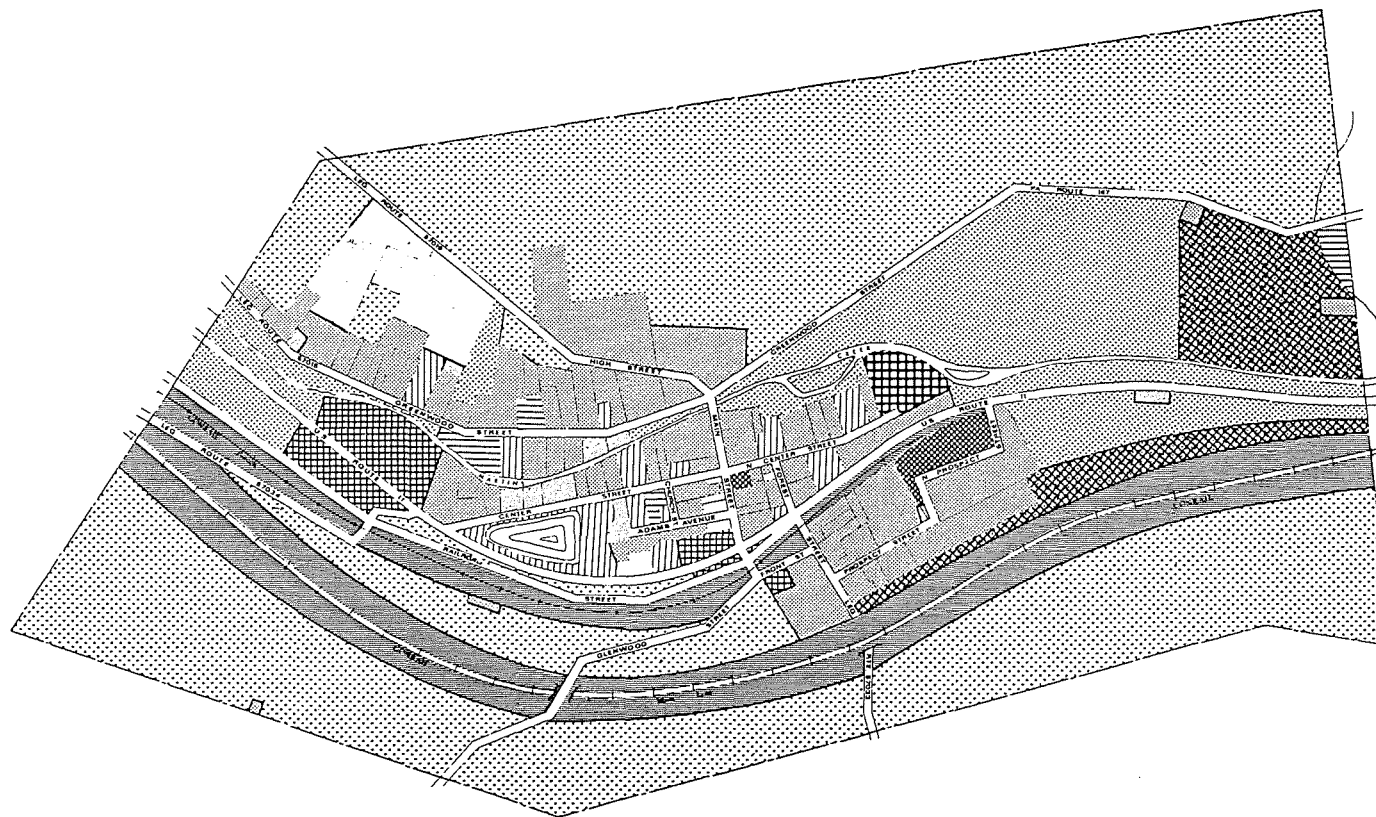
The Borough has approximately 57.37 acres, or 19% of its land area, used for transportation rights-of-way. This figure is due principally to both Route 11 and the D&H Railroad passing through the Borough. Both have wide rights-of-way.













Mixed Uses

The Borough has several areas that have been classified on the Existing Land Use Map as either commercial or residential when, in fact, both uses are found on some lots. Mixed uses can take two basic forms. The first is the home occupation where a structure used principally as a residence, has an incidental commercial use. Map 2 shows home occupations, "predominately residential," as mixed land use. Similar, but distinct from home occupations, is when a commercial use will have residential quarters either above or behind this commercial use. This use, "predominately commercial," is shown on Map 2 as mixed land use.

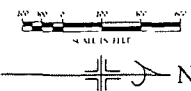
It is important that these uses be identified as has been done here. Mixed Use Lots will need to be dealt with when the Borough considers land use controls. These uses are not undesirable, but need to be controlled to a certain extent, such as requirements for parking facilities and signs.

