

**REGULAR BUSINESS MEETING
DORMONT BOROUGH COUNCIL
DECEMBER 2, 2013**

1. Executive Session - 6:00PM
 - A. Personnel Matter – Police Union Contract
 - B. Personnel Matter – Employee Salaries
 - C. Legal Matter – Transportation Oriented Development
2. Call to Order - 7:00PM
3. Pledge of Allegiance
4. Roll Call
5. Registered Comments from the Public
 - A. Representatives Deasy and Miller – Presentation to Mayor Lloyd
6. Comments from the Public on Agenda Items
7. Comments from the Mayor
8. Council Committee Reports
9. Council President’s Report
10. Consent Agenda
 - A. Motion to accept the written report of the Borough Solicitor.
 - B. Motion to accept the written reports of Borough Officials.
 - C. Motion to approve the Minutes of the November 4, 2013 Council Business Meeting.
 - D. Motion to approve the Warrant List for November, 2013.
 - E. Motion to approve payment of no more than \$2,200 to Duane Morris Government Strategies LLC for grant writing for a Federal grant to replace the Volunteer Fire Department ladder truck.
 - F. Motion to approve the appointment of Mr. Peter Barna to the Recreation Board.
 - G. Motion to approve Payment #3 for Niando Construction, Inc. for \$310,132.76 for the 2013 Road Construction project.
 - H. Motion to approve Payment #4 and Final for Niando Construction, Inc. for \$50,819.89 for the 2013 Road Construction project.
 - I. Motion to approve payment of \$1,500 to Northern Tool and Equipment for an air compressor for the Dormont Volunteer Fire Department.



11. Action Items

- A. **PUBLIC HEARING – Adoption of FY 2014 Budget** – Motion to adopt the Fiscal Year 2014 Budget as developed by Council and presented in the staff report – Finance and Legal Committee – Onnie Costanzo, Chairperson
- B. **PUBLIC HEARING – Ordinance No. 1601 Levying an Ad Valorem Tax and Setting the Millage at 8.97 mills** – Motion to adopt Ordinance No. 1601 which levies an Ad Valorem Tax for 2014 and sets the 2014 Millage Rate at 8.97 – Finance and Legal Committee – Onnie Costanzo, Chairperson
- C. **PUBLIC HEARING - Ordinance No. 1600 to Provide for a Spousal Benefit for Normal Retirees in the Non-Uniform Pension Plan** – Motion to approve Ordinance No. 1600 which would provide a spousal benefit for a normal retiree in the Non-Uniform Pension Plan – Finance and Legal Committee – Onnie Costanzo, Chairperson
- D. **Approval of Resolution No. 08-2013 - Authorization to Enter Into Exclusive Negotiation Period for Transportation Oriented Development at Dormont Junction** – Motion to enter into an exclusive negotiating period of one year with Fore Property Group to generate the material terms and conditions of a lease agreement to create a Transportation Oriented Development in conjunction with the Port Authority and Allegheny County at the Dormont Junction site – Finance and Legal Committee – Onnie Costanzo, Chairperson
- E. **Approval of Resolution No. 07-2013 – Fee Resolution** – Motion to approve Resolution No. 07-2013 setting the various fees for the Borough for Fiscal Year 2014 – Finance and Legal Committee – Onnie Costanzo, Chairperson
- F. **Authorization to Purchase a New A/C Unit for Borough Hall** – Motion to authorize the Borough Manager to purchase a new A/C unit for Borough Hall at a cost of \$5,994 from Caruso Heating & Air Conditioning, Inc. as outlined in the staff report – Property, Supplies and Planning Committee – Valerie Martino, Chairperson
- G. **Authorization to Perform Expense Audit** – Motion to authorize the Borough Manager to enter into an agreement with Expense Reduction Analysts to evaluate various purchases of the Borough at no charge to the Borough – Finance and Legal Committee – Onnie Costanzo, Chairperson
- H. **Approval of Revised 2014 Minimum Municipal Obligations for the Borough’s Police Pension Plan** – Motion to authorize the Borough Manager to sign the revised 2014 Minimum Municipal Obligations for the Police Pension Plans – Public Safety/Public Service Committee – Joan Hodson, Chairperson
- I. **Authorization to Purchase Waste Receptacles for West Liberty Avenue** – Motion to authorize the Borough Manager to purchase 12 waste receptacles for West Liberty Avenue from Upbeat Site Furnishings for a cost of \$11,074.95 – Property, Supplies and Planning Committee – Valerie Martino, Chairperson

12. Discussion Items

- A. **Update on West Liberty Avenue Redevelopment** – Borough Manager
- B. **Update on Comprehensive Plan** – Publication of Draft Comprehensive Plan - Borough Manager
- C. **CMU Parking Study Recommendations** – Borough Manager



13. Comments from the Public on Non-Agenda Items
14. Announcements
15. Adjournment

DODARO, MATTA, & CAMBEST, P.C.
ATTORNEYS AT LAW
1001 ARDMORE BOULEVARD, SUITE 100
PITTSBURGH, PENNSYLVANIA 15221-5233
TEL: (412) 243-1600
FAX: (412) 243-1643

MEMORANDUM OF LAW

TO: DORMONT BOROUGH COUNCIL, MAYOR AND MANAGER
FROM: DODARO, MATTA & CAMBEST
RE: SOLICITOR'S REPORT
DATE: NOVEMBER 1, 2013

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1. **BLIGHTED PROPERTIES** – Petitions for Appointment of Conservator were filed with the Court of Common Pleas on two properties (1447 Dormont Avenue and 2708 Broadway). The Court entered order directing the owners to file an answer in 30 days or the Petition will be granted. The Owners did not file an answer. The Court, therefore, will schedule a hearing and appoint the Conservator. The Court is holding a hearing on November 13, 2013 to appoint the Conservator.
 2. **ROSS LITIGATION** – The case is entering the discovery phase. Two depositions were taken and discover requests have been made.
 3. **POLICE DISCIPLINE ISSUE**– We are handling a police discipline issue involving a domestic dispute.
 4. **ROBERT BARSON V. DORMONT** – We are prepared an answer and counterclaim to this civil complaint seeking full reimbursement for fees owed to the Borough regarding the payment of sewage fees.
 5. **SUPERIOR PETROLEUM SIGN**– We have tentatively reached a settlement of this zoning hearing dispute regarding the size of the gas station sign and the electronic price portion of the sign.
 6. **CONTRACT REVIEW OF EXPENSE REDUCTION**– A contract review was performed regarding a contract proposal from Expense Reduction Analysts.

DORMONT VOLUNTEER FIRE DEPARTMENT

MONTHLY SUMMARY REPORT

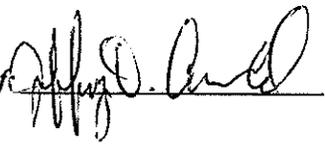
October 2013

<i>Total Alarms</i>	38
<i>Drills.</i>	1
<i>False Alarms.</i>	8
<i>Alarms in Houses.</i>	20
<i>Alarms in Buildings.</i>	8
<i>Mutual Aid (Given to other Departments)</i>	7
<i>Alarms Involving Automobiles and Trucks.</i>	5
<i>Alarms Involving Brush, Rubbish, Misc.</i>	0
<i>Day Alarms 06:00 AM. To 06:00 PM.</i>	30
<i>Night Alarms 06:00 PM. To 06:00 AM.</i>	8
<i>Total Number of Volunteers at Alarms.</i>	175
<i>Total Number of Volunteers at Drills</i>	14
<i>Total Number of Apparatus Operators at Alarms.</i>	59
<i>Total Number of Apparatus Operators at Drills</i>	3
<i>Estimated Value of Property Involved in Fires</i>	\$80,000.00
<i>Estimated Property Lost Due to Fire</i>	\$80,000.00
<i>Single Largest Fire Loss.</i>	\$80,000.00
<i>Monthly Stipend</i>	\$ 1,815.00

**FIRE DEPARTMENT MEMBERS OR RESIDENTS INJURED OR TREATED AT ALARMS
MUTUAL AID GIVEN OR RECEIVED**

- 13-0000242 Dormont Fire Assist Glendale Fire
- 13-0000250 Dormont Fire Assist Mt. Lebanon Fire
- 13-0000254 Dormont Fire Assist Glendale Fire
- 13-0000258 Dormont Fire Assist Mt. Lebanon Fire
- 13-0000261 Dormont Fire Assist Castle Shannon Fire
- 13-0000271 Dormont Fire Assist Glendale Fire
- 13-0000272 Dormont Fire Assist Mt. Lebanon Fire

Dormont Fire Chief:



Date: October 2013

DORMONT VOLUNTEER FIRE DEPARTMENT

MONTHLY ALARM SUMMARY

MONTH YEAR	TOTAL ALARMS	TOTAL DRILLS	TOTAL DAMAGES
October 2013	38	1	80,000.00
10/01/13	2101 Greentree Rd.	Structure Fire(Mutual Aid)	None
10/02/13	2899 W. Liberty Ave.	False Alarm	None
10/02/13	2899 W. Liberty Ave.	False Alarm	None
10/02/13	2950 W. Liberty Ave.	Vehicle Accident	None
10/03/13	1012 Biltmore Ave.	Gas Odor	None
10/05/13	3328 Waltham Ave.	Illegal Burn	None
10/07/13	1431 Lasalle Ave.	CO Alarm	None
10/08/13	1524 Kelton Ave.	CO Alarm	None
10/08/13	247 Birch Ave.	Grill Fire (Mutual Aid)	None
10/08/13	Potomac@Philadelphia	Vehicle Fire	None
10/09/13	1242 Wisconsin Ave.	Gas Odor	None
10/12/13	3319 W. Liberty Ave.	False Alarm	None
10/13/13	1500 Green Valley Rd.	Burnt Food(Mutual Aid)	None
10/13/13	3027 Dwight Ave.	Burnt Food	None
10/14/13	2707 Crosby Ave.	Water Condition	None
10/14/13	W. Liberty@Alabama	Vehicle Accident	None
10/15/13	520 Washington Rd.	Structure Fire(Mutual Aid)	None
10/16/13	3230 Pinehurst Ave.	Structure Fire	\$80,000.00
10/16/13	2961 W. Liberty Ave.	Vehicle Accident	None
10/17/13	934 Sleepy Hollow	Structure Fire(Mutual Aid)	None
10/18/13	3222 Wainbell Ave.	CO Alarm Activation	None
10/18/13	2907 Voelkel Ave.	False Alarm	None
10/19/13	3005 Dell Ave.	Odor Investigation	None
10/19/13	1125 Biltmore Ave.	Gas Odor	None
10/21/13	1401 Alabama Ave.	Odor Removal	None
10/23/13	2900 Belrose Ave.	False Alarm	None
10/23/13	2838 Broadway Ave.	False Alarm	None
10/23/13	2916 Mattern Ave.	Gas Odor	None
10/24/13	1455 Hillsdale Ave.	Dept. Drill	None
10/25/13	3113 W. Liberty Ave.	False Alarm	None
10/25/13	980 Chatham Park Dr.	Structure Fire(Mutual Aid)	None
10/25/13	1407 Washington Rd.	Structure Fire(Mutual Aid)	None
10/28/13	Potomac@Broadway	Vehicle vs. Pedestrian Accident	None
10/29/13	3245 W. Liberty Ave.	Structure Fire	None
10/30/13	1207 Wisconsin Ave.	Welfare Check	None
10/30/13	2950W. Liberty Ave.	Elevator Emergency	None
10/30/13	1612 McFarland Rd.	Gas Leak	None

10/30/13	2895 W. Liberty Ave.	False Alarm	None
10/31/13	1260 Arkansas Ave.	Fluid Leak	None

Tax Collector's Monthly Report to Taxing Districts

For the Month of October, 2013

Dorchester Borough Taxing District

	Real Estate	Interim/Other	Per Capita/Other	Other
A. Collections				
1. Balance Collectable - Beginning of Month	182,523.96			
2A. Additions: During the Month (*)	0			
2B. Deductions: Credits During the Month - (from line 17)	0			
3. Total Collectable	182,523.96			
4. Less: Face Collections for the Month	8,075.57			
5. Less: Deletions from the List (*)	0			
6. Less: Exonerations (*)	0			
7. Less: Liens/Non-Lienable Instalments (*)	0			
8. Balance Collectable - End of Month	174,448.39			
B. Reconciliation of Cash Collected				
9. Face Amount of Collections - (must agree with line 4)	8,075.57			
10. Plus: Penalties	127.57			
11. Less: Discounts				
12. Total Cash Collected per Column				
13. Total Cash Collected - (12A + 12B + 12C + 12D)	A. 8,803.14	B.	C.	D.
				8,803.14

(*) ATTACH ANY SUPPORTING DOCUMENTATION REQUIRED BY YOUR TAXING DISTRICT

TAXING DISTRICT: BOROUGH OF DORMONT
TAX COLLECTOR'S REPORT TO TAXING DISTRICTS
PREPARED ON: 11/02/2013 FOR TAX YEAR 2013
FOR THE PERIOD: 10/01/2013 TO 10/31/2013

	<u>REAL ESTATE</u>	<u>INTERIM/OTHER</u>	<u>PER CAPITA</u>
A. <u>COLLECTIONS</u>			
Balance Collectable	182,523.96	.00	.00
Additions: During the Period	.00	.00	.00
Deductions: Credits during the Period	.00	.00	.00
Total Collectable	182,523.96	.00	.00
LESS: Face Collected for the Period	8,075.57	.00	.00
LESS: Deletions from the List	.00	.00	.00
LESS: Exonerations	.00	.00	.00
LESS: Liens/Non-Lienable Installments	.00	.00	.00
<u>BALANCE COLLECTABLE - END OF PERIOD</u>	174,448.39	.00	.00
B. <u>RECONCILIATION OF CASH COLLECTED</u>			
Face Amount of Collections	8,075.57	.00	.00
Plus: Penalties	727.57	.00	.00
Less: Discounts	.00	.00	.00
Total Cash Collected per Column	8,803.14	.00	.00
<u>TOTAL CASH COLLECTED</u>			8,803.14
C. <u>PAYMENT OF TAXES</u>			
Amount Remitted During the Period (SEE ATTACHED SCHEDULE)			8,803.14
Amount Paid with this Report Applicable to this Reporting Period			.00
<u>TOTAL REMITTED THIS PERIOD</u>			8,803.14
List Other Credit Adjustments (SEE ATTACHED SCHEDULE)			.00
Interest Earnings (if applicable)			.00

TAXING DISTRICT USE (OPTIONAL)	
Carryover from Previous Period	\$ _____
Amount Collected this Period	\$ _____
Less Amount Paid this Period	\$ _____
Ending Balance	\$ _____

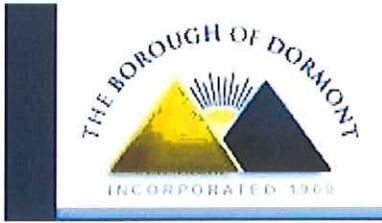
Tax Collector	Date
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I verify this is a complete and accurate reporting of the balance collectable, taxes collected and remitted for the period.

Received by (taxing district): _____

Title: _____ Date: _____

I acknowledge the receipt of this report.



MEMORANDUM

Date: November 22, 2013
To: Jeff Naftal, Borough Manager
From: Wayne R. McVicar, P.E., Borough Engineer
Subject: Engineer's Report – November 2013

1. **COUNCIL ACTION REQUESTED**

a. **Reconstruction of Mervin Avenue & Resurfacing of Various Streets Project**

Recommend approval of Payment No. 3 in the amount of **\$310,132.76** to Niando Construction, Inc.

Recommend approval of Payment No. 4, Final Payment, for release of retainage in the amount of **\$50,819.89** to Niando Construction, Inc., and release of the performance bond pending acceptance of the maintenance bond.

2. **ENGINEERING IN PROGRESS**

a. **O&M Preventive Maintenance Contract - 2014**

We are in the process of compiling a list of sanitary sewers for CCTV and cleaning in 2014.

b. **Sewer Repair Contract - 2014**

Based upon the results of the 2013 O&M CCTV contract, a listing of sewer repairs for 2014 will be generated for bidding.

c. **Manhole Inspection Contract - 2014**

A list of manholes for inspection in 2014 will be generated for bidding.

d. **Road Reconstruction/Resurfacing Project - 2014**

Based upon direction from council, plans and specifications for the 2014 Road Reconstruction/Resurfacing project will be generated for bidding in January/February.

3. **CONSTRUCTION IN PROGRESS**

a. **Masonry Repairs To Municipal Building (\$15,475.00)**

Contractor: Falcone Brothers Construction

Demolition portion of the project by public works has been completed. Thanks to the selective demolition by public works, the work contracted with Falcone Brothers was able to be reduced by \$2,300.

Contractor began mobilization of materials on November 16th. Wall construction began on November 25, 2013 with the bulk of the work anticipated to be completed by Thanksgiving.

b. **Reconstruction of Mervin Avenue & Resurfacing of Various Streets Project (\$538,324.87)**

Contractor: Niando Construction, Inc.

Project is complete, except for minor punch list items. We are working with the Contractor to close out the project in 2013.

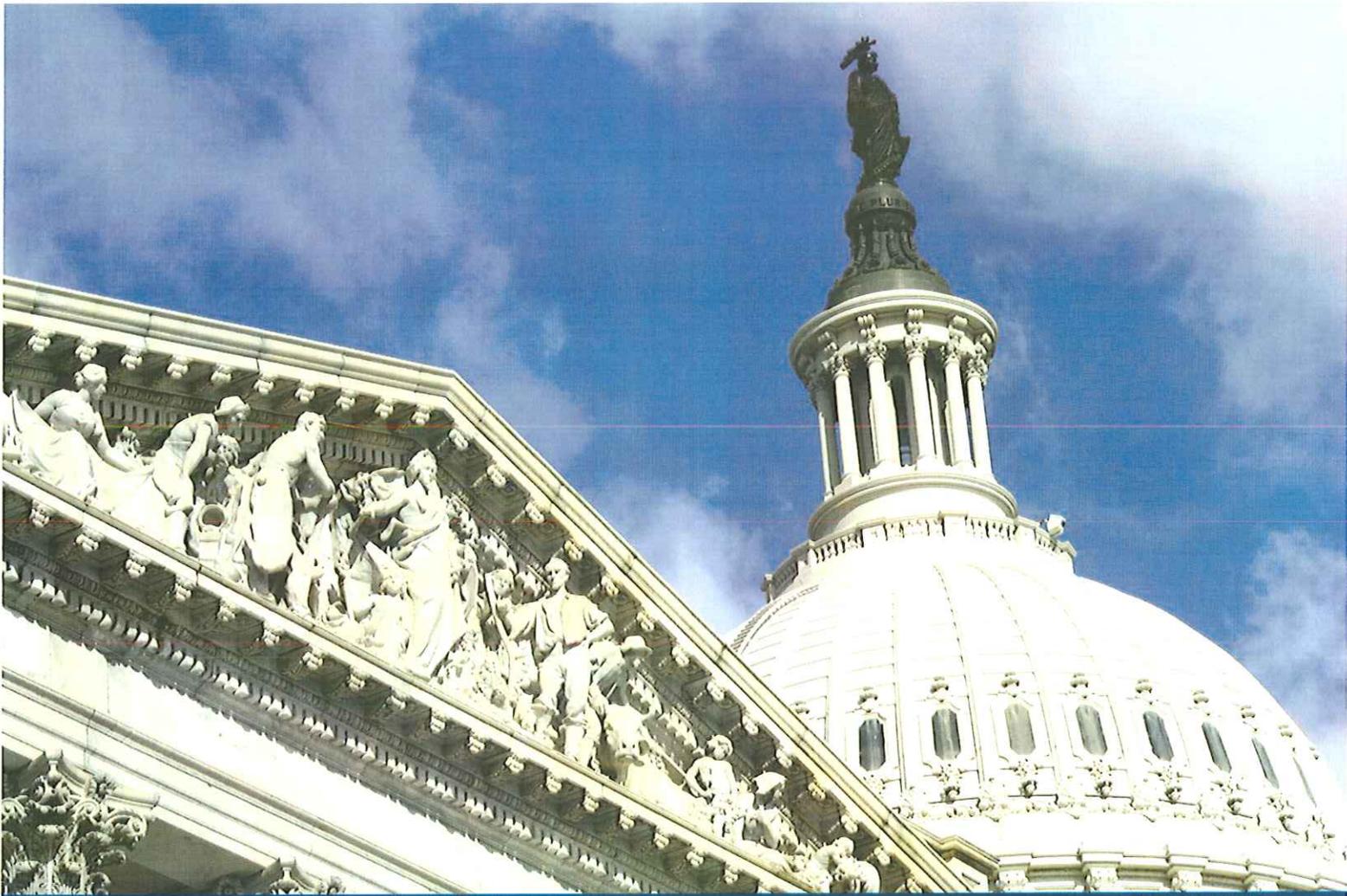
c. **Pop Murray Field ADA Access (\$75,225.00)**

Contractor: Pampena Landscape & Construction, Inc.

Wall demolition was finished on Thursday, November 14, 2013. Project is ongoing.

d. **Pool Parking Lot Collapse**

Project is complete except for final paving. Final asphalt restoration will be included in the 2014 capital road construction project.



PROPOSAL



Proposal to

DORMONT BOROUGH
Pennsylvania

to provide

Grant Strategies Services

November 11, 2013

Pittsburgh, PA Office

600 Grant Street, Suite 5010
Pittsburgh, PA 15219
www.dmgs.com

Albany Columbus Harrisburg Newark Philadelphia Pittsburgh Trenton Washington, DC



November 11, 2013

Mr. Jeff Naftal
Borough Manager
Borough of Dormont
1444 Hillsdale Avenue
Dormont, PA 15216

Dear Jeff:

Per your correspondence with Michael Pehur, thank you for considering a possible relationship between the Borough of Dormont (Dormont) and Duane Morris Government Strategies LLC (DMGS). Per your discussion, I would like to present a proposal that highlights our qualifications and experience related to Grant Strategies Services.

DMGS believes our unique approach and philosophy in providing Grant Strategies Services can assist Dormont in addressing your varied funding needs. DMGS has secured millions in non-dilutive funding, successfully obtaining grants as small as \$5,000 and as large as \$2.5 million. DMGS is well positioned to provide grant monitoring, grant writing and grant administration services at all levels of government as well as with foundations. The team is best situated to bring diverse knowledge of the local and national environment, offers a wide range of funding area expertise, and has the relationships necessary to create successful outcomes. Our reputation at DMGS has long been known for conducting our business relationships with an unparalleled level of professionalism and ethical integrity.

Please review this proposal and contact me with any questions or concerns at (412) 497-1064 or jvkuklis@dmgs.com. We look forward to the opportunity to expand upon our working relationship with you and Dormont. Thank you for your consideration.

Regards,

A handwritten signature in black ink, appearing to read 'Joe Kuklis', is written over the typed name.

Joe Kuklis
Managing Director
Duane Morris Government Strategies LLC

Corporate Overview

In January 2012, GSP Consulting Corp. (GSP) and Duane Morris Government Affairs LLC (DMGA) came together to form Duane Morris Government Strategies LLC (DMGS). DMGS commenced operations as an ancillary business of international law firm Duane Morris LLP, one of the 100 largest law firms with more than 700 attorneys in 19 offices in the U.S. as well as in the UK and Asia.

DMGS is comprised of 16 experienced professionals representing U.S. and foreign clients at the federal, state and local levels. The firm operates in seven offices including Newark, NJ; Trenton, NJ; Albany, NY; Columbus, OH; Harrisburg, PA; Philadelphia, PA; Pittsburgh, PA; and Washington, DC.

DMGS draws on decades of experience in building public support and positioning clients' issues to achieve maximum success through the often-complex governmental decision-making process. DMGS offers a full range of government relations and public affairs services, including lobbying, grant identification/writing/administration, development finance consulting, procurement, grassroots campaigning, public relations, and crisis planning/crisis management needs.

DMGS' diverse client list includes municipalities, economic development agencies, non-profits, educational institutions, developers, manufacturers, construction/engineering companies, technology companies, social service organizations, and life sciences companies.

DMGS Grant Strategies Services

The DMGS team has years of experience researching, identifying, qualifying, pursuing and securing grants at the federal, state and local levels of government as well as foundations. DMGS' Grant Strategies Division provides three basic services: *grant monitoring*, *grant writing*, and *grant development*.

Grant Monitoring

Our team will customize a grant search profile and establish a dedicated and concentrated effort to scout funding opportunities on behalf of Dormont. DMGS will monitor pertinent federal, state and local opportunities as well as foundations with potential relevance to Dormont's priorities allowing Dormont's own resources to remain focused on its strategic vision and mission.

Once a possible opportunity is identified, and vetted against DMGS' knowledge of the project, a report will be provided for Dormont's review. It will detail the funding announcement's key factors, including eligibility requirements, cost sharing requirements, key dates, and project specifics. DMGS and Dormont can then determine if the opportunity should be pursued and a course of action can be designed. DMGS' Grant Writing and Development processes then facilitate the application process and strategically position Dormont's application for success.

Grant Calendar

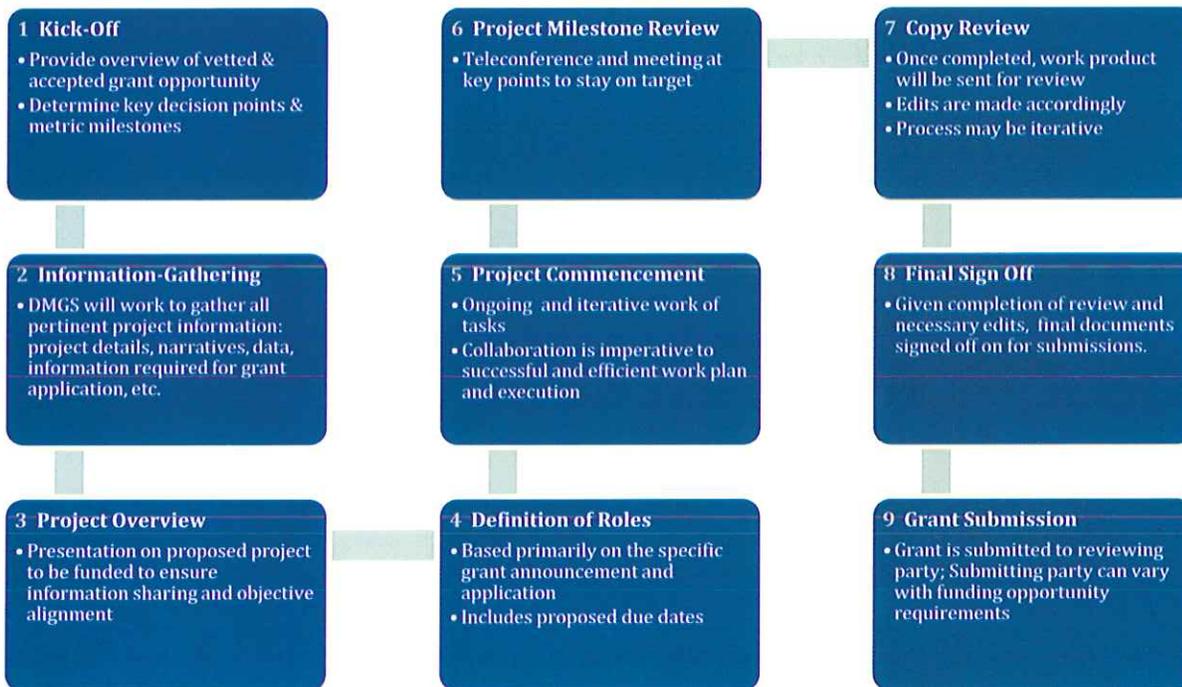
To optimize Dormont's pursuit of funding, DMGS can facilitate the development of a grant calendar. Grant calendars provide a tool for navigating the funding market, while augmenting Dormont's strategic pursuit of funding. DMGS' existing knowledge of funding cycles is combined with research capacity to design a chronological funding strategy. That is, what funding opportunities will be announced when, by whom, and what can Dormont do to preemptively and proactively prepare for application periods? Awareness of funding opportunities can be increased, while likelihood of successful grant award can be increased.

Grant Writing

DMGS' Grant Writing provides ongoing support throughout the grant writing process. In collaboration with Dormont, DMGS will evaluate a project's needs and offer strategic guidance on text, budgets, and partnering strategies.

When a grant is decided on, DMGS will facilitate a planning meeting, gather relevant information from Dormont, and design a work plan. The plan will assign responsibilities and establish a timeline for completion. Thereafter, the writing process is iterative between the two entities until –section by section– the document is complete.

While our team can never guarantee that a grant will be awarded based on our efforts, the nine-step process outlined has proven to be an effective approach.



1 Kick Off

DMGS will schedule a kick-off meeting with Dormont. An introduction of the grant will be offered and a basic overview of the project or initiative will be provided by Dormont. Collaboration and project-to-grant alignment should be established and agreed upon. During this meeting, important registration information will be discussed, if necessary, for funding opportunity application.

2 Information-Gathering

In this phase, DMGS will work with Dormont to gather all pertinent and necessary information relating to the project. This should include, but is not limited to: historical documents, Gantt charts, project timelines, available resumes for key individuals, business plans, whitepapers, technical drawings/documents, other grant applications, etc. As the grant opportunity is pursued, more information will be required throughout the application process; however, the more information that is provided within initial stages, the better the DMGS team can effectively convey Dormont’s project and objectives.

3 Project Overview

In order to understand the project beyond the documentation provided, DMGS asks Dormont to provide a more detailed project overview that highlights key points, a status on the project to date, technology behind the proposal, etc. This overview normally takes the shape of an on-site walk through, slide presentation, webinar or teleconference. As DMGS works to secure grant funding for a specific project or idea, the better our team understands Dormont’s vision, the more accurately we will be able to relay details in project narratives and grant applications.

4 Definition of Roles

DMGS will work to provide Dormont with a Work Plan. This Plan is designed to illustrate the roles of the DMGS/Dormont relationship as it pertains to the grant application. There are often grant items that DMGS cannot create or recreate based on levels of knowledge, grant requirements or ongoing grant management

needs. DMGS will identify which grant items can be produced as a result of prior phases and identify holes in the application that Dormont may need to fill. For example, DMGS cannot design a project budget or idea-centric project timeline and Dormont collaboration will be required. The Work Plan is formatted to coincide with the final grant application and is based off of the funding opportunity announcement. Due dates for specific information will be agreed upon, as some work is contingent upon other tasks.

5 Project Commencement

With roles and deadlines defined, work begins on crafting the grant application. Collaboration may be necessary at given points in the process, as well as conducting interviews of Dormont project role players to better understand aspects of the proposed project. Gathering letters of support, cost share documents, budgets, resumes, etc. will be completed and formatted for grant submission.

6 Project Milestone Review

At predetermined intervals, conference calls and meetings will be held to discuss key project notes and gain a status update for various application tasks. Additional requests for information, interview scheduling and strategy development are all parts of these milestone reviews.

7 Copy Review

As sections are completed, they will be shared with the project team for review. Using tracked changes, the DMGS/Dormont team will determine the needs of the content and offer critique, commentary and suggestions for application improvement. This process, given submission timeline requirements, can be iterative.

8 Final Sign Off

Once commentary is digested and implemented during the review process, the documents are finalized and submitted to Dormont for final sign off and approval.

9 Grant Submission

Once approved, the grant is submitted to the funding entity for review. Confirmation of the submission process is then provided to Dormont and a post-submission follow-up is conducted.

Grant Development

DMGS' Grant Development activities do not include actual writing and may occur concurrently with initial grant monitoring. They assist Dormont develop proactive and preemptive mechanisms to better position itself for grant success and may include, but not be limited, to:

- building relationships with grantors, strategically networking Dormont with federal, state and local funding entities as well as foundations with potential grant application partners;
- evaluating Dormont's existing programs, products and materials and working with Dormont to fully develop a program(s) and corresponding materials that will best match with potential funding announcements;
- analyzing past grant announcements and awards to assist Dormont in best aligning its application to secure awards; and
- developing preemptive grant applications or portions of grant applications in anticipation of funding announcements, which may include, but not be limited to: statements of need, project narratives, budgets, budget narratives, standardized federal forms, and anticipated outcomes.

Terms of Agreement

The Scope of Work will include the ideas and actions outlined above.

- **Grant Monitoring:**

DMGS proposes a monthly professional services fee of \$500.00 plus expenses to provide Grant Monitoring Services.

- **Grant Development/Grant Writing:**

DMGS proposes a blended hourly fee of \$150.00 plus expenses to provide Grant Development/Grant Writing services.

Duration:

DMGS proposes an initial one-year agreement that includes a 30-day “out” clause allowing either party to terminate the agreement with thirty days’ notice.

Expenses:

In addition to the professional services fee, DMGS will bill all net expenses incurred in the normal pursuit of the project. Such expenses would include, but not be limited to: copying, overnight delivery, and required travel and lodging.

A formal contract will be provided upon request.

DMGS Team

Joseph V. Kuklis, Managing Director

Joe founded GSP Consulting (GSP), a predecessor to Duane Morris Government Strategies (DMGS) in February 2001, and in that time has grown the firm from 2 employees to 16 nationwide, with offices in Washington, D.C.; Pennsylvania; Ohio; and New Jersey. During that time, GSP helped to raise over a half of a billion dollars for its clients while tackling some of DC's most difficult policy issues. Prior to establishing GSP, Joe was the Deputy State Director for U.S. Senator Rick Santorum. In that capacity, Joe was the Senator's primary point of contact in PA for community and economic development groups, municipal and state leaders, and trade associations.

Under Joe's watch, GSP was honored by making Inc. Magazine's Top 5000 Fastest Growing Privately-Held Companies in America list in 2008 and 2007, voted as one of the Best Places to Work in Western PA by the Pittsburgh Business Times in both 2008 and 2006, and made the Pittsburgh Business Times' Pittsburgh 100 list as one of the region's fastest-growing companies in 2011, 2010 and 2009. GSP was selected in 2011 and 2010 by the Initiative for a Competitive Inner City as one of the 100 fastest-growing inner city firms in the U.S. GSP was also named by the Pittsburgh Technology Foundation as Service Provider of the Year in 2006 and was a runner-up in 2005, 2004 and 2003 for its work with many of the region's technology companies. In 2010 and 2007, Joe was named a finalist in the Ernst & Young's Entrepreneur of the Year Awards. In 2001, shortly after starting GSP, Joe was honored by Pittsburgh Magazine as one of Pittsburgh's 40 Under 40 award recipients.

Joe received a B.A. from the University of Pittsburgh with a double major in Political Science and Western European Studies with a focus on Germany and with Minors in Economics, American History, European History and English. Joe serves on the Board of Directors of the Challenge Program, Inc. and the Landmarks Development Corporation, and is a former member of the American Cancer Society's Greater Pittsburgh Unit Daffodil Days Campaign. Joe recently published a book entitled "*The Robin Hood of DC*," a how-to guide for small-to medium-size businesses to navigate the government marketplace in DC and state capitols (www.robinhoodofdc.com).

Michael P. Pehur, Development Finance Consulting Director

As the Development Finance Director at DMGS, Michael brings years of experience in economic development financing and project management. He has been involved in some of the premier economic development projects in the Pittsburgh region during his career. Since joining DMGS, Michael has been responsible for providing consulting strategies for real estate, business and municipal clients. He primarily works to identify grants, loans, tax incentives and other public financing programs available for complex development projects.

Michael is highly skilled in: Public Finance including Tax Increment Financing (TIF), Real Estate and Business Development including Site Selection Services, Economic Development Policy Research & Analysis, Market Analysis and Community Assessment, Development Strategies and Planning, Program Design and Implementation, Project Management, and Government Relations. His experience in the various tools of economic development, especially special district financing, is nationally recognized.

Michael received certification as an Economic Development Finance Professional from the National Development Council. As a member of the Council of Development Finance Agencies (CDFA), Michael is a frequent speaker on Tax Increment Financing and other development finance programs. He was a

contributing author of the CDFA Advanced Tax Increment Financing Reference Guide published in 2009. Appointed to the CDFA Pennsylvania Financing Roundtable Advisory Committee, Michael supports CDFA's efforts to provide education, resource development and research on development finance in the Commonwealth. Michael was recently appointed to the CDFA Board of Directors at the 2013 Annual National Development Finance Summit. He also serves on the Board of Directors for the Regional Development Funding Corporation, a non-profit SBA lender in Southwestern Pennsylvania.

Previously Project Finance Coordinator at Allegheny County Economic Development (ACED), Michael facilitated project financing and managed the technical components of various funding programs. At ACED, Michael managed over \$55 million of Federal and State contracts. He facilitated project financing for site preparation, public infrastructure, environmental remediation, transit oriented development, commercial redevelopment and general business development assistance within Allegheny County. His work included a wide range of notable projects that have generated vast economic impact to the region, including Dick's Sporting Goods Headquarters, Clinton Commerce Park, Westport Development, Monroeville Convention Center and McCandless Crossing. Michael also authored the first ever evaluation of the County's Tax Increment Financing program.

Prior to his time with ACED, he served as Special Projects Coordinator with Fay-Penn Economic Development Council where he coordinated business retention and expansion efforts in Fayette County, PA. There he provided assistance, such as site location and financial incentives, to companies located in or relocating to Fayette County and administered various aspects of the KOZ Program, the Fayette Forward Strategic Plan, the Fayette Enterprise Community and the Fayette County Water and Sewage Project.

Michael received a Master of International Development with a focus on Development Planning and Sustainability from the University of Pittsburgh Graduate School of Public and International Affairs. He received a Bachelor of Arts in Economics & Political Science and graduated with honors from Washington & Jefferson College.

Patricia A. Mackavage, Harrisburg Executive Director

Patricia Mackavage, a former legislative aide to the last three Pennsylvania governors, is Executive Director in the Harrisburg office of DMGS. Patty manages the day-to-day operations of the Harrisburg office. In addition, she represents clients' issues before the legislature and local governments throughout Pennsylvania. On behalf of a major developer, Patty was a successful advocate for various brownfield projects in the state, including passage of legislation to permit Wegmans to sell craft beer in their store located in Malvern, Pennsylvania, and securing millions of dollars in grants and loan commitments from government sources. She is a seasoned veteran who served as deputy secretary for legislative affairs for the Governor. She also served as a liaison between members of the state general assembly and the governor's office in negotiating legislation, capital budget projects and constituent issues. Patty consulted with state House and Senate leaders on legislative agendas, and coordinated the development and introduction of legislation for 15 departments and agencies of the executive branch, including the Liquor Control Board, the Department of Transportation, the Department of Environmental Protection, the Department of Public Welfare and the Department of Labor & Industry. From 2001 to 2003, Patty served as acting secretary and deputy secretary for legislative affairs under Governor Mark Schweiker. During the Ridge administration, she served as both legislative director and assistant legislative director for the Pennsylvania Department of Revenue. Patty was also a senior lobbyist for another government relations firm, where she lobbied the Pennsylvania General Assembly and developed legislative strategies for clients in industries such as transportation, financial services, gaming, liquor and healthcare, as well as for municipal and county governments.

Christian R. Muniz, Pennsylvania Government Affairs Manager

Based out of DMGS' Harrisburg, PA office, Christian provides counsel to clients on all aspects of State government. His knowledge of state government was shaped during his previous employment as the Legislative Affairs Director for the Pennsylvania Department of Community and Economic Development (DCED). During his tenure he worked with the highest level of State government, including the Governor's Office, Cabinet-level Secretaries and executive staff to develop and implement strategy. While at DCED Christian organized and led a statewide coalition of 20 plus business, professional and municipal associations to pass legislation to consolidate and reform the collection of the local Earned Income Tax. He also directly worked on legislative passage of business-friendly tax credit programs and was part of the multi-agency effort to establish the state's clean and green energy program. A U.S. Navy veteran, Christian received a B.A. in International Studies (cum laude) with Minors in Spanish, Political Science and History from Dickinson College, Carlisle, PA and is a graduate of the Defense Language Institute, Monterey, CA.

Stacy L. Gromlich, Pennsylvania Government Affairs Manager

Based out of DMGS' Harrisburg, PA office, Stacy assists clients in navigating the state government. Her previous experience in government relations and working for the Pennsylvania House of Representatives has helped her build a thorough understanding of State Government including an intimate knowledge of the legislative and grants process and legislative and grants drafting in order to assist clients effectively. Stacy's accomplishments include successful advocacy on behalf of her clients including enactment of several laws. Prior to working in the private sector, Stacy was a Research Analyst for the Republican House Health and Human Services Committee where she wrote and analyzed policy relating to health and human services issues in Pennsylvania. While serving on the Committee, she worked on issues such as Health Savings Accounts, Newborn Screening, Hospital Payment Legislation and many Drug and Alcohol Treatment issues. She also served as a Constituent Correspondence Writer for the House Republican Caucus working on the House Veterans Affairs and Emergency Preparedness, Environmental Resources and Energy, Liquor Control, Education and Health and Human Services Committees. Prior to working in Harrisburg, Stacy worked as a Legislative Assistant in the district office of Former State Representative Jere Strittmatter from Lancaster County.

Stacy received a B.A. in Government and Political Affairs from Millersville University. Stacy currently serves on Lemoyne Borough Council, as Republican Committeewoman for Lemoyne Precinct 2, Vice President of the Lemoyne Republican Association, Member of Women in Pennsylvania Government Relations, and a Volunteer for the United Way Allocations Panel as well as the Lemoyne Business Association. Stacy is a 2011 graduate of the Anne Anstine Excellence in Public Service Series; is the 2010 Recipient of the Pennsylvania Veterinary Medical Association President's Award for advocacy; and in 2010 served on the Governor-elect Corbett's Transition Team for the Department of Labor and Industry.

Ashley A. Henry Shook, Grassroots Lobbying Director

As Director of Grassroots Lobbying, Ashley draws upon her experiences in the governmental arena to develop, promote and execute grassroots and grasstops strategies for clients at the local, state and federal levels. In this role, Ashley has managed grassroots projects in Pennsylvania, Ohio, New York and New Jersey.

Prior to joining GSP, a predecessor to DMGS, Ashley held the position of Deputy Chief of Staff to the Allegheny County Executive, where she focused her efforts on municipal relations and strategic communications. She also served as a Finance Director for the 2010 Pennsylvania Democratic gubernatorial nominee. Ashley was confirmed to sit on the Allegheny County Airport Authority Board in 2012.

Ashley received a Master's degree in Public Policy and Management from Carnegie Mellon University. She graduated summa cum laude from Robert Morris University where she received a BA in Communications with an emphasis in Public Relations.

Alexis A. Strothman, Federal Government Affairs Manager

As a Federal Government Affairs Manager, Alexis works with clients in navigating the legislative, regulatory, grants and procurement processes as well as creating government affairs strategies. Prior to joining DMGS, Alexis was a legislative staff assistant for a former U.S. Senator. During that time, she was part of a team that advised the Senator on various issues including defense, foreign policy, veterans' affairs, and welfare reform. She also attended committee hearings and briefings on the Senator's behalf to assist in the preparation of relevant legislation. Before her time on Capitol Hill, Alexis worked at a large law firm where she sharpened her legal writing skills as well as becoming a practiced legal researcher. Alexis received a M.A. in Public Policy from George Mason University's School of Public Policy and a B.A. in Political Science from Duquesne University.

DMGS Case Studies

Please note that some of these projects were clients of GSP Consulting prior to the merger in January 2012 and are denoted as such throughout.

Ross Township, PA

Ross Township is a commercial center and residential community, located just outside of Pittsburgh, PA. Ross Township retained DMGS to assist them in acquiring funding for numerous departments and projects, including law enforcement technology, a Public Works building, and firefighter department needs. DMGS assisted Ross Township in securing the following grant funding for equipment through the Assistance to Firefighters Grant Program: Fairview Fire Department-\$51,300; Quail Fire Department-\$431,550; Perrysville Fire Department-\$29,700; and Quail Fire Department-\$9,113.

Chapman Township Fire Department, Chapman Township, PA

DMGS (as GSP) worked with Chapman Fire Department to draft, write, and follow-up on a Department of Homeland Security grant application with letters of support from elected officials. A \$235,000 Assistance to Firefighters Grant was secured that assisted the Township in acquiring a new fire truck.

Findlay Township Municipal Authority/Findlay Township, PA

The Findlay Township Municipal Authority (FTMA) Sewer and Water Expansion Project included a four-phased, \$25.4 million project to extend municipal water and sanitary sewer service to more than 6,500 developable acres surrounding the Pittsburgh International Airport. This sewer and water expansion project was critical to providing the necessary municipal infrastructure for the 3,500 acre Imperial Land Company site, which is adjacent to the Pennsylvania Turnpike Commission's Findlay Connector highway project. Working closely with FTMA, DMGS prepared the application, generated support for the project among elected officials, and secured \$2 million in federal grant funding from the Economic Development Administration. Additionally, FTMA secured \$7.5 million in state funding through the PennWorks program and Community Revitalization program.

CDM Smith/ Super Storm Sandy Community Development Block Grants

As a full-service consulting, engineering, construction, and operations firm, CDM Smith provides integrated solutions in water, environment, transportation, energy and facilities to public and private clients worldwide. CDM Smith retained DMGS to assist with procurement efforts in Pennsylvania and New Jersey. Most recently, DMGS' New Jersey team assisted CDM Smith secure a contract with the New Jersey Department of Community Affairs (DCA) that entails drafting a plan for disbursing Super Storm Sandy Community Development Block Grants, which are anticipated to be funneled to residents this spring. The contract is worth approximately \$9.5 million over a three-year period. As part of our scope of work, DMGS arranged meetings with appropriate DCA officials, identified allies, and assisted in shaping portions of the contract language. Gov. Christie announced \$1.83 billion in block grants funded by HUD, the first of three allocations totaling \$16.4 billion awarded to New Jersey, New York, and Connecticut as part of the \$60 billion package approved by Congress for Sandy relief in January 2013.

Montgomery County, OH

Montgomery County, OH retained DMGS (as GSP) to assist with grant writing, specifically focusing on justice programs and prisoner re-entry programs. DMGS completed a grant for Montgomery County for the Edward J. Byrne Discretionary Justice Assistance Grant program, and was successful in securing a \$720,000 state grant through the Ohio Department of Criminal Justice that will fund a Welcome One-Stop Re-entry

Center (WORC) and a Montgomery Co. Office of Ex-Offender Re-entry, where ex-offenders will have their needs assessed and get access to services they need to help successfully re-integrate into the community.

Forbes Funds/Greater Pittsburgh Nonprofit Partnership (GPNP)

The Forbes Funds is a Pittsburgh-based foundation that funds a network of 300+ small nonprofit organizations known as the Greater Pittsburgh Nonprofit Partnership (GPNP) with the purpose of providing technical assistance and strategic planning grants to their members as well as group seminars for training on a variety of issues such as fund raising, marketing, organizational management, and strategic planning. DMGS (as GSP) was retained by The Forbes Funds to work with four specific members of GPNP to secure funding for their programs as well as train them to be more proficient in securing public funding for their continuing projects in DC, Harrisburg and with local government. DMGS was able to secure the following funding: \$200,000 for the Hill House through a U.S. Department of Housing & Urban Development grant for construction, \$250,000 for the Women's Center and Shelter of Pittsburgh through a U.S. Department of Justice grant for operations, and \$250,000 for the Pittsburgh Parks Conservancy through a PA Department of Conservation & Natural Resources grant for planning.

Green Building Alliance (GBA)

GBA is a non-profit organization serving all of western Pennsylvania. GBA has an office in Pittsburgh, Pennsylvania, and branches in Erie and the Laurel Highlands. GBA is focused on educating the region's building professionals in green building practices and bringing together building professionals to build new networks of collaboration in the region. GBA also focuses on funding the development of innovative green building products and offers research services and technical support for green building projects.

DMGS' (as GSP) mission for the GBA was to enact legislation that would provide government incentives designed to stimulate the green building and green products industry in Pennsylvania. DMGS lobbied successfully for language in the energy bill (Act 1 of 2008 of the Special Session on Energy) that provides \$25 million in loans and grants to individuals and small businesses that construct or renovate buildings using energy efficient materials. This language will help grow the nascent green building and green manufactured products sector of Pennsylvania's economy.

Pittsburgh Region Clean Cities (PRCC)

PRCC, a non-profit membership organization designed to support alternative fuel initiatives, retained DMGS (as GSP) for grant writing and strategy services. PRCC served as the lead applicant to multiple, successful grant programs geared towards alternative fuel infrastructure and vehicles. Among others, DMGS successfully facilitated PRCC's application to the PA DEP's Alternative Fuel Incentive Grant Program for the creation of electric vehicle infrastructure along Pennsylvania's Interstate 376. Dubbed "Energy Corridor 376," a successful application saw the installation of nine EV- charging stations by four partners. Another AFIG application was submitted for the second phase of Energy Corridor 376's development; the installation of an additional 45 EV-charging stations by 19 partners. Pittsburgh Regional Clean Cities was successful in receiving \$238,467 for the Energy Corridor 376 project. This project sets the stage for subsequent expansion and electric vehicle adoption. It is expected to displace an estimated 79,463 gallons of fuel per year and provide annual emissions reductions of 916,046 pounds of greenhouse gases, 1,306 pounds of volatile organic compounds, 10,363 pounds of carbon monoxide, 1,571 pounds of nitrous oxide and 1,026 pounds of particulate matter.

City of Miami Gardens, FL

The City of Miami Gardens, Florida retained DMGS (as GSP) to assist with grant writing services for an ARRA-related Neighborhood Stabilization Program Grant through the Department of Housing and Urban Development.

City of Morgantown, WV /West Virginia University Research Center (WVURC)

DMGS (as GSP) provided grant writing administrative services to the City of Morgantown and WVURC establishing connections and interviews to build support of Morgantown's application to Google for high-speed Internet, and understand broader implications this technology would have among targeted sectors of the City. DMGS established, managed and maintained social media and on-line tools, including a website, Facebook, Twitter, YouTube, LinkedIn, to bolster community support and nomination of Morgantown's project.

City of New Haven, CT

The City of New Haven, Connecticut, retained DMGS (as GSP) to help develop an outside grant writing capacity in order for the City to identify and secure grants from federal, state and foundation sources with a focus on economic development and housing. DMGS' role included creating a grant writing strategy, identifying grants and assisting the City write and submit the grants. DMGS identified and wrote an EPA grant that was to assist New Haven in reducing its greenhouse gas emissions through education and efficiency.

State of Connecticut, Department of Information Technology

The mission of the Connecticut Department of Information Technology is to provide quality information technology services and solutions to customers, effectively aligning business and technology objectives through collaboration, in order to provide the most cost-effective solutions that facilitate and improve the conduct of business for state residents, businesses, visitors and government entities. DMGS (as GSP) provided grant writing services for their \$60 million broadband extension project for submission to the Department of Agriculture Rural Utilities Services Broadband Initiatives Program (BIP) grant and Department of Commerce Broadband Technologies Opportunity (BTOP) grant, both of which were ARRA-related grants.

State of Delaware

DMGS (as GSP) was selected to work with the Office of the Lieutenant Governor, the Office of Management & Budget and other state agencies in Delaware in evaluating federal funding under ARRA, preparing applications and other supporting materials necessary to seek that federal funding, assisting with the assimilation and reporting of information on ARRA spending by state agencies, and providing related policy and implementation advice to the State of Delaware. DMGS provided any necessary cross-agency coordination and implementation as well as assisted in the research and development of policies relevant to ARRA implementation, including but not limited to economic development, job creation, energy efficiency, public education, quality-of-life programs and policy, and workforce development. DMGS submitted a Department of Labor State Energy Sector Partnership Program grant on behalf of the State of Delaware.

Peter Joseph Barna

SUMMARY

Electrical engineering professional with highly diverse experience in the instrumentation and process control field. Significant experience in the integration, installation, and support of instrumentation and sensors for industrial applications. Possesses strong leadership and training abilities with solid written and communication skills.

PROFESSIONAL EXPERIENCE

KOBOLD Instruments, Inc.

9/97 to Present

Director of Operations

Promoted to Director of Operations in February of 2007

Responsibilities include the following:

- Product Procurement and Development for the USA Market
- Expanding the Product Line by Developing New Vendor Relationships
- Handling Large and Competitive Pricing Quotations
- Overseeing and Management of All Aspects of Customer Service

I.T. Manager

Took over all the information technology responsibilities in January of 2002

Responsibilities include the following:

- Specifying, Purchasing, and Installing All Hardware and Software
- Maintaining a Trouble-free Network Environment
- Back-up, Restoration, and Safety of All Data and Operating Systems

Applications Engineer

Responsibilities include the following:

- Technical Sales and Support
- Distributor and Rep Product Training
- Writing Technical Datasheets and Manuals

Highlights:

- Major Role in Establishing Current Web-based Training Program for Customers

Keystone Business Machines

9/89 to 9/97

Field Service Manager

Promoted to Field Service Manager in January of 1994

Responsibilities include the following:

- Overseeing Field Service Technicians
- Handling Special Technical Issues and Accounts

Field Service Technician

Responsibilities include the following:

- Installation and Service of Copier and Fax Equipment

Highlights:

- Revamped and updated the entire parts and inventory system
- First Technician full line trained on both model lines
- Only technician to receive the ACE award for training excellence
- Only technician trained on the full color digital equipment

EDUCATION

Point Park University

B.S. Electrical Engineering Technology

1/94

Majored in Electrical Engineering Technology

Minored in Process Control Instrumentation

Penn Technical Institute

A.S. in Electronics Technology

9/89

Concentration is Electronics Technology

Computer Learning Center

M.C.S.E.

12/01

Completed Microsoft Certified System Engineer Training

RELATED WORK AND TRAINING

Boilermakers Local 154

6/05 to Present

PRN Laborer

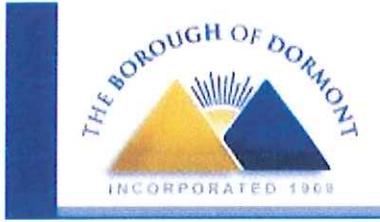
Completed Training Programs include:

- Scaffolding Erection and Dismantling (M.O.S.T.)
- Steel Erection & Rigging Fundamentals (M.O.S.T.)
- O.S.H.A. Training

Continuing Training:

- Common Arc Welding Certification

References Available Upon Request



MEMORANDUM

Date: November 22, 2013

To: Jeff Naftal, Borough Manager

From: Wayne R. McVicar, P.E., Borough Engineer *WRM*

Subject: Reconstruction of Mervin Avenue & Resurfacing of Various Streets
RECOMMENDATION FOR PAYMENT
Payment #3; Niando Construction, Inc.
Pay Period: 10/16/13 – 11/15/13

Enclosed herewith is Contractor's Application For Payment No. 3 in the amount of **\$310,132.76** submitted by Niando Construction, Inc. for the above referenced project.

All copies have been duly signed and I recommend payment in full.

Also enclosed is a copy of the Certified Payroll for the estimate period.

Progress Estimate

Contractor's Application

For Contract: RECONSTRUCTION OF MERVIN AVE. & RESURFACING OF VARIOUS STREETS

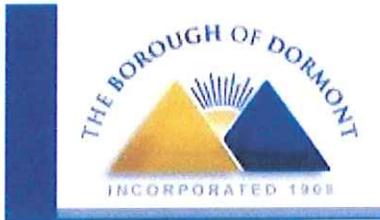
Application Period: 10/16/13 - 11/15/13

Application Number: 3

Application Date: November 18, 2013

A		B			C	D	E	F			
Bid Item No.	Description	Bid Item Quantity	Units	Unit Price	Bid Value (\$)	Quantity Installed	Installed Value	Materials Presently Stored (not in C)	Total Completed and Stored to Date (D + E)	% (F / B)	Balance to Finish (B - F)
1	BASE BID - MERVIN AVENUE RECONSTRUCTION										
2	Removal of all Existing Pavement Material to Sub-Grade Including	2,120	SY	\$15.30	\$32,648.00	2,119	\$32,632.60		\$32,632.60	100.0%	\$15.40
3	Geotextile Material, Complete in Place	2,120	SY	\$2.09	\$4,430.80	2,119	\$4,428.71		\$4,428.71	100.0%	\$2.09
4	4" Underdrain, Performed ADS Type, Complete in Place	1,450	LF	\$9.90	\$14,355.00	1,588	\$15,731.10		\$15,731.10	109.6%	-\$1,376.10
5	Sub-Base Installation, 10" Thick, Complete in Place	2,120	SY	\$11.50	\$24,380.00	2,119	\$24,368.50		\$24,368.50	100.0%	\$11.50
6	25 mm Superpave Base Course, 4" Thick, Complete in Place	2,120	SY	\$16.95	\$35,934.00	2,119	\$35,917.85		\$35,917.85	100.0%	\$16.95
7	19.0 mm Superpave Binder Course, 3" Thick, Complete in Place	2,120	SY	\$13.60	\$28,832.00	2,128	\$28,940.80		\$28,940.80	100.4%	-\$108.80
8	9.5 mm Superpave Fine Graded Wearing Course, 1-1/2" Thick, ADA Hazardous Ramps including truncated domes, Complete in	2,120	SY	\$10.28	\$21,793.60	2,133	\$21,927.24		\$21,927.24	100.6%	-\$133.64
9	Concrete Sidewalk Replacement, Complete in Place	75	SF	\$12.20	\$915.00	47.5	\$579.75		\$579.75	63.2%	\$335.25
10	Concrete Driveway Areas Replacement, Complete in Place	920	SF	\$6.50	\$5,980.00	323.5	\$2,107.75		\$2,107.75	36.2%	\$3,872.25
11	Asphalt Driveway Replacement, Complete in Place	2,310	SF	\$7.50	\$17,325.00	2,743.5	\$20,576.25		\$20,576.25	117.7%	-\$3,251.25
12	Removal & Replacement of Concrete Curb (Includes Depressed	50	SF	\$3.30	\$165.00	94	\$310.20		\$310.20	188.0%	-\$145.20
13	Removal & Replacement of Concrete Curb & Gutter (Includes	1,540	LF	\$44.00	\$67,760.00	1,606	\$70,664.00		\$70,664.00	104.3%	-\$2,904.00
14	Unavailable Material Replacement, Complete in Place	30	LF	\$44.00	\$1,320.00						
15	Type M Inlet Construction, 0'-8" depth, Complete in Place	30	TON	\$53.90	\$1,617.00	28.26	\$1,523.21		\$1,523.21	56.5%	\$1,093.79
16	Installation of Manhole Frame and Cover, Complete in Place	2	UNIT	\$3,300.00	\$6,600.00	2	\$6,600.00		\$6,600.00	100.0%	
17	Replacement of Insulation of Roof Conductors, Complete in Place	1	UNIT	\$990.00	\$990.00		\$990.00		\$990.00	100.0%	
18	8" SDR-35 PVC Sewer Main, 0'-8" Depth, Critical Area, Complete	105	LF	\$5.50	\$577.50	153	\$841.50		\$841.50	145.7%	-\$264.00
19	8" SDR-35 PVC Sewer Main, 8'-10" Depth, Critical Area, Complete	44	LF	\$78.70	\$3,462.80	50	\$3,935.00		\$3,935.00	113.6%	-\$472.20
20	Wye Branch PVC SDR-35 or SDR-26, Critical Area, Complete in	700	LF	\$84.20	\$58,940.00	700	\$58,940.00		\$58,940.00	100.0%	
21	Installation of Sanitary Sewer Manhole, Critical Area, 0'-8" depth,	19	UNIT	\$330.00	\$6,270.00	20	\$6,600.00		\$6,600.00	105.3%	-\$330.00
22	Installation of Sanitary Sewer Manhole, Critical Area, Greater	2	UNIT	\$3,300.00	\$6,600.00	2	\$6,600.00		\$6,600.00	100.0%	
23	Mobilization & Demobilization, Complete in Place	1	VF	\$660.00	\$660.00	2	\$660.00		\$660.00	100.0%	
EW1	Remove/Replace 9" LF of 15" pipe to accommodate new CB	1	LS	\$8,000.00	\$8,000.00	1	\$8,000.00		\$8,000.00	100.0%	
EW2	Regrade landscape strip between sidewalk & curb	1	LS	\$1,350.74	\$1,350.74	1	\$1,350.74		\$1,350.74	100.0%	
EW3	Excavate, encase with concrete & backfill existing storm	1	LS	\$1,385.99	\$1,385.99	1	\$1,385.99		\$1,385.99	100.0%	
EW4	Cap existing 24" TCP & reconstruct manhole invert on Trench &	1	LS	\$400.00	\$400.00	1	\$400.00		\$400.00	100.0%	
EW5	Install supplemental subball at garage apron	1	LS	\$500.00	\$500.00	1	\$500.00		\$500.00	100.0%	
ALTERNATE BID NO. 2 - DORMONT AVENUE RESURFACING											
1	Cold Milling - 1-1/2" Depth, Complete in Place	1	LS	\$800.00	\$800.00	1	\$800.00		\$800.00	100.0%	
2	Cold Milling - 1-1/2" Depth, Complete in Place	2,100	SY	\$5.75	\$12,075.00	1,719	\$9,884.25		\$9,884.25	81.9%	\$2,190.75
3	2.5 mm Superpave Fine Graded Wearing Course, 1-1/2" Thick, Complete	2,100	SY	\$8.85	\$18,585.00	1,719	\$15,213.15		\$15,213.15	81.9%	\$3,371.85
ALTERNATE BID NO. 5 - BELROSE AVENUE RESURFACING											
1	Cold Milling - 3-1/2" Depth, Complete in Place	2,700	SY	\$5.25	\$14,175.00	2,664	\$13,986.00		\$13,986.00	96.2%	\$1,889.00
2	Cold Milling - 1-1/2" Depth, Complete in Place	280	SY	\$5.25	\$1,470.00	234	\$1,228.50		\$1,228.50	83.6%	\$241.50
3	Removal of Existing Pavement Material to 17-1/2" Depth,	18	SY	\$29.00	\$522.00	19	\$551.00		\$551.00	108.6%	-\$29.00
4	Sub-Base Installation, 10" Thick, Complete in Place	18	SY	\$29.00	\$522.00	19	\$551.00		\$551.00	105.6%	-\$29.00
5	25 mm Superpave Base Course, 4" Thick, Complete in Place	18	SY	\$25.50	\$459.00	19	\$484.50		\$484.50	105.0%	-\$25.50

Bid Item No.	Item Description	Bid Item Quantity	Units	Unit Price	Bid Value (\$)	Quantity Installed	Installed Value	Materials Provenly Stored (not in C)	Total Completed and Stored to Date (D + E)	% (F / B)	Balance to Finish (B - F)
6	Geotextile Material, Complete in Place	18	SY	\$37.62	\$676.20	19	\$397.71		\$397.71	105.6%	-\$278.49
7	19.0 mm Superpave Binder Course, 2" Thick, Complete in Place	2,788	SY	\$9.25	\$25,780.00	2,883	\$23,817.75		\$23,817.75	96.2%	\$971.25
8	9.5 mm Superpave Fine Grade Wearing Course, 1 1/2", Complete	3,659	SY	\$8.25	\$30,165.00	2,917	\$24,065.25		\$24,065.25	85.6%	\$1,097.25
9	ADA Handicap Ramps, Complete in Place	230	SF	\$25.00	\$5,750.00	210	\$5,250.00		\$5,250.00	91.3%	\$500.00
10	Concrete Sidewalk Replacement, Complete in Place	514	SF	\$10.70	\$5,499.80	676	\$7,233.20		\$7,233.20	131.2%	-\$1,733.40
11	Concrete Driveway Apron Replacement, Complete in Place	168	SF	\$11.70	\$1,965.60	213	\$2,492.10		\$2,492.10	128.7%	-\$526.50
12	Removal & Replacement of Concrete Curb (Includes Depressed	139	LF	\$50.00	\$6,950.00	214.5	\$10,725.00		\$10,725.00	154.3%	-\$3,775.00
13	Convert Pittsburgh Inlet to Type "M" Inlet, Complete in Place	1	UNIT	\$5,100.00	\$5,100.00	1	\$5,100.00		\$5,100.00	100.0%	
14	Phase Mobilization, Complete in Place	1	LS	\$7,000.00	\$7,000.00	1	\$7,000.00		\$7,000.00	100.0%	
ALTERNATE BID NO. 3 - BALTIMORE AVENUE RESURFACING											
1	Cold Milling - 1 1/2" Depth, Complete in Place	670	SY	\$7.65	\$5,125.50	585	\$4,475.25		\$4,475.25	87.3%	\$650.25
2	9.5 mm Superpave Fine Grade Wearing Course, 1 1/2", Complete	670	SY	\$9.75	\$6,532.50	585	\$5,703.75		\$5,703.75	87.3%	\$828.75
3	ADA Handicap Ramps, Complete in Place	40	SF	\$25.00	\$1,000.00	40	\$1,000.00		\$1,000.00	100.0%	
4	Concrete Sidewalk Replacement, Complete in Place	148	SF	\$10.70	\$1,583.60	134	\$1,433.80		\$1,433.80	91.8%	\$149.80
5	Removal & Replacement of Concrete Curb (Includes Depressed	44	LF	\$60.00	\$2,640.00	21	\$1,260.00		\$1,260.00	47.7%	\$1,380.00
6	Phase Mobilization, Complete in Place	1	LS	\$1,686.00	\$1,686.00	1	\$1,686.00		\$1,686.00	100.0%	
ALTERNATE BID NO. 11 - BELPLAIN AVENUE CURB REPLACEMENT											
1	Removal & Replacement of Concrete Curb, Complete in Place	62	LF	\$50.00	\$3,100.00	62	\$3,100.00		\$3,100.00	100.0%	
2	Phase Mobilization, Complete in Place	1	LS	\$500.00	\$500.00	1	\$500.00		\$500.00	100.0%	
Total											
					\$531,906.40		\$500,198.85		\$500,198.85	99.9%	\$3,707.55



MEMORANDUM

Date: November 22, 2013

To: Jeff Naftal, Borough Manager

From: Wayne R. McVicar, P.E., Borough Engineer *WRM*

Subject: Reconstruction of Mervin Avenue & Resurfacing of Various Streets
RECOMMENDATION FOR PAYMENT
Payment #4 – Final Payment; Niando Construction, Inc.
Pay Period: 11/16/13 – 11/22/13

Enclosed herewith is Contractor's Application For Payment No. 4 in the amount of **\$50,819.88** submitted by Niando Construction, Inc. for the above referenced project. This is the final payment and represents release of the retainage.

All copies have been duly signed and I recommend payment in full.

Certified Payrolls were provided with Application For Payment No. 3.

