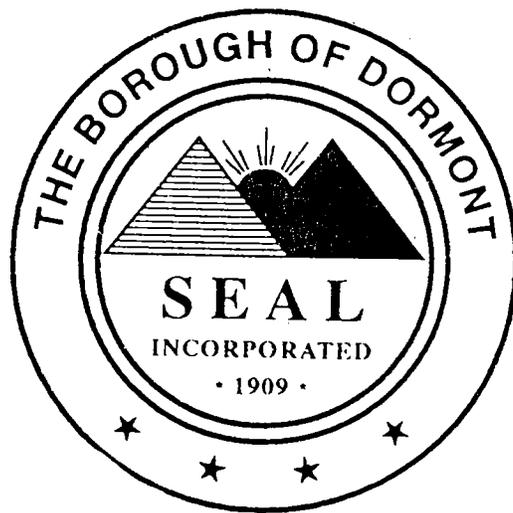


BOROUGH OF DORMONT



1995 COMPREHENSIVE PLAN UPDATE

BOROUGH OF DORMONT

***1995
COMPREHENSIVE PLAN
UPDATE***

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**BOROUGH OF DORMONT
1995 COMPREHENSIVE PLAN UPDATE**

ACKNOWLEDGEMENTS

In appreciation for the thousands of hours of volunteer time
devoted to the production of this document

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**BOROUGH OF DORMONT
RESOLUTION NO. 25-95**

A RESOLUTION OF THE BOROUGH OF DORMONT, COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA ADOPTING THE 1995 COMPREHENSIVE PLAN FOR THE BOROUGH OF DORMONT.

WHEREAS, the Dormont Borough Council, Allegheny County, Commonwealth of Pennsylvania recognizes the value of long range planning for the proper development of the Borough; and

WHEREAS, the Dormont Borough Council recognizes the need to update the 1970 Comprehensive Plan prepared by Kendree and Shepherd and adopted by Dormont Borough Council on October 1, 1970; and

WHEREAS, in 1992 the Dormont Borough Council directed the Borough Manager and the Planning Commission to prepare an update to the 1970 Comprehensive Plan; and

WHEREAS, the Planning Commission of the Borough in consultation with Roberta Sarraf, planner, prepared a 1995 Comprehensive Plan dated May 23, 1995 and held a public hearing on May 23, 1995 and submitted the plan with a letter of recommendation to adopt the plan dated June 26, 1995; and

WHEREAS, the Dormont Borough Council, as required by the Pennsylvania Municipalities Planning Code, held a duly advertised public hearing on June 5, 1995 at which time the public had an opportunity to appear and be heard, and the record was held open until July 3, 1995 for written comments; and

NOW, THEREFORE, BE IT RESOLVED, and it is hereby resolved by the Dormont Borough Council as follows:

SECTION I.

That the Dormont Borough Council in recognition of the need for long-range planning for proper development of the Borough and in recognition of the responsibility of the Borough to its residents and the residents of the region of which the Borough is a part, hereby adopts in accordance with Article IV of the Pennsylvania Municipalities Code, as a Comprehensive Plan for the Borough, the document by reference as if incorporated

herein entitled the 1995 Comprehensive Plan for the
Borough of Dormont dated May 23, 1995.

SECTION II.

That the document incorporated herein by reference
shall be known as the Borough of Dormont 1995
Comprehensive Plan.

SECTION III.

That the Borough Manager is hereby authorized to
prepare a final document entitled the 1995
Comprehensive Plan and to make copies available
to the residents of the Borough and to all interested
parties at a cost of \$35.00 per copy.

ADOPTED THIS 3RD DAY OF JULY, 1995 BY THE DORMONT BOROUGH COUNCIL.

ATTEST:

BOROUGH OF DORMONT


Deborah J. Grass
Borough Manager


Edgar C. Good
Council President

BOROUGH OF DORMONT
1995 COMPREHENSIVE PLAN UPDATE

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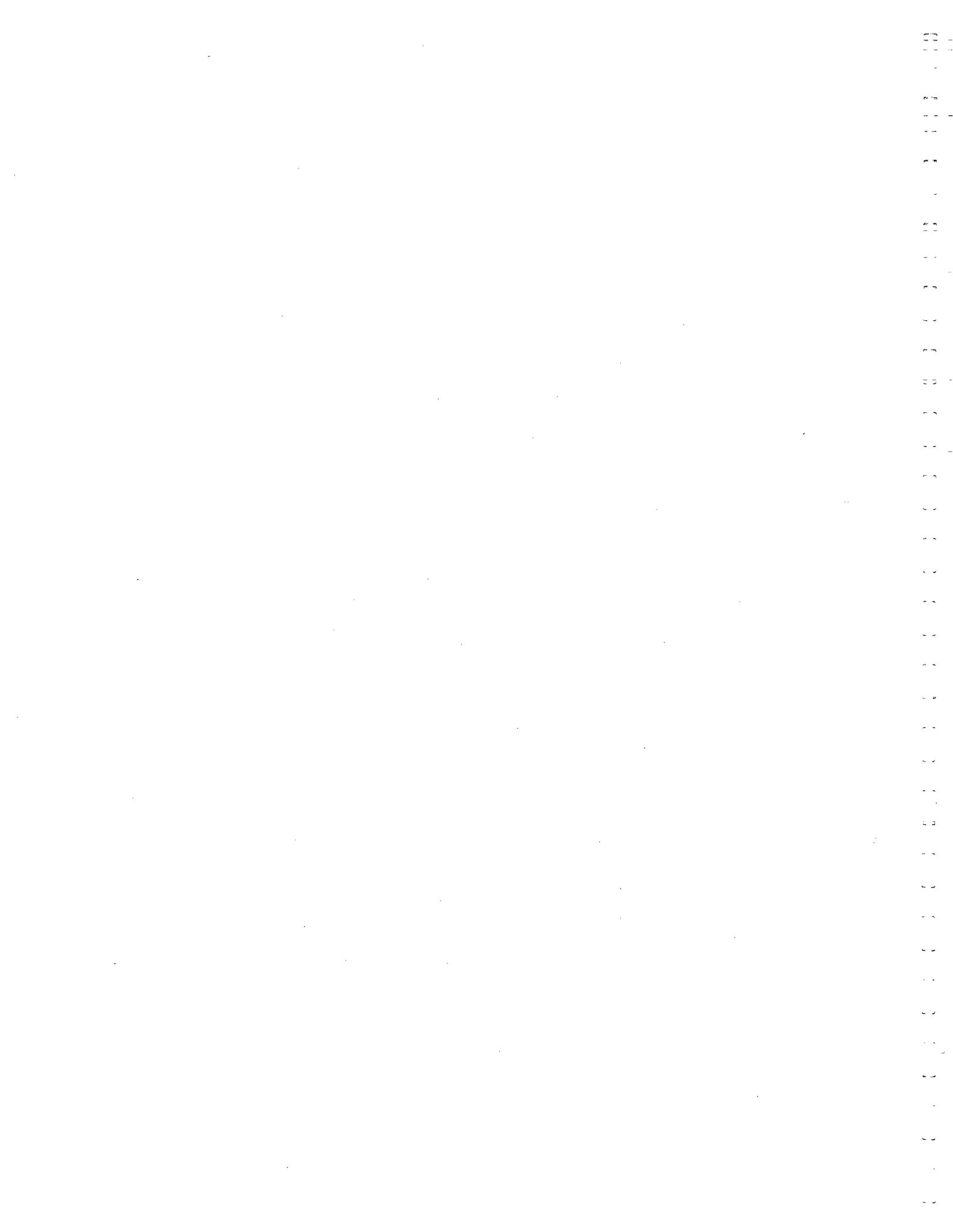
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POPULATION GROWTH

Dormont experienced its greatest population growth between 1910 and 1920, an increase of 479%. Between 1920 and 1930, the Borough's population grew by another 104%. These decades reflected the growth of the Borough as one of the first street car suburbs.

Between 1930 and 1970, the Borough's population remained stable. Over these four (4) decades, the Borough lost only 334 persons or 2.5% of its 1930 population.

From 1970 to 1980 the Borough lost 12.3% of its population and from 1980 to 1990, the Borough lost 13.3% of its population. In each of these decades, the total number of persons lost was about 1,500 persons.

**TABLE I
BOROUGH OF DORMONT
POPULATION TRENDS, 1910-1990**

YEAR	POPULATION	NUMERICAL CHANGE	PERCENT CHANGE
1910	1,115		
1920	6,455	+5,340	+478.9%
1930	13,190	+6,735	+104.3%
1940	12,974	- 216	- 1.6%
1950	13,405	+ 431	+ 3.1%
1960	13,098	- 307	- 2.3%
1970	12,856	- 242	- 1.8%
1980	11,275	-1,518	- 12.3%
1990	9,772	-1,503	- 13.3%

**SOURCE: U.S. Department of Commerce, Bureau of the Census, Decennial
Censuses of Population, 1910-1990.**

Comparative population trends are shown in Table II. Growth in Dormont preceded growth in its neighboring communities. Castle Shannon, Green Tree and Mount Lebanon all experienced significant growth between 1940 and 1970, while Dormont's population remained stable.

Dormont and its neighboring communities all experienced population losses between 1970 and 1990. Dormont, Castle Shannon and Green Tree each exhibited similar percentage losses. Numeric losses in Green Tree were about half the losses in Dormont and Castle Shannon, however, because of the smaller total population base. Baldwin Township had the least numeric and percentage losses during these two (2) decades. Mount Lebanon paralleled the percentage loss in the region (13%) between 1970 and 1980, but losses declined to only 3.1% between 1980 and 1990.