Map No. 2
Existing Land Use
LEGEND



-  Residential
-  Multi-Family
-  Mobile Home
-  Commercial
-  Industrial
-  Mixed Use
-  Public/Quasi-public
-  Railroad
-  Farmland
-  Open Space
-  Vacant
-  Forest

HOP BOTTOM BOROUGH
SUSQUEHANNA COUNTY, PENNSYLVANIA



The preparation of this map was a joint effort of the Hop Bottom Borough Planning Commission, the Susquehanna County Planning Commission, and the Susquehanna Township Planning and Development Commission.
March, 1981

V

OPEN SPACE ANALYSIS

In developing an open space analysis for Hop Bottom, four areas are analyzed in a Natural Resources Inventory (NRI): flood hazard areas, steeply sloping areas, areas of poor soils, and utility easements. The purpose of the NRI is to locate areas that will face critical environmental considerations for development. Areas that have not been identified as critical areas for development can then be examined by other traditional planning criteria. By planning development in correct areas, it should prove less costly in terms of environmental damage and cheaper in dollars and cents for the developer.

In producing the NRI, there are several steps we are going to follow.

Step #1 - Developing a base map of the municipality. The base map will contain water courses and transportation routes. Identifying water courses and transportation routes is essential for determining geographic location.

Step #2 - Developing an overlay showing excessive slopes. Information shown on a slope map can be very useful for decisions concerning community development.

Step #3 - Developing an overlay for flood hazard areas. Flood plain mapping is a little more difficult to achieve. There are a couple of ways of doing it. In this case, a survey was conducted to establish the water level during flood stage. The information was then recorded and mapped to give an approximation of the flood plain areas.

Step #4 - Developing a map of soil suitability. This is one of the most important maps in the NRI analysis. The type of soil directly affects the type of development and the type of sewage disposal that could be used. The soils information can be obtained from Soil Conservation Service (SCS). There are three basic types of soils we should identify, which are in line with Act 208 and current DER regulations. There are: 1) soils that are suitable for a standard type sewage disposal system, 2) soils that are suitable for an alternate type sewage disposal system, and 3) soils that are not capable of use for subsurface sewage disposal. The soils that are generally not capable for subsurface sewage disposal are

broken in four subcategories. These are: a) flood plains, b) slopes over 20%, c) soils with a depth of bedrock less than 20 inches and d) soils with a depth of the seasonal highwater table or other limiting factors of less than 20 inches. The maps used by SCS are based on five acre unit surveys and there could be pockets of suitable soils for sewage disposal existing in these five acre sections.

Step #5 - Developing a composite map of critical environmental areas. This map is a composite of the base, excessive slopes, poor soils and flood plain maps. This will give us an idea of some of the problems that development will face in certain areas.

With these basic maps we now have usable information that can be used in some community decision making. This information, wisely used, can help to prevent unwise use of our critical areas that are open to development.

With this information we can then look at zoning, building codes and ordinances as a means of protecting our critical environmental areas.

Steep Slopes



Hop Bottom Borough is located in a narrow valley that is surrounded by steeply sloping forested hillsides. This landform pattern continues both north and south of the Borough. Thirty-four percent of the Borough is made up of woodland. The combination of forest, slope, and soil conditions restricts the amount of developable areas within the Borough. The Borough has to focus its attention to the present developed areas. Map #3 shows the steeply sloped areas within the borough limits.