Progress Estimate

Contractor's Application

For (Contract):		RECONSTRUCTION OF MERVIN AVE. & RESURFACING OF VARIOUS STREETS										Application Number:		4 - Final	
Application Period:		11/16/13 - 11/22/13										Application Date:		November 22, 2013	
Bid Item No.	Item Description	Bid Item Quantity	Units	Unit Price	Bid Value (\$)	C	Quantity Installed	D	Installed Value	E	Materials Presently Stored (not in C)	F	Total Completed and Stored to Date (D + E)	% (F / B)	Balance to Finish (B - F)
1	BASE BID - MERVIN AVENUE RECONSTRUCTION														
2	Removal of all Existing Pavement Material to Sub-Grade including Geotextile Material, Complete in Place	2,120	SY	\$15.40	\$32,648.00		2119	\$32,632.60					\$32,632.60	100.0%	\$15.40
3	4" Underdrain, Perforated ADS Pipe, Complete in Place	1,450	LF	\$2.09	\$4,430.80		1589	\$4,428.71					\$4,428.71	100.0%	\$2.09
4	Sub-Base Installation, 10" Thick, Complete in Place	2,120	SY	\$9.90	\$24,380.00		2119	\$15,731.10					\$15,731.10	109.6%	-\$1,376.10
5	25 mm Superpave Base Course, 4" Thick, Complete in Place	2,120	SY	\$16.95	\$35,934.00		2119	\$24,368.50					\$24,368.50	100.0%	\$11.50
6	19.0 mm Superpave Binder Course, 3" Thick, Complete in Place	2,120	SY	\$13.60	\$28,832.00		2128	\$35,917.05					\$35,917.05	100.0%	\$16.95
7	9.5 mm Superpave Fine Grade Wearing Course, 1-1/2" Thick, ADA Handicap Ramp including truncated domes, Complete in	2,120	SY	\$10.28	\$21,793.60		2133	\$28,940.80					\$28,940.80	100.4%	-\$108.80
8	Concrete Sidewalk Replacement, Complete in Place	75	SF	\$13.20	\$990.00		47.5	\$627.00					\$627.00	63.3%	\$363.00
9	Concrete Driveway Apron Replacement, Complete in Place	920	SF	\$6.50	\$5,980.00		323.5	\$2,102.75					\$2,102.75	35.2%	\$3,877.25
10	Asphalt Driveway Replacement, Complete in Place	2,330	SF	\$7.50	\$17,475.00		2743.5	\$20,576.25					\$20,576.25	117.7%	-\$3,101.25
11	Removal & Replacement of Concrete Curb (Includes Depressed	50	SF	\$3.30	\$165.00		94	\$310.20					\$310.20	188.0%	-\$145.20
12	Removal & Replacement of Concrete Curb & Gutter (Includes	1,540	LF	\$44.00	\$67,760.00		1606	\$70,664.00					\$70,664.00	104.3%	-\$2,904.00
13	Unsuitable Material Replacement, Complete in Place	30	LF	\$44.00	\$1,320.00										\$1,320.00
14	Type M Inlet Construction, 0'-8" depth, Complete in Place	50	TON	\$33.90	\$2,695.00		28.26	\$1,523.21					\$1,523.21	56.5%	\$1,171.79
15	Installation of Manhole Frame and Cover, Complete in Place	2	UNIT	\$3,300.00	\$6,600.00		2	\$6,600.00					\$6,600.00	100.0%	
16	Installation of Manhole Frame and Cover, Complete in Place	1	UNIT	\$990.00	\$990.00		1	\$990.00					\$990.00	100.0%	
17	Replacement or Installation of Roof Conductors, Complete in Place	105	LF	\$5.50	\$577.50		153	\$841.50					\$841.50	145.7%	-\$264.00
18	8" SDR-35 PVC Sewer Main, 0'-8" Depth, Critical Area, Complete	44	LF	\$78.70	\$3,462.80		50	\$3,935.00					\$3,935.00	113.6%	-\$472.20
19	8" SDR-35 PVC Sewer Main, 8'-10" Depth, Critical Area,	700	LF	\$84.20	\$58,940.00		700	\$58,940.00					\$58,940.00	100.0%	
20	Wye Branch PVC SDR-35 or SDR-36, Critical Area, Complete in	19	UNIT	\$330.00	\$6,270.00		20	\$6,600.00					\$6,600.00	105.3%	-\$330.00
21	Installation of Sanitary Sewer Manhole, Critical Area, 0'-8" depth,	2	UNIT	\$3,300.00	\$6,600.00		2	\$6,600.00					\$6,600.00	100.0%	
22	Installation of Sanitary Sewer Manhole, Critical Area, Greater	2	VF	\$330.00	\$660.00		2	\$660.00					\$660.00	100.0%	
23	Mobilization & Demobilization, Complete in Place	1	LS	\$8,000.00	\$8,000.00		1	\$8,000.00					\$8,000.00	100.0%	
EW1	Remove/Replace 9LF of 15" pipe to accommodate new CB	1	LS	\$1,350.74	\$1,350.74		1	\$1,350.74					\$1,350.74		
EW2	Regrade landscape strip between sidewalk & curb	1	LS	\$1,385.99	\$1,385.99		1	\$1,385.99					\$1,385.99		
EW3	Excavate, encase with concrete & backfill existing storm	1	LS	\$400.00	\$400.00		1	\$400.00					\$400.00		
EW4	Cap existing 24" TCP & reconstruct manhole inverts on Tolma & Mervin Avenues	1	LS	\$500.00	\$500.00		1	\$500.00					\$500.00		
EW5	Install supplemental asphalt at garage aprons	1	LS	\$800.00	\$800.00		1	\$800.00					\$800.00		
	ALTERNATE BID NO. 2 - DORMONT AVENUE RESURFACING														
1	Cold Milling - 1-1/2" Depth, Complete in Place	2,100	SY	\$5.75	\$12,075.00		1719	\$9,884.25					\$9,884.25	81.9%	\$2,190.75
2	9.5 mm Superpave Fine Grade Wearing Course, 1-1/2", Complete	2,100	SY	\$8.85	\$18,585.00		1719	\$15,213.15					\$15,213.15	81.9%	\$3,371.85
3	Phase Mobilization, Complete in Place	1	LS	\$3,066.00	\$3,066.00		1	\$3,066.00					\$3,066.00	100.0%	
	ALTERNATE BID NO. 5 - BELROSE AVENUE RESURFACING														
1	Cold Milling - 3-1/2" Depth, Complete in Place	2,770	SY	\$5.25	\$14,542.50		2664	\$13,986.00					\$13,986.00	96.2%	\$556.50
2	Cold Milling - 1-1/2" Depth, Complete in Place	280	SY	\$5.25	\$1,470.00		234	\$1,228.50					\$1,228.50	83.6%	\$241.50
3	Removal of Existing Pavement Material to 17-1/2" Depth,	18	SY	\$29.00	\$522.00		19	\$551.00					\$551.00	105.6%	-\$29.00
4	Sub-Base Installation, 10" Thick, Complete in Place	18	SY	\$29.00	\$522.00		19	\$551.00					\$551.00	105.6%	-\$29.00

Bid Item No.	Item Description	Bid Item Quantity	Units	Unit Price	Bid Value (\$)	Quantity Installed	Installed Value	Materials Presently Stored (not in C)	Total Completed and Stored to Date (D + E)	% (F / B)	Balance to Finish (B - F)
5	25 mm Superpave Base Course, 4" Thick, Complete in Place	18	SY	\$24.50	\$441.00	19	\$484.50		\$484.50	105.6%	-\$25.50
6	Geotextile Material, Complete in Place	18	SY	\$2.09	\$37.62	19	\$39.71		\$39.71	105.6%	-\$2.09
7	19.0 mm Superpave Binder Course, 2" Thick, Complete in Place	2,788	SY	\$9.25	\$25,789.00	2,683	\$24,817.75		\$24,817.75	96.2%	\$971.25
8	9.5 mm Superpave Fine Grade Wearing Course, 1-1/2", Complete	3,050	SY	\$8.25	\$25,162.50	2,917	\$24,065.25		\$24,065.25	95.6%	\$1,097.25
9	ADA Handicap Ramps, Complete in Place	230	SF	\$25.00	\$5,750.00	210	\$5,250.00		\$5,250.00	91.3%	\$500.00
10	Concrete Sidewalk Replacement, Complete in Place	514	SF	\$10.70	\$5,499.80	676	\$7,233.20		\$7,233.20	131.5%	-\$1,733.40
11	Concrete Driveway Apron Replacement, Complete in Place	166	SF	\$11.70	\$1,936.35	213	\$2,492.10		\$2,492.10	128.7%	-\$555.75
12	Removal & Replacement of Concrete Curb (Includes Depressed	139	LF	\$50.00	\$6,950.00	214.5	\$10,725.00		\$10,725.00	154.3%	-\$3,775.00
13	Convert Pittsburgh Inlet to Type "M" Inlet, Complete in Place	1	UNIT	\$5,100.00	\$5,100.00	1	\$5,100.00		\$5,100.00	100.0%	
14	Phase Mobilization, Complete in Place	1	LS	\$7,000.00	\$7,000.00	1	\$7,000.00		\$7,000.00	100.0%	
ALTERNATE BID NO. 8 - BELTMOORE AVENUE RESURFACING											
1	Cold Milling - 1-1/2" Depth, Complete in Place.	670	SY	\$7.65	\$5,125.50	585	\$4,475.25		\$4,475.25	87.3%	\$650.25
2	9.5 mm Superpave Fine Grade Wearing Course, 1-1/2", Complete	670	SY	\$9.75	\$6,532.50	585	\$5,703.75		\$5,703.75	87.3%	\$828.75
4	ADA Handicap Ramps, Complete in Place	40	SF	\$25.00	\$1,000.00	40	\$1,000.00		\$1,000.00	100.0%	
5	Concrete Sidewalk Replacement, Complete in Place	146	SF	\$10.70	\$1,562.20	134	\$1,433.80		\$1,433.80	91.8%	\$128.40
5	Removal & Replacement of Concrete Curb (Includes Depressed	44	LF	\$60.00	\$2,640.00	21	\$1,260.00		\$1,260.00	47.7%	\$1,380.00
6	Phase Mobilization, Complete in Place	1	LS	\$1,686.00	\$1,686.00	1	\$1,686.00		\$1,686.00	100.0%	
ALTERNATE BID NO. 11 - BELPLAIN AVENUE CURB REPLACEMENT											
1	Removal & Replacement of Concrete Curb, Complete in Place	62	LF	\$50.00	\$3,100.00	62	\$3,100.00		\$3,100.00	100.0%	
2	Phase Mobilization, Complete in Place	1	LS	\$500.00	\$500.00	1	\$500.00		\$500.00	100.0%	
					Totals		\$507,471.67		\$508,198.85	100.0%	\$3,709.55



FREE GIFT CARD
WITH ALL ORDERS OVER \$100

\$100 = FREE \$10 GIFT CARD
\$250 = FREE \$25 GIFT CARD
\$500 = FREE \$50 GIFT CARD
\$1,000 = FREE \$100 GIFT CARD



USE KEYCODE
172885
SHOW/HIDE DETAILS



FREE SHIPPING — Quincy Compressor Reciprocating Air Compressor — 5 HP, 230 Volt Single Phase, Model# 2V41C60VC

Item# 35239001

Was \$1499.99
Sale \$1399⁹⁹

Order Today and Save \$100.00

Factory Shipped —
Estimated Delivery: 7 - 12 Business Days

FREE SHIPPING (lower 48 states)

Ships Truck (475.0 lbs)

Lift Gate not included

[Special unloading requirements](#)

Customer Product Rating

★★★★★ 4.9 / 5

37 of 37 would recommend this product to a friend.

Customer Submitted Image



Product Summary

Quincy reciprocating air compressors are designed to be a compressor for life. They are built for efficiency and lower operating costs, producing more compressed air at a lower horsepower. They run at a slower RPM, run cooler and cost less to operate. Heavy-duty compressors are engineered for industrial applications and boast a best-in-the-industry 30,000-hour pump life rating. 2-year limited warranty (5-year limited warranty on pump if customer purchases and uses maintenance kit.) U.S.A.

What's Included

(1) Compressor

Features + Benefits

- Industrial-duty US-made Baldor motor
- Capacitor start motor with built-in thermal overload
- Less than 5 PPM oil carry-over (blow-by) rating
- 145–175 working PSI
- Pump RPM: 1310
- 2-cylinder pump design
- Heavy-duty, easy-to-reach, manual ball valve
- 2-stage belt drive pump with solid cast iron cylinder
- Finned intercooler for maximum cooling and increased valve life
- Aluminum head for heat dissipation
- Extra-capacity oil reservoir for low oil temperatures
- Cast iron fly wheel for energy efficiency and durability
- 100% duty cycle
- Splash lubrication
- UL & CSA approval on all electrical components
- ASME-coded pressure relief valves and tanks
- Additional charge for liftgate shipping option
- Ships in heavy-duty protective crate with oil in the pump

Key Specs

Item#	35239001	Tank Type	Vertical
Ship Weight	475.0 lbs	Stage	2
Package Type	Standard	Drive	Belt
Volts	230	Air Tank Size (gal.)	60
Motor Phase(s)	Single	After-Cooler Included	No
HP	5	Drain System	Manual ball valve
Amps	21	Portable or Stationary	Stationary
Max. PSI	175	Pump	Cast iron



[Back to Product Family](#)



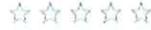
Electric Air Compressor, 2 Stage, 14 cfm

INGERSOLL-RAND

Price: \$2,337.00 / each

Typically in Stock

Add [Repair & Replacement Coverage](#) for \$299.00 each.



Item # **16V899**

Mfr. Model # **2340N5B**

UNSPSC # **40151601**

Catalog Page # **3997**

Shipping Weight **534.0 lbs.**

Country of Origin **United States Of America** Country of Origin is subject to change.

click to chat

Technical Specs

Item	Electric Air Compressor
Compressor Type	Tank Mounted
Number of Stages	2
Lubrication Type	Splash Lubricated
HP	5
Max. Pressure	175 psi
Free Air CFM @ Max. Pressure	14
Voltage	460
Phase	3
Amps	7.7
Tank Size	80 gal.
Tank Type	Vertical
ASME Tank	Yes
(F)NPT Outlet	1/2"

Pump RPM	3450
Pump Oil Capacity	1 qt.
On Pressure Switch Setting	140
Off Pressure Switch Setting	175
Finish	Powder Coated
Enclosure	NEMA
Control	Pressure Switch
Motor Type	Open Dripproof
Overall Length	31-1/2"
Overall Width	20"
Overall Height	67"
Standards	CSA Approval
Includes	Cast Iron Pump, Mounted Magnetic Starter, AS&S Control, Oil Sight Glass, Manual Drain

Related Products



Start Up Kit

Item # **4M579**
INGERSOLL-RAND

Price: \$165.75



T30 Maintenance Pack

Item # **4TM93**
INGERSOLL-RAND

Price: \$178.00

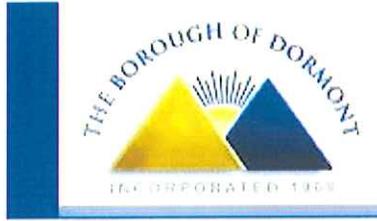


Compressor Oil, Synthetic, 1L

Item # **2YY83**
INGERSOLL-RAND

Price: \$22.60

Customers Also Viewed



MEMORANDUM

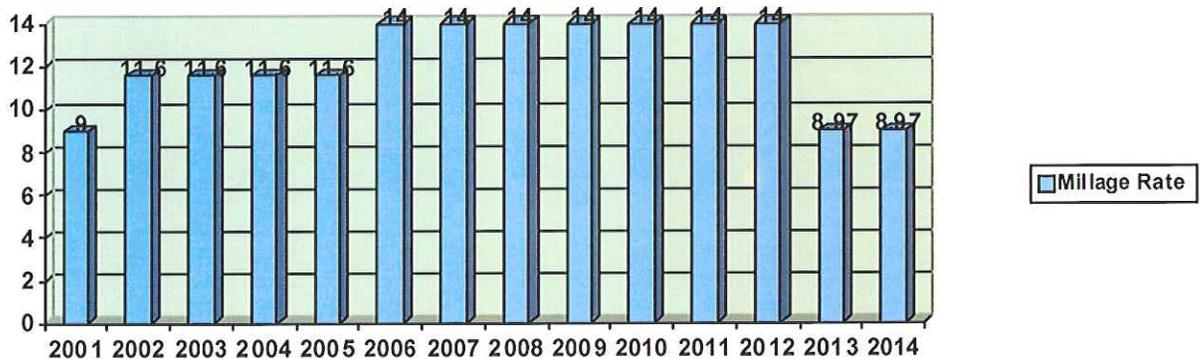
Date: November 15, 2013
To: President, Vice-President, Council and Mayor
From: Jeff Naftal, Borough Manager *gn*
Subject: FY 2014 FINAL DRAFT BUDGET SUBMITTAL

I am pleased to be able to submit to you the draft 2014 Budget for the Borough. This budget is the end result of a series of public workshops on the budget. We discussed expenditures on October 16, 2013, capital improvements on October 28, 2013, and revenues on November 13, 2013. Following each of these workshops, I amended the budget to include all changes and then provided a revised version to you prior to the next workshop. Now, following our last workshop I present to you the Final Draft Budget for your approval.

The following are key highlights of this budget for you to consider as you review it:

Real Estate Taxes:

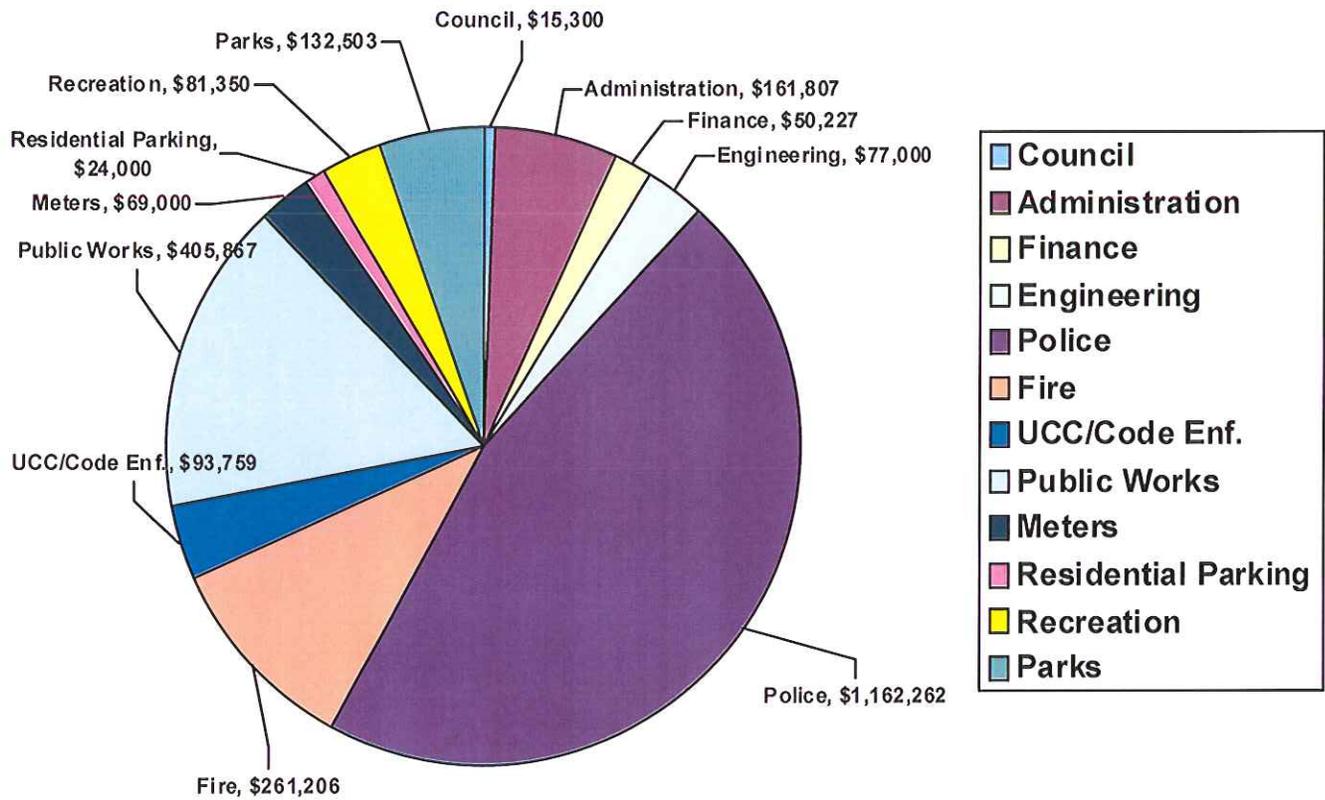
Our millage rate is proposed to remain at 8.97 mills in 2014. At 8.97, our millage rate will remain the lowest it has been since 2001 as shown in the following chart:



Personnel Costs:

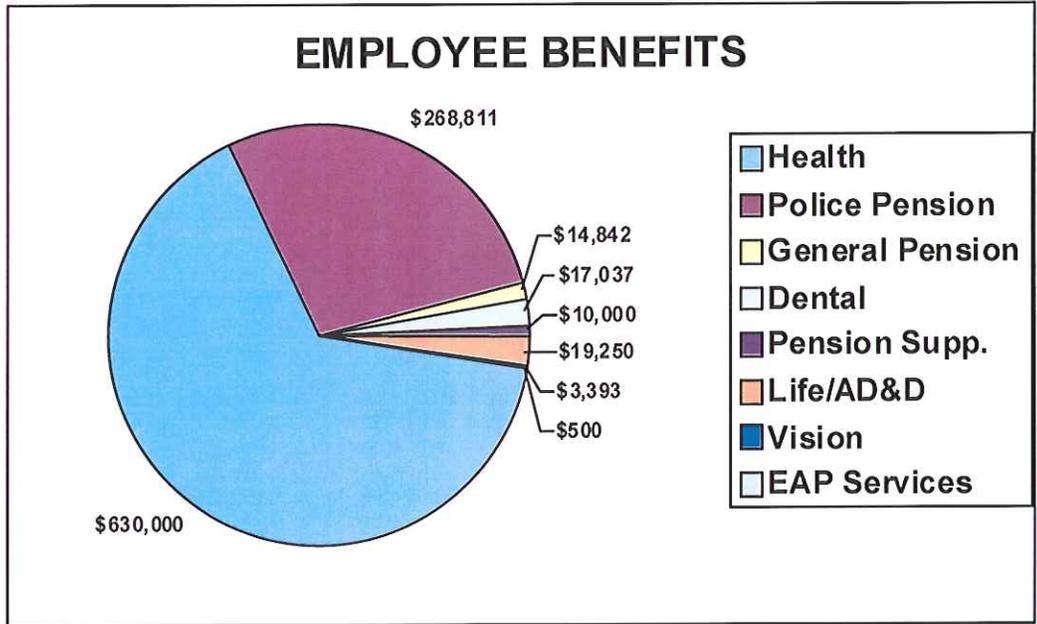
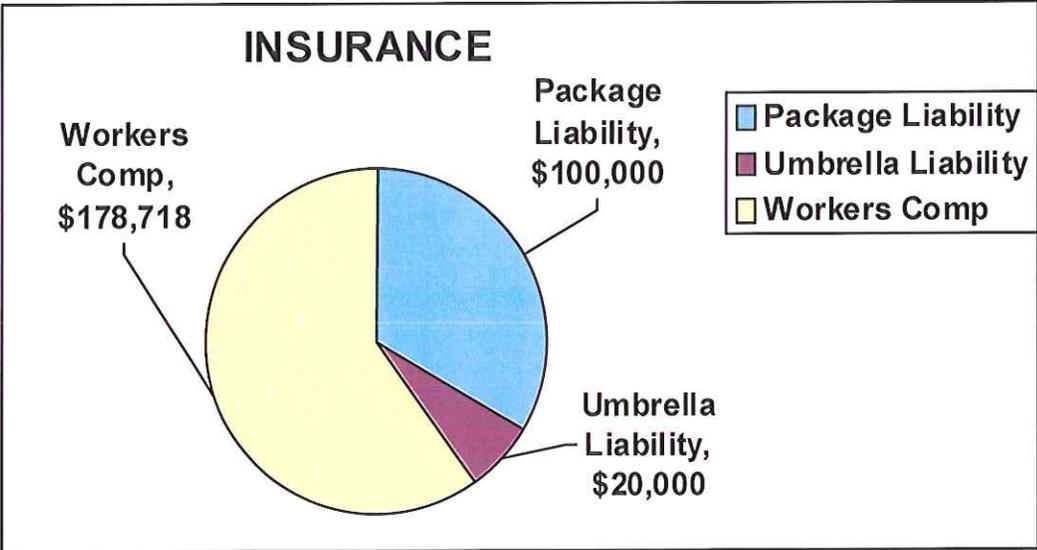
The draft budget includes a 3% increase for all employees except me, and a 6.9% increase for the Borough Engineer in recognition of the significant savings he has brought to the Borough. In addition, it includes 25 cents per hour increase for the parking meter enforcement staff. In addition to these changes, the budget includes one new parking meter enforcement officer. The personnel costs for janitorial services and swimming pool operations have been replaced with contracts for outside services.

Our salaries are broken down by department as follows:



Benefits and Insurance:

Again this year we are consolidating our benefits and insurances into the department created for that purpose. The only exception to this is that liability and workers compensation for the Volunteer Fire Department has been maintained in the Fire Department budget because their rates are specific to their volunteer status and workers compensation in particular can only be obtained through a State insurance pool. Our health insurance rates will increase in 2014 but only by 2% which is below the 10% to 15% most insurance plans are increasing. The following charts show our General Fund costs for insurance and employee benefits:



Other Highlights:

- A Road Program for 2014 that will: resurface the pool parking lot; completely reconstruct 1 road; and, resurface with the remaining funds as many as 30 alleys.
- A Sanitary Sewer Operations and Maintenance Program that will allow us to continue to meet our obligations under the Pittsburgh Area Consent Decree imposed by the Federal Government on ALCOSAN.
- The Data Processing Department includes funding for personal computer replacement which is now planned for a three-year cycle with 2014 being the second year.
- Funding to replace our application software so that we can do more and interact with our other existing software.

- \$100,000 is placed in the Capital Reserves Fund budget to waterproof the Borough Hall building which is leaking and has had mold issues in the Police Department.
- The Tree Trimming Contract is in the second year of a 3 year project to trim or remove trees as necessary.
- Contingency is maintained at \$100,000 to cover unexpected expenses during the year with the approval of Borough Council.
- There is \$48,375 in the Capital Reserves Fund Budget to purchase five (5) additional parking meter kiosks for the Glenmore, Krugh, Espy, Veterans and Illinois parking lots.

Thank you for your support and ideas during this budget process. I look forward to working with you to implement this budget and its resulting programs in 2014.

JN

Attachments



Budget in Brief 2014

How was the Budget Prepared?

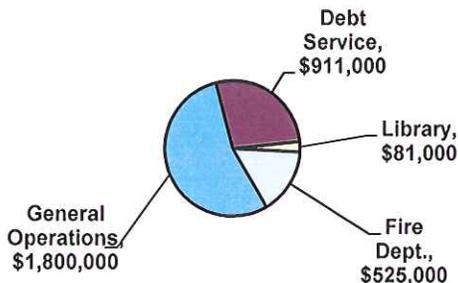
Step 1 - Borough departments met with the Borough Manager and made their budget requests including additional personnel, equipment, and program improvement ideas.

Step 2 - Borough Council then held three Public Workshops to discuss the components that make up the budget: expenditures; capital improvements; and revenues. Additionally, all information supplied to Council was available to the public on the Borough website a week before the workshop.

Step 3 - The Borough Manager then prepared this draft final budget that will be reviewed and commented on by the public and, after consideration of public comments, adopted in its current or modified form by the Borough Council at its December 2, 2013 meeting. All of the budget materials are posted online and hard copies are available for review at Borough Hall and the Library.

Assessed Valuation	Approximate 2014 Tax Bill Mill Rate= 8.97
\$75,000	\$ 672.75
\$100,000	\$ 897.00
\$125,000	\$1,121.25
\$150,000	\$1,345.50
\$175,000	\$1,569.75
\$200,000	\$1,794.00

Where Does Your Property Tax Go?



2014 Property Tax Rate and the New Budget

The Borough millage rate is proposed to be unchanged at 8.97 mills and is based on an assessed valuation of all real property in the Borough of \$382,980,830. This translates to a property tax rate of \$8.97 per \$1,000 of assessed valuation. The table above shows only the amount of property tax a property owner can expect to pay to the Borough in 2014. Other taxes for the County, School District or other agencies are not included.

In developing its proposed budget for 2014, Council chose to approve no millage increase but we are still able to do a significant amount of capital improvements for the Borough including: to totally rebuild one Borough road; repave the pool parking lot and as many as 30 alleys in the Borough; purchase some much needed equipment and make some priority repairs to the recreation center and Borough Hall. A complete list of the proposed and approved capital improvements is available as part of the budget materials noted above.

The chart above shows the various uses for your property tax including the Library and Fire Department.

2014 Budget Overview

Revenues in the 2014 General Fund Budget total \$7,990,650.

Property taxes generate 44.44% of that total while Act 511 taxes (Local Services Tax, Earned Income Tax) generate 15.79% of the total. The remaining 39.77% of resources come from other taxes, licenses, permits, fines, transfers and other miscellaneous revenues.

2014 Borough Budget (all funds)

Revenues: \$10,663,394

Expenditures: \$10,663,394

Authorized expenditures are \$2,300 per property in the Borough. As the assessment chart above shows, even a home or business assessed at \$200,000 will not pay taxes equivalent to the amount of services being provided by the Borough.



Is there more than one budget?

The Borough’s budget is made up of four separate fund accounts, some of which can only be used for specific purposes. The **General Fund** is the fund that accounts for most of the Borough’s service functions including police, fire, maintenance of parks and recreation facilities, building inspection, and code enforcement services. The General Fund expenditures account for 74.94% of the total authorized budget expenditures for 2014.

The Highway Aid Fund is used to account for the Borough’s share of the State motor fuels tax (20% of 5.5 cents/gallon of fuel). These funds can only be used for road maintenance, traffic signalization, and traffic calming. This fund represents 1.43% of the total Borough budget.

The Sewer Fund accounts for the delivery of wastewater services. Revenues from sewer charges, system development charges and other fees support this fund. The Sewer Fund makes up 16.03% of the total Borough budget in 2014.

The Capital Reserve Fund accounts for revenues and expenditures associated with all of the capital improvements for the Borough. Capital Improvements are those projects or equipment with a multi-year life cycle and includes the Borough’s Road Construction projects as well as major equipment purchases. The Capital Reserve Fund represents 7.60% of the total Borough budget.

2014 Budget - Expenditures (all funds – excluding surpluses)	
General Fund	\$7,990,650
Sewer Fund	\$1,709,500
Capital Reserve Fund	\$810,239
Highway Aid Fund	\$153,005
TOTAL	\$10,663,394

Department Budgets

The Borough is organized into a number of departments to provide Borough services and carry out Borough policies. Some of the major departments are noted below. Only the General Fund revenues and expenditures are noted here.

Borough Council - The 2014 budget is \$25,800, 0.32% of the General Fund, to support the activities of the Borough Council.

Administration Department directs and coordinates the operations of all other Borough departments and advises the Borough Council on Borough service operations and issues. The 2014 budget is \$214,011, 2.68% of the General Fund.

Police Department provides all public safety services for the Borough. The 2014 budget is \$1,585,608, 19.84% of the General Fund.

Fire Department is the Dormont Volunteer Fire Department and they provide all fire rescue services for the Borough. The 2014 budget is \$494,461, 6.19% of the General Fund.

Public Works Department provides all street maintenance, much of the vehicle maintenance, street sweeping and other public services. The 2014 budget is \$541,242, 6.77% of the General Fund.

Pool Department provides for the operation and maintenance of the Dormont Swimming Pool. The 2014 budget is \$206,325, 2.58% of the General Fund.

Parks and Playgrounds Department provides for the operation and maintenance of the various parks and playgrounds throughout the Borough. The 2014 budget is \$191,528, 2.40% of the General Fund.

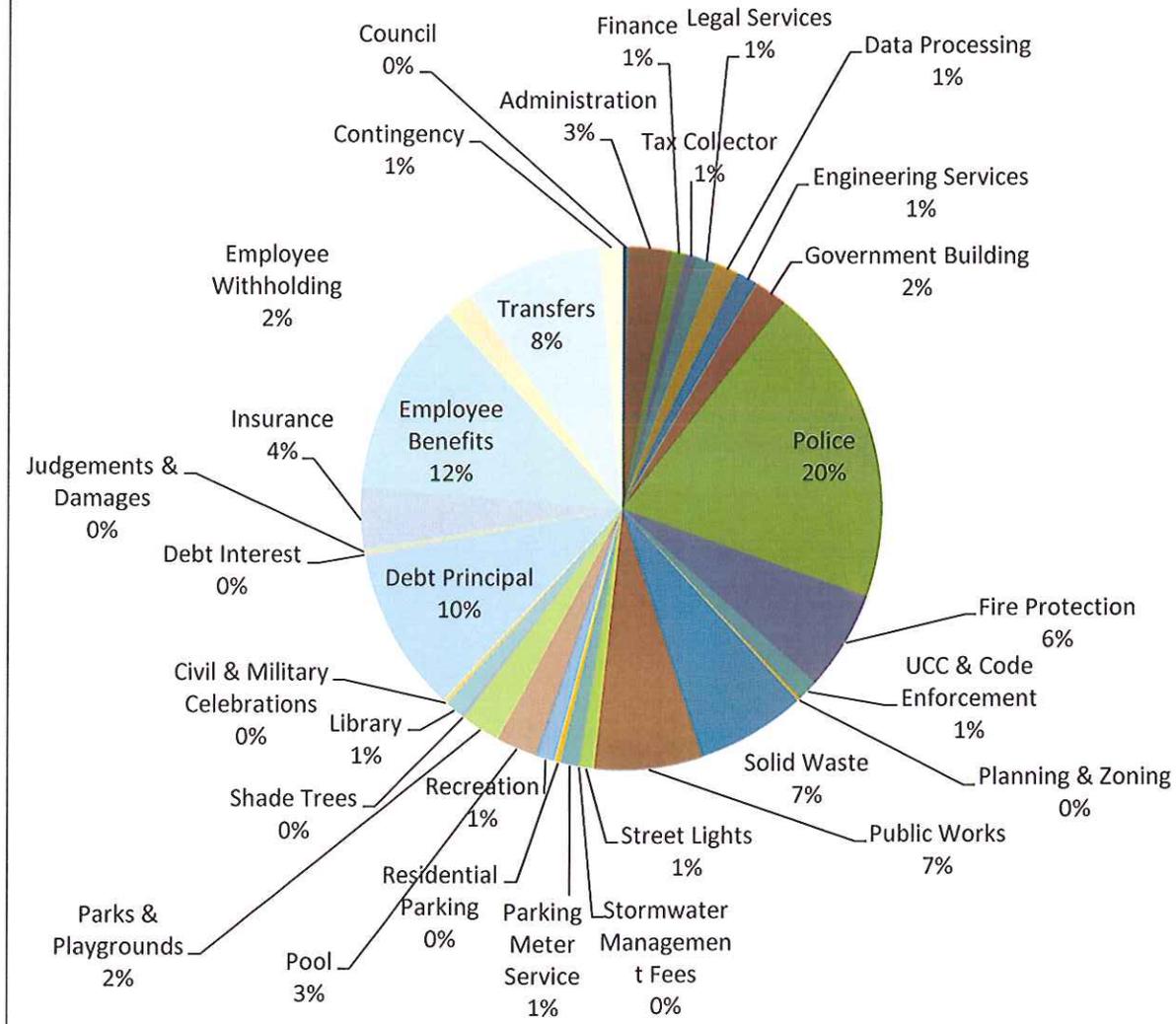
Debt Principal and Debt Interest is where the monies owed by the Borough for its outstanding indebtedness is reflected. One example of outstanding debt is the bond that paid for the current Borough Hall. The 2014 budget is \$833,471, 10.43% of the General Fund.

Employee Benefits is where the expenses for the various employee benefits provided by the Borough are shown. The 2014 budget is \$963,833, 12.06% of the General Fund.





GENERAL FUND EXPENDITURES



What is the Reserve Fund? Why is it not in the Budget?

Reserve Fund – this is an amount of money that is secure in the Borough’s bank accounts. It is money that was saved over the year(s) and is only used in a real emergency. Based on the recommendations of the Government Finance Officers Association (GFOA), the reserve fund should equal approximately 3 months of Borough expenditures. In 2013 Council adopted a number of financial policies and procedures and one of them said that the Borough would strive to have \$1,000,000 in reserves each year. Our reserve fund at the end of 2013 will be approximately that \$1,000,000 and we expect to have the reserve fund to approximately \$1,000,000 each year from now on which would be slightly less than 2 months of Borough expenditures.

Would You Like More Information?

To see the complete 2014 budget and supporting documents visit www.boro.dormont.pa.us or contact the Borough’s offices by calling (412) 561-8900 or you can review a hard copy in the Borough offices or at the Dormont Library.

**Dormont Borough
Fiscal Year 2014 Budget
Budget Line Item Report**

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End
								\$ Difference % Difference

GENERAL FUND - Revenues

REAL ESTATE TAXES (301)								
01-301-101	R.E. CURRENT-GENERAL O	\$2,010,879	\$1,941,775	\$1,912,861	\$1,975,220	(\$1,678,923)	\$1,800,000	(\$175,220) -8.87%
01-301-102	R.E. CURRENT-DEBT SERVI	\$980,561	\$958,408	\$964,767	\$1,000,921	(\$851,528)	\$911,000	(\$89,921) -8.98%
01-301-103	R.E. CURRENT-LIBRARY	\$87,106	\$84,859	\$85,858	\$88,818	(\$75,845)	\$81,000	(\$7,818) -8.80%
01-301-104	FIRE DEPARTMENT	\$405,664	\$509,154	\$549,683	\$573,406	(\$486,095)	\$525,000	(\$48,406) -8.44%
01-301-201	PRIOR YR R.E.-GENERAL O	\$18,734	\$13,182	\$19,574	\$18,000	(\$17,659)	\$18,000	\$0 0.00%
01-301-202	PRIOR YR R.E.-DEBT SVC	\$7,726	\$6,428	\$9,661	\$9,000	(\$8,716)	\$9,000	\$0 0.00%
01-301-203	PRIOR YR R.E.-LIBRARY	\$683	\$571	\$855	\$900	(\$772)	\$900	\$0 0.00%
01-301-204	PRIOR YR R.E. FIRE	\$3,199	\$2,659	\$5,132	\$4,000	(\$4,630)	\$4,000	\$0 0.00%
01-301-300	REAL ESTATE-DELINQUEN	\$275,760	\$200,907	\$185,189	\$235,000	(\$121,163)	\$200,000	(\$35,000) -14.89%
01-301-500	REAL ESTATE-LIENED TAX	\$2,636	\$873	\$0	\$2,000	\$0	\$2,000	\$0 0.00%
	Total:	\$3,792,847	\$3,718,815	\$3,733,580	\$3,907,265	(\$3,245,332)	\$3,550,900	(\$356,365) -9.12%

REAL ESTATE TRANSFER TAX (310)

01-310-100	REAL ESTATE TRANSFER T	\$92,208	\$119,188	\$78,997	\$95,000	(\$31,782)	\$110,000	\$15,000 15.79%
01-310-210	EARNED INC TAX-CURREN	\$757,917	\$822,250	\$1,037,530	\$825,000	(\$533,764)	\$1,100,000	\$275,000 33.33%
01-310-410	LOCAL SERVICES TAX	\$53,897	\$46,118	\$49,654	\$52,000	(\$42,770)	\$52,000	\$0 0.00%
	Total:	\$904,021	\$987,555	\$1,166,181	\$972,000	(\$608,316)	\$1,262,000	\$290,000 29.84%

LICENSE & PERMITS (321)

01-321-610	VENDORS	\$860	\$1,280	\$790	\$750	(\$1,540)	\$1,000	\$250 33.33%
01-321-700	AMUSEMENTS	\$33,820	\$35,990	\$40,280	\$40,000	(\$36,015)	\$40,000	\$0 0.00%
01-321-710	ALARM DEVICE PERMITS	\$1,300	\$1,825	\$799	\$1,500	(\$250)	\$1,300	(\$200) -13.33%
01-321-800	CABLE T V FRANCHISE	\$138,817	\$185,994	\$153,444	\$130,000	(\$78,982)	\$150,000	\$20,000 15.38%
01-321-900	LIQUOR LICENSE	\$3,060	\$3,000	\$2,800	\$2,800	\$3,000	\$2,800	\$0 0.00%
01-321-901	BUS SHELTER		\$1,600	\$1,600	\$0	\$1,600	\$1,600	\$0 0.00%

Budget Line Item Report

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End	% Difference
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GENERAL FUND - Revenues

Total:		\$177,857	\$229,689	\$199,713	\$175,050	(\$112,187)	\$196,700	\$21,650	12.37%
FINES & PENALTIES (331)									
01-331-120	MAGISTRATE FINES	\$22,175	\$20,156	\$20,052	\$20,000	(\$8,587)	\$15,000	(\$5,000)	-25.00%
01-331-125	COUNTY FINES DUI	\$4,167	\$7,047	\$2,314	\$3,000	(\$944)	\$1,500	(\$1,500)	-50.00%
01-331-127	COUNTY DOG FINES	\$50	\$100	\$135	\$100	\$0	\$100	\$0	0.00%
01-331-130	COMMONWEALTH POLICE	\$6,576	\$6,965	\$6,054	\$5,500	(\$2,149)	\$4,000	(\$1,500)	-27.27%
01-331-140	PARKING VIOLATIONS	\$72,296	\$72,785	\$63,493	\$75,000	(\$39,864)	\$75,000	\$0	0.00%
Total:		\$105,264	\$107,053	\$92,049	\$103,600	(\$51,544)	\$95,600	(\$8,000)	-7.72%

INTEREST INCOME (341)

01-341-100	INTEREST EARNINGS	\$3,512	\$3,246	\$1,835	\$2,100	(\$634)	\$1,800	(\$300)	-14.29%
Total:		\$3,512	\$3,246	\$1,835	\$2,100	(\$634)	\$1,800	(\$300)	-14.29%

RENTALS (342)

01-342-200	D.A. BUILDING RENT	\$116,600	\$116,600	\$149,933	\$138,000	(\$80,733)	\$138,000	\$0	0.00%
01-342-201	LIFE SPAN BUILDING RENT	\$53,630	\$62,571	\$67,040	\$67,000	(\$39,107)	\$67,000	\$0	0.00%
01-342-202	RENTALS-PARK PAVILION	\$5,145	\$3,650	\$4,625	\$4,500	(\$4,380)	\$5,500	\$1,000	22.22%
01-342-203	RENTALS-RECREATION CT	\$12,400	\$15,045	\$23,440	\$20,000	(\$15,060)	\$27,000	\$7,000	35.00%
01-342-204	COMMUNITY CENTER	\$4,794	\$5,090	\$9,943	\$7,000	(\$3,883)	\$14,000	\$7,000	100.00%
01-342-205	GYM RENTAL	\$6,873	\$6,036	\$15,659	\$9,000	(\$14,445)	\$20,000	\$11,000	122.22%
01-342-206	POOL PARTY RENTAL	\$750	\$1,917	\$1,500	\$1,000	(\$1,370)	\$3,000	\$2,000	200.00%
01-342-207	MISC POOL RENTALS	\$390	\$458	\$185	\$300	\$0	\$300	\$0	0.00%
01-342-300	OTHER BUILDING RENTAL	\$48,559	\$49,304	\$52,612	\$55,000	(\$32,754)	\$55,000	\$0	0.00%
01-342-430	STREET SWEEPER RENTA	\$500	\$500	\$5,000	\$2,500	\$0	\$2,500	\$0	0.00%
Total:		\$249,140	\$261,170	\$329,937	\$304,300	(\$191,732)	\$332,300	\$28,000	9.20%

INTERGOV'T'L REVENUE (351)

**Dormont Borough
Fiscal Year 2014 Budget
Budget Line Item Report**

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End	% Difference
								\$ Difference	% Difference
GENERAL FUND - Revenues									
01-351-030	PA DOT SNOW REMOVAL	\$6,626	\$5,520	\$4,723	\$4,500	\$1,011	\$4,500	\$0	0.00%
01-351-031	FEMA/SNOW REMOVAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-351-200	GRANTS	\$0	\$639	\$50,327	\$0	\$0	\$0	\$0	0.00%
	Total:	\$6,626	\$6,159	\$55,050	\$4,500	\$1,011	\$4,500	\$0	0.00%
INTERGOVT'L REVENUE STATE (355)									
01-355-100	PUBLIC UTILITY RE TAX	\$6,699	\$6,576	\$6,439	\$6,500	\$6,228	\$6,500	\$0	0.00%
01-355-200	AD HOC PENSION REIMB	\$900	\$900	\$0	\$900	\$475	\$0	(\$900)	-100.00%
01-355-250	AID TO PENSION FUNDS	\$145,568	\$223,168	\$139,468	\$146,616	\$155,374	\$150,000	\$3,384	2.31%
01-355-400	RAD SALES TAX	\$388,338	\$420,717	\$424,048	\$420,000	(\$242,085)	\$420,000	\$0	0.00%
01-355-500	FIRE RELIEF	\$41,077	\$59,072	\$33,462	\$40,000	\$38,095	\$40,000	\$0	0.00%
	Total:	\$582,582	\$710,432	\$603,417	\$614,016	(\$41,913)	\$616,500	\$2,484	0.40%
GENERAL GOVERNMENT (361)									
01-361-300	ENGINEERING FEES	\$0	\$0	\$0	\$0	(\$3,263)	\$5,000	\$5,000	1000.00%
01-361-340	HEARING FEES	\$2,900	\$3,800	\$1,400	\$3,000	(\$2,150)	\$3,000	\$0	0.00%
01-361-365	DYE TESTING FEES	\$3,505	\$2,725	\$3,220	\$3,100	(\$2,150)	\$3,100	\$0	0.00%
01-361-500	MISCELLANEOUS FEES	\$6,988	\$6,450	\$7,693	\$7,000	(\$6,205)	\$8,000	\$1,000	14.29%
01-361-510	TENANT REGISTRATION FE	\$15,780	\$14,990	\$14,126	\$15,500	(\$14,720)	\$15,500	\$0	0.00%
	Total:	\$31,173	\$27,965	\$26,439	\$28,600	(\$28,487)	\$34,600	\$6,000	20.98%
SPECIAL SERVICES (362)									
01-362-100	SPECIAL POLICE SERVICE	\$1,010	\$1,036	\$1,120	\$1,000	(\$840)	\$1,000	\$0	0.00%
01-362-110	ACCIDENT REPORTS	\$2,038	\$1,595	\$1,934	\$1,500	(\$826)	\$1,500	\$0	0.00%
01-362-120	REIMBURSED WAGES/HEA	\$93,214	\$53,733	\$43,754	\$45,000	(\$29,692)	\$48,000	\$3,000	6.67%
01-362-125	DONATIONS/DARE	\$4,750	\$250	\$3,665	\$1,000	\$1,955	\$1,000	\$0	0.00%
01-362-130	VFW DONATION	\$0	\$0	(\$3,700)	\$0	(\$3,700)	\$0	\$0	0.00%

**Dormont Borough
Fiscal Year 2014 Budget
Budget Line Item Report**

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End	% Difference
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GENERAL FUND - Revenues

01-362-131	FRIENDS OF DORMONT PO		\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-362-300	PRISONER LOCK UP CHAR	\$4,500	\$0	\$4,500	\$4,500	\$0	\$4,500	\$0	0.00%
01-362-410	BUILDING PERMITS	\$15,313	\$18,162	\$22,897	\$25,000	(\$62,737)	\$380,000	\$355,000	1420.00%
Includes \$350,000 for permit for Transportation Oriented Development.									
01-362-420	BUILDING PERMITS COMM	\$19,107	\$6,920	\$7,657	\$7,000	(\$1,591)	\$7,000	\$0	0.00%
01-362-450	OCCUPANCY PERMITS	\$2,841	\$1,830	\$4,214	\$3,000	(\$2,705)	\$4,500	\$1,500	50.00%
01-362-460	STATE PERMIT FEE	\$552	\$572	\$613	\$550	(\$280)	\$550	\$0	0.00%
01-362-510	STREET OPENINGS	\$3,320	\$5,425	\$4,045	\$4,000	(\$2,535)	\$8,000	\$4,000	100.00%
Total:		\$146,444	\$89,523	\$94,399	\$92,550	(\$102,950)	\$456,050	\$363,500	392.76%

PARKING METERS (363)

01-363-009	ESPY LOT	\$5,431	\$7,477	\$8,863	\$7,000	(\$4,133)	\$65,000	\$58,000	828.57%
01-363-010	METERS-GLENMORE LOT	\$11,856	\$13,152	\$15,317	\$13,000	(\$8,523)	\$40,000	\$27,000	207.69%
01-363-011	METERS-ILLINOIS LOT	\$3,823	\$3,771	\$3,722	\$3,500	(\$2,424)	\$11,000	\$7,500	214.29%
01-363-012	METERS-JUNCTION LOT	\$15,945	\$17,775	\$21,158	\$19,000	(\$9,160)	\$0	(\$19,000)	-100.00%
01-363-013	METERS-BILTMORE LOT		\$0	\$0	\$0	\$0	\$65,000	\$65,000	1000.00%
01-363-014	METERS-VET LOT	\$2,504	\$2,110	\$2,388	\$2,500	(\$1,022)	\$7,000	\$4,500	180.00%
01-363-015	METERS-VILLAGE BORO L	\$5,877	\$3,782	\$3,854	\$4,500	(\$2,383)	\$4,500	\$0	0.00%
01-363-016	METERS-VILLAGE PRUD LO	\$16,828	\$12,186	\$13,113	\$14,000	(\$7,588)	\$31,000	\$17,000	121.43%
01-363-020	PARKING METERS-GENER	\$104,674	\$126,252	\$131,268	\$135,000	(\$66,369)	\$180,000	\$45,000	33.33%
01-363-021	PARKING PERMITS-BUSINE	\$45,693	\$63,359	\$53,558	\$50,000	(\$24,043)	\$61,000	\$11,000	22.00%
01-363-022	PARKING PERMITS-RESIDE	\$18,930	\$16,905	\$20,095	\$20,000	(\$12,961)	\$22,000	\$2,000	10.00%
01-363-023	METER VIOLATIONS	\$39,950	\$43,110	\$46,461	\$40,000	(\$24,381)	\$43,000	\$3,000	7.50%
01-363-024	LOT RENTAL-PARK BLVD	\$9,600	\$9,600	\$9,600	\$9,600	(\$5,600)	\$9,600	\$0	0.00%

Dormont Borough
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Description							\$ Difference % Difference

GENERAL FUND - Revenues

01-363-027	BOOT FEES	\$2,200	\$1,900	\$9,800	\$8,000	(\$3,120)	\$6,000	(\$2,000)	-25.00%
Total:		\$283,310	\$321,378	\$339,196	\$326,100	(\$171,707)	\$545,100	\$219,000	67.16%
SOLID WASTE (365)									
01-365-100	SOLID WASTE DISPOSAL F	\$485,028	\$454,198	\$422,399	\$450,000	(\$440,549)	\$450,000	\$0	0.00%
01-365-125	PAYMENTS FROM DELINQ	\$75,161	\$22,098	\$36,809	\$35,000	(\$38,393)	\$45,000	\$10,000	28.57%
01-365-130	FEES-BINS/BAGS	\$754	\$636	\$698	\$600	(\$455)	\$800	\$200	33.33%
01-365-550	PROCEEDS FROM DER GR	\$3,166	\$9,188	\$4,458	\$9,700	\$0	\$9,700	\$0	0.00%
Total:		\$564,108	\$486,119	\$464,364	\$495,300	(\$479,398)	\$505,500	\$10,200	2.06%

RECREATION (367)

01-367-110	SWIMMING POOL PASSES	\$40,622	\$39,091	\$47,564	\$42,000	(\$33,715)	\$40,000	(\$2,000)	-4.76%
01-367-111	SWIMMING POOL DAILY RE	\$116,757	\$113,357	\$117,264	\$115,000	(\$32,888)	\$115,000	\$0	0.00%
01-367-112	SWIMMING INSTRUCTIONS	\$2,705	\$4,280	\$2,470	\$2,600	(\$2,765)	\$3,000	\$400	15.38%
01-367-130	VENDING COMMISSIONS	\$117	\$299	\$187	\$300	(\$345)	\$300	\$0	0.00%
01-367-131	CONCESSION STAND	\$1,650	\$1,800	\$2,162	\$2,200	(\$1,350)	\$2,200	\$0	0.00%
01-367-200	RECREATION PROGRAM F	\$4,832	\$390	\$3,801	\$2,000	\$3,898	\$2,000	\$0	0.00%
01-367-202	AFTER SCHOOL PROGRA		\$4,140	\$4,330	\$8,000	(\$2,644)	\$8,000	\$0	0.00%
01-367-203	DAY CAMP	\$13,257	\$18,346	\$28,529	\$30,000	(\$24,245)	\$35,000	\$5,000	16.67%
01-367-204	STREET FAIR	\$9,038	\$4,385	\$5,365	\$7,000	\$2,625	\$7,000	\$0	0.00%
01-367-205	IDLEWILD TICKETS	\$252	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-367-210	FARMERS MARKET			\$4,595	\$1,000	(\$340)	\$1,000	\$0	0.00%
01-367-215	AQUA AEROBICS	\$880	\$546	\$636	\$600	(\$365)	\$500	(\$100)	-16.67%
01-367-800	EXERCISE CLASS	\$15,446	\$17,118	\$14,037	\$13,000	(\$5,207)	\$7,500	(\$5,500)	-42.31%
Total:		\$205,557	\$203,752	\$230,940	\$223,700	(\$97,340)	\$221,500	(\$2,200)	-0.98%

SCHOOL GUARD (368)

**Dormont Borough
Fiscal Year 2014 Budget
Budget Line Item Report**

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End
								\$ Difference % Difference

GENERAL FUND - Revenues

01-395-100	REF-PRIOR YR EXPENDITU	\$71,012	\$71,619	\$67,203	\$70,000	(\$81,456)	\$75,000	\$5,000	7.14%
	Total:	\$71,012	\$71,619	\$67,203	\$70,000	(\$81,456)	\$75,000	\$5,000	7.14%
	CASH-PRIOR YR BALANCE (398)								
01-398-100	CASH-PRIOR YR BALANCE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
	Total:	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%

	2010 Year End	2011 Year End	2012 Budget	2013 Year To Date	2013 YE Forecast	2014 Request	\$ Delta	% Delta
Total GENERAL FUND Revenue	\$7,299,031	\$8,049,403	\$7,520,123	\$7,471,681	(\$5,291,388)	\$7,990,650	\$518,969	6.95%

Dormont Borough
Fiscal Year 2014 Budget
Budget Line Item Report

Ledger Account	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End
Description							\$ Difference % Difference

GENERAL FUND - Expenditures

COUNCIL (400)							
01-400-105 SALARIES	\$15,300	\$15,300	\$15,231	\$15,300	\$15,300	\$15,300	\$0 0.00%
01-400-351 LIABILITY/CASUALTY	\$0	\$0	\$4,112	\$0	\$0	\$0	\$0 0.00%
01-400-420 DUES,SUBSCRIPTIONS,ME	\$3,033	\$962	\$2,994	\$2,500	\$1,000	\$2,500	\$0 0.00%
01-400-460 MEETINGS & CONFERENC	\$6,886	\$3,002	\$3,128	\$8,000	\$4,000	\$8,000	\$0 0.00%
Total:	\$25,219	\$19,265	\$25,465	\$25,800	\$20,300	\$25,800	\$0 0.00%
ADMINISTRATION (401)							
01-401-110 MANAGER SALARY	\$64,037	\$66,500	\$80,136	\$75,000	\$77,250	\$77,250	\$2,250 3.00%
01-401-112 STAFF SALARIES	\$54,395	\$56,484	\$63,217	\$49,378	\$49,378	\$50,936	\$1,558 3.16%
01-401-113 CLERK SUPERVISOR			\$0	\$31,077	\$31,077	\$33,621	\$2,544 8.19%
01-401-120 RETROACTIVE PAY			\$0	\$6,200	\$6,200	\$0	(\$6,200) -100.00%
01-401-180 OVERTIME	\$78	\$0	\$136	\$1,000	\$1,000	\$1,000	\$0 0.00%
01-401-182 LONGEVITY	\$725	\$850	\$850	\$850	\$850	\$850	\$0 0.00%
01-401-184 SICK PAY BUY BACK	\$1,231	\$1,289	\$4,327	\$1,500	\$1,500	\$1,500	\$0 0.00%
01-401-185 VACATION BUY BACK	\$1,754	\$1,289	\$6,964	\$1,500	\$1,500	\$1,500	\$0 0.00%
01-401-210 OFFICE SUPPLIES	\$1,271	\$1,662	\$2,866	\$3,000	\$3,000	\$3,000	\$0 0.00%
01-401-213 COPIER/PRINTER SUPPLIE	\$95	\$1,230	\$576	\$1,500	\$1,500	\$1,500	\$0 0.00%
01-401-215 POSTAGE	\$4,031	\$2,325	\$2,774	\$4,000	\$4,000	\$4,000	\$0 0.00%
01-401-216 POSTAGE MACHINE RENTA	\$2,507	\$2,323	\$2,238	\$2,500	\$2,500	\$2,500	\$0 0.00%
01-401-217 PHOTOCOPIER LEASE	\$5,810	\$5,212	\$6,392	\$6,604	\$6,604	\$6,604	\$0 0.00%
01-401-321 TELEPHONE	\$5,135	\$2,369	\$3,697	\$4,500	\$4,500	\$4,500	\$0 0.00%
01-401-337 AUTO ALLOWANCE	\$718	\$750	\$438	\$750	\$750	\$750	\$0 0.00%
01-401-342 PRINTING	\$2,356	\$2,516	\$1,723	\$2,500	\$2,500	\$2,500	\$0 0.00%
01-401-344 NEWSLETTER	\$11,902	\$17,292	\$14,960	\$15,000	\$15,000	\$15,000	\$0 0.00%

Dormont Borough

Fiscal Year 2014 Budget
Budget Line Item Report

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End
								\$ Difference % Difference

GENERAL FUND - Expenditures

01-401-390	CREDIT CARD FEES	\$1,121	\$1,313	\$1,978	\$2,500	\$2,500	\$2,500	\$0	0.00%
01-401-420	DUES,SUBSCRIPTIONS,ME	\$271	\$2,220	\$1,311	\$1,500	\$1,500	\$1,500	\$0	0.00%
01-401-460	MEETINGS & CONFERENC	\$1,667	\$1,436	\$2,637	\$3,000	\$6,000	\$3,000	\$0	0.00%
01-401-740	MAJOR PURCHASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-401-750	MINOR PURCHASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
Total:		\$159,104	\$167,059	\$197,221	\$213,859	\$219,109	\$214,011	\$152	0.07%

FINANCE (402)

01-402-112	BOOKKEEPER SALARY	\$42,973	\$44,626	\$44,626	\$47,344	\$47,344	\$50,227	\$2,883	6.09%
01-402-120	RETROACTIVE PAY			\$0	\$5,435	\$4,149	\$0	(\$5,435)	-100.00%
01-402-182	LONGEVITY	\$725	\$725	\$725	\$625	\$725	\$850	\$225	36.00%
01-402-185	VACATION BUY BACK	\$826	\$858	\$858	\$900	\$900	\$966	\$66	7.33%
01-402-187	EDUCATION PAY	\$800	\$800	\$800	\$800	\$800	\$800	\$0	0.00%
01-402-311	AUDITING SERVICES	\$13,869	\$13,885	\$14,109	\$17,500	\$17,500	\$19,250	\$1,750	10.00%
01-402-312	FNCL CONSULTING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-402-420	DUES, SUBSCRIPTIONS, M	\$0	\$100	\$55	\$200	\$200	\$100	(\$100)	-50.00%
01-402-460	MEETINGS & CONFERENC	\$25	\$0	\$0	\$500	\$500	\$500	\$0	0.00%
Total:		\$59,218	\$60,994	\$61,173	\$73,304	\$72,118	\$72,693	(\$611)	-0.83%

TAX COLLECTOR (403)

01-403-105	TAX COLLECTOR'S SALARY	\$7,704	\$8,000	\$8,002	\$8,000	\$8,000	\$8,000	\$0	0.00%
01-403-118	COMM. LIENED TAX COLLE	\$25,752	\$18,684	\$17,667	\$20,000	\$8,798	\$18,000	(\$2,000)	-10.00%
01-403-120	COMMISSION LST	\$1,118	\$926	\$880	\$700	\$846	\$900	\$200	28.57%
01-403-140	COMMISSION FIT	\$15,235	\$14,638	\$3,510	\$14,000	\$453	\$4,000	(\$10,000)	-71.43%
01-403-240	OPERATING COSTS/SUPPL	\$8,780	\$7,617	\$7,463	\$3,500	\$2,786	\$3,500	\$0	0.00%
01-403-342	PRINTING	\$119	\$0	\$0	\$250	\$0	\$100	(\$150)	-60.00%

**Dormont Borough
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Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End
								\$ Difference % Difference

GENERAL FUND - Expenditures

01-403-430	TAX REFUNDS	\$11,510	\$21,071	\$10,968	\$20,000	\$50,000	\$20,000	\$0 0.00%
01-403-460	MEETINGS & CONFERENC	\$40	\$372	\$114	\$300	\$150	\$150	(\$150) -50.00%
	Total:	\$70,258	\$71,308	\$48,603	\$66,750	\$71,033	\$54,650	(\$12,100) -18.13%

LEGAL SERVICES (404)

01-404-314	SPECIAL LEGAL SERVICES	\$52,593	\$78,305	\$14,346	\$20,000	\$3,000	\$2,000	(\$18,000) -90.00%
01-404-315	MUNICIPAL COLLECTIONS	\$0	\$0	\$0	\$10,000	\$1,976	\$5,000	(\$5,000) -50.00%
01-404-316	SOLICITOR-RETAINER	\$6,000	\$6,000	\$6,500	\$6,000	\$6,000	\$6,000	\$0 0.00%
01-404-317	SOLICITOR-HOURLY	\$29,970	\$42,698	\$49,223	\$38,000	\$28,310	\$45,000	\$7,000 18.42%
01-404-318	SOLICITOR-ZONING HEARI	\$8,691	\$4,644	\$5,518	\$5,000	\$5,000	\$5,000	\$0 0.00%
01-404-319	TAX LIEN FILING FEES	\$0	\$0	\$0	\$5,000	\$1,080	\$5,000	\$0 0.00%
01-404-320	COURT REPORTER	\$2,161	\$1,984	\$1,769	\$2,900	\$2,900	\$2,900	\$0 0.00%
01-404-321	CODIFICATION	\$0	\$828	\$501	\$10,000	\$0	\$13,950	\$3,950 39.50%

Low Bidder of 3, Municipal Code Corporation

01-404-340	PLANNING CONSULT	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
01-404-341	ADVERTISING	\$7,227	\$7,090	\$18,268	\$12,000	\$12,000	\$15,000	\$3,000 25.00%
01-404-343	BINDING	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
	Total:	\$106,641	\$141,549	\$96,125	\$108,900	\$60,265	\$99,850	(\$9,050) -8.31%

DATA PROCESSING (407)

01-407-125	CONTRACTUAL SERVICES	\$0	\$0	\$0	\$20,000	\$18,000	\$18,000	(\$2,000) -10.00%
01-407-241	GENERAL SUPPLIES	\$2,615	\$3,699	\$3,229	\$4,000	\$4,000	\$5,000	\$1,000 25.00%
01-407-270	ADMINISTRATION HARDWA	\$2,003	\$1,415	\$4,160	\$15,700	\$24,769	\$9,000	(\$6,700) -42.68%

3 PCs for Vickie, Pat and Sherri - Battery Backup for Servers - (2) 48 Gigabit Switches - 4000 feet of Cat 6e Wire - ID Printer and Barcode Scanner for Recreation Software

**Dormont Borough
Fiscal Year 2014 Budget
Budget Line Item Report**

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End	% Difference
								\$ Difference	% Difference
GENERAL FUND - Expenditures									
01-407-271	ADMINISTRATION SOFTWA	\$6,735	\$8,735	\$10,734	\$25,000	\$33,997	\$42,433	\$17,433	69.73%
	Malwarebytes Software - Symantec Security Software - Performance Management Software - Admin Share of New Application Software - Digital Mapping Software - Recreation Software								
01-407-272	POLICE HARDWARE	\$1,400	\$3,904	\$10,922	\$8,500	\$9,340	\$14,065	\$5,565	65.47%
	4 PCs for Marie, Police Desk, SGT1 and SGT2 - Network Server - Key Fob Entry for Mayor and Police Chief - Key Fob Entry to Mayor's Outer Office Area								
01-407-273	POLICE SOFTWARE	\$6,849	\$12,137	\$7,294	\$16,025	\$2,891	\$20,277	\$4,252	26.53%
	Server Licensing Software - Malwarebytes Software - Symantec Security Software - Police Share of New Application Software - Alert Software Maintenance								
01-407-325	INTERNET SERVICE	\$1,239	\$4,568	\$3,274	\$2,800	\$1,877	\$3,600	\$800	28.57%
01-407-370	REPAIRS & MAINTENANCE	\$8,871	\$9,896	\$8,072	\$0	\$326	\$0	\$0	0.00%
01-407-430	REVERSE 911 SYSTEM		\$3,764	\$3,764	\$3,764	\$3,764	\$3,764	\$0	0.00%
	Total:	\$29,711	\$48,119	\$51,448	\$95,789	\$98,963	\$116,139	\$20,350	21.24%
ENGINEERING SERVICES (408)									
01-408-110	BOROUGH ENGINEER			\$0	\$70,000	\$66,000	\$77,000	\$7,000	10.00%
	This is a 7% increase in recognition of the Borough Engineer's value and savings he has provided.								
01-408-317	ENGINEERING SVC-GENER	\$52,239	\$99,892	\$84,947	\$35,000	\$40,000	\$30,000	(\$5,000)	-14.29%
	Total:	\$52,239	\$99,892	\$84,947	\$105,000	\$106,000	\$107,000	\$2,000	1.90%
GOVERNMENT BUILDING (409)									
01-409-115	SALARIES	\$25,750	\$25,750	\$25,750	\$26,883	\$15,307	\$0	(\$26,883)	-100.00%
	Services to be contracted out.								
01-409-241	GENERAL SUPPLIES	\$12,179	\$9,991	\$10,460	\$12,000	\$8,467	\$12,000	\$0	0.00%
01-409-361	ELECTRIC SERVICE	\$57,823	\$49,164	\$40,551	\$50,000	\$21,231	\$42,000	(\$8,000)	-16.00%
01-409-362	NATURAL GAS SERVICE	\$15,920	\$15,958	\$12,605	\$18,000	\$14,960	\$20,000	\$2,000	11.11%
01-409-366	WATER-SEWAGE	\$7,889	\$4,571	\$3,391	\$5,000	\$2,138	\$4,500	(\$500)	-10.00%

**Dormont Borough
Fiscal Year 2014 Budget
Budget Line Item Report**

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request	2014 Request v 2013 Year End	% Difference
									\$ Difference	% Difference
01-410-189	REIMBURSEABLE WAGES	\$62,888	\$13,728	\$19,075	\$20,000	\$5,317	\$20,000	\$0	\$0	0.00%
01-410-190	CLERICAL	\$27,196	\$28,242	\$28,242	\$0	\$0	\$0	\$0	\$0	0.00%
01-410-191	UNIFORMS	\$8,064	\$8,382	\$18,771	\$14,100	\$9,265	\$12,000	(\$2,100)	(\$2,100)	-14.89%
01-410-192	CROSSING GDS UNIFORMS	\$2,541	\$2,784	\$1,801	\$1,500	\$884	\$1,500	\$0	\$0	0.00%
01-410-210	OFFICE SUPPLIES	\$1,883	\$1,856	\$1,558	\$2,500	\$1,860	\$2,500	\$0	\$0	0.00%
01-410-214	POSTAGE	\$2,636	\$2,363	\$3,000	\$2,000	\$522	\$2,500	\$500	\$500	25.00%
01-410-231	VEHICLE FUEL	\$15,922	\$21,850	\$18,094	\$19,200	\$8,225	\$19,200	\$0	\$0	0.00%
01-410-239	AMMUNITION & RANGE SU	\$2,668	\$2,336	\$1,494	\$4,000	\$1,107	\$4,000	\$0	\$0	0.00%
01-410-241	GENERAL SUPPLIES	\$837	(\$579)	\$0	\$0	\$136	\$0	\$0	\$0	0.00%
01-410-242	POLICE PROTECTION SUP	\$6,774	\$2,546	\$681	\$3,000	\$896	\$3,000	\$0	\$0	0.00%
01-410-245	CRIME SCENE SUPPLIES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-410-247	CRIME HARDWARE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-410-315	MEDICAL SERVICES	\$0	\$0	\$0	\$0	\$682	\$0	\$0	\$0	0.00%
01-410-321	TELEPHONE	\$7,659	\$6,119	\$8,828	\$8,000	\$3,769	\$8,000	\$0	\$0	0.00%
01-410-327	RADIO EQUIPMENT MAINT.	\$1,158	\$550	\$297	\$1,000	\$203	\$1,000	\$0	\$0	0.00%
01-410-342	PRINTING	\$4,736	\$5,203	\$3,045	\$2,500	\$1,178	\$2,500	\$0	\$0	0.00%
01-410-373	HQ FACILITY-MAINT/REP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-410-374	VEHICLE MAINT/REP	\$16,246	\$15,968	\$19,396	\$12,500	\$3,048	\$12,500	\$0	\$0	0.00%
01-410-420	DUES,SUBSCRIPTIONS,ME	\$285	\$613	\$166	\$1,000	\$465	\$1,000	\$0	\$0	0.00%
01-410-430	GFS SERVICES	\$175	\$1,360	\$2,039	\$0	\$590	\$0	\$0	\$0	0.00%
01-410-450	ANIMAL CONTROL	\$13,888	\$28,334	\$29,071	\$11,411	\$6,348	\$25,000	\$13,589	\$13,589	119.09%
01-410-455	MRTSA CONTRIBUTION	\$45,985	\$44,894	\$44,755	\$56,252	\$56,313	\$56,500	\$248	\$248	0.44%
01-410-460	MEETINGS & CONF	\$352	\$245	\$28	\$1,250	\$369	\$1,250	\$0	\$0	0.00%
01-410-480	CIVIL SERVICE COMMISSIO	\$800	\$0	\$920	\$500	\$210	\$500	\$0	\$0	0.00%
01-410-730	LEASES	\$27,258	\$16,230	\$15,355	\$14,700	\$10,323	\$10,066	(\$4,634)	(\$4,634)	-31.52%

**Dormont Borough
Fiscal Year 2014 Budget
Budget Line Item Report**

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End	% Difference
								\$ Difference	% Difference
GENERAL FUND - Expenditures									
01-410-740	MAJOR PURCHASES	\$0	\$0	\$17,400	\$2,500	\$750	\$6,000	\$3,500	140.00%
01-410-750	MINOR PURCHASES	\$2,684	\$0	\$2,265	\$1,500	\$1,230	\$2,840	\$1,340	89.33%
	Total:	\$1,582,413	\$1,495,170	\$1,467,891	\$1,518,989	\$895,072	\$1,585,608	\$66,619	4.39%
New shredder for \$1,340.									
FIRE PROTECTION (411)									
01-411-112	SALARIES	\$187,985	\$218,789	\$210,269	\$212,398	\$118,575	\$197,206	(\$15,192)	-7.15%
01-411-115	EXTRA BASE PAY		\$0	\$0	\$0	\$217	\$64,000	\$64,000	1000.00%
01-411-179	LONGEVITY PAY	\$3,450	\$4,100	\$4,175	\$4,175	\$925	\$2,925	(\$1,250)	-29.94%
01-411-180	OVERTIME	\$49,989	\$48,915	\$55,343	\$25,000	\$44,717	\$15,000	(\$10,000)	-40.00%
01-411-181	TRAINING	\$3,947	\$5,596	\$5,323	\$5,500	\$3,746	\$5,500	\$0	0.00%
01-411-182	FIRE CALLS	\$12,690	\$11,804	\$14,279	\$13,000	\$11,233	\$15,000	\$2,000	15.38%
01-411-184	SICK PAY BUY BACK	\$1,950	\$3,905	\$3,046	\$2,000	\$0	\$2,000	\$0	0.00%
01-411-186	UNIFORMS	\$1,696	\$1,883	\$2,215	\$1,700	\$2,287	\$1,700	\$0	0.00%
01-411-187	EDUCATION PAY	\$400	\$400	\$600	\$600	\$800	\$800	\$200	33.33%
01-411-188	HOLIDAY PAY	\$8,004	\$8,692	\$8,724	\$8,250	\$217	\$8,250	\$0	0.00%
01-411-231	VEHICLE FUEL	\$2,433	\$3,360	\$3,098	\$3,200	\$2,010	\$3,200	\$0	0.00%
01-411-241	GENERAL SUPPLIES	\$1,433	\$2,601	\$352	\$2,500	\$373	\$2,500	\$0	0.00%
01-411-242	FIRE PROTECTION SUPPLI	\$9,334	\$4,373	\$2,903	\$10,000	\$8,199	\$10,000	\$0	0.00%
01-411-315	MEDICAL SERVICES	\$479	\$572	\$201	\$600	\$844	\$600	\$0	0.00%
01-411-321	TELEPHONE	\$881	\$884	\$1,143	\$1,000	\$525	\$800	(\$200)	-20.00%
01-411-327	RADIO EQUIP. MAINTENAN	\$1,808	\$1,087	\$0	\$2,000	\$1,215	\$2,000	\$0	0.00%
01-411-351	LIABILITY/CASUALTY	\$0	\$45,700	\$14,284	\$15,000	\$14,359	\$15,000	\$0	0.00%
01-411-354	WORKERS COMPENSATIO	\$2,352	\$13,129	\$20,343	\$18,758	\$9,387	\$20,380	\$1,622	8.65%
01-411-361	ELECTRIC SERVICE	\$1,689	\$2,456	\$2,211	\$1,800	\$2,362	\$3,500	\$1,700	94.44%