TABLE II BOROUGH OF DORMONT COMPARATIVE POPULATION GROWTH, 1940-1990					
	DORMONT	CASTLE SHANNON	MOUNT LEBANON	GREEN TREE	BALDWIN TOWNSHIP
1940	12,974	3,970	19,571	1,880	*
1950 CHANGE '40-'50	13,405 + 431 (+3.1%)	5,459 +1,489 (+37.5%)	26,604 +7,033 (+35.9%)	2,818 + 938 (+49.9%)	*
1960 CHANGE '50-'60	13,098 - 307 (-2.3%)	11,836 +6,377 (+116.8%)	35,361 +8,757 (+32.9%)	5,226 +2,408 (+85.5%)	3,004 * *
1970 CHANGE '60-'70	12,856 - 242 (-1.8%)	11,899 + 63 (+0.5%)	39,596 +4,235 (+12.0%)	6,441 +1,215 (+23.2%)	2,598 - 406 (-13.5%)
1980 CHANGE '70-'80	11,275 - 1,518 (-12.3%)	10,164 -1,735 (-14.6%)	34,414 -5,182 (-13.1%)	5,722 - 719 (-11.2%)	2,680 + 82 (+3.2%)
1990 CHANGE '80-'90	9,772 -1,503 (-13.3%)	9,135 -1,029 (-10.1%)	33,362 -1,052 (-3.1%)	4,905 - 817 (-14.3%)	2,479 - 201 (-7.5%)
*During 1940 and 1950, Baldwin Township was part of Baldwin Borough.					
SOURCE: U.S. Bureau of Census data presented in Allegheny County Planning Department Report #2.					

Dormont's population remained stable while its neighbors experienced their share of South Hills growth. Dormont reflected the trends in the South Hills between 1970 and 1990. Population losses during these two (2) decades resulted from out-migration from the region because of economic decline and national trends towards delayed family formation and declining birth rates.

**TABLE III
BOROUGH OF DORMONT
COMPARATIVE POPULATION CHARACTERISTICS, 1990**

	DORMONT	CASTLE SHANNON	MOUNT LEBANON	GREEN TREE	BALDWIN TWP.
POPULATION	9,772	9,135	33,362	4,905	2,479
% Under 18	20.4%	19.3%	22.4%	18.3%	22.0%
% 65+ Years	14.7%	16.4%	18.4%	19.2%	17.1%
% Female	53.4%	53.0%	53.9%	53.4%	52.4%
Persons/ Household	2.36	2.33	2.40	2.54	2.65
H.S. Grads	80.8%	83.7%	92.7%	89.8%	84.3%
College Grads	21.3%	14.0%	53.3%	33.3%	17.4%
Working Women W/Child < 6	63.3% 75.7%	54.7% 54.7%	51.4% 49.4%	53.3% 49.3%	55.6% 58.4%
Lived Different House in 1985	40.6%	35.2%	35.5%	25.7%	21.8%
Commute by Transit	26.1%	19.3%	14.8%	13.1%	15.8%
Commute by Own Vehicle	65.3%	74.6%	77.9%	77.6%	82.1%
SOURCE: U.S. Department of Commerce, Bureau of Census, 1990 Census of Population & Housing, General Population Characteristics, Pennsylvania, CP-1-40.					

In 1990, Dormont had the lowest elderly population among its neighboring communities. The Borough ranks in the middle of the five (5) adjacent communities in terms of percentage of population under 18 years of age.

In 1990, Dormont was similar to all of its neighbors in the percentage of total population which is female (about 53%).

In 1990, Dormont ranks next to lowest in terms of household size. Only Castle Shannon had a lower number for household size expressed as "persons per household."

In 1990, Dormont had the lowest percentage of high school graduates of its neighboring communities. The percentage of high school graduates in the Borough is comparable to the average for all of Allegheny County (79%).

Dormont had a higher percentage of college graduates than two (2) of its neighboring communities and Dormont's percentage is similar to the County-wide average of 22.6%. Green Tree and Mt. Lebanon both had higher percentages of college graduates than Dormont had in 1990.

In 1990, Dormont had the highest percentage of working women and the highest percentage of women working who have children under age 6 among its neighboring communities. Both percentages for the Borough are significantly higher than its neighbors and the County-wide percentages. County-wide in 1990, 51.1% of all women were in the labor force and 53.3% of women with children under 6 were employed.

In 1990, Dormont had the highest percentage (40.6%) among its neighboring communities of residents who had lived in a different house five (5) years before the Census. County-wide, the percentage of persons living in a different house in 1985 was 34.8%.

In 1990, Dormont had the highest percentage of residents commuting to work by public transit and, conversely, the lowest percentage commuting by private vehicle among its neighboring communities. County-wide, only 12.1% use public transit and 79.7% commute by private vehicle. Because of the availability of public transit in these South Hills communities, all exceed the County average for use of transit. Dormont and Castle Shannon had less than the County percentage of commuters by private car.

AGE OF THE POPULATION

Table IV on the following page shows comparative data about age distribution of the population from 1970-1990 for Dormont and surrounding communities.

In 1990, the percentage of Dormont's population under age 18 was 20.4%. Dormont's percentage is slightly higher than the City (19.8%), Castle Shannon (19.3%) and Green Tree (18.3%). All of these communities are slightly less than the County-wide percentage of 21.1%. Mt. Lebanon and Baldwin Township have slightly higher percentages under age 18: 22.4% and 22.0%, respectively.

In 1990, Dormont's median age of 34.0 years is lower than Castle Shannon, Mt. Lebanon, Green Tree and Baldwin Township. Median age in Allegheny County in 1990 was 36.7 years. Mt. Lebanon, Green Tree and Baldwin Township's median ages were higher than the County median, also.

**TABLE IV
BOROUGH OF DORMONT
COMPARATIVE AGE DISTRIBUTION, 1970-1990**

1970	DORMONT	CASTLE SHANNON	MOUNT LEBANON	GREEN TREE	BALDWIN TOWNSHIP
Total	12,856	11,899	39,596	6,441	2,598
Under 5	7.3%	8.5%	6.5%	6.7%	9.8%
5-17	23.5%	26.7%	25.8%	26.6%	28.9%
18-20	4.4%	4.0%	3.2%	3.1%	3.2%
21-24	6.8%	6.0%	3.9%	3.9%	3.3%
25-44	20.8%	25.6%	21.7%	24.3%	26.4%
45-54	11.9%	13.4%	14.2%	14.9%	14.8%
55-59	5.8%	5.2%	6.1%	6.4%	5.3%
60-64	4.8%	3.6%	5.4%	5.3%	3.3%
65-74	8.9%	4.5%	7.9%	5.7%	3.2%
75-84	4.8%	1.9%	4.2%	2.5%	1.4%
85+	1.0%	0.6%	1.1%	0.6%	0.4%
Median Age	32.3 yrs.	28.1 yrs.	35.8 yrs.	34.1 yrs.	28.6 yrs.
1980	DORMONT	CASTLE SHANNON	MOUNT LEBANON	GREEN TREE	BALDWIN TOWNSHIP
Total	11,275	10,164	34,414	5,772	2,680
Under 5	5.4%	5.2%	4.9%	5.2%	5.5%
5-17	18.4%	17.9%	20.3%	18.2%	21.5%
18-20	5.3%	5.9%	3.5%	4.6%	5.3%
21-24	8.5%	7.9%	4.5%	5.9%	4.4%
25-44	26.5%	26.8%	25.9%	24.0%	26.6%
45-54	10.3%	11.9%	12.2%	13.2%	13.8%
55-59	5.6%	7.8%	6.8%	8.2%	6.3%
60-64	5.2%	4.9%	5.4%	7.4%	6.3%
65-74	9.3%	8.3%	9.1%	9.3%	6.1%
75-84	4.3%	2.7%	5.5%	3.1%	3.2%
85+	1.2%	0.7%	1.9%	0.9%	1.0%
Median Age	31.4 yrs.	32.4 yrs.	37.4 yrs.	37.8 yrs.	33.0 yrs.

There have been significant losses in the percentage of Dormont's population in age category 5-17 years since 1970 from 23.5% to 14.4% of the total population. This results, in part, from national trends toward declining birth rates and delayed family formation.

TABLE IV (CONTINUED) BOROUGH OF DORMONT COMPARATIVE AGE DISTRIBUTION, 1970-1990					
1990	DORMONT	CASTLE SHANNON	MOUNT LEBANON	GREEN TREE	BALDWIN TOWNSHIP
Total	9,772	9,135	33,362	4,905	2,479
Under 5	6.1%	6.4%	6.6%	4.3%	7.5%
5-17	14.4%	12.9%	15.9%	14.0%	14.5%
18-20	3.6%	3.3%	2.5%	3.2%	2.9%
21-24	6.4%	5.9%	3.5%	4.5%	4.9%
25-44	36.5%	33.8%	31.0%	29.0%	31.7%
45-54	9.0%	9.7%	11.7%	12.3%	9.9%
55-59	4.4%	5.3%	4.8%	6.5%	5.2%
60-64	4.9%	6.3%	5.6%	7.0%	6.3%
65-74	8.5%	11.1%	9.6%	12.1%	10.3%
75-84	4.8%	4.6%	6.3%	5.9%	5.0%
85+	1.4%	0.7%	2.5%	1.2%	1.8%
Median Age	34.0 yrs.	35.7 yrs.	39.2 yrs.	41.7 yrs.	37.1 yrs.
SOURCE: U.S. Bureau of Census data presented in Allegheny County Planning Department Report #2.					