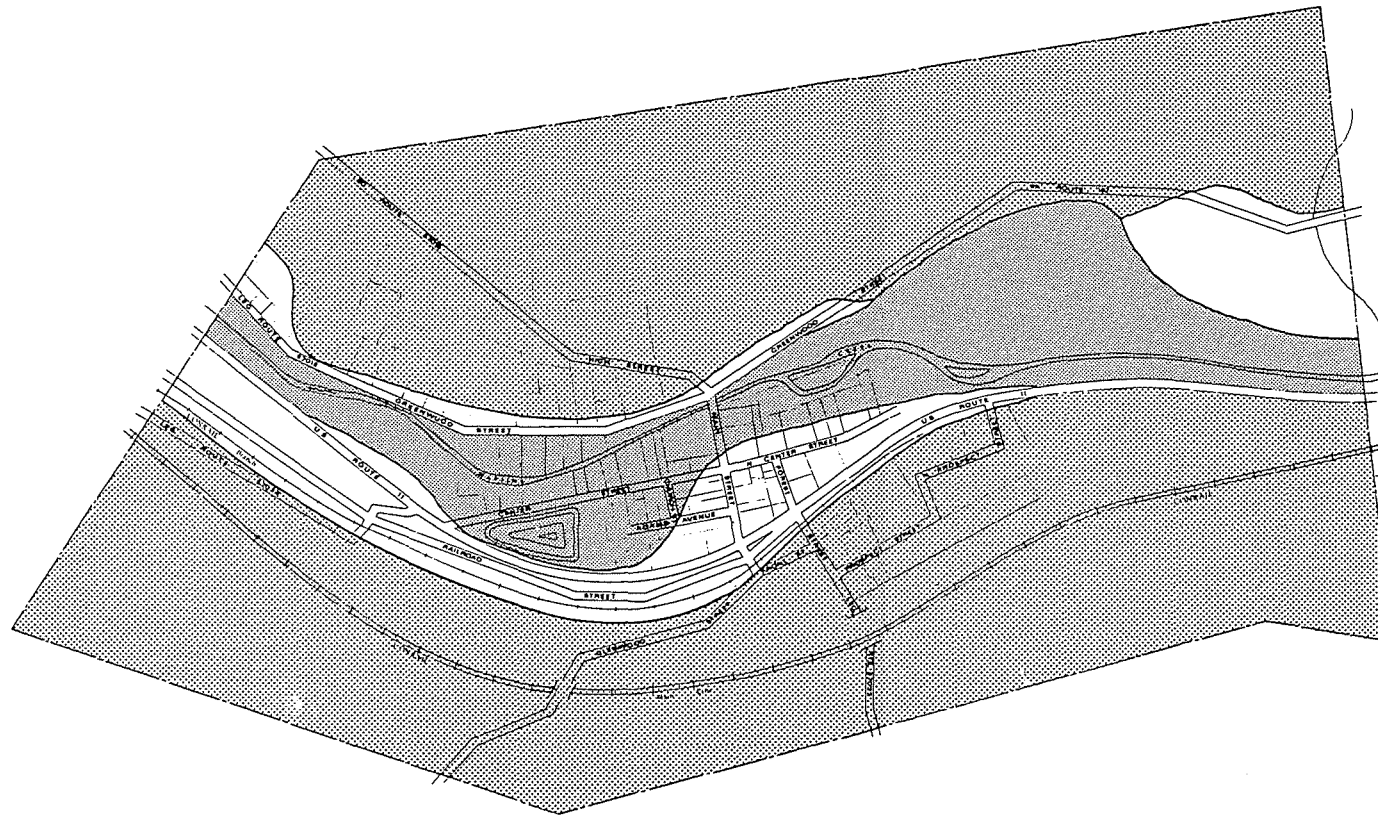
Because of Hop Bottom's setting in this narrow valley, one would expect the Borough to suffer from severe runoff. The Borough does receive a certain amount of runoff from the surrounding hillsides, but the heavy vegetation cover on the hillsides helps to keep this runoff in check.

If development is to expand to the surrounding hillsides, proper measures will have to be taken to prevent severe water runoff damage from occurring in the Borough. An example of a measure that is taken in order to help prevent severe water runoff is the Sediment and Erosion Control Plan. When development occurs involving earth moving activities that will produce water runoff, such a plan is developed to control the runoff to prevent adverse effects from the runoff; referenced to: Pennsylvania Clean Streams Law and Pennsylvania Storm Water Management Law.

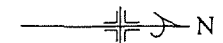
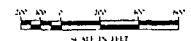
Map No. 3
Flood Hazards
and
Steep Slopes

LEGEND

-  Flood Prone Area
-  Greater than 20% Slope



HOP BOTTOM BOROUGH
SUSQUEHANNA COUNTY, PENNSYLVANIA



The preparation of this map was a joint effort of the Hop Bottom Borough Planning Commission, the Susquehanna County Planning Commission, and the Northern Tier Regional Planning and Development Commission.
March 1981

Flood Hazards

Flooding is a serious consideration in any town that is nestled in a valley traversed by streams. Hop Bottom is no exception.

The Martins Creek that traverses the Borough rises at an elevation of approximately 1,500 feet. In the distant past the Borough has suffered flood damage. Nature, rather than man, was the cause of the flooding.

Hop Bottom has had a number of floods. Those on record as among the most destructive were these. The first was on the 17th of August, 1901, a Saturday afternoon, when the heaviest rain in the memory of anyone in Susquehanna or Wyoming Counties occurred. It rained for three hours, making small creeks swell, bringing down huge rocks and a great amount of dirt from every hill and slope. Main and Center Streets were completely torn to pieces and full of rock and debris. All cellars and first floors of the buildings in town were full of water. Some gullies were twenty feet deep. Every bridge between Tunkhannock and Glenwood, and between Nicholson and New Milford was washed away or considered unsafe for use. All bridges in Lathrop Township were washed away. For months thereafter all streams had to be forded.

The second great flood occurred on June 18th, 1926, on Sunday morning. It was called a cloud burst and many streams of water moved into the Borough, bringing great quantities of the countryside with them.

The third occurred on Sunday evening, August 27, 1967, and great damage was done. In the first flood, the Lackawanna Railroad suffered greatly and all operations came to a halt for eighteen hours. The other floods occurred after the cut-off and the roadbed was higher and the damage was less.

Proper land and stream management of creeks and watershed can help reduce the effect of the flooding even more. In the case of stream overflow the flood areas in the Borough are shown on Map #3.

To help regulate and control flood plain development, the Borough Council of Hop Bottom adopted a Flood Plain Management Ordinance in June of 1975. This ordinance requires reviewal of all proposed sites and subdivisions as to whether they are flood proof and will minimize flood damage. The ordinance also requires that water supply systems and sanitary sewage systems be designed to withstand infiltration of floodwaters.