Dormont Borough
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GENERAL FUND - Expenditures									
01-411-362	NAT GAS SERVICE	\$2,592	\$2,574	\$2,711	\$3,200	\$3,168	\$6,200	\$3,000	93.75%
01-411-363	HYDRANT SERVICES	\$25,554	\$23,358	\$25,440	\$25,000	\$14,818	\$25,000	\$0	0.00%
01-411-366	WATER/SEWAGE SERVICE	\$848	\$689	\$853	\$900	\$556	\$900	\$0	0.00%
01-411-374	VEHICLE MAINT/REPAIR	\$13,165	\$8,924	\$25,677	\$13,000	\$4,130	\$15,000	\$2,000	15.38%
01-411-460	MEETINGS & CONFERENC	\$0	\$0	\$0	\$500	\$28	\$500	\$0	0.00%
01-411-500	FIRE RELIEF	\$41,077	\$59,072	\$33,462	\$40,000	\$38,095	\$40,000	\$0	0.00%
01-411-520	CONTRIB. TO VOL FIRE CO	\$31,375	\$22,670	\$22,742	\$23,000	\$10,549	\$23,000	\$0	0.00%
01-411-740	LEASE PURCHASE	\$59,067	\$59,067	\$13,500	\$13,500	\$13,500	\$13,500	\$0	0.00%
01-411-750	MINOR PURCHASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
Total:		\$464,200	\$554,596	\$472,893	\$446,581	\$306,833	\$494,461	\$47,880	10.72%
UCC & CODE ENFORCEMENT (413)									
01-413-110	BUILDING INSPECTOR SAL	\$45,988	\$47,756	\$47,726	\$48,261	\$48,261	\$49,709	\$1,448	3.00%
01-413-112	CODE ENFORCEMENT SAL	\$638	\$0	\$10,684	\$35,000	\$35,000	\$36,050	\$1,050	3.00%
01-413-115	CODE ENFORCEMENT/INS	\$6,217	\$11,622	\$6,636	\$8,000	\$8,000	\$8,000	\$0	0.00%
01-413-179	LONGEVITY PAY	\$825	\$850	\$850	\$850	\$850	\$1,000	\$150	17.65%
01-413-180	OVERTIME PAY	\$1,090	\$464	\$705	\$1,000	\$1,000	\$1,000	\$0	0.00%
01-413-186	UNIFORM ALLOWANCE	\$164	\$136	\$132	\$400	\$400	\$500	\$100	25.00%
01-413-210	OFFICE SUPPLIES	\$1,957	\$596	\$632	\$1,000	\$1,000	\$500	(\$500)	-50.00%
01-413-231	VEHICLE FUEL	\$614	\$784	\$398	\$800	\$1,000	\$1,000	\$200	25.00%
01-413-321	TELEPHONE	\$0	\$666	\$574	\$600	\$600	\$600	\$0	0.00%
01-413-338	LEASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-413-351	LIABILITY/CASUALTY	\$0	\$0	\$493	\$0	\$0	\$0	\$0	0.00%
01-413-354	WORKERS COMPENSATIO	\$46	\$262	\$317	\$0	\$0	\$0	\$0	0.00%
01-413-374	VEHICLE MAINTENANCE	\$123	\$709	\$169	\$500	\$55	\$500	\$0	0.00%
01-413-420	DUES SUBSCRIPTIONS ME	\$910	\$1,098	\$1,004	\$2,200	\$578	\$2,200	\$0	0.00%

Dormont Borough
Fiscal Year 2014 Budget
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Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request	2014 Request v 2013 Year End	\$ Difference	% Difference
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GENERAL FUND - Expenditures

01-413-460	MEETINGS & CONFERENC	\$445	\$200	\$168	\$500	\$258	\$500	\$0	\$0	0.00%
01-413-480	STATE PERMIT FEES ACT 1	\$532	\$568	\$500	\$600	\$344	\$600	\$0	\$0	0.00%
01-413-500	THIRD PARTY BUILDING IN	\$12,265	\$8,490	\$10,752	\$0	\$1,418	\$1,500	\$1,500	\$1,500	1000.00%
	Total:	\$71,813	\$74,203	\$81,738	\$99,711	\$98,764	\$103,659	\$3,948	\$3,948	3.96%

PLANNING & ZONING (414)

01-414-310	PLANNING CONSULTANT	\$0	\$0	\$0	\$80,000	\$80,000	\$0	(\$80,000)	-100.00%
01-414-530	TRID MATCH	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-414-540	SHACOG - ANNUAL CONTRI	\$7,082	\$3,617	\$6,617	\$7,300	\$6,617	\$7,000	(\$300)	-4.11%
01-414-545	SHACOG-CABLE T V	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-414-550	SHACOG- RAD TAX DISTRI	\$6,490	\$4,070	\$8,928	\$7,000	\$7,000	\$7,000	\$0	0.00%
	Total:	\$13,572	\$7,687	\$15,544	\$94,300	\$93,617	\$14,000	(\$80,300)	-85.15%

SOLID WASTE (427)

01-427-110	SALARIES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-427-210	OFFICE SUPPLIES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-427-214	POSTAGE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-427-241	LIEN FILING FEES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-427-244	SPRING CLEAN UP	\$11,144	\$10,268	\$228	\$10,000	\$11,172	\$12,000	\$2,000	\$2,000	20.00%
01-427-245	FALL CLEAN UP	\$0	\$0	\$0	\$2,000	\$12	\$1,000	(\$1,000)	-50.00%	
01-427-300	CHARGES/FEES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-427-310	COLLECTION AGENT	\$13,552	\$9,518	\$8,915	\$14,000	\$9,008	\$11,000	(\$3,000)	-21.43%	
01-427-340	ADVERTISING/PRINTING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-427-367	CONTRACTED GARBAGE C	\$409,047	\$402,863	\$441,046	\$480,000	\$240,327	\$411,634	(\$68,366)	-14.24%	
01-427-368	CONTRACTED DUMPSTER	\$22,044	\$21,377	\$14,680	\$22,000	\$10,932	\$7,704	(\$14,296)	-64.98%	
01-427-369	RECYCLING CONTRACT	\$82,209	\$98,156	\$84,631	\$80,000	\$48,046	\$78,491	(\$1,509)	-1.89%	

Fiscal Year 2014 Budget
Budget Line Item Report

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End	% Difference
								\$ Difference	% Difference
GENERAL FUND - Expenditures									
01-427-470	LEAFWASTE CONTRACT	\$11,864	\$0	\$145	\$14,000	\$0	\$22,402	\$8,402	60.01%
01-427-510	REFUNDS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-427-740	MAJOR PURCHASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-427-750	MINOR PURCHASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
	Total:	\$549,859	\$542,182	\$549,645	\$622,000	\$319,496	\$544,231	(\$77,769)	-12.50%
PUBLIC WORKS (430)									
01-430-112	SALARIES	\$301,278	\$308,166	\$304,025	\$367,546	\$217,726	\$387,867	\$20,321	5.53%
01-430-115	SUMMER LABOR	\$17,892	\$16,674	\$19,152	\$18,000	\$10,999	\$18,000	\$0	0.00%
01-430-120	RETROACTIVE PAY	\$0	\$0	\$0	\$21,316	\$21,316	\$0	(\$21,316)	-100.00%
01-430-179	LONGEVITY	\$6,000	\$6,550	\$5,525	\$5,525	\$6,425	\$6,425	\$900	16.29%
01-430-180	OVERTIME	\$45,829	\$21,696	\$15,012	\$27,000	\$25,333	\$27,000	\$0	0.00%
01-430-231	VEHICLE FUEL	\$21,160	\$20,366	\$20,715	\$22,000	\$13,317	\$22,000	\$0	0.00%
01-430-238	UNIFORMS	\$6,731	\$7,529	\$9,376	\$6,500	\$5,771	\$6,500	\$0	0.00%
01-430-241	GENERAL SUPPLIES	\$4,387	\$7,137	\$5,648	\$6,000	\$2,744	\$5,500	(\$500)	-8.33%
01-430-245	PUBLIC WORKS SUPPLIES	\$218	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-430-260	SMALL TOOLS & MINOR EQ	\$1,513	\$3,962	\$1,497	\$2,000	\$1,633	\$2,500	\$500	25.00%
01-430-315	MEDICAL SERVICES	\$0	\$2,195	\$770	\$0	\$536	\$500	\$500	1000.00%
01-430-321	TELEPHONE	\$1,011	\$674	\$473	\$1,000	\$685	\$1,000	\$0	0.00%
01-430-327	RADIO EQUIP. MAINTENAN	\$1,166	\$682	\$1,149	\$950	\$434	\$950	\$0	0.00%
01-430-351	LIABILITY/CASUALTY	\$0	\$699	\$5,368	\$0	\$0	\$0	\$0	0.00%
01-430-361	ELECTRIC SERVICE	\$6,582	\$6,345	\$6,050	\$6,500	\$3,688	\$6,500	\$0	0.00%
01-430-362	NAT GAS UTILITIES	\$7,228	\$4,987	\$4,077	\$7,000	\$4,243	\$7,000	\$0	0.00%
01-430-366	WATER/SEWAGE SERVICE	\$907	\$909	\$1,008	\$1,000	\$544	\$1,000	\$0	0.00%
01-430-371	HIGHWAY MAINTENANCE	\$24,319	\$25,919	\$21,542	\$25,000	\$11,722	\$25,000	\$0	0.00%
01-430-373	GARAGE-REPAIRS/MAINT	\$2,408	\$633	\$1,758	\$2,300	\$2,187	\$2,000	(\$300)	-13.04%

**Dormont Borough
Fiscal Year 2014 Budget
Budget Line Item Report**

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End
								\$ Difference % Difference
GENERAL FUND - Expenditures								
01-430-374	VEHICLE MAINTENANCE	\$24,818	\$10,723	\$16,128	\$17,000	\$8,900	\$17,000	\$0 0.00%
01-430-375	LEASE PAYMENTS	\$59,129	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
01-430-376	MAJOR PURCHASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
01-430-378	MINOR PURCHASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
01-430-400	ROAD SALT	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
01-430-410	SIGNS AND PAINT	\$3,498	\$2,969	\$3,907	\$4,500	\$5,987	\$4,500	\$0 0.00%
01-430-420	STREET LIGHTING	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
01-430-450	ELECTRIC TRAFFIC SIGNAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
01-430-451	SNOW REMOVAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
01-430-460	MISC REPAIRS TRAFFIC SI	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
01-430-730	LEASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
01-430-740	MAJOR PURCHASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
01-430-750	MINOR PURCHASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
	Total:	\$536,073	\$448,815	\$443,180	\$541,137	\$344,189	\$541,242	\$105 0.02%
STREET LIGHTS (434)								
01-434-361	ELECTRIC-ST LIGHTING	\$70,104	\$72,059	\$66,492	\$70,000	\$44,083	\$70,000	\$0 0.00%
01-434-375	MISC REPAIRS-ST LIGHTIN	\$0	\$1,552	\$364	\$0	\$0	\$0	\$0 0.00%
	Total:	\$70,104	\$73,612	\$66,856	\$70,000	\$44,083	\$70,000	\$0 0.00%
STORMWATER MANAGEMENT FEES (436)								
01-436-100	STORMWATER MANAGEMIE	\$480	\$480	\$1,413	\$1,000	\$1,317	\$1,400	\$400 40.00%
	Total:	\$480	\$480	\$1,413	\$1,000	\$1,317	\$1,400	\$400 40.00%
PARKING METER SERVICE (445)								
01-445-115	SALARIES	\$38,701	\$38,737	\$35,107	\$42,000	\$18,112	\$69,000	\$27,000 64.29%

Includes 1 extra meter enforcement person.

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End	% Difference
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GENERAL FUND - Expenditures

01-445-186	UNIFORM ALLOWANCE	\$194	\$243	\$380	\$600	\$136	\$600	\$0	0.00%	
01-445-241	GENERAL SUPPLIES	\$1,223	\$2,144	\$499	\$1,000	\$198	\$5,000	\$4,000	400.00%	
Includes annual maintenance of \$3600 for 6 kiosk parking meters.										
01-445-260	METERS/PARTS	\$12,214	\$9,271	\$9,413	\$10,000	\$8,388	\$10,000	\$0	0.00%	
01-445-337	AUTO ALLOWANCE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%	
01-445-354	TEMP WEST LIBERTY PAR	\$0	\$0	\$0	\$0	\$1,775	\$0	\$0	0.00%	
01-445-382	LOT RENTAL-JUNCTION	\$16,883	\$7,246	\$0	\$0	\$0	\$0	\$0	0.00%	
01-445-386	LOT RENTAL-VILLAGE	\$5,812	\$5,879	\$10,006	\$6,000	\$1,303	\$6,000	\$0	0.00%	
Total:		\$75,027	\$63,520	\$55,404	\$59,600	\$29,912	\$90,600	\$31,000	52.01%	

RESIDENTIAL PARKING (447)

01-447-115	SALARIES	\$12,482	\$15,353	\$21,901	\$24,000	\$12,238	\$24,000	\$0	0.00%
01-447-210	OFFICE SUPPLIES	\$19	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-447-215	POSTAGE	\$467	\$722	\$566	\$700	\$65	\$700	\$0	0.00%
01-447-342	PRINTING	\$3,133	\$0	\$5,919	\$3,000	\$0	\$3,000	\$0	0.00%
01-447-740	MAJOR PURCHASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-447-750	MINOR PURCHASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
Total:		\$16,101	\$16,075	\$28,386	\$27,700	\$12,302	\$27,700	\$0	0.00%

RECREATION (451)

01-451-110	REC DIRECTOR SALARY	\$30,886	\$27,679	\$32,603	\$45,000	\$25,956	\$46,350	\$1,350	3.00%
01-451-115	DAYCAMP SALARIES	\$13,875	\$12,814	\$24,664	\$20,000	\$10,777	\$20,000	\$0	0.00%
01-451-118	AFTER SCHOOL SALARIES	\$5,712	\$5,712	\$6,665	\$15,000	\$4,439	\$15,000	\$0	0.00%
01-451-120	FARMER'S MARKET	\$0	\$0	\$4,471	\$1,000	\$160	\$600	(\$400)	-40.00%
01-451-241	GENERAL SUPPLIES	\$168	\$82	\$134	\$200	\$26	\$200	\$0	0.00%
01-451-247	RECREATION SUPPLIES	\$1,025	\$283	\$308	\$800	\$24	\$800	\$0	0.00%

**Dormont Borough
Fiscal Year 2014 Budget
Budget Line Item Report**

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request	2014 Request v 2013 Year End	% Difference
								\$ Difference		% Difference
GENERAL FUND - Expenditures										
01-452-380	LIFEGUARD CONTRACT	\$1,834	\$0	\$0	\$0	\$0	\$99,875	\$99,875	1000.00%	
01-452-460	MEETINGS & CONF	\$575	\$310	\$1,573	\$1,000	\$455	\$1,000	\$0	0.00%	
01-452-740	MAJOR PURCHASES/GRAN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%	
01-452-750	MINOR PURCHASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%	
	Total:	\$208,372	\$204,314	\$200,369	\$217,950	\$113,595	\$206,325	(\$11,625)	-5.33%	
PARKS & PLAYGROUNDS (454)										
01-454-112	PARKS SALARIES	\$49,906	\$49,926	\$49,926	\$89,255	\$63,140	\$95,503	\$6,248	7.00%	
01-454-115	SUMMER LABOR	\$47,570	\$43,247	\$45,284	\$35,000	\$23,594	\$37,000	\$2,000	5.71%	
01-454-179	LONGEVITY	\$900	\$1,025	\$1,025	\$1,025	\$1,025	\$1,025	\$0	0.00%	
01-454-180	OVERTIME	\$14,006	\$8,213	\$9,058	\$8,500	\$8,169	\$10,000	\$1,500	17.65%	
01-454-191	UNIFORMS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%	
01-454-241	GENERAL SUPPLIES	\$1,933	\$1,409	\$2,049	\$2,000	\$2,192	\$2,500	\$500	25.00%	
01-454-247	PARKS/PLAYGROUND SUP	\$1,167	\$769	\$1,477	\$1,500	\$376	\$2,000	\$500	33.33%	
01-454-321	TELEPHONE	\$1,246	\$1,331	\$1,049	\$1,500	\$812	\$1,500	\$0	0.00%	
01-454-325	INTERNET WIFI SERVICE	\$700	\$840	\$840	\$850	\$765	\$1,000	\$150	17.65%	
01-454-360	PARK OUTDOOR ELECTRIC	\$9,537	\$10,814	\$11,158	\$10,000	\$6,605	\$10,000	\$0	0.00%	
01-454-361	ELECTRIC REC CENTER/P	\$4,434	\$5,660	\$5,610	\$5,500	\$1,551	\$5,500	\$0	0.00%	
01-454-362	NAT GAS UTILITIES	\$4,496	\$7,094	\$4,355	\$8,000	\$5,365	\$7,000	(\$1,000)	-12.50%	
01-454-366	WATER/SEWAGE	\$10,886	\$6,357	\$9,811	\$9,500	\$1,968	\$9,500	\$0	0.00%	
01-454-373	MAINTENANCE/REPAIRS	\$6,614	\$9,938	\$11,013	\$9,000	\$7,885	\$9,000	\$0	0.00%	
01-454-530	GIBSON/LRG PAVILION IMP	\$0	\$0	\$5,271	\$2,750	\$2,750	\$0	(\$2,750)	-100.00%	
01-454-740	MAJOR PURCHASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%	
01-454-750	MINOR PURCHASES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%	

Contract with Outside Management Company to staff and operate pool.

Includes Superintendent and Laborer Salaries

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request	\$ Difference	% Difference
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GENERAL FUND - Expenditures

Total: \$152,696 \$146,483 \$157,925 \$184,380 \$116,195 \$191,528 \$7,148 3.88%

SHADE TREES (455)

01-455-371	SHADE TREES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-455-450	TREE TRIMMING CONTRAC	\$1,662	\$1,675	\$5,264	\$18,000	\$14,478	\$18,000	\$0	\$0	0.00%

\$12,315 is 2nd year of 3 year project.

Total: \$1,662 \$1,675 \$5,264 \$18,000 \$14,478 \$18,000 \$0 0.00%

LIBRARY (456)

01-456-214	LIBRARY LOAN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-456-520	CONTRIB. TO LIBRARY	\$86,150	\$86,150	\$86,150	\$88,818	\$59,212	\$88,818	\$0	\$0	0.00%

Total: \$86,150 \$86,150 \$86,150 \$88,818 \$59,212 \$88,818 \$0 0.00%

CIVIL & MILITARY CELEBRATIONS (457)

01-457-239	DECORATIONS	\$576	\$120	\$1,895	\$3,000	\$19	\$3,000	\$0	\$0	0.00%
01-457-450	HOLIDAY PROGRAMS	\$4,848	\$4,760	\$5,200	\$8,000	\$6,193	\$8,000	\$0	\$0	0.00%
01-457-451	EMPLOYEE FUNCTIONS	\$1,798	\$1,949	\$2,116	\$2,500	\$795	\$3,000	\$500	\$500	20.00%
01-457-452	STREET FAIR	\$9,746	\$5,068	\$6,060	\$7,000	\$500	\$7,000	\$0	\$0	0.00%
01-457-453	CENTENNIAL CELEBRATIO	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-457-500	CONTRIBUTIONS	\$1,325	\$450	\$925	\$1,500	\$954	\$1,500	\$0	\$0	0.00%

Total: \$18,293 \$12,348 \$16,196 \$22,000 \$8,461 \$22,500 \$500 2.27%

SOCIAL SVCS CONTRIBUTION (458)

01-458-400	CONTRIB TO SWS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-458-500	CONTRIB OUTREACH SOU	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%

Total: \$0 \$0 \$0 \$0 \$0 \$0 \$0 0.00%

DEBT PRINCIPAL (471)

01-471-161	1997 GOB PRINCIPAL	\$130,000	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$0	\$0	0.00%
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Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End
								\$ Difference
								% Difference

GENERAL FUND - Expenditures

01-471-166	2003 NOTE PRINCIPAL	\$66,200	\$66,200	\$66,200	\$66,200	\$66,200	\$0	(\$66,200)	-100.00%
01-471-167	2006 NOTE	\$62,095	\$65,135	\$68,324	\$68,350	\$68,350	\$75,204	\$6,854	10.03%
01-471-169	AIM LOAN PRINCIPAL	\$45,000	\$45,000	\$45,000	\$0	\$0	\$2,500	\$2,500	1000.00%
01-471-324	2011 NOTE	\$0	\$324,111	\$41,333	\$41,333	\$41,333	\$41,333	\$0	0.00%
01-471-330	2010 AIM LOAN PRINCIPAL	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%

Total: \$303,295 \$1,200,447 \$920,858 \$875,883 \$875,883 \$819,037 (\$56,846) -6.49%

DEBT INTEREST (472)

01-472-160	TAX ANTIC. NOTE-INTERE	\$10,276	\$10,179	\$10,564	\$4,000	\$1,751	\$1,500	(\$2,500)	-62.50%
01-472-166	2003 NOTE INTEREST	\$0	\$0	\$0	\$5,272	\$0	\$0	(\$5,272)	-100.00%
01-472-167	2006 NOTE INTEREST	\$15,383	\$12,343	\$9,154	\$9,131	\$3,791	\$2,274	(\$6,857)	-75.10%
01-472-169	AIM LOAN INTEREST	\$5,090	\$3,393	\$1,697	\$0	\$0	\$160	\$160	1000.00%
01-472-317	TRUSTEE FEES	\$954	\$954	\$0	\$2,000	\$2,000	\$2,000	\$0	0.00%
01-472-324	2011 NOTE	\$0	\$11,557	\$9,028	\$8,609	\$3,997	\$8,500	(\$109)	-1.27%
01-472-330	2010 AIM LOAN INTEREST	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%

Total: \$31,703 \$38,425 \$30,442 \$29,012 \$11,538 \$14,434 (\$14,578) -50.25%

JUDGEMENTS & DAMAGES (482)

01-482-410	JUDGEMENTS AND DAMAGES	\$27,381	\$18,073	\$38,209	\$10,000	\$15,628	\$15,000	\$5,000	50.00%
01-482-470	REFUNDS	\$6	\$3,736	\$192	\$500	\$300	\$500	\$0	0.00%
01-482-471	FIRE DAMAGE ESCROW RE	\$8,000	\$0	\$22,250	\$0	\$0	\$0	\$0	0.00%

\$28,551 received in 2013 for property on West Liberty. Reimbursement likely to come in 2014 budget.

Total: \$35,387 \$21,809 \$60,651 \$10,500 \$15,927 \$15,500 \$5,000 47.62%

INSURANCE (486)

Dormont Borough
Fiscal Year 2014 Budget
Budget Line Item Report

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End	% Difference
								\$ Difference	% Difference
GENERAL FUND - Expenditures									
01-486-351	LIABILITY/CASUALTY	(\$150)	\$67,734	\$67,564	\$17,855	\$0	\$20,000	\$2,145	12.01%
01-486-352	LIABILITY/CASUALTY	\$99,585	\$0	\$0	\$91,941	\$105,540	\$100,000	\$8,059	8.77%
01-486-354	WORKERS COMPENSATIO	\$174,291	\$28,666	\$48,117	\$202,158	\$117,926	\$178,718	(\$23,440)	-11.59%
	Total:	\$273,726	\$96,400	\$115,681	\$311,954	\$223,466	\$298,718	(\$13,236)	-4.24%
EMPLOYEE BENEFITS (487)									
01-487-196	HOSPITALIZATION INSURA	\$419,954	\$20,863	\$2,479	\$555,300	\$367,365	\$630,000	\$74,700	13.45%
Includes 2% rate increase and new employees added in 2012 and 2013.									
01-487-197	CONTRIB POLICE PENSION	\$145,568	\$211,486	\$187,043	\$269,858	\$269,858	\$268,811	(\$1,047)	-0.39%
01-487-198	CONTIB-EMPLOYEE PENSIO	\$0	\$11,682	\$11,030	\$10,134	\$10,134	\$14,842	\$4,708	46.46%
01-487-200	DENTAL INSURANCE	\$14,425	\$14,425	\$16,437	\$30,000	\$10,606	\$17,037	(\$12,963)	-43.21%
01-487-253	PENSION HOSPITALIZ. SUP	\$1,488	\$2,174	\$8,503	\$10,000	\$7,356	\$10,000	\$0	0.00%
01-487-254	LIFE/DISABILITY INS	\$19,468	\$22,031	\$19,211	\$19,250	\$12,636	\$19,250	\$0	0.00%
01-487-255	VISION INSURANCE	\$0	\$2,549	\$3,122	\$3,300	\$2,184	\$3,393	\$93	2.82%
01-487-256	E A P SERVICES	\$726	\$873	\$347	\$440	\$256	\$500	\$60	13.64%
	Total:	\$587,204	\$286,102	\$248,172	\$898,282	\$680,596	\$963,833	\$65,551	7.30%
EMPLOYEE WITHHOLDING (488)									
01-488-192	FICA	\$123,000	\$124,173	\$123,236	\$130,000	\$144,668	\$141,000	\$11,000	8.46%
01-488-194	UCI	\$893	\$392	\$14,632	\$8,000	\$81	\$1,000	(\$7,000)	-87.50%
01-488-199	DEFERED COMP EMPLOYE	\$2,627	\$2,757	\$1,137	\$0	\$0	\$0	\$0	0.00%
	Total:	\$126,520	\$127,321	\$139,006	\$138,000	\$144,749	\$142,000	\$4,000	2.90%
TRANSFER (490)									
01-490-008	TRANSFER TO SEWER FUN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
01-490-030	TRANSFER TO CAPITAL FU	\$500,000	\$630,000	\$150,000	\$131,349	\$0	\$679,013	\$547,664	416.95%
	Total:	\$500,000	\$630,000	\$150,000	\$131,349	\$0	\$679,013	\$547,664	416.95%

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End
								\$ Difference % Difference

GENERAL FUND - Expenditures

CONTINGENCY (495)

01-495-900	CONTINGENCY	\$42,588	\$66,824	\$9,720	\$100,000	\$61,329	\$100,000	\$0 0.00%
01-495-901	GRANT MATCHES	\$3,323	\$3,645	\$0	\$15,000	\$11,500	\$15,000	\$0 0.00%
Total:		\$45,910	\$70,468	\$9,720	\$115,000	\$72,829	\$115,000	\$0 0.00%

	2010 Year End	2011 Year End	2012 Budget	2013 Year To Date	2013 YE Forecast	2014 Request	\$ Delta	% Delta
Total GENERAL FUND Expenditure	\$6,465,331	\$7,026,820	\$6,095,909	\$7,471,681	\$5,270,362	\$7,990,650	\$518,969	6.95%

Dormont Borough
Fiscal Year 2014 Budget
Budget Line Item Report

Ledger Account	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End
Description							\$ Difference % Difference

SEWER FUND - Revenues

BEGINNING BALANCE (300)							
08-300-100	BEGINNING BALANCE	\$0	\$0	\$0	\$0	\$0	0.00%
Total:		\$0	\$0	\$0	\$0	\$0	0.00%
INTEREST INCOME (341)							
08-341-010	INTEREST INCOME	\$4,798	\$3,492	\$2,314	(\$939)	\$2,000	(\$200) -9.09%
Total:		\$4,798	\$3,492	\$2,314	(\$939)	\$2,000	(\$200) -9.09%
SEWER REVENUES (364)							
08-364-110	TAP IN FEES	\$0	\$0	\$0	\$0	\$0	0.00%
08-364-120	SEWAGE-USER FEE	\$1,448,322	\$1,616,654	\$1,533,645	(\$806,622)	\$1,650,000	(\$150,000) -8.33%
08-364-125	SEWAGE FEES-DELINQUE	\$115,483	\$90,926	\$37,442	(\$31,888)	\$50,000	(\$45,000) -47.37%
08-364-127	INTEREST & PENALTIES	\$0	\$0	\$0	\$0	\$0	0.00%
08-364-130	ALCOSAN REBATE	\$7,311	\$7,444	\$7,440	(\$7,641)	\$7,500	\$100 1.35%
08-364-140	TRANSFER RESERVE	\$0	\$0	\$0	\$0	\$0	0.00%
Total:		\$1,571,116	\$1,715,024	\$1,578,527	(\$846,151)	\$1,707,500	(\$194,900) -10.24%
2010 Year End 2011 Year End 2012 Budget 2013 Year To Date 2013 YE Forecast 2014 Request \$ Delta % Delta							
Total SEWER FUND Revenue		\$1,575,913	\$1,718,517	\$1,580,841	(\$847,090)	\$1,709,500	(\$195,100) -10.24%

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End
								\$ Difference % Difference

SEWER FUND - Expenditures

	2010 Year End	2011 Year End	2012 Budget	2013 Year To Date	2013 YE Forecast	2014 Request	\$ Delta	% Delta
Total SEWER FUND Expenditure	\$1,465,180	\$1,580,283	\$1,269,606	\$1,904,600	\$1,257,423	\$1,709,500	(\$195,100)	-10.24%

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End
								\$ Difference % Difference

CAPITAL RESERVE FUND - Revenues

BEGINNING BALANCE (300)								
18-300-100	BEGINNING BALANCE	\$0	\$0	\$0	\$114,310	\$0	\$1,476	(\$112,834) -98.71%
Total:		\$0	\$0	\$0	\$114,310	\$0	\$1,476	(\$112,834) -98.71%

INTEREST INCOME (341)

18-341-010	INTEREST INCOME	\$827	\$936	\$347	\$300	(\$30)	\$250	(\$50) -16.67%
18-341-070	FRIENDS OF DORMONT PO	\$5,000	\$5,000	\$5,000	\$0	\$0	\$0	\$0 0.00%
18-341-120	PREMIUM ON BONDS SOLD	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
Total:		\$5,827	\$5,936	\$5,347	\$300	(\$30)	\$250	(\$50) -16.67%

COMMONWEALTH (354)

18-354-010	DCNR-EIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
18-354-020	DCED-SPEED SENTRY DEV	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
18-354-021	DCED POOL GUIDE RAIL	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
18-354-022	DCED AUDIO CROSSING/A	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
18-354-070	DCNR POOL RENOVATION	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
18-354-071	DCNR PEER TO PEER	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
18-354-072	DCNR POOL RENOV-FONT	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
18-354-073	DCNR POOL RENOVATION	\$141,500	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
18-354-074	ADCED POOL RENOVATIO	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
18-354-080	DCNR STREET SWEEPER	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
Total:		\$141,500	\$0	\$0	\$0	\$0	\$0	\$0 0.00%

MISC (380)

18-380-100	OTHER CASH	\$0	\$14,004	\$0	\$0	\$0	\$0	\$0 0.00%
Total:		\$0	\$14,004	\$0	\$0	\$0	\$0	\$0 0.00%

**Dormont Borough
Fiscal Year 2014 Budget
Budget Line Item Report**

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End	\$ Difference	% Difference
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CAPITAL RESERVE FUND - Revenues

PROCEEDS FROM NOTES/BONDS (393)										
18-393-120	2007 AIM LOAN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-393-125	2010 AIM LOAN PROCEEDS	\$0	\$0	\$12,493	\$0	\$0	\$0	\$0	\$0	0.00%
18-393-200	GRANT FUNDS	\$0	\$127,588	\$12,746	\$0	\$0	\$0	\$0	\$0	0.00%
Total:		\$0	\$127,588	\$25,239	\$0	\$0	\$0	\$0	\$0	0.00%
FUNDS FROM OTHER SOURCES (397)										
18-397-100	TRANSFER FROM GENERA	\$600,000	\$630,000	\$150,000	\$131,349	\$0	\$679,013	\$547,664	\$547,664	416.95%
18-397-200	TRANSFER FROM LIQUID F	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-397-300	MISC RECEIPTS	\$51,111	\$8,475	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-397-400	TRANSFER FROM SEWER	\$0	\$0	\$232,684	\$0	\$0	\$129,500	(\$103,184)	(\$103,184)	-44.35%
Total:		\$551,111	\$638,475	\$150,000	\$364,033	\$0	\$808,513	\$444,480	\$444,480	122.10%

2010 Year End	2011 Year End	2012 Budget	2013 Year To Date	2013 YE Forecast	2014 Request	\$ Delta	% Delta
\$698,439	\$786,003	\$180,586	\$478,643	(\$30)	\$810,239	\$331,596	69.28%
Total CAPITAL RESERVE FUND Revenue							

**Dormont Borough
Fiscal Year 2014 Budget
Budget Line Item Report**

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request	2014 Request v 2013 Year End	% Difference
									\$ Difference	% Difference
CAPITAL RESERVE FUND - Expenditure										
GOVERNMENT BUILDING (409)										
18-409-000	CASH-CHECKING AND CON	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-100	EIP	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-125	ESCROW PROPERTY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-461	BANK SERVICE FEES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-660	DPW FACILITY ENGINEERI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-680	PROPERTY PURCHASE	\$28,193	\$3,309	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-742	REC CENTER FLOOR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-745	TRUCK LEASE DPW	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-746	RECREATION CENTER REN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-747	DPW FACILITY	\$0	\$0	\$0	\$20,000	\$19,000	\$0	(\$20,000)	-100.00%	
18-409-748	PARKING METERS	\$0	\$0	\$0	\$0	\$0	\$48,375	\$48,375	1000.00%	
5 Automated Parking Kiosks for the Glenmore, Krugh, Espy, Veterans and Illinois Parking Lots.										
18-409-749	POOL CONCESSION STAN	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-750	ROAD REPAIRS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-754	SALT STORAGE FACILITY	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-800	POLICE CAR LEASE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-810	COMPUTER SOFTWARE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-820	TRACTOR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-840	PARKING LOT LIGHTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-850	FRONT STEPS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-860	DPW FACILITY LEASE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-870	VIDEO PROJECTOR	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-875	POLICE	\$0	\$0	\$0	\$0	\$0	\$38,176	\$38,176	1000.00%	
New Ford Interceptor SUV for \$38,176.										

**Dormont Borough
Fiscal Year 2014 Budget
Budget Line Item Report**

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End
								\$ Difference % Difference
CAPITAL RESERVE FUND - Expenditure								
18-409-880	SHRDC BUILDOUT	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-900	RADIO POLICE VEHICLES	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-901	PHASE SELECTOR-TRAFFI	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-951	LOCKERS	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-952	DPW EQUIPMENT	\$0	\$0	\$0	\$0	\$72,048	\$72,048	1000.00%
Replacement Heavy Dump Truck for Streets Department.								
18-409-953	PARKS	\$0	\$0	\$0	\$0	\$0	\$26,990	1000.00%
John Deere Tractor - Quick Trac Mower - 6x12 Trailer - Power Washer - 20" Rotary Surface Cleaner								
18-409-954	POOL	\$0	\$0	\$0	\$0	\$0	\$6,000	1000.00%
Kiddie slide for shallow end of swimming pool.								
18-409-955	FIRE DEPT EXHAUST	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-409-960	VIDEO CAMERAS	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
Total:		\$28,193	\$3,309	\$0	\$20,000	\$19,000	\$191,589	857.95%
PUBLIC WORKS (430)								
18-430-373	ROAD PROGRAM	\$0	\$572,760	\$525,608	\$434,493	\$434,493	\$500,000	15.08%
18-430-620	GAYLORD AVENUE RECON	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-430-630	REJUVENATOR PROGRAM	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-430-740	HANDICAP RAMP PROGRA	\$0	\$0	\$38,842	\$0	\$0	\$0	0.00%
18-430-745	MATTERN AVE STORM SE	\$0	\$135,406	\$12,538	\$0	\$0	\$0	0.00%
18-430-750	STORM SEWERS	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-430-800	ANNEX AVE GUARD RAIL	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-430-810	DORMONT POOL GUARD R	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-430-820	GRANT PROJECTS	\$0	\$16,110	\$0	\$0	\$0	\$0	0.00%
Total:		\$0	\$724,276	\$576,988	\$434,493	\$434,493	\$500,000	15.08%

**Dormont Borough
Fiscal Year 2014 Budget
Budget Line Item Report**

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End	% Difference
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CAPITAL RESERVE FUND - Expenditure

18-452-372	POOL SANDBLASTING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-452-610	POOL RENOVATIONS	\$10,446	\$213,093	\$0	\$0	\$0	\$0	\$0	0.00%
18-452-611	POOL BATHHOUSE REPAIR	\$0	\$0	\$0	\$0	\$0	\$5,000	\$5,000	1000.00%

Recoat Men's Locker Room Floor

18-452-660	ENGINEERING SERVICES P	\$6,000	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
Total:		\$16,446	\$213,093	\$0	\$0	\$0	\$5,000	\$5,000	1000.00%

PARKS & PLAYGROUNDS (454)

18-454-100	PASSIVE PARK	\$55,340	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-454-260	RESTROOMS-DORMONT P	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-454-350	RECREATION PROJECTS	\$0	\$0	\$0	\$0	\$0	\$1,000	\$1,000	1000.00%

Wall mats for gymnasium.

18-454-450	REC CTR IMPROVEMENTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
Total:		\$55,340	\$0	\$0	\$0	\$0	\$1,000	\$1,000	1000.00%

MISCELLANEOUS (497)

18-497-150	TOD CONSULTING	\$0	\$2,425	\$0	\$0	\$0	\$0	\$0	0.00%
18-497-154	INVESTMENT LOSS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
18-497-250	RESERVED-FUTURE USE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
Total:		\$0	\$2,425	\$0	\$0	\$0	\$0	\$0	0.00%

	2010 Year End	2011 Year End	2012 Budget	2013 Year To Date	2013 YE Forecast	2014 Request	\$ Delta	% Delta
CAPITAL RESERVE FUND Expenditure	\$47,629	\$1,008,825	\$688,630	\$478,643	\$453,552	\$810,239	\$331,596	69.28%

Fiscal Year 2014 Budget
Budget Line Item Report

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End
								\$ Difference % Difference

HIGHWAY AID FUND - Revenues

BEGINNING BALANCE (300)

35-300-100	BEGINNING BALANCE	\$0	\$0	\$0	\$120,000	\$0	\$8,000	(\$112,000) -93.33%
Total:		\$0	\$0	\$0	\$120,000	\$0	\$8,000	(\$112,000) -93.33%

INTEREST INCOME (341)

35-341-010	INTEREST INCOME	\$225	\$164	\$133	\$130	(\$20)	\$50	(\$80) -61.54%
35-341-025	STREET SWEEPER RENTA	\$5,000	\$0	\$0	\$2,500	\$0	\$2,500	\$0 0.00%
35-341-100	OTHER CASH	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
Total:		\$5,225	\$164	\$133	\$2,630	(\$20)	\$2,550	(\$80) -3.04%

COMMONWEALTH (354)

35-354-300	COMMONWEALTH OF PA	\$154,618	\$158,362	\$150,391	\$160,000	(\$147,972)	\$142,455	(\$17,545) -10.97%
Total:		\$154,618	\$158,362	\$150,391	\$160,000	(\$147,972)	\$142,455	(\$17,545) -10.97%

	2010 Year End	2011 Year End	2012 Budget	2013 Year To Date	2013 YE Forecast	2014 Request	\$ Delta	% Delta
Total HIGHWAY AID FUND Revenue	\$159,843	\$158,526	\$150,524	\$282,630	(\$147,992)	\$153,005	(\$129,625)	-45.86%

**Dormont Borough
Fiscal Year 2014 Budget
Budget Line Item Report**

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End	
								\$ Difference	% Difference

HIGHWAY AID FUND - Expenditures

DATA PROCESSING (407)

35-407-270	ADMINISTRATION HARDWA	\$812	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
Total:		\$812	\$0	\$0	\$0	\$0	\$0	\$0	0.00%

PUBLIC WORKS (430)

35-430-400	ROAD SALT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
35-430-410	SIGNS AND PAINT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
35-430-420	STREET LIGHTING	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
35-430-430	PHONE MODEM TRAFFIC SI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
35-430-470	MAJOR EQUIPMENT	\$0	\$20,109	\$108,230	\$86,775	\$0	(\$108,230)	-100.00%	

35-430-480	MINOR EQUIPMENT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
35-430-500	AGILITY PROJECTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
35-430-510	CLEANING STREETS & GUT	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
35-430-520	WINTER MAINTENANCE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
35-430-530	STORM SEWERS AND DRAI	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
35-430-540	REPAIRS OF TOOLS & MAC	\$6,842	\$2,466	\$2,500	\$770	\$2,500	\$2,500	\$0	0.00%
35-430-550	ROAD MAINTENANCE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
35-430-660	ENGINEERING SERVICES	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
35-430-700	ROAD CONSTRUCTION	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
Total:		\$6,842	\$22,575	\$110,730	\$86,775	\$2,500	(\$108,230)	-97.74%	

SWEEPER LEASE (431)

35-431-245	STREET SWEEPER LEASE	\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%
Total:		\$0	\$0	\$0	\$0	\$0	\$0	\$0	0.00%

WINTER MAINTENANCE (432)

35-432-245	ROAD SALT	\$63,166	\$79,608	\$51,199	\$90,000	\$321	\$75,000	(\$15,000)	-16.67%
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Dormont Borough
Fiscal Year 2014 Budget
Budget Line Item Report

Ledger Account	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End
							\$ Difference % Difference

HIGHWAY AID FUND - Expenditures

35-432-375	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
Total:	\$63,166	\$79,608	\$51,199	\$90,000	\$321	\$75,000	(\$15,000) -16.67%

SIGNS PAINT & SUPPLIES (433)

35-433-245	\$1,830	\$4,304	\$7,558	\$8,000	\$317	\$8,000	\$0 0.00%
35-433-329	\$363	\$302	\$399	\$400	\$174	\$400	\$0 0.00%
35-433-361	\$11,762	\$12,576	\$12,536	\$12,000	\$6,968	\$12,000	\$0 0.00%
35-433-374	\$8,327	\$7,142	\$10,501	\$8,500	\$9,563	\$11,000	\$2,500 29.41%
35-433-450			\$7,007	\$10,000	\$273	\$10,000	\$0 0.00%
35-433-751	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
Total:	\$22,282	\$24,323	\$38,001	\$38,900	\$17,295	\$41,400	\$2,500 6.43%

STREET LIGHTS (434)

35-434-361	\$14,477	\$14,708	\$22,001	\$28,000	\$7,329	\$28,000	\$0 0.00%
Total:	\$14,477	\$14,708	\$22,001	\$28,000	\$7,329	\$28,000	\$0 0.00%

HIGHWAY MAINTENANCE (438)

35-438-245	\$470	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
Total:	\$470	\$0	\$0	\$0	\$0	\$0	\$0 0.00%

BANK SERVICE CHARGE (492)

35-492-100	\$0	\$0	\$0	\$15,000	\$0	\$0	(\$15,000) -100.00%
35-492-400	\$0	\$0	\$0	\$0	\$0	\$0	\$0 0.00%
Total:	\$0	\$0	\$0	\$15,000	\$0	\$0	(\$15,000) -100.00%

MISCELLANEOUS (497)

35-497-250	\$0	\$0	\$0	\$0	\$0	\$6,105	\$6,105 1000.00%
Total:	\$0	\$0	\$0	\$0	\$0	\$6,105	\$6,105 1000.00%

Fiscal Year 2014 Budget

11/14/2013

Budget Line Item Report

3:18 PM

Ledger Account	Description	2010 Year End	2011 Year End	2012 Year End	2013 Budget	2013 YE Forecast	2014 Request	2014 Request v 2013 Year End
								\$ Difference % Difference

HIGHWAY AID FUND - Expenditures

	2010 Year End	2011 Year End	2012 Budget	2013 Year To Date	2013 YE Forecast	2014 Request	\$ Delta	% Delta
Total HIGHWAY AID FUND Expenditure	\$107,238	\$141,214	\$132,892	\$282,630	\$111,720	\$153,005	(\$129,625)	-45.86%



MEMORANDUM

Date: November 19, 2013
To: President, Vice-President, Council and Mayor
From: Jeff Naftal, Borough Manager *JN*
Subject: Ordinance No. 1601 – Levying Ad Valorum Tax and Setting Millage

Background:

Every year, in addition to passing a Budget, Council must pass an Ordinance to adopt an ad valorum (property) tax and to set a millage rate for that tax.

Discussion:

Ordinance No. 1601 is attached to this report. It sets the millage rate for 2014 at 8.97 mills, as we have discussed throughout the budget process.

Recommendation:

I recommend that Council adopt Ordinance No. 1601 levying an ad valorum tax for 2014 and setting the 2014 millage rate at 8.97.

JN

Attachment



BOROUGH OF DORMONT

Commonwealth of Pennsylvania

Ordinance No. 1601

AN ORDINANCE OF THE BOROUGH OF DORMONT LEVYING AN AD VALORUM REAL ESTATE TAX AND FIXING THE TAX RATE FOR THE FISCAL YEAR 2014

NOW THEREFORE, IT IS ORDAINED and ENACTED by the Council of the Borough of Dormont, Allegheny County, as follows:

SECTION 1. This Ordinance shall be known and cited as the “2014 Ad Valorum Real Estate Tax Ordinance.”

SECTION 2. The rate of such tax for general Borough purposes shall be 8.97 mills, such millage being based upon the Allegheny County real estate assessment data available at the time of passage of this Ordinance.

SECTION 3. Any ordinance or part of an ordinance conflicting with the provisions of this Ordinance shall be and the same is hereby repealed so far as it conflicts with this Ordinance.

SECTION 4. Nothing contained in this Ordinance shall be construed to empower the Borough to levy and collect the tax hereby imposed on any property not within the taxing power of the Borough under the Constitution of the United States and the laws of the Commonwealth of Pennsylvania.

SECTION 5. If any part of this Ordinance shall be held by any court of competent jurisdiction to be in violation of the Constitution of the United States or of the laws of the Commonwealth of Pennsylvania, such decision shall not affect the validity of the remaining parts of this Ordinance.

SECTION 6. The tax imposed by this Ordinance shall be effective on January 1, 2014 and all calendar years thereafter unless repealed or modified by Ordinance of the Borough of Dormont.

SECTION 7. This Ordinance is enacted under the authority of the Borough Code of the Commonwealth of Pennsylvania.

THIS ORDINANCE adopted by the Council of Dormont Borough at a duly assembled public meeting held this 2nd day of December, 2013.

ATTEST:

DORMONT BOROUGH

Borough Manager

By:

Council President

Mayor

This Ordinance recorded in the Borough Ordinance book on _____, 2013 by the undersigned.

Secretary



MEMORANDUM

Date: November 15, 2013

To: President, Vice-President, Council and Mayor

From: Jeff Naftal, Borough Manager *JN*

Subject: Ordinance No. 1600 - Spousal Benefits for Non-Police Pension Plan

Background:

The Borough has had a pension plan for non-police employees since 1975. The plan in basically its current configuration has been in place since 1996. Everyone except sworn police officers is eligible to be in the Non-Police Pension Plan. This Plan is a defined benefit type plan which means that at the end of a required period of work years and age (normal retirement), employees receive a specific benefit based on years of service. This Plan's normal retirement is age 65 and the completion of 20 years of service. The Plan also offers reduced benefits for those who retire early (age 62 and 15 years of service) and for those who can no longer work due to a disability. Currently employees contribute 3.8% of their salary to the Plan.

Discussion:

In most retirement plans, it is common that when an employee elects to retire, they can either choose to take the full pension for themselves or take a reduced benefit that continues after their death for their spouse. The Police Pension Plan has that benefit in it. In 2008, the employees asked to have a spousal benefit like that put into their pension plan and they thought this was accomplished. But instead, what was put into the Plan was a spousal benefit only for those taking a disability pension. This meant that normal retirees could not take this benefit.

So this year, the members of the plan and the three unions affected asked to have an actuarial study done of the financial impact of adding the spousal benefit for all retirees, as is the case in the Police Pension Plan. The results of that study are attached to this report and indicate that adding the benefit will cost an additional \$20,600 per year. Because the new pension plan actuarial valuation report was just done this year, these costs won't be reflected in our Minimum Municipal Obligation until 2016.

To fund the \$20,600, participants in the Non-Police Pension Plan would need to increase their contribution from 3.8% to 5.7% per year. Such a change could be imposed upon non-union employees but for the three unions involved this change would need to be negotiated. Since the union contracts impacted by this change are not up until 2015 (2016 for the Laborers contract) the timing of negotiating the change falls right in with the renewals. We can then negotiate either a 1.9% percentage contribution increase or some other savings to offset the extra cost. Should we fail to negotiate how to fund this benefit in 2016 we can always remove the language by Ordinance before that date.

Attached to this report is Ordinance No. 1600 which would add the spousal benefit language to Chapter 46 of our Code of Ordinances. The language which was evaluated by the pension actuary, was discussed by Council at the November 4, 2013 meeting. It will be included in the Code if approved by Council.

Recommendation:

I recommend that Council approve Ordinance No. 1600 which includes a spousal benefit in the Non-Police Pension Plan.

JN

Attachment

Cc: Brant Bertha, Desk Officers/Fire Apparatus Operators Union
John Schneider, Teamsters Union
Sherri Puce, Laborers Union

BOROUGH OF DORMONT
ALLEGHENY COUNTY, PENNSYLVANIA

ORDINANCE NO. 1600

A ORDINANCE OF THE COUNCIL OF THE BOROUGH OF DORMONT, ALLEGHENY COUNTY, PENNSYLVANIA AMENDING THE NON-UNIFORM PENSION PLAN TO PROVIDE FOR POST RETIREMENT BENEFITS TO THE SURVIVING SPOUSE.

WHEREAS, Council for the Borough of Dormont has previously enacted an Ordinance establishing the Borough of Dormont Non-Police Pension Plan (hereinafter referred to as the "Plan"); dated and effective January 1, 1996 and amended this Ordinance by Ordinance #1559 on September 2nd 2008; and

WHEREAS, Borough Council of the Borough of Dormont wishes to further amend the ordinance to provide for post retirement death benefits to the surviving spouse.

NOW, THEREFORE, be it ordained and enacted in to law the following by the Council of the Borough of Dormont and it is hereby ordained as follows:

Section One. Section 46-34 shall be amended to add a paragraph stating that Employees who die while receiving normal retirement benefits shall be entitled to a spousal death benefit. The surviving spouse shall be entitled to a benefit of 50% of the pension the employee was receiving prior to death. The benefit shall commence as of the first day of the month next following date of the employee's death and shall be paid monthly thereafter until the death of the surviving spouse. Only the spouse shall be entitled to receive the death benefit. Such benefit must be selected at the time of retirement.

Section Two. **Existing Ordinance** All remaining provisions of the non-uniform pension plan shall remain in effect.

Section Three. Severability. If any sentence, clause, section, or part of this Ordinance is for any reason found to be unconstitutional, illegal or invalid, such unconstitutionality, illegality or invalidity shall not affect or impair any of the remaining provisions, sentences, clauses, sections or parts of this Ordinance. It is hereby declared as the intent of Borough Council that this Ordinance would have been adopted had such unconstitutional, illegal or invalid sentence, clause, section or part thereof not been included herein.

Section Four. Repealer. All Ordinances or parts of Ordinances which are inconsistent herewith, except to the extent otherwise provided herein, are hereby repealed.

ORDAINED AND ENACTED into law this ____ day of _____, 2013.

ATTEST:

BOROUGH OF DORMONT

By: _____
Jeffrey Naftal
Borough Manager/Secretary

By: _____
Willard McCartney
President

Examined and approved by me this _____ day of _____, 2013.

By: _____
Thomas R. Lloyd
Mayor



MEMORANDUM

Date: November 22, 2013

To: President, Vice-President, Council and Mayor

From: Jeff Naftal, Borough Manager *gn*

Subject: Resolution No. 08-2013 - Authorization to Negotiate Dormont Junction TOD Lease

Background:

In December of last year, Council authorized moving forward with the swap of land with #1 Cochran in order to facilitate our consolidation of property between Park and Biltmore on West Liberty Avenue. This was done so that we could move forward with both a Tax Increment Financing (TIF) District and a Transportation Oriented Development (TOD) adjacent to the Dormont Junction "T" Stop. Early this year, Council, Allegheny County and Keystone Oaks School District set up a TIF Committee to oversee the TIF District. On July 15th of this year, a Request for Development Proposals (RFDP) was issued jointly by the Port Authority and the Borough to solicit proposals to develop a TOD on the property owned by the Port Authority and by the Borough. A copy of that RFDP is attached to this report. On September 13th we received two (2) proposals for this project. Both were responsive and both are responsible developers. The Port Authority, Allegheny County Economic Development and I (the Evaluation Committee) met to discuss these proposals, asked additional questions of the developers, and now are ready to select one to negotiate a lease agreement with.

Discussion:

The 2 proposals are summarized (in alphabetic order) as follows:

Fore Property Group: Fore is proposing to build a mixed-use development consisting of commercial/retail fronting on West Liberty Avenue, 240 units of rental apartments, and approximately 500 parking spaces to serve the Port Authority (165 spaces), the Borough (100 spaces) and the remainder for tenants and shopping patrons. The total investment to complete this project is \$39.8 million with approximately \$10 million of that coming from either the TIF or other funding sources. This project includes a number of innovative tie-ins to the "T" system, will be a Silver LEED certified project, and could begin construction by the end of next year depending on the speed at which the lease agreement is negotiated and approved by all parties, including the Federal

Transportation Administration. Fore is proposing a 52 year lease with 5 ten year options and would pay an initial yearly rent of \$188,845 with a 3% escalator every 5 years. The amount that would go to the Borough out of this has yet to be determined and these terms would have to be finalized as part of the lease negotiation.

Trek Development Group: Trek is proposing to build a mixed-use development consisting of four buildings with commercial/retail fronting on West Liberty Avenue, 40 senior apartments fronting on Raleigh, 80 assisted living units fronting on Park in partnership with Baptist Homes, and a 265 space parking garage for the Port Authority and Borough parking. The parking for their 3 buildings would be underground and separate. The total investment to complete this project (except for the parking garage) is \$23.9 million with Trek expecting the TIF and or other funding sources to pay for the parking garage. This project includes a number of tie-ins to the "T" system, could be LEED certified but no level is specified, and construction could begin by the beginning of 2015. Trek is proposing to make a purchase of the properties involved for \$500,000 instead of the lease terms requested in the RFDP but did say that they would be willing to discuss a lease if selected.

The Evaluation Committee reviewed these proposals over the last 2 months and considered not only the financial aspects of the proposals but whether the proposals met both the Borough's and the Port Authority's needs. Ultimately we decided that the Fore proposal best meets our needs and most closely fit with what the RFDP was seeking. We therefore had the Fore proposal as the highest rated and most responsive proposal.

Based on this assessment, the Port Authority has moved to enter into an exclusive negotiating period of at least one year with Fore subject to approval by the Borough of that same exclusive negotiating period. Their Board gave approval to this at their November 22, 2013 meeting. A copy of their staff report is attached to this report. Following approval by Borough Council, the Port Authority, Allegheny County and I will begin negotiating the formal lease agreement with Fore and determining the revenue streams to complete this project. We will then come back to Council for a final approval of the lease agreement once the Port Authority, Allegheny County and the Federal Transportation Administration have approved it. Also following approval by Council, the actual proposals can become part of the public record.

Recommendation:

I recommend that Council approve Resolution No. 08-2013 which authorizes me to act on the Borough's behalf to negotiate a lease agreement with Fore Property Group for the development of a TOD at the Dormont Junction "T" Stop site with an exclusive negotiating window of one year.

JN

Attachments



BOROUGH OF DORMONT

RESOLUTION 08-2013

EXCLUSIVE NEGOTIATION PERIOD FOR TRANSPORTATION ORIENTED DEVELOPMENT AT DORMONT JUNCTION

A RESOLUTION OF THE BOROUGH OF DORMONT IN THE COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA, AUTHORIZING THE BOROUGH MANAGER IN CONJUNCTION WITH THE PORT AUTHORITY AND ALLEGHENY COUNTY TO EXCLUSIVELY NEGOTIATE WITH FORE PROPERTY GROUP TO DEVELOP A TRANSPORTATION ORIENTED DEVELOPMENT AT DORMONT JUNCTION.

WHEREAS, the Borough of Dormont (Dormont) owns several parcels of property along West Liberty Avenue in front of Port Authority property at the Dormont Junction light rail system station; and

WHEREAS, the Port Authority of Allegheny County (Authority) is the owner of a 165-space paved and lighted surface parking lot, commonly referred to as the Dormont Park and Ride Lot, located adjacent to the Port Authority's light rail system near the intersection of Biltmore and West Liberty Avenues in the Borough of Dormont (Lot); and

WHEREAS, when combined, Lot and Dormont Property consist of an approximately two-acre mainly paved and lighted surface lot with access and visibility from West Liberty Avenue (Site); and

WHEREAS, as part of their cooperative efforts with Allegheny County Economic Development (ACED) to spur new development and revitalization in the area around Site, Dormont and Authority issued a public solicitation for development proposals (RFDP) for Site on July 15, 2013; and

WHEREAS, two proposals were received in response to RFDP and evaluated by a committee made up of representatives from the Authority, Dormont and ACED; and

WHEREAS, the proposal submitted by Fore Property Group (Fore) has been determined to be the highest rated proposal from a responsible proposer to advance a viable development project for the Site; and

WHEREAS, based upon this determination, the Borough Manager recommends that Dormont, in cooperation with the Authority and in ongoing technical consultation with ACED, enter into a period of exclusive negotiation with Fore with the goal of finalizing a long-term ground lease for Site; and

WHEREAS, upon due consideration, the Borough Council agrees with the Borough Manager's recommendation.

NOW, THEREFORE, BE IT RESOLVED that the Borough Manager be, and hereby is, authorized to enter into exclusive negotiations with Fore for a period of one year, beginning on December 1, 2013, for the purpose of finalizing the proposed terms and conditions of a long-term ground lease for the Transit Oriented Development of Site, in a form approved by counsel (Lease); and

RESOLVED FURTHER, that any extensions to this exclusive negotiation period will be subject to further Council review and approval; and

RESOLVED FURTHER, that Lease shall be subject to final review and approval by Council; and

RESOLVED FURTHER, that this exclusive negotiation and finalization of Lease for Site shall also be subject to the continued cooperation, support and agreement of the Authority, as owner of a portion of Site; and

RESOLVED FURTHER, that the Borough Manager, and hereby is, authorized to take all other actions necessary and proper to carry out the purpose and intent of this resolution, including but not limited to, execution of a memorandum of understanding, cooperation agreement or similar document or documents and completion of an appraisal and review appraisal to advance development and finalization of Lease for Site.

ADOPTED this 2nd day of December, 2013

ATTEST:

BOROUGH OF DORMONT

Jeffrey Naftal
Borough Manager

Willard McCartney
Council President



In Cooperation With



**Dormont Junction
Transit-Oriented Development Project
Borough of Dormont, Allegheny County, PA
Request for Development Proposals
July 15, 2013**



**Borough of Dormont
1444 Hillsdale Avenue, Dormont, PA 15216**

OBJECTIVE:

The Borough of Dormont (“Dormont”), in cooperation and coordination with the Port Authority of Allegheny County (“Port Authority”), is seeking responses to a Request for Development Proposals (“RFDP”) from experienced, financially creative, and capable developers, development teams, or companies to provide for the transit-oriented development of the Dormont Junction site (the “Site”) via a long-term ground lease or similar agreement with Dormont and Port Authority, respectively as to the parcels owned by each entity. The Site consists of an approximately 2 acre mainly paved and lighted surface lot that is adjacent to Port Authority’s Dormont Junction T/light rail system in the Borough of Dormont, Allegheny County, PA. The Site is irregular in shape and has access/visibility from West Liberty Avenue.

Beyond making the Site available for development and providing reasonable staff support and resources to help advance the project, Dormont intends to coordinate with Allegheny County to create a Tax Increment Financing (“TIF”) District, which will include the Site as well as the adjacent car dealerships currently being redeveloped by #1 Cochran. The TIF District will allow a portion of incremental property tax revenue generated by all of the parcels within the TIF District to be used for qualified public infrastructure improvements relating to the project. Dormont and Port Authority are seeking responses from those developers who have demonstrated experience in implementing mixed use, transit-oriented, joint development projects and the demonstrated ability to create the highest and best use of the Site for Port Authority, its patrons, Dormont, Allegheny County, the Commonwealth of Pennsylvania residents and taxpayers and visitors to the region, including enhancing the use, attractiveness and overall connectivity of Port Authority’s adjacent T/light rail system, preserving and/or enhancing the number of park and ride spaces available to Port Authority’s patrons, the generation of yearly real estate revenues for Port Authority, tax revenues for Dormont and the region and/or the creation of jobs.

BACKGROUND:

For many years since its acquisition, Port Authority has operated the majority of the Site as a surface park and ride lot (165 spaces) for use by transit patrons utilizing Port Authority’s T/light rail system. The remainder of the Site has been utilized by Dormont through a lease arrangement with the adjacent #1 Cochran car dealership for the parking of their vehicles. The portion of the Site utilized by Port Authority has remained open as a free surface parking lot for transit patrons accessing Port Authority’s adjacent T/light rail system.

In 2007, the Borough (in cooperation with Port Authority, Allegheny County Economic Development (“ACED”) and related stakeholders) began investigating possible uses for the Site. Existing studies include a Transit Revitalization Investment District study completed in 2008 and a Transit-Oriented Development conceptual plan completed in 2012. Both of these documents are available on Dormont’s website at www.boro.dormont.pa.us in the Business Enhancement section. As noted above, these studies were done in cooperation with Port Authority who controls the majority of the Site and any project will need the review and concurrence of the Federal Transit Administration (“FTA”), which retains a continuing Federal interest in the majority of the Site due to it being acquired and improved with Federal transit funds.

SUBJECT SITE INFORMATION AND IMPORTANT PROPOSAL CONSIDERATIONS:

Address: 3144 West Liberty Avenue, Dormont, PA 15216

Tax Parcel Numbers: 98-G-14, 16, 20, 24, 27, 28, 29, 30, 31, 32, 33, 36, 38, 40, 44, 47, 49, 51, 53 (Port Authority-owned parcels); and
98-G-86, 88, 90, 95¹ (Dormont-owned parcels)

Interested proposers are encouraged to review the recorded deed, chain of title and related plans and documentation for the Site that may be publicly available for inspection and copying at the offices of the Allegheny County Department of Real Estate. To the extent that proposers would require additional plans or documentation concerning the site, Dormont and Port Authority will reasonably respond to such requests based upon documents and records in their respective custody and control, though a copying or other production charges may apply.



Environmental

To the best of Dormont and Port Authority’s knowledge and belief, there is no hazardous waste, toxic substance, pollutant or contaminant of any kind at, in or on the Site, and Dormont and Port Authority have no knowledge of any latent or concealed defect at, in or on the Site. However, Dormont and Port Authority do not currently possess any environmental reports for the Site.

¹ Please note that the sale of parcel number 98-G-95 to Dormont is pending as of the date of issuance of this RFDP. It is anticipated that the sale will be finalized by the due date for proposals in response to this RFDP.

Soils and Subsurface Conditions

No technical reports are currently available for the Site.

General Utility Information

All public and private utilities are available to provide service to the Site. Depending on the scope of the project, relocation of some utilities may be required, subject to all plans and specifications necessary being submitted to and approved by Dormont, Port Authority and/or other appropriate agencies, authorities and/or public utilities. It will be developer's responsibility, at its sole cost and expense, to undertake the necessary installation and/or relocation of such utilities, but Dormont and Port Authority shall provide reasonable assistance to developer in its efforts to do so in a timely manner, although any such relocation must not adversely affect the operation and maintenance of Port Authority's adjacent T/light rail system.

Zoning

Current zoning for the Site is C "Commercial District." Permitted uses include most commercial uses. Conditional uses include planned mixed use developments, apartments and other non-commercial uses. Any proposer submitting a proposal that does not comply with the current zoning for the Site should include a plan for how the developer will obtain a zoning variance. Failure to do so could negatively affect the ratings for such a proposal.

Ongoing Federal Interest in Site

As indicated above, the Federal Government, by and through the FTA, retains a continuing and overriding Federal interest in the Site because the acquisition of and improvements made to the site were funded with Federal transit grant assistance. As such, any proposed lease agreement or related development agreement that Port Authority may ultimately agree to with the highest rated and responsible proposer, must ultimately be reviewed and commented upon by the FTA and ultimately receive the written concurrence of the FTA before any agreement can be fully executed and finalized. The highest rated and responsible proposer will ultimately be required to execute a "Certificate of Compliance" in accordance with FTA requirements, including FTA Federal Register Notice, 72 F.R. 5788, dated February 27, 2007 and adopting Final Agency Guidance on the Eligibility of Joint Development Improvements under Federal Transit Law.

Transit-Oriented Development/Continuing Transit Orientation

Proposals shall clearly demonstrate that the project being proposed will be designed, constructed and maintained as a "transit-oriented development" and a "continuing transit orientation" for the life of the project. Factors that Dormont and Port Authority shall deem relevant to meeting this standard include, but are not necessarily limited to, the following: (a) the provision of convenient pedestrian, bike and vehicular access to the Park and Ride Lot (or replacement parking facility to be constructed) and adjacent light rail/T system; (b) incorporation of the project so as to enhance, rather than interfere with, Port Authority's ongoing transit operations; (c) elements that attract new users to Port Authority's transit system.

Preservation or Enhancement of Existing Park and Ride Capacity

As noted above, the majority of the Site is currently owned and operated by Port Authority as a 165 space surface park and ride lot. Proposals shall clearly demonstrate and detail that the project being proposed will be designed, constructed and maintained in a manner that preserves and/or enhances the number of spaces available to Port Authority transit patrons for park and ride purposes. While Port Authority may allow a proposer to charge a reasonable rate for such spaces, proposers will detail in their proposal what rate they would propose to charge and that proposer shall ultimately be responsible for maintaining and operating the parking facility, including (but not necessarily limited to) any all access ways to the adjacent light rail transit system/T and any other improvements constructed by the proposer when the Site reopens following construction of the proposed project. Additionally, since closure of the Site for construction purposes will inconvenience Port Authority patrons currently using the surface park and ride lot, proposer shall clearly demonstrate and detail how they will expedite completion of the project to minimize the disruption to Port Authority's transit patrons.

Provision of Additional Parking for Dormont/West Liberty Avenue Business Patrons

In addition to the preservation and/or enhancement of park and ride spaces for Port Authority patrons noted above, proposals shall also clearly demonstrate and detail that the project being proposed will be designed, constructed and maintained in a manner that also provides an additional 100 spaces on the Site for use by individuals visiting Dormont's adjacent West Liberty Avenue business district. While Dormont may allow a proposer to charge a reasonable rate for such spaces, proposer will detail in their proposal what rate they would propose and that proposer shall ultimately be responsible for maintaining and operating the additional spaces designated for Dormont/West Liberty Avenue business patrons.

Other Considerations

As noted above and more fully herein, Dormont and Port Authority ultimately intend to enter into a lease agreement or similar development agreement with the successful proposer, which will most likely involved separate, but very similar, agreements with both Dormont and Port Authority for the respective parcels that each entity's owns that make up the Site. Accordingly, proposers should include proposed material terms and conditions for consideration, including proposed term and rent. It should be noted, however, that Port Authority can likely only agree to a primary term of fifty-two (52) years for the parcels that its owns and rent will ultimately be determined primarily by an appraisal and review appraisal of the Site in light of the intended project pursuant to applicable FTA guidance and regulations.

AS IS -WHERE IS

DEVELOPERS OF THE SITE MUST ACCEPT THE SITE IN "AS IS" AND "WHERE IS" CONDITION, WITH ALL FAULTS. NEITHER DORMONT NOR PORT AUTHORITY MAKES ANY REPRESENTATIONS OR WARRANTIES OF ANY KIND, EXPRESS OR IMPLIED, CONCERNING OR RELATED TO ENVIRONMENTAL, SOIL, SUBSURFACE OR ANY OTHER CONDITIONS ON THE SITE, OR THE AVAILABILITY OR RELOCATION OF UTILITIES ON THE SITE (INCLUDING, WITHOUT LIMITATION, ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE).

ANTICIPATED SCHEDULE:

Dormont Junction Transit-Oriented Development Project Request for Development Proposals

- **July 15, 2013** RFDP is publicly advertised and issued to interested developers
- **August 14 , 2013** Questions and clarifications period ends at 4:00 p.m. EST
- **September 13, 2013** Proposals are due by 4 p.m. EST

Following the submission of proposals, Dormont personnel and/or other relevant designees of Dormont and Port Authority (including, but not necessarily limited to, ACED representatives) shall review same and determine if interviews and presentations are necessary and warranted. Ultimately, Dormont will then make a formal recommendation as to the highest rated and responsible proposer to Port Authority management. If Port Authority management concurs with this recommendation, Port Authority management will then seek Port Authority Board approval to enter into an exclusive negotiation period with the highest rated and responsible proposer with the goal of negotiating the terms and conditions of a lease agreement or similar development agreement that would be subject to FTA review and concurrence and final Port Authority Board review and approval, with the expectation being that Dormont would concurrently negotiate and finalize a similar agreement with the highest rated and responsible proposer for the parcels that it owns that make up the Site

SELECTION PROCESS AND RELEVANT CRITERIA:

Selection Process

- As noted above, Dormont representatives, and/or other relevant designees of Dormont and/or Port Authority in consultation with relevant Port Authority management, will review all submittals to identify those that in Dormont's judgment are most qualified and advantageous. The review may include requests for additional information and interviews and negotiations with responding developers (individually, "Responding Developer" or collectively, "Responding Developers"). Dormont reserves the right to reject any and all submittals, in whole or in part, in its sole discretion, for any reason or no reason whatsoever. One or more submittals may be selected by Dormont as best meeting the goals for the site, and such submittals may be explored further by Dormont.
- At any time during the selection process, Dormont may request more detailed project information, including but not limited to conceptual designs and financial information, including a development and operating pro forma. Dormont, in its sole discretion, may require Responding Developers to make one or more formal presentations to Dormont, Port Authority and/or any other interested parties or stakeholders.
- Dormont will review the responses to the RFDP and will schedule follow-up meetings with those Responding Developers which it deems most qualified and to have submitted innovative transit-oriented joint development concepts for the Site.