There has been significant growth in the percentage of Dormont's population in age category 25-44 years since 1970 from 20.8% to 36.5% of the total population. This is a positive trend since this age group is the family formation and income producing segment of the population. Dormont's percentage in this age category was less than its neighboring communities in 1970, similar to its neighbors in 1980 and greater than any of its neighbors in 1990.

Dormont's percentage of elderly population aged 65 or more years has remained stable between 1970 and 1990 at just under 15% of the total population. Castle Shannon, Green Tree, Mt. Lebanon and Baldwin Township each experienced a progressive growth in the percentage of elderly population between 1970 and 1990. While each of these communities had lower percentages of elderly than Dormont in 1970, each now has higher percentages of elderly, contributing to higher median ages, than Dormont in 1990.

ADDITIONAL DEMOGRAPHIC FINDINGS

The following trends and planning conclusions are derived from the data presented in Appendix A.

FAMILY CHARACTERISTICS

In 1980, married couple families represented 80% of all families; in 1990, married couple families declined to 73% of all families. Female-headed households with no husband present increased from 17.4% of all families in 1980 to 22.3% of all families in 1990.

HOUSEHOLD SIZE

Median household size in Dormont Borough has declined from 2.91 persons per household in 1970 to 2.36 persons per household in 1990. Median household size is lower in Dormont than in Allegheny County as a whole. Median household size is also lower than its neighboring communities of Castle Shannon, Green Tree, Mt. Lebanon and Baldwin Township for the same decades, except that Castle Shannon had a median household size in 1990 of 2.33 persons per household. Median household size in these South Hills communities is higher than the median in the City of Pittsburgh in 1990 which is 2.27 persons per household.

The low median household size in the Borough results from the decline since 1970 in the number of pre-school and school-age children and the high percentage of single person households (33% of all households) in 1990. In 1990, 63.9% of all households were 1 and 2 person households.

HOUSEHOLD INCOME

Between 1980 and 1990, median household income in the Borough almost doubled from \$16,408 to \$27,661. The percentage of households earning \$25,000 or more increased from 23.8% to 60.3% of all households. The actual number of households earning \$25,000 or more increased from 1,054 in 1980 to 2,313 households in 1990.

The number of households earning between \$35,000 and \$50,000 increased from 326 to 808 and from 7.4% of all households to 21.1% between 1980 and 1990.

The number of households earning \$50,000 or more increased from 64 households in 1980 to 638 households in 1990 and from 1.4% of all households in 1980 to 16.6% in 1990.

The number and percentage of households receiving Social Security income declined by 131 or 1%. Households receiving public assistance increased by 13 or less than 1%.

In 1980, the percentage of families below the poverty level in the Borough was 4.8%. This percentage increased slightly to 5.7% in 1990, but was still below the County-wide percentage of families below poverty (8.7%). The percentage of individuals below the poverty level in the Borough in 1980 was 6.0%. This percentage increased to 8.0% in 1990, but was still below the County-wide average of 11.5%.

The substantial increase in household income creates an improved tax base for the Borough and indicates more disposable income available to support local businesses.

HOUSING TYPES

The percentage of total housing stock in Dormont which is single family dwellings has increased from 55.4% in 1970 to 58.7% in 1990.

The percentage of dwellings located in 2-4 unit buildings increased slightly from 1970-1980 and then declined between 1980 and 1990.

There has been a decline in small multi-family buildings (5-9 units) from 19.9% of all housing in 1970 to 13.4% in 1980 and further to 11.8% in 1990.

There were no multi-family dwellings in buildings containing 10 or more units in 1970. This segment of the housing stock increased to 5% of the total in 1980 and remained at 5% in 1990.

The increase in single family dwellings most likely is the result of "reverse" conversions of two-family or small multi-family dwellings into larger single family dwellings. This is a positive indicator for the Borough's housing market as it contributes to reduced density, improved maintenance and the potential for increased home ownership.

While the potential exists for increased home ownership because of the increase in single family dwellings between 1970 and 1990, the percentage of owner occupied dwellings has increased only slightly from 56.0% in 1970 to 57.5% in 1990.

Dormont Borough has the lowest percentage of single family dwellings and the highest percentage of 2-4 unit buildings among its neighboring South Hills communities. Castle Shannon and Mt. Lebanon each have higher percentages of larger multi-family buildings containing 10 units or more.

HOUSING OCCUPANCY

The percentage of owner occupied dwellings in Dormont has increased only slightly between 1970 and 1990 from 56.0% to 57.5% of the total housing stock. There has been stability in the distribution of owner occupied and renter occupied units in the Borough over the past two (2) decades.

Dormont has the lowest percentage of owner occupied dwellings among its neighboring South Hills communities. In 1990, the percentage of owner occupied dwellings in Dormont was 6.5% less than Castle Shannon, 16% less than Mt. Lebanon, 20% less than Green Tree and 37% less than Baldwin Township.

Except for Baldwin Township which has maintained a very low vacancy rate of 0.3%, Dormont has maintained the lowest vacancy rate among the neighboring South Hills communities. In 1970, Dormont's vacancy rate was 2.2%. In 1980, Dormont's vacancy rate increased to 5.8%; and, in 1990, it declined slightly to 5.6%.

HOUSING VALUES

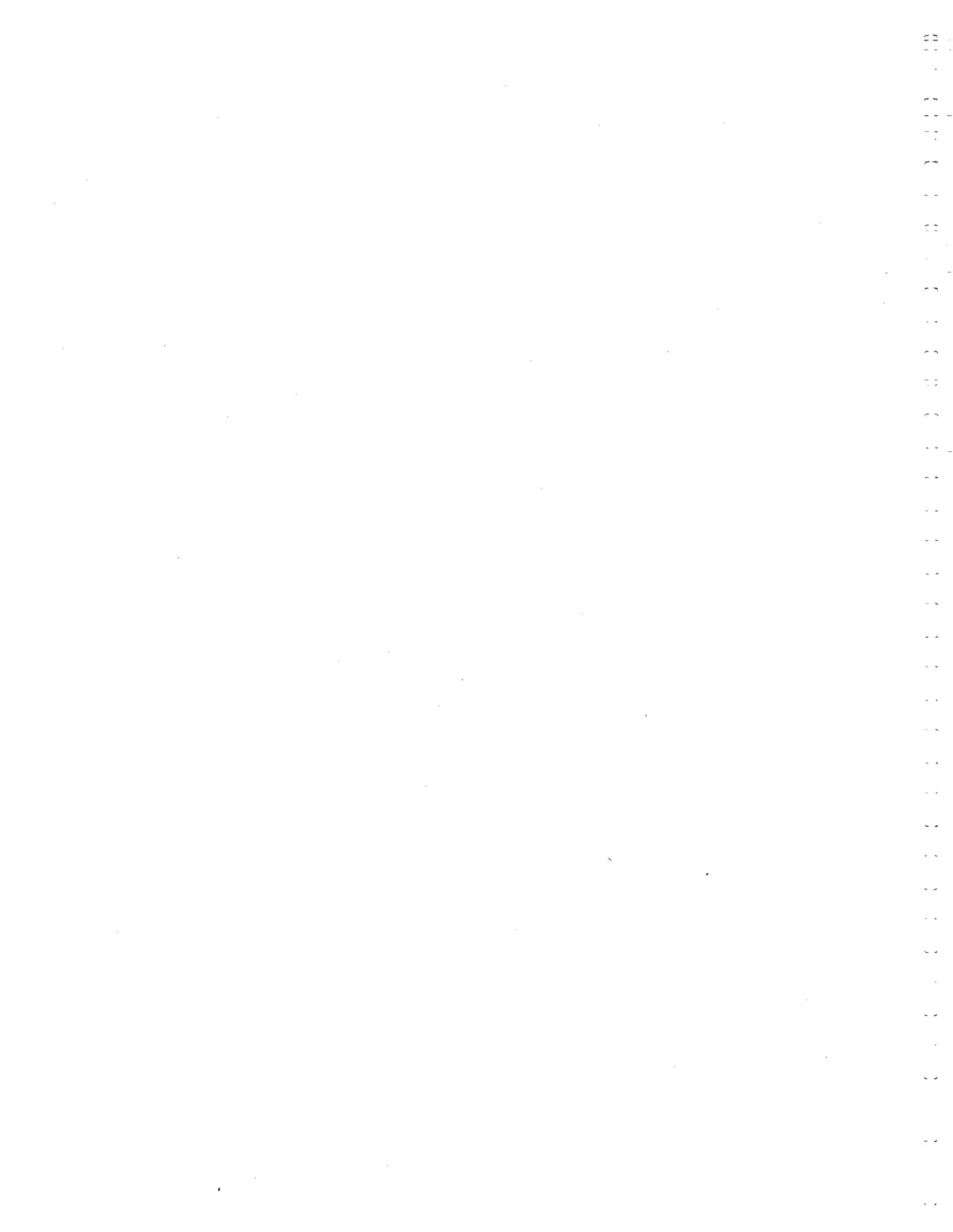
Dormont's median value of owner occupied housing in 1990 was \$49,500. Median value for Allegheny County in 1990 was \$57,100. The other neighboring South Hills communities exceed the County median, ranging from \$57,200 to \$103,600.