Soils

Soils in any location play a primary role for any type of development. Because of Hop Bottom's location this is an especially important factor to consider. The soils in Susquehanna County suffer from this pattern. Many of the soils in Hop Bottom suffer from slope limitations, high water table, slow permeability and other factors. Table V shows the limitations of the soil types and problems that can occur in development. By identifying these areas, measures may be taken to have suitable development where ever possible. When such measures are taken to ensure proper development, damaging and costly effects to the environment can be prevented. Map #4 locates the various soils in the Borough while the adjoining tables identify the types of soils and their limitations.

TABLE V
SOIL LEGEND
FOR MAP 4

| <u>Symbol</u> | <u>Name</u> |
|---------------|--|
| Ba | Barbour fine sandy loam |
| Bc | Basher silt loam |
| BfD2 | Bath flaggy loam, 3 to 12 percent slopes, moderately eroded |
| BsD | Bath very stony loam, 12 to 30 percent slopes |
| CnB2 | Chenango gravelly silt loam, 3 to 12 percent slopes, moderately eroded |
| CnC2 | Chenango gravelly silt loam, 12 to 20 percent slopes, moderately eroded |
| LfC2 | Lackawanna flaggy silt loam, 12 to 20 percent slopes, moderately eroded |
| LgB | Lackawanna very stony silt loam, 0 to 12 percent slopes |
| LgD | Lackawanna very stony silt loam, 12 to 30 percent slopes |
| LgF | Lackawanna very stony silt loam, 30 to 50 percent slopes |
| LkC2 | Lordstown and Oquaga channery silt loams, 12 to 20 percent slopes, moderately eroded |
| LsB | Lordstown and Oquaga very stony silt loams, 0 to 12 percent slopes |
| LsD | Lordstown and Oquaga very stony silt loams, 12 to 30 percent slopes |
| LsF | Lordstown and Oquaga very stony silt loams, 30 to 70 percent slopes |
| MfD2 | Mardin flaggy silt loam, 15 to 25 percent slopes, moderately eroded |
| Mn | Mixed alluvial land |
| WlC2 | Wellsboro flaggy silt loam, 8 to 15 percent slopes, moderately eroded |
| WlD2 | Wellsboro flaggy silt loam, 15 to 25 percent slopes, moderately eroded |
| WsF | Wellsboro very stony silt loam, 25 to 50 percent slopes |
| Wy | Wyalusing silt loam |

This information was taken from the Soil Survey for Susquehanna County, Pa.

TABLE VI

SOIL LIMITATIONS FOR HOP BOTTOM BOROUGH

Limitations

SL = Slight
M = Moderate
S = Severe

Major Problem

DB = Depth to bedrock
SP = Slope
DHWT = Depth to highwater table
SHWT = Seasonal highwater table
F = Flooding
T = Texture
P = Permeability
GW = Groundwater