- Dormont's role and function in the selection process is to review the submittals and narrow down the pool of Responding Developers to present recommendations to Port Authority management. If Port Authority management then concurs with Dormont's recommendation, Port Authority management will then seek Port Authority Board approval to enter into an exclusive negotiation period with the highest rated and responsible proposer, with the expectation being that Dormont would concurrently negotiate and finalize a similar agreement with the highest rated and responsible proposer for the parcels that it owns that make up the Site.
- **Dormont and Port Authority expressly reserve the right, in their sole discretion, to: (1) select a Responding Developer(s) solely on the basis of qualifications; (2) accept or reject any and all responses to this RFDP, in whole or in part, for any reason or no reason whatsoever; (3) alter, change or modify in any way the selection process, schedule or this RFDP, at any time and without notice; (4) postpone or cancel the selection process for their own convenience at any time and without notice; (5) waive any defects, irregularities or nonconformities contained in any submitted proposals or responses to this RFDP; (6) disregard all non-conforming, non-responsive or conditional proposals or responses to this RFDP; (7) waive any submission requirements contained within this RFDP or otherwise; (8) terminate this RFDP at any time, without notice and for any or no reason; (9) terminate this RFDP in the event that Dormont is unable and/or otherwise opts to not finalize the purchase of parcel number 98-G-95; and/or (10) issue a new RFDP with respect to the Site at any time and for any reason.**
- Neither this RFDP nor any part or aspect of the selection process shall in any way be deemed to create, constitute an offer for, or constitute an acceptance of an offer for, a binding contract or agreement of any kind between Dormont/Port Authority and any Responding Developer. If Port Authority's Board ultimately approve the selection of a Responding Developer to advance the transit-oriented joint development project contemplated by this RFDP, and Port Authority and Dormont deem said Responding Developer to be capable, experienced and financially prepared, Dormont and Port Authority may enter into a Real Property Lease Agreement or other applicable agreement(s) with said Responding Developer as deemed appropriate by Port Authority in its sole discretion and subject to review and approval by Port Authority's Board and the review and written concurrence of the FTA as noted above. Response to this RFDP indicates the interest of Responding Developers to be considered for such an agreement(s); however, Dormont/Port Authority shall be under no obligation to enter into any binding agreement(s) or contract(s) with any Responding Developer as a result of this RFDP, or as a result of any subsequent negotiations or any other part or aspect of the selection process. Dormont/Port Authority, jointly and severally, reserve the right to terminate any and all discussions and negotiations with any Responding Developer at any time prior to the full execution of a formal, written agreement(s) between Dormont and/or Port Authority and said Responding Developer. No legal or contractual rights or obligations between Dormont and a Responding Developer will come into existence at any time unless and until a full formal, written agreement(s) mirroring the written agreement with Port Authority described more fully herein has been fully executed by both parties; and no legal or contractual rights or obligations between Port Authority and a Responding Developer will come into existence unless and until a full formal, written agreement(s), including, without limitation, a Real Property Lease Agreement or other related agreement for Responding Developer to lease the property from Port Authority to advance a

transit-oriented joint development (collectively, the "Agreement"), has been fully executed by both parties. The legal rights and obligations which will come into existence at such time shall be limited to those expressly set forth or incorporated by reference in said Agreement(s).

- This RFDP is for informational purposes only. It shall not be construed to create or provide any private or public right or cause of action for or by any person or entity, or to impose any specific obligations on Dormont and/or Port Authority.
- No partnership, joint venture, other business combination or agency relationship is created between Dormont/Port Authority and any Responding Developer by virtue of this RFDP, the selection process or otherwise.
- Each Responding Developer submitting a proposal pursuant to this RFDP agrees that the cost of all materials, site visits, tests, investigations, preparations and/or presentations involved in the submission of such proposal and/or the participation of the Responding Developer in the selection process shall be borne by said Responding Developer at its sole cost and expense. Neither Dormont or Port Authority, or any of their designees, shall, under any circumstances, be responsible for any costs or expenses incurred by a Responding Developer in preparing a proposal or response to this RFDP, or in participating in any subsequent steps in the selection process, such as providing additional information to Dormont/Port Authority, engaging in negotiations and/or discussions with Dormont/Port Authority, and/or making presentations to any interested parties. Each Responding Developer agrees that all documentation and materials submitted either with a proposal or at any point during the selection process shall remain the property of Dormont/Port Authority and may be subject to public disclosure by operation of law or order of court. Each Responding Developer acknowledges and agrees that this disclosure obligation may include questions submitted by proposers during the RFDP process and Dormont and/or Port Authority's responses to same, and said questions and responses will also be shared with any and all proposers or potential proposers who request, in writing, copies of same during the RFDP process.

Selection Criteria

Dormont/Port Authority may make their decision as to who is the highest rated and responsible Responding Developer based upon various factors which may include, but are not limited to: information contained in the response to the RFDP submitted by the Responding Developer; interviews with the Responding Developer; investigations of prior projects completed by the Responding Developer, particularly those involving transit-oriented development projects and park and ride facilities; the Responding Developer's performance in previous undertakings; and other pertinent factors. Additionally, Responding Developers may be chosen on the basis of criteria which includes, but is not limited to: the Responding Developer's qualifications and experience; the value of the proposed improvements; potential benefits to the Port Authority, its patrons and the community; potential benefits to Dormont, its residents and the region; the Responding Developer's financial commitment to the project; the Responding Developer's capability to undertake and complete the project; and the proposed yearly rent and/or other fees to be paid to Port Authority and/or Dormont. **Other factors to be considered will include (but are not limited to):**

- General Design and Important Proposal Considerations - Responding Developers should submit proposals that include conceptual design and narrative project descriptions, criteria and supporting documentation or letters that address those items specifically noted above in the "Subject Site Information and Important Proposal Considerations."
- Financing – Dormont and Port Authority are seeking developers with experience in the financing, development, and management of transit-oriented joint development projects and/or similarly situated development projects involving government agencies. Responding Developers must demonstrate that they are currently or will be capitalized with strong conventional lender relationships. Experience in seeking and obtaining other sources of project financing is a plus. Dormont and Port Authority do not intend to provide any direct financial contribution to the project beyond making the Site available for development, providing reasonable staff resources and assistance to advance the project, and the potential TIF funding discussed above; therefore, public subsidies, funding and/or other incentives beyond the foregoing should not be presumed. **Additionally, Responding Developers affirmatively acknowledge and understand that both Dormont and Port Authority reserve the right to seek reimbursement from the Responding Developer whose proposal may be identified as highest rated and responsive if Dormont and/or Port Authority require the use and expertise of third party, paid consultants to review engineering plans, design drawings or other technical aspects of advancing the relevant Responding Developer's project to design and construction.**
- Demonstrated experience in developing innovative project and product types and creative designs.
- Developer Qualifications:
 - Experience of principals and team members.
 - Evidence of financial capability and recent examples of financing and construction of comparable size and quality transit-oriented joint development projects or other similarly situated projects.
 - Demonstrated ability to deliver high quality projects on an established time line.
 - Demonstrated ability (and patience) to successfully work in a joint public/private environment requiring multiple levels of review and approval.
 - References.
- Other criteria deemed relevant by Dormont and/or Port Authority.

PROPOSAL RESPONSE FORMAT

Each Responding Developer is required to submit their conceptual design and use proposal with qualifications in a sealed envelope marked "**Dormont Junction Transit Oriented Development Project – Response to Dormont/Port Authority RFDP**". Responding Developers who deviate from the instructions contained in this RFDP may be considered non-responsive and may be disqualified from consideration and evaluation on this basis. Responses to this RFDP should be carefully prepared and should contain recent pertinent information necessary to fully substantiate the Responding Developer's relevant experience, capability, financial strength, caliber of personnel, and types of completed projects material to the Site and project parameters and considerations set forth within this RFDP.

Submittals shall be comprehensive, accurate, and bound and contained on 8-1/2" X 11" paper with foldouts if necessary. Responding Developers shall submit five (5) paper copies, as well as one (1) electronic copy on compact disc, of all documents required as part of the RFDP. Submissions must be hand delivered or delivered by postal or delivery service by the time indicated below; **e-mail or electronic delivery will not be accepted**. Submissions lacking one or more of the requested documents may be considered irregular. Dormont and Port Authority reserve the right to reject any irregular submission and reserve the right to waive any irregularity in submissions.

The proposal should be organized in the following manner:

- Cover letter summarizing the response to the RFDP signed by an authorized representative of the Responding Developer. The letter of transmittal shall contain the following:
 - Legal name, address and organizational information of the Responding Developer along with the names and addresses of the individual principals with the authority to legally bind and act on behalf of the Responding Developer.
 - If a Joint Venture is being proposed, provide the above information for all participating developers. If a Joint Venture entity is acting as developer, provide the above information for all participating developers.
 - Name, title, address, telephone, fax number and e-mail address of the contact for the Responding Developer.
 - Acknowledgement of receipt of any and all amendments and/or addenda to this RFDP, if applicable.

- Overview of the Responding Developer, including the following:
 - A concise description of the Responding Developer, including organizational structure, identification of principals, identification of subsidiary or parent companies, length of time in business, office locations, number of personnel. If the Responding Developer is a joint venture, please furnish this information for each entity forming the joint venture.
 - A descriptive list of transit-oriented joint developments, park and ride facilities, structured parking facilities or similar projects that the Responding Developer has developed within an urban setting similar to the subject Site (include project name, project type, government agencies involved, date of construction, location, size/number of units, ownership and financial structures).
 - Lender and/or equity financial references.
 - Demonstrated development experience of the Responding Developer or team in completing transit-oriented joint developments and/or similar projects.
 - References from government agencies and/or communities where the Responding Developer has developed transit-oriented joint development projects or similar projects, if applicable.
 - A detailed description of your team's experience and identification of key staff members who would be utilized to implement the project and represent the development team.
 - Current financial statement.
 - Evidence that the Responding Developer, including joint venture partners, has the financial capability to carry out the proposed commitments. Two (2) copies each of the Responding Developer's two (2) most recently audited financial statements shall be submitted CONFIDENTIALLY UNDER SEPARATE COVER. If the assets of the Responding

Developer as shown by the financial statements are not to be maintained at risk, either through agreement or the use of a single purpose business enterprise, then the proposed limiting agreement and capitalization of the single purpose entity should be stated.

- Team member's qualifications.
- Conceptual design and use description for the project
 - Detailed design plans and drawings are not required as a part of the submittal, but preliminary, "high level" conceptual design drawings depicting the proposed project are highly desirable. A preliminary site plan identifying the proposed placement of structures/building uses, preservation or enhancement of Port Authority's existing park and ride capacity for transit patrons, connectivity to Port Authority's adjacent T/light rail system, connectivity to Dormont's adjacent West Liberty Avenue business district and orientation to streets and other existing structures is essential. Dormont and Port Authority wish to obtain enough preliminary information to evaluate architectural context, land-use mix, tenant mix, and preliminary massing.
- Financial Analysis
 - A preliminary financial analysis of the development including the Responding Developer's proposed and firm bid for the yearly rent for the Site, equity contribution, construction cost estimate, square footage of development, square footage by type of space to be built, lease and operating expense estimates for the space, proposed financing, leasing/sales timetable, estimated real estate taxes and operating expense estimates. A pro-forma should be submitted that provides estimates of the square footage, rental rates, operating costs, construction costs and any critical assumptions that may affect the project. **Proposed rent escalators and/or rent caps should be clearly stated and defined by the Responding Developer, utilizing examples where necessary to demonstrate same.**
- A statement describing assistance or concessions, if any, expected by the Responding Developer from Dormont, Port Authority, and/or other public or government sources. Neither this RFDP nor any part or aspect of the selection process shall in any way obligate Dormont, Port Authority and/or any other public or government entity or source to grant any assistance or concessions expected or requested by the Responding Developer.
- A statement on whether the proposed development is contingent on any local, state or federal government action (e.g. regulation changes, site access issues, public funding – grants, loans, special tax actions) or action by any other parties, the justification for the action and the methods to be implemented for successfully obtaining such action. In particular, variance from existing zoning for the Site should be specifically addressed as noted more fully above. Additionally, any presumptions or financial assumptions being made as to potential TIF funding available for the project should be clearly described and detailed.
- A preliminary development schedule for the proposed development indicating dates for major milestones, such as start of project design, construction bids, and start of construction. Developer should presume in preparing such schedule that actual construction could begin no

sooner than the Summer of 2014 and should further demonstrate how the project would be constructed in a manner to minimize the disruption to Port Authority's patrons currently utilizing the majority of the Site for park and ride purposes.

- The Responding Developer shall include a description of its marketing approach for leasing/sale of the space in the development if applicable, including how Port Authority's adjacent T/light rail system and Dormont's West Liberty Avenue business district and other community features and amenities would be utilized in such marketing.

DESIGN REVIEW PROCESS

Once selected, the selected developer(s) ("Selected Developer") will be expected to present schematic designs and final construction documents for review and approval by Dormont and/or Port Authority. Prior to review, the Selected Developer will work with Dormont/Port Authority to obtain review comments from select representatives and community stakeholders.

Dormont and/or Port Authority approval of the schematic designs and final construction documents shall not relieve the Selected Developer of its obligation and responsibility to design the project in a manner that meets the zoning regulations and building codes adopted by Dormont and which otherwise complies with all applicable laws, ordinances and regulations, and to otherwise coordinate with Port Authority during all phases of due diligence, design and construction to ensure that the proposed project is undertaken and completed in a manner reasonably satisfactory to Port Authority and so as to truly enhance and not interfere with Port Authority's transit system and operations. Additionally, as noted above, the final Lease Agreement(s) and/or other contractual agreement(s) to allow the project to proceed will be subject to the written review and concurrence of the FTA and final review and approval by Port Authority's Board, along with review and approval by Dormont as to the parcels that it owns that make up the Site.

WRITTEN AGREEMENT REQUIRED

The Selected Developer must be willing to negotiate and enter into Agreements with Dormont and Port Authority to acquire control of and construct an approved project on the Site. However, the selection of a Selected Developer in no way obligates Dormont/Port Authority to enter into any binding agreement or contract with the Selected Developer. Rather, Dormont/Port Authority expressly reserve the right to terminate all discussions and negotiations with the Selected Developer at any time and for any or no reason prior to the execution of the Agreement. No legal or contractual rights or obligations between Dormont/Port Authority and a Selected Developer will come into existence at any time; and no legal or contractual rights or obligations between Dormont/Port Authority and a Selected Developer will come into existence unless and until Agreements are fully executed by both Dormont and Port Authority, respectively as to their parcels that make up the Site, and the Selected Developer. The legal rights and obligations which will come into existence at such time shall be limited to those expressly set forth or incorporated by reference in said Agreements between Dormont and Port Authority and the Selected Developer.

EARNEST MONEY

Upon approval by the Dormont Borough Council for Dormont and the Port Authority's Board for Port Authority to enter into an exclusive negotiation period with the Selected Developer, the Selected Developer shall submit two (2) non-refundable checks (certified or cashier's) made payable to Dormont and Port Authority respectively, in the amount of \$10,000 each as earnest money (the "Earnest Money") for a memorandum of understanding to be entered into between Dormont and Port Authority each with said Selected Developer (the "MOU"). The MOU shall be a **non-binding, non-contractual** document intended to serve as the basis for the preparation and negotiation of the Agreement, and to reflect the commitment of each party to work together in good faith to attempt to reach and finalize the Agreement. The Selected Developer will be required to submit the Earnest Money within twenty (20) business days of being notified that Dormont's Council and Port Authority's Board have approved the exclusive negotiation period, or else said Selected Developer will forfeit its selection and Dormont/Port Authority will begin negotiations with alternate developers. **The Earnest Money shall be non-refundable in the event that the Agreement is not entered into for any reason, and by submitting a proposal in response to this RFDP, proposer acknowledges, understands and agrees that the Earnest Money is non-refundable.** Should the Selected Developer be unable to perform under the Agreement for any reason, the Selected Developer shall forfeit the Earnest Money and Dormont and Port Authority shall retain the Earnest Money as liquidated damages.

ADDENDA TO RFDP

Any addenda and/or amendments to this RFDP (collectively, the "Addenda") shall be kept on file at Dormont's offices. In addition, all Addenda will be mailed to each person who sends notification requesting Dormont's contact person identified herein to enter their name/firm name and address on the list maintained by Dormont for such purpose. Nevertheless, it is the responsibility of each Responding Developer to (1) inquire as to the issuance of any Addenda, (2) ascertain prior to submitting a proposal that all Addenda have been received, and (3) acknowledge in said proposal that all Addenda have been received. All Addenda shall become part of this RFDP at the time they are issued, and all Responding Developers shall be deemed to have constructive knowledge and notice of, and to be bound by, such Addenda, whether or not they are in actual receipt thereof.

DIVERSITY

Both Dormont and Port Authority do not discriminate on the basis of race, color, creed, religion, disability, or sexual orientation. Furthermore, minority, women, and disadvantaged business owners are encouraged to pursue business opportunities with both Dormont and Port Authority. For information on the M/W/DBE Program, M/W/DBE Certification, and How to Obtain Business within Allegheny County, contact the Allegheny County Department of Minority, Women and Disadvantaged Business Enterprise at (412) 350-4309 and on the County of Allegheny web site at: <http://www.county.allegheny.pa.us/mwdbe/>.

For information on Port Authority's Disadvantaged Business Enterprise (DBE) Program, please contact Port Authority's DBE Officer at 412-566-5257 or visit Port Authority's website at:

GENERAL CONDITIONS

Responding Developers are encouraged to confer with Dormont and Port Authority prior to submitting their proposals. All proposals, including attachments, supplementary materials, addenda, etc., shall become the property of Dormont and Port Authority and will not be returned. Each Responding Developer, by submitting a response to this RFDP, hereby waives, releases and disclaims any and all rights to protest and/or seek any legal remedies whatsoever against Dormont, Port Authority and/or the designees of same regarding any aspect of this RFDP, the negotiation process and/or the selection process, including, without limitation, the decisions to accept or reject any proposals, reject any Responding Developers and/or select the Selected Developer. The Selected Developer and its employees, contractors and subcontractors shall not discriminate against or segregate any person or group of persons on any unlawful basis in connection with the use, design, construction, maintenance and/or enjoyment of the Site or any improvements erected or to be erected thereon, or any part thereof.

NO REPRESENTATION OR WARRANTY

BY SUBMITTING INFORMATION OR A PROPOSAL IN RESPONSE TO THIS RFDP, RESPONDING DEVELOPERS ACKNOWLEDGE AND AGREE THAT THE INFORMATION CONTAINED HEREIN WAS OBTAINED FROM A VARIETY OF SOURCES, AND THAT NEITHER DORMONT NOR PORT AUTHORITY HAS NECESSARILY MADE ANY INDEPENDENT INVESTIGATION OR VERIFICATION OF SUCH INFORMATION. ADDITIONALLY, RESPONDING DEVELOPERS ACKNOWLEDGE AND AGREE THAT THE INFORMATION PROVIDED IN THIS RFDP, AS WELL AS IN RELATED REPORTS, DRAWINGS AND ADDENDA FURNISHED BY DORMONT, PORT AUTHORITY AND/OR THEIR CONSULTANTS, IS FOR INFORMATIONAL PURPOSES ONLY AND IS PROVIDED FOR CONVENIENCE ONLY. FURTHER, NO WARRANTY OR REPRESENTATION OF ANY KIND, EXPRESS OR IMPLIED, IS MADE AS TO THE ACCURACY OR COMPLETENESS OF SUCH INFORMATION, AND THE SAME IS SUBMITTED SUBJECT TO ERRORS, OMISSIONS OR WITHDRAWAL WITHOUT NOTICE. RESPONDING DEVELOPERS SHOULD MAKE ALL APPROPRIATE INQUIRIES AND INVESTIGATIONS AND FORM THEIR OWN CONCLUSIONS REGARDING THE SITE AND IT'S PHYSICAL, ENVIRONMENTAL AND/OR MARKET CONDITIONS. INDEED, RESPONDING DEVELOPERS ARE RESPONSIBLE FOR VERIFYING ANY AND ALL INFORMATION REGARDING THE SITE TO THEIR OWN SATISFACTION, AND ARE ENCOURAGED TO CONSULT WITH THE APPROPRIATE AGENCIES WITHIN DORMONT TO OBTAIN CURRENT PLANNING AND ZONING INFORMATION, AS WELL AS ALL OTHER RELEVANT FEDERAL, STATE, AND LOCAL AGENCIES. DORMONT, PORT AUTHORITY AND THEIR RESPECTIVE AGENTS, PARTNERS, CONSULTANTS, CONTRACTORS, EMPLOYEES AND OFFICERS, ARE NOT RESPONSIBLE FOR ANY INCOMPLETE OR INACCURATE INFORMATION THAT MAY BE OBTAINED FROM ANY SOURCE WHATSOEVER REGARDING THE SITE OR THE PROJECT.

THE SELECTED DEVELOPER MUST ACCEPT THE SITE IN "AS IS" AND "WHERE IS" CONDITION, WITH ALL FAULTS, AND DORMONT AND PORT AUTHORITY MAKES NO REPRESENTATIONS OR WARRANTIES WHATSOEVER, EXPRESS OR IMPLIED, REGARDING THE SITE, INCLUDING, WITHOUT LIMITATION, ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE.

DORMONT AND PORT AUTHORITY NON-LIABILITY AND RELATED MATTERS

1. Inspection of Property. The Selected Developer shall be given an opportunity to inspect the Site and the title thereto, among other things. **IF A LEASE AGREEMENT(S) OR RELATED DEVELOPMENT AGREEMENT(S) IS REACHED FOR THE SITE, THE SELECTED DEVELOPER SHALL ACQUIRE AND TAKE POSSESSION AND LEASEHOLD INTEREST OF THE SITE IN "AS IS" AND "WHERE IS" CONDITION, WITH ALL FAULTS. THE SELECTED DEVELOPER MUST RELY ON ITS OWN REVIEWS AND OTHER DUE DILIGENCE IN ENTERING INTO AN AGREEMENT TO LEASE OR OTHERWISE UTILIZE THE SITE, INCLUDING WITH REGARD TO ENVIRONMENTAL ISSUES AND/OR HAZARDOUS WASTES. UPON EXECUTION OF THE AGREEMENT, THE SELECTED DEVELOPER SHALL ASSUME THE RISK OF ADVERSE MATTERS, INCLUDING BUT NOT LIMITED TO, TITLE DEFECTS AND ADVERSE PHYSICAL AND ENVIRONMENTAL CONDITIONS, WHICH MAY NOT HAVE BEEN REVEALED BY ITS REVIEWS AND/OR DURING THE COURSE OF ITS DUE DILIGENCE.**

2. Permits, Zoning Variances, and Financial Viability. Dormont and Port Authority, by virtue of this RFDP, the selection process or the lease of the Site to a Selected Developer, in no way guarantee or warrant the issuance of demolition permits, building permits, zoning variances or any other type of permit, license, registration or approval which may be required with respect to the Site or the project, and Dormont and Port Authority in no way warrant or guarantee the financial viability of the Site or the project.

3. Right to Investigate. Dormont, Port Authority and their respective agents, partners, consultants, contractors, employees and officers, shall have the right to verify, through any means, the accuracy of all information submitted by a Responding Developer and shall have the right to make such inquiries and investigations as it deems necessary to determine the ability of a Responding Developer to perform the obligations set forth in its response to this RFDP. Dormont and Port Authority reserve the right to reject the response of any Responding Developer who refuses to cooperate with and assist Dormont and Port Authority in the making of such inquiries and investigations. Moreover, Dormont and Port Authority reserve the right to reject any response where the available evidence or information does not satisfy Dormont and/or Port Authority, in their respective sole and/or joint judgment and discretion, that the Responding Developer (a) is qualified to properly carry out the obligations set forth in the response, and/or (b) is a person or developer of good reputation and/or character with the ability to undertake strict, complete and faithful performance of its business obligations.

4. Dormont and Port Authority Discretion, Non-Liability, Waivers and Hold Harmless. By submitting information and a proposal to Dormont and Port Authority in response to this RFDP, Responding Developers hereby acknowledge and agree that Dormont and Port Authority do not undertake and shall have no liability with respect to the development program, this RFDP, and any matters related thereto, including, without limitation, the negotiation process, the selection process and the verification of information submitted by Responding Developers (collectively, the "Released Matters").

By submitting information and a proposal in response to this RFDP, Responding Developers hereby knowingly and voluntarily waive, release and forever discharge Dormont and Port Authority from any and all liability with respect to the Released Matters, and agree to hold Dormont and Port Authority harmless from any and all claims, demands, damages, expenses, losses, fees, costs, obligations, penalties, liabilities, defenses, judgments, proceedings and/or suits or other actions, of any kind or nature whatsoever, which may arise with respect to any of the Released Matters and be claimed by the Responding Developer or anyone claiming by, through or under the Responding Developer.

PROPOSAL COORDINATOR

For additional information concerning this **Request for Development Proposals**, interested parties should contact Jeffrey Naftal, Borough Manager, Borough of Dormont, at (412) 561-8900 x228 or via e-mail at jnaftal@boro.dormont.pa.us.

RESPONSES TO THE RFDP SHALL BE SUBMITTED TO:

**Mr. Jeffrey Naftal
Borough Manager
Borough of Dormont
1444 Hillsdale Avenue
Dormont, PA 15216**

WITH A SINGLE, BOUND COPY OF THE RESPONSE TO:

**Mr. Michael Cetra
Assistant General Manager of Legal & Corporate Services/
General Counsel
Port Authority of Allegheny County
345 Sixth Avenue, Third Floor
Pittsburgh, PA 15222**

RESPONSES ARE DUE IN DORMONT'S OFFICE, WITH A COPY TO PORT AUTHORITY'S OFFICE, ON OR BEFORE 4:00 P.M. EST ON SEPTEMBER 13, 2013 AND SHOULD BE CLEARLY MARKED "Dormont Junction Transit Oriented Development Project – Response to Dormont/Port Authority RFDP".

RESPONSES TO THE RFDP THAT ARE NOT RECEIVED PRIOR TO THE TIME AND DATE SPECIFIED ABOVE WILL BE CONSIDERED LATE. SUCH LATE RESPONSES MAY ONLY BE CONSIDERED IF ALL OTHER RESPONSES ARE DETERMINED TO BE INCOMPLETE OR INCONSISTENT WITH THE TRANSIT-ORIENTED JOINT DEVELOPMENT PLAN.

RESPONDING DEVELOPERS WILL NOT BE ENTITLED TO WITHDRAW OR AMEND THEIR PROPOSALS FOR A PERIOD OF ONE HUNDRED AND TWENTY (120) DAYS FOLLOWING SUBMISSION.

It is the Responding Developer's sole responsibility to read and interpret this RFDP and the written instructions contained herein and to raise any questions to same within the allotted question period. If Responding Developers take exception to any items or conditions noted in the RFDP, Responding Developers should note same in their proposal, recognizing that such exceptions could negatively impact the rating and responsiveness of said proposal.

SUMMARY OF RESOLUTION

Authorization to Enter into Exclusive Negotiations With Fore Property Group

Port Authority of Allegheny County (Authority) is the owner of a 165 space paved and lighted surface lot, commonly referred to as the Dormont Park and Ride Lot, located adjacent to the Authority's light rail system near the intersection of Biltmore and West Liberty Avenues in the Borough of Dormont, Allegheny County (Lot). The Borough of Dormont (Dormont) owns several parcels of property in front of Lot that are located directly on West Liberty Avenue in Dormont's business district (Dormont Property). Combined, Lot and Dormont Property consist of an approximately two acre mainly paved and lighted surface lot with access and visibility from West Liberty Avenue (Site).

Over the past several years, the Authority and Dormont have been cooperatively working with Allegheny County Economic Development (ACED) to spur new development and revitalization in the area around Site. As part of these efforts, the Authority and Dormont issued a public solicitation for development proposals (RFDP) on July 15, 2013.

RFDP provided that viable proposals would meet the key standards for a transit-oriented development, including design and construction that provided convenient pedestrian, bike and vehicular access to Site and adjacent light rail system and would otherwise enhance the Authority's public transit system and attract news riders. RFDP further provided that viable proposals would maintain a minimum of 165 park and ride spaces for the Authority's transit patrons, provide approximately 100 additional spaces for Dormont business district patron parking and that the Authority would need to maintain certain control over Site via a long-term lease agreement to satisfy certain federally funded property requirements. Additionally, RFDP stated that Dormont and ACED would coordinate efforts for the creation of a Tax Incremental Financing (TIF) District, which would include Site as well as adjacent car dealerships being redeveloped by #1 Cochran. It is anticipated that TIF will generate funds to assist with the anticipated cost to construct public infrastructure on Site, such as a multi-level garage structure that could meet the Authority's and Dormont's parking requirements.

Consistent with the Authority's and Dormont's procedures for advertising real property for potential development, RFDP was advertised in the Pittsburgh Post-Gazette and New Pittsburgh Courier, as well as being made available on both the Authority's and Dormont's websites. Additionally, notice letters concerning issuance of the RFDP and soliciting proposals in response to same were sent to 297 developers, real estate firms, contractors, consultants and related entities, including firms/companies that had expressed previous interest in Site.

RFDP was advertised for a total of 60 days, including a 30-day period in which interest firms could submit questions and seek clarifications relative to RFDP and Site.

On or before the due date for proposals of September 13, 2013, at 4 p.m. EST, a total of two proposals were received and distributed to a committee made up of representatives of the Authority, Dormont and ACED (Committee).

Committee met to discuss and evaluate the proposals, submitted by Fore Property Group (Fore) and Trek Development Group (Trek), on multiple occasions. Committee's evaluations of each proposer are summarized as follows:

Fore proposes to construct "The Junction," a 240-unit multi-residential apartment community that will consist of a five story courtyard apartment building with a podium building consisting of three levels of parking consisting of approximately 500 parking spaces for patrons of the Authority, Dormont business patrons and Fore tenant parking. Fore's proposed total investment to complete its proposed project is \$39.8 million, and includes potential public funding via TIF financing and/or other public funding sources totaling approximately \$10 million (or 2/3 of the estimated cost of the garage structure). ACED's review indicated that Fore has the financial capacity to undertake an investment and project of this size. While some questions remain as to the amount of TIF funding that may be available for the public infrastructure portion of this project, Fore has indicated a willingness to cooperate with Dormont, ACED and the Authority relative to the creation of TIF and any other potential public funding sources that may be sought towards the partial funding of the garage structure's construction. Fore's proposal included several design elements to incorporate the apartment community and structured parking into the adjacent transit system and included innovative means by which to encourage enhanced usage of the transit system, including marketing and communications strategies directed towards highlighting the benefits of residing near and utilizing the Authority's light rail system for commuting purposes. Fore proposes an approximately one-year construction schedule to complete "The Junction" project. Fore further indicates that its project would qualify for LEED certification. Fore proposes a 52-year lease term with five ten-year options, and an initial yearly rent of \$188,845 per year for the first five years with rent escalating at a rate of three percent every five years thereafter. ACED estimates that the net present value of Fore's proposal to the Authority and Dormont for the primary term to lease Site is approximately \$4.5 million. Committee found that the Fore team demonstrated a strong track record of developing similar residential apartment communities across the country, and it identified Trans Associates as one of its project team consultants. Trans Associates is a local firm with established and reputable transit design experience.

Trek proposes to construct an 180-unit mixed use development, consisting of 179,600 square feet in four buildings structures divided into 60 apartments with 8,000 square feet of retail ("The Avenues on West Liberty"), 40 senior apartment units ("Raleigh Senior"), 80 assisted living units in partnership with Baptist Homes ("Baptist Homes Assisted Living") and a 265-space parking structure for patrons of the Authority and Dormont business patron parking. Parking for the mixed used structures would be provided in the sub-surface levels of each structure. Trek initially proposed a phased construction approach that would include three phases of construction for the mixed used structures and an undetermined schedule for the garage structure; however, Trek

subsequently indicated in response to Committee questions that it may be able to proceed with construction of the three mixed used structures concurrently. Trek's proposed investment to complete the project is \$23.9 million for the first two phases of development, and Trek indicates that it would expect tax credits and a TIF/other public financing to fund the complete construction of the garage structure. ACED's review indicated that Trek has the financial capacity to undertake an investment and project of the size proposed. Like Fore's proposal, Trek's proposal included several design elements to incorporate the project into the adjacent transit system and to market its convenient and direct access to the Authority's light rail system. Trek proposes to purchase the portion of Site that it would require for the Raleigh Senior and The Avenues on West Liberty project for a total purchase price of \$500,000; in response to subsequent Committee questions, Trek did not provide a proposed lease structure but noted a general willingness to further discuss same. Committee found that the Trek team is reputable and known locally for its specialized experience in mixed income and low income housing projects.

Based upon the original proposals and supplemental information received in response to Committee questions submitted to the proposers, Committee identified Fore as the proposer with the highest rated and most viable development proposal for Site. While Committee found that many elements of the Trek proposal were interesting and creative, Committee ultimately concluded that the Trek proposal was not structured in a viable manner relative to the agreement/land ownership structure and construction schedule contemplated by the RFDP. On the other hand, Fore's proposal clearly met the elements for a transit-oriented development project and more closely fit within the parameters of the RFDP, including proposing a 52-year lease structure and contemplating a construction schedule that would ensure that the apartment community and parking structure are complete for public opening at or about the same time, which is critical to both the Authority's and Dormont's ongoing parking needs.

This resolution would authorize the Authority, in cooperation with Dormont and with ongoing technical assistance from ACED, to enter into an exclusive negotiation period with Fore for a period of one year to attempt to finalize the material terms and conditions of a long-term ground lease for Site that will be presented to this Board for final review and approval and to otherwise seek the concurrence of FTA in development of Site and a ground lease.

RESOLUTION

WHEREAS, Port Authority of Allegheny County (Authority) is the owner of a 165-space paved and lighted surface lot, commonly referred to as the Dormont Park and Ride Lot, located adjacent to the Authority's light rail system near the intersection of Biltmore and West Liberty Avenues in the Borough of Dormont, Allegheny County (Lot); and

WHEREAS, the Borough of Dormont (Dormont) owns several parcels of property in front of Lot that are located directly on West Liberty Avenue in Dormont's business district (Dormont Property); and

WHEREAS, when combined, Lot and Dormont Property consist of an approximately two-acre mainly paved and lighted surface lot with access and visibility from West Liberty Avenue (Site); and

WHEREAS, as part of their cooperative efforts with Allegheny County Economic Development (ACED) to spur new development and revitalization in the area around Site, the Authority and Dormont issued a public solicitation for development proposals (RFDP) for Site on July 15, 2013;

WHEREAS, two proposals were received in response to RFDP and evaluated by a committee made up of representatives of the Authority, Dormont and ACED; and

WHEREAS, the proposal submitted by Fore Property Group (Fore) has been determined to be the highest rated proposal from a responsible proposer to advance a viable development project for Site; and

WHEREAS, based upon this determination, management of the Authority recommends that the Authority, in cooperation with Dormont and in ongoing technical consultation with ACED, enter into a period of exclusive negotiation with Fore with the goal of finalizing a long-term ground lease for Site; and

WHEREAS, upon due consideration, the Board agrees with management's recommendation.

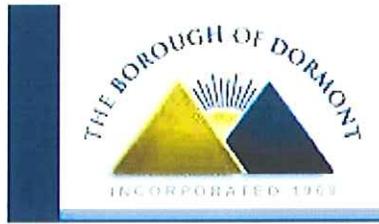
NOW, THEREFORE, BE IT RESOLVED, that the Authority's interim chief executive officer, assistant general manager Legal and Corporate Services, and/or assistant general manager Planning and Development be, and hereby are, authorized to enter into exclusive negotiations with Fore for a period of one year, beginning on December 1, 2013, for the purpose of finalizing the proposed terms and conditions of a long-term ground lease for the transit-oriented development of Site, in a form approved by counsel (Lease); and

RESOLVED FURTHER, that any extensions to this exclusive negotiation period will be subject to further Board review and approval; and

RESOLVED FURTHER, that Lease shall be subject to final review and approval by the Board and the Federal Transit Administration's concurrence for transit-oriented joint development projects; and

RESOLVED FURTHER, that this exclusive negotiation and the finalization of Lease for Site shall also be subject to the continued cooperation, support and agreement of Dormont, as owner of a portion of Site; and

RESOLVED FURTHER, that the Authority's interim chief executive officer, assistant general manager Legal and Corporate Services, and/or assistant general manager Planning and Development be, and hereby are, authorized to take all other actions necessary and proper to carry out the purpose and intent of this resolution, including but not limited to, execution of a memorandum of understanding, cooperation agreement or similar document or documents and completion of an appraisal and review appraisal to advance development and finalization of Lease for Site.



MEMORANDUM

Date: November 20, 2013

To: President, Vice-President, Council and Mayor

From: Jeff Naftal, Borough Manager *JN*

Subject: Resolution No. 07-2013 – FY 2014 Fee Schedule

Background:

Each year, pursuant to the Borough's Code of Ordinances, Council is required to adopt a fee schedule for the Borough for the coming Fiscal Year.

Discussion:

As discussed at the November 13, 2013 Budget Workshop on Revenues, there are a number of fee increases that are proposed in the Fiscal Year 2014 Budget. The various changes are listed here:

Borough Street Map: Changed to .50 cents from \$2.50 because the Right to Know Laws restrict our ability to charge for this and because maps will be available online through our new GIS system.

Business District Parking Permits: Fees were increased as approved by Council at the November 13, 2013 Budget Workshop.

Community Room Rentals: Fees were increased as approved by Council at the November 13, 2013 Budget Workshop.

Copies: Changed to .50 cents from \$2.00 because the Right to Know Laws limit how much we can charge for copies.

No Lien Letters: Amended to remove 2 items no longer done in-house but instead done by Jordan Tax Service.

Notary Public Fee: This is a new fee added to recover costs from non-residents. Residents receive this service free of charge.

Park Field Rentals: This is a new fee added to account for requested rentals of our outdoor fields, mainly at Beggs Snyder Park.

Recreation Center Rental: Fees were increased as approved by Council at the November 13, 2013 Budget Workshop. The Wedding and Business Meeting packages are now a value to potential renters of the facility.

Recycling Stickers: This is a new fee but there is actually no charge for these stickers.

Sanitary Sewer Certificate: This fee was amended to reflect that the certificate is only good for 90 days.

Tennis Courts: This fee was changed to reflect that it is year round and that it is for instructional use of the tennis courts. And the fee itself is now based on one-hour lessons and the number of days those lessons will be provided. We are still working on an access method for controlling access to the courts and will wait to see what options our new recreation software offers us.

Zoning Map: Changed to .50 cents from \$2.50 because the Right to Know Laws restrict our ability to charge for this and because maps will be available online through our new GIS system.

Recommendation:

I recommend that Council approve Resolution No. 07-2013 and the FY 2014 Fee Schedule.

JN

Attachments



BOROUGH OF DORMONT

RESOLUTION 07-2013 BOROUGH FEE SCHEDULE

A RESOLUTION OF THE BOROUGH OF DORMONT IN THE COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA, ESTABLISHING THE SCHEDULE OF FEES ASSOCIATED WITH BOROUGH SERVICES, PERMITS, AND LICENSES FOR THE YEAR 2014.

WHEREAS, the various ordinances and codes of the Borough of Dormont require that fees be established from time to time by the Dormont Borough Council for services, permits and licenses; and

WHEREAS, such fees shall be set at a rate at which the administrative costs of providing such services, permits and licenses are paid through the assessment of such fees;

NOW, THEREFORE, BE IT RESOLVED by the Council of the Borough of Dormont, Allegheny County Pennsylvania, in meeting assembled, and it is hereby resolved by the authority of the same, that the schedule of fees attached hereto are hereby adopted.

Said fees shall be effective January 1st, 2014, unless otherwise noted, and shall remain in force until otherwise amended by the Borough Council.

ADOPTED this 2nd day of December, 2013

ATTEST:

BOROUGH OF DORMONT

Jeffrey Naftal
Borough Manager

Willard McCartney
Council President



BOROUGH OF DORMONT

BOROUGH 2014 FEE SCHEDULE

Item and Fee Schedule

Alarm Permits

Burglar	\$ 50.00
Fire	\$ 50.00

Amusement Fees

- (a) **Fees - Permanent Amusements.** Fees for licenses required for permanent amusements are hereby fixed as follows:
- (1) The conducting of any establishment for the exhibition of theatrical, dramatic or other permanent entertainment shall be Three Hundred Seventy-five Dollars (\$375.00) per year, payable annually in advance.
 - (2) The conducting of permanent dancing school shall be Seventy-five Dollars (\$75.00) per year, payable annually in advance.
 - (3) Public dancing conducted in connection with the furnishing of refreshments in public eating and drinking establishments shall be Three Hundred Seventy-five Dollars (\$375.00) per year or fraction thereof, payable monthly in advance.
- (b) **Fees - Amusements Other Than Permanent:** Fees for licenses required for exhibition which are not of a permanent nature shall be payable in advance as follows:
- (1) For any opera or concert Twenty-five Dollars (\$25.00) for each performance.
 - (2) For each and every circus, menagerie or exhibition of fete of horsemanship or any combination of the same, the sum of One Hundred Seventy-five (\$175.00) for each period of time not exceeding twenty-four hours.
 - (3) For any public ball or public dance the sum of Twenty-five Dollars (\$25.00) for each such ball or dance.
 - (4) For any other public exhibition, show or performance of a temporary nature coming within this article and not specifically included in this section, Twenty-five Dollars (\$25.00) for each exhibition or performance.
- (c) **Fees - Certain Games and Music Devices:** Fees for licenses for certain games and music devices shall be paid annually in advance and no license hereunder shall be issued until the license fee therefore shall have been paid to the Borough Office in the amount herein fixed as follows:
- (1) Pool and Billiard Rooms: For each pool or billiard table, One Hundred Dollars (\$100.00) per year.
 - (2) Bowling Alleys: For each alley, Five dollars (\$5.00) per month or Fifty-five dollars (\$55.00) per year.
 - (3) Music Boxes: For each music box, music machine or music device, One Hundred Twenty Dollars (\$120.00) per year.

Item and Fee Schedule

Craft Show

\$40.00 Early Bird Registration Fee
 \$50.00 Registration Fee
 \$75.00 Late Registration Fee

Farmers Market \$10.00 / week / Vendor

One week free if (6) weeks confirmed in advance

Fire Fees

Fire Reports \$ 20.00
 False Alarms: First no charge
 False Alarms: 2nd and 3rd \$ 50.00 each
 False Alarms after Third \$ 225.00 per occurrence
 Failure to Notify (see Note 1) \$ 150.00
 Damaged/Destoryed/Contaminated Equipment on non-fire calls:

Description	Fee
Firefighter Boots – Leather	\$375.00 per pair
Firefighter Boots – Rubber	\$200.00 per pair
Firefighter Gloves	\$90.00 per pair
Hard Hat	\$30.00 each
Helmet	\$200.00 each
Hose	\$125.00 per 50' section
Portable Radio	\$1,100.00 each
Protective Hood	\$40.00 each
Self-Contained Breathing Apparatus Facepiece	\$400.00 each
Self-Contained Breathing Apparatus less Facepiece	\$4,000.00 each
Turnout Coat	\$1,000.00 each
Turnout Pants	\$800.00 each
Other Damaged/Destroyed/Contaminated Equipment	Actual Replacement Cost

Response Fees for non-fire calls:

Description	Fee
Absorbent Booms	\$10.00 each
Absorbent Pads	\$30.00 per bad
Aerial	\$400.00 per hour
AFFF Foam	\$80.00 per gallon
Air Bags	\$150.00
Barricade Tape	\$15.00 per roll
Can Liners/Trash Bags	\$5.00 each
Chief's Vehicle	\$150.00 per hour
Class A Engine	\$400.00 per hour
Class A Foam	\$60.00 per gallon
CO ₂ Extinguisher	\$50.00 each
Cribbing	\$75.00
Disposable Chemical Coveralls	\$50.00 each
Dry Chemical Extinguisher	\$50.00 each
Emulsifier	\$20.00 per gallon
Foam Extinguisher	\$10.00 each
Hydraulic Spreaders/Cutters	\$250.00
Latex Gloves	\$2.00 per pair
Leak Seal Kit	\$50.00
Level A Suits	\$500.00 each
Mobile Command Post	\$300.00 per hour

Item and Fee Schedule

Oil Dry	\$10.00 per bag
Plug & Dike	\$65.00 each
Pneumatic Tools	\$50.00
Rescue (Heavy)	\$400.00 per hour
Rescue Rope	\$100.00
Salvage Cover	\$15.00 each
Sawzall	\$45.00
Stair Runner	\$24.00 each
Other Consumable Materials	Actual Replacement Cost

Grading Permits

Volume of material (cubic yards)	Fee
Not more than 100	\$ 35.00
More than 100, but not more than 300	\$ 40.00
More than 300, but not more than 500	\$ 45.00
More than 500, but not more than 1,000	\$ 50.00
More than 1,000, but not more than 10,000	\$ 50.00
plus \$3.00 for each additional for each additional 1,000 cubic yards or portion thereof above 1,000 cubic yards	
More than 10,000, but not more than 100,000	\$ 80.00
plus \$1.00 for each 1,000 cubic yards or portion thereof above 1,000 cubic yards	
More than 100,000	\$ 170.00
plus \$.50 for each 1,000 cubic yards or portion thereof above 100,000 cubic yards, except that no fee shall be more than \$600.00	

Gymnasium Rental

\$	35.00/hour Residents
\$	50.00/hour Non-Residents (\$75 security deposit)

Leaf Bags \$.50/bag

Meter Rates \$.75/hour
.25/20 min

No Lien Letters

Garbage	\$	20.00
Municipal	\$	20.00
1 Day or Less – Additional	\$	10.00
2 Days – Additional	\$	5.00
EIT Certification	\$	10.00

Notary Public Fee

Resident	Free
Non-Resident	\$5.00 for 1-2 pages, \$5.00 for each additional page

NSF Checks \$ 35.00

Occupancy Permits

RESIDENTIAL (Two Units).....	\$100.00
RESIDENTIAL (3 or more units).....	\$200.00
STORE FRONT RENTALS	\$115.00
COMMERCIAL & MIXED USE	\$300.00
TEMPORARY STRUCTURE/USE (30 days).....	\$100.00

Item and Fee Schedule

Park Field Rentals \$ 10.00 per hour

Pavilions

Large Pavilion

\$ 100.00 RESIDENT
\$ 150.00 NONRESIDENT

*Day pass for pool available at \$2.00 per person on day of rental
(+ \$50.00 refundable cleaning deposit)*

Small Pavilion

\$ 50.00 RESIDENT
\$ 75.00 NONRESIDENT
(+\$50.00 refundable cleaning deposit)

Planning Commission

Commercial \$ 300.00 + Admin. Fees
Residential \$ 175.00 + Admin. Fees

Police Fee Schedule

State Accident Report \$ 15.00
All Other Reports \$ 5.00/first page
+ 2.00/additional page
Fingerprinting \$ 10.00/person
Booting Fee \$100.00
Meter Temporary permit \$ 5.00/day/meter
Officer Presence \$86.14/officer/hour
Police Car \$16.54/car/hour

Recreation Center Rental

M – F between 8am – 5pm
\$300.00 – 4 hrs. (minimum time)
\$60.00 per additional hour
Includes use of meeting equipment, to include
per rental agreement
+ \$100.00 setup/cleaning fee

Evenings & weekends – no equipment provided
\$350.00 – Residents – 4 hrs. (minimum time)
\$400.00 – Non Residents – 4 hrs. (minimum time)
\$60.00 per additional hour
+\$200.00 refundable cleaning fee

Wedding Package- \$700 (available Friday, Saturday, Sunday) Includes:

- All day rental and three additional hours the morning after your event
- 26 tables and 185 chairs
- Curtains and rod for windows and privacy curtain for the kitchen space
- Projector and screen (higher deposit required)
- Garbage removal and clean-up

Business Meeting/Seminar Package- \$500 Includes:

- 10 hour rental
- Cleaning and, recycling, garbage disposal
- Projector and screen
- Sound system
- Curtains, rods, kitchen curtain

***\$50- Curtains, rods, kitchen curtain

***\$50- Projector and screen (higher deposit if using projector/screen)

***\$100- Cleaning and, recycling, garbage disposal

Item and Fee Schedule

Recreation Fees

After School - 2013/2014 School Year:	One Child:	\$40/week
	Two Children:	\$75/week
	Three Children:	\$110/week
	Four or More Children:	\$36/week/child
Summer Day Camp - 2013:	KOSD Area Residents:	\$100/week
	Non-KOSD Area Residents:	\$150/week
	Early Drop Off (8 AM – 9 AM):	\$15/week
	Late Pick-Up Fees (4 PM – 5 PM):	\$15/week
		\$15.00/week/early drop off (8-9am)
		\$15.00/week/late pick up (4-5pm)

Recycling Bins \$ 6.00

Recycling Stickers Free

Residential Parking Permits

Street Parking Pass: \$10.00/per year (limit 3 per household)
\$5.00 visitor pass
Evening Pass (Borough Lots) - \$60.00/month

Sanitary Sewer Certificate \$ 25.00 (Good for 90 days)

Sewer Rental Fees (Dormont) \$ 4.50/1,000 gallons

Sewer Tap-In Fees \$150.00

Signs, Temporary \$.50 sq. ft. / \$10.00 minimum

Solicitation Permits \$ 10.00/day
30.00/week
75.00/month
250.00/year

Solid Waste Fees

\$ 160.00/year if paid in full by February 28
\$ 170.00/year if paid in two installments - \$85 due February 28 and \$85 due April 30
\$ 187.00/year if paid after April 30

Street Fair

	Dormont Residents & Businesses	Non-Residents & Businesses
Early Bird Registration	\$40.00	\$75.00
Registration Fee	\$50.00	\$85.00

Street Opening Fees*

Street \$ 50.00
Sidewalk \$ 30.00
Plus \$ 1.00/ sq ft for each sq ft over 50 sq ft.

Subdivision & Land Development

Books \$ 20.00

Item and Fee Schedule

Subdivision Fees

Minimum \$ 300.00 plus 30.00/lot

Swimming Pool Rates

*Family Pass: Maximum 5 passes, 2 adult limit, children 18 and under. \$10 each additional child.

Passes -- Dormont & KO Families

Resident Child (ages 3-12) \$ 60.00
Resident Adult (ages 13-64) \$ 80.00
Resident Senior (65+) \$ 0.00
Resident Family \$ 150.00

Non-Resident Single \$ 130.00
Non-Resident Family \$ 275.00
Non-Resident Senior (65+) \$ 75.00

Lost Passes
June – full price
July – 2/3 price
Aug. – 1/3 price

Daily Rates

Junior (ages 3-18)/Seniors (65+) \$ 4.00
Adult (ages 19-64) \$ 6.00

After 6PM: \$ 2.50

Preschool Swim Lessons

Dormont Resident: \$25.00 for complete course
\$40.00 for two children
Non-Resident: \$35.00 for complete course
\$60.00 for two children

Swim Lessons

Dormont Resident Levels 1, 2 and 3 - \$35/ session or \$20/ week
Levels 4, 5, 6 and 7 - \$45/ session or \$25/ week

\$5 discount for Dormont Resident Families only if more than one child per family is enrolled

Rentals

Pool Party Rental Space
Residents \$ 100.00
Non-Residents \$ 125.00
Refundable Security Deposit \$ 25.00
Beach Chair Rentals \$ 5.00 /chair/day

Tax Certification \$ 30.00

Tax Collector Fees

Duplicate Tax Reprint \$ 2.00
Tax Memo Reprint \$ 4.00

Tenant Registration \$ 10.00/unit

Tennis Courts - Instructional Rentals

1-6 days: \$25 per hour lesson
7-13 days: \$15 per hour lesson
14+ days: \$10 per hour lesson

Item and Fee Schedule

Zoning Books available online at no cost

Zoning Hearing Board

Commercial \$ 450.00 + Adm. Exp.
Residential 350.00 + Adm. Exp.

Zoning Map \$.25

Zoning Official Review/Inspection \$ 50.00/ visit

Notes:

1 - The Municipality shall charge for each False Fire Alarm that was caused by a failure of the Permit Holder, his/her representative, service technician, or contractor to notify the Municipal Alarm Receiving Station of work being performed on the system, a test, or a drill at the premises. The charge for this response shall be \$150.00 per occurrence.



MEMORANDUM

Date: November 15, 2013
To: President, Vice-President, Council and Mayor
From: Jeff Naftal, Borough Manager *JN*
Subject: A/C Replacement at Borough Hall

Background:

There are thirteen (13) air conditioning/heating (HVAC) units that were installed on the roof of the Borough building at the time it was renovated. Each of these units only addresses specific areas of the building and each has its own duct work and its own control system to regulate the temperature and open and close dampers. The HVAC system which cools and heats the Council Chambers has been not working for over a month now including sending flames from the heater back towards the exhausts which shuts the heating system down. Which is why the Council Chambers has been exceedingly cold the last couple of meetings.

Discussion:

We contacted three companies for pricing on repairing or replacing the entire unit and all of them said that it would not be feasible to repair the unit because of the unit's age and poor condition. The three bids (which are attached) are:

Caruso Heating & Air Conditioning, Inc.:	\$5,994.00
Fazio Mechanical:	\$7,356.45
Wahl Family Heating & Cooling:	\$7,545.00

Based on this we would request Council to authorize the replacement purchase with Caruso for \$5,994.

No funds were budgeted for this purpose but there is approximately \$65,000 available in the Contingency line item for this expenditure. Pursuant to our Purchasing Policy purchases in this range can be made with 2 quotes and we have gotten 3.

Recommendation:

I recommend that Council authorize the purchase of a Carrier 4 Ton Air Conditioning unit from Caruso Heating & Air Conditioning, Inc. at a cost of \$5,994.

JN

Attachments

Cc: John Schneider, Streets Superintendent

CARUSO HEATING & AIR CONDITIONING, INC.

2652 Library Road

Pittsburgh, PA 15234

Phone # (412)882-6080

Fax # (412)882-8205

Web Site: www.carusoac.com

Proposal

PA HOME IMPROVEMENT
REGISTRATION #PA009052

ESTIMATE FOR:
Borough of Dormont 1444 Hillsdale Ave. Dormont, PA 15216

Date
11/13/2013

DESCRIPTION	QTY	COST	TOTAL
<p>We propose to furnish and install one new Carrier, model 48TCEA05A3A5, 4 ton cooling with 115,000 BTU gas heating, high static, packaged system to replace the existing Carrier roof top packaged system serving Council Quarters area. Work consists of installation of new unit, installation of a new, outdoor type, electrical disconnect and changes as needed for the gas connections. Also included is the Economizer package for the unit and all crane costs. Old equipment will be hauled away.</p> <p>NOTE: Curb adapter is not required, new unit matches up with existing curb.</p>		5,994.00	5,994.00
<p>This estimate is good for 30 days. If it meets with your approval, please sign and return.</p>	TOTAL		\$5,994.00

SIGNATURE _____



November 6, 2013

Attn: Jeff Naftal
Borough of Dormont
1444 Hillsdale Avenue
Suite #10
Pittsburgh, PA 15216

Re: Proposal #P1113-0521

**The replacement of the existing Carrier 4 Ton rooftop unit that services the Counsel Chamber Room.
The existing unit has bad heat exchanger and is 15 years old.**

Dear Mr. Naftal,

As per your request, Fazio Mechanical Services is pleased to provide a service quote for the removal and replacement of the existing Carrier rooftop HVAC unit that services the Counsel Chamber room. Based on the scope of work below, for the lump sum of:

Seven Thousand Three Hundred Fifty-Six Dollars and Fort-Five Cents.....\$7,356.45

Scope of Work:

- Disassemble the electric and the gas lines associated with the existing Carrier roof top unit.
- Crane lift off the existing unit.
- Hook up electric to the new unit. Rework the gas line and reconnect.
- Set the gas pressure and balance the unit.
- Verify operations and program T-Stat.

Cost Breakdown:

- Replacement Carrier 4 Ton Rooftop Unit: \$3,665.25
- Economizer: \$821.80
- Crane Rental: \$750.00
- Labor: \$1,694.40
- Misc. Electrical, Gas line, Gas Caulk, Duct transition: \$425.00

As always if you should have any questions, please feel free to give me a call.

Fazio Mechanical Services, Inc.

Ross A. Fazio

300 S. MAIN STREET • SHARPSBURG, PA 15215 • 412-782-6338 • FAX 412-782-4115



703 Washington Avenue, Carnegie, PA 15106 ■ Phone: (412) 276-WAHL (9245) ■ Fax: (412) 276-7659
1-855-GET-WAHL ■ www.wahlheatcool.com

November 15, 2013

Dormont Boro
1444 Hillsdale Avenue
Dormont, PA 15216
412-526-7904
Attn: Joe Skrip jskrip@boro.dormont.pa.us

Replace Gas-Electric 4-ton Rooftop Unit

- Install new Carrier gas-electric 4-ton unit
- Re-install gas line and perform gas leak test
- Re-use existing Carrier curb, install new gasket between curb and new unit
- Re-use three phase outdoor disconnect and tighten all existing wiring connections and wire in new unit
- Install new condensate trap on new unit
- Furnish crane needed to remove and haul away old unit and set new unit in place
- Replace thermostat with a Carrier recommended thermostat
- Complete start up and testing of new unit

5-Year Compressor Warranty, 1 Year Parts and Labor
Complete Install Price: \$7,545.00

Option:

Install Carrier hi-efficiency rooftop unit. Use 15 to 18% less energy than standard unit: Add cost of \$708.00

X _____
Customer Signature

X  _____
Wahl Representative Signature



MEMORANDUM

Date: November 15, 2013
To: President, Vice-President, Council and Mayor
From: Jeff Naftal, Borough Manager 
Subject: Expense Audit Agreement

Background:

During the course of the last two budget processes, I have discovered that there are a number of operational areas that we really know very little about and that I cannot truly justify the expenses we are paying for these areas. Last year I recommended and Council approved auditing our telecommunications to determine whether we were getting value for the Borough's expenditures. This year I would like to do the same thing with some of our more regular expenditures: Office Supplies; Cleaning Supplies; Pool Chemicals; and Merchant Card Fees.

Discussion:

At the recent ICMA conference I attended I spoke with a company that performs expense reduction audits for municipalities throughout the country. The company, Expense Reduction Analysts (ERA), will contact each of our vendors in the areas noted above, evaluate all of the components of our bill, and determine whether there are overcharges, mischarges, or other bill changes that would result in either credits for prior payments and/or reductions in future payments. They will also then evaluate the services we have and offer suggestions on streamlining our services or enhancing our services.

ERA does all of this on a contingency basis. They get 50% of any bill savings for the first 24 months of the savings. If there are no future savings, then they receive nothing. So the Borough gets a comprehensive evaluation of some of our larger vendors and we only need to pay if we receive savings from the evaluation.

I have attached their agreement, which was reviewed and approved by the Solicitor.

Recommendation:

I recommend that Council authorize me to execute an agreement with Expense Reduction Analysts to perform an audit of our office supplies, cleaning supplies, pool chemicals and Merchant Card fees for the Borough.

JN

Attachment

ENGAGEMENT LETTER

October 10, 2013

16479 N Dallas Pkwy, Suite 240
Addison, TX 75001Jeffrey Naftal
Borough of Dormont.
1444 Hillside Ave #10
Pittsburgh, PA 15216Phone (215) 325-1819
Fax (908) 236-8448
sbunker@expensereduction.com
www.expensereduction.com

Dear Mr. Naftal,

Thank you for engaging Expense Reduction Analysts (ERA) to review specific overhead expenses for Borough of Dormont, ("BoD" or "Client"). ERA's goal is to optimize the value you receive for your expenditures. Typically, we will focus our efforts on securing better pricing among like-for-like offers and may also recommend changes in procurement methodologies or processes in order to deliver additional incremental savings.

For many of our clients this agreement represents their first contingency based consulting engagement. There are four areas we would like to emphasize as they differ from traditional, time and material based consulting projects.

1. BoD acknowledges that ERA provides a No Savings-No Fee opportunity to BoD in consideration of BoD allowing ERA the opportunity to present a Successful Recommendation(s).
2. While ERA is engaged on a Project, BoD agrees not to duplicate, alter or hinder ERA's efforts during the term of the Review Period. BoD agrees that all savings in the expense categories under review, regardless of the source of those savings, are subject to ERA fees.
3. Together, we agree that our objective is to implement savings based on a Successful Recommendation. It is important, in this context, that the Successful Recommendation be well defined; paragraph 7 in the attached Terms and Conditions expands on this definition. Essentially, a Successful Recommendation is one that generates savings secured from existing suppliers, or savings secured from new suppliers as long as BoD agrees that they can provide the same or higher quality of goods/services and that the savings meet or exceed a pre-agreed upon threshold.
4. If ERA delivers a Successful Recommendation(s) to BoD, BoD agrees to implement it or one of them within 30 days of presentation, unless otherwise agreed to in writing. Upon execution of a Successful Recommendation, ERA and BoD agree to share in the Savings on a 50/50 basis over the 24-month Review Period. Because we will approach your spending with a long-term view, savings are typically sustainable under watchful management well beyond the 24-month period. After the conclusion of the 24-month period, BoD may choose to replace ERA activities with its own internal resources or to renegotiate the basis for any further engagement with ERA.

ERA is dedicated to providing BoD with the highest quality of service, and we look forward to working with you on implementing successful expense reduction initiatives. By executing this Engagement Letter, which includes the attached Terms and Conditions, BoD retains ERA to perform the designated Projects and ERA accepts the engagement on these terms.

Sincerely,

	10/22/13	Accepted and Agreed	10/22/13
_____ Stephen Bunker Expense Reduction Analysts, Inc.	Date	_____ Jeffrey Naftal Borough of Dormont	Date

TERMS AND CONDITIONS**Definitions**

1. **Project** refers to one assignment in one expense category.
2. **Project Engagement** refers to the engagement of ERA by Client. By signing the Engagement Letter, Client agrees to permit ERA to complete the Projects identified in the List of Project Engagements.
3. **Minimum Savings Required to Implement (MSRI)** is the minimum savings required from a new supplier that provides goods and/or services of equal or greater quality. The MSRI for each Project Engagement is identified in the List of Project Engagements. No MSRI is deemed as no minimum savings requirement from a new supplier.
4. **Initial Review Period** is from the date of this Agreement through the 24-months following full implementation of an ERA recommendation.
5. **Baseline Report** details the current service levels, procurement methodologies/processes and prices paid for and/or cost of the goods or services under review. These prices and service levels will be used as the baseline for calculating subsequent savings. Where industry-wide price variations occur following commencement, it will be assumed the same percentage variation would have occurred under the pre-existing supply arrangement and the Baseline Costs will be adjusted accordingly. The Baseline Report is created from data provided by the client or current supplier(s).
6. **Recommendation Report** highlights potential Savings against the baseline costs of the incumbent suppliers. It may also highlight other savings opportunities.
7. **Successful Recommendation.** A Successful Recommendation is one that:
 - a. provides savings, credits or rebates from your incumbent suppliers, and/or
 - b. provides savings equal to or in excess of the MSRI from a new supplier that provides goods and/or services of equal or greater quality, and/or
 - c. is implemented regardless of the percentage savings, and/or
 - d. is compliance with the policies of the Borough of Dormont , Code of the Borough, State and Federal Law.
 - e. provides savings realized from approved changes in methodologies or processes.If none of the recommendations in the Recommendation Report meets the criteria for being a Successful Recommendation and the Client does not implement any of the recommendations or achieve savings from the information in the report, then no fee will be charged for the review. If the Client chooses to implement a recommendation that does not meet the criteria for being a Successful Recommendation, or achieves savings from the information in the report, ERA is entitled to its fee on the savings.
8. **Savings** are direct or indirect reductions in expenditure, calculated as follows:
 - a. the difference between the baseline prices as of the date of this Agreement and the prices the Client subsequently receives. Where industry-wide price variations occur following commencement, it will be assumed the same percentage variation would have occurred under the pre-existing supply arrangement and the Baseline Costs will be adjusted accordingly, and
 - b. any credit/rebate identified by ERA, and
 - c. any actual savings implemented by or on behalf of the Client.

Expense Reduction Analysts' Obligations

9. **Integrity** – When in the Client's best interest, ERA may use the specialized services of an ERA affiliated company to maximize the return to our Client. ERA and its affiliates will not accept fees or other consideration from suppliers, or act in the capacity of an agent or broker for suppliers.
10. **Confidentiality and Conduct** – ERA and its affiliates will respect the confidentiality of all information marked as such that is disclosed by the Client during the Project, and will not use or disclose to any entity such information without the prior written consent of the Client. ERA will provide the Client with professional and ethical service.
11. **Supplier Selection** – ERA will respect the relationship between the Client and its existing suppliers and, unless instructed otherwise, will include existing supplier(s) in the bid process. Prior to going to market, ERA will submit to the Client for its approval a list of all suppliers to be included in the bid process.

Client Obligations

12. **No Duplication of Effort** – During the Review Period, the Client agrees that the expense categories for each Project that ERA reviews are not currently being examined internally by staff or externally by others, and the Client will not in any way duplicate the work of ERA. Client will not solicit any offers from suppliers and will refer all unsolicited inquiries or offers from suppliers to ERA for evaluation and inclusion in ERA's analysis.
13. **Action** – Pricing provided by suppliers in response to Requests for Proposals is generally time limited, therefore, the Client will authorize implementation of at least one of the recommendations within 30 days of submission of a Successful Recommendation, unless otherwise agreed to in writing.
14. **Engagement** – The Client agrees that ERA has been engaged to complete all stages of each Project up to submission of the Recommendation Report and, potentially, through Project implementation. The Client will provide reasonable assistance to facilitate ERA's efforts.
15. **Continuity and Access** – Client will provide ERA with prompt access to relevant personnel and records requested for the purpose of acquiring information, calculating any savings and/or fees or presenting Baseline Reports, Recommendation Reports or Post-Implementation Reports.
16. **Confidentiality** – Client will treat all ERA systems, methods, intellectual property and reports as confidential, and will not use the information gained for any other party, including affiliated organizations, without the written consent of ERA and payment of any applicable fees for Savings realized by the other party. Client acknowledges and agrees that all ERA contracts and reports contain proprietary information and trade secrets and are therefore exempt from disclosure under any Freedom of Information Act request.

17. **Misuse of Information** – Client will not use the information or services provided by ERA in any way other than to implement a Successful Recommendation. Any use of the information or services provided by ERA to attempt to effect any saving, for the Client, affiliated organizations or any third party, is subject to payment of ERA's fees. Client specifically acknowledges that it is a misuse of information to either (a) attempt to implement savings for Client or any third party without paying ERA's full Fees and (b) to provide the contents of any ERA report to any incumbent or outside suppliers or brokers.

ERA Fees

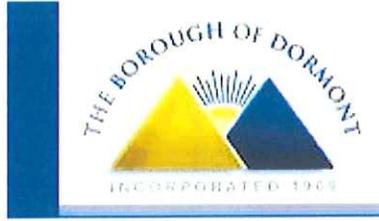
18. **Contingency Fee Payment** – Client agrees to pay ERA 50% of the actual Savings for the Review Period.
- On presentation of a Recommendation Report containing at least one Successful Recommendation, Client will be invoiced for ten percent (10%) of the total projected savings for the Review Period.
 - Upon implementation of Savings, Client will be invoiced for ten percent (10%) of the total projected savings for the Review Period.
 - The balance will be invoiced monthly over the duration of the Review Period. The payments made in 18a and 18b above will offset the monthly invoices on a pro-rata basis for the duration of the Review Period.
 - ERA will invoice Client for any credits or rebates immediately following the receipt of such rebate or credit by the Client.
 - The Client and ERA have no right of off-set between Projects.
19. **Payment terms** – Client will pay ERA within 30 days of receipt of invoice. ERA reserves the right to add one percent (1%) interest per month on all invoices unpaid after 30 days.
20. **Contract Termination** – The Client and ERA enter into this agreement in good faith and with the final objective being the presentation of a Successful Recommendation Report. The Client may find it necessary to cancel the Project Engagement. In such cases, ERA will be entitled to compensation for the work already undertaken. Consequently, should the Client cancel a Project Engagement;
- after the presentation of the Baseline Report but prior to the presentation of the Recommendation Report, Client agrees to pay ERA ten percent (10%) of the annual spend as documented in the Baseline Report.
 - after the presentation of a Successful Recommendation, Client agrees to pay ERA 50% of the projected Savings as set out in the Recommendation Report for the unbilled remainder of the Review Period.
- Client's failure to undertake the action defined in paragraph 13 is deemed an effective termination of the Project and shall entitle ERA to immediate payment of 50% of the total projected average savings for Successful Recommendations as set out in the Recommendation Report for the Review Period.
All termination fees shall be invoiced and are due to ERA upon receipt.

General Provisions

21. **Intellectual property** – ERA retains all intellectual property in the copyright of all reports submitted to the Client for consideration, and the Client agrees not to disclose any content to any third party or reproduce any part of the report without ERA's prior written consent. Each report remains the property of ERA until Project implementation and will be returned to ERA immediately in the event recommendations are not implemented.
22. **Severability** – Each provision of this Engagement Letter is severable. If any of its provisions is deemed invalid or in conflict with any existing or future law, that provision will not affect the validity of the remaining provisions. Invalid provisions will be considered stricken from this agreement.
23. **Breach of this Agreement by ERA** – In the event that ERA is in material breach of this Agreement and fails to remedy such breach within 30 days after receiving written notice of it, the Client may serve a notice of termination. In that event, the Client will still be required to pay all invoices for savings already realized from a Successful Recommendation. The amount of any liability for negligence or breach of contract by ERA shall be limited to a sum equal to the value of any post termination Savings.
24. **Breach of this Agreement by the Client** – Any breach of paragraphs 12–18 by the Client will be viewed as a material breach of this Agreement. In the event of a material breach by the Client, ERA has the right to cancel the Project and collect termination fees as outlined in paragraph 20.
25. **Agreement Binding on Successors or Assigns** – The merger or consolidation of one party or any other transaction or series of related transactions transferring all or substantially all of the business assets, stock or control of a party shall be deemed an assignment that does not require prior written consent by the other party, but shall not modify, supplement or terminate the rights or obligations of the parties hereunder. The provisions of this Agreement shall be binding upon and shall inure to the benefit of the successors and assigns of the respective parties hereto, including without limitation any partnerships, corporations or other entities in which the parties hereto may have a controlling interest or position.
26. **Cost of Collection** – Should ERA have to take any action to collect its fees due under this Agreement, Client shall be liable for all such fees for collection, including reasonable attorneys' fees.
27. **Representation on Authority of Parties/Signatories** – Each person signing this Engagement Letter represents and warrants that he/she is duly authorized and has the legal capacity to execute and deliver this Agreement.

List of Project Engagements

Expense Category	Annual Spend	Minimum Savings \$ or % (MSRI)	Engagement Date	Client's Initials	ERA's Initials
Office Supplies					
Cleaning Supplies					
Merchant Card Fees					
Pool Chemicals					



MEMORANDUM

Date: November 15, 2013
To: President, Vice-President, Council and Mayor
From: Jeff Naftal, Borough Manager *JN*
Subject: 2014 Police Pension Minimum Municipal Obligation

Background:

Under Pennsylvania law, each municipal pension plan receives each year their Minimum Municipal Obligation (MMO). The MMO is the amount that the Borough must budget for and place into each of our pension funds, the Police and the Non-Uniformed pensions. The amount is calculated by our actuary. Some of those amounts are offset by State Aid which is also budgeted for each year. Pursuant to State law, the Borough must accept the MMO each year. On September 3, 2013, Council accepted the MMO for both of our Pension Plans based on the 2011 actuarial evaluation with the understanding that the 2013 actuarial evaluation could change these numbers for 2014. On October 7, 2013, Council accepted a revised MMO for the Non-Uniform Pension Plan which reduced the MMO for 2014.