Dormont's low median value results from the fact that over half (51.7%) the owner occupied units are valued at less than \$50,000 and 47.5% are valued between \$50,000 and \$100,000. Baldwin and Green Tree which have substantially higher median values have significant percentages of units valued over \$100,000.

Dormont's median contract rent is the lowest of the neighboring communities at #338. Median rent in Dormont is higher than the County median of \$315, however. Castle Shannon's median is \$377 and the medians for Mt. Lebanon, Green Tree and Baldwin Township all exceed \$400.

The low median value and median rent reflect the age of the housing stock in Dormont and the lack of recent construction when compared with its neighboring communities. Castle Shannon, Mt. Lebanon, Green Tree and Baldwin Township all experienced growth later than Dormont and have had recent construction of new housing.

ECONOMIC BASE



BOROUGH OF DORMONT RETAIL TRADE, 1958-1992					
	1958	1967	1982	1987	1992
ESTABLISHMENTS	85	89	89	54	59
Lumber/Hardware	4	6	-	1	1
Gen'l. Merch.	1	2	1	2	-
Food Store	17	15	7	8	5
Auto Dealers	4	9	4	4	4
Gas Stations	6	6	3	2	-
Apparel	11	8	7	3	2
Hshld. Furn.	10	11	10	12	10
Eating/Drinking	18	17	19	14	24
Drugs	4	5	6	5	3
Other	10	10	13	7	10
EMPLOYEES	NA	NA	542	536	575
PAYROLL	NA	NA	\$ 5.1 M	\$ 5.7 M	\$ 7.1 M
RECEIPTS	\$12.5 M	\$ 4.0 M	\$45.5 M	\$43.8 M	\$59.9 M
SOURCE: 1968 Comprehensive Plan and 1982, 1987 & 1992 Censuses of Retail Trade, PA, U.S. Department of Commerce					

Between 1982 and 1987, there was a loss of 35 retail establishments in the Borough. In spite of the loss of establishments, payroll increased and sales experienced only a minor loss, indicating that small establishments with low employment and sales were among the 35 establishments lost. The greatest losses in categories of establishments were in apparel, eating and drinking establishments and miscellaneous businesses.

Between 1987 and 1992, five (5) more retail establishments were added. Both payroll and sales increased significantly, indicating the growth resulted from the addition of larger establishments with payroll and high volume of sales. Payroll increased by \$1.4 Million or +25% and total sales increased by \$17.5 Million or +40%. Between 1987 and 1992, the greatest growth by category of establishment was eating and drinking establishments and miscellaneous businesses.

Although the services sector has a few more establishments and a few more employees, the retail sector is the most important sector in terms of total sales and payroll.

BOROUGH OF DORMONT SERVICES INDUSTRIES, 1958-1992					
	1958	1963	1982	1987	1992
Establishments	43	41	72	66	68
Employees	NA	NA	652	706	657
Payroll	NA	NA	\$ 4.8 M	\$ 4.8 M	\$ 5.6 M
Receipts	\$ 1.9 M	\$ 0.6 M	\$14.5 M	\$13.8 M	\$14.4 M
SOURCE: 1968 Comprehensive Plan and 1982, 1987 & 1992 Censuses of Service Industries, PA, U.S. Department of Commerce					

Between 1963 and 1982, there was a significant growth in the services sector in the Borough in terms of the number of establishments and total receipts. Thirty-one (31) new establishments represented an increase of +75%. The growth in receipts of \$13.9 Million represents an increase of +2,316%.

Between 1982 and 1987, six (6) establishments were lost, but employment was increased by 54 persons; however, payroll remained the same, indicating larger businesses with substantial payroll were not lost. Receipts declined with the loss of the 6 businesses.

Between 1987 and 1992, two (2) new establishments were added, but employment in the sector declined again. In spite of the decline in employment, presumably from the loss of smaller businesses with minimum wage jobs, payroll increased by \$800,000 and receipts increased by \$600,000.

According to the 1992 Census, the following is the distribution of types of service establishments in Dormont and the total receipts for each category:

<u>Type of Establishment</u>	<u>Number</u>	<u>Receipts</u>
Personal Services	17	\$2,484,000
Business Services	12	\$3,890,000
Auto Repair	4	\$1,084,000
Miscellaneous Repair	3	\$ 924,000
Amusement/Recreation	6	\$ 485,000
Health Services	16	\$3,714,000
Legal Services	5	\$1,347,000
Education	1	S *
Engineering/Accounting	3	S *

* S = Data suppressed to protect confidentiality of establishments

Business services and health services are the leaders in terms of receipts. Each of these categories represents about 27% of total receipts in the services sector. Together, these two (2) categories represent 28 businesses or 40% of all services establishments and represent over 50% of total receipts in the services sector.

The services sector is the most important sector in the Borough's economic base in terms of number of establishments and number of employees, but ranks second to the retail sector in terms of sales and payroll. Payroll in retail trade is \$1.5 Million greater than in the services sector and sales in the retail sector are \$45.5 Million greater than in the services sector.

BOROUGH OF DORMONT WHOLESALE TRADE, 1958-1992					
	1958	1967	1982	1987	1992
Establishments	23	21	13	9	8
Employees	NA	NA	77	S*	51
Payroll	NA	NA	\$ 1.2 M	S*	\$ 1.1 M
Receipts	\$14.3 M	\$22.9 M	\$33.7 M	S*	\$20.9 M
* S = Data suppressed to protect confidentiality of establishments					
SOURCE: 1968 Comprehensive Plan and 1982, 1987 & 1992 Censuses of Wholesale Trade, PA, U.S. Department of Commerce					

Of the eight (8) wholesalers in the Borough in 1992, six (6) are merchant wholesalers. Both the number of establishments and employment in the wholesale sector is substantially lower than either the retail or services sector; however, the wholesale sector ranks second among the three sectors in receipts. Receipts in the wholesale sector are \$6.5 Million greater than in the services sector, but represent only 35% of total sales in the retail sector.

BUDGET TRENDS, 1990-1994

Licenses, fines, interest and intergovernmental sources represent a fairly constant and minimal percentage of total revenue. Taxes and charges for services represent almost ninety percent (90%) of total revenue. Tax revenue has increased from fifty-seven percent (57%) of total revenue in 1990 to sixty-two percent (62%) of total revenue in 1994. Service charges have remained constant at about twenty-eight percent (28%) of total revenue.

Total revenue has fluctuated from \$2.9M to \$3.1 M over the past five (5) years.

BOROUGH OF DORMONT REVENUES, 1990-1994					
	1990	1991	1992	1993	1994
Taxes	\$1,758,705 (57%)	\$1,777,206 (61%)	\$1,788,762 (60%)	\$1,889,647 (59%)	\$1,970,680 (62%)
Licenses	\$45,956 (1%)	\$56,471 (2%)	\$62,096 (2%)	\$64,568 (2%)	\$66,300 (2%)
Fines	\$81,719 (3%)	\$64,629 (2%)	\$72,916 (2%)	\$127,413 (4%)	\$92,150 (3%)
Interest & Rent	\$96,939 (3%)	\$67,512 (2%)	\$43,556 (1%)	\$30,656 (1%)	\$33,500 (1%)
Intergov.	\$150,740 (5%)	\$97,184 (3%)	\$100,395 (4%)	\$65,683 (2%)	\$30,200 (1%)
Charges	\$878,070 (29%)	\$817,112 (28%)	\$804,541 (27%)	\$922,448 (29%)	\$890,730 (28%)
Misc.	\$47,286 (2%)	\$62,283 (2%)	\$114,069 (4%)	\$98,961 (3%)	\$80,750 (3%)
TOTAL	\$3,059,415 (100%)	\$2,942,397 (100%)	\$2,986,335 (100%)	\$3,199,376 (100%)	\$3,164,310 (100%)
SOURCE: Borough of Dormont Annual Audited Statements and 1994 Budget.					

BOROUGH OF DORMONT EXPENDITURES, 1990-1994					
	1990	1991	1992	1993	1994
Gen'l. Gov't.	\$323,252 (11%)	\$475,077 (15%)	\$399,542 (12%)	\$412,766 (12%)	\$362,056 (11%)
Public Safety	\$797,192 (27%)	\$876,741 (28%)	\$933,102 (25%)	\$975,347 (29%)	\$936,240 (28%)
Sanitation	\$356,772 (12%)	\$331,577 (10%)	\$373,554 (11%)	\$367,564 (11%)	\$366,367 (11%)
Public Works	\$423,387 (14%)	\$551,925 (17%)	\$480,798 (15%)	\$507,766 (15%)	\$583,897 (17%)
Culture Recreation	\$205,062 (7%)	\$281,452 (9%)	\$294,694 (9%)	\$298,415 (9%)	\$316,560 (9%)
Debt Service	\$456,302 (15%)	\$227,407 (7%)	\$471,249 (13%)	\$344,971 (11%)	\$320,000 (10%)
Misc.	\$429,294 (14%)	\$436,522 (14%)	\$407,249 (12%)	\$426,207 (13%)	\$476,190 (14%)
TOTAL	\$2,991,262 (100%)	\$3,180,701 (100%)	\$3,310,188 (100%)	\$3,333,036 (100%)	\$3,361,310 (100%)
SOURCE: Borough of Dormont Annual Audited Financial Statements and 1994 Budget.					

Expenditures on general government administration have remained fairly stable, both in terms of dollars spent and the percentage of total expenditures, in the five year period.