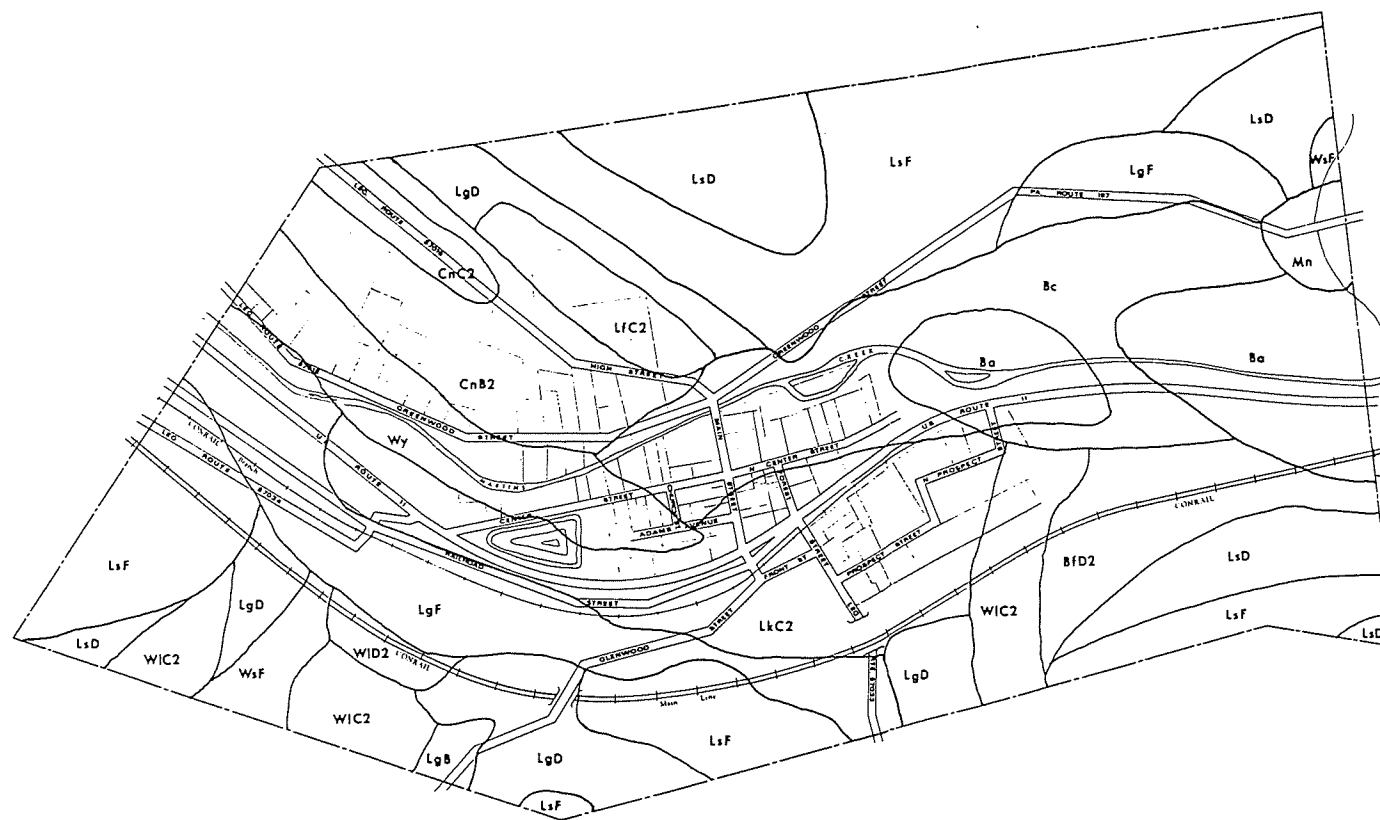
| <u>Symbol</u> | <u>On Site Disposal of Sewage</u> | <u>Locations for Buildings of 3 Stories or More</u> | <u>Streets & Park- ing Lots for Subdivision</u> | <u>Buildings Without Basements</u> | <u>Drainage</u> |
|---------------|---|---|---|--|---|
| Ba | S:F | S:F:P | S:F | S:F | NA |
| Bc | S:F | S:F | S:F | S:F | NA |
| BfD2 | S:SP | S:SP | S:SP | S:SP | Slow P |
| BsD | S:SP | S:SP | S:SP | S:SP | Slow P |
| CnB2 | S:GW | SL | M:SP | SL | NA |
| CnC2 | M:SP:GW | M:SP | S:SP | M:SP | NA |
| LfC2 | S:P | M:SP | S:SP | M:SP | NA |
| LgB | S | M:T | M:SP:T | SL | Slow P |
| LgD | S:SP | S:SP | S:SP | S:SP | Slow P |
| LgF | S:SP | S:SP | S:SP | S:SP | Slow P |
| LkC2 | S:DB | S:DB | S:DB | M:SP | NA |
| LsB | S:DB | S:DB | S:DB | SL | NA |
| LsD | S:DB:SP | S:DB:SP | S:SP:DB | S:SP | NA |
| LsF | S:DB:SP | S:DB:SP | S:DB:SP | S:SP | NA |
| MfD2 | S:SP:P | S:SP | S:SP | S:SP | T SHWT Slow P |
| Mn | S:F | S:F | S:F | S:F | NA |
| WlC2 | S | M:SHWT:SP | S:SP | M:SP | Slow P |
| WlD2 | S:SP:P | S:SP:P | S:SP:P | S:SP:P | T SHWT Slow P |
| WsF | S:SP:P | S:SP | S:SP | S:SP | Slow P |
| Wy | S:F:DHWT | S:F:DHWT | S:F:DHWT | S:F:DHWT | SP DHWT Flood hazard outlet problem |

Map No. 4

Soils Map

—NOTE—

Refer to Tables V and VI in text
for Soils description and limitations.



HOP BOTTOM BOROUGH
SUSQUEHANNA COUNTY, PENNSYLVANIA



The preparation of this map was a joint effort of the Hop Bottom Borough Planning Commission, the Susquehanna County Planning Commission and the Northern Tier Regional Planning and Development Commission.
March 1961

Utility Easements

When we are talking about utility easements for the Borough, we are talking about the land that is incorporated in the right-of-way of the transportation routes. The major concern is with U.S. Route 11 and the Conrail railroad.

U.S. Route 11 traverses the Borough through its center in a north and south direction. The right-of-way of U.S. 11 is 100 feet. All land on either side of U.S. Route 11, 50 feet from the center line cannot be used.

The D&H Railroad traverses the Borough along the eastern boundary of the Borough on the western side of the Central Business District (CBD). Also, a spur line runs parallel to Route 11 until it ends in the north section of town. This line still is in use.

VI

FUTURE LAND USE

A future land use plan is not just a map, but must include land use goals, objectives, and policies. The plan actually solves nothing, but is a guide for future action. As new data and development occur, the plan will be updated.

Goals and Objectives

Before planning in a community can begin, a basic set of goals has to be established.