Discussion:

The attached letter from the Borough's pension actuary, Mockenhaupt Benefits Group, shows that the Police Pension Plan MMO for 2014 will now be \$268,811. That is because the 2013 actuarial evaluation showed a stronger plan with increased assets. That amount is as compared to \$295,010 that was approved in October. This is now a decrease of \$1,047 from the 2013 Budget.

Recommendation:

I recommend that the Borough Council accept the revised 2014 Municipal Minimum Obligations for the Police Pension Plan as outlined above.

JN

Attachments



November 7, 2013

PERSONAL AND CONFIDENTIAL

Mr. Jeff Naftal
Borough Manager
Dormont Borough
1444 Hillsdale Avenue
Suite 10
Pittsburgh, PA 15216

**RE: BOROUGH OF DORMONT POLICE PENSION PLAN
Revised 2014 Minimum Municipal Obligation**

Dear Mr. Naftal:

Enclosed is the Revised 2014 Minimum Municipal Obligation (MMO) Report for your Plan. This MMO may be substituted for the initial MMO up to the time the final budget is adopted (which can be no later than the end of this year).

This revised MMO uses funding components from the recently completed January 1, 2013 Actuarial Valuation Report. The contribution requirement under the revised MMO would be less than the amount determined by the initial **2014** MMO, which was based on the January 1, 2011 Actuarial Valuation Report. Therefore, we recommend that you adopt this revised MMO since it reflects a contribution level that is more consistent with the plan's current funding condition and reduces the municipality's general fund obligation.

Regardless of whether you adopt a revised MMO, you may always contribute more than the amount budgeted.

Please forward a signed copy of the MMO you adopt (original or revised) to us at your convenience, either via e-mail, mail, or through the FTP site. We will then save the signed MMO with other plan reports in the "File Cabinet" folder on the FTP site so you may access it any time.

If you have any questions about the enclosed calculation or the MMO process in general, feel free to contact me at (412) 394-9332.

Sincerely,

A handwritten signature in blue ink, appearing to read "Will Asay", is written over the typed name.

William C. Asay, CEBS
President

G:\MMOS\2014mmos\Cover Letters\Dormont Police Revised.docx

Enclosure

**REVISED
BOROUGH OF DORMONT POLICE PENSION PLAN
FINANCIAL REQUIREMENT AND MINIMUM MUNICIPAL OBLIGATION
FOR 2014 MUNICIPAL BUDGET**

A. Normal Cost

1. Normal Cost as a Percent of Payroll	18.190%
2. Estimated 2013 Payroll for Active Participants	\$ <u>1,067,020</u>
3. Normal Cost (A1 x A2)	\$ <u><u>194,091</u></u>

B. Financial Requirement

1. Normal Cost (A3)	\$ 194,091
2. Anticipated Insurance Premiums	0
3. Anticipated Administrative Expense	54,418
4. Amortization Payment, if any	<u>105,664</u>
5. Financial Requirement (B1 + B2 + B3 + B4)	\$ <u><u>354,173</u></u>

C. Minimum Municipal Obligation

1. Financial Requirement (B5)	\$ 354,173
2. Anticipated Employee Contributions (8.0% of Estimated Payroll)	85,362
3. Funding Adjustment, if any	<u>0</u>
4. Minimum Municipal Obligation (C1 - C2 - C3)	\$ <u><u>268,811</u></u>

NOTES:

1. 2014 General Municipal Pension System State Aid may be used to fund part or all of the municipal obligation and must be deposited within 30 days of receipt. Any remaining balance must be paid from municipal funds.
 2. Deposit into the Plan's assets must be made by December 31, 2014 to avoid an interest penalty.
 3. Any delinquent Minimum Municipal Obligation from prior years must be included in the 2014 budget along with an interest penalty.
-

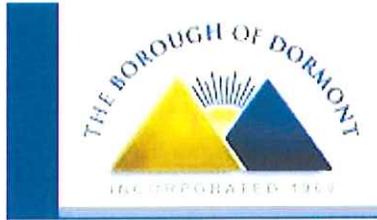
I hereby certify that the above calculations, to the best of my knowledge, are true, accurate, and conform with the provisions of Chapter 3 of Act 205 on 1984.

Certified By:

Chief Administrative Officer

Date

Prepared using the January 1, 2013 Valuation.



MEMORANDUM

Date: November 19, 2013
To: President, Vice-President, Council and Mayor
From: Jeff Naftal, Borough Manager 
Subject: Waste Receptacles for West Liberty Avenue

Background:

The waste receptacles on West Liberty Avenue have been in place for over 20 years and the wear and tear on them has made them an eyesore for the Borough. About 5 years ago the Borough had them painted but that was just a bandage and the paint is no longer serving to enhance their appearance. In addition, the design of the cans is not user friendly, either for the public using them or our staff or waste haulers emptying them.

Discussion:

We were able to locate a particular waste receptacle that not only looks nice but is functional as well. It has a wide opening for the public to deposit their waste and it has a swing out door so that whoever empties it can get easy access to the waste. We were able to get two bids for this type of can, which is what is required in our Purchasing Policy. We are proposing to purchase 12 receptacles, 9 replacements and 3 new receptacles to increase the number of receptacles on the street. The two bids are:

Upbeat Site Furnishings:	\$11,074.95
Pilot Rock Site Products:	\$12,970.20

The Upbeat quote is attached to this report. Based on this I would request Council to authorize the purchase of 12 waste receptacles from Upbeat Site Furnishings.

No funds were budgeted for this purpose but there is approximately \$65,000 available in the Contingency line item for this expenditure. I believe that this is a good use of these funds and will start the process of enhancing our main corridor, West Liberty Avenue.

Recommendation:

I recommend that Council authorize the purchase of 12 waste receptacles from Upbeat Site Furnishings at a cost of \$11,074.95.

JN

Attachment

Cc: John Schneider, Streets Superintendent



211 N. Lindbergh
 St. Louis, MO 63141
 Phone: 866-832-8959
 Fax: 314-535-4419
 Website: www.upbeat.com

Quote

CUST NO. E0075089	PAGE 1 of 2
QUOTE NO. 18424	QUOTED DATE 10/28/2013
CUSTOMER PO	

Sold To:
 DORMONT BOROUGH
 1444 Hillside Ave
 Pittsburgh, PA 15216-2091

Fax:
 Email:

Ship To:
 DORMONT BOROUGH
 1444 Hillside Ave
 Pittsburgh, PA 15216-2091

Date:10/28/2013
 Expires:11/27/2013

Sales Person:Generic Upbeat Salesperson

Line	Part Number	Description	Rev	Drawing
1	L2009	40 GAL SL STL RECP W/DOOR & NO ASH TRAY		
		Quantity	Unit Price	Disc
		12.00	845.00	0.00
				Net Price
				10,140.00

Freight Charge	934.95
----------------	--------

See following pages for
 product options chosen.

Product Charges:	10,140.00
Additional Charges:	934.95
Total:	11,074.95

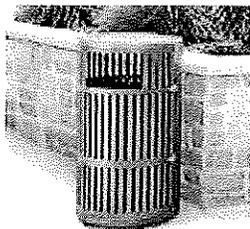


211 N. Lindbergh
 St. Louis, MO 63141
 Phone: 866-832-8959
 Fax: 314-535-4419
 Website: www.upbeat.com

Quote

CUST NO. E0075089	PAGE 2 of 2
QUOTE NO. 18424	QUOTED DATE 10/28/2013
CUSTOMER PO	

Line	Part Number	Description	Rev	Drawing
1	L2009	40 GAL SL STL RECP W/DOOR & NO ASH TRAY RECEPTACLE COLOR: TO BE DETERMINED LABEL: NO LABEL Part Number: 585000000009-12		

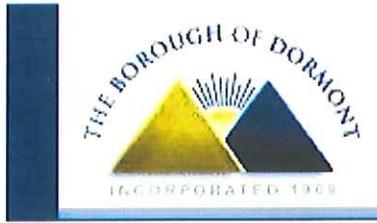


Quantity	Unit Price	Disc	Net Price
12.00	845.00	0.00	10,140.00

*Actual freight charges, as they apply, will be added to your invoice.
 **Total does not include any Federal, state, or local taxes that may apply to your order. If you are tax exempt, an original tax exemption certification is required for our records.
 ***Prices include all applicable discounts.

Final Color Choice may be made at time of order. This quotation is only valid through: **11/27/2013**
 This quotation is based on the products and quantities as shown above. If there are changes to the products or quantities, please obtain a new quotation.

NOTE: Any request for Lift Gate Service, Inside Delivery, Call Before Delivery or Re-Delivery Service will generate accessorial/additional charges not included in the standard freight charge. In addition, Storage Charges can be assessed in some situations. These charges apply to requests made at time of order through time of delivery and will be included on your original invoice or an additional invoice. If you have any questions please contact us at 866-832-8959.



MEMORANDUM

Date: November 20, 2013
To: President, Vice-President, Council and Mayor
From: Jeff Naftal, Borough Manager *JN*
Subject: Comprehensive Plan Draft Report

Background:

A Comprehensive Plan is a document that municipalities rely on to set the future direction of their community and is the required basis for zoning, subdivision and land use regulations. They are supposed to be updated every ten (10) years but the last time the Borough's Comprehensive Plan was updated was in 1995. On October 17, 2012, the Borough advertised a Request for Proposals (RFP) for a consultant to update the Borough's Comprehensive Plan. Proposals were due by November 16, 2012. After a review of the proposals and recommendation by the review committee, Council selected Interface Studio of Philadelphia for this project.

Discussion:

Interface has been gathering data and seeking input for most of this year. That has included individual interviews, focus groups, two open house events at the Hollywood Theater, and other research. The details of this are explained in their draft Comprehensive Plan which is being released with the publication of this agenda. This draft Plan is presented to give the public and Council a final opportunity to suggest changes and otherwise comment on the Plan. Staff will be asked to comment as well. The comment period will be open for 60 days beginning on December 3, 2013 and closing on January 31, 2014. Following this period, Interface will make any final revisions before submitting the Plan for Council approval.

Recommendation:

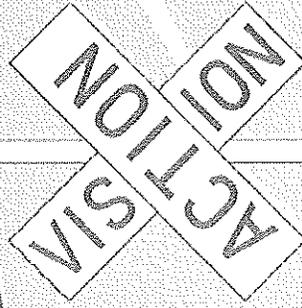
I recommend that Council review the draft Comprehensive Plan prepared by Interface Studio and submit any comments to me.

JN

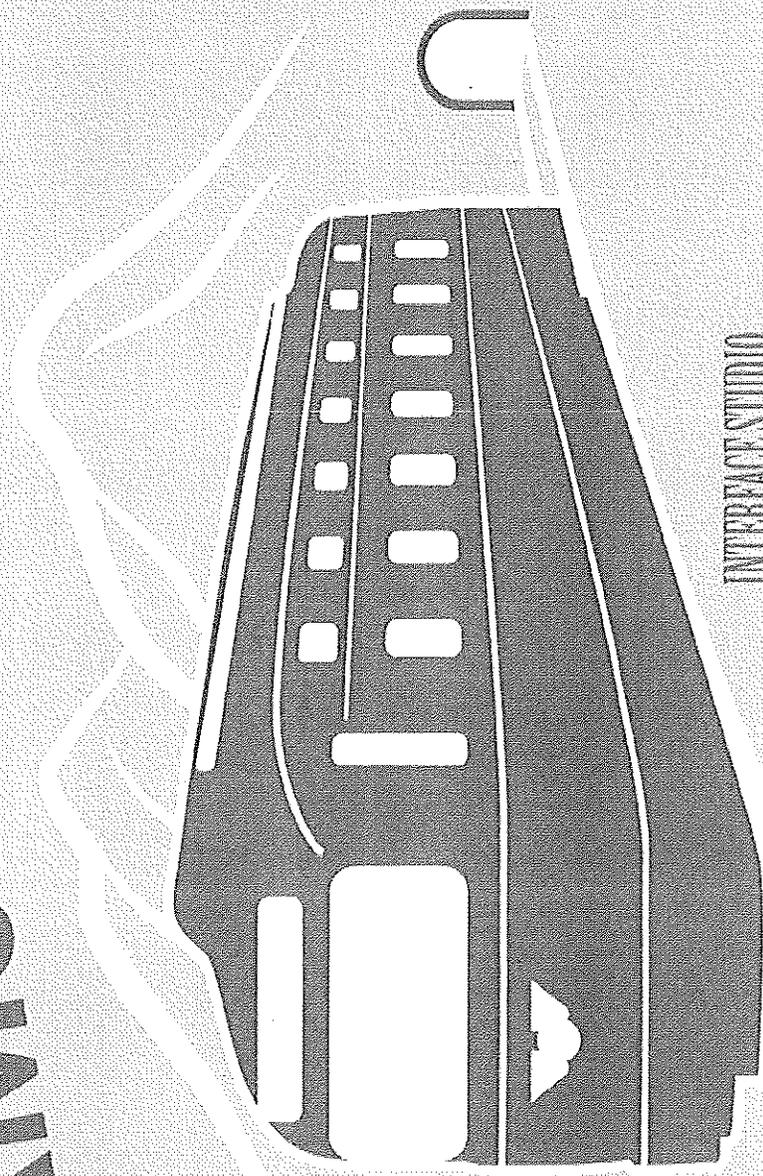
Attachment

Cc: Planning Commission

DREAM DORMONT



*A Direction
for the Future*



INTERFACESTUDIO

SAM SCHWARTZ ENGINEERING

DUANE MORRIS GOVERNMENT STRATEGIES

**BOROUGH OF DORMONT
2013 COMPREHENSIVE PLAN UPDATE**

ACKNOWLEDGMENTS

Dream Dormont Leadership

The Dream Dormont Comprehensive Plan was led by the Borough of Dormont and a committed Steering Committee comprised of local residents and stakeholders. The Steering Committee not only provided guidance on the plan's content but also volunteered for major Dream Dormont events.

To assist the Borough, Steering Committee and residents with data collection, public engagement and the development of strategies, a team of consultants were retained and led by Interface Studio.

STEERING COMMITTEE

Anne Stock – Main Street
Ellen Leah – Keystone Oaks High School and Junior Councilperson
Coral Shingo – Planning and Zoning Board
Jamie Keaney – Resident
Jeremy J. Smith – Resident
Joe Finucan – Keystone Oaks School Board
Leah Pehelli – Resident
Mary Elizabeth Andriks-Voo – Resident
Michelle Ross – Resident
Molly Bush – Resident
Monique Fontaine – Resident
Saraann Fisher – Friends of the Dormont Pool

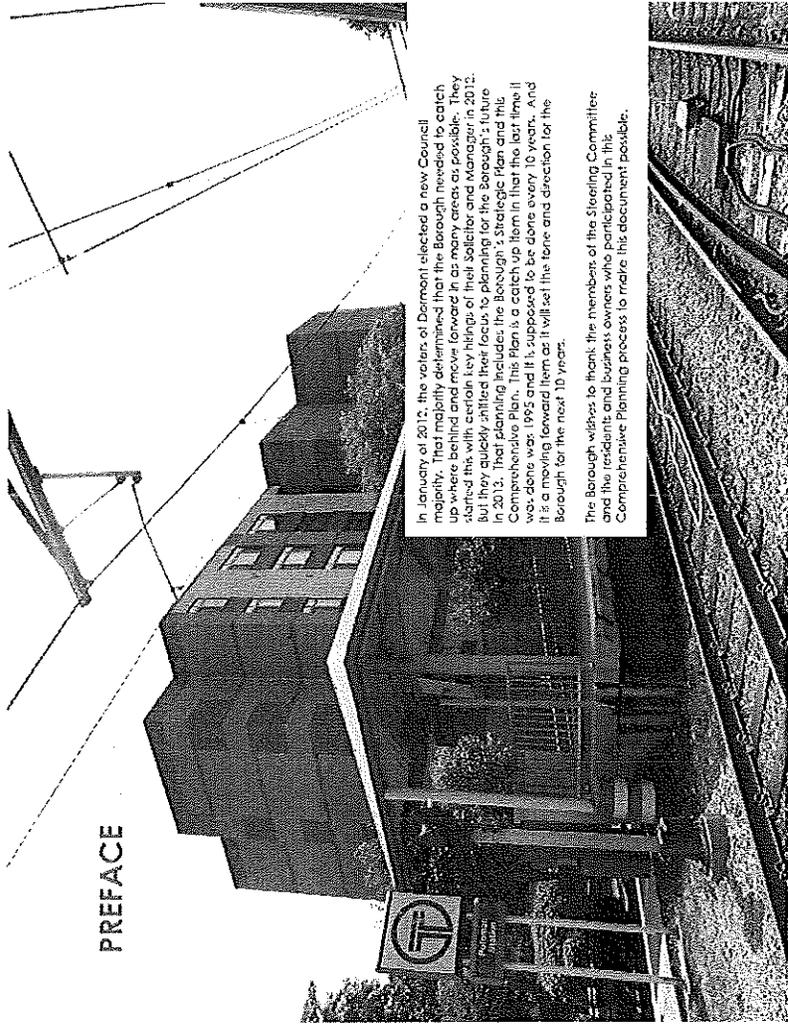
PLANNING TEAM

Interface Studio LLC
Scott Page – Principal
Stacey Chan, Senior Associate
Caitlin Zacharias, Urban Designer
Diana Cruberg, Landscape Designer
Sam Schwartz Engineering, PLLC
Mark de la Vergne, Principal
Vig Irishmumrthy, Transportation Planner
Duane Morris Government Strategies
Michael P. Penur, Development Finance Consulting Director

PREFACE

In January of 2012, the voters of Dormont selected a new Council majority. That majority determined that the Borough needed to catch up where behind and move forward in as many areas as possible. They started this with certain key things of their Solicitor and Manager in 2012. But they quickly shifted their focus to planning for the Borough's future in 2013. That planning includes the Borough's Strategic Plan and this Comprehensive Plan. This Plan is a catch up item in that the last time it was done was 1992 and it is supposed to be done every 10 years. And it is a moving forward item as it will set the tone and direction for the Borough for the next 10 years.

The Borough wishes to thank the members of the Steering Committee and the residents and business owners who participated in this Comprehensive Planning process to make this document possible.

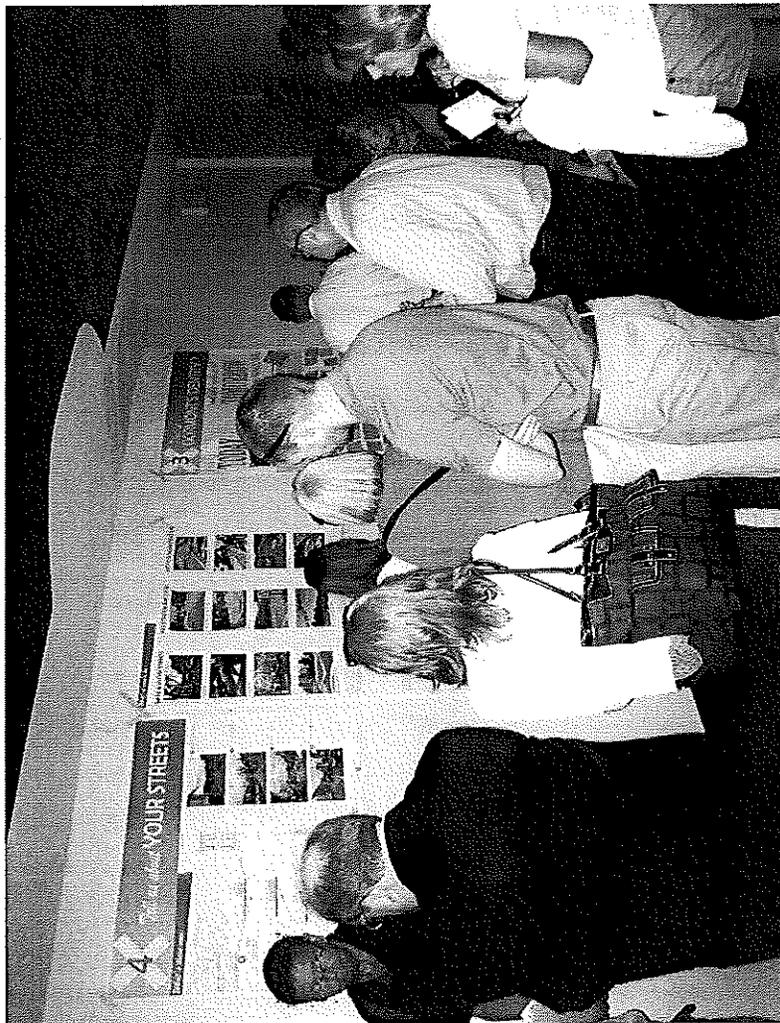


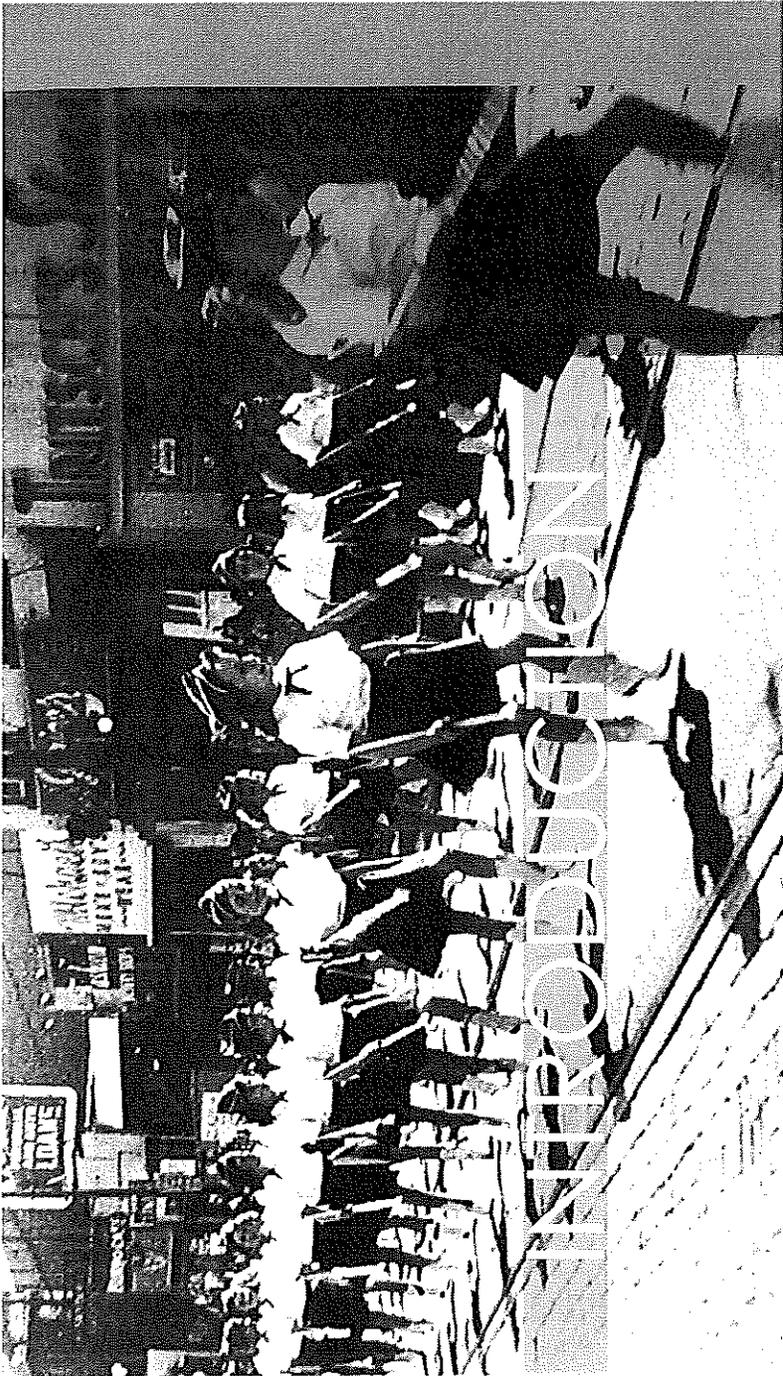
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A GOAL WITHOUT A PLAN IS JUST A WISH.

The Dormont Comprehensive Plan Update, more commonly known as Dream Dormont, is a necessary document to direct policy, investment and Borough activities. It is also long overdue. The last Comprehensive Plan was completed in 1995. Much has changed since that time within the Borough, region and State that impacts the Borough's future. Since the last Comprehensive Plan, many studies have been completed, targeted toward addressing specific issues. The plan recognizes the good work already complete and builds upon these initiatives to form an inclusive lens through which to see the Borough's challenges and opportunities today. This short introductory chapter provides background on the state requirements for a Comprehensive Plan but also a summary of relevant plans that impacted the strategies contained within this document.

1

PURPOSE OF THE PLAN

In Pennsylvania, comprehensive plans must be updated every 10 years, as required by the Pennsylvania Municipalities Planning Code. The development of a comprehensive plan helps a community to:

- Develop a vision for what it wants
 - Establish priorities
 - Encourage dialogue and action
 - Guide decision making
 - Determine how best to allocate limited resources
 - Raise money for improvements
- Data analysis and a community's ideas for the future are combined and turned into action areas of the plan.

The focus areas of this comprehensive plan stem from a rich and interactive public process. The chapters in this plan are comprised of actionable strategies to improve the Borough through targeted investments and new or updated policies. Specifically, the plan is organized into six interrelated chapters:

- 1) **Your Home Sweet Home** focuses on improving housing and residential neighborhoods.
- 2) **Move Around** focuses on addressing the transportation and parking concerns frequently raised in public forums.
- 3) **Bring in the Business** focuses on promoting Dormont's local economy, in particular the business districts along Potomac and West Liberty.
- 4) **Dream Green** focuses on enhancing open space and the environment.
- 5) **Lead Progressively** focuses on Dormont becoming a leader in efficient and forward-thinking Borough management.
- 6) **Tools for the Future** focuses on progressive land use and zoning policy.

The overlapping strategies outlined in these six chapters will help further transform Dormont into an environmentally and fiscally sound mixed-use community.

Existing development in Dormont is consistent with that of contiguous municipalities, Mount Lebanon and Pittsburgh, and with the county comprehensive plan. In terms of development, the focus of this plan is on redevelopment and revitalization of the business district. As such no development is proposed in this comprehensive plan; however, the impact of the TOD (Transit-Oriented Development) project at Dormont Junction Station (re-proposed) and Potomac Station (conceivable) was taken into account in this plan. These proposed and potential developments are within Borough boundaries and consistent with previous planning efforts. These efforts include: the South Hills Transit Reclamation Investment District Planning Study (2006), which identifies the Dormont Junction and Potomac Stations as a major TOD opportunities in addition to the Mount Lebanon station.

The strategies outlined in this plan, furthermore, complement those in Allegheny Places (2008), the first comprehensive plan for Allegheny County. Its focus areas include: historic and cultural resources; economic development; housing; parks, open space, and greenways; resource extraction; agricultural resources; and community facilities; transportation; utilities; environmental resources; and energy conservation. Among the plan's key strategies is the support of TODs, which bring together several of the focus areas of the plan, including economic development, transportation, and housing, among others. Municipalities have an important role in implementing the county's strategies. Allegheny Places outlines an outreach process to municipalities through Councils Of Governments (COGs). It is important to note that state funding will prioritize those projects in line with county comprehensive plans.

The focus areas of this plan are also in line with the general goals of the comprehensive plans in neighboring municipalities. The City of Pittsburgh is in the process of developing its first comprehensive plan. PlanPOH's general goals are to:

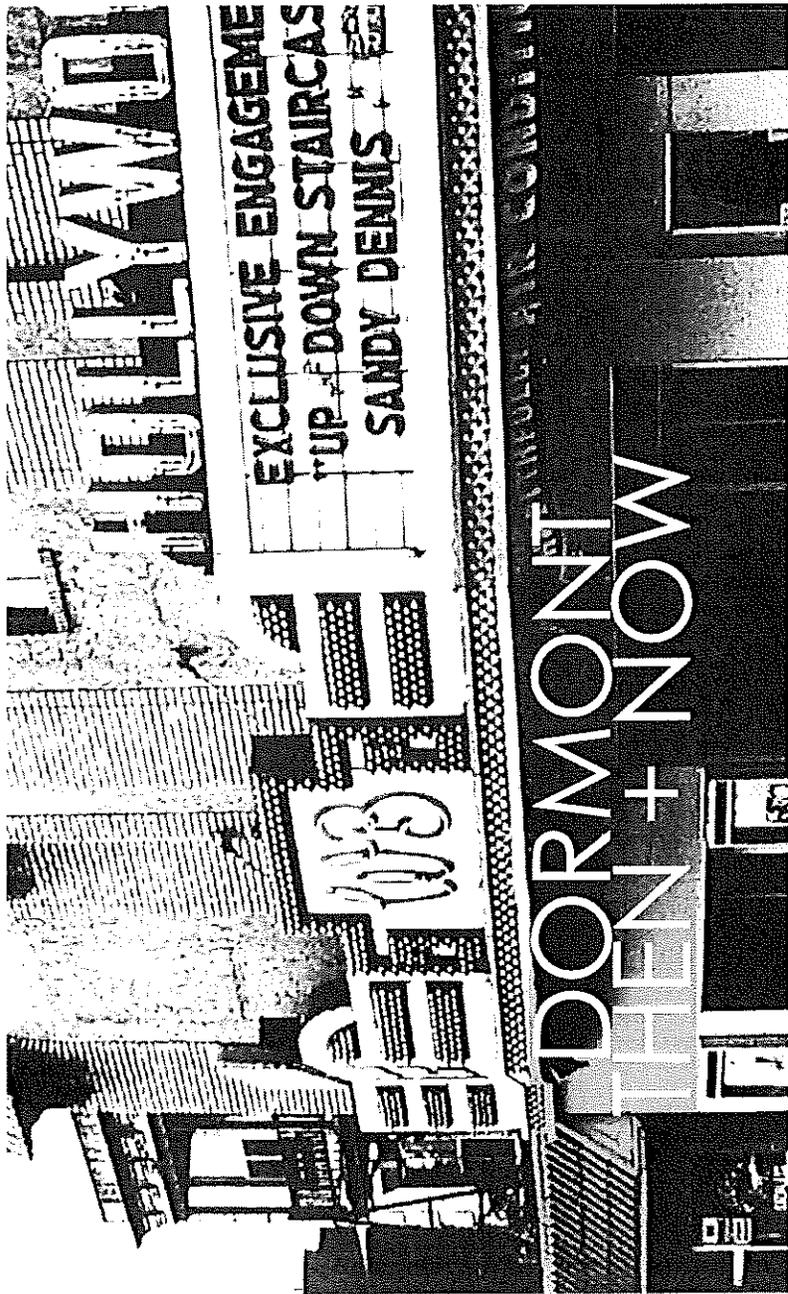
- Strengthen Pittsburgh's position as a regional hub and enhance its global significance
- Provide equal access and opportunities for all to live, work, play, learn, and thrive
- Grow and diversify Pittsburgh's economy and its tax base
- Foster a sense of Citywide community while strengthening neighborhood identities
- Capitalize on Pittsburgh's diverse natural and cultural resources
- Respect and enhance the relationship between nature and the built environment

With their focus on the local economy as well as neighborhood and community identity, the goals of PlanPOH are complementary to the goals for Dormont, outlined in Chapter IV (Vision and Goals).

In addition, Mount Lebanon recently released its 2013 Comprehensive plan, the goals of which are to:

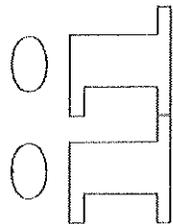
- Further enhance community character
- Maintain a high quality community for residents and businesses
- Improve walkability within the community
- Raise the bar for environmental sustainability within Mt. Lebanon.

Specific strategies supporting these goals include: leveraging investment from TOD projects; increasing the frequency of code enforcement, adopting a complete street policy; and improving parking, communications and technologies. These and other similar strategies play a significant role in supporting the goals of the Dormont comprehensive plan as well.

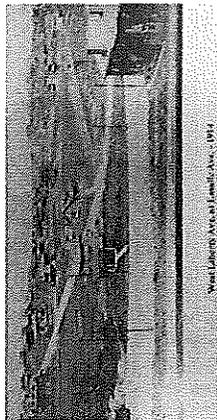


A GREAT LITTLE TOWN TO LIVE IN WITH SOME CHALLENGES TO MEET.

Dormont has a rich history that residents are proud of. This history, based on its access and proximity to Pittsburgh, shapes many of the character traits that define the Borough today. Each chapter in this book includes a brief overview of Dormont's particular theme. The following is a brief overview of Dormont's development and today that identifies a few key trends that shaped the development of the town's strategies. As policies in advance to the history built, that would like to see a richer description of the Borough's history. This is not the content for a full history lesson but we encourage all residents to spend time at the Historical Society which has a treasure trove of Dormont information, pictures and memorabilia.



DORMONT WANTED TO HAVE A COMPREHENSIVE SHOPPING DISTRICT IT PROVIDED EVERYTHING YOU NEEDED.



West Liberty Avenue, Dormont, 1919



The name of Third Liberty at Potomac Avenue, seen in an earlier section, lends the street the prominent grandeur of the Borough in its early years. Photo courtesy of the Dormont Historical Society

OVERVIEW

Dormont was incorporated in 1909 from several townships. After incorporation, the area formerly comprised of farmland's slowly grew into a compact, walkable town characterized by housing, businesses, and community events. The Borough saw a rapid building of homes in its early years, that were held to aesthetic standards: an ordinance passed early on required that all houses be built of brick, veneer, or stone. The Borough also saw substantial improvements to infrastructure early on, including the widening and paving of Potomac Avenue. In 1914, Pittsburgh Railway added regular service to Potomac Avenue, which increased the appeal of the Borough to prospective homeowners. The opening of the Liberty Tunnel in 1924 and the Liberty Bridge in 1928 connected the Borough to the City of Pittsburgh, with the north-south state route 19, or West Liberty Avenue, becoming the primary vehicular route. In 1928, the Dormont Pool was built, and at the time was the second largest in the state.

Dramatic increases in population accompanied these developments. The Borough experienced an increase in population by almost 50% between 1910 and 1920 and doubled between 1920 and 1930, when it reached 12,170 residents. Population growth then leveled off, with its peak occurring in 1957 with 14,000+ residents.

As primary transportation arteries, West Liberty and Potomac Avenues became the main commercial corridor of the Borough. Many of the Borough's earliest businesses located at the intersection of these streets, lined with drug stores, a jewelry store, dry cleaners, hardware store, a 5 and 10 store, and grocery store, among others; the business district was described by residents as a place where you could go to get everything.

With its diverse commercial offerings, transportation connections, and quality housing stock, the 0.7 square mile area became a



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POPULATION CHANGE SINCE 1910

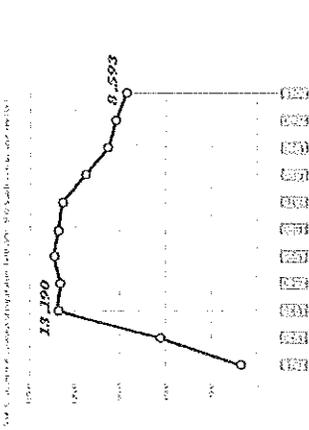
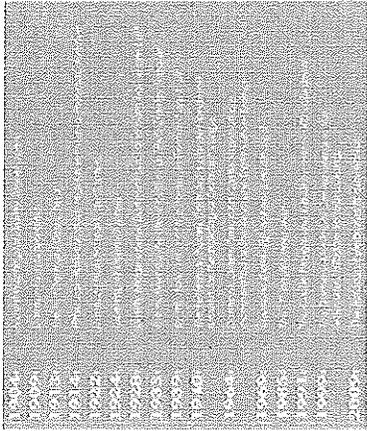


Figure 11. Population growth trends. The population of Dormont grew rapidly in the decades after its incorporation. It peaked in 1920 at 18,000, and has since declined to approximately 12,000 in 1990.

vibrant, small town that continues to have appeal to prospective residents. The Borough's described today as a close-knit, friendly, active, and safe place. Young professionals are a significant and growing group in Dormont; the affordable and diverse housing stock to Pittsburgh is cited as one of the Borough's strengths. The Borough is located in a prime location, proximate to Pittsburgh and its surrounding areas. The Borough's location relative to its neighbors, with a median income on the highest end relative to the county and nearby communities of a similar size and character.

THE BEST COMMUNITY
IN THE SOUTH HILLS.



The Borough faces challenges as well. There is a trend of smaller households in the Borough, which is likely the result of families leaving the Borough once they have children of school age for areas with more youth programming, better schools, and more open spaces. Dormont also has a lower proportion of senior compared to Allegheny County, likely due to its limited senior housing options. Outside of Dormont, there is a strong connection to their past and history. This is perceived as a positive barrier to new developments, as a lack of a defined vision and clarity of what Dormont wants to be.

OVERVIEW 10

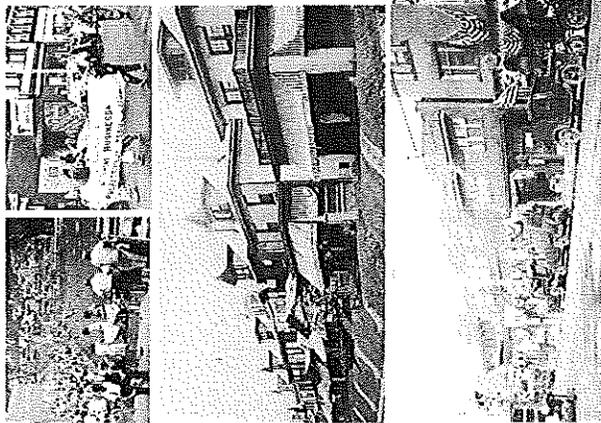
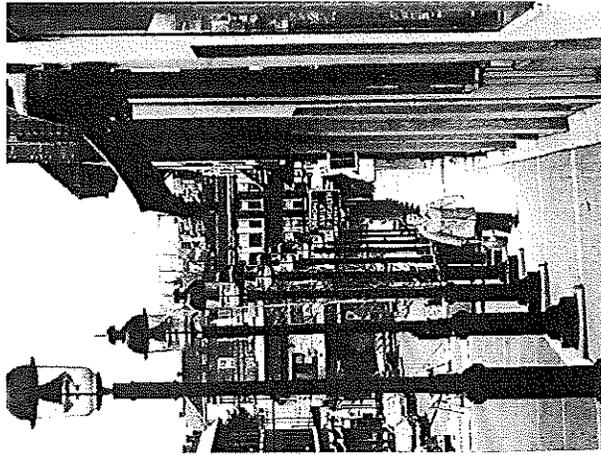
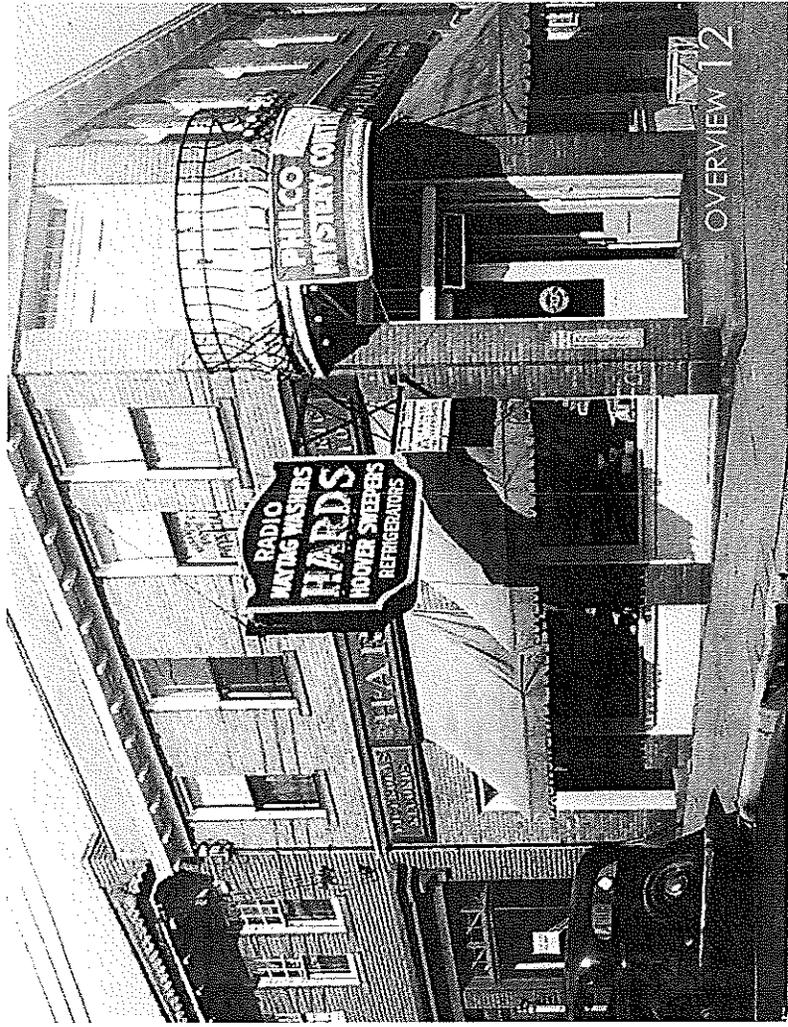
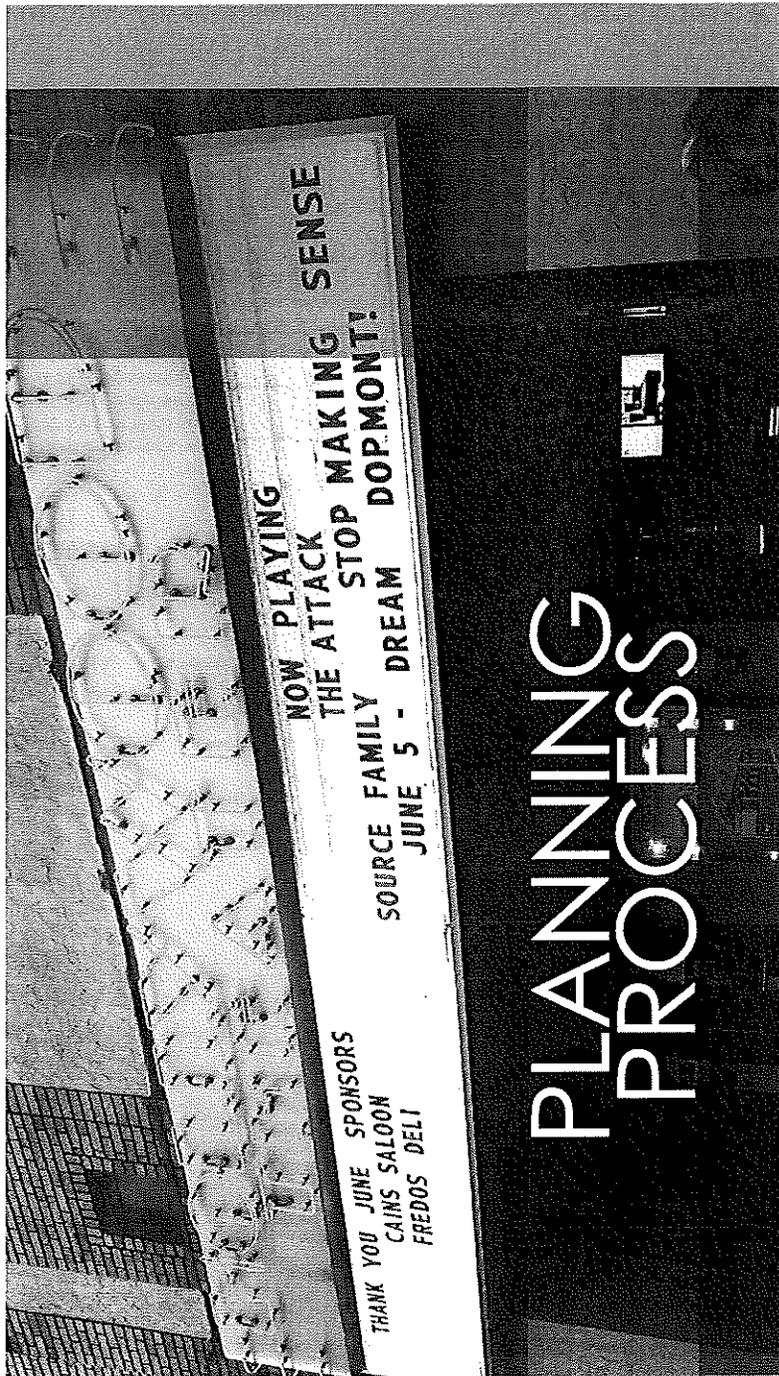


PHOTO COURTESY OF THE ARCHITECTURAL RECORD SOCIETY

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A VERY WELCOMING TYPE
OF TOWN, BEST DESCRIBED
AS A TOWN IT WOULD
HAVE MY CHILDREN GROW
UP IN.

Plans need to reflect the values of those that live and work in a place. For the June 5th Public Process, we assigned to Put Together Dream DOPMONT. This included the knowledge of local experts but also encouraged new voices. At the same time, it is not enough to simply listen. An understanding of the facts on the ground and the constraints that shape the Borough's future is essential to arrive at strategies that are grounded in reality. This process of engagement and data collection spanned 10 months and is summarized on the following pages.

III

TIMELINE

The planning process for the update of the Dormont Comprehensive Plan took 12 months.

Phase 1: February - July 2013

- Research and analysis of existing conditions
- Meetings with steering committee
- Interviews with community stakeholders
- Interviews with focus groups
- Collaborative map exercise
- First public meeting

Phase 2: August - October 2013

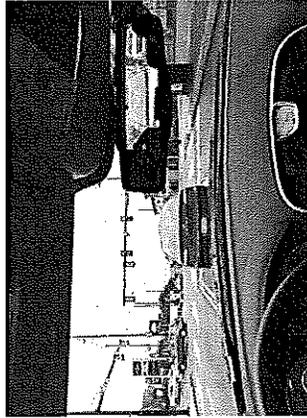
- Summarization and analysis of first public meeting results
- Preliminary recommendation
- Second public meeting

Phase 3: October - January 2014

- Summarization and analysis of second public meeting results
- Refining of recommendations based on public input
- Production of final plan

RESEARCH + ANALYSIS

The planning team conducted field surveys of Dormont in February and March of 2013 to look at the housing, open-space, business, and street conditions. It also compared Dormont's demographic profile with neighboring communities to better understand its unique assets and challenges. The findings of this analysis were summarized and made available to the public at the first Dormont public event in June and also posted on the Dormont Borough website for download.



Participants view the survey for the plan update from within their neighborhood.

PUBLIC OUTREACH

Public outreach involved a variety of approaches in order to get a wide range of ideas and perspectives, which in turn were incorporated into the analysis of existing conditions, recommendations, and methods of implementation for the comprehensive plan.

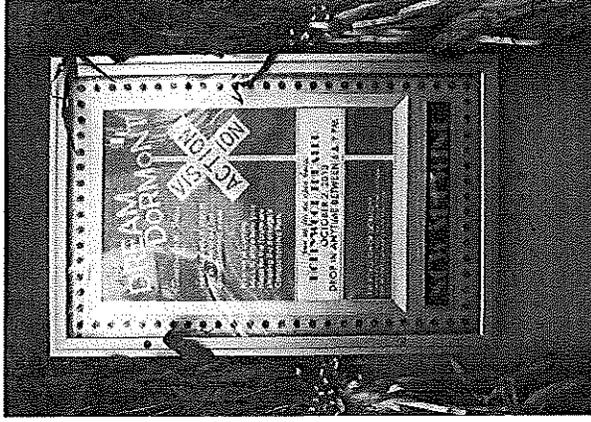
STEERING COMMITTEE:

The steering committee has served as a driving force behind the plan. In addition to the public meetings, it was involved in the design of the planning process to ensure maximum public input, and offered feedback on the analysis and potential strategies detailed in the plan. The steering committee published the two Dormont public events through posting flyers and handing out postcards at the Dormont Pool and local businesses. Members of the committee also volunteered at the event itself. Going forward they will help ensure the momentum exists to implement the Comprehensive Plan's initiatives.

INTERVIEWS:

The planning team conducted individual interviews with 21 community stakeholders to gain a deeper knowledge of the Borough as part of the data collection and analysis phase of the plan. In these audio interviews and council members, representatives from Borough departments, representatives from community groups, residents, and business owners. The local knowledge gained from the interviews was folded into the analysis of existing conditions.

The Dormont Theater's grandstand hosted the Borough's public meetings.



COLLABORATIVE MAP:

Interface Studio installed a large-scale, interactive map in Borough Hall for residents to make place-specific observations about the Borough - from the places they like best to those areas that need some work - as well as their ideas for how to make Dormont better. An online, interactive map of the Borough was also available for input on the Borough website. Both maps were open for comments from March to June 2011.

These maps yielded a total of 278 comments. Almost half of the comments had to do with transportation and infrastructure, mainly safety and enhanced road repair, and parking. There were also comments throughout the Borough, Parks generated a quarter of total comments, mostly for Dormont Park and Pool, and Regis Snyder Park. Over 30% of the comments were focused on the business district streets: Polomac and West Liberty avenues, almost half of which regarded transportation and infrastructure (blue dots).

FOCUS GROUPS:

The planning team met with four different focus groups representing business, park, transportation, and youth respectively to gain additional insights and suggestions on these topics. The local knowledge gained from these meetings helped guide the creation of preliminary recommendations.



We want to know what you're thinking

Check out our online **Comprehensive Plan Collaborative Map** to share your ideas and see what you and others are saying.

Visit the **BIC MAP** in Borough Hall

Comprehensive Plan Collaborative Map

you don't have to wait until the next event to participate if you have place-specific thoughts to share or ideas for Dormont could be improved, please use the map below to tell us about them. Scroll through the step-by-step map map to get started!

Crosswalks
Crossing South Avenue
at West Liberty
Intersection is dangerous

Dormont Pool
An amazing place to
take summer materials!

Size: All **Add: Close**

- Building # Garage
- Building Facade is an Eye Sore
- Curbie Playground
- Church
- Coffee Shop
- Crosswalk
- Dangerous Intersection
- Dangerous Intersection
- Dangerous Intersection
- Dog Park (?)
- Dormant Ave
- Dormant Historical Society
- Dormant Park
- Dormant Pool
- Dormant brought to you by
- Romich Toyota

Coffee Shop
I wish Super Cafe had more to see another cafe in its place. The Canon Coffee people have been successful in Blooming, would like to see something similar in Dormont.

Size: All

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Download the Collaborative Map from the Borough Hall website. For more information, please visit the Collaborative Map website.

October Public Meeting Activities:

Participants were asked to place their suggestions on the suggestions and they were used to inform on how to improve the public environment, e.g. through public art and lighting.

DREAM GREEN

Participants were asked for their feedback on objectives regarding the environment, such as recreational facilities and environmental efforts. Participants were also asked to describe their yard or other what they would like to see in their yard and the projects they would like.

ENLIVEN YOUR STREET

Participants were asked for their feedback on objectives relating to neighborhood, residential, street, and alley in Downtown.

BRING IN THE BUSINESS

Participants were asked for their feedback on objectives relating to neighborhood, residential, street, and alley in Downtown.

WHAT DID WE MISS?

Participants were asked for their feedback on objectives relating to neighborhood, residential, street, and alley in Downtown.

2. ACTIVATE POTOMAC AVENUE

locate stage, additional live/act, performances, and events; enhance street environment, e.g. through public art and lighting

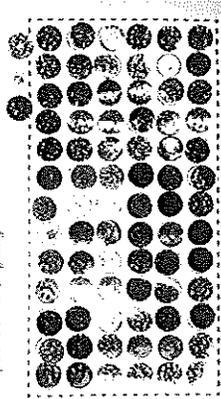
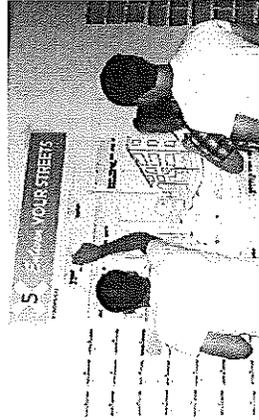
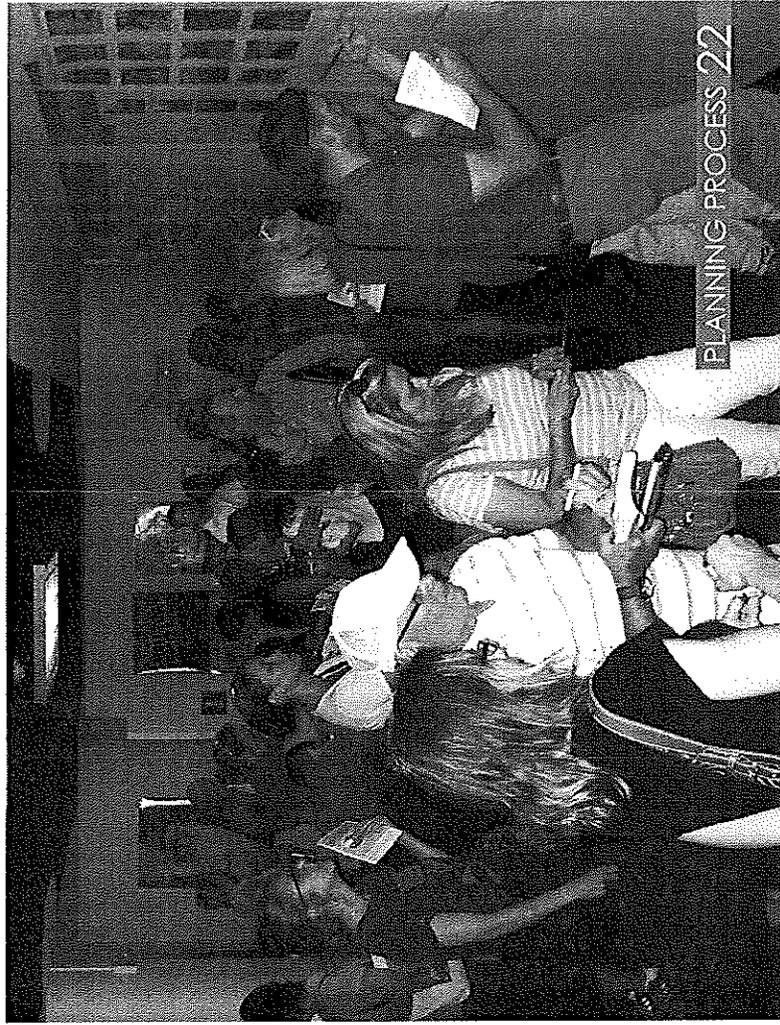
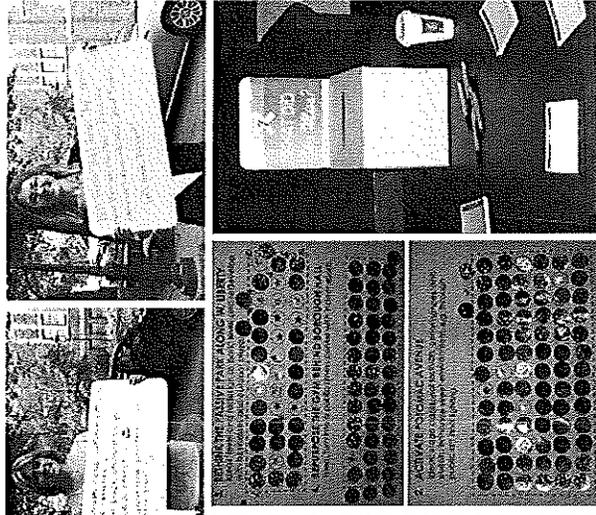
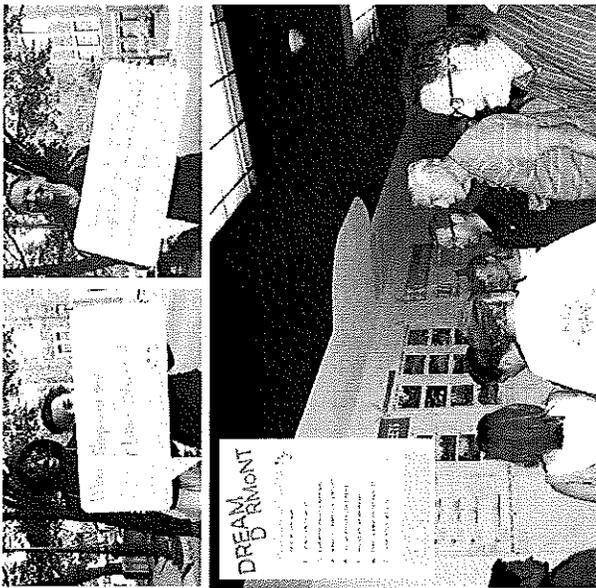
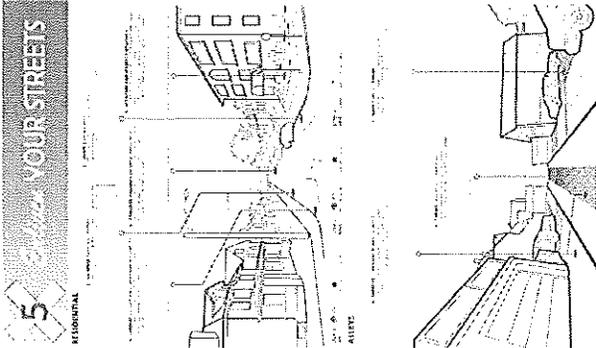


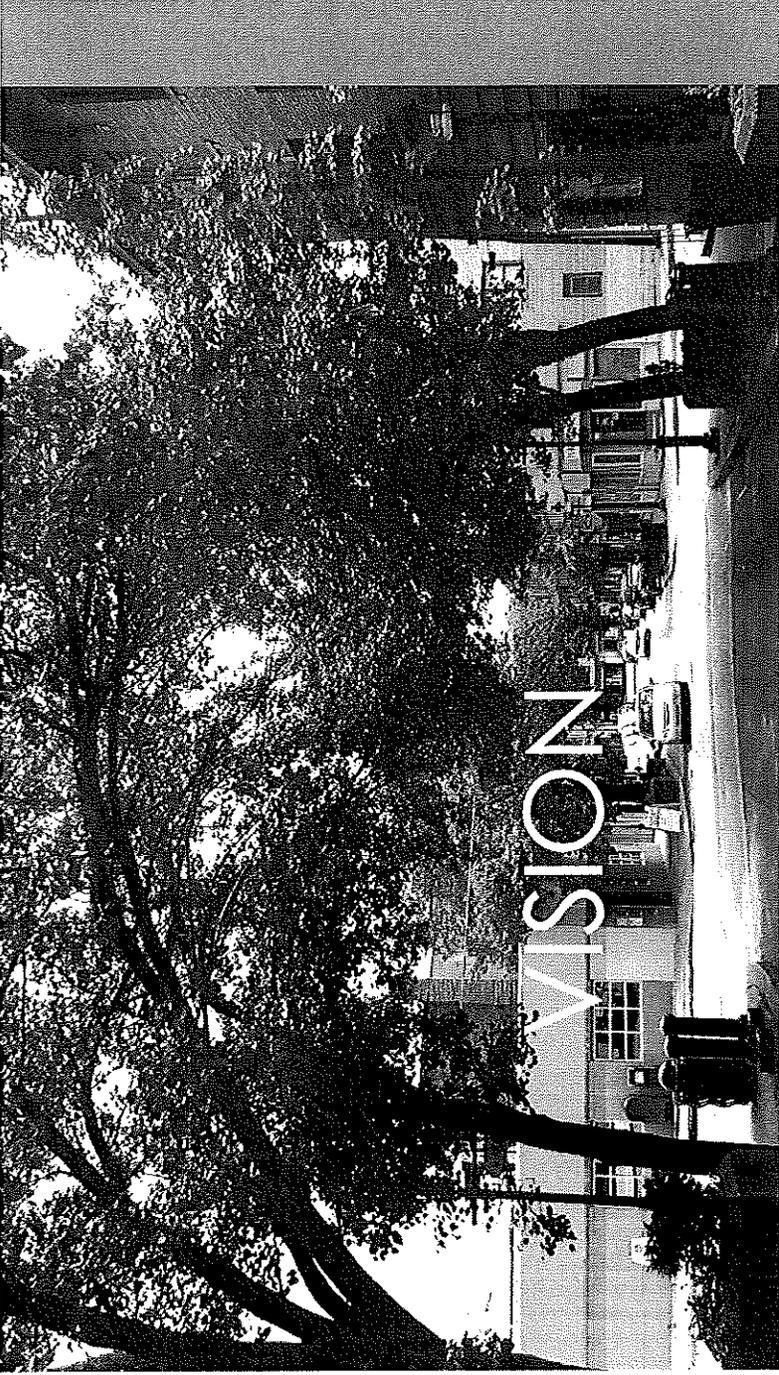
Illustration of suggested potential for the ideas for competing Potomac Avenue



Plan and participate in the October and November public meetings, receive an overview of activities.







A COMMUNITY ROISED ON THE VERGE OF CHANGE.

The rich public process resulted in hundreds of ideas. Despite the range of ideas, many key themes emerged consistently from one conversation to the next. This is the community's vision and goals for Dorchester.

iv

OVERVIEW

Define Dormont

The convergence of city life with small town values - a place imbued with history and history of a town that plans for the next generation and progressive ideas.

"Part of Dormont's problem is there is no definition of what we want to be."

Vision

Our vision for the future of our community calls for a Dormont that is:
Historic with events and programs that help residents cherish our heritage
Healthy with walkable and economically healthy environments
Walkable with a community that walk to transit, local services, and jobs
Thriving with a vibrant business district that offers safety and a unique personality
Progressive with leadership that efficiently uses local infrastructure public facilities and ensures the sustainable future

Goals

"We can make Dormont a destination."

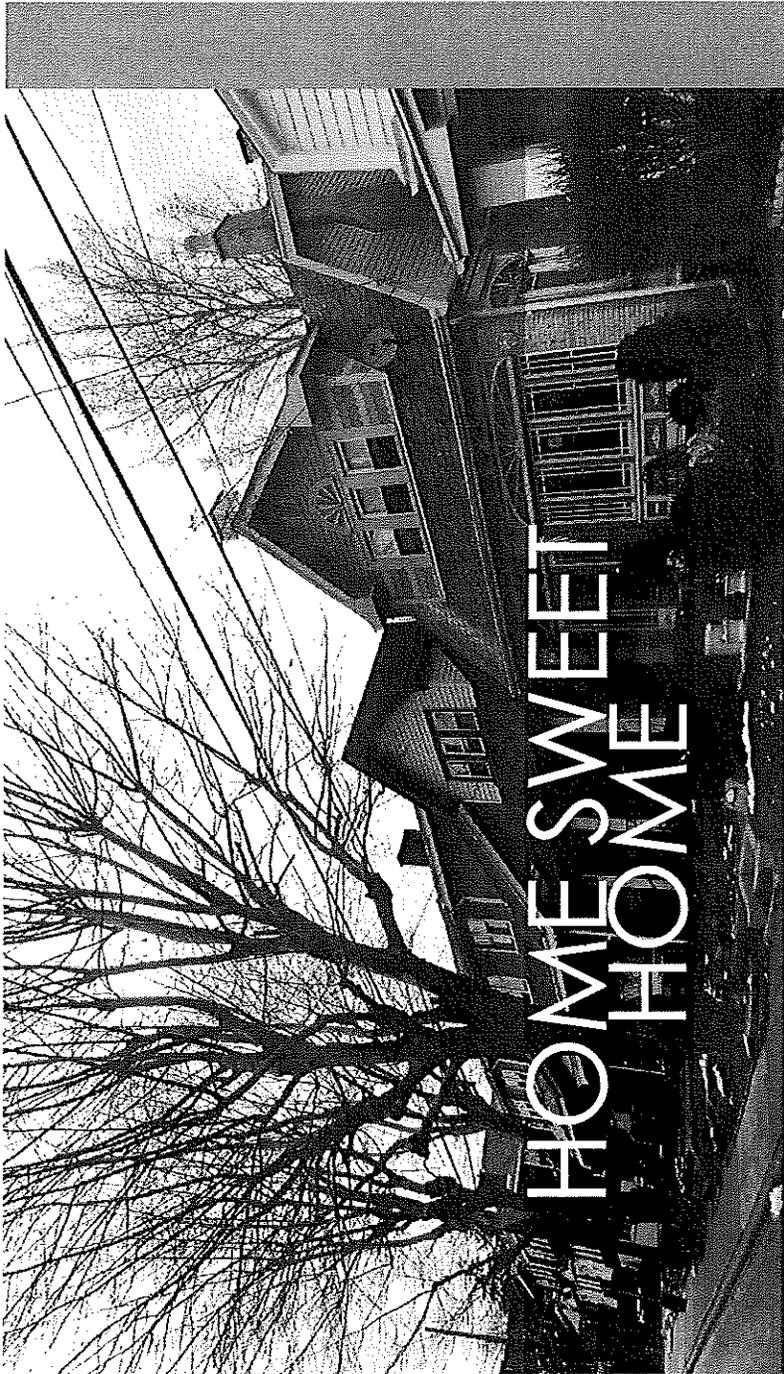
ACHIEVE ECONOMIC RESILIENCE - REGENERATE LOCAL ECONOMY
Attract and retain jobs and investment in the local economy
Support local businesses and entrepreneurs
Encourage job creation and workforce development
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VISION 28



A WALKABLE, FRIENDLY COMMUNITY WITH HISTORIC HOMES AND NEIGHBORHOOD PRIDE.

Residents in Dorment are proud of the historic housing stock that is available in the neighborhood. They are also excited regarding housing opportunities as well as the benefits of living in Dorment. There are enough options to adequately meet the needs of all types of residents and families. Home Sweet Home includes an overview of housing data and presents key strategies to better maintain what we have, retain residents of all ages and, attract new residents and families.

I

YOUR HOME SWEET HOME

Demont is a residential community that enjoys a stable and affordable housing market. While housing stock consists of mostly single-family detached homes, there is a diversity of housing options, including a significant proportion of multi-family, such as apartment buildings. Roughly half of all housing is owner-occupied, with 92% of houses built before 1980. Many homes have a historic character. Homes in Demont have a higher value than comparable boroughs, and sales prices have been rising. Demont is mostly built-out and has low residential vacancy (2%). Thus, future housing opportunities will involve mill, retrofitting, and redevelopment.

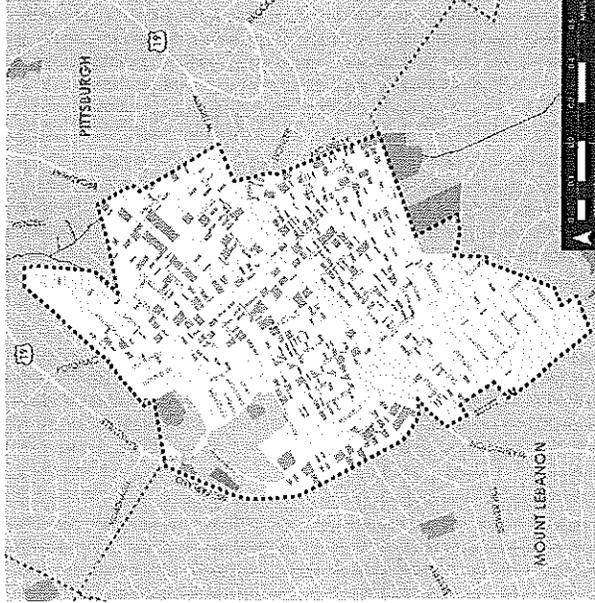
There are three residential designations in the zoning code: R-1 (single-family residential district), R-2 (1- and 2-family residential district), and R-3 (multi-family residential district). The majority of the Borough's residential land use falls into the R-2 category. It is important to note that the aim of the R-2 designation is to strictly regulate further conversion of single-family units into two-family units and restrict converting single-family dwellings into multi-family. The purpose of the R-1 district is to preserve the single-family land use in those neighborhoods, and the purpose of the R-3 residential district is to ensure opportunities for multi-family housing development along arterial roads, near light rail transit, and adjacent to commercial corridors.

"A community with a lot of charm and a lot of potential due to location and walkability"

"The housing stock is sturdy. It needs some work, but the homes can stand for a long time. We have good bones."

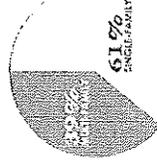
Within the Borough, 39% of housing units are multi-family and 61% are single-family. Based on an exterior survey of land use, the main cluster of multi-family buildings are along the LPT corridor including Broadway Avenue and the northern half of Palomac Avenue. The southeast portion of the Borough bordered by West Liberty to the north and Kellon Avenue to the west also contains a high concentration of multi-family units. This portion of the Borough was identified in the 1975 comprehensive plan update as having the greatest challenges relating to housing and neighborhood conditions, citing the narrowness of lots and streets, a high proportion of multi-family structures, lower rate of home ownership, and older housing stock as primary contributors. The primary issues relating to these challenges are maintenance and code enforcement. This is a particular concern regarding rental properties with distressed landlords.

There is a need for more effective marketing of the many assets Demont has to offer that could attract older, middle-aged, disability, housing diversity, historic housing stock, and convenient access to transportation. Residents also express a need for expanded rental housing options so residents can age in place.



Map of Demont, PA, showing residential density and surrounding areas like Pittsburgh and Mount Lebanon. The map includes street names, a scale bar, and a north arrow.

4,334 HOUSING UNITS TOTAL



Demont: Identification of High-Family and Low-Family Areas to be Targeted

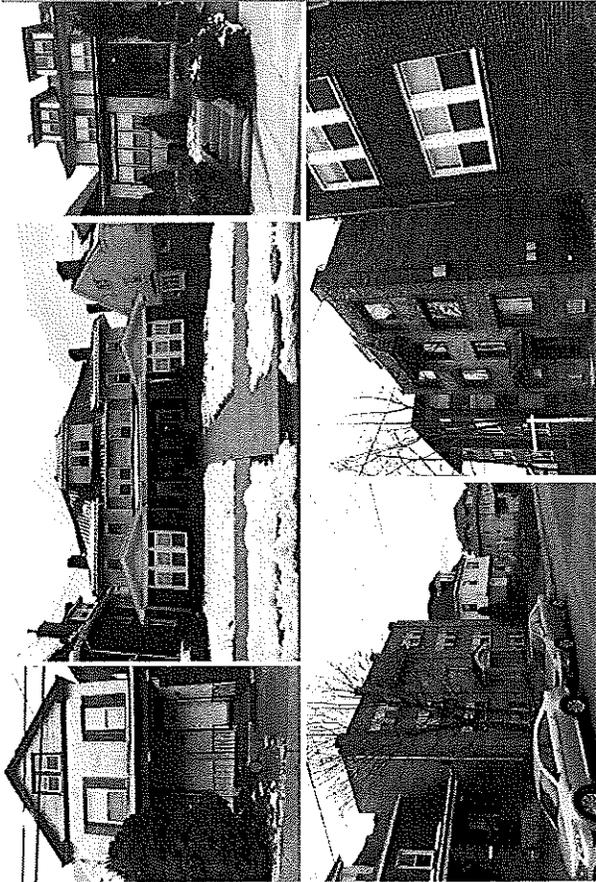


Figure 1: A variety of housing options, including multi-family homes, townhouses, and apartment buildings.