After an increase in the cost of sanitation during the 1980's related to rising costs associated with tipping fees charged the contractor at the landfill and the initiation of recycling, costs for sanitation have stabilized over the five (5) year period, as has its percentage of total Borough expenditures.

The greatest increase in dollars expended and percentage share of total expenditures is for public works. The fluctuations reflect major reconstruction projects financed with grant monies. Between 1990 and 1994, expenditures increased by about \$160,500. The percentage of total expenditures devoted to public works increased from fourteen percent (14%) of the Annual Budget to seventeen percent (17%).

The largest percentage of the annual budget is devoted to public safety services (police, fire and emergency medical). Total expenditures have increased by about \$140,000 over the past five (5) years and the percentage of total expenditures has ranged from twenty-seven percent (27%) to twenty-nine percent (29%) During the 1980's, expenditures on recreation grew from less than 1% of the total to 9% of total Borough expenditures, and have remained stable at that level during the past five (5) years.

Debt service has been declining over the past five years in actual dollars and as a percentage of total expenditures. Debt service represents only ten percent (10%) of the 1994 Budget. Miscellaneous expenditures have represented about fourteen percent (14%) of the annual Budgets over the last five (5) years.

TOP FIVE EMPLOYERS

The Top Five employers in the Borough are:

●	Diskwriter	Office Machines	172 employees	39%
●	Bell of PA	Telephone Company	106 employees	24%
●	McMinn Oldsmobile	Car Dealership	67 employees	15%
●	ATSCO	Cleaning Company	52 employees	11%
●	Saturn Dealership	Car Dealership	<u>47 employees</u>	<u>11%</u>
		TOTAL:	444 employees	100%

The leading employer in the Borough (Diskwriter) employs almost 40% of the total employment by the Top Five employers. The second most important employer (Bell of PA) employs about one-fourth of the Top Five employment. The remaining three (3) employers employ 11%-15% of the Top Five employment.

The Top Five employers represent a well-balanced economic base. Several sectors are represented which makes the local economy better able to withstand changes in economic conditions.

TOP TEN TAXPAYERS

The Top Ten real estate taxpayers in the Borough, based on 1993 assessments, are:

●	DORMAC, Inc.	Shopping Center	\$ 250,000	19%
●	McMinn Oldsmobile	Car Dealership	\$ 220,540	16%
●	Forest Resources	Apartment Building	\$ 213,000	16%
●	Diskwriter, Inc.	Office Machines	\$ 119,500	9%
●	PNC Bank	Financial Institution	\$ 115,700	9%
●	Dillner Storage	Moving/Storage	\$ 114,750	8%
●	Atlantic Refinery	Service Stations	\$ 93,000	7%
●	BAGM	Retail Commercial	\$ 87,500	6%
●	CRMP, Inc.	Retail Commercial	\$ 70,000	5%
●	Mini-Cinemas	Movie Theater	\$ 60,000	5%
		TOTAL:	\$1,343,990	100%

Half (51%) of the assessed value represented by the Top Ten taxpayers is owned by the Top Three (3) taxpayers. The rest of the Top Ten taxpayers each represent less than 10% of the total assessed valuation attributable to the Top Ten taxpayers. Total assessed value attributable to the Top Ten taxpayers represents 3.6% of the Borough's total assessed value. The Top Ten taxpayers represent a wide range of businesses. Only three (3) of the Top Five employers are included in the list of Top Ten taxpayers.

BOROUGH OF DORMONT ASSESSED VALUATION, 1985-1995			
1985	\$35,773,932	-	-
1986	\$36,339,110	+\$565,178	+1.6 %
1987	\$36,573,930	+\$234,820	+ 0.6%
1988	\$36,152,720	-\$421,210	- 1.2%
1989	\$36,336,710	+\$183,990	+ 0.5%
1990	\$36,603,580	+\$266,870	+ 0.7%
1991	\$36,662,690	+\$ 59,110	+ 0.2%
1992	\$37,291,425	+\$628,735	+ 1.7%
1993	\$37,178,575	-\$112,850	- 0.3%
1994	\$38,279,490	+\$1,100,915	+ 3.0%
1995	\$38,383,025	+\$103,535	+ 0.3%
SOURCE: Borough Manager			

The current millage in the Borough is 38 mills. Based on the 1995 assessed value, one mill generates \$38,383 in revenue to the Borough.

Between 1985 and 1995, assessed valuation grew by \$2,609,093 or 7.3%. The annual change in assessed value varies from -1.2% to +3.0%. The average annual growth in assessed value is less than 1%.

FINDINGS AND CONCLUSIONS

- * Among the wholesale, retail and services sectors, the retail sector is the most important sector in terms of total sales and payroll.
- * The services sector has a few more establishments and a few more employees than the retail sector, but ranks second in terms of payroll and third in terms of receipts.
- * The wholesale sector has the fewest number of establishments and the fewest employees, but ranks second in terms of receipts. Wholesale receipts are \$6.5 Million greater than the services sector, but represent only 35% of retail sales.

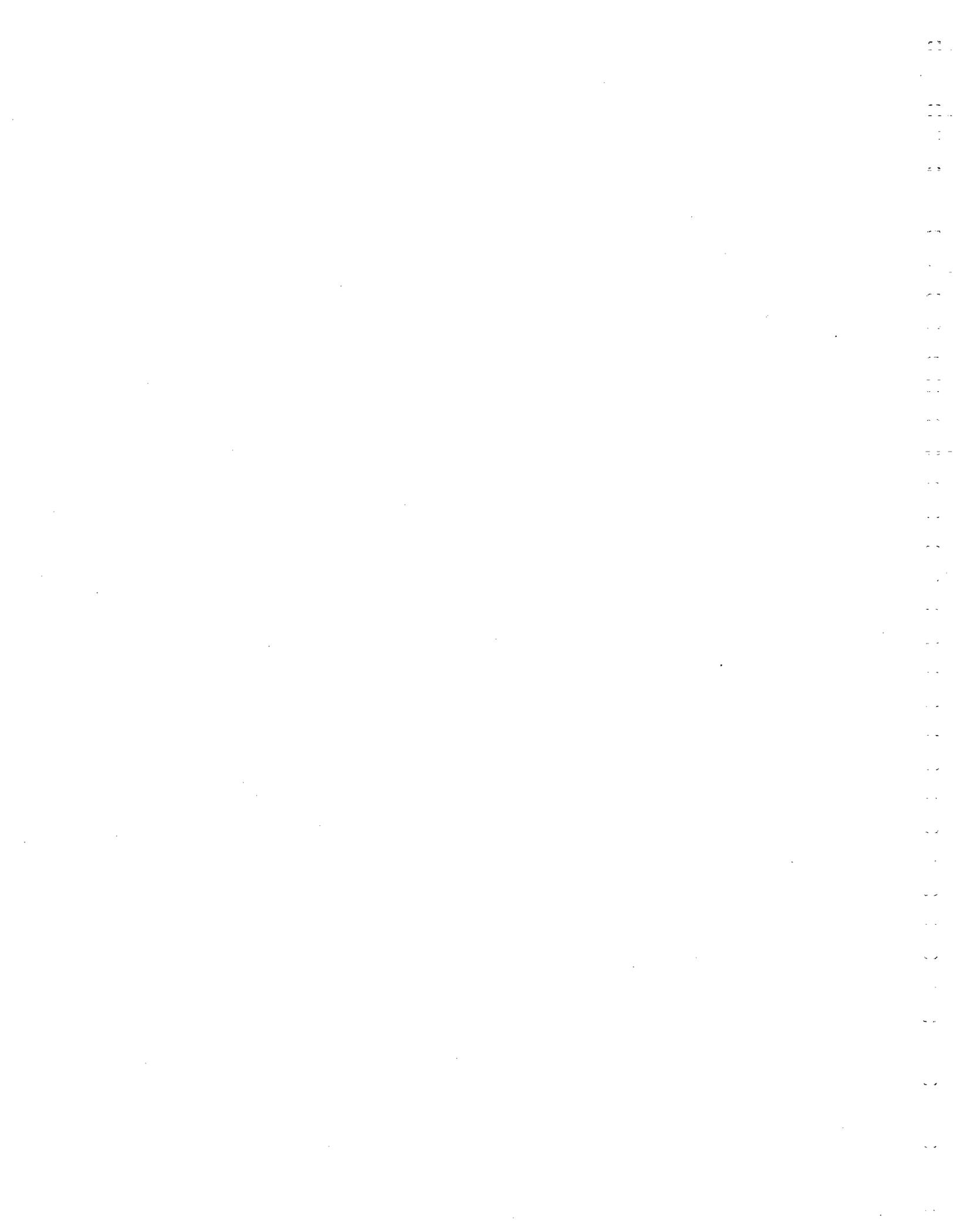
FINDINGS AND CONCLUSIONS (Continued)

- * Business services and health services represent 40% of all service establishments and over 50% of total receipts for service businesses.
- * Growth in sales and payroll in both the retail and services sector, in spite of a decline in the number of establishments and employees, indicates a trend towards larger businesses with fewer minimum wage employees.
- * Over the last five (5) years, total Borough revenue has fluctuated from \$2.9 Million to \$3.1 Million.
- * Taxes and charges for services represent almost ninety percent (90%) of total Borough revenue.
- * Tax revenue has increased from fifty-seven percent (57%) of total revenue in 1990 to sixty-two percent (62%) of total revenue in 1994.
- * Service charges have remained constant at about twenty-eight percent (28%) of total revenue over the last five (5) years.
- * General Government expenditures remained fairly stable both in terms of dollars and percentage of total expenditures.
- * The greatest increase in Borough expenditures has been in the area of Public Works, reflecting the availability of grant monies to undertake major reconstruction.
- * The largest percentage of the Annual Budget is for Public Safety. Total expenditures on Public Safety between 1990 and 1994 have increased by about \$140,000 and the percentage of total expenditures represented by Public Safety ranged from twenty-seven percent (27%) to twenty-nine percent (29%).
- * Between 1990 and 1994, expenditures on Sanitation have stabilized in terms of dollars spent and percentage of total expenditures, after substantial growth in the 1980's, reflecting increased costs to the contractor for tipping fees and the implementation of recycling.
- * Prior to 1990, expenditures on Recreation increased from less than one percent (1%) of the total budget to nine percent (9%) of the total budget, indicating an increased commitment by the Borough to recreational services for its residents. That commitment level (9% of total expenditures) has been maintained over the past five (5) years.