Long Range Goal

The ultimate planning goal for the Borough is to manage, conserve, and utilize land, water, human and housing resources in a rational manner for the present and future population of the Borough. This is an ideal goal and as such it will be the ultimate toward which the residents and government of the Borough are always striving.

Intermediate Goal

The intermediate range goal is designed for a five to twenty year period. In the case of Hop Bottom, the intermediate goal is to utilize the local planning process through the Hop Bottom Borough Planning Commission and Susquehanna County Planning Commission and to put into effect the future land use plan through the implementation techniques best suited to Hop Bottom.

Short Term Goals

The short term goals are designed to be implemented over a short time period (usually from one to five years). Several short-term goals have been developed for the Borough. These goals include the following:

- (1) Provide for easy access to goods and services for all citizens of the Borough.
- (2) Establish guidelines for growth and development.

- (3) Increase recreational opportunities for all citizens.
- (4) Provide a safe, sanitary, decent housing unit for every family in the Borough.
- (5) Provide a wholesome natural environment for citizens to enjoy.

No-Growth Areas

Determine which areas of the Borough are not suited for growth and development and identify them. The following are policies that will be followed:

- (1) There shall be no growth and development in such areas designated so in the future land use plan, such as flood hazard areas or steeply sloping areas.
- (2) Proposed development in the limited-growth areas will come under extensive review of the Hop Bottom Borough Planning Commission.
- (3) There shall be no growth and development in areas of archaeological or historical importance or in areas of cemeteries or grave sites.
- (4) There shall be no growth and development in any nature center areas set aside by the Commonwealth or Borough, such as the State Game Lands.

Land Use Planning

An appropriate amount of land for development with growth guidelines shall be set aside for each type of land use needed by the Borough's present and future population.

- (1) The Comprehensive Plan shall be officially adopted by the Borough Council.
- (2) The social, economic and physical needs of the citizens and the Borough should be continually reevaluated so that land available for development can be reallocated to meet changing conditions. In effect, this process includes review, revision and updating of the future land use plan.
- (3) All decisions affecting the future disposition and development of urban land -- for example, those relating to zoning -- shall be in conformance with the future land use plan.

Land Use Compatibility

Land uses should be arranged so that they are compatible, complementary (where appropriate), and stable.

- (1) Residential uses should be located in areas which contain, within reasonable walking distance, necessary local service uses such as neighborhood parks and neighborhood commercial facilities.
- (2) Community commercial uses should be located in centers of concentrated activity and should be afforded direct access to the arterial street system.
- (3) Industrial uses should be located to have direct access to highways and, where necessary, railway facilities, and have reasonable access to airport facilities.
- (4) Incompatible land uses should not be mixed except in planned development.

Recreation

Recreation and open space should be provided within reasonable walking distance of all citizens so that a full range of facilities can be provided to support a year round recreation program for all age groups.

- (1) The Borough should begin immediately to implement a systematic land acquisition program and continue acquisition and the construction of open space facilities to meet the needs of its citizens.
- (2) All methods of land acquisition should be considered: gifts, endowments, acquisition of improvement and development rights, the use of tax delinquent land, and federal recreation and open space grants.
- (3) The Borough should continue to use private lands and facilities where possible to supplement publicly owned recreation facilities.

Commercial Facilities

Suitable commercial sites should be provided to satisfy neighborhood and community consumer demands; however, the amount and distribution of land reserved for commercial use should not at any time greatly exceed the land needed at that time to meet the economic demand for commercial facilities.

- (1) A concentrated area should be provided as the principal location and commercial center of activities primarily concerned with the sale of the shopper's goods.
- (2) Both the concentrated area and their commercial development should meet the following minimum requirements:
 - a. Direct access to the arterial street system.
 - b. Available adequate water supply and safe on-lot sewage disposal.
 - c. Provision of adequate off-street parking.
 - d. Provision of well-located points of ingress and egress which are controlled to prevent traffic congestion on adjacent arterial streets.
 - e. Provision of adequate screening to serve as a buffer between commercial uses and adjacent non-commercial uses.
 - f. Provision of adequate setbacks from major streets.
- (3) Complete and contained outlying commercial facilities should be developed to serve the neighborhood shopping demands for convenience goods. Neighborhood commercial facilities should meet the minimum standards.
 - a. Central location so as to serve several neighborhoods rather than just one.
 - b. Sufficient size to accomodate neighborhood shopping uses to convenience goods demanded of nearby residential areas.

- c. Provisions of sufficient off-street parking facilities with controlled ingress and regress.
 - d. Accessible without undo interference to traffic movement along major streets or without introducing needless traffic in residential neighborhoods.
 - e. Contain appropriate site planning devices (buffers, controlled ingress-egress, setbacks, landscaping, controlled signing and lighting) to assure good quality development.
- (4) Strip commercialism should be completely avoided in the future. Negligent spot and strip zoning for the provision of commercial facilities should cease in order to prevent the undermining of existing commercial and residential uses.
- (5) The amount and distribution of land zoned for commercial use should coincide as closely as possible at all times with the existing economic need for such uses.