OBJECTIVES + RECOMMENDATIONS

Goal: The housing stock in Dormont should continue to serve and attract residents of The Borough, seek in Dormont should continue to serve and attract residents at different stages of life, including youth, young professionals, families, and seniors.

ENSURE ADEQUATE HOUSING OPTIONS FOR A DIVERSITY OF RESIDENTS

- Encourage rehabilitation of multi-family units, especially adjacent to transit

Why:

Housing next to transit is a prime location, as it is in close proximity to a valuable amenity. Rehabilitation will improve the quality of the housing to reflect this prime location, better serve residents, and attract newcomers. Another outcome will be an increase in property values and broadening of the tax base for the Borough.

How:

The creation of a Local Economic Revitalization Tax Abatement (LETRA) District for all multi-family properties in the Borough could help facilitate rehabilitation. The LETRA would provide a temporary real property tax exemption to a portion of the assessed value of improvements to these facilities. Preliminary terms could be offered for more substantial projects involving a large number of units, affordable housing, or significant project cost.

Additional funding opportunities exist through state and local agencies that seek to encourage the development of affordable rental units. The Pennsylvania Housing Finance

Authority (PHFA) offers low income housing tax credits, tax exempt bond financing and below market rate contracts through the County Economic Development (ACED) Housing and Rehabilitation Support for Multifamily Project. The Development fund channel various state and federal funding sources for facility rehabilitation depending on eligibility parameters. Assistance is usually provided in conjunction with agencies such as PHFA and the Department of Housing and Urban Development (HUD).

At the federal level, the Department of Housing and Urban Development (HUD) Section 221 provides insured mortgages that can be used for rehabilitation projects. The program improves access to capital by allowing for long-term mortgages (up to 40 years) that can be financed with Government National Mortgage Association (GNMA) Mortgage Backed Securities.

- Retrofit existing homes for seniors and develop senior housing

Why:

With only one dedicated senior housing facility, there is currently a lack of housing for the elderly in the Borough meaning that many leave Dormont when they require special services or housing. In addition, seniors who are homeowners experience significant challenges in their ability to maintain or refinance their homes. The creation of a program to assist seniors in staying in their homes that would take into account the age in place, Dormont should offer housing options to do so.

How:

Senior housing facilities are eligible under most of the programs detailed above. Specifically, HUD offers the Section 202 program which provides interest-free capital advances to finance the development of supportive housing for the

elderly. Opportunities in the Borough should be marketed to local developers, including nonprofits, who specialize in those specialized development projects.

- 
Pursue new mixed-use development, especially around transit

A vibrant, inclusive focus has the potential to create a regional draw. Development around transit also promotes public transit usage and thus reduces automobile dependence and traffic congestion. Diversifying existing retail and potentially adding office space will strengthen the commercial corridors proximate to the T stations. The provision of a wider array of goods and services will better serve the local population, and private developers currently spent outside of Borough boundaries could be kept local.

The area immediately adjacent to the Dornell Junction station is one of the few undeveloped portions of the Borough. If therefore presents a great opportunity for progressive development with increased retail, housing, and parking options in a Borough largely comprised of historic housing stock and small-footprint commercial uses.

The area immediately adjacent to the Potomac Station includes several undeveloped commercial properties. A TOD at this station presents a great opportunity to fill the remaining blanks along the Potomac Avenue commercial corridor. The area with additional residential use would enhance the function of Potomac Avenue as a community corridor, a place where residents like to sit, stroll, and shop.

Finally, mixed-use developments around transit can serve as catalysts for community revitalization. For example, through funding mechanisms such as a TIF, the increased value of



Figure 2: Potential TOD areas

land resulting from the TOD can be invested elsewhere in a given community.

- 
Utilize tools such as a TIF or TRID to incentivize potential TOD and other significant mixed-use redevelopment projects. Examine a "district-wide" approach to incremental value capture as opposed to a "site specific" focus. Additional revenues can be applied to necessary off-site improvements that improve connectivity, enhance the public realm and further revitalization efforts. Amend the zoning code to include a TOD overlay district or separate zoning designation (see Chapter 6 – Zoning for the Future).

- 
Convert underutilized upper floors in commercial buildings into housing and/or office space

Currently, the commercial districts only account for approximately 13% of the assessed valuation of Dornell. A high percentage (approximately 37%) of these properties can be classified as underutilized by their land to building assessment ratios. There is a potential to generate significant new tax revenues through revitalization of these buildings. Further revitalization of the tax base will enhance local sustainability.

As the Borough is largely built out, infill is one method to capitalize on the existing, albeit limited, vacancy in the Borough. Attracting additional residents and employees to the central business districts will positively influence the local market. Dornell will become a more viable business location as economic activity increases. Upper floor spaces are ideal for young professionals and entrepreneurs; their conversion to residential use will augment the housing stock and increase property values. Those closer to transit stations could also be suitable for office uses. Thus broadening the economic base of the Borough.

Changes to zoning (e.g. B-Zone for the Future).

The creation of a Local Economic Revitalization Tax (LERTA) would provide a more targeted approach to economic revitalization. The LERTA would provide a temporary real property tax exemption to a portion of the assessed value of improvements to these facilities. Incentive improvements by offering a 10-year abatement on the portion of new taxes resulting from improvements to properties. Benefits should start at 100% of new taxes and decline 10% annually. Allow eligibility for the full 10-year exemption for any property applying within seven years after establishing the LERTA. It is also important to note that active marketing to property owners is crucial to the success of the tax abatement district.

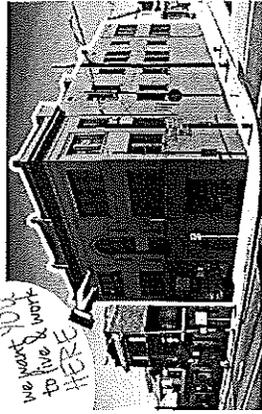


Figure 3: Potential mixed-use development for small area opportunities for housing and office space

BUFF & POLISH; MAINTAIN AND IMPROVE HOUSING STOCK

- 
Improve code enforcement

Improvements to code enforcement will increase quality of life for existing residents and attract new residents. The overall improvement in the quality of housing stock will also serve as a source of community pride.

The Borough recently appointed a code enforcement officer, whose duties previously fell to the building inspection and zoning officer. A dedicated approach could help to augment the capacity of his officer. The Borough could team with local universities to integrate code violation data



Many residents agree with the need for better maintenance of properties and higher rent regulations.

SUMMARY

HOME SWEET HOME	What are the potential FUNDING SOURCES?	What is the potential IMPACT?	What is the relative COST?	How much START TIME & EFFORT will this take?	WHEN COULD IT HAPPEN?
ENSURE ADEQUATE HOUSING OPTIONS FOR A DIVERSITY OF RESIDENTS	<ul style="list-style-type: none"> LETA, ACED, HUD, PIRA, HUD, etc. HUD, etc. Private new market development LETA, private equity 	<ul style="list-style-type: none"> High High High High 	<ul style="list-style-type: none"> \$225 \$22 \$250 \$55 	<ul style="list-style-type: none"> Some Mid Mid Some 	<ul style="list-style-type: none"> Long-term Long-term Ongoing Mid-term
IMPROVE	<ul style="list-style-type: none"> Encourage property owners to invest in and maintain their properties 	High	\$5	Mid	Ongoing
INVITE THE PARTY, ATTRACT NEW RESIDENTS	<ul style="list-style-type: none"> Strengthen marketing campaign of Dormont's livable and affordable neighborhoods 	Low	\$	Some	Mid-term



YOUR HOME SWEET HOME 38

from Dormont Delivers, PublicStaff, physical reports, and other sources into a database system. This could be studied with GIS to detect violation patterns and suggest optimal resource allocations. The current database system is difficult to use and access and should be updated in 2014.

Encourage property owners to invest in and maintain their properties

Poorly maintained properties can result from neglect by absentee landlords or barriers experienced by those who require assistance with maintenance and improvements, including seniors and low-income residents. Well-maintained properties improve the quality of life of residents and encourage potential newcomers to move to a given neighborhood.

The code enforcement to issue fines to owners whose properties are in violation of the codes. The borough could notify residents first of the impending increase in enforcement and potential fines and could offer an initial grace period.

The County Act 42 from the Allegheny County Office of Property Assessments detail regulations regarding the abatement of Allegheny County Real Estate taxes on the first \$34,000 in value on improvements to homes. While the act is only in effect through 2013, if it were to be extended or reinstated, it is important to increase awareness of the abatement among residents.

INVITE THE PARTY, ATTRACT NEW RESIDENTS

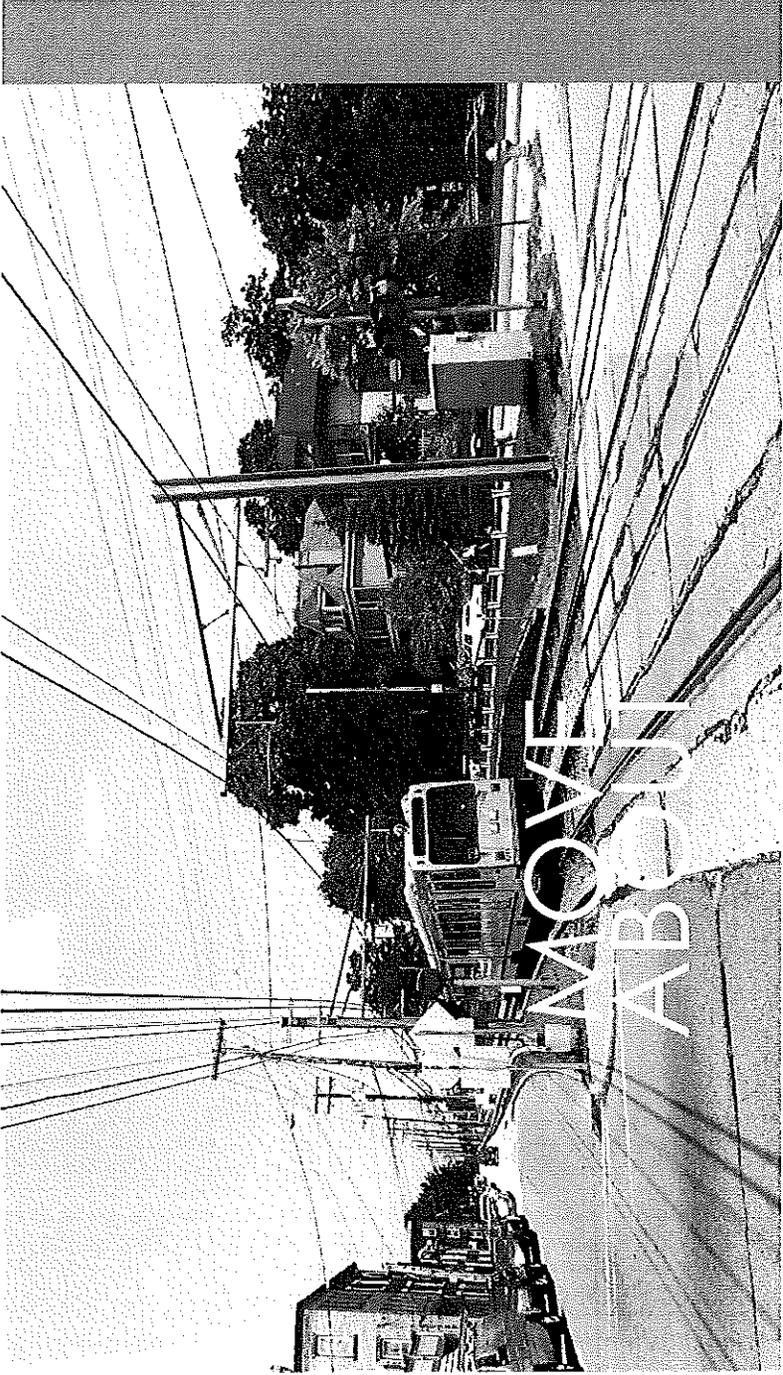
Strengthen marketing campaign of Dormont's livable and affordable neighborhoods

An influx of diverse residents bolsters community character, increases the tax base, and supports economic growth.

through the introduction of new consumers, entrepreneurs, and business owners, and others.

Strengthen marketing campaign of Dormont's livable and affordable neighborhoods. Hire a marketing consultant to develop targeted branding strategy for different groups, e.g. young renters, students, or future potential buyers, and reach out to local developers who specialize in senior housing, etc. **ACTION** Housing, Public, and Economic Development. Targeted marketing strategy for young professionals should emphasize that there are lower-cost housing options in Dormont as compared to Pittsburgh as well as convenient access to transit and jobs.

DRAFT



15 MINUTES FROM ANYWHERE.

Transportation (and parking of course) is a frequent topic of conversation in our community. As many residents emphasize, the borough is indeed walkable with easy access to transit. Despite these attributes, the high level of car use and limited space to park them (both on-street and off) creates continuous issues with respect to traffic, safety and parking. With streets dominated with parking and car traffic, many feel uncomfortable walking or bicycling (even where it is legal enough to do so). This chapter, *Move About*, includes a number of policies and actions to help balance Derman's streets, improve safety and better manage traffic and parking.

2

MOVE ABOUT

TRANSPORTATION

Access to the T is a major asset to Dormont, allowing its residents to reach downtown Pittsburgh in roughly 20 minutes. As such, public transportation use is a popular mode of commuting to work for Dormont residents, at least walking.

STREETS

The character and function of streets in Dormont can best be understood through three categories:

Borough Access Streets provide the primary means of access into the Borough from regional roads. These streets are two-way, are generally wider, and have a higher concentration of commercial and institutional uses.

Neighborhood Connectors enable travel within the Borough, connect the different neighborhoods of Dormont, and provide a means of access to the T. Most of these streets are two-way and may have restricted one-way parking (on one or both sides) to enable this two-way access.

Local Streets provide access to homes and properties. There is a mix of one-way and two-way streets; most of the latter are queuing streets.



ISSUES

In some instances, the function of streets in the Borough is not harmonious with their design. For example, due to its location between Pittsburgh and other living suburbs, Dormont experiences a high volume of regional through traffic, in particular on its commercial corridors, which fall under the category of borough access streets. This traffic, coupled with narrow sidewalks and impeded visibility at crosswalks on West Liberty creates unfriendly walking along this primary commercial corridor in the Borough, and impedes the potential for local business. Moreover, with approximately 650 vehicles parked in public lots along West Liberty through Dormont along West Liberty, the traffic flow is impeded. Additionally, some adjacent neighborhood streets experience cut-through traffic from drivers looking for 'short cuts' in the Borough.

Regarding local streets, residents have expressed concern over speeding in residential areas of the Borough. Although radar data indicates that violations are less common than perceived, the concern of residents over speeding suggests that speed limits may simply exceed their comfort level. Put differently, the streets are being used differently (faster traffic) from their intended design (slower local street). An added drawback of the perception of speeding is that it may discourage walking and biking.

"By the early 1940s it was apparent that the 'migration' had begun and would continue because space was not available for bigger homes with a garage that would house the newest of possessions - the automobile. Residential parking continues to be an ongoing problem."

Dormont Historical Society

1. Henry West Liberty Avenue, a two-way street, West Liberty Avenue, and West Liberty Avenue, a two-way street, are the main thoroughfares of Dormont, Pennsylvania.

DRAFT

OBJECTIVES + RECOMMENDATIONS

GOAL: All streets in Dormont should achieve a balance between different users of the road. Their design should enable convenient navigation and parking throughout the borough while also creating safe, inviting, and healthy streets.

SAFETY FIRST: MAKE STREETS SAFER FOR ALL USERS

- 1.1.1.1:** Adopt a Complete Streets policy

A complete streets policy will offer guidance and help bring consistency to the Borough's efforts to improve its streets. According to the National Complete Street Coalition (nationalcomplete.org): "Complete streets are streets for all users, including pedestrians, bicyclists, motorists and transit riders or rail cars, and animals. Complete streets make it easy to cross the street, walk to stores, and bike to work. They allow buses to run on time and make it safe for people to walk to and from train stations." Complete streets therefore improve the efficiency of existing roads and reduce traffic congestion. Complete streets can lead to positive economic impact as well, including job creation and the promotion of business corridors through increased pedestrian traffic. According to the National Complete Street Coalition: "Building more sidewalk and striping has been shown to create more jobs than traditional curb and transportation projects."

- 1.1.1.2:** Establish an advisory board to discuss purpose and elements of complete streets that are fitting to Dormont. Incorporate Complete Streets elements into design guidelines, and develop and adopt the conceptual cross-sections recommended in this plan as Borough standard designs.

- 1.1.1.3:** Incorporate elements of complete streets into Dormont streets to make it easier and safer to bike and walk

Currently one in four people in Dormont either walk, to work or ride the T, which typically involves walking to and from the station. Enabling safe access for all users will help improve the experience for these residents and help make alternatives to car travel more attractive. Bike amenities, such as bike racks at neighborhood destinations, and safety measures like sharrows support and further encourage cycling. While most residential streets are assumed to be shared streets (with bikes), bike amenities are needed on other streets to demonstrate the recommended riding position and remind drivers to be aware of cyclists. Increasing the safety and visibility of intersections will draw attention to pedestrians and encourage walking by creating a safer, more pleasant pedestrian experience.

- 1.1.1.4:** Include signage (e.g., "Share The Road," "Bicycles May Use Full Lane") and markings on non-residential, less narrow, and less busy streets at intersections, add or improve striping, lighting, and signage on residential streets, and install enforcement through additional traffic enforcement officers and/or speed enforcement cameras. Double up safety and traffic-flowing measures in areas with fast out-through traffic, e.g., at Amex, Polomac, Park, Dell, Arnapark, and Dormont, especially around the Park and School. Potential funding sources for these complete streets measures (including access to transit) is the PennDOT HomeTown Streets and Transportation Enhancement programs. Combine street repairs with Complete Streets measures, e.g., sharrows and improved crosswalk striping. Coordinate streets treatments between residents, borough commissions and the complete streets advisory board, and the police, fire, and public works departments.

SAFE & SLOW STREETS



SLOW ZONE



SPEED BUMP



DAYLIGHTING



TURNING STREET

Examples of Complete Streets Treatments

PEDESTRIAN AMENITIES



ENHANCED CROSSWALK



BULBOUT



STOP FOR PEDESTRIAN SIGNAGE



HIGH-VISIBILITY SIGN

BICYCLE INFRASTRUCTURE



STANDARD BIKE LANE



BUFFERED BIKE LANE



BIKE BOX



BIKE BOULEVARD

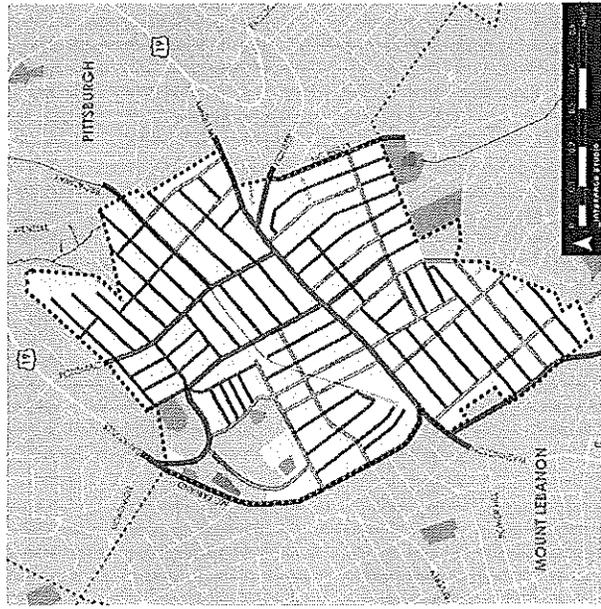
IMPROVE THE FUNCTIONALITY OF STREETS AND ALLEYWAYS TO PROVIDE A SAFE AND CONVENIENT SYSTEM TO MOVE AROUND THE BOROUGH

- Adopt treatments catered to different street typologies
- The form and function of streets throughout the Borough are not in harmony with each other in all instances. For example, West Liberty is the primary commercial corridor in the Borough, yet its traffic and narrow sidewalks create an environment that is at times unpleasant and unsafe for pedestrians, who also could be potential patrons.

Treatments can be implemented incrementally from pilot projects to actual reconstruction. Starting with a lower-cost, DIY option will help test and illustrate how well a measure can work in a given area and allow for adjustments.

Coordinate streets treatments between residents, borough committees and the complete streets advisory board, and the police, fire, and public works departments. Set a goal for implementing a model street by 2018.

<p><i>Borough Avenues</i></p> <p>GOALS</p> <ul style="list-style-type: none"> • traffic calming • direct travel • amenities • snowcare <p>TOOLS</p> <ul style="list-style-type: none"> - decorative crosswalks - curb bump outs - bike lanes/sharrows - signage - public art - landscaping 	<p><i>Neighborhood Connectors</i></p> <p>GOALS</p> <ul style="list-style-type: none"> • traffic calming <p>TOOLS</p> <ul style="list-style-type: none"> - visible crosswalks - turnable strips - bike lanes/sharrows 	<p><i>Local Streets</i></p> <p>GOALS</p> <ul style="list-style-type: none"> • traffic calming • manage stormwater • create safe play spaces <p>TOOLS</p> <ul style="list-style-type: none"> - curb bump outs - rain gardens - landscaping - signage
--	--	--



Source: Penn State University

BOROUGH ACCESS
NEIGHBORHOOD CONNECTORS
LOCAL STREETS

BOROUGH ACCESS
 lead in & out of Borough
 higher proportion of commercial and institutional use than other streets

NEIGHBORHOOD CONNECTORS
 connect neighborhoods
 connect to other Borough streets

narrower and less conducive to traffic than Neighborhood Connectors

MOVE ABOUT 50

Source: Penn State University

DRAFT

WEST LIBERTY

Redesign West Liberty Avenue

Both travel and parking are difficult on West Liberty Avenue. The alternation of a parking lane can be confusing to non-residents. Parked car block lanes, even during periods when they have shifted from parking back to travel lanes. Providing dedicated turning and turning lanes will streamline traffic flow and parking. Widening the sidewalk and improving crosswalk conditions will enhance pedestrian visibility, reduce crossing time, and improve access to businesses. There are many precedents for these types of improvements on roads with less than 20,000 cars a day. West Liberty can do it. See Appendix 1 for a full component of the proposal:

- Include two (2) travel lanes, one (1) continuous center turning lane, and one (1) dedicated parking lane
- Install bumpouts at crosswalks and improve striping and signage at crosswalks
- Widen sidewalk on northwest side and realign poles, hydrants, etc.

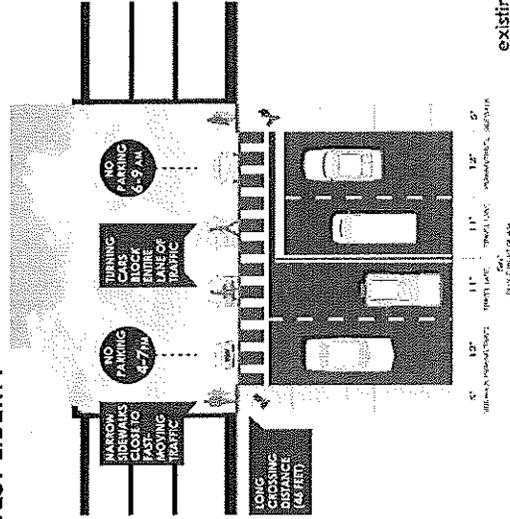


Figure 5: Redesign of West Liberty Avenue

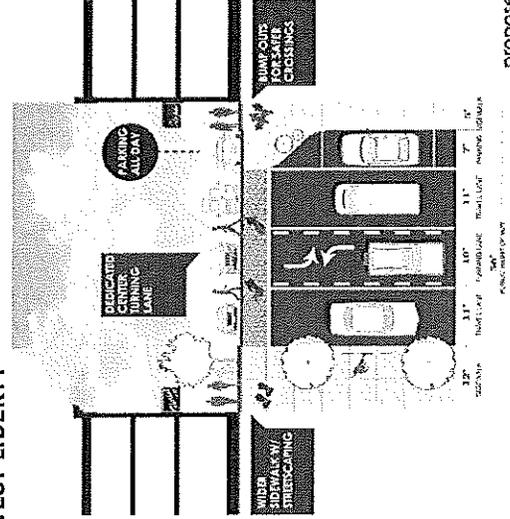
DRAFT

Resident input expressed strong support for this idea. Many felt that wider sidewalks and a "recessed" or protected bike lane would be necessary to support existing businesses and attract new ones. 54% of residents at the Dream Dormant event at the Hollywood Theater expressed a strong desire to see this happen. The overwhelming majority of comments from the other Ask expressed support for the idea but asked simply if it can really work? More information is needed to test the full feasibility of this concept.

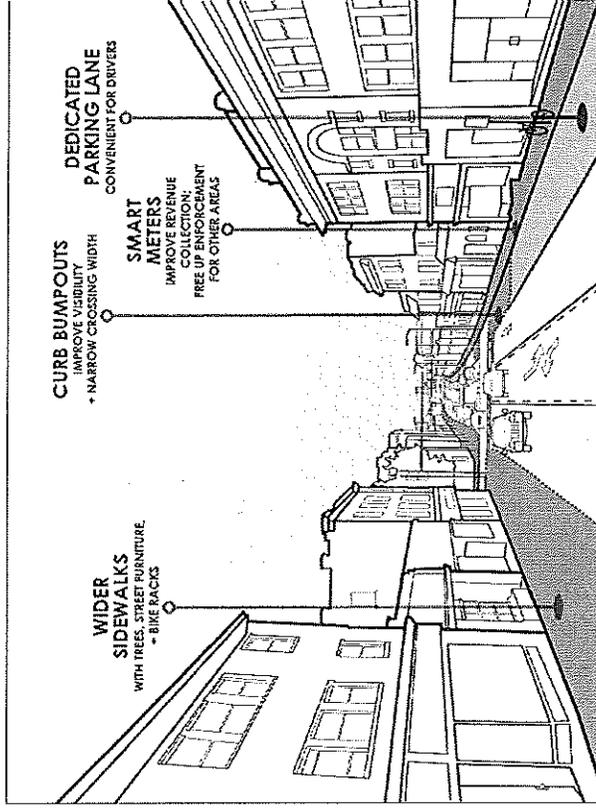
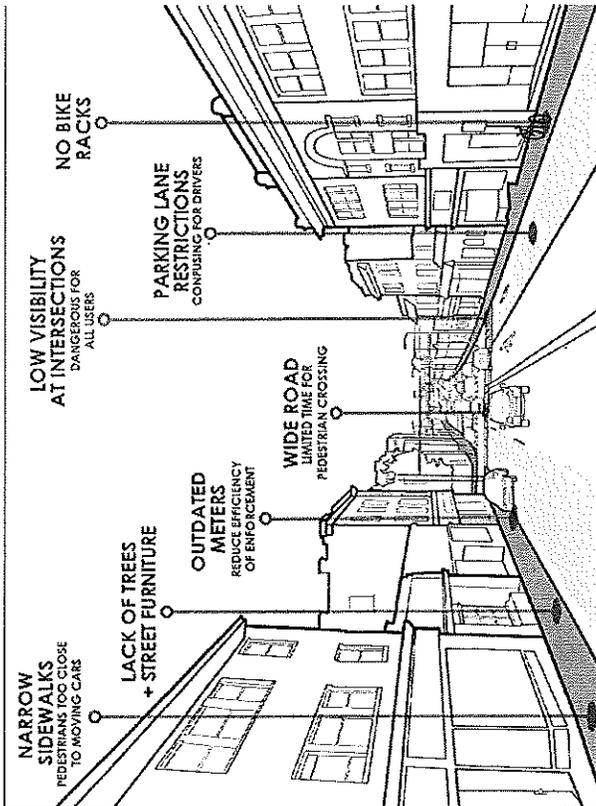
The first step is to undertake a detailed traffic study that outlines the specific improvements that could be achieved within the context of existing traffic flow and parking. This study should help to answer many questions about how this new street would function, particularly at intersections, but also how the construction could be phased to minimize impacts to existing businesses. The study should support the feasibility of this concept. Potential funding sources for implementation include: 2015-2018 Transportation Improvement Program (SPC/PennDOT); Pennsylvania Infrastructure Bank; PennDOT HomeTown Streets/Transportation Enhancement; FHWA Transportation, Community, and System Preservation Program.

Figure 6: Section of West Liberty Avenue

WEST LIBERTY



MOVEABOUT 52



- Use Potomac Ave more frequently as a town plaza for special events like festivals, farmer's markets, and performances.

WHY:

Dormant needs a centrally-located plaza in its business district, yet there is no clear opportunity for the development of one. As a place where people like to sit, stroll, and shop, Potomac Avenue serves a function similar to a town plaza. The small scale of the street creates an intimate living room environment, however the main detractor from this is the high volume of cut-through traffic.

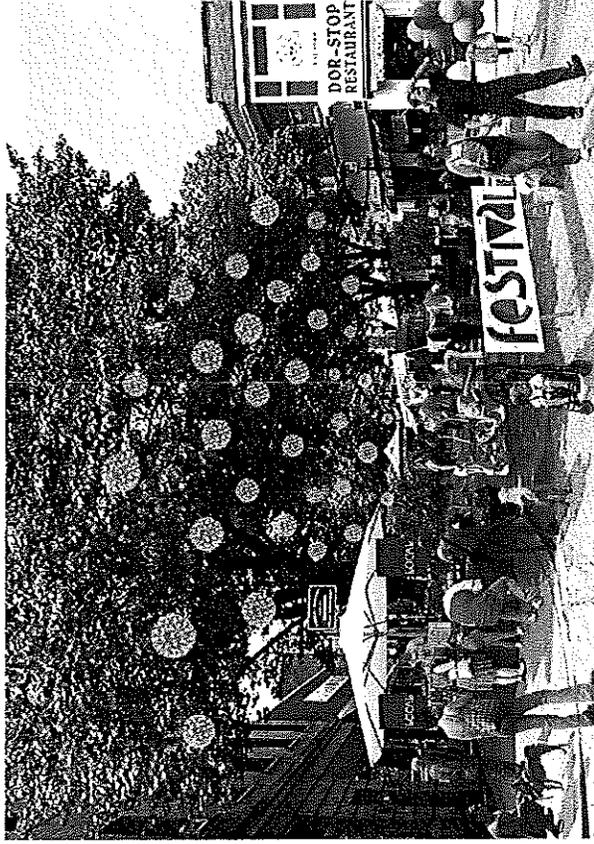
While the avenue is used on occasion for special events like the Dormant Street Fair, it could be used in this way more frequently to become a community plaza. More frequent events will serve to create buzz, foster community cohesion and pride, attract families, and benefit local businesses through increased activity.

HOW:

Create an events board working under guidance of recreation director. Invite members of the community including business owners on Potomac Avenue to participate in the board.

"This would be cool. It would liven the street, create a fun place to be."

"Potomac is so underutilized - promote events and showcase businesses, currently the streets 'toll up' at 6 pm."



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BROADWAY

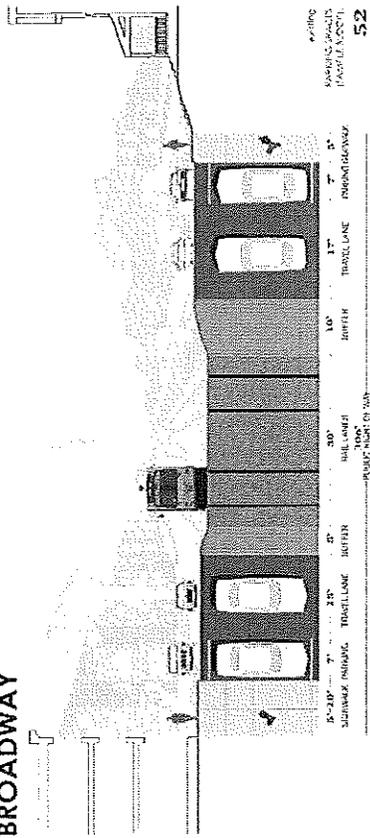


Figure 2: Proposed section of Broadway Avenue

ADD BIKE LANES TO BROADWAY AVENUE

The travel lanes on Broadway Avenue are wider than needed, which encourages speeding, and the sidewalks are narrow, which creates unpleasant and unsafe pedestrian conditions. The addition of bike lanes would be a low-cost option to narrow traffic lanes and improve the safety of the street to make it more accommodating for a variety of users. In addition, Broadway Avenue is an ideal candidate for

bike lanes because its topography is conducive to cycling. Moreover, bike lanes are proposed for Broadway in the Beechview neighborhood that borders Dormont. Ideally, as a main arterial that connects Dormont to Pittsburgh and through which the T runs, the Avenue serves as an opportunity to showcase the Borough.

BROADWAY

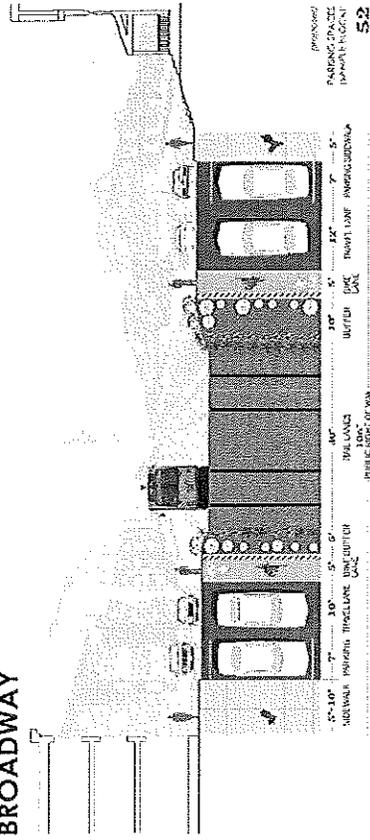


Figure 10: Proposed section of Broadway Avenue

Funding: PennDOT Homestead Street/Transportation Enhancement Allegheny County Community Infrastructure and Tourism Program or CDRC. Funding can also be tied to the development of a new TOD at Polarmac/Broadway as an off-site improvement.

- Consider changes in street direction on residential streets.

NOTE:

Parking is a problem for many residents—a product of small, outdated, and hard-to-access garages as well as narrow, two-way streets. Converting the existing street direction where applicable from two-way to one-way would open up the possibility for parking on both sides of the street. This conversion would also improve traffic flow and safety, as many two-way streets are queuing streets. The result is more parking and safer streets through the integration of curb bumpouts with rain gardens at intersections. A recent study by Carnegie Mellon students recommends complete streets on one-way boulevards to help reduce traffic congestion. However, every street is different and any potential conversion requires the approval of the Borough Fire and Police Departments to ensure that the design addresses any concerns regarding access and operations.

"I feel this would have an immediate impact (positive) on parking... There would be more! One-way streets would also be safer!"

LOCAL STREET

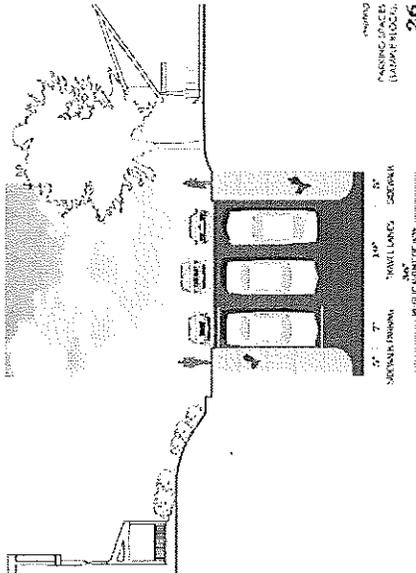


Figure E.1
Cross-section of a typical residential street

DRAFT

"Depends on street. Would not work for some areas."

NOTE:

Conduct engineering study to determine feasibility of conversion of streets from two-way to one-way. Couple conversions, where possible, with elements of complete streets and stormwater infrastructure, such as bumpouts or rain gardens. Coordinate with public works, fire, and police departments as well as PennDOT; PennDOT HomeTown Streets; Transportation Enhancement; Allegheny County CDBG.

LOCAL STREET

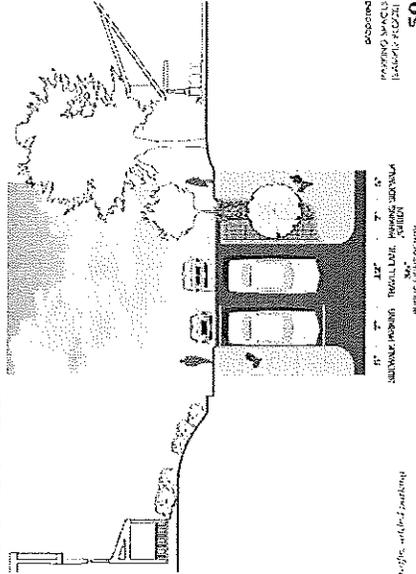


Figure E.2
Cross-section of a local street from illustration in main traffic safety booklet and summary of the interview

DRAFT

- Create safe spaces for play in alleyways (where possible)

3.11.17

Most houses in Dormont have limited yard space, and many are not within close proximity to a park. Alleys present an opportunity to serve as backyards for interested residents. Moreover, many alleys are in disrepair; conversions to play streets could be coupled with resurfacing efforts and the installation of green infrastructure to improve their condition and create greener playspaces.

3.11.18

Create a borough program that coordinates interested residents with the public works department to determine the feasibility of creating a play street, including the resurfacing of their alley and addition of green infrastructure. Couple discussions with traffic calming measures and a future maintenance plan. Funding possibilities: Allegheny County Conservation District Grant Fund, The Charter Program (EPA), the Watershed Nonpoint Pollution Program (CFA), Growing Greener Grant II (PENVEST), and Reemployment Authority of Allegheny County.



IMPROVE THE APPEARANCE OF STREETS

- Create green streets/green alleys (where possible)

3.11.19

As evident by flooding issues, there is a need to improve stormwater management in the Borough. Streets and alleys are vast areas of impermeable surfaces that channel runoff and contribute to flooding; as such they are also great opportunities for the mitigation of stormwater issues.

3.11.20

Coordinate road repair and alley resurfacing programs with installation of green infrastructure, e.g. rain gardens, coupled with bumpouts at intersections and on streets, plastic grid alleyways with grass and gravel and porous concrete or cobblestone alleyways. Solicit volunteers from school and organizations to assist with tree planting, landscaping, and the creation of rain gardens.



Photo by: Stormwater from other nearby areas, including at intersections, plastic bollards, bumpouts, a variety of tree types to increase tree canopy, and porous plastic grids.

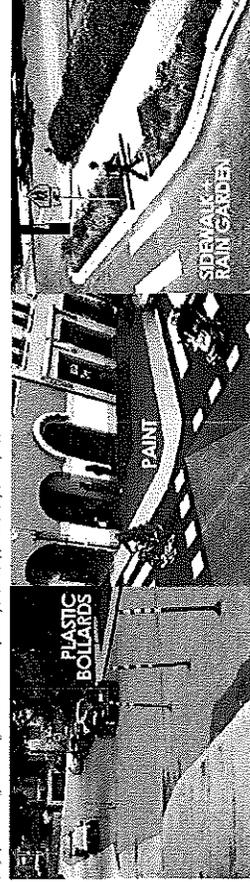


Photo by: Residents who are installing their children's play area on their street (Borough), a variety of tree types to increase tree canopy, and porous plastic grids.

31%
OF DORMONT'S
STREETS ARE ALLEYS

The alleys in Dormont are NOT out of site, out of mind

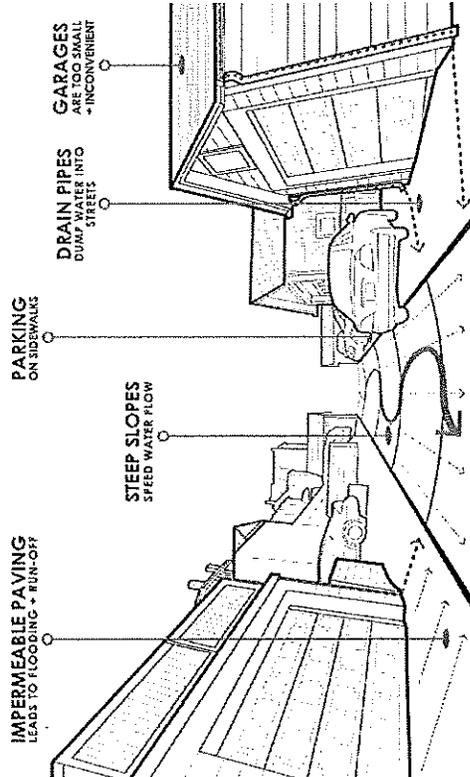


Figure 2-2: Diagram of streets in Dormont's alleys

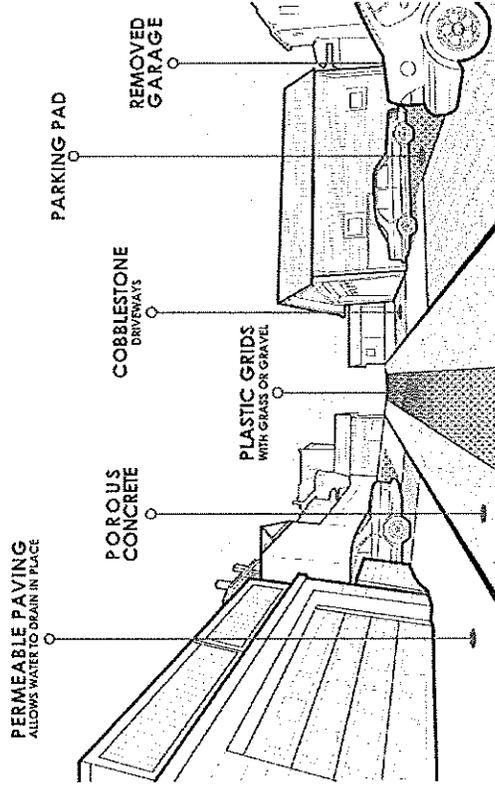


Figure 2-4: Diagram of permeable solutions for neighborhood dormont's alleys

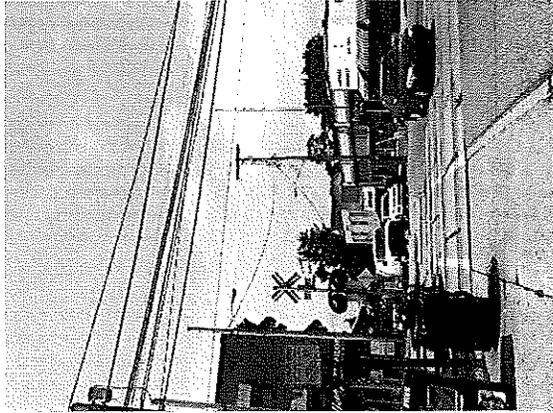
“T” TIME: ENCOURAGE TRANSIT USE

- **Encourage biking/walking to stations**
 This will reduce local Park and Ride needs, free up parking for other users, and diminish traffic congestion on West Liberty and Potomac.

WHY: Post information at stations, by fare boxes, and on the Port Authority and ConnectCard websites.

- **Improve stations and station areas**
 Better-maintained stations with amenities for a variety of users encourage ridership.

HOW: Add public art, benches, and bike racks and improve station and platform areas at stations. Add signage to the area, incorporate digital content, place bike repair station, incorporate station lighting, add bike racks, and TOD projects, and the potential funding alternatives pursued for these projects.



Signage, benches, and bike racks would improve the transit appeal of the station area. (Source: Potomac River Transit Authority)

DRAFT

IMPROVE PARKING, METERS, ENFORCEMENT, SIGNAGE, AND INFO IN THE BUSINESS DISTRICT

- **Improve information for drivers, e.g. signage directing to off-street lots, online maps, and real-time information on availability**

WHY: Dissuade travelers to availability will decrease congestion caused by drivers looking for parking to find a space. Easier parking throughout the Borough will also encourage repeat visits and thus bolster the local economy.

HOW: Signage efforts should be coordinated with the public works department. Online parking maps should be put on the Borough website and include real-time information on availability, which could be provided through products like smart meters from Sireteffine (see below). These maps and information on availability should also be available as a smartphone application. The Borough could team with local universities to analyze parking data with GIS to detect patterns and suggest solutions.

- **Install smart meters and/or automated kiosks**
 Both smart meters and automated kiosks will improve revenue collection and free up meter monitors to patrol residential areas. Further, the rates of these meters can be more readily adjusted. Higher rates demanded in prime locations, in the business district and during special events will encourage drivers to seek out off-street parking. Moreover, through increased efficiency of parking meter, meters have the potential to save the Borough money.

WHY: While there is likely a limited opportunity for third-party funding, the savings gained through increased efficiency should cover a portion of the cost.



Examples of smart meters and parking signage from other towns.

ACCOMMODATE DIFFERENT USERS: RESIDENTS (LONG-TERM), EMPLOYEES (LONG-TERM), CUSTOMERS (SHORT-TERM), COMMUTERS (LONG-TERM)

- Introduce flexible parking opportunities around West Liberty and Potomac

NOTE: This will provide more short-term parking for visitors closer to businesses while avoiding residential streets.

NOTE: Expand metered areas one block off commercial corridor along commercial parks on cross streets. Residential parking permits can be provided in these areas in any instance of oversub so nearby residents do not have to pay metered parking.

- Provide daytime parking permits for employee use on residential streets

NOTE: Options for employee parking are limited: increasing parking capacity during working hours for employees; taxes on usage of spaces left by commuting residents; and lower use spaces closer to businesses for customers, e.g. on-street parking or private lot.

NOTE: Borough-level employee parking permits

- Offer public parking in TOD garages

NOTE: Accommodating commuters encourages public transit usage, and accommodating customers by supplementing on-street or lot parking options along West Liberty and Potomac with structured parking will in turn support local business. Centralizing business district parking while simultaneously improving the walking environment on West Liberty Ave through streetscaping can help create a walkable commercial strip where people "part once."

NOTE: Coordination between developer and Borough

- Remove garages and replace with parking pods

NOTE: This would create additional off-street parking spaces for residents who find their garage is outdated or hard to access.

NOTE: Incentivize the removal of outdated garages where possible to enable residents to take advantage of the updated Borough code. The code was amended (12/2011) to increase the maximum lot coverage to 45% in PD zones. This was done to allow residents to expand their garages or replace them with parking pods. Parking pods receive an exception for up to 200 sq. ft. relative to the 45% coverage requirement.

- Expand residential permit area and enforcement

NOTE: The lack of full coverage weakens the ability of the Borough to manage supply and demand and furthermore to allow revenue stream for the Borough spaces from residents in the immediate area.

NOTE: Coordination with police department on permits

Figure 16: Summary of ideas to manage parking within the District District

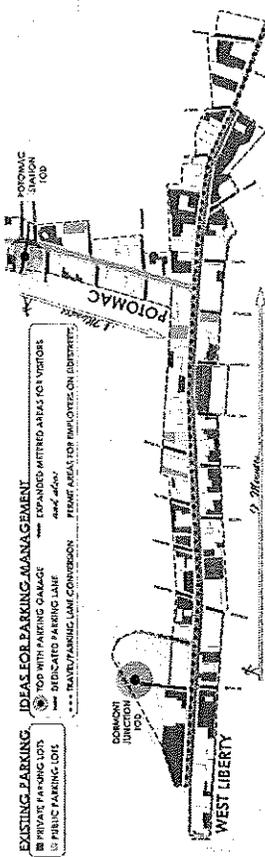
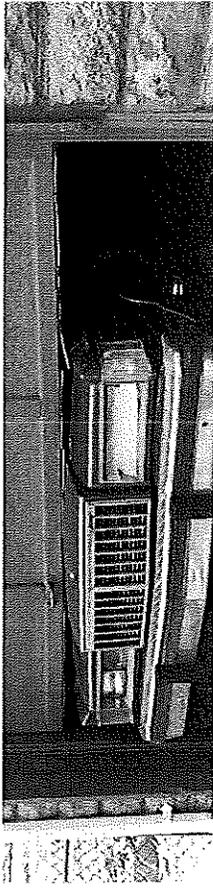
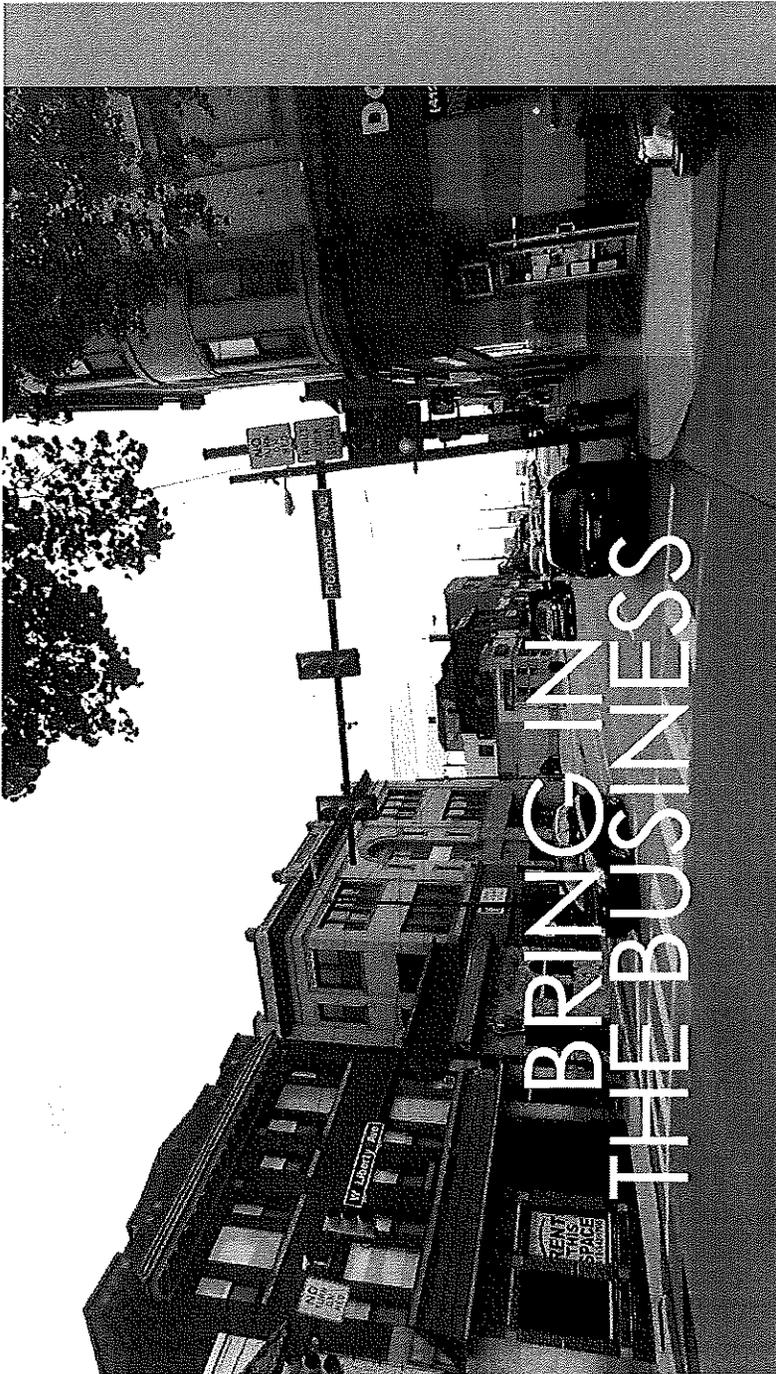


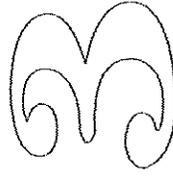
Photo: By our team





I BELIEVE A TOWN IS AS GOOD AS ITS MAIN STREET.

Historically, Downtown's business district along West Liberty and Potomac Avenue offered the full range of stores and services that were supported by local residents. But as our lifestyles changed, we no longer shop the way we used to. We shop closer to where we live. We shop at strip retail destinations like malls, or simply seek out business districts that offer a special store or restaurant that appeals to us. What if retail destinations that business district faces significant competition and, in order to compete, needs to change how it looks and functions. This is more than marketing. West Liberty and Potomac offer opportunities to become unique retail destinations with the right investments. This chapter is dedicated to outlining strategies that will help to support existing businesses and attract a greater range of stores.

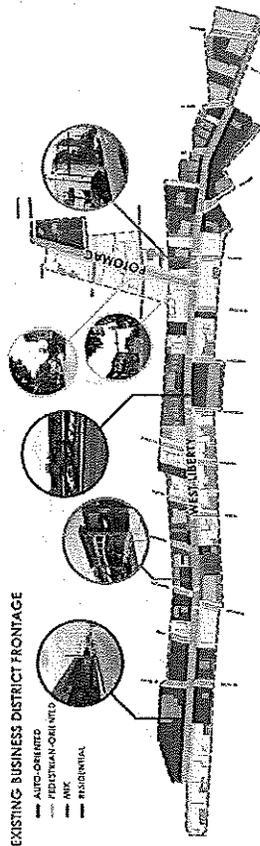


BRING IN THE BUSINESS

The two main commercial corridors in Dorment are West Liberty Avenue and Potomac Avenue. Stretching over three-quarters of a mile from McFarland Road to Edgemoor Street, West Liberty Avenue has a diversity of commercial uses, including small footprint shops, restaurants, a strip mall, and auto dealers. The Potomac Avenue is smaller in scale, stretching three-and-a-half blocks from West Liberty Avenue to the south and Broadway Avenue to the north. Consisting mostly of smaller-footprint commercial uses, its look and feel is that of a traditional main street. Both corridors have accessible public parking; three lots can be found off Potomac, and four lots are along West Liberty. There is very limited observed vacancy in either business district.

Potomac Avenue has the look and feel of a quaint business district peaced toward postwar; its small scale is complemented by decorative storefronts, including fountains.

Figure 17: Potomac Avenue (looking south) and Dorment's Mount Lebanon District



EXISTING BUSINESS DISTRICT FRONTAGE

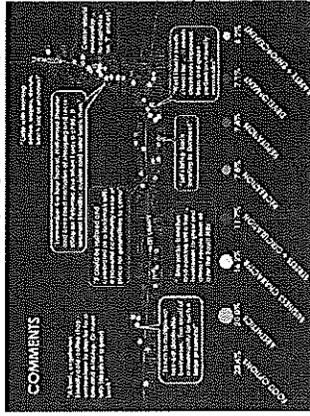
- AUTO-ORIENTED
- MEDIUM-DENSITY RESIDENTIAL
- RESIDENTIAL

pedestrian-oriented storefronts, benches, and planters. By contrast, West Liberty Avenue is of a larger scale, has concentrated storefronts, and lacks decorative street-scaping elements.

Access to transit positions the business district in the Borough favorably. The two commercial corridors are bookended by T stops: Dorment Junction Station lies at the westernmost end of West Liberty and Potomac Station lies at the northern end of Potomac Avenue. A, addressed above (Chapter 1 – Home Sweet Home), TODs have the potential to infuse these corridors with a new energy and additional commercial offerings. Mt. Lebanon offers successful destination retail; the Dorment TODs have the potential to complement this success and attract visitors on their way from Pittsburgh to Mount Lebanon.

Several towns confront the business district in Dorment. The borough experiences competition from its neighbors, including nearby large footprint suburban shopping malls and major destinations in the city of Pittsburgh. The business district in Dorment has potential to attract outside visitors with its parcels of main street charm, yet there are several barriers to this. West Liberty and Potomac function as thorough streets with high volumes of traffic that raise safety concerns. In addition, numerous private parking lots in addition to the four public parking lots interrupt the cohesion of a street wall along West Liberty.

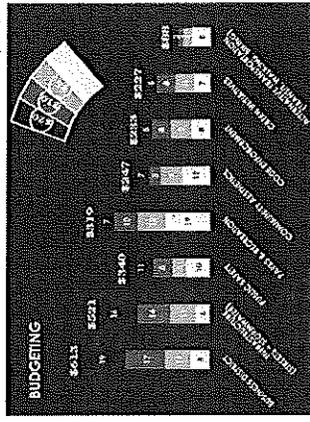
“Our business district should be shining, and we’re allowed it to be going the other way.”



Both corridors are in need of general aesthetic improvements, including better facades and properly maintained, as well as more visually appealing storefront signs. Coupled with the aforementioned lack of street-scaping and high volume of traffic, the narrow sidewalks on West Liberty compromise the pedestrian experience. Finally, residents express a need for increased parking options and commercial offerings, in particular restaurants and cafes.

Finally, the zoning code incorporates these two avenues into one commercial district: C (Central Commercial District), although it does not appear or function as such.

Figure 19: A bar chart showing the budget for various streets in Dorment. The chart is titled 'BUDGETING' and shows the budget for each street in dollars. The streets are: West Liberty Avenue (\$6,033), Potomac Avenue (\$3,170), Edgemoor Street (\$2,233), and Mount Lebanon District (\$2,027). The chart also shows the budget for various streets in the Mount Lebanon District: West Liberty Avenue (\$6,033), Potomac Avenue (\$3,170), Edgemoor Street (\$2,233), and Mount Lebanon District (\$2,027).



OBJECTIVES + RECOMMENDATIONS

The business district in Downtown should build on its Main Street-side and promote an attractive, walkable commercial environment. The district should seek to diversify its offerings to serve local needs while becoming a retail and entertainment destination for visitors.

GET SPIFFY: IMPROVE THE APPEARANCE OF PROPERTIES IN THE BUSINESS DISTRICT

- **Help businesses with improvements to façades, signs, and window displays.**
 - The physical appearance of the business district is a first impression to potential consumers. Exterior improvements also foster community pride.
 - Use the 2011 Downtown Design Guidelines as a resource for façades and signs. Pursue funding through the Liberty Facades Facade Improvement Program and matching grants from the Borough, Target Investments in nearby areas West Liberty between Hilldale and Arkansas and Polomas between West Liberty and Vedder.
 - **Allow projecting signs.**
 - Projecting signs are more visible and thus serve as better advertisements for businesses, and make it easier for people to find stores.

HOW: Update the zoning code (see 6 – Zoning for the Future).

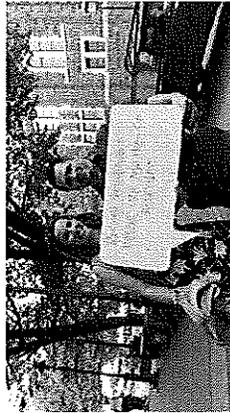
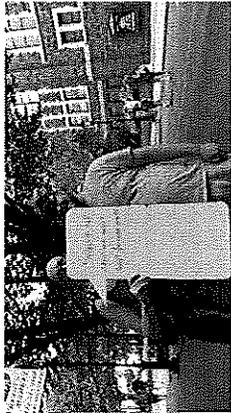
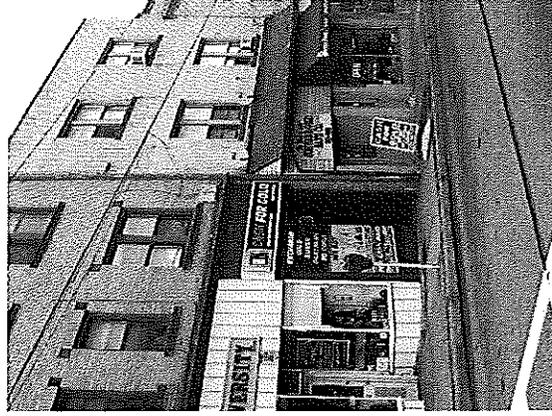
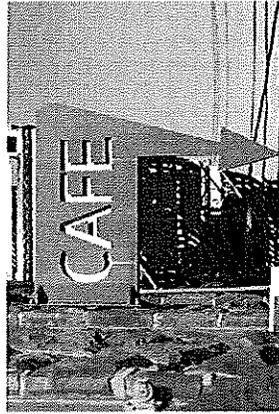


Photo: Residents line for the business district. Four high examples of projecting signs in Downtown. Photo: City of Erie, PA.



- Pursue the redevelopment over time of key buildings and sites

GOALS

As mentioned, the Borough tax base is heavily dependent upon residential assessments. Most of the commercial assessed value comes from the new CVS and the large auto lots along West Liberty. While stable in terms of vacancy, many properties in the business districts are underutilized and not generating enough tax revenue. Several buildings benefit from rehabilitation, especially where vacant upper floor space can be converted for residential/office use.

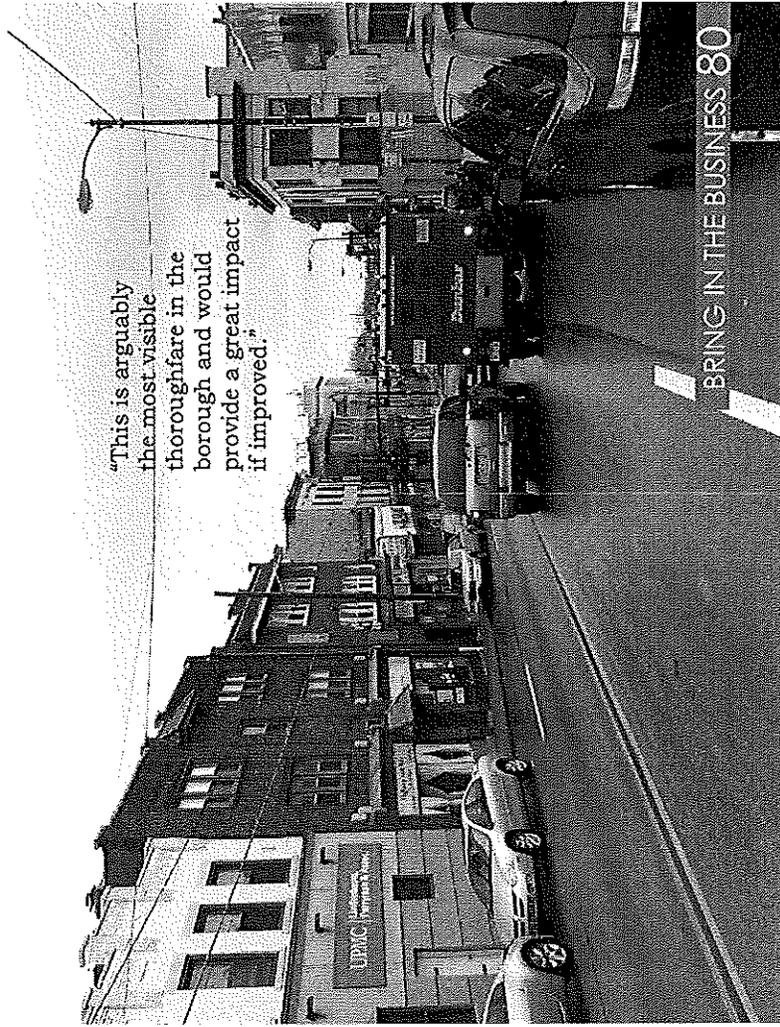
The property tax burden resulting from improvements to a property often create a financial constraint, especially where local market rent levels cannot support planned investment.

TOOLS

Incentivize improvements by offering a 10-year abatement on the portion of new taxes resulting from improvements to properties. Benefits should start at 100% of new taxes and decline 10% annually. Allow eligibility for the full 10-year exemption for any property applying within seven years after establishing the LEFTA. It is also important to note that active marketing to property owners is crucial to the success of the tax abatement district.

One quarter to more than half of the new incremental Borough taxes received from this process in investment can be directed into a revolving loan fund. This program can help further facilitate key redevelopment opportunities, as a match to Allegheny Partners. Further, revenues from the fund can be applied to necessary shared infrastructure improvements to further facilitate revitalization efforts.

“This is arguably the most visible thoroughfare in the borough and would provide a great impact if improved.”



SITTING (AND WALKING) PRETTY: PURSUE STREETSCAPE IMPROVEMENTS ALONG POTOMAC AND WEST LIBERTY THAT RECOGNIZE HOW EACH STREET IS UNIQUE

- Upgrade street furniture and add decorative/holiday lighting in trees on Potomac Avenue.

WHY:

The streetscape on Potomac is somewhat outdated in its appearance and heavy given the small scale of the street.

HOW:

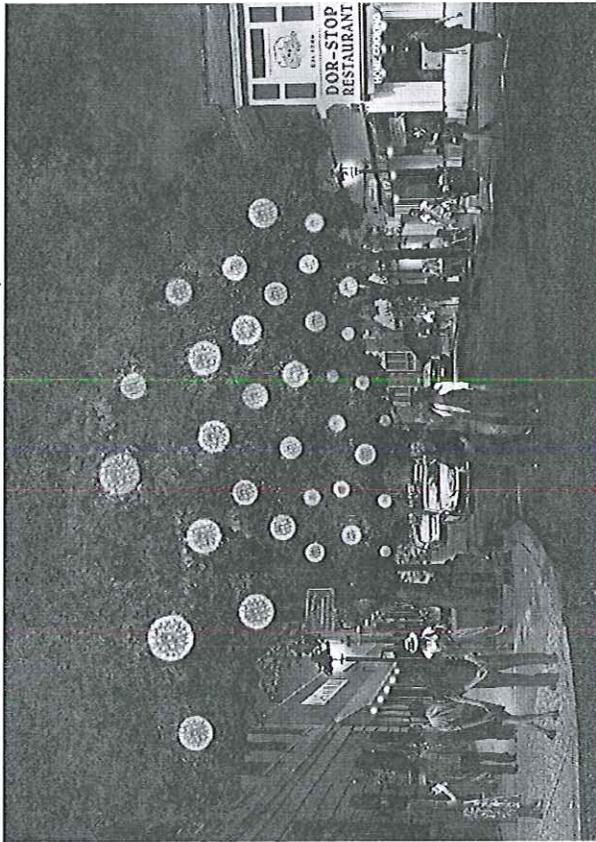
Install lighter street furniture to open the street and create more space along the sidewalk. Decorate the trees with lighting to help foster a "living room" plaza-like feel in the street.

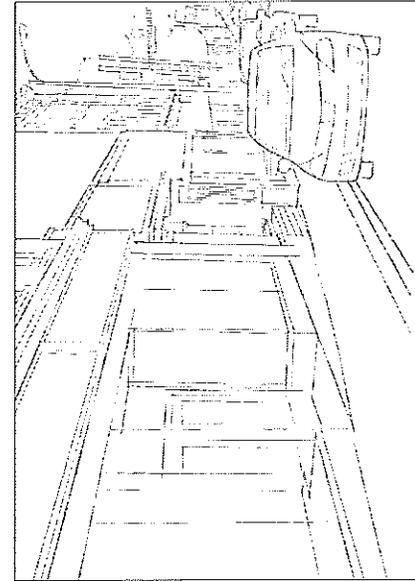


Current, but not best, street furniture and horizontal lines

* Potomac has such natural beauty in the business district, especially when the trees are in bloom. Would love it to reach its full potential. *

Wanted: Potomac-like for Potomac Avenue streetscape

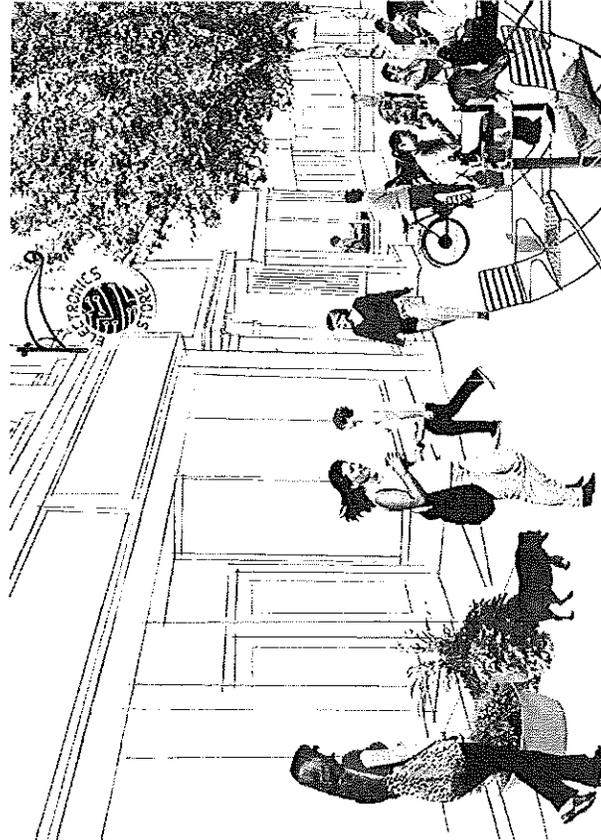




Always! West Liberty today with West Liberty and limited street activity. The plan would allow West Liberty by reimagining the street for sidewalks on the down, clear, step and wider street furniture.

Wider sidewalks, receding from the redesign of West Liberty will be able to accommodate space for walking and also sitting. Landscaping will create a more pleasant Main Street shopping experience and enhance the appearance of the Borough along its primary commercial corridor.

Replace trash cans and install benches and bike racks. Consider engaging artists from the community on an/or surrounding area to weigh in on and/or contribute to their design. Work with the State Fire Commission and solicit local volunteers to plan appropriate trees and plants. A potential source of funding is through the DCED (Department of Community and Economic Development) Keystone Communities designation program. This option should be examined further to determine its applicability to the Borough. Another source for funding is the money that come back from the commercial LERTA.



FLEX YOUR ECONOMIC MUSCLE: STRENGTHEN LOCAL BUSINESS AND BUILD ON NEIGHBORING ASSETS

- Attract a greater range of retail services

At the time of the 2008 South Hills TPID study, grocery stores, for instance, were underrepresented in the Potomac, Dormont, and Mt. Lebanon station areas. In addition, there was an apparent opportunity for health and personal care retailers in the Dormont Junction area. Capitalizing on these market opportunities will help dollars stay local.

While it is difficult for municipalities to sway the market, it is possible to create a more favorable business climate through physical improvements that attract visitors, such as the streetscape improvements listed above. The possibility of obtaining targeted business loans through The Borough should also be examined.

- Encourage collaboration with neighboring Mt. Lebanon and Beechview business districts as a South Hills Transit Corridor.

A collaborative commercial corridor would share the existing power of residents from Mt. Lebanon and the Beechview/Beechmont business districts but also share connectivity through the T, which could be built upon.