FINDINGS AND CONCLUSIONS (Continued)

- * Debt service has been declining in actual dollars and as a percentage of total expenditures over the past five (5) years. In 1994, debt service represented ten percent (10%) of total budget expenditures.
- * Total assessed valuation in the Borough in 1995 is \$38,383,025.
- * The Borough's current millage is 38 mills.
- * Based on 1995 assessed valuation, one (1) mill raises \$ 38,383 in revenue.
- * Assessed valuation in the Borough is stable. The average annual growth over the last eleven (11) years is less than 1% each year. The total growth for the eleven (11) year period 1985-1995 is \$2.6 Million or 7.3%.

COMMUNITY FACILITIES AND SERVICES



COMMUNITY FACILITIES AND SERVICES

Community facilities and services are those aspects of a community which guarantee the public health, safety and welfare of its residents and which make a community attractive to new residents. A minimum level of services is necessary in any community; however, the community that is able to provide both adequate public safety services and additional cultural and recreational facilities and services not only enriches the quality of life of its residents, but becomes attractive to new residents.

The community facilities and services which are discussed below include municipal buildings, library, police protection, fire protection, road maintenance, sewers and parks and recreation. This discussion is limited to those services which are the responsibility of the Borough government.

Municipal Buildings

The Borough Municipal Building is a two (2) story building with a full basement located on West Liberty Avenue at the intersection of Wisconsin Avenue. The Municipal Building houses all Borough administrative offices, tax collection offices and the Police Department. The basement is devoted to storage, police lockers and the Tax Office. Borough Council Chambers are located on the second floor of the building. This public meeting room is not handicapped accessible. The first floor offices which include Administration and Police are not handicapped accessible.

The Keystone Oaks School District has announced plans to close three (3) schools in the Borough. Two (2) will be replaced with new buildings: a new middle school is proposed at the Kelton School site and a new elementary school is proposed at the Jay Neff site. The School District will no longer utilize the Hillsdale School site.

It is possible that the Hillsdale School site could be used for Borough purposes. The evaluation of the space needs at the current Municipal Building should take into consideration the feasibility of relocating some functions to the Hillsdale School site and/or removal of the school building and construction of a new municipal/community services center on that site. One of the important factors to consider in the rehabilitation of the school building is the cost (approximately \$1.5 Million) for asbestos abatement.

The Borough Maintenance Garage is located at Tennessee Avenue, one-half block from West Liberty Avenue. The garage is centrally located with respect to properties in the Borough. As part of the Borough's capital program, the garage was acquired and rehabilitated to address deficiencies identified in the 1968 Comprehensive Plan. The garage remains adequate for the Borough's current and future needs. A municipal parking lot is located at street level on the roof deck of the garage.

In addition to these municipal facilities, the Borough owns six (6) parcels. Three (3) are being used as municipal parking lots, one (1) lot contains two (2) residential units, one (1) lot contains three (3) residential units and another lot contains one (1) building fronting on West Liberty Avenue between Potomac Avenue and Hillsdale Avenue which houses two (2) commercial units and two (2) residential units.

Currently, these buildings are being rented to tenants producing income for the Borough. While the location, age and design of the existing structures are not appropriate for use for Borough offices or other community activities, these properties should be evaluated as they relate to recommendations for parking and other improvements in the business district. If proposed for public purposes, the loss of revenue they generate must be evaluated against the feasibility of providing additional parking, public open space and/or a visual and/or pedestrian connection between the Potomac Avenue and West Liberty Avenue shopping districts. This issue is discussed further in the Future Land Use Plan.

Library

The Dormont Public Library was constructed in 1962. The Library is a free-standing building of 4,200 square feet with off-street parking.

The Dormont Library cooperates with the Carnegie Library in an inter-library loan program which expands the resources available to Dormont residents. Circulation averages 3,512 volumes per month. Fifty percent (50%) of all Borough residents have library cards.

The Library staff consists of a head librarian, an assistant librarian, ten (10) part-time desk assistants and three (3) volunteers.

The Dormont Library is supported through Borough Budget appropriations to cover salaries, supplies and books. Additional sources of revenue are State annual grants of \$12,170 per capita and donations from "Friends of the Library." The 1992 Borough appropriation for the Library was \$67,500. This represents an increase of \$18,000 or thirty-seven percent (37%) over the past five (5) years since 1988.

The 1968 Comprehensive Plan identified the following needs for the future for the Library: expanded staff to provide additional services, particularly to the elderly; increased use of audio-visual aids; and adding a second floor to the existing building. Recently, the second floor addition was completed, providing an additional 1,550 square feet of floor area. There is an unfinished area of 925 square feet currently being used for storage and a finished area of 625 square feet used for an office and conference/meeting room. The Dormont Lions Club has provided materials for the visually handicapped, including a collection of "talking books."

Police Protection

The Dormont Borough Police Department is comprised of thirteen (13) full-time officers, including the Chief and four (4) dispatchers. The recommended State standard for police protection is one (1) officer for each 1,000 population. The Borough's 1990 population is 9,772 persons which would require a minimum of ten (10) officers. Staffing of the Borough's Police Department exceeds the State minimum standard.

The Department also includes two (2) parking meter monitors and twelve (12) school crossing guards.

The Police Department utilizes four (4) patrol cars and one (1) drug enforcement vehicle. The 1992 Borough budget for police protection amounted to \$852,000. This represents twenty-six percent (26%) of total Borough budget expenditures. The 1992 expenditures for police protection have increased by \$58,000 in the last five years. The 1988 budget expenditure on police protection was \$794,000. There has been a seven percent (7%) increase in the amount spent on police protection between 1988 and 1992. Since the number of officers have not increased, the increase can be explained by general inflation, increases in insurance and other personnel costs and the increased cost of fuel for the patrol vehicles.

The Borough has submitted a joint application with Baldwin Township and Castle Shannon Borough to the Department of Community Affairs to study the feasibility of regionalization of police services for the three (3) municipalities.

Fire Protection

The Dormont Borough Volunteer Fire Department is housed in a one (1) story garage adjacent to the Borough Building on Wisconsin Avenue at its intersection with West Liberty Avenue. The Fire Department maintains three (3) trucks: one (1) ladder truck and two (2) pumpers. Space at the current facility is very limited for the storage of equipment and for practice and routine maintenance of the equipment. There is a meeting room available at the Borough Building.

The Department is comprised of twenty (20) volunteers and four (4) drivers who also are employed by the Borough as Police Dispatchers and provide immediate response when a fire call is received. If the Borough participates in the regional police force, as discussed above, there could be an impact on the current system of using police dispatchers as fire truck drivers for immediate response to fire calls.

The National Board of Fire Underwriters has established a maximum distance of four (4) miles from a residence to a fire station. All residences within the Borough are less than one (1) mile from the fire station. The recommended distance for high value commercial uses is one (1) mile. All commercial uses in the Borough are less than one (1) mile from the fire station.

Street Department

The Street Department is responsible for maintaining the Borough's infrastructure: streets, sewers, street trees and municipal facilities. The 1992 Budget for the Street Department is \$472,000, representing fourteen percent (14%) of the total Borough budget. State Liquid Fuel Funds provide an important source of revenue for street lighting.

There are 17.1 miles of streets within the jurisdiction of the Street Department, excluding alleys and the State owned and maintained roads: West Liberty Avenue, McFarland Road and Scott Road.

During the last ten years, the Borough has undertaken a number of street reconstruction projects utilizing \$37,277 in CDBG funds. The total cost of the street projects, including the CDBG funds, is \$1.5 Million.

The Borough has separate storm and sanitary sewer systems. An additional \$225,245 storm sewer project was accomplished using \$45,000 in CDBG funds. A total of \$142,312 in Borough funds was spent to improve three (3) municipal parking lots.

In total, between 1980 and 1989, the Borough expended \$2,439,228 to construct street and sewer projects, including \$353,119 in special funds from the Community Development Block Grant (CDBG) Program.