Utilities

As of the present time, no public sewage line is in the Borough. All of the sewage needs are taken care of by on-site systems.

Objectives of Future Land Use Plan

The objectives of the Future Land Use Plan is to provide a guide for future development of the borough. The plan is not permanent nor unchangeable, but general enough to provide flexibility in meeting unforeseen conditions. The plan provides for the following:

- * Continuation of existing beneficial land use trends and correction of undesirable patterns of development.
- * A logical and beneficial relationship of land uses.
- * The framework for determining other necessary plans and decision in relation to community facilities and major thoroughfares.

- * Information for borough residents so that they will know what is going to happen to their land and their neighborhood.
- * An overall picture of the borough to assist officials and residents to better understand their community.
- * Flexibility in meeting unforeseen conditions which will dictate modification.

The Future Land Use Plan will show all land in accordance with a well-developed, orderly arrangement of land use. The best situation would result if all lands were developed in accordance with the plan presented, but this is probably not an economic reality because existing development will remain, at least for its economic life span. After its economic life is over, it will be up to the borough to decide whether that land use should continue or not.

The plan presented is one way of developing the borough in an orderly beneficial manner.

The economics are based upon grouping similar land uses. There are non conforming uses which can be left or corrected in the future, after their economic life is over.

The Future Land Use Plan will require updating every 5 years. Although it was prepared for a twenty year period, the exact number of years to which it will be applicable will depend upon the extent to which changes occur in the borough's economic population and physical composition. This plan is flexible and expandable to meet the economic, physical and population growth should it occur at a faster or slower rate than predicted.

The accompanying Future Land Use Map (Map # 5) illustrates how the borough might be developed by the year 2,000, if the land development policies recommended in this study are followed conscientiously. The plan has been derived by careful consideration of both the present and projected zoning patterns and uses, borough and regional thoroughfare systems, utilities, community facilities, service areas, anticipated population and economic structure of Hop Bottom, topography and general environmental characteristics.

VII

PROJECTED LAND USES

The projected land uses have been consolidated into five major groupings: residential, commercial, industrial, public and quasi-public, and open space.

Residential

Future land use in the borough for residents will not show too many changes. Single-family dwellings will predominate. Some single-lot mobile homes and multi-family additions will be between the CBD and the surrounding single-family residence areas.

Little expansion of residential areas is possible because of limited development areas. Factors such as soils, steep slopes, flood hazard areas, and transportation right-of-ways all limit buildable land. Present development and future construction may be eliminated on the boroughs flood hazard areas because of federal and impending regulations.

New development will be located outside of the town center near the borough boundary where it is suitable for development.

Commercial

The borough possesses two major commercial areas:

- * CBD (Central Business District)
- * U. S. Highway 11

Central Business District

The Central Business District is the old commercial center of town. The area, however, has been hemmed in by residential and public lands which preclude expansion of the areas, but redevelopment is a possibility.

This area is in need of refurbishing, such as new store fronts and parking along Main Street. Provision for off-street parking should be considered in future land use controls. It is recommended that the Borough pursue a study and redesign of the CBD to make it more efficient and more attractive. Presently, there exists a garage, bank, post office, grocery store, general store, insurance offices and a barber shop.

U.S. Highway 11

This commercial area is located on the southern edge of the Borough along U.S. 11. The commercial uses here are primarily oriented to the trucking industry with fuel storage and repair garages. The U.S. Highway 11 area has the highest traffic volume in the Borough which would tend to foster and support many types of growth. The development here is more open and without the attractive tree-lined streets. Landscaping and design studies could enhance the southern gateway to the Borough.

Industrial

There is a limited amount of industrial land in the Borough and little expansion is expected. The existing site, just north of the center of town at the end of North Center Street, is the Ross Brothers Feed Mill.

The Borough lacks the sufficient quality open land for extensive industrial expansion.

Public/Quasi-public

Pending acquisition of additional lands by public bodies or churches, public/quasi-public is not expected to increase. The Borough at this time, however, has no immediate plans for any acquisitions.

Open Space

This land use category includes vacant land and buffer areas. Much of the existing developable open space is projected (if needed) to be used for residential needs. This category does not include the flood hazard areas or forest.

Forest

The heavily wooded areas are confined to the hillsides surrounding the developed area. The forest primarily occupies the steeply sloping areas that exhibit poor soils for on-lot sewage. Logging operations have not existed inside the Borough for some time now.