Connect and collaborate with local resources e.g. the Mt. Lebanon Main Street Coordinator and Pittsburgh UPA (Urban Redevelopment Authority). Consider partnering with the PAAC for promotional events, e.g. one ticket allows you unlimited use for one weekend, perhaps around the holidays, when traveling between stations in the South Hills.

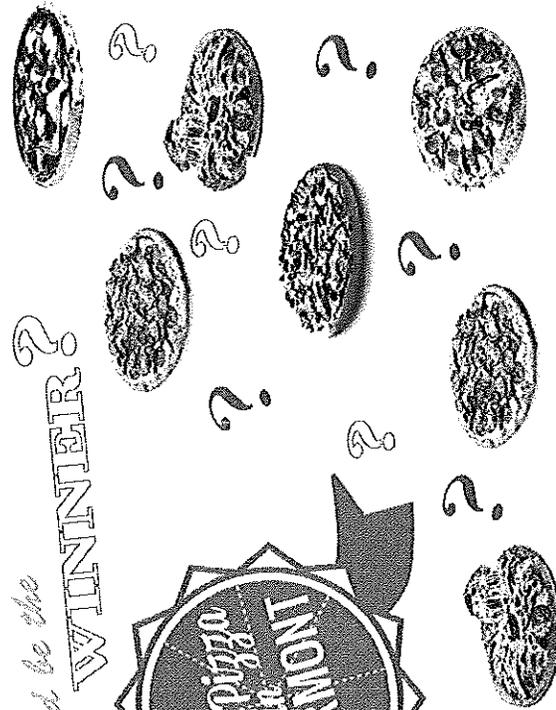
SPREAD THE WORD: IMPROVE MARKETING OF AND INFORMATION ABOUT BUSINESSES IN DORMONT

- Generate activity and showcase local businesses

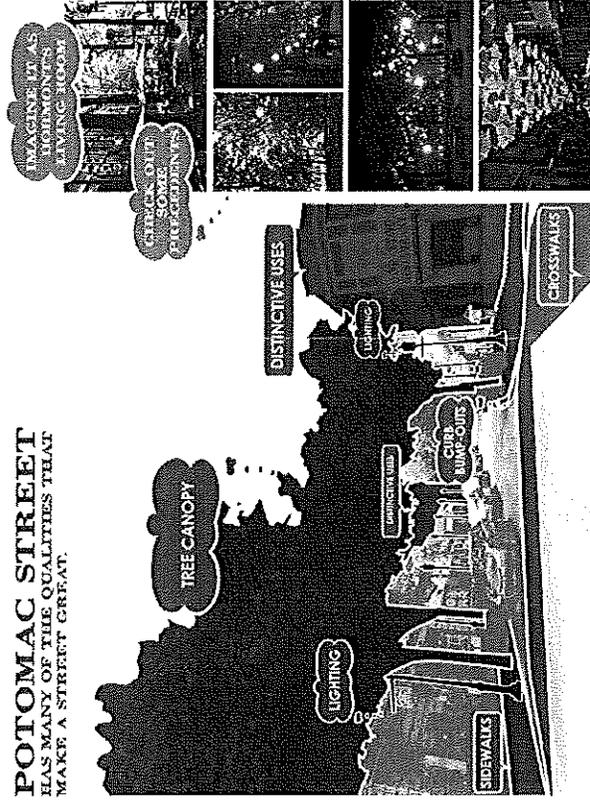
Dormont has a lot to offer, but not everyone may know it. Highlighting local businesses through events, promotions, and marketing will help residents find what they are looking for and keep their dollars local. Promotions, e.g. special coupons, to local business for T riders, can support local business and other causes, such as alternative transportation usage, in tandem. Finally, increased information on what is available in the business district may underscore what is missing to those who are looking to start their own business.

Build off existing events such as Taste of Dormont to create new ones, e.g. a "Best Pizza Contest" or seasonal block parties. Encourage local sourcing for Borough, school district, and community events, as well as other public occasions. Offer promotions, such as special coupons/discount to be used locally for new residents, cyclists, T riders, community volunteers, and others. Strengthen the buy local marketing campaign by using the current Buy Local Dormont logo (or give it a new look) on additional swag, e.g. shopping bags and T-shirts, and a variety of media platforms, e.g. web, social media, posters, Dormont newsletters, and advertisements in the T. Update online resources that promote local business.

WHO WOULD BE THE WINNER?



POTOMAC STREET
HAS MANY OF THE QUALITIES THAT
MAKE A STREET GREAT.



BRING IN THE BUSINESS

Define and market distinct commercial district (see below):
Main Street (pedestrian-oriented portions of West Liberty),
Living Room (Potomac Avenue), and Drive-through (auto-
oriented businesses bookending West Liberty). Maps of these
different commercial zones, along with a business directory
should be available on the Borough and Dormont Main
Street websites. They should also be posted and/or offered
as flyers throughout the business district. In the business
directory, highlight new businesses and special promotions,
link to Facebook for up-to-the-minute event information, and
communication among Dormont Main Street members.

- Market Dormont as a destination for diverse and unique retail and services
- Marketing distinct commercial districts will help potential customers find what they are looking for. It is also important to distinguish the offerings in Dormont from those in Pittsburgh or other living suburbs to show that it has something different to offer.

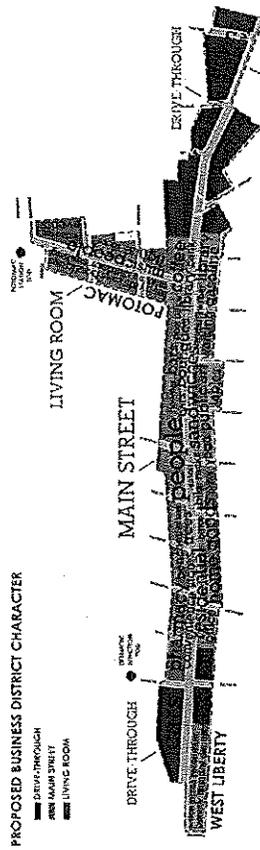


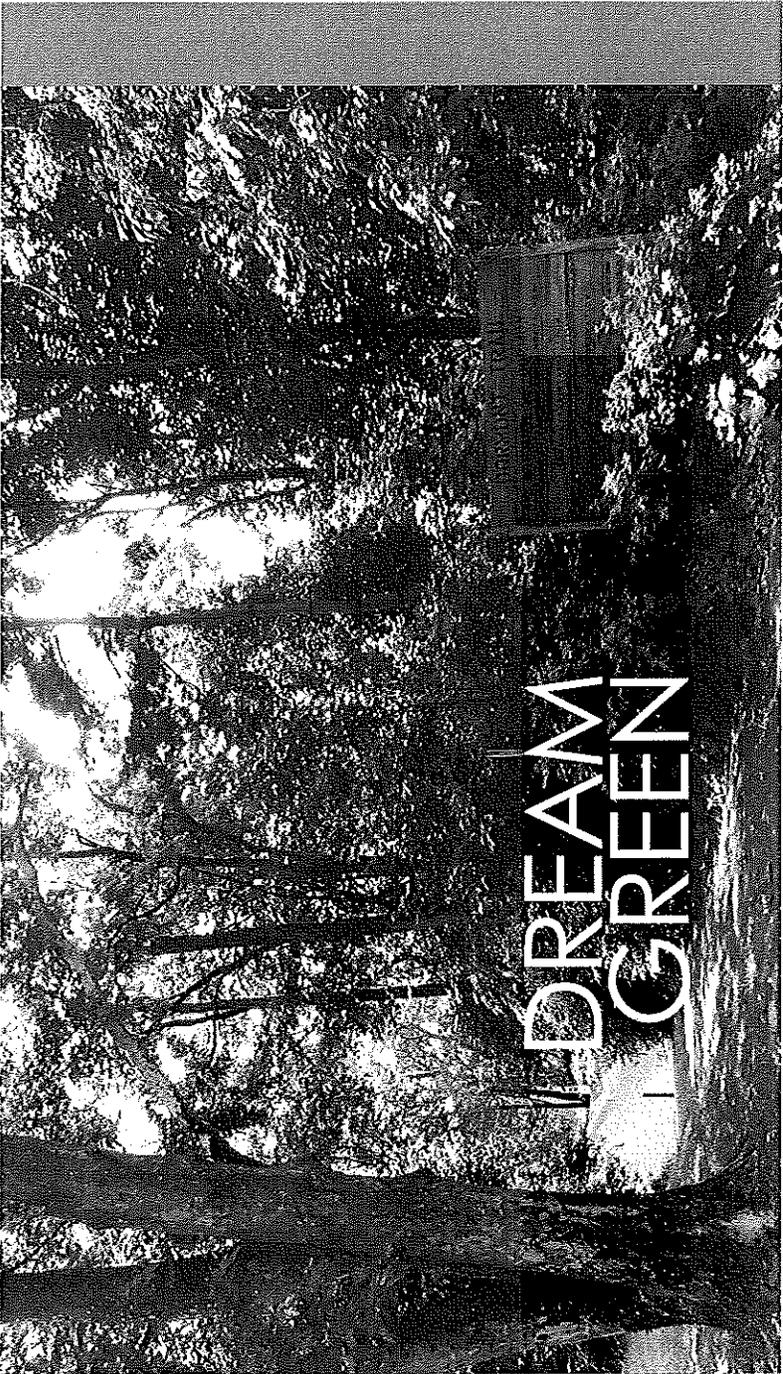
Figure 210
Proposed Business District Character

DRAFT



SUMMARY

BRING IN THE BUSINESS	What are the potential FUNDING SOURCES?	What is the potential IMPACT?	What is the relative COST?	How much STAFF TIME & EFFORT will THIS TAKE?	WHEN COULD IT HAPPEN?
GET BETTER: IMPROVE THE APPEARANCE OF PROPERTIES IN THE BUSINESS DISTRICT	<ul style="list-style-type: none"> • Many business owners have improvements to facades, signs, and window displays • Utility grants (EPA, etc.) • Utilize a LEED Accredited company for renovation for a 10% or 20% discount • Utilize a LEED Accredited company for renovation for a 10% or 20% discount • Pursue the redevelopment loan from the city and working with the city 	<ul style="list-style-type: none"> • High • Medium • High 	<ul style="list-style-type: none"> • \$25 • \$ • \$33 	<ul style="list-style-type: none"> • a lot • minimal • a lot 	<ul style="list-style-type: none"> • mid-term • long-term • long-term
SITING (AND WALKING) BETTER: PURSUE STREETSCAPE IMPROVEMENTS ALONG POTOMAC AND WEST LIBERTY THAT RECOGNIZE HOW EACH STREET IS UNIQUE	<ul style="list-style-type: none"> • Signage, trees, benches and other amenities, public lighting, etc. • Potomac Avenue • West Liberty Avenue and landscaping to West Liberty 	<ul style="list-style-type: none"> • High • medium 	<ul style="list-style-type: none"> • \$5 • \$5 	<ul style="list-style-type: none"> • better • a lot 	<ul style="list-style-type: none"> • mid-term • mid-term
FLX YOUR ECONOMIC ANGLE: STRENGTHEN LOCAL BUSINESS AND BUILD ON NEIGHBORING ASSETS	<ul style="list-style-type: none"> • Create a greater range of retail options • Encourage collaboration with neighboring W. Potomac and Libertyview business districts to create a more vibrant, walkable area 	<ul style="list-style-type: none"> • medium • low 	<ul style="list-style-type: none"> • \$5 • \$ 	<ul style="list-style-type: none"> • none • minimal 	<ul style="list-style-type: none"> • mid-term • long-term
SPREAD THE WORD: IMPROVE MARKETING OF AND INFORMATION ABOUT BUSINESSES IN DISTRICT	<ul style="list-style-type: none"> • Market District as a destination for diverse and unique retail and services • Create a website and use social media to promote local business 	<ul style="list-style-type: none"> • low • medium 	<ul style="list-style-type: none"> • \$5 • \$5 	<ul style="list-style-type: none"> • minimal • minimal 	<ul style="list-style-type: none"> • long-term • mid-term



LEADING THE WAY ON GREEN COULD MAKE DORMONT STAND OUT AND (BE) UNIQUE.

Dormont's parks and open spaces are valued by community members and are a key attraction for residents. In fact, in a recent survey, 85% of residents said they would like to see more parks and open spaces in their neighborhood. Dormont's parks and open spaces are distinctive and help to distinguish the Borough from other municipalities. But for many, Dormont Park is too rough to use on a day to day basis. Residents expressed a need for better open space and expanded recreational programming throughout the Borough but also for a committed effort to green, create and manage stormwater. Dream Green is focused on further transforming Dormont into a green, active and sustainable Borough.

4

DREAMING GREEN

Dormont Park is roughly 24 acres with a ball field, creative play area, picnic pavilion, tennis courts, street hockey court, basketball court, horseshoe court, walking trail, and restroom facility, in addition to the Dormont Pool and Recreation Center. The park was the most loved place in Dormont per feedback on the collaborative map, with residents citing its trees, trails, places for skating, playground, and pavilions, among other elements of it that they enjoyed. In addition to the Dormont Pool and Recreation Center, community recreation facilities include the gymnasium behind Borough Hall, which is primarily used for indoor sports, including basketball and cheerleading. In addition, the gymnasium can be rented out for parties during the week ends.

Beggs Snyder Park is roughly 5.5 acres with a ball field, two picnic soccer fields, a locking pavilion, restroom and concession building, playground equipment, and passive park areas. The passive park on West Liberty is less than a 20th acre in size and a sunflower garden, two benches, and 6 trees.

There is limited open space in the borough (less than 2% of land area) almost all of which is enclosed in Dormont Park and Beggs Snyder Park. For this reason, accessibility of open space is a major issue as not everyone is within a short walk of usable open spaces. Both parks require investment to meet their potential and maintenance is a constant struggle. Many residents have noted that while there are a lot of programs and events at the recreation center in Dormont Park, there is limited outreach of these offerings which limits their use by residents.

Beggs Snyder, in particular, faces several issues which contribute to its lack of use. The park has extremely limited road access and its parking lot is used primarily by nearby residents. The main access point from Mackley is barely visible and does not welcome residents or visitors to the park. Further, the grass is poorly maintained and the park's steep slopes result in frequent flooding

which renders the fields unusable at times. The basketball courts are cut off from the rest of the park and, because the park is basically a bowl with limited visibility, it became a great place for teens to congregate, litter and sometimes mis-behave. There is real opportunity to transform Beggs Snyder but any initiative will have to be a joint effort between Dormont and Mt. Lebanon due to the fact that while it is managed by Dormont, the park is in Mt. Lebanon.

Beyond Dormont Park and Beggs Snyder, the other open space is a small passive park recently developed on West Liberty Avenue. While creating a new plaza is a valuable idea, the result is not working. The passive park's steep slope along West Liberty means that there is no relationship between the park and the street. As such, the benches are used rarely and there are rarely anyone using the space except during planting days. Because the development of the park included the development of a new parking lot, space is limited for additional amenities. There is not even a path that connects the park with the parking lot.

Beyond the existing parks, the most prominent environmental concern is flooding. The drainage issue were did not get resolved until 2017 with the installation of a stormwater capture cistern to recapture top the nearby stormwater. Coupled with concerns about flooding, data collected for the plan reinforces a concern residents have consistently voiced - the lack of street trees and greenery. While it is not possible to create new recreation spaces due to limited land availability and high cost, there are opportunities to thread greenery throughout the borough. An investment in new trees and landscaping will help to slow traffic, clean the air, improve housing values and improve the identity of Dormont.

**“We have too much hardscape,
There’s nothing that’s green.”**

of 2018 Survey, Snyder Park

**“They need to get this park cleaned up
so it’s usable again.” (Beggs Snyder)**



RETHINK THE PASSIVE PARK ALONG WEST LIBERTY

The passive park along West Liberty is underperforming as a park due to its location, topography, and lack of furniture and paths. It has no connection to West Liberty and adds no value to surrounding businesses in its current state.

Level and redevelop the passive park with businesses and a small outdoor commercial plaza. The site and surrounding area is ripe for a redevelopment project that will serve to benefit the Borough through new taxes and commercial offerings. The LEPA for commercial properties would also benefit any new construction on the site. An alternative is to level and redesign as a park at grade with West Liberty but this is a very costly endeavor without the ability to capture future revenues to offset the cost.



It's what

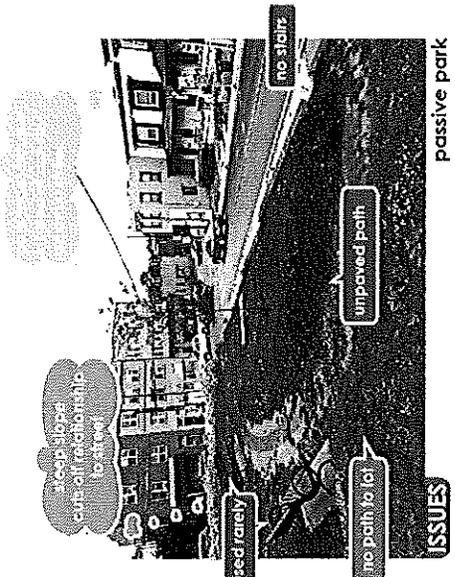
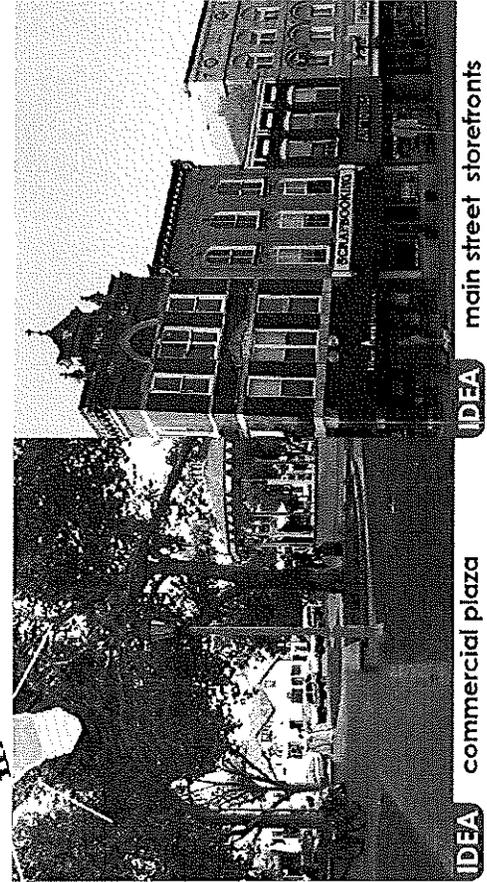


Figure 22: Description of Issues for the Passive Park
 Figure 23: Implications of these opportunities for future development of the Passive Park

- Add new programming to Dormont Park

WHY: Dormont Park is quite popular with residents yet could benefit from additional programming.

HOW: Find an ideal location for a dog park, an exercise which generated substantial enthusiasm among residents during public outreach. Coordinate with schools and local groups to organize outdoor movies, performances, storytelling hours, and other events that cater to different groups.

*Photo: Young residents would like to see some off all space made for exercise at Dormont Park. **WHY:** Dormont Park is quite popular with residents yet could benefit from additional programming. **HOW:** Find an ideal location for a dog park, an exercise which generated substantial enthusiasm among residents during public outreach. Coordinate with schools and local groups to organize outdoor movies, performances, storytelling hours, and other events that cater to different groups.*



- Improve maintenance of parks facilities.

WHY: Play equipment, benches, and restrooms are in need of more attention. Improved maintenance of these facilities will help the park's better serve as community amenities that could furthermore attract new residents.

HOW: The Borough just hired a landscaping company to maintain Borough facilities and grounds which will enable the existing two part employees to devote more time toward maintaining the park. Work closely with the Parks Commission to continue to involve the youth and community groups for seasonal or annual cleanups.

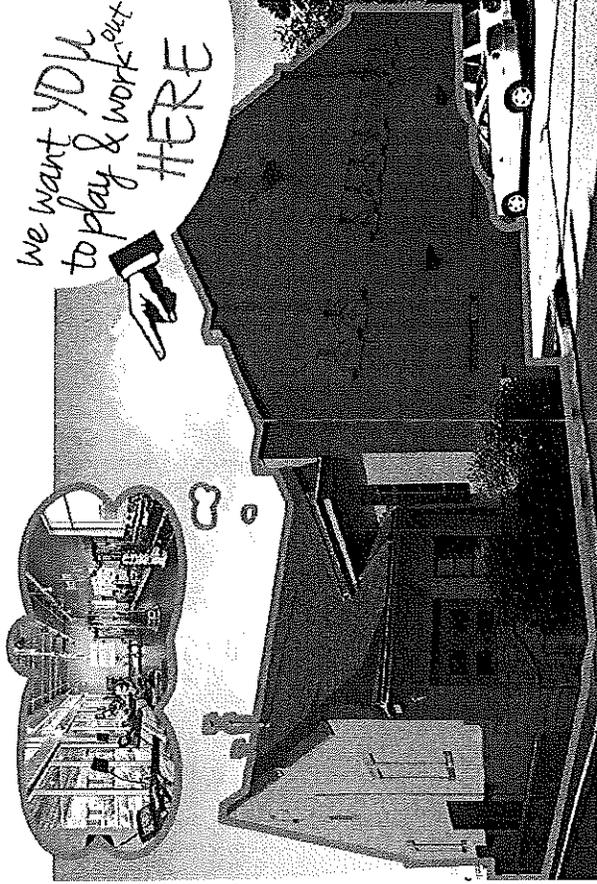
INCREASE THE PROGRAMMING AND OFFERINGS OF BOROUGH FACILITIES

- Repurpose the Gymnasium behind Borough Hall

WHY: The Gymnasium is currently used by youth groups but is in somewhat poor condition. No public gym is available to Borough residents, and private fitness clubs are not conveniently close to the Borough.

HOW: Turn the gym into a public fitness and recreation center open to all residents of the Borough. Form a local task force to support the recreation director in coordinating the conversion of this facility.

As with the Improvements to Beggs Snyder Park, the PA DCED Greenways, Trails and Recreation Program is a potential source of funding for these improvements. The Borough may only apply for one project at a time, however. Another option is for Borough residents to pay a small fee and non-residents to pay a slightly higher fee. The revenue gained from these fees could support the operation of the facility. Additional options are to pursue funding through the Community Infrastructure and Tourism Fund or the Growing Economic Development Fund, both of which are programs of Allegheny County.



► Upgrade the Dormont Pool and add uses

WHY: The pool is close to the hearts of many residents yet could benefit from some improvements that respect its history and build off its assets while addressing modern preferences.

HOW: Potential improvements range from softer programming to physical upgrades. The stable parking lot is an ideal space for larger fairs, festivals, or farmer's markets that may not work as well on Polomac Avenue. The pool itself could also accommodate popular winter uses, such as ice skating.

Close consideration should be given to the redesigning and modernizing of the pool to compete with surrounding communities. The minimum level of physical improvements should address upgrades to the locker rooms in the bathhouse and the placement of the concession stand. One means of support for these improvements would be an increased fee for non-residents.

► Expand information and services at the Recreation Center

The offerings of the recreation center are limited and could be expanded to better serve the more diverse interests of the community.

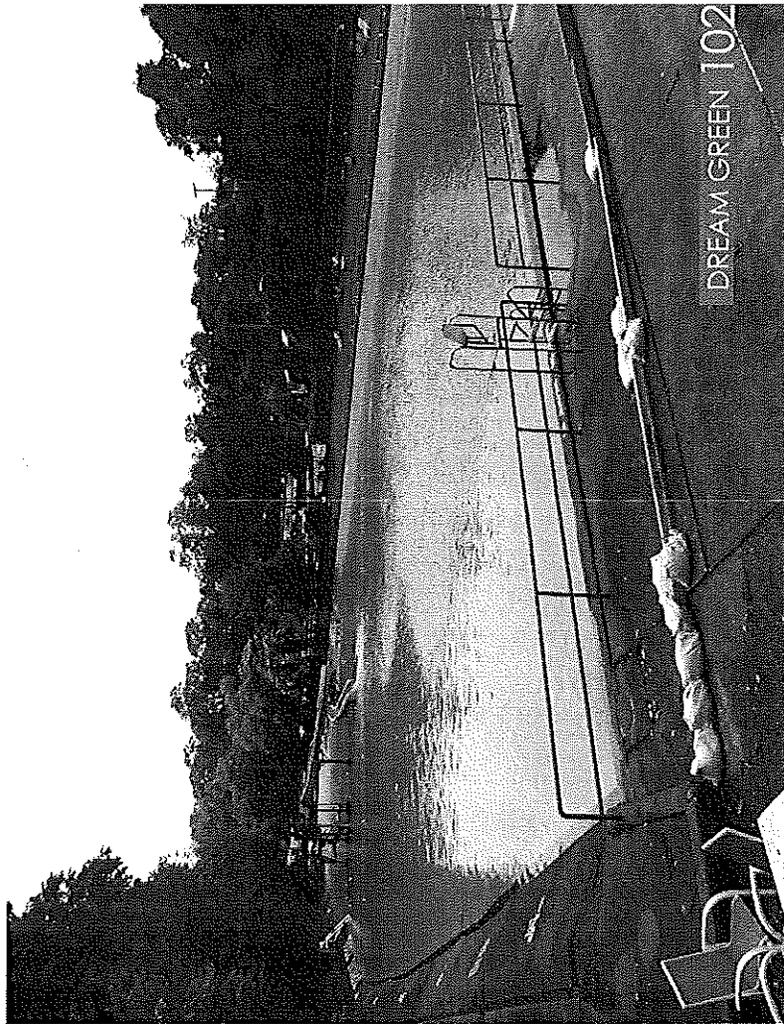
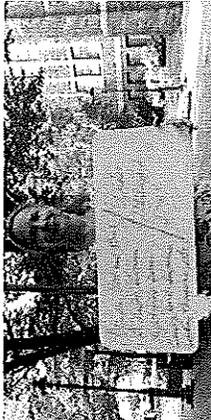
Improve marketing for events. Revamp the format of the class schedule and add a calendar to website. Consider renting the facility for meetings and other events.

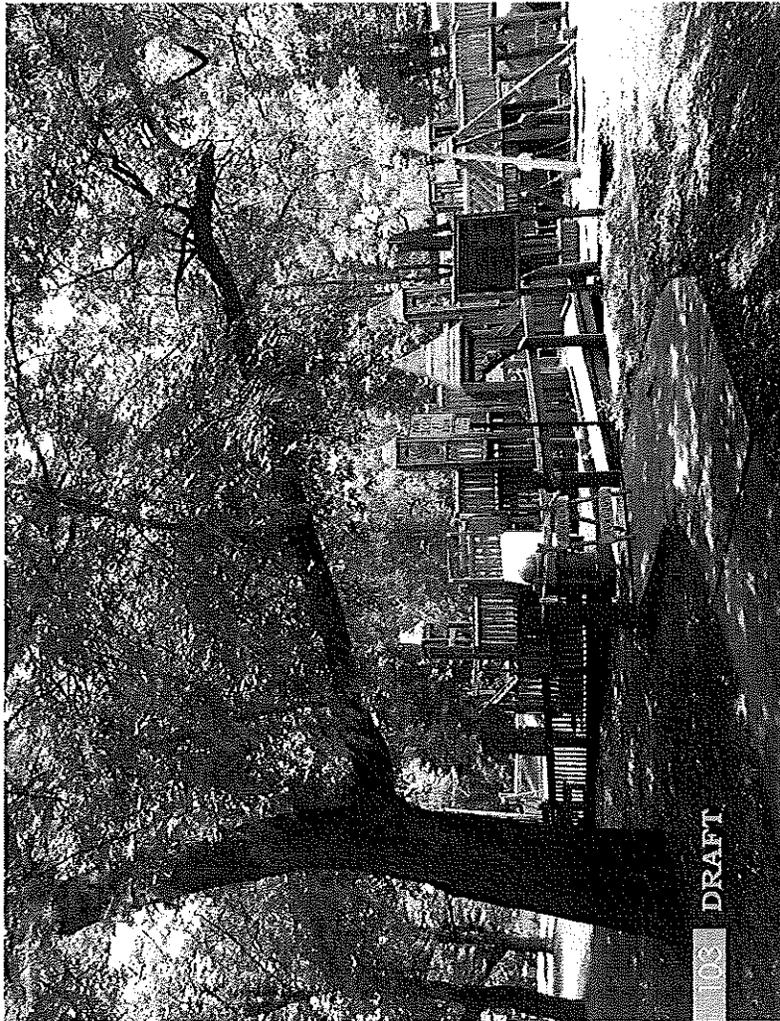
► Encourage healthy programs

Dormont has a walkable environment, a noticeable level of community spirit, and access to parks. The placement of these assets position the community well for health-related programs and events.

Organize run/walk/bike events, bring back the Dormont Dash!

Public art, courtesy of the local art group and professionals.



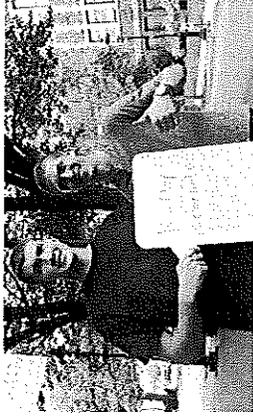


GO GREEN (AND BLUE)

• Develop a tree planting plan

WHAT: Tree coverage is somewhat limited in the Borough. Adding trees to streets helps modulate high summer temperatures, offer shade, and creates a more inviting aesthetic.

HOW: Work with the Shade Tree Commission to select street tree and yard tree species. Promote the benefits of tree planting to residents and businesses. Organize a community planting day to implement the tree planting plan.



Boys' Republic of Pennsylvania, Inc. sponsors tree planting and garden tours. Summer tours raised a number of trees in the County Park area in 2011.

■ **Use stormwater management best practices**

Stormwater management practices are needed in urban areas to reduce runoff and flooding.

In residential areas, residents should disconnect roof leaders and use rain barrels. This water can in turn be used for gardens or in the home, e.g. in washing machines. Residents removing their garages should consider using permeable materials to pave their parking pads.

Commercial and institutional properties should install pervious pavement and green roofs. These practices absorb stormwater and rain gardens, where possible as well as capture roof runoff.

The Borough should incorporate green streets/green alleys into projects when possible, perhaps through the creation of pilot streets, as discussed above (Chapter 3 – Move About). All of these efforts can be spearheaded through demonstration projects that serve as opportunities to educate property owners.

Grants are available for green stormwater infrastructure through several options: Allegheny County Conservation District Grant Fund, The Charleis Program (EPA), The Watershed Restoration Protection Program (CFA), Growing Greener II Grant (PENWEST), the Community Infrastructure and Tourism Fund (Allegheny County), and the Gaming Economic Development Fund (Allegheny County).

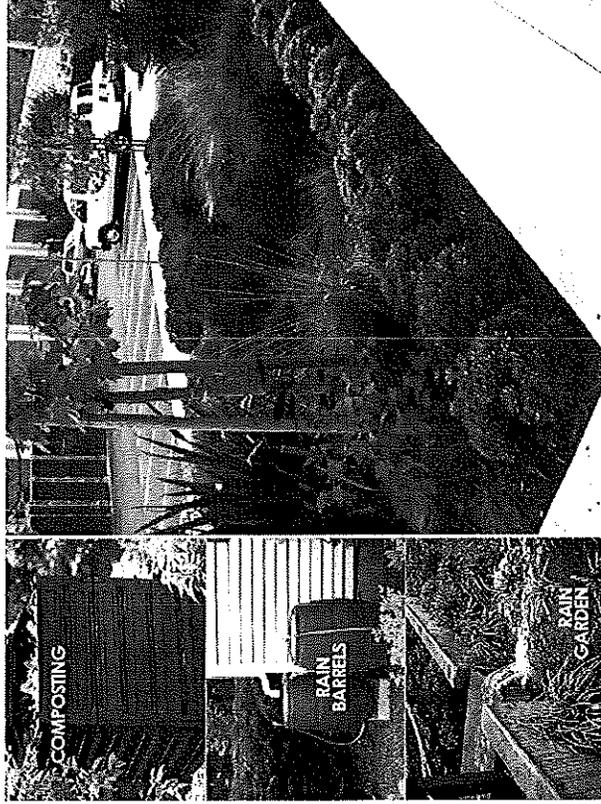
Coordination of these stormwater management practices should take place between residents, businesses, schools, local organizations, and the public works department. The Borough should also consider creating a Stormwater

Authority, which could be a joint effort between the Borough and neighboring municipalities. This authority would be tasked with assessing, maintaining, monitoring, and improving the storm water system, among other responsibilities. It would be able to charge a minimal user fee that could be used for stormwater management operations, e.g. street cleaning, and new storm water projects.

Photo: Examples of compost bins, rain barrels, and rain gardens



Photo: Mr. LaFalle shows Mr. Kelly 2013





Encourage green practices
 Green practices improve quality of life and can help property owners and the Borough save money. Dormont is also of a scale that it can strive to become a model green community, which in turn benefits government operations, supports the local economy, and improves the appearance of the Borough.

Implement energy-efficient improvements in homes and businesses, including water conservation efforts, installing white roofs, and composters, and reducing the use of pesticides and lawn chemicals. The Borough should install smart meters to maximize parking efficiency and reduce impermeable pavement by switching to permeable pavement when repaving streets and alleys. Dormont should also strive for achieving Southwest PA Sustainable Community Essential Code Certification. Potential sources of funding include the EPA Community, Park and Recreation Program and the DCHP Community Conservation Partnership Program.

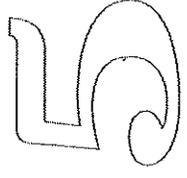
SUMMARY

DREAM GREEN		What are the potential FUNDING SOURCES?	What is the potential IMPACT?	What is the relative COST?	How much STAFF TIME & EFFORT will this TAKE?	WHEN COULD IT HAPPEN?
IMPROVE THE PERFORMANCE OF THE PARKS IN THE BOROUGH						
<ul style="list-style-type: none"> Activate large tracts of land Add new programming to dormant park Expand the Towne Park along with Liberty Improve accessibility to all park facilities 	<ul style="list-style-type: none"> DCHP Conservation Program, DCHP Private Sponsorships, Borough, private sponsorship Borough, private investment 	<ul style="list-style-type: none"> High medium high medium 	<ul style="list-style-type: none"> \$55 \$0 \$55 \$0 	<ul style="list-style-type: none"> n/a n/a score score 	<ul style="list-style-type: none"> long-term medium-term medium-term ongoing 	
INCLUDE THE PROGRAMMING AND DIFFERENCES AT BOROUGH FACILITIES						
<ul style="list-style-type: none"> Repurpose the gymnasium behind Borough Hall Upgrade the Borough Park and outdoor Use the existing building, also, the new building, outdoor 	<ul style="list-style-type: none"> DCHP Greenways Program, user fees, Community Fund Donating Economic Development Fund through private sponsorship DCHP Greenways Program, user fees, Community Fund Donating Economic Development Fund through private sponsorship 	<ul style="list-style-type: none"> high high low 	<ul style="list-style-type: none"> \$55 \$5 \$ 	<ul style="list-style-type: none"> n/a n/a score 	<ul style="list-style-type: none"> long-term medium-term ongoing 	
GO GREEN (and more)						
<ul style="list-style-type: none"> Encourage green practices 	<ul style="list-style-type: none"> Allegheny County Conservation Partnership Program (CAP), the Watershed Protection Fund (WPF), the Community Infrastructure and Economic Stimulus Fund, the Greening Economy Fund, CAP Greenways, Park and Recreation Program, DCHP Community Conservation Partnership 	<ul style="list-style-type: none"> medium 	<ul style="list-style-type: none"> \$55 \$ 	<ul style="list-style-type: none"> n/a score 	<ul style="list-style-type: none"> medium-term ongoing 	



EVERYBODY SHOULD TAKE PRIDE IN THEIR TOWN

Dorchester's future will be defined by quality leadership. To accomplish the town's goals, the town's leadership must be maintained to state, county, non-profit and civic organizations. This chapter identifies the actions Borough leadership needs to take to drive implementation of Dream Dorchester forward.



LEAD PROGRESSIVELY

Borough Management

COMMISSIONS, BOARDS, AND DEPARTMENTS

The Borough of Dormont comprises (7) departments. Those which most directly relate to the comprehensive plan are public works, building and zoning, code enforcement, and recreation:

Public Works

The Department of Public Works consists of eight employees. The Borough also has a full-time engineer to work on street design, stormwater systems, and improvements to infrastructure.

Building and Zoning

There is one building inspector. Previously, this officer also was responsible for code enforcement and zoning. More acute violations, such as dangerous building conditions, take priority, and hence relatively minor infractions take longer to address.

Code Enforcement

The Borough now has a full-time code enforcement officer working under the supervision of the Borough Manager. As building, zoning, and code enforcement duties no longer fall to just one person, conditions are improving.

Parks + Recreation

The Borough has a part superintendent who among other things is responsible for the maintenance of recreation facilities and parks. Recreation programs for the Borough are managed by the Recreation Director. There is also a recreation board with seven members who serve a term length of three years.

In addition, the Borough has five commissions and boards:

A code advisory commission, which has the power to provide a recommendation of approval for permits and permissions, applicable for development, and provide hearings in cases of denials or reductions in rank for the codes and fire departments.

A planning commission, which recommends changes to the Borough's master plan, makes recommendations on rezoning, and reviews development and site plans.

A recreation board, which determines the amounts and kinds of recreation that are needed, coordinates the use of Borough facilities, and develops future recreation programs.

A traffic and parking planning commission, which works in an advisory capacity to make recommendations on issues related to traffic, and parking problems.

A zoning hearing board, which hears appeals on the validity of the zoning ordinance and has the power to grant variances and special use permits to the ordinance.

NON-PROFIT GROUPS AND ORGANIZATIONS

Several non-profit groups and organizations help support the functions of the departments of the Borough and promote the assets of the community. These include:

Allegheny Together, which began in 2007, and aims to assist and promote private/non-profit business districts in Allegheny through investment and job-creation plans. <http://www.alleghenytogether.com/>

Dig Dormont (10-15 members), which works to green and beautify Dormont.

Dormont Athletic Recreational Association (DARA), which does fundraising and organization for youth programming and athletics, including baseball, softball, youth and flag football, and cheerleading, as well as field maintenance and improvement. <http://www.dormontdara.com/>

Dormont Main Street, which started in 2006, with the goal of revitalizing the commercial corridor in the Borough. The Dormont Community Development Corporation (DCDC), a non-profit, now manages the program. <http://dormontmainstreet.org/>

Friends of Dormont Pool (20-25 members, a nonprofit) that works to raise funds for the ongoing maintenance of the Pool and future improvements. <http://www.fodormontpool.org/>



A resident works on a plan for the new Dormont Community Pool during a public hearing on November 2014.

Borough Finances

In 2008, a study conducted by the Local Government Academy warned that municipalities would face an ongoing period of fiscal stress. This study was based on the assumption that the current economic conditions would become more difficult with limited tax and fee revenue growth. Dormant residents would be faced with service reductions unless trends were reversed. A structural deficit was projected for 2012.

Fortunately, the forecasted crisis was averted. Borough finances and the budgeting process have greatly improved in the past 5 years. Council and the Borough administration have worked diligently to ensure fiscal integrity remains a top priority. Challenges remain with limited opportunities for revenue growth, but the Borough remains committed to the provision of high quality services.

Dormant's budget includes the following four fund accounts:

- General Fund – the provision of most services (police, fire, parks and recreation, etc)
- Highway Aid Fund – road maintenance, traffic signalization and traffic calming
- Sewer fund – driver of wastewater services
- Capital Reserve Fund – multi-year capital improvement's (communication and major equipment)

In the 2013 annual budget, the Borough realized just under \$10 million in revenue and authorized a slight increase in debt or credits for the year. The Council has also authorized an account for over 25% of both revenue and expenditures. Other funds have specific sources of revenue and allowable uses.

examining the ability to lower the tax burden, but must balance the two initiatives. Future millage reduction can come from growth in commercial assessed value, gains in efficiency and alternative revenue.

Recently, the Borough 2013 millage rate was decreased to 8.97 mills from 11 mills. This reduction in millage rate will result in a \$1,000 of assessed valuation. The millage rate reduction is the result of a reassessment of all property in Allegheny County. Under state law, communities and school districts in Allegheny County were only allowed to have a millage rate that brought in the same revenue as in 2012 plus 5% upon approval of the Borough Council. The reduction has made Dormant's tax rate more competitive, but the tax burden in the Borough remains higher than comparable communities.

- Largest Sources of Revenue (outside of real property tax which accounts for nearly 50%):
 - o Intergovernmental Revenue
 - o Transfer Taxes
 - o Parking Meters
 - o Rentals
 - o Recreation
 - o Licenses and Permits
- Largest Expenditures:
 - o Police
 - o Debt Principal
 - o Employee Benefits
 - o Public Works
 - o Fire
 - o Fuel, Parks, and Recreation

The 2013 total assessed value of Dormant's taxable property is in excess of \$269 million. Real property taxes account for nearly half of the Borough's annual General Fund revenues, and include the largest portion of the assessed value. The property tax rate remained flat for the past five years. The property tax rate for the Borough is 8.97 mills. The fire department and debt service are estimated that nearly 20% of these property tax revenues come from the assessment of residential property within the Borough.

As previously discussed, Dormant is primarily built-out so the generation of additional property tax revenues must come from land development and revitalization of existing properties (especially in light of the fact that Allegheny County does not regularly reassess properties). Diversification of the property tax base through the growth of commercial assessed values will greatly enhance the Borough's long-term fiscal sustainability.

The remaining revenues of the Borough General Fund come from a combination of other local taxes, fees and transfers. For the largest categories, revenues have not fluctuated greatly over the past five years. The attraction of residents and business in the Borough will increase other tax revenues as well. Increases in revenues from tax rate increases must take into account any negative impact on residents, businesses and visitors.

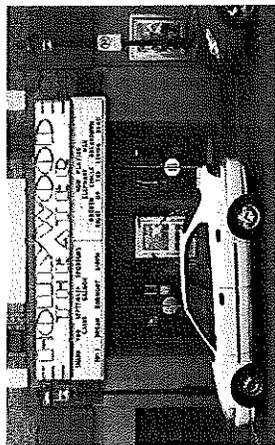
Dormant is organized into various departments to deliver services and carry out local policies. These are funded via expenditures of the General Fund. Major categories include: police, debt principal repayment, employee benefits, public works, fire and parks and recreation. The Borough's liability is the credit to maintain the Borough's liquidity. Recent investments in major capital over the past five years. Recent investments in major capital administration and public infrastructure include a full-time Borough engineer, code enforcement, 11 upgrades, parking meters, the swimming pool and public works equipment.

Capital investment will remain a top priority in the Borough. As the Borough's level of outstanding debt is being reduced, funds will be released for these expenditures. Officials can also

Friends of the Hollywood Theater (11 members board), which was formed in 2010 as a nonprofit to rescue the theater and create a community center for festivals, concerts, and special events. <http://www.thehollywooddormant.com>

Historical Society, which was established in 1969 and has over 30 members and organizations as members in addition to its private members. <http://dormanthistoricalsociety.com>

Sheds The Committee (3 members), which per the Dormant Board Code Book, "rescues, restores, and cares for the sheds from the village and throughout the Borough as well as lives in a green zone at park."



Hollywood Theater

DRAFT

OBJECTIVES + RECOMMENDATIONS

Progressive and thoughtful leadership guides decisions and inspires an engaged and active community.

Recommendations for leadership and community involvement appear above throughout the “how” sections of the plan. They are also listed below with their target actor or action:

CREATIVELY MANAGE FOR RESULTS

YOUR HOMESWEET HOME

- Hire a marketing consultant

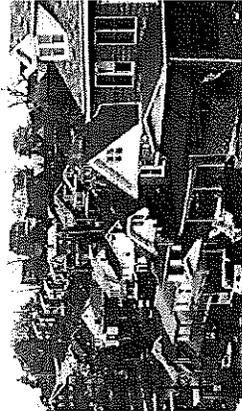
Dorment has many attractive qualities that could be of interest to potential homeowners, yet the Borough may not be on their radar due perhaps to its size and lack of clear boundaries/gateway.

Put out a request for proposals (RFP) to marketing consultants.

- Team with universities for data management

Code violation data filed by the Borough could be harnessed to improve its level of service.

Students from local universities could help integrate these data from Dorment Delivers, PublicView, physical reports, and other sources into a database system. These data could be shared with GIS to detect violation patterns and suggest optimal resource allocation.



MOVE ABOUT

- Involve local government in safe streets campaign + create an advisory board for complete streets

Complete streets and the safe street campaign should be a joint effort between the Borough and community members.

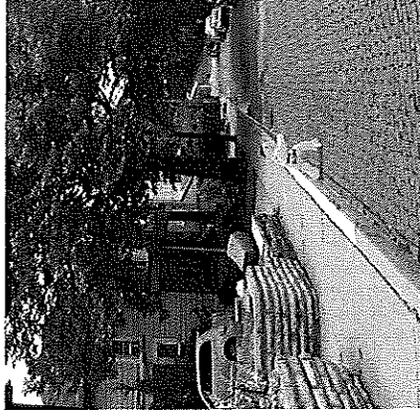
Include safe street topics on borough meeting agendas. In particular in meetings with the traffic and parking planning commission. Invite members of the community, including representatives from various age groups, to join the Complete Streets board for safety.

- Coordinate streets treatments between residents, borough commissions and the complete streets advisory board, and the police, fire, and public works departments

Complete streets involve inter-related elements and as such require the input of all members of the community. In addition, certain streets treatments, such as bicyclists, may not become policy but should be an available option for residents.

The public works department should work with the advisory board for complete streets to determine which measures are appropriate for Dorment. Combine street repairs and conversions of streets from two-way to one-way with green infrastructure, such as bumpouts coupled with rain gardens. In addition to Complete Streets measures, such as narrow and improved crosswalk striping, the police and street departments should coordinate on expanded permit and metered areas.

Create a borough program that coordinates interested residents with the public works department to determine the feasibility of expanding a play street by resurfacing that alley with permeable paving, including highly visible signage, and developing a future maintenance plan.

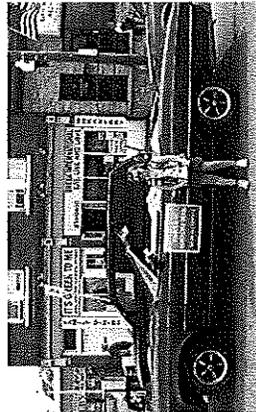


Resurface and paint to attract that is a safe play street.

- **Create an events board working under guidance of recreation director**

WHY: Additional special events in Dorment will foster community pride and activate the community. An events board will help coordinate and create new events to meet the interest of the community in having more events.

HOW: Invite members of the community including business owners on Potence Avenue to participate in the board.



Dorment's had a vibrant history of local events that bring people into the center.

- **Team with universities to address parking**
- WHY:** Data on parking availability could be analyzed to understand trends and consider solutions to significant and recurring problems.

HOW: The Borough could team with local universities to analyze parking data with GIS to detect patterns and suggest solutions.

- **Hire an additional traffic enforcement officer to target problem areas**

WHY: Problem areas pose threats to safety; targeting those areas first will have the greatest impact safety.

HOW: Add one extra meter person to the 2014 budget to ensure that parking meters are enforced the full 60 hours a week. The extra revenue will pay for the position.

DREAMING GREEN

- **Re-allocate maintenance staff parks facilities**
- WHY:** There is a clear need for increased capacity in the maintenance of parks in Dorment to deal with the park superintendent and DABA are able to dedicate.

HOW: Hiring a landscaping company to take on maintenance of new Borough facilities will enable existing employees to better maintain local parks.

Dorment's approach to creating a vibrant park, but so many residents feel more is needed.



PLAN AHEAD ON BOROUGH FINANCES

- Form a Fitness Center Task Force**

WANT: A task force can support the recreation director in the coordination of converting the gymnasium into a public fitness and recreation center.

HOW: Invite the Recreation Board to spearhead the task force.
- Connect and collaborate with neighboring towns**

WANT: Collaborate with local resources, e.g. the Mt. Lebanon Main Street Coordinator and Pittsburgh UPA (Urban Redevelopment Authority) to share the purchasing power of residents from Mt. Lebanon and the "up-and-coming" Beechview neighborhoods. Host regular meetings and include members of Main Street Dormant.
- Continue financial planning efforts**

WANT: In 2009, the Borough faced a situation where dramatic service reductions were a possibility as rising expenditure levels were not being met with offsetting revenue increases. A structural deficit was projected for 2012. Faced with a stagnant property tax base, Dormant's millage rates continued to climb to generate necessary revenue.

HOW: Forewarned problems did not materialize as Council and the administration focused on the Borough's fiscal integrity. The Borough recognized that financial sustainability relied on sound and prudent management of assets. Thus, the formal written Financial Policies and Procedures were crafted in 2013. Sound, long-term decision making depends upon the flow of information at all levels from elected officials to department heads and staff.



- Implement department specific budget requests and prioritization of expenditures**

WANT: Focusing on recognized department priorities during the budgeting process will result in the more efficient provision of services.

HOW: Continue recently implemented policy whereby the Borough Manager meets with department heads to commence the annual budgeting process. Evaluate Department post budget performance. Analyze return on investment across expenditure categories to better allocate resources.
- Develop and maintain a 5-year capital improvement plan**

WANT: The CIP is a critical component of the new financial plan of the Borough, and will ensure continued improvement in the delivery of public services.

HOW: Follow the established departmental investment priority criteria. Inventory and assess capital assets to plan for maintenance and replacement. Invest in road, sidewalks, parks/recreation and stormwater to maintain quality of life. Utilize savings as debt is relied in part to fund necessary capital improvements. Limit exposure to new debt while balancing investment needs. Increase utilization of Commonwealth and Federal funding for capital improvements to lessen pressure of Borough revenue stream.
- Maintain a balanced budget, and seek to build revenue from excess reserves above expenditures. Match revenues from Borough services to planned expenditures for continued sustainability. Stabilize Borough finances through cash flow and debt management. Ensure the Reserve Fund equals three months of Borough expenditures per CFO. Continue to provide budget briefing to residents to raise stakeholder involvement. Revise and amend the financial plan in the future to ensure policies and procedures remain up to date.**

WANT: Written policies and procedures improve accountability, transparency and level of service to residents.

- Examine new revenue sources**

WANT: The Borough's will continue to be limited in its ability to raise significant new tax or fee revenues from existing sources.

HOW: Examine a potential Stormwater Management fee. Dedicate millage for road improvements, similar to specific rate for Borough library and life department. Better manage parking assets and pricing policy to raise revenues and improve service within business districts. Evaluate wage fee structures such as those for parks and recreation and increase where applicable (fees for non-residents). Seek Corporate sponsorship opportunities.



21 DRAFT

SUMMARY

PROGRESSIVELY LEAD	Who are the potential FUNDING SOURCES?	What is the potential IMPACT?	Who is the relative COST?	How much STAFF TIME & EFFORT will this TAKE?	WHEN COULD IT HAPPEN?
CREATIVITY MANAGE FOR REBITS					
1. Develop a plan for the project.	through various sources	low	\$	10-15 hrs	short-term
2. Obtain local government funding through various sources.	through various sources	medium	\$	0-1 hr	short-term
3. Obtain private industry funding through various sources.	through various sources	medium	\$	0-1 hr	short-term
4. Obtain public funding through various sources.	through various sources	medium	\$	0-1 hr	short-term
5. Obtain funding from the community through various sources.	through various sources	medium	\$	0-1 hr	short-term
6. Obtain funding from the business community through various sources.	through various sources	medium	\$	0-1 hr	short-term
7. Obtain funding from the academic community through various sources.	through various sources	medium	\$	0-1 hr	short-term
8. Obtain funding from the non-profit community through various sources.	through various sources	medium	\$	0-1 hr	short-term
PLAN AHEAD ON BUDGET FINANCE					
1. Obtain funding from the local government through various sources.	through various sources	medium	\$	0-1 hr	short-term
2. Obtain funding from the state government through various sources.	through various sources	medium	\$	0-1 hr	short-term
3. Obtain funding from the federal government through various sources.	through various sources	medium	\$	0-1 hr	short-term
4. Obtain funding from the private industry through various sources.	through various sources	medium	\$	0-1 hr	short-term
5. Obtain funding from the public through various sources.	through various sources	medium	\$	0-1 hr	short-term
6. Obtain funding from the community through various sources.	through various sources	medium	\$	0-1 hr	short-term
7. Obtain funding from the business community through various sources.	through various sources	medium	\$	0-1 hr	short-term
8. Obtain funding from the academic community through various sources.	through various sources	medium	\$	0-1 hr	short-term
9. Obtain funding from the non-profit community through various sources.	through various sources	medium	\$	0-1 hr	short-term

ZONE FOR THE FUTURE

Zoning

The zoning code for Doirmant is very straightforward. Areas of the code which this plan will address are:

COMMERCIAL DISTRICT

There is only one commercial district: C (General Commercial District). Conditional uses of note are garden apartments, mid-rise or high-rise apartments, and planned mixed-use development. Uses by special exception include apartment above office or retail. As the Borough is largely built out, the commercial district presents an opportunity for the addition of residential use in the form of upper-story conversions and planned mixed-use development.

RESIDENTIAL DESIGNATIONS

There are three residential designations in the zoning code: R-1 (single-family residential district), R-2 (1- and 2-family residential district) and R-3 (multifamily residential district). The majority of the Borough's residential land use falls into the R-2 category. It is important to note that the aim of the R-2 designation is to strictly regulate further conversion of single-family units into two-family units, and restrict conversion of single-family dwellings into multi-family units. The purpose of the R-1 district is to preserve the character of the neighborhood, and the purpose of the R-3 residential district is to ensure opportunities for multifamily housing development along arterial roads, near light rail transit, and adjacent to commercial corridors.

SIGNS

The portion of this section of the Zoning Code that is of particular relevance to this plan regards projecting signs, which are termed "overhanging signs":

A sign, other than a wall sign or arcade sign, attached to a building or wall whose leading edge extends beyond such building or wall more than six inches, including awnings, marquises or similar structures used for business identification.

These are currently restricted in the Borough.

Land Use

There is minimal discrepancy between land use in the Borough and the Zoning Code. An exterior survey of land use suggests there are roughly 30 multifamily parcels in the R-1 zone, most, if not all, of which are two-family dwellings.

Source: Common Planning

- C: GENERAL COMMERCIAL DISTRICT
- R-1: SINGLE-FAMILY RESIDENTIAL DISTRICT
- R-2: 1-AND-2-FAMILY RESIDENTIAL DISTRICT
- R-3: MULTIFAMILY RESIDENTIAL DISTRICT

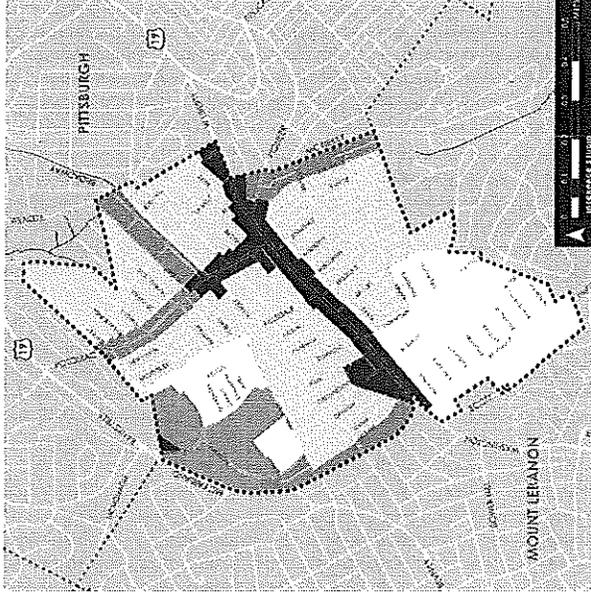


FIGURE 2-1
Land use, zoning in Doirmant

OBJECTIVES + RECOMMENDATIONS

Land use and zoning policy is responsive to the current needs of the community and is adaptable to the needs of future generations.

Recommendations for land use and zoning appear above throughout the "how" sections of the plan. They are also listed below with their appropriate heading from the zoning code.

GENERAL COMMERCIAL DISTRICT ZONING

DIVERSIFY COMMERCIAL ZONING

- Create three new commercial districts

WHY: Diversifying commercial zoning by creating additional commercial district designations will support and encourage diverse commercial character.

HOW:

Drive-Through (C-1): Create additional commercial designations. To replace the existing commercial district (C); drive-through (C-1), main street mixed use (MU-1), and living room mixed-use (MU-2). Differences with the existing zoning for the commercial district (C) are as follows:

Drive-Through (C-1):

- Same as existing commercial district but should allow vehicle sales and service to be a permitted use (as opposed to special exception)

Main Street: mixed use (MU-1)

- Permit upper-story residential on-right commercial uses
- Allow shared parking between residential and commercial uses
- Permitted front parking lots (currently permitted in C)
- Increase height limit of principal structure from 3 stories (current) to 5 stories (proposed) to allow for apartments to be built on top of commercial.

Living Room: mixed-use (MU-2)

- Same as MU-1 with the exception of height limits: from 3 stories (current) to 4 stories (proposed)

PROPOSED BUSINESS DISTRICT CHARACTER

- DRIVE-THROUGH
- MAIN STREET
- LIVING ROOM

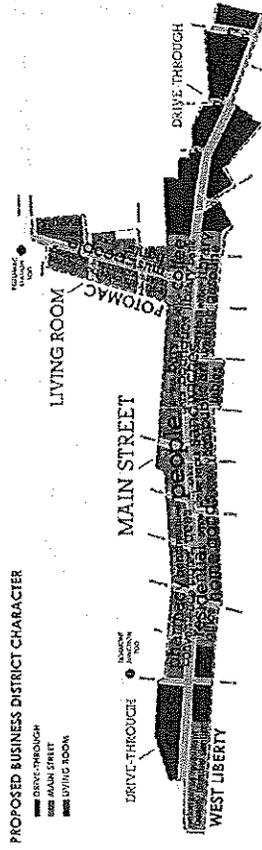
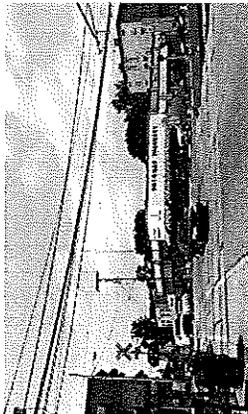


Figure 3-6
Proposed Commercial zoning District Character - Business District



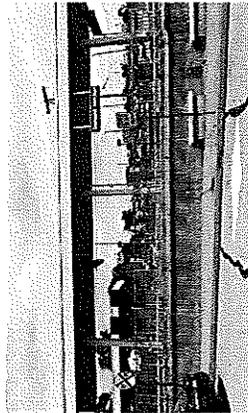
Proposedly to be a single street in District 2, located to the east of the intersection.

Rezone Broadway Avenue

WHY: Commercial use could expand beyond the intersection of Broadway and Palomac to create an additional section of commercial along Broadway. This would help to reduce the need to first respect further commercial development along Palomac Avenue, including the TOD. If significant momentum builds in that area, additional commercial uses could be allowed on Broadway to support it.

HOW: Create an additional commercial zoning designation (MU-3). This could initially just extend along Broadway from the intersection with Palomac Avenue to La Salle Avenue. Differences from the current P-3 designation are as follows:

- Corner Commercial: mixed use (MU-3)
- Allow first-floor commercial as a conditional use



The Transit stop is located on the east side of the street, adjacent to the intersection.

Create a separate TOD designation

WHY: Planned mixed-use development is currently a conditional use of the General Commercial district.

HOW: Base the transportation-led development designation (TOD) off the current guidelines for Planned Palomac as development. Zone the District Junction designation. Differences from the current guidelines for planned mixed use development (Section 11.20.1-2) are as follows:

Transit-Oriented Development (TOD)

- Use "shared parking" standards to minimize the space dedicated to parking
- Allow for greater densities and mix of uses

EXPAND RESIDENTIAL ZONING

- Include the LRT corridor west of Palomac in the R-3 district

WHY: Among the purpose of the R-3 district is to provide opportunities for multifamily development "in appropriate location," including near the light rail transit line." There are several apartment buildings immediately proximate to the LRT line, however, that are zoned in the P-2 district.

HOW: Expand R-3 designation to those areas currently zoned as P-2 to include parcels contiguous with the LRT line.

AMEND SIGN REGULATIONS TO BETTER SUPPORT BUSINESS

- Allow overhanging signs as signs authorized in commercial districts

WHY: Signs along commercial corridors make stores more visible to motorists and passersby, and thus promote business. As indicated in the design guidelines for this Borough, they also increase the visual appeal of commercial corridors. Changes to sign regulations that increase the visibility to pedestrians and motorists while reflecting the aesthetics of the Borough's commercial corridors

HOW: Remove overhanging signs from restricted signs.

Examples: West Liberty Avenue, parking lot, mixed-use, and other development.

ADJUST OFF-STREET PARKING AND LOADING TO IMPROVE HOMES AND BUSINESSES

- Encourage the removal of obsolete garages. Replacing garages with pods would provide more parking opportunities for many residents.
- Create a clear description of the Borough's guidelines for lot coverage and the process necessary to seek approval for this action.

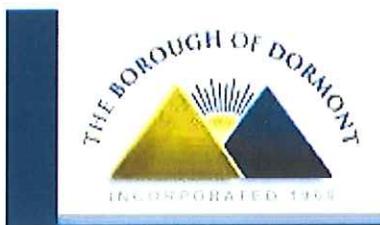
WHY: Existing front yard lots interrupt the unity of the street wall. Screening and landscaping of these lots will help connect the lots to the general streetscape of the corridors.

HOW: Amend the code by removing the requirement that lots occur only along residential districts.



SUMMARY

ZONE FOR THE FUTURE	What are the potential FUNDING SOURCES?	What is the potential IMPACT?	What is the relative COST?	How much STAFF TIME & EFFORT will this take?	WHEN COULD IT HAPPEN?
DIVERSIFY COMMERCIAL ZONING					
Strategies:					
> Create three new commercial districts	n/a	high	\$	some	near-term
> Rezone Broadway Avenue	n/a	medium	\$	some	near-term
> Create a separate TOD designation	n/a	high	\$	some	near-term
EXPAND RESIDENTIAL ZONING					
Strategies:					
> Include the LRT corridor west of Potomac in the R-3 district	n/a	medium	\$	some	near-term
AMEND SIGN REGULATIONS TO BETTER SUPPORT BUSINESS					
Strategies:					
> Allow overhanging signs as signs authorized in commercial districts	n/a	high	\$	some	near-term
ADJUST OFF-STREET PARKING AND LOADING TO IMPROVE HOMES AND BUSINESSES					
Strategies:					
> Encourage the removal of obsolete garages	n/a	medium	\$	some	near-term
> Require screening and landscaping of all parking spaces containing more than five parking spaces	n/a	medium	\$	some	near-term



MEMORANDUM

Date: November 18, 2013

To: President, Vice-President, Council and Mayor

From: Jeff Naftal, Borough Manager 

Subject: CMU Parking Study

Background:

In early February of this year, we found out that we had been chosen for a Carnegie Mellon University (CMU) Sustainability Project. The project we had proposed was a parking study for the Borough. Once our project was selected, a team of three graduate students was selected to evaluate our parking situation and make recommendations to the Borough on how to improve the situation. The results of their ten week project are now released and attached to this report.

Discussion:

The CMU team used data collection and spatial analysis to determine not only what we have in the way of parking but what we need. Their data collection included surveying business customers, T-Stop riders, and our residents. While the business participation was lower than we would have liked, the residential participation more than made up for it. We sent out 2000 surveys to randomly selected addresses in the Borough. Normally on a survey such as this, a 15% return rate would be considered great. Our residents however responded at a 35% return rate, a spectacular response. This helped the CMU team generate much more detailed data and provide a much more thorough list of recommendations. A brief description of their seven recommendations follows:

Recommendation #1: Update One and Two-Way Street Designations – With this the team is recommending that the Borough look at certain streets that are currently two-way traffic and consider making them one-way in order to add parking on both sides of the street instead of only one side of the street. On the sample street they use, the Borough would gain 58 spaces by doing this. Since we have a deficit of 985 residential street spots, changes such as this could go a long way to reducing that deficit.

Recommendation #2: Expand and Amend Residential Permit Area Requirements – The team is recommending that residential parking permits be issued for all areas of the Borough. That is to ensure that parking on all residential streets is regulated. They also recommend either making the permits valid 24 hours per day or at least making them valid at night instead of the day. That is because their study found that most of the parking problems are found during the overnight hours.

Recommendation #3: Create “Flexible” Permit Areas along West Liberty Avenue – The team feels that the Borough should add metered parking two blocks in each direction from West Liberty Avenue and at the same time, ensure that residential permits as expanded in Recommendation #2 are flexible to allow residents to park at the meters without paying.

Recommendation #4: Update Residential Permit Application Process – The team recommends that the Borough amend our residential permit process to provide for additional information and control. The additional information would be the number of off-street parking spots available on the property and the number of cars that the property has. This allows the Borough to ensure that street parking permits are only issued for those residents with a valid need. For example, if a house has a driveway and garage and can hold two cars off-street, than they would not be eligible for a residential street permit if they had two or fewer cars. But if they have three cars, they would be entitled to one street parking permit.

Recommendation #5: Increase Residential Permit Fee – The team is recommending that in conjunction with expanding the zones the Borough increase the residential permit fee from \$10 per year to as much as \$40 per year. They feel that this will do two things: provide additional revenues for greater enforcement; and, encourage residents to treat street parking in a more serious manner. Their study shows that revenues could increase by anywhere from \$20,000 a year to as much as \$150,000 per year depending on participation and how high the fee is set.

Recommendation #6: Add Smart Meter System to West Liberty Avenue, Potomac Avenue, and Parking Lots – The team recommends this because they feel that with the lack of enforcement currently smart meters would enhance collection and make it easier for people to pay for their meters. They feel that the cost of the meters could be recouped by the higher residential permit fees and the increased collections of the new meters.

Recommendation #7: Promote Walking and Transit Usage – From their perspective, the CMU team feels that one way to reduce the need for parking is to promote additional walking and public transit usage. They offer a number of ideas on how to accomplish this.

The report was looked at by the members of the Traffic and Parking Planning Commission and they have recommended that they hold a public meeting on June 11, 2013 in order to hear any public comment on these recommendations. They subsequently held two more public meetings where the study was discussed and came up with their recommendations regarding the CMU study recommendations. Those are attached to this report.

My recommendations are summarized on the second attachment which lists the CMU recommendation, the Traffic and Parking Planning Commission recommendations and mine.

At this time, this information is presented for your discussion purposes only. When Council is ready to take action on one or more of the recommendations, this will go on an Agenda as an action item. We could even hold the public meeting downstairs in the Borough Hall to facilitate a larger audience should Council feel it is advisable. And would advertise the meeting on our website and through e-mail notices to residents.

Recommendation:

I recommend that Council review the attached recommendations from the Traffic and Parking Planning Commission and then set a date for a public meeting and for public comment on the CMU Parking Study no earlier than the February 2014 meeting.

JN

Attachments

Cc: Traffic and Parking Planning Commission



Traffic and Parking Planning Commission

Meeting Minutes

Date: October 8, 2013
Time: 7:00 PM
Location: Dormont Municipal Center
T&PPC Attendees: John Sparvero, Robert Tamburo, Joe Costanzo, Ed Massery

Meeting started at 7:05 PM by Mr. Sparvero. Agenda for meeting included review of two applications for reserved accessible parking spaces and discussion of recommendations based on the CMU parking study.

1. Topics Discussed

Reserved Accessible Parking Space Applications

Mr. Sparvero reviewed Mr. Kessler's application. Applicant indicated he still drives in response to Mr. Massery's question. Mr. Sparvero shared that he always sees parking spots on the applicant's street when he visits the area. Mr. Kessler informed the T&PPC that people from other streets often park in front of his home. He indicated that he has two vehicles; one for himself and one for his son. He has considered adding a parking pad, but cost is prohibitive.

Mr. Sparvero moved to recommend reserving a parking space near Mr. Kessler's residence waiving the physician's certification and recognizing the state requirement due to applicant's severe medical condition. Mr. Costanzo seconded the motion. All present T&PPC members voted in favor of the recommendation.

Mr. Sparvero reviewed Mrs. Karako's renewal application for her rental unit on Glenmore Ave. She explained that she was re-applying for a reserved parking space because her hip surgery was postponed. She answered various questions about off-street parking indicating that she is not permitted to use the driveway or garage.

Mr. Sparvero moved to grandfather Mrs. Karako's application under the previous policy and recommend extending the reserved parking space for another six months. Mr. Costanzo seconded the motion. All present T&PPC members voted in favor of the recommendation.

Parking Study Recommendations

Previously discussed recommendations (see meeting minutes from 09/23/2013) were discussed further and voted upon. Recommendations itemized below with votes.

Study Recommendation #1: Update One and Two Way Street Designations

- Recommend conducting a study to determine which two-way streets with parking on one side would meet the width requirements for designating as one-way streets with parking on both sides.
 - Votes: Yes - Mr. Costanzo, Massery, Sparvero, Tamburo | No - none.
- Recommend updating qualifying two-way streets, as per study results, if and only if 1) the street has a significant parking deficit, 2) the fire chief and police chief recommend the update, and 3) updating would not have an adverse affect on traffic patterns for adjacent streets.
 - Votes: Yes - Mr. Costanzo, Massery, Sparvero, Tamburo | No - none.