During 1991, the Borough utilized a Bond Issue to fund a Four (4) Year Program of Street and Storm Sewer Improvements. Projects included in this program are:

* Dormont Avenue Storm and Sanitary Sewer	\$ 286,643
* Retaining Wall Behind Municipal Building	\$ 15,500
* Biltmore Avenue Storm and Sanitary Sewer	\$ 297,593
* Kelton Storm and Sanitary Sewer	\$ 167,954
* Kelton/Annex Storm and Sanitary Sewer	\$ 120,000
* Reconstruct Potomac Avenue	\$ 459,800
* 1991 Street Paving Program	\$ 839,696
* 1992 Street Paving Program	\$ 607,945
* 1993 Street Paving Program	\$ 550,000
* Street Garage Rehabilitation	\$ 75,000
* Recreation Center Rehabilitation	\$ 35,000
* Handicapped Restrooms - Dormont Park	\$ 66,000
* Dormont Park Rehabilitation	\$ 37,755
* Water Slide at Swimming Pool	\$ 68,253
* Snyder Park Ballfield	\$ 9,892
* Street Hockey Court	\$ 24,758
TOTAL PROJECT COSTS	\$3,661,789

These projects include \$501,000 in special funds from the Federal Community Development Block Grant Program and the PA Department of Environmental Resources.

Sanitary Sewers

All properties in the Borough are sewered and are served by ALCOSAN, the Allegheny County Sanitary Authority. The sole responsibility of the Borough is maintenance of Borough owned lines. There are 19.14 miles of public sanitary sewer lines in the Borough.

During the last ten (10) years, the Borough has utilized Community Development Block Grant (CDBG) funds in the amount of \$605,842 to reconstruct sanitary sewer lines. The total cost of these projects, including the CDBG funds is \$1.8 Million.

The Borough has initiated a Four (4) Year Sanitary Sewer Program utilizing the local Sewer Fund, AIM loans from Allegheny County and CDBG Funds.

Garbage Collection, Community Clean Up and Recycling

The Borough contracts for garbage collection. The 1992 budget for this service for residential customers only, is \$369,000. This represents eleven percent (11%) of the total Borough Budget. Costs for residential garbage collection have increased from \$195,000 to \$369,000 between 1988 and 1992, an increase of \$174,000 or ninety percent (90%). The primary factor contributing to the increased cost is the significant rise in landfill tipping fees to the contractor in the five (5) years.

In the past, residential garbage collection was completely subsidized by Federal Revenue Sharing Funds. After the discontinuation of this Federal program, other revenue sources were needed. In 1989, the Borough levied its first garbage fee of \$120 per year per household.

During the last several years, the Borough has undertaken a recycling program to comply with State law. In the first nine (9) months of the program, 139.7 tons of material were recycled. Cans, glass and plastic are collected bi-weekly at curbside. During 1990, the Borough received a recycling grant from the PA Department of Environmental Resources (DER) in the amount of \$58,292. An application for a similar grant in the amount of \$52,992 is currently pending approval with the PA DER.

Phone books were recycled through a competition for school children sponsored by the School District. Additional collections occurred at the Library and Borough Park. Over 20,000 tons of material was collected in this special effort in the Summer of 1992.

In the Fall, leaves are collected in brown paper bags or are swept into the street for the leaf vacuum collector that is operated by the Street Department. Christmas trees are picked up at curbside and are shredded for mulch.

The Borough holds a week-long Community-wide Clean Up Program in Spring of each year. Volunteers assist elderly and disabled residents. Volunteers also work in the parks and public rights-of-way. The Fire Department and Street Department clean streets, sewers and sidewalks. The School District and Dormont Beautification Committee hold special activities to provide plantings in public places. In 1992, tire recycling and free collection of scrap metal and appliances was provided. In 1992, about 500 tons of material was collected.

Residents Rate Municipal Services

In September, 1992, the Borough issued a Citizen Attitude Survey as an insert in the bi-monthly Borough Newsletter. Borough residents were asked to rate municipal services and provide suggestions for improving services. Detailed results of the survey appear in Appendix B. In general, police services, fire services, emergency medical services and the Borough Newsletter received "good" to "excellent" ratings. Those services which were ranked as favorable and should be considered for improvement are: parking enforcement, code enforcement, animal control and traffic control. The services which received a mix of positive and negative responses are: street maintenance, street construction, solid waste and recycling.

Respondents to the Citizen Attitude Survey were given the opportunity to provide suggestions for improving municipal services. The following comments were received:

- * Improve parking in residential and commercial areas.
- * Stricter enforcement of property maintenance.
- * Improve code enforcement.
- * Better response to citizen calls about potholes.
- * Make Borough Building handicapped accessible.
- * Improve police protection.
- * Make tree pruning available to senior citizens.
- * Restore existing Municipal Building.
- * Improve Borough storage space for cars, recycling and other unsightly items.

More than half (55%) of the survey respondents favor construction of a new Municipal/Community Service Center, if financial assistance is available and the project is not funded from tax dollars only. An additional ten percent (10%) of the respondents favor the project whether or not financial assistance is available. Only twenty-eight percent (28%) do not favor construction of a new Municipal/Community Service Center. Seven percent (7%) of the respondents had no opinion.

PARKS AND RECREATION

Findings of the 1970 Parks and Recreation Report

The 1970 Continuing Planning Report identifies two (2) factors which underscore the importance of adequate parks and open space within the Borough. First, in 1970, the average density in the Borough was fifty-one (51) persons per net residential acre, a figure which was over three (3) times the "suburban" net residential density of fifteen (15) persons per acre. According to the 1990 Census, Dormont Borough remains the most densely populated municipality in Allegheny County. Dormont's population density is twice that of the City of Pittsburgh and 7.6 times that of all of Allegheny County. When compared to its neighboring communities, Dormont's population density ranges from 2.5 times the density of Castle Shannon and Mt. Lebanon to six (6) times that of Green Tree Borough.

Secondly, the extremely small residential lot sizes, averaging only 3,600 square feet in area, provide little rear yard area for private recreational purposes.

The 1970 Report also identifies two (2) geographic areas of the Borough which are not served by recreational facilities: the extreme northern and extreme southern sections of the Borough.

The recommendations of the 1970 Continuing Planning Report for Parks and Recreation include the following:

1. Provide additional neighborhood parks for the very young and the senior citizens on small vacant lots. Specific high density residential areas recommended for these parks include the area bounded by the PAT right-of-way, McNeilly Road and Potomac Avenue and the area bounded by Annex, Dormont, West Liberty, Pioneer and McNeilly.
2. Off-street parking should be required at the High School Stadium.
3. Development of Beggs Snyder Park should be high priority because of its location in the neighborhood with the highest population density and the highest percentage of children under fourteen (14) years of age. Facilities recommended are a ballfield, shelter and play equipment for young children.
4. Provide parking and additional facilities at the Borough Park. Recommended facilities include expanded activities for older adults at the recreation center, separate play areas in the park for pre-schoolers, expanded programs to provide year-round activities in the park, particularly during winter months and a reconstructed recreation center.

5. Cooperate with Port Authority to provide open space along the right-of-way for the LRT (then Skybus).

Additional neighborhood parklets and off-street parking at the High School Stadium have not been provided, as recommended in the 1970 Plan. Neighborhood parklets have been found to create maintenance and security problems for municipalities and this alternative for providing additional facilities for the very young and senior citizens has not been endorsed.

The cost of constructing the additional parking spaces at the stadium and the need for cooperation with the School District and the other constituent municipalities to fund the improvement have been deterrents to its implementation. A recent study of recreational needs prepared for the School District and its municipalities by the PA Economy League, once again, identified the need for additional parking at the High School Stadium. This continuing need must be addressed through a cooperative effort between the municipalities and the School District.

The development of the Beggs Snyder Park has been accomplished. Some additional facilities at the Borough Park have been added, as well. A Creative Play Area for young children has been constructed and sled riding is permitted in the park in the winter.

The recommended reconstruction of the Recreation Center is currently under study by the Borough. In 1992, an architectural review and preliminary cost estimate of the improvements projected a five (5) year program at a cost of about \$225,000. The goal of these improvements is to maximize the rentability of the multi-purpose room on the second floor, provide handicapped accessibility and make necessary renovations to maintain the structure. These proposed improvements include: air conditioning, ceiling, lighting, insulation, refinished floors, renovated rest rooms, painting, wall repairs and remodelled kitchen and offices on the second floor; exterior improvements, including canvas awnings, landscaping, signage and graphics; handicapped parking and bridge entrance to second floor; and locker room renovations.

Cooperation with the Port Authority to provide open space along the right-of-way for the Light Rail Transit (LRT) has been accomplished, as recommended.

Adequacy of Current Public Facilities

Current public parks and recreation facilities in the Borough include the following:

Borough Park	29.2 Acres	Swimming Pool Water Slide Recreation Center Horseshoe Courts (Lighted) Three (3) Tennis Courts Two (2) Street Hockey Courts One (1) Basketball Court Little League Ball Field Walking Trail Pavilion Creative Play Area Restrooms, Fountains Picnic Areas Parking for 112 Cars
Beggs Snyder Park	6.4 Acres	Ballfield Soccer Fields Two (2) Basketball Courts Play Equipment Walking Trail
Jay Neff Middle School	6.0 Acres	Ballfield, Lights, Stands Drinking Fountains
Kelton School	4.0 Acres	Two (2) Ballfields
High School Stadium	9.2 Acres	Playing Field, Track Stands, Locker Rooms, Restrooms, Snack Bar and Parking for thirty (30) cars
Keystone Oaks High School (Located in Mt. Lebanon)		Indoor Pool, Track Stadium, Baseball Field, Three (3) Tennis Courts, "Heart Park" (Exercise Course)

Parks and Recreation Department

The Dormont Parks and Recreation Department is divided into three (3) areas of responsibility: Parks and Playgrounds, Recreation Programs and the Swimming Pool. The Parks Superintendent is responsible for maintenance of all park facilities and other Borough property. During the Summer months, full-time employees are hired to operate and maintain the parks and playgrounds.