Flood Plain

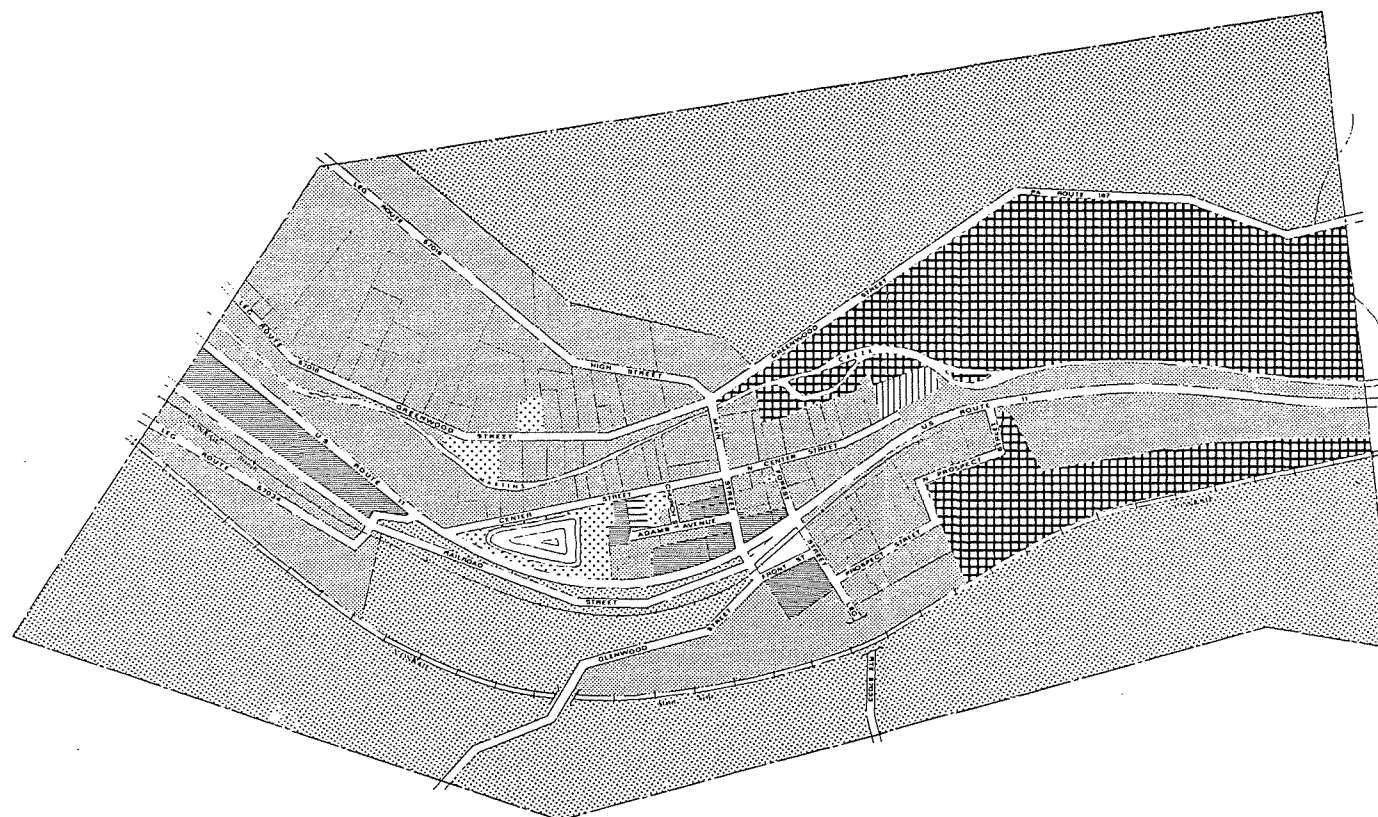
The flood hazard areas are considered undevelopable. Federal and impending state regulations may also support the preclusion of further commercial and residential uses. Further land use controls should consider the restriction of dwellings in these areas. Currently, the Borough is under the restrictions of their own Flood Plain Management Ordinance, which was adopted in June of 1975.

Map No. 5

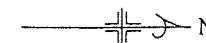
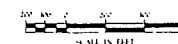
Future Land Use

LEGEND

-  Residential
-  Commercial
-  Mobile Home
-  Industrial
-  Public/Quasi-public
-  Open Space, Agriculture
-  Forest



HOP BOTTOM BOROUGH
SUSQUEHANNA COUNTY, PENNSYLVANIA



The preparation of this map was a joint effort of the Hop Bottom Borough Planning Commission, the Susquehanna County Planning Commission, and the Northern Luzerne County Planning and Development Commission.
March, 1982

WHEREAS, the Council of the Borough of Hop Bottom,
Pennsylvania, having complied with Act _____, did give due
notice of a public hearing on April 13 and 20, 1981 in
the Scranton Tribune, and did conduct a public hearing on
the 28th day of April, 1981, at the borough bldg,
on the Comprehensive Plan.

BE IT THEREFORE RESOLVED by the Council of the Borough of
Hop Bottom, Pennsylvania, that the Comprehensive
Plan is hereby adopted as an official plan of the
Borough of Hop Bottom, Pennsylvania on this
5th day of May 1981.

Diane Nawalk
Secretary

Thomas A. Nulton
Chairman

Jackie Thomas

Jack Kettler

Moneta Barber

Elizabeth C. Myers