Study Recommendation #2: Expand and Amend Residential Permit Areas

- Recommend enforcing residential permits from 9 AM to 9 PM, Monday through Friday if and only if additional hours can be adequately enforced.
 - Votes: Yes - Mr. Tamburo | No - Mr. Costanzo, Massery, Sparvero
- Motion made and seconded to increase enforcement of residential permit zones for 24 hours, Monday through Friday.
 - Votes: Yes - Mr. Costanzo, Massery, Sparvero | No - Mr. Tamburo
- Recommend conducting further studies to ascertain the need and feasibility of expanding residential parking zones to currently unpermitted areas.
 - Votes: Yes - Mr. Tamburo | No - Mr. Costanzo, Massery, Sparvero
- Motion made and seconded to expand residential permit parking zone for entire Borough.
 - Votes: Yes - Mr. Costanzo, Massery, Sparvero | No - Mr. Tamburo
- Recommend maintaining the current zone designations for residential permits.
 - Votes: Yes - Mr. Tamburo | No - Mr. Costanzo, Massery, Sparvero
- Motion made and seconded to recommend a single zone designation for residential permits throughout entire Borough.
 - Votes: Yes - none | No - Mr. Costanzo, Massery, Sparvero, Tamburo
- Motion made and seconded to recommend three separate zone designations for residential permits; one zone North of T-Tracks, one zone South of tracks to W. Liberty Ave, and one zone South of West Liberty.
 - Votes: Yes - Mr. Costanzo, Massery, Sparvero, Tamburo | No - none

Study Recommendation #3: Create "Flexible" Permit Areas Along West Liberty Avenue

- Recommend that metered parking not be expanded to blocks adjacent to W. Liberty Ave.
 - Votes: Yes - Mr. Costanzo, Massery, Sparvero, Tamburo | No - none
- Recommend that parking needs of business and residents along W. Liberty Avenue and Potomac Avenue be thoroughly evaluated.
 - Votes: Yes - Mr. Costanzo, Massery, Sparvero, Tamburo | No - none

Study Recommendation #4: Update Residential Permit Application Process

- Recommend further data collection to evaluate parking needs by some means other than the residential permit application process.
 - Votes: Yes - Mr. Tamburo | No - Mr. Costanzo, Massery, Sparvero
- Motion made and seconded to recommend to evaluate parking needs through a simple residential permit application process.
 - Votes: Yes - Mr. Costanzo, Massery, Sparvero | No - Mr. Tamburo

Study Recommendation #5: Increase Residential Permit Fee

- Recommend re-evaluating permit fee to be consistent with the cost of administration and personnel to adequately enforce parking.
 - Votes: Yes - Mr. Tamburo, Costanzo, Massery, Sparvero | No - none

Study Recommendation #6: Add "Smart" Meter System to West Liberty, Potomac and Public Lots

- Recommend installation of smart meters in public lots and postpone installation of smart meters on streets.
 - Votes: Yes - Mr. Tamburo, Costanzo, Massery, Sparvero | No - none

Study Recommendation #7: Promote Walking and Transit Usage

- Recommend investigation into programs for promoting walking and transit usage.
 - Votes: Yes - Mr. Tamburo, Costanzo, Massery, Sparvero | No - none

2. Miscellaneous

- Meeting adjourned at 9:15 PM.

3. Next Scheduled Meeting(s)

- November 12, 2013 @ 7:00 PM in Dormont Municipal Center.

Minutes Prepared by Robert Tamburo (Secretary)

CMU PARKING STUDY
RECOMMENDATION COMPARISON
DECEMBER, 2013

ITEM #	CMU RECOMMENDATION	T&PPC RECOMMENDATION	MANAGER RECOMMENDATION
1	Update One- and Two-Way Street Designations	<p>1A. Conduct a study to determine which two-way streets with parking on one side would meet the width requirements for designating as one-way streets.</p> <p>1B. Update qualifying two-way streets, as per study results, if the street has a significant parking deficit, the Fire Chief and Police Chief recommend the update, and updating would not have an adverse affect on traffic patterns for adjacent streets.</p>	<p>I concur with the Traffic & Parking Planning Commission on this. Because of the many logistical issues I would not implement this without a comprehensive study and buy-in from everyone concerned.</p>
2	Expand and Amend Residential Permit Area Requirements	<p>2A. Increase enforcement of residential permit zones for 24 hours Monday through Friday.</p> <p>2B. Expand residential permit parking zones for the entire Borough.</p> <p>2C. Create 3 separate zones for residential permits: North of the "T" tracks; South of the "T" tracks to West Liberty; and, South of West Liberty.</p>	<p>I would make enforcement of zones 24 hours a day, 7 days a week. That is because our most crowded times are when people are at home which is nights and weekends. Leaving out weekends will only allow parking problems to continue on those days. I agree that we should have residential parking permits for the entire Borough.</p> <p>I like the Traffic & Parking Planning Commission's proposal to split the zones into 3. This allows for easier enforcement by the Police and easier understanding for residents.</p>
3	Create "Flexible" Permit Areas Along West Liberty Avenue	<p>3A. Do not expand metered parking to blocks adjacent to West Liberty Avenue.</p> <p>3B. Thorough evaluate the parking needs of businesses and residents along West Liberty Avenue and Potomac Avenue.</p>	<p>I agree that we should have a thorough evaluation of the parking needs on West Liberty and Potomac and still think that Streetline would be a good start for that. Given the lack of data, I concur that we should expand metered parking at this time.</p>

4	Update the Residential Permit Application Process	4A. Evaluate parking needs through a simple residential permit application process.	I agree that we should create a simple, probably online, process for getting the residential parking permit that will allow us to collect the data we need on parking availability.
5	Increase the Residential Permit Fee	5A. Re-evaluate permit fee to be consistent with the cost of administration and personnel to adequately enforce parking rules.	Given Council's decision at the last budget workshop not to increase this fee I believe that we can revisit this with the 2015 budget process.
6	Add a Smart Meter System to West Liberty Avenue, Potomac Avenue and Parking Lots	6A. Install smart meters in public lots and postpone installation of smart meters on streets.	We are already budgeted for 5 additional kiosks in 2014 and then we can see if our smaller lots warrant a kiosk. After we have time to evaluate their effectiveness would be the time to consider placing kiosks on the street to replace street meters.
7	Promote Walking and Transit Usage	7A. Investigate programs for promoting walking and transit usage.	I agree and think the Traffic & Parking Planning Commission and the Recreation Board could both be involved in finding ways to promote this.

Dormont Parking Study

Quantifying and Characterizing Street Parking

May 2013

Carnegie Mellon University

Project Information

Course

Sustainable Community Development (90-789 A)

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Section 1: Project Context

For decades the Borough of Dormont has suffered from congestion with street parking. Our project was tasked with creating a supply and demand model of parking availability within the borough. This overall objective was defined with several specific questions:

- How many parking spots are there in the borough?
- What types of parking are there, and who is using it?
- Is there a lack of parking and if so how do we alleviate this problem?

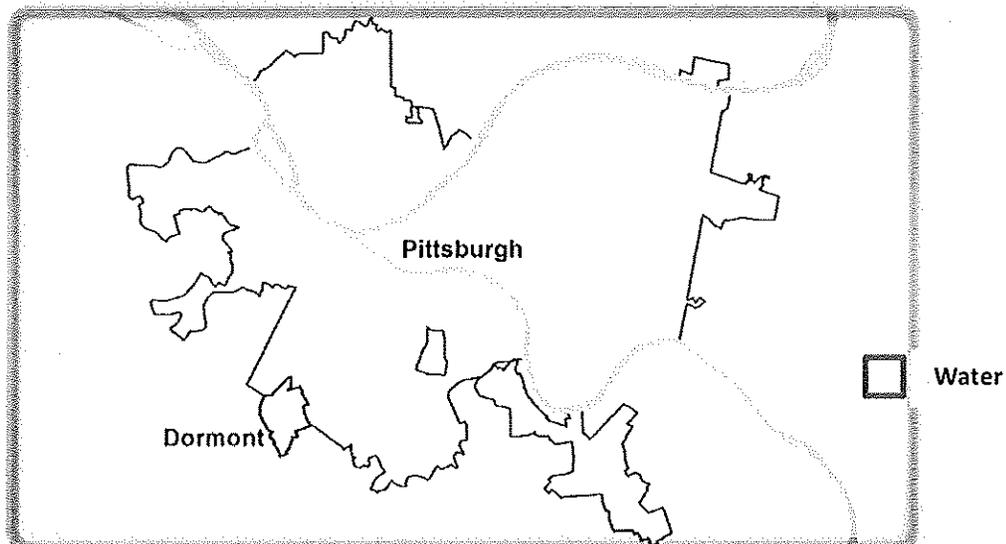
From the outset, it was clear that there was a perception of a lack of street parking. Visiting the site, our group could also tell that some areas were clearly congested, even though nearly every street in the Borough already had designated street parking.

Overall, we think that our analysis supports this perception; some areas of Dormont are clearly left with a dearth of parking. With the addition of other insights into the parking system of Dormont, including the application process and enforcement of parking restrictions, we have come up with several practical recommendations that, if implemented, will help alleviate the parking congestion problem in residential areas of Dormont.

Section 1.1: Location

Dormont is located in South Western Pennsylvania and is a borough in Allegheny County. Its relative location to Pittsburgh is indicated in Figure 1. Dormont is approximately 4 miles south west of downtown Pittsburgh. Some of the communities that surround Dormont are Mt. Lebanon, Brookline, Beechview and Banksville. A "T" line, which is the light rail system in Pittsburgh, runs through Dormont and connects it to the city. There are two T stations located in Dormont.

Figure 1: Dormont is Located Southwest of Pittsburgh



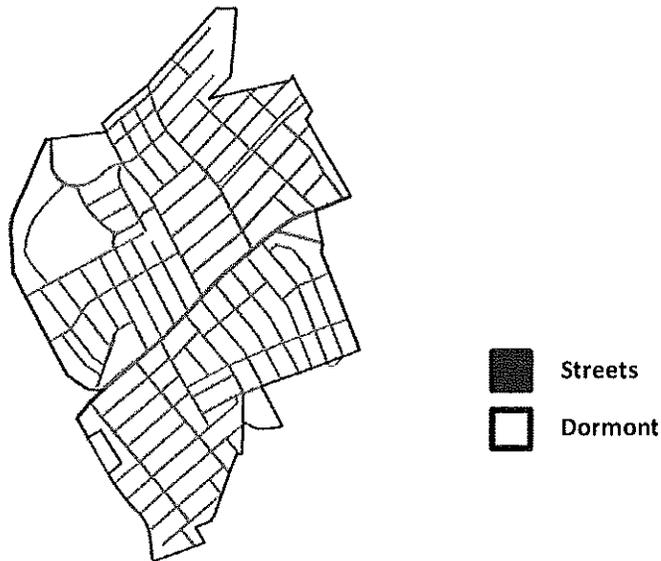
Section 1.2: Demographics

Dormont has a total land area of 484 acres (0.7 square miles). According to our estimates the number of houses in Dormont is around 4,310. The housing density in Dormont is 8.9 houses per acre which indicates that it is a very dense neighborhood. According to the U.S census the population estimate as of 2011 in Dormont was 8,612. According to the US Census the median age of the population is 36.4, which is below the US average.

Section 1.3: Zoning and Layout

Dormont has a grid type street network, as indicated by Figure 2. This means almost all the streets are perpendicular to each other. The grid-type network is symbolic of old American cities with its busy intersections and jumble of apartments, shops and restaurants. A study conducted by Davis, Garrick and Marshall found that cities that have a grid type network are safer in that they have fewer accidents and are easier to walk and bike.¹ The grid type nature of Dormont's streets also makes it easy to navigate. The streets are relatively easy to walk and there are ways of navigating specific streets to avoid uphill climbs.

Figure 2: Dormont has a Grid Type Street Network



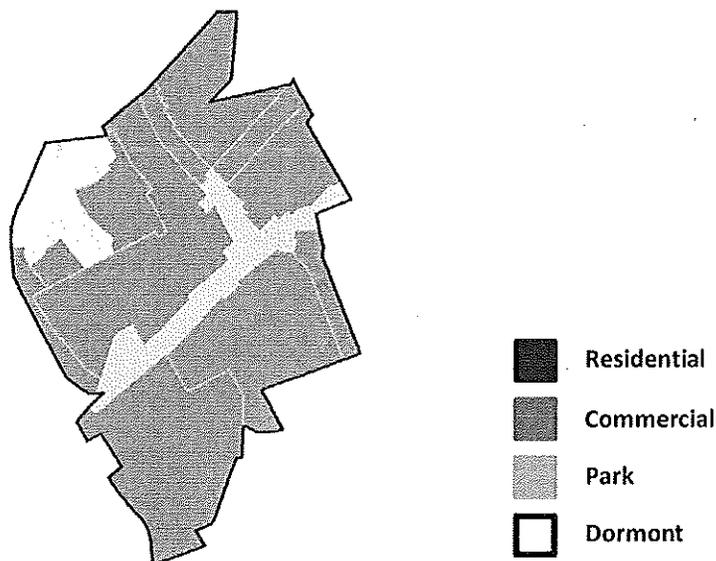
Section 1.4: Zoning

Dormont has a used-based zoning system which means that the commercial and residential zones are clearly demarcated. These zones are illustrated in Figure 3. The commercial zone is concentrated on two main roads – West Liberty and Potomac Avenue. Most businesses are located in these two areas. The rest of Dormont is primarily residential with a mix of detached homes as well as apartment buildings. A park is located on the north west of the borough and it is also the location of a swimming pool. The

¹ Marshall, W. E. and N. W. Garrick. 2010. Street network types and road safety: A study of 24 California cities. *Urban Design International*, 15(3), 133-147.

swimming pool is one of the largest pools in Pennsylvania and is a gathering point for seasonal activities for both adults and children, like the Fourth of July celebration.

Figure 3: Dormont has a Use-Based Zoning Code



Section 2: Stakeholder Analysis

Within Dormont there are multiple parties involved in the long term vitality of the region. Below is an analysis of important stakeholders in the Borough of Dormont, and what their goals and interests are when it comes to the parking problems of the area.

Borough of Dormont: This consists of the council members as well as the members of the traffic and parking commission. The traffic and parking commission works in an advisory capacity and makes recommendations regarding parking problems to the council members. Since the Borough of Dormont will make the final decision regarding parking related issues they will have the most influence in the parking study project. However, their decision can be influenced by the other stakeholders involved, such as business owners and Borough residents. Their key role will be to make a decision after reviewing the evidence provided with regard to parking issues in the borough and look at the view points of the various stakeholders involved.

Residents: Since residents constitute a large portion of the Borough, they will be the next most influential in terms of the type of decisions being made. As mentioned above, the Borough of Dormont will need to keep in mind the residents and their interests while making a decision. The residents of Dormont want better parking for themselves as they are quite dissatisfied with the current parking situation, as shown from our study. The residents can play a large role in influencing the decision made by the Borough. The residents are also the tax base for the Borough, hence keeping them satisfied will reign heavily with the members of the council.

Business Owners: After the residents, the next most influential will be the business owners. Some of them might also be residents of the Borough. Their key interest in the parking study is that they would like to have better parking for their customers as this would definitely determine the success of their business. Their customers could be either the residents of the borough or people from the neighboring areas. Since their needs are important and they do bring in visitors to the area, the final decision made by the council will be influenced by the businesses as well.

Visitors: As mentioned earlier, visitors from the surrounding neighborhoods will want to have convenient parking that are in close proximity to the businesses they are visiting, which could possibly determine their next visit to the Borough. The decision made by the Borough will definitely influence their future visits to the neighborhood.

Section 3: Project Methods

In order to conduct our study we used several methods of data collection and analysis. The methods are listed below.

Geographic Information System: We utilized ESRI's ArcMap GIS tools for much of the analysis. It was used to analyze existing conditions and collect the required data. Street and lot parking was plotted on maps and counted in order to identify deficits/surplus in parking. The maps were populated using data that was provided by the borough, US Census, as well as data collected from surveys.

Surveys: We felt that the best way to understand the parking habits of the residents as well as businesses was to conduct a survey. Three different surveys were created - for residents, businesses and for T commuters. A stratified random sample was designed and around 2,000 surveys were sent out to the residents of Dormont with the help of the Borough. Around 600 surveys were received back from the residents. This was a 35% response rate – much larger than we expected – giving us a fair idea about the parking and commuting habits of residents. Unfortunately, we did not receive equal response rates from every block. This limited our ability to correlate factors such as average number of cars per house and satisfaction at the block level. In addition, the surveys received from the businesses were not adequate and hence we could not draw too many conclusions with regard to businesses and their customer parking habits. Finally, although we did receive an adequate number of surveys from T commuters, time limitations precluded us from analyzing the data.

Case Studies: We researched several case studies of parking issues and technologies utilized by other cities. Cities like Calgary, Utrecht and Amsterdam were reviewed to see the strategies they used as well as technologies that they relied on in order to make parking effective. Smart meters were researched to see their effectiveness and the services offered.

Communication: The project team was in constant touch with Borough members, meeting consistently every month in order to understand their needs and also to get a better understanding of the parking habits and problems they face. The project team gained insight to the issues regarding parking and were able to get a deeper understanding of the situation because of this.

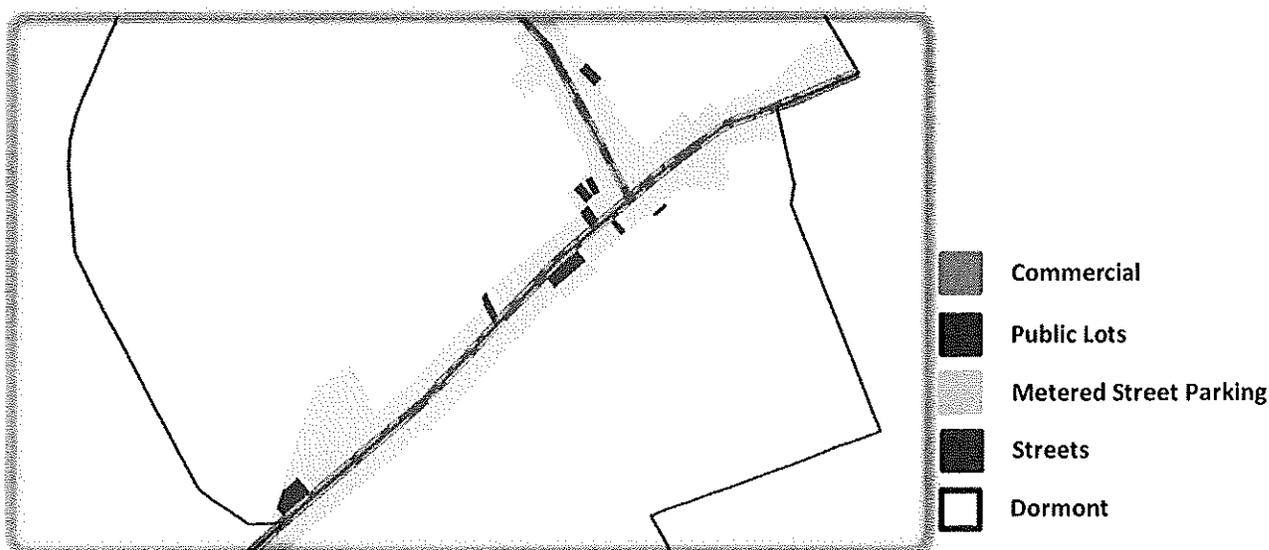
Section 4: Types of Parking

Parking in Dormont varies according to the zoning. Each major type of parking is described below, organized by type of zone.

Commercial: The commercial area is concentrated on West Liberty Avenue and Potomac Avenue. The parking here consists of street as well as lot parking. All public street spots and public lots are metered.

In Figure 4 below, metered street spots are represented in orange and public lots are represented in red.

Figure 4: The CBD has Metered Street Parking and Private and Public Parking Lots



Residential: Most of the parking in residential areas is street parking. On-street parking consists of:

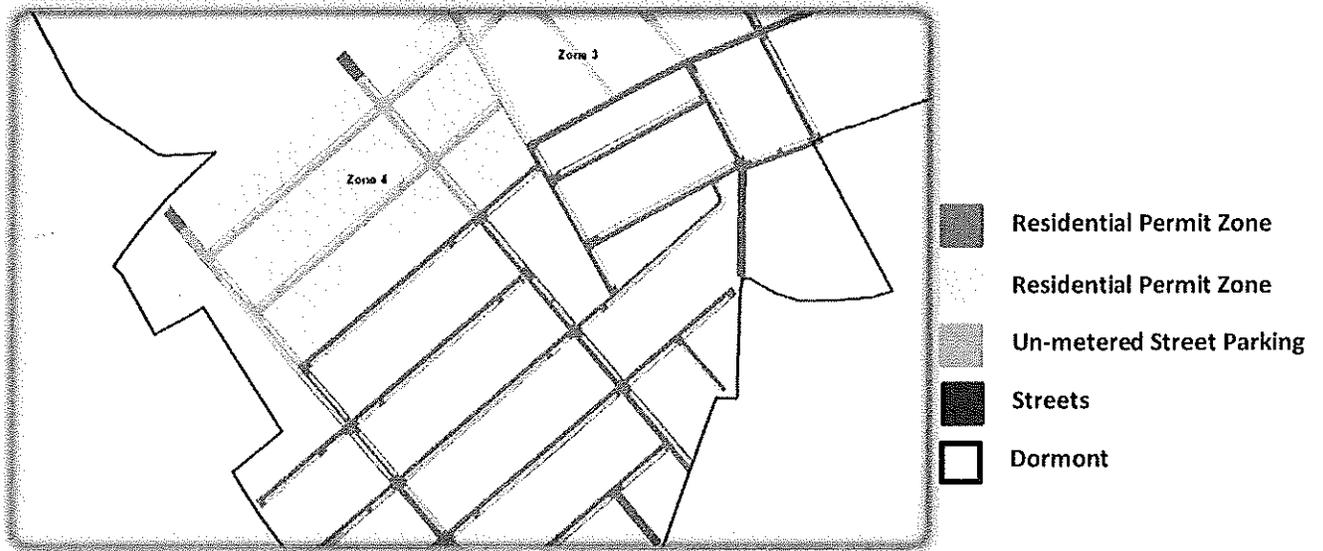
1. regulated parking; and
2. unregulated parking.

Regulated Parking means that permits are required by the residents in order to park in those particular zones. However, these zones are not contiguous – e.g., one part of a block might fall under a regulated parking zone and another part might fall under unregulated parking zone.

Unregulated Parking does not require any permit and is basically a free-for-all parking system. A large portion of the residential area falls under the unregulated zone.

Figure 5 illustrates the parking in the residential zone. The green lines represent on street parking. As can be seen, some of the green lines fall under zone 3 or zone 4 which are two regulated areas, but the vast majority of the parking falls in unregulated zones.

Figure 5: Residential Areas Have Permit and Non-Permit, Non-Metered Street Parking



Section 5: Analysis

The main products of our analysis include three things:

1. estimates of the total number of spots, as well as categorization of the different kinds of spots;
2. survey statistics such as average number of cars per house, how many people per house, etc.; and
3. maps of this data, including where spot 'surpluses' and 'deficits' exist at the census block level.

Section 5.1: General Analysis Findings

Table 1 provides a summary of the main findings from our spot estimates and surveys:

Table 1: Main Study Findings

Statistic	Total Parking Spots
<i>Spot Estimate Results</i>	
Number of Spaces	4,759
Spots per House	1.1
<i>Survey Results</i>	
Cars per House	1.64
Satisfaction (1 – 4)	2.59
Number of Responses	598

Some immediate conclusions can be garnered from these numbers, including:

- in total, not including off-street parking such as driveways, parking pads and garages, for every ten houses there is a **shortage of roughly 5 parking spots**; and
- Dormont households have a **satisfaction of 2.59**, indicating that on average households are **generally dissatisfied** with the current parking situation.

Total parking may be characterized in a variety of ways, including: street, parking lot, un-metered, metered, regulated, or unregulated. Our analysis was primarily concerned with parking that can be used by borough residents for long term, everyday parking needs; this includes parking such as residential permit spots, or parking that is completely unregulated. Appendix A contains break downs of the remaining types of parking identified by the group, including each type and the number of estimated spots available in the Borough.

Certain types of street parking represent the biggest opportunity for the borough to help alleviate the current parking problem. Focusing on these categories leads us to exclude a fraction of the total parking highlighted above. In general, this exclusion includes all of the parking lot spots – the vast majority of which is either metered or private apartment lots.

Table 2 breaks down the total from Table 1 in terms of street parking:

Table 2: Street Parking Overall Findings

Statistic	Street Parking
Number of Spaces	3,325
Spots Per House	0.77
Cars per House	.82

Our survey results indicated that half of the cars per house, 82 of 164 for every 100 houses, park on the street regularly. Using this finding, we find that the shortage of 5 spots per 10 houses highlighted before shrinks, now to a shortage of roughly **5 spots** for every **100 houses**.

This finding is misleading, however, because it includes regulated spots, either permitted or metered, as well as parking that is completely unregulated. Breaking down this parking even further in Table 3, the ‘Un-metered Street Parking’ categorization represents parking available to residents for long-term, everyday parking needs. As we have mentioned, this number represents the realistic ‘maximum capacity’ that is at the Borough’s disposal for residential street parking demand.

Table 3: Street Parking Detailed Findings

Statistic	Un-metered Street Parking	Borough Controlled Free Street Parking
Number of Spaces	3,006	1,517
Spots Per House	0.7	0.35
Cars per House	.82	.82

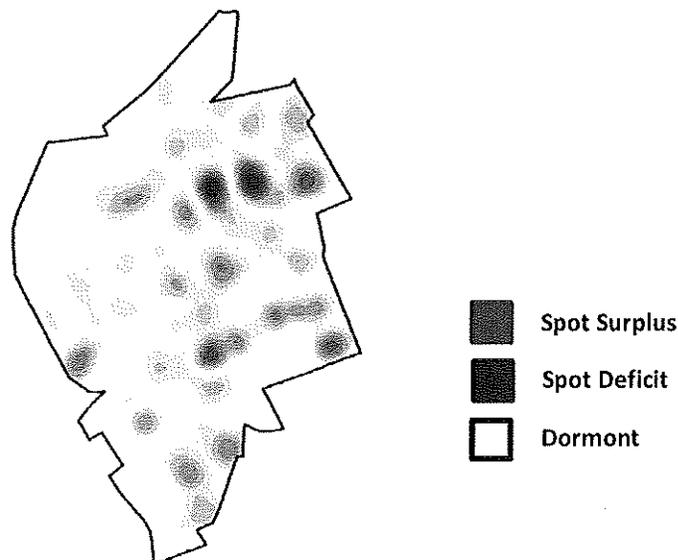
Interpreting the table, the shortage increases to **12 spots** for every **100 houses** when we consider only free parking. Of this capacity, considering what the borough can control, we find that the deficit is even greater, **47 spots** short for every **100 houses**.

. Interpreting this last finding, it tells us that of the total capacity that residents have at their disposal to meet their street parking needs, the borough controls only **35 spots** for every **100 houses** to meet the demand of **82 cars** that want to park on the street. This leaves a whopping **35 spots** per 100 houses left for residents to fight amongst themselves to use. This 'free-for-all' of 35 spots for every 100 houses is where we expect the roots of the parking problem to exist.

Section 5.2: Mapping Analysis Findings

The general findings of the analysis are quite powerful in and of themselves. Using GIS as one of the primary tools of the analysis, however, allowed us to increase their usefulness. Essentially, the group was able to replicate the process followed above and calculate street spot deficits across the Borough, at the census block level. The results of this deficit calculation for each of Dormont's blocks resulted in the map presented in Figure 6. Green areas represent blocks that, on average, have more street parking than is in demand, whereas red areas are blocks that have more cars parking on the street than there are designated un-metered street spots.

Figure 6: Non-Metered Street Parking Spot Deficit and Surplus Map



Of primary interest is the fact that, even though we calculated that every 100 houses on average is lacking 12 street spots, when done at the block level we find that some areas of Dormont are lacking spots, and some areas actually have a surplus of un-metered street spots. Because we are using borough wide averages, these surpluses and deficits are largely a function of housing density; in general, more dense areas will have fewer un-metered street spots per house, leading to a greater.

The remainder of this paper will focus on recommendations for alleviating this general parking deficit problem. Based on the particular recommendation, we may highlight additional more in-depth findings that can be viewed as evidence for the problem, and for the recommended solution.

Section 6: Recommendations

The group’s recommendations attempt to alleviate two main problems:

1. an overall lack of street parking supply to meet estimated demand; and
2. a lack Borough control over available parking, needed in order to guarantee that every household in Dormont has an equal opportunity to park cars on the street.

The group came up with several specific recommendations in order to help solve these main problems, which includes:

- increase street parking capacity by updating one and two way street designations;
- expand residential permit parking areas;
- create ‘flexible’ parking areas;
- update the residential permit application process;
- increase the residential permit fee; and
- install a smart meter system in the commercial business district.

In addition to each of these recommendations, the group believes that the Borough should begin to promote a general culture of walking and transit usage. This last recommendation can be interpreted as a solution to the problem when it is framed from the perspective that Dormont simply has too many cars. The remainder of the paper will go through each of these recommendations in detail.

Section 6.1: Update One and Two-Way Street Designations

From our survey findings, we found that roughly 82 cars park on the street for every 100 houses. When simply considering the total number of street spots, without considering if they are permit, non-permit, or metered, this demand equates to a deficit of 5 spots for every 100 houses. To alleviate this problem, and to build in some flexibility into the system, we propose that at the borough level, the parking spot goal should be that, on average, every house would have the equivalent of 1 street parking spot. Table 4 illustrates this goal, and the change in the number of spots required across the entire Borough that would be required to meet it.

Table 4: Street Parking Dormont Needs to Add

Parking State	Street Parking Spaces	Spaces per House	Cars per House	Spot Difference
Current	3,325	0.77	0.82	-.05
Goal	4,310	1.00	0.82	0.18
Change	985	0.33	--	--

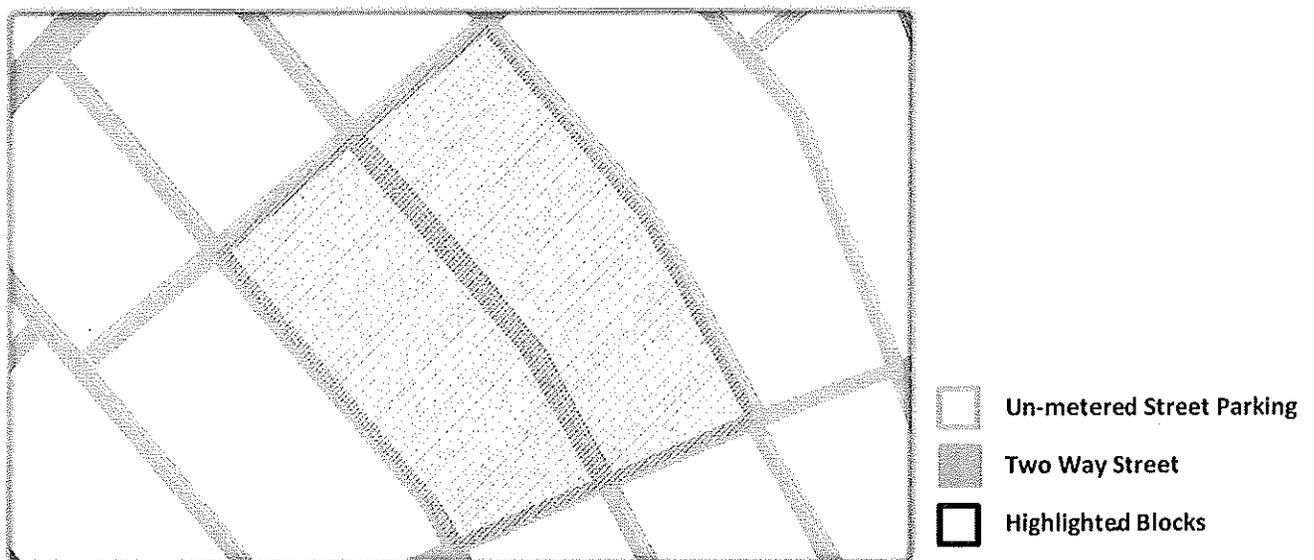
As the table shows, across the entire Borough, a goal of one street spot per house based on our housing estimates would equate to 4,310 spots, a change of 985 street spots. Based on the estimated number of cars parking on the street per house, this would change the 5-spot deficit per 100 houses to an 18 -spot surplus per 100 houses, on average across the Borough.

It is important to note that these numbers remain at a Borough average. At the block level, the number of street spots actually allocated per house would more than likely vary. For instance, one house may apply for two street parking spots, while another would apply for none. This scenario still meets the requirement; on average, each house is using one street spot. Thus, based on block estimates of the number of available spots, Borough officials will be able to use their discretion when approving residential permit applications. This process will be explained in more detail in a later recommendation.

The proposed method to achieve this goal is simple: re-designate certain interior, residential streets that currently have traffic flowing in two-ways with parking on one side to one-way streets, giving added clearance to add parking to the other side of the street. Clearly, the streets that would be subject to this alteration must be chosen carefully; it will only work if the block with the deficit in parking is surrounded by streets on all sides, and if those streets do not constitute major traffic flows through Dormont. Appendix B contains a table that indicates street spot deficits at the block level. These deficits equate to the number of spots that need to be added to streets adjacent to each block, and when used in conjunction with the GIS maps can be used to select where parking can be added. We will use a simple example to illustrate this process.

Figure 7 illustrates a two block area that was estimated to have a street parking deficit. The blocks in question, and the parking that is allocated to them are highlighted with a red cross-hatch. As is shown in the figure, all of the streets bordering those blocks have traffic moving in both directions.

Figure 7: Example of Block Level Street Parking Deficit



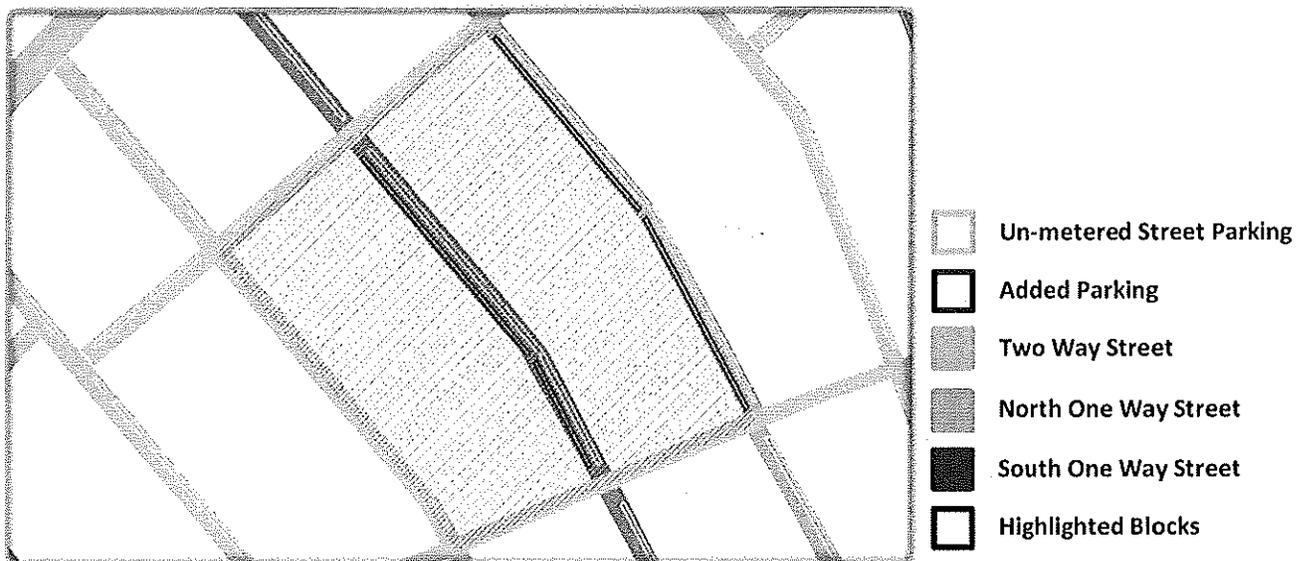
Given the current scenario, we are left with a deficit of 34 street spots, as indicated in Table 5.

Table 5: Example of Block Level Street Parking Deficit Calculation

Statistic	Value
Estimated Street Parked Cars	85
Estimated Free Street Spots	51
Estimated Free Street Spot Deficit	35

Implementing our solution, as indicated in Figure 8, two of the streets would be converted to one-way, running in opposite directions, and the added clearance could be used to add street parking on the other side of the road.

Figure 8: Example of Block Level Street Parking Addition



As indicated by Table 6, this would increase the capacity for parking by more than double, from an estimated 51 spots to 109. This addition would leave the two blocks with a surplus of street spots, roughly 24 according to the estimates.

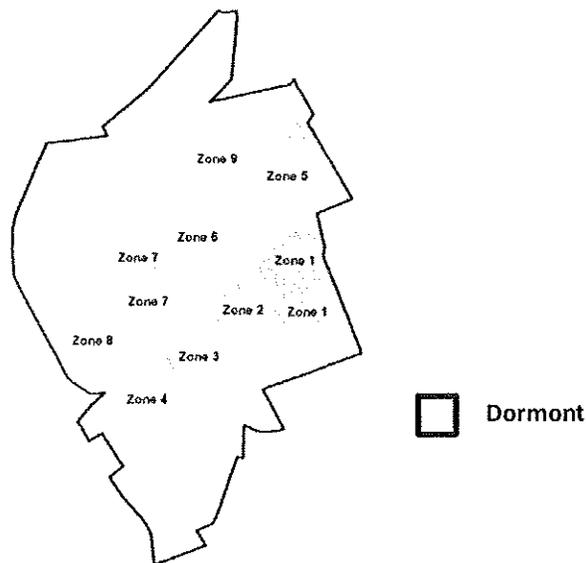
Table 6: Example of Block Level Street Parking Addition Calculation

Statistic	Value
Estimated Street Parked Cars	85
Estimated Free Street Spots	109
Estimated Free Street Spot Surplus	24

Section 6.2: Expand and Amend Residential Permit Area Requirements

Beyond adding additional spots, as we indicated in our analysis section, a big part of the problem is that half of the currently available non-metered street spots are not regulated by the Borough. This means that residents are not given an equal chance to park on the street, because these 35 spots per 100 houses are used on a 'first come first serve' basis. Not only does this create conflict among neighbors, but it also directly contributes to the congestion problem and also represents a lost revenue stream for the Borough. Figure 9 indicates the location and shape of current residential permit areas in the Borough.

Figure 9: Current Residential Permit Zones



Not only do the permit areas not cover the entire Borough, including some areas where street parking deficits are a serious problem, but even in the areas they are located, they are not close to contiguous. In order to meet the 1 street spot per house average, we recommend that these permit areas be expanded to include the entire borough. This includes the commercial business district; from our surveys, there are clearly residents that inhabit second floor apartments in this area, and who have indicated that they park cars on the street. This fact means that parking in some areas of the borough are dual use, commercial and residential, which supports the next recommendation: some areas of the Borough should have a 'flexible' system, in which permit holders are exempt from using the meter system. We discuss this recommendation in more detail later.

In addition to expanding the permit areas to the entire Borough, we recommend changing the enforcement time for the permits. As indicated by the figures in Appendix C, the greatest spot deficit estimated by our models occurs at night, a time when the current permit system is not being enforced. Therefore, we recommend that either the permit enforcement time be switched to cover this night and early morning period, or that it be enforced 24 hours a day.

Section 6.3: Create 'Flexible' Permit Areas in Central Business District

As is shown in Figure 6, a large portion of the area included in the Central Business District (CBD) has a deficit of un-metered street spots that could be used by residents living in these areas; this is due to the fact that all of the street parking within a block of the CBD is metered only.

As is discussed later in the paper, we were unable to conduct all of the analyses we hoped to, which included creating a more accurate supply and demand model for the CBD area. However, there is more than enough evidence to suggest that this area contains residents who park their cars on the street, and it is more than likely that visitors of the Borough park in and around the CBD in order to avoid having to use the metered parking; part of the problem, then, is that there is no parking available along the CBD for residents, and the other part is that there is a lack of enforcement on the part of the Borough in the residential permit areas. Additional recommendations to alleviate some of these problems include installing a smart meter system and increasing enforcement, which are discussed later in the paper.

As an immediate step, however, the borough should designate 'flexible' permit areas in and around the CBD. This recommendation builds on Section 6.2, expanding the permit areas to include the entire Borough; residents who live in the CBD should be given a chance to park on streets adjacent to them and not have to pay the meter, based on the fact that they would have to pay to have a residential permit. This would also give the Borough the ability to expand the metered area further into current residential permit zones, so that visitors who come to the CBD will not as easily be able to escape metered parking.

We recommend expanding the metered areas to roughly two blocks beyond the CBD, as this is a reasonable distance (about 1/10 of a mile) to assume that someone who is visiting the CBD would walk to use its amenities. This expansion would also indicate the extent of the new flexible permit area; residents who have permits for this special permit area would be exempt from having to pay at metered spots. Some additional research is needed in order to accurately estimate how many residential permits should be allocated within this area. This includes getting a more accurate estimate of how many cars are owned per households that are located in the CBD, and also estimating how many visitors the CBD receives on an average day and where they are parking.

Our group began some of this work, but we simply did not receive enough survey responses from households within CBD blocks, nor did we receive enough data from business on how many customers they had on an average day. Even so, with the residential surveys results we received from CBD blocks, there was clearly a distinct average number of cars owned per household compared to normal residential households. The breakdown of all of the survey data averages, at the borough level and also between residential and CBD households, is given in Appendix D.

Section 6.4: Update Residential Permit Application Process

All of the recommendations to date speak of expansion; they will help to alleviate the parking problem simply by increasing the capacity of street parking in the Borough. In addition to this, however, we have also recommended that all of the parking within the Borough be regulated. It is clear that, although part of the problem is a lack of parking (12 spots per 100 houses), the other part is that too much of the

parking that is available constitutes a free-for-all for residents; this likely incentivizes residents with many cars to keep them parked in those areas continuously, and perhaps to even alter their own schedules in order to make sure they can get parking when it is available.

In addition to expanding regulated areas, the Borough needs to ensure that it is allocating parking permits in those areas equitably. As we have mentioned before, this effectively means that the Borough will need to be constantly aware of what the capacity of parking is for a given block, and strictly limit the number of permits awarded. An updated permit application system will make this possible, enhancing the effectiveness of these new regulations by making the process through which residents can obtain permits more fair.

There are many things that could be considered as additional questions to add to the permit application process; we believe that the residential permit survey we designed is a good starting point from which to choose additional questions that should be asked of a resident when they request a permit. Examples of some of these considerations include: 1. 'Which block do you live on?' 2. 'How many street spots are available on that block?' 3. 'How many cars do you own?' 4. 'How many permits do you have currently?' 5. 'Do you have available off-street parking, and how much?' and perhaps most importantly 6. 'After we approve this permit, are we below the total number of estimated street spots available for this block?'

With this added information, the Borough can successfully alleviate some of the parking congestion that currently exists. We also recommend that residents be required to re-apply for permits more frequently, such as every 6 months, in order for the Borough to have a more constant flow of parking data. This means additional revenue even at the current \$10 per permit, and that the Borough can adapt to the parking situation with more ease. The remaining recommendations would help facilitate the first four, in the form of additional revenue and more efficient enforcement of parking requirements.

Section 6.5: Increase Residential Permit Fee

With the added regulations, the group recommends that the Borough also increase the residential permit parking fee. The Borough may need to spend additional resources in order for the other recommendations to be feasible, especially when considering increased enforcement, something we cover later in the paper.

Currently, the Borough charges residents \$10.00 a year in order to obtain or renew a residential permit. Based on our data, with 1,954 residential permits, annual revenue generated for the Borough amounts to roughly \$19,500. Appendix E contains a revenue matrix that shows what would occur if the Borough increased this fee, and also if they took into consideration the prior recommendations of increasing the number of street spots and expanding the permit areas to cover the entire Borough.

The upper right cell of Table 20 represents the most ideal situation: if the Borough reached the 1 spot per house goal outlined in Section 6.1, and increased the permit fee per year to \$40, they would receive \$172,400 in revenue. This money is roughly 9 times the amount received now, and would help immensely to cover increased costs associated with smart meters, additional enforcement, and other

personnel needs. Additionally, if re-application were required once every 6 months versus once a year, the fee could be assessed in two \$20 increments, something residents may be less resistant towards.

On the opposite end of the spectrum, the bottom left hand cell represents a situation that is closest to what Dormont currently has in place. So, even if the Borough were to not increase the number of spots, increasing the permit application fee would result in one of the revenue amounts located in the bottom row of the matrix. We would hope that, at the very least, the Borough would add spots to residential permit areas even if they would not increase the annual permit fee. Depending on how many spots were added, this would result in any of the revenue amounts located in the '@ \$10' column of the matrix.

It is important to note the usage amounts column. Even if the Borough were to follow all of our recommendations and reach 4,310 street spots, if only 90% of those permit spots were filled, that would result in roughly 3,880 residential permits in circulation. The revenue stream would be equal to one of the amounts located in that row, depending on the fee assessed by the Borough.

Perhaps most importantly, an increased permit fee would bring a sense of uniformity to Dormont and its parking regulations. An increase in permit parking fees would ultimately benefit the Borough, in the form of increased revenues. It would also, however, persuade residents to realize that street parking in Dormont is a privilege, not a right. A \$10.00 annual fee does not express any such privilege.

Section 6.6: Add Smart Meter System to the Central Business District Currently, the Borough employs a single individual to monitor and enforce parking restrictions. Unfortunately, even considering Dormont's relatively small size (roughly .7 square miles), one person is simply not enough to cover the entire Borough. Therefore, this single employee typically monitors metered lots and metered street spots. This translates to very little enforcement in the residential permit areas. Residents are left to call the police to enforce any residential permit violators. Please note that these violators receive a \$10.00 fine for the infraction. This minimal fine amount does nothing to discourage violators from becoming repeat offenders and further frustrating residents.

It will be necessary for the Borough to increase the efficiency of enforcement in order for the other recommendations we have made thus far to be even remotely effective. For instance, although we have recommended that the entire Borough be placed under permit zones, if no one is enforcing those restrictions then the parking problem currently experienced will likely not be fixed. The increased permit fee recommendation in Section 6.5 would provide the appropriate revenues that would be needed to implement this 'increased enforcement' recommendation. There are a few different ways that this revenue may be applied in order to achieve this goal.

Advances in technology have made it possible for smart meters to grant various payment options, collect key data, wirelessly connect via the cloud, and assist parking agents in efficiently regulating metered parking. As a part of our research, we looked into how much a smart meter system would cost for the Borough to install in the CBD. Table 7 below illustrates some of the per meter costs we found.

Table 7: Smart Meter Cost Findings

Meter Company	Price per Meter
Duncan ²	\$7,125
Cale ¹	\$7,150
SchlumbergerSema ³	\$6,100
Parkeon Inc ³	\$6,600
Parkeon and Cale ⁴	\$7,500

The second part of the smart meter analysis required the group to measure the number of smart meters we thought would be needed to cover all of the current areas where meters are located in the Borough. Thus, this estimate does not include areas that the borough may want to add more meters to, as was discussed in Section 6.3.

The first thing to note is that the smart meters we considered replace several regular parking meters. Thus, for an entire parking lot for instance, all of the meters that comprised that lot would be replaced by a single smart meter. In order to estimate the number of smart meters the Borough would need, we chose to count how many distinct areas, whether they were parking lots or street parking spaces, metered parking appeared in. Using this methodology we estimated that the Borough would need to install **78** separate smart meters in order to cover all of the current metered street and parking lot locations. Taking an average of the per meter costs we found from our case studies, this equated to a total installation cost of roughly **\$537,810**.

There is no doubt that this is a substantial investment on the part of the Borough. We would have liked to give the Borough an estimated range on the payback period for such a project, but that is hard to accomplish without knowing meter revenues. Assuming that some of the residential permit revenue would be applied to this project, however, we were able to give a range on how long it would take to pay back this amount solely using those funds. This is represented by Table 21 located in Appendix E. At current revenue levels, an investment of this magnitude would take roughly 25 years to pay back, whereas at the ideal state, it would take only 3 years. Other combinations of permit usage and permit fee amounts fill in the yearly payback times for the remaining cells in the matrix.

Not only would smart meters make enforcement in the CBD area more efficient, it would also free up current personnel resources to be able to enforce the other areas of the Borough. So, if the current employee that monitors parking restrictions could do his job in half the time due to the smart meters, he would also be able to enforce restrictions in some residential areas. Once smart meter installation costs are recovered, the increased annual revenue may be applied to hiring more enforcement personnel so that it would be possible to enforce parking restrictions throughout the entire Borough.

² Kindred, Charles. 2012. CALE Pay & Display Multi-Space Meter Pilot.

³ McCourt, Ransford S. Smart Parking Meters Take over the West. DKS Associates.

⁴ City of Portland. 2011. Green Purchasing Case Studies: Solar-Powered SmartMeters Streamline Portland's Parking. Portland, OR: Portland Bureau of Transportation.

This idea represents only one possibility for increasing enforcement in the Borough. There may be additional options the Borough would like to consider in order to do this, but the bottom line is that with additional revenues, the feasibility of any options increases dramatically.

It should be noted that choosing the appropriate meter setup is integral to meeting the particular needs of Dormont's parking situation. In one study we reviewed, the choice between two metered systems was shown to have dramatically different outcomes based on the specifics of that city's situation.⁵ Appendix F shows a side by side comparison of the smart meter systems considered in that study. While the Cale meter system performed best, the system that is ultimately best for Dormont may be something different. We recommend that further study into smart meter systems is conducted in order to find the optimal solution for Dormont and its residents.

Section 6.7: Promote Walking and Transit Usage

All of the recommendations we have made to date have framed the problem as having its roots in a lack of parking spots. There is another important way we could frame the problem, namely, that Dormont simply has too many cars. Through our research, we have found that Dormont is truly a walker's paradise: all of the streets are lined with sidewalks, almost all of the areas of the Borough are within walking distance of the CBD, and there are a multitude of transit options also within walking distance (.25 miles) of most residents. Selecting 8 addresses around different parts of the Borough and calculating their 'Walk Score' (www.walkscore.com), we also found that, on average, Dormont has a walk score of 78.

Based on all of this information, we recommend that the Borough promote walking and transit usage, in tandem with all of the other recommendations we have made. This recommendation is not as easily implemented as some of the others; indeed, what we are referring to is changing the culture of the area, from one that is car dependent to one that is pro-walking. This will likely take many years to fulfill, and that is why we recommend that the Borough start immediately.

There are many additional resources that can be referenced in order to get started on this walking and transit campaign; some websites to get started are located in Appendix G. Examples of programs the Borough may want to consider include:

- creation of senior walking programs, which would help elderly residents to find walking routes easily accessible to them;
- promoting 'walk to work' or 'bike to school' days, which is something already done in many larger cities such as San Francisco; and
- incentivizing residents to get out and participate in the community through 'block party' events.

Through talking with Borough officials and community members, we learned that the Dormont pool is a popular and widely used amenity in the community. Building incentives to walk rather than drive to the pool may be an effective way to beginning promotion of walking culture.

⁵ Kindred, Charles. 2012. CALE Pay & Display Multi-Space Meter Pilot.

Section 7: Next Steps

The information contained in this parking study is meant to assist the Borough of Dormont in making the most informed decisions concerning how it addresses parking in the future. This section is our recommended next steps and the thought process that went into the recommendations. We are aware that some steps may take longer than others, but a clear plan with a goal in sight is the best way for a group to progress.

Section 7.1: Recommendation Priorities

1. **Promote Walking and Transit:** As we mentioned before, this recommendation should be done in tandem with all other. Its implementation is less defined, but it should be a continuous endeavor. It could involve many things, such as Borough residents of all ages and genders getting out and enjoying each other and the wonderful outdoor space available to them in Dormont.
2. **Update Application Process:** This is the first directly implementable next step, whose main purpose is to collect additional data. We will address the reasoning behind this more in the next section. In short, it is the foundation to facilitating all of our other recommendations.
3. **Expand and Update Permit Areas:** This recommendation could be done in tandem with the prior, and facilitates uniformity of parking regulations and enforcement in Dormont. This also provides the Borough with an additional source of the revenue.
4. **Increase Enforcement:** This step is made in part by the increased revenue and includes updating meters in the CBD, along with personnel, to properly regulate the new parking regulations.

Section 7.2: Immediate Next Step of Collecting More Data

In order for us to better explain to you the best next steps we looked back at our completed study and asked ourselves one question. If we continued working on the study, what would we do next? The answer was unanimous: collect more data!

We used a residential survey to collect our data and received a great response. This showed us that Borough residents are passionate about parking and interested about seeing it improve. We see this as a great opportunity to continue the trend and update the permit parking process to include a more thorough application. As recommended in section 6.4 this would allow for data on a block level to be easily collected on a rolling basis for the entire Borough of Dormont within a calendar year. So at a years' end of the process there would be data on file to make parking decisions at the block level. Being able to view parking accurately at the block level is what our study lacked in results, but we did gain the insight needed to make a clear plan on how to achieve the goal.

With the data available from each block, Dormont Borough Officials will be able to efficiently and properly regulate parking throughout. The idea of achieving a 1 to 1 ratio of car to house can then be seen as not just a reality, but instead a way of life.

Appendix A: Parking Types and Spot Estimates

Table 8: Types and Quantity of Street Parking

Type of Parking	Number of Spots
Total	3,325
Metered	319
Non-Metered	3,006
Permit	1,558
Non-Permit	1,767

Table 9: Types and Quantity of Lot Parking

Type of Parking	Number of Spots
Total	1,434
Public	279
Private	1,155
Metered	243
Non-Metered	1,119
Permit	184
Non-Permit	1,250

Table 10: Types and Quantity of Regulated Parking

Type of Parking	Number of Spots
Total	2,079
Street	1,863
Parking Lot	243

Table 11: Types and Quantity of Unregulated Parking

Type of Parking	Number of Spots
Total	2,680
Street	1,489
Parking Lot	1,191

Table 12: Types and Quantity of Regulated Street Parking

Type of Parking	Number of Spots
Total	1,836
Permit Non-Metered	1,517
Permit Metered	41

Non-Permit Non-Metered 278

Table 13: Types and Quantity of Regulated Lot Parking

Type of Parking	Number of Spots
Total	243
Public Permit Metered	184
Public Non-Permit Metered	59

Table 14: Types and Quantity of Unregulated Lot Parking

Type of Parking	Number of Spots
Total	1,191
Public Non-Permit Non-Metered	36
Private	1,155

Table 15: Types and Quantity of Private Lot Parking

Type of Parking	Number of Spots
Total	1,155
Business	323
Car Dealer	49
Church	150
General	16
Government	68
Housing	145
Recreation	190
School	52
Transit	162

Appendix B: Spot Deficit Estimates per Block

Table 16: Block Level Non-Metered Street Spot Deficit or Surplus

Block ID	Non-Metered Street Spot Budget
1R2420034721002002	-8.2
1R2420034721002003	-5.0
1R2420034721002000	-5.4
1R2420034721002005	-14.0
1R2420034721001007	-7.5
1R2420034721001004	3.2
1R2420034721002004	0.3

1R2420034721002001	-2.5
1R2420034721001003	14.4
1R2420034721001002	0.0
1R2420034721001001	-14.0
1R2420034721001006	-22.3
2R3420034721001005	-10.1
2R3420034721001000	10.4
2R3420034721001018	1.7
2R3420034721001011	0.0
2R3420034721001008	11.5
2R3420034721001010	-16.5
2R3420034721001012	0.0
3R3420034721002002	-1.6
3R3420034721002003	-13.7
3R3420034721002000	-7.9
3R3420034721002005	-3.1
3R3420034721001007	-2.8
3R3420034721001023	8.0
3R3420034721002004	-13.0
3R3420034721002008	5.9
3R3420034721002006	-4.0
3R3420034721002009	-2.5
3R3420034721002007	6.4
3R3420034721001021	-22.4
4R2420034722001004	-19.0
4R2420034722001006	-0.8
4R2420034721001022	-0.8
4R2420034722001011	-5.6
4R2420034722001005	-10.3
4R2420034722003015	-16.4
4R2420034722003012	21.0
4R2420034721002015	11.0
4R2420034721002014	-15.5
4R2420034722001002	-7.7
4R2420034722003013	-14.1
4R2420034722001015	-16.5
4R2420034721002013	-3.6
4R2420034721002011	-3.6
4R2420034721001019	10.5
4R2420034722001000	2.8
4R2420034722002000	-0.6
4R2420034722002002	-9.1
4R2420034721001023	-1.8
4R2420034722001012	10.8
4R2420034722003014	10.6
4R2420034721001020	14.0
4R2420034722001009	-6.0
4R2420034721002010	1.9

4R2420034721002017	6.2
4R2420034722003016	-11.0
4R2420034722003018	17.3
4R2420034722002004	8.3
4R2420034721002008	-1.9
4R2420034721002009	-12.4
4R2420034722002008	-1.7
4R2420034722002005	12.5
4R2420034721002016	8.7
4R2420034722002006	-8.4
4R2420034722003017	-6.7
4R2420034722002007	-17.6
4R2420034722002003	-14.8
4R2420034722001014	-1.1
4R2420034721002018	4.9
4R2420034721002012	1.8
4R2420034721001021	2.5
4R2420034722001001	-13.3
4R2420034722001013	-14.3
4R2420034722001010	-1.6
5R2420034721001024	19.2
5R2420034721001017	42.4
5R2420034721001015	4.3
5R2420034721001013	16.7
5R2420034721001026	28.0
5R2420034721001025	11.9
5R2420034721001028	-2.8
5R2420034721001016	6.5
5R2420034721001027	3.6
5R2420034721001014	-0.8
5R2420034721001012	0.0
6R1420034722001007	-0.8
6R1420034722001006	-3.5
6R1420034722003000	0.0
6R1420034722001008	-8.2
6R1420034722003005	1.0
6R1420034721002019	-3.1
6R1420034722003009	13.6
6R1420034722003004	0.0
6R1420034722003001	-1.6
6R1420034722003007	14.9
6R1420034721002016	-11.5
6R1420034722003008	-8.2
6R1420034722003010	-0.2
6R1420034721002018	-0.3
6R1420034722003006	23.7
6R1420034722003011	0.0

7C420034722001004	-5.8
7C420034722002011	0.0
7C420034723001010	0.0
7C420034722001002	-4.0
7C420034723001004	-7.6
7C420034722001015	0.0
7C420034721001019	-28.2
7C420034722001000	-12.6
7C420034721001024	-4.3
7C420034722002000	2.0
7C420034723001012	-5.3
7C420034722001003	-26.8
7C420034723001011	-12.4
7C420034721001017	1.0
7C420034722001012	-7.0
7C420034721001020	-12.9
7C420034723001009	-5.8
7C420034721001008	-0.6
7C420034722002001	0.0
7C420034721001025	-12.6
7C420034721001028	-17.5
7C420034721001009	-2.9
7C420034722002010	0.0
7C420034724001009	-23.3
7C420034721001027	0.0
7C420034724001000	-14.0
7C420034722001001	-11.7
7C420034721001014	0.0
7C420034723001000	0.0
7C420034722001013	0.0
7C420034724001008	0.0
7C420034723001003	-7.6
8R3420034723001001	6.8
8R3420034723002000	-14.3
8R3420034723003000	-7.0
8R3420034723003001	-16.5
8R3420034723001002	4.5
8R3420034723001003	-27.5
9R1420034722003004	4.0
10R3420034722003002	-14.2
10R3420034722003018	-0.8
10R3420034722002009	-34.9
11R2420034723002011	-1.6
11R2420034723001010	-5.6
11R2420034723002007	-24.7
11R2420034724001002	-44.5
11R2420034723003010	2.4
11R2420034723002003	-5.4

11R2420034723003003	-34.6
11R2420034723003008	4.5
11R2420034723001008	-7.5
11R2420034723001005	8.9
11R2420034723002008	13.2
11R2420034723002006	0.3
11R2420034723001012	-17.0
11R2420034723001011	1.8
11R2420034723001006	-20.9
11R2420034723001009	6.3
11R2420034723002009	-22.3
11R2420034723002005	-26.4
11R2420034723003009	-7.6
11R2420034723002001	3.9
11R2420034723003011	0.0
11R2420034723003002	1.5
11R2420034723003005	-8.1
11R2420034723003004	4.8
11R2420034723002010	-17.3
11R2420034723002002	-27.5
11R2420034724001000	10.6
11R2420034724001001	10.0
11R2420034723001007	12.5
11R2420034723003006	13.3
11R2420034723002004	2.9
11R2420034723003007	-14.8
12R1420034724002007	-1.0
12R1420034724001004	9.6
12R1420034724001007	4.2
12R1420034724002003	16.0
12R1420034724002010	6.4
12R1420034724001003	10.8
12R1420034724002002	23.9
12R1420034724001010	-0.7
12R1420034724001006	-4.4
12R1420034724002001	7.1
12R1420034724001013	6.4
12R1420034724001011	-30.6
12R1420034724002005	3.1
12R1420034724001015	1.9
12R1420034724002012	20.1
12R1420034724001012	-2.0
12R1420034724002008	-6.3
12R1420034724002009	6.5
12R1420034724001009	20.3
12R1420034724002006	3.6
12R1420034724002004	16.9

12R1420034724001014	-8.2
12R1420034724002011	-4.3
12R1420034724002000	4.9
12R1420034724001008	11.6
12R1420034724001005	5.4
13C420034722003001	0.0
14P1420034722003002	0.0
14P1420034722003000	0.0
14P1420034722003004	0.0
14P1420034722003001	0.0

Appendix C: Non-Metered Street Parking Availability by Time of Day

Figure 10: Morning Non-Metered Parking Availability

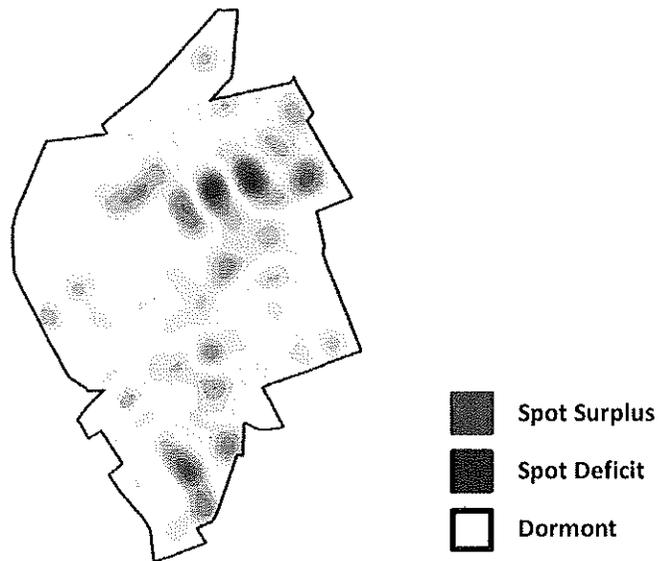


Figure 11: Mid-Day Non-Metered Parking Availability

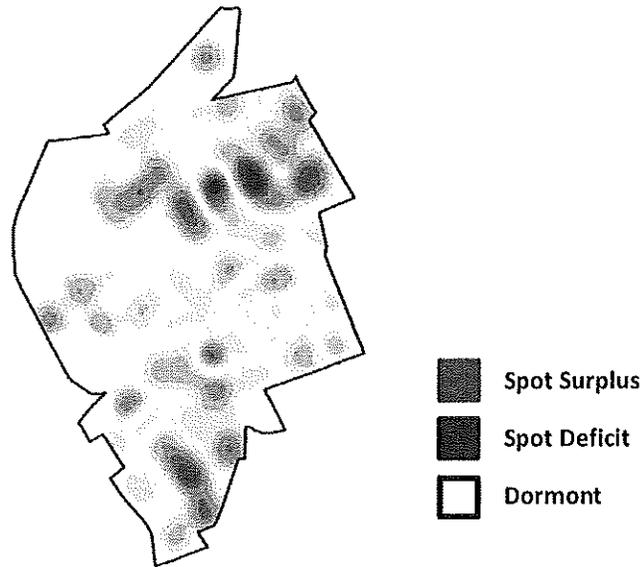
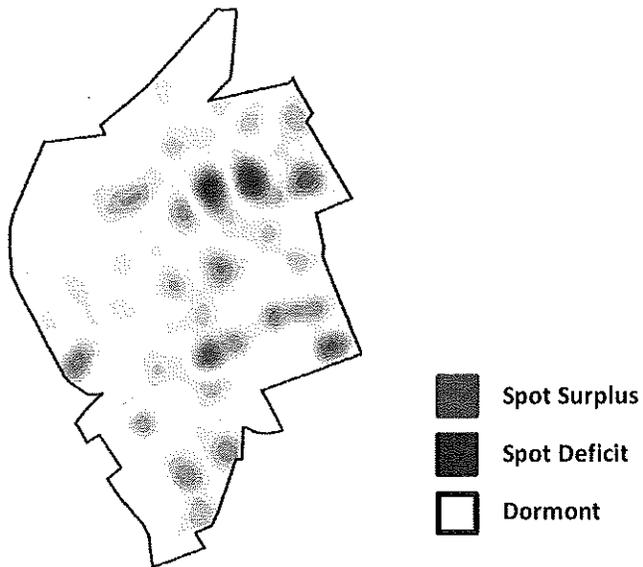


Figure 12: Night Time Non-Metered Parking Availability



Appendix D: Survey Result Summary Statistics

Table 17: Overall Borough Survey Results Summary Statistics

Statistic	Average	Standard Deviation	90% C.I. L.B.	90% C.I. U.B.
Number of People	2.26	1.15	0.37	4.15
Bus Commuters	0.10	0.34	-0.45	0.65
T Commuters	0.31	0.67	-0.78	1.40

Dormont Parking Study

Car Commuters	1.48	0.96	-0.09	3.05
Walking Commuters	0.39	0.89	-1.07	1.85
Number of Cars	1.64	0.85	0.24	3.03
Parked in Garage	0.39	0.60	-0.60	1.38
Parked on Pad	0.26	0.57	-0.67	1.19
Parked on Driveway	0.24	0.54	-0.65	1.13
Parked in Street	0.82	0.84	-0.55	2.19
Parked in Street: Morning	0.54	0.66	-0.55	1.62
Parked in Street: Mid-Day	0.50	0.62	-0.52	1.52
Parked in Street: Night	0.82	0.83	-0.54	2.17
Number of Permits	0.57	0.78	-0.72	1.85
Satisfaction	2.59	1.08	0.82	4.37

Table 18: Residential Block Survey Results Summary Statistics

Statistic	Average	Standard Deviation	90% C.I. L.B.	90% C.I. U.B.
Number of People	2.27	1.15	0.38	4.15
Bus Commuters	0.09	0.33	-0.45	0.63
T Commuters	0.31	0.67	-0.79	1.40
Car Commuters	1.49	0.96	-0.08	3.07
Walking Commuters	0.39	0.90	-1.08	1.86
Number of Cars	1.64	0.85	0.25	3.03
Parked in Garage	0.39	0.61	-0.60	1.39
Parked on Pad	0.25	0.56	-0.66	1.17
Parked on Driveway	0.25	0.55	-0.65	1.14
Parked in Street	0.82	0.84	-0.55	2.20
Parked in Street: Morning	0.54	0.66	-0.55	1.62
Parked in Street: Mid-Day	0.50	0.62	-0.52	1.52
Parked in Street: Night	0.82	0.83	-0.53	2.18
Number of Permits	0.56	0.78	-0.72	1.85
Satisfaction	2.60	1.08	0.83	4.37

Table 19: Commercial Block Survey Results Summary Statistics

Statistic	Average	Standard Deviation	90% C.I. L.B.	90% C.I. U.B.
Number of People	1.92	1.22	-0.08	3.91
Bus Commuters	0.42	0.61	-0.59	1.42
T Commuters	0.58	0.59	-0.38	1.55
Car Commuters	0.92	0.89	-0.55	2.38
Walking Commuters	0.42	0.52	-0.43	1.26
Number of Cars	1.25	1.05	-0.47	2.97

Parked in Garage	0.17	0.45	-0.58	0.91
Parked on Pad	0.42	1.01	-1.24	2.07
Parked on Driveway	0.00	0.25	-0.41	0.41
Parked in Street	0.58	0.83	-0.78	1.95
Parked in Street: Morning	0.50	0.68	-0.61	1.61
Parked in Street: Mid-Day	0.33	0.52	-0.52	1.19
Parked in Street: Night	0.58	0.83	-0.78	1.94
Number of Permits	0.67	0.79	-0.62	1.96
Satisfaction	2.42	1.18	0.48	4.35

Appendix E: Permit Revenue and Smart Meter Cost Matrices

Table 20: Permit Revenue Matrix

Usage Rate	Street Spots	@ \$10	@ \$20	@ \$30	@ \$40
100%	4,310	\$43,100	\$86,200	\$129,300	\$172,400
90%	3,879	\$38,790	\$77,580	\$116,370	\$155,160
80%	3,448	\$ 34,480	\$ 68,960	\$ 103,440	\$ 137,920
70%	3,017	\$ 30,170	\$ 60,340	\$ 90,510	\$ 120,680
60%	2,586	\$ 25,860	\$ 51,720	\$ 77,580	\$ 103,440
50%	2,155	\$ 21,550	\$ 43,100	\$ 64,650	\$ 86,200

Table 21: Years Needed to Cover Total Smart Meter Installation Cost with Permit Revenue

Usage Rate	Street Spots	@ \$10	@ \$20	@30	@40
100%	4,310	12.48	6.24	4.16	3.12
90%	3,879	13.86	6.93	4.62	3.47
80%	3,448	15.60	7.80	5.20	3.90
70%	3,017	17.83	8.91	5.94	4.46
60%	2,586	20.80	10.40	6.93	5.20
50%	2,155	24.96	12.48	8.32	6.24

Appendix F: Smart Meter Case Study Comparison

Table 22: Duncan versus Cale, Pasadena Metered Parking Study

Parking Citations	Duncan	Cale	Difference %
Number issued	864	1176	36.11%
Revenue generated	\$39,744	\$54,096	36.11%
Enforcement	Duncan	Cale	Difference %
Time for one block face	14 minutes	7 minutes	50%
Cale Parking	# Requested	# Upheld	#Dismissed
Citation Appeals	10	10	0
Duncan Parking	# Requested	# Upheld	#Dismissed
Citation Appeals	385	201	184* (48%)

*This represents a loss of \$8,556; not including staff time and supplies.

Appendix G: Additional Resources

Walking Promotion

<http://walksteps.org/case-studies/>

Is a great site to find informative case studies and real world solutions to real world problems community's face. There answers that addresses issues pertaining to all genders and walks of life.

<http://www.walkinginfo.org>

Is the pedestrian and bicycle information center. This is a site that can assist with current laws, promotions, case studies, state resources, and trainings.

<http://www.walkscore.com/>

Is a wonderful resource that enable you to find out the walk score for a given point, community, and even city. We even found case studies in which city planners and other officials are using the walk score data to assist in how they maintain and expand the cities and communities they serve.

Smart Meter Case Studies

Kindred, Charles. 2012. CALE Pay & Display Multi-Space Meter Pilot.

http://ww2.cityofpasadena.net/trans/parking/OPPMZAC/2012/041912/Item_VIIA_041912_OPpmzAC.pdf

McCourt, Ransford S. Smart Parking Meters Take over the West. DKS Associates.

http://www.dksassociates.com/wp-content/files_mf/1335560385Smart_Parking_Meters_Take_Over_the_West.pdf

City of Portland. 2011. Green Purchasing Case Studies: Solar-Powered SmartMeters Streamline Portland's Parking. Portland, OR: Portland Bureau of Transportation.
<http://www.portlandoregon.gov/bibs/article/157993>