The Recreation Director is responsible for recreation programs. The program includes a summer day camp and summer lunch program, nine (9) softball teams, eight (8) peewee baseball teams, summer basketball instruction and tennis instruction. Additional staff is hired for the summer months to supervise these programs.

Spring and Fall soccer leagues are operated by the Keystone Oaks Athletic Association. A football league is operated by the Dormont Boosters.

The Swimming Pool Manager oversees the maintenance and operation of the pool and has a summer staff of lifeguards, instructors and cashier. The pool serves approximately 1,000 persons per day and has a weekend capacity of 5,000 persons. Scuba and swimming lessons are offered at the pool. During the Summer of 1992, an 84 foot spiral flume water slide was constructed at the Dormont Pool.

In 1992, the Borough filed grant applications for a Concert in the Park series and jointly with the School District for a Tri-Community Arts Festival for 1993.

PA Economy League Recreation Study

In 1991, the PA Economy League prepared a Recreation Study for the Keystone Oaks School District. The findings of the study are summarized below:

Recreation Needs

- * Parking at High School stadium.
- * Pop Murray Field Parking problem.
- * Need for Community Directory and program information.
- * Need for successful fundraiser to make up for lack of government funding.
- * Need for more inter-generational programs (latch-key, adopt a grandparent).

PA Economy League Strategic Plan Recommendations

- * Establish permanent intergovernmental steering committee to coordinate recreation planning.
- * Give priority to improved parking at Dormont stadium.
- * Establish inter-municipal sports leagues.
- * Develop and promote non-sports activities for teens.
- * Provide a full-service senior citizens center coordinated by Southwest Services for residents of all three (3) communities.

Resident Survey About Recreation

In September, 1992, the Borough issued a Citizen Attitude Survey as an insert in the bi-monthly Borough Newsletter. Several questions regarding the Borough's recreational facilities and programs were included in the survey. Detailed results of the survey are included in Appendix B.

Sixty-nine percent (69%) of the respondents indicated that Borough recreation facilities are adequately maintained. Only twenty percent (20%) of the respondents indicated that recreational facilities are needed in the Borough for handicapped persons; twelve percent (12%) said they were not needed; and sixty-three percent (63%) did not know about the need for handicapped facilities.

The survey included a question about additional recreational facilities that might be needed in the Borough. Only twenty-two percent (22%) of the respondents indicated that no new facilities were needed. Among the responses received about new facilities, the priority ranking of suggested facilities, based on the number of responses received by each facility, was as follows:

- | | |
|------------------------|---------------------------------|
| 1. Bicycle Path | 6. Other Suggested Facilities * |
| 2. Jogging Trail | 7. Soccer Field ** |
| 3. Picnic Shelters | 7. Ballfields ** |
| 4. Street Hockey | 8. Tennis Courts |
| 5. Play Areas for Tots | 9. Basketball Court |

* The total number of responses suggesting other facilities ranked sixth. The suggestions are discussed below.

** The number of responses for soccer and ballfields were the same.

Other facilities suggested by the Survey respondents include:

Teen Facility (4 responses)
Pet Exercise Area in Park (3 responses)
Indoor Pool (2 responses)
Senior Center (2 responses)
Bathroom, Fountain, Benches at High School Track

Screen Tennis Court	New Track
Sand Volleyball Court	Volleyball
Classes	Bingo
Roller Rink	Roller Blade Rink
Benches in the Park	Indoor Ice Rink
Deck Hockey	Parking

Note: If the number of responses is not indicated above, the facility was suggested by only one (1) respondent.

The survey included a question about additional recreational programs that might be needed in the Borough. Among the responses received about new programs, the priority ranking of suggested programs, based on the number of responses received by each program, was as follows:

- | | |
|---------------------|---------------------|
| 1. Adult Education | 6. Tennis League * |
| 2. Seniors Programs | 6. Photography * |
| 3. Arts and Crafts | 7. Skiing * |
| 4. Exercise | 7. Bowling League * |
| 5. Golf Lessons * | 8. Archery * |
| 5. Tennis Lessons * | 8. Bowling * |

* Programs which have the same rank received the same number of responses.

Other new programs suggested (all of which received only one response) were:

Basketball League	Annual Triathlon
Street Hockey League	Dancing
Bingo	Evening Library Program
Seminars	Pistol/Rifle Range
Teen Programs	Gun Club
Men's/Women's Softball	Ice Hockey
Water Aerobics	Weight Lifting

Forty-six percent (46%) of the survey respondents favor rehabilitation or expansion of the existing Recreation Center. Twenty-two percent (22%) are not in favor of rehabilitation or expansion of the Recreation Center. Twenty-eight percent (28%) had no opinion and four percent (4%) gave no response.

More than half (55%) of the survey respondents favor construction of a new Municipal/Community Service Center, if financial assistance is available and the project is not funded from tax dollars only. An additional ten percent (10%) of the respondents favor the project whether or not financial assistance is available. Only twenty-eight percent (28%) do not favor construction of a new Municipal/Community Service Center. Seven percent (7%) had no opinion.

FINDINGS AND CONCLUSIONS

The following findings and conclusions result from the foregoing analysis of community facilities and services in the Borough:

- * A space utilization study is needed to determine future needs for Borough administrative offices, police and fire facilities and public meeting space.
- * A study of the feasibility of rehabilitation of the existing Municipal Building for Borough or other purposes is needed.
- * Alternate sites for a consolidated municipal services center should be evaluated.
- * Borough Library services are excellent and meet the needs of current and future populations.
- * The staffing of the Police Department is more than adequate for current and future populations.
- * The capital improvements program for street and sewer improvements is resulting in well-planned reconstruction of aged infrastructure and should be continued.
- * The Borough's Community Clean-up and Recycling efforts are very successful and should be continued.
- * Municipal services which ranked highest in the Citizen Attitude Survey were police, fire and emergency medical services and the Borough Newsletter.
- * Municipal services which were ranged "average" in the Citizen Attitude Survey include: street maintenance, street reconstruction and sewer maintenance.

FINDINGS AND CONCLUSIONS (Continued)

- * Municipal services which warrant improvement, according to the Citizen Attitude Survey, include: parking enforcement, traffic control, animal control and code enforcement.
- * The Community Park meets National standards for size and location for the current and future populations of the Borough.
- * The facilities in the Community Park are excellent and provide a wide range of recreational opportunities.
- * The improvement of parking at the Dormont Stadium remains a priority issue which requires cooperation of the School District and its three (3) constituent municipalities.
- * Coordination of recreation programming between the School District and its three (3) constituent municipalities is desirable.
- * An alternative to playlots or vest pocket parks is necessary to meet the needs of the very young and senior citizen populations and to serve four (4) areas of the Borough which are outside the recommended one-quarter (1/4) mile service area for such facilities.

COMMUNITY FACILITIES PLAN GOALS AND OBJECTIVES

The goals and objectives on which the plan recommendations for maintaining and improving community facilities and services are as follows:

GOAL: Maintain an adequate level of community facilities and services for all Borough residents.

OBJECTIVES: Continue Community Clean-up and Recycling Programs.

Continue long-range capital program to update aged infrastructure.

Continue financial support for Dormont Library.

Maintain facilities and programs at Community Park.

Evaluate ways to improve code enforcement, parking enforcement, traffic control and animal control.

OBJECTIVES: Identify alternatives to provide an additional 6.0 acres of neighborhood recreation to replace the loss of the ballfield at the Jay Neff Middle School and address geographic service area deficiencies for Neighborhood Parks.

Identify alternatives to provide additional recreation opportunities for the very young, senior citizens and the four (4) identified areas which are outside the one-quarter (1/4) mile service area of an existing park.

Support coordinated recreation programming with the School District and its constituent municipalities.

Support expansion of parking at Dormont Stadium in cooperation with the School District and its constituent municipalities.

Evaluate space utilization study for Municipal Building in light of land use goals and objectives of this Plan.

Evaluate feasibility study for rehabilitation of Municipal Building for Borough or other purposes.

Undertake feasibility study of alternate sites for a consolidated Municipal Services Center.

Complete rehabilitation of Recreation Center.

Provide results of Citizen Attitude Survey to Recreation Board to evaluate feasibility of providing expanded recreational facilities and programs suggested by the residents.

COMMUNITY FACILITIES PLAN RECOMMENDATIONS

Based on the foregoing goals and objectives, the following recommendations for improvements in Community Facilities and Services are proposed:

Budgetary Commitments

Based on the perception of the residents about municipal services expressed in the Citizen Attitude Survey and the findings of this Plan regarding the adequacy of certain existing services, the following budgetary commitments by Borough Council should be continued to the extent necessary in the future to maintain the high quality of the current level of services:

- * Park Maintenance
- * Recreational Programming
- * Library Appropriation
- * Community Clean-up and Recycling
- * Police, Fire and Emergency Medical
- * Long-range Capital Improvements Program for aged infrastructure

Evaluate and Implement Feasibility Studies

Several feasibility studies are programmed or underway to study space utilization in the existing Municipal Building, rehabilitation versus relocation of Municipal Building and alternate sites for a consolidated Municipal Services Center. These studies must be evaluated in terms of the goals and objectives of the Future Land Use Plan contained herein, as well as the current budgetary and indebtedness limitations of the Borough.

The available information from the previously completed feasibility studies should be utilized in preparing the feasibility study for a Municipal Services Center. Borough Council should appoint a Task Force of persons representing the organizations and agencies who might be included in a centralized Municipal Services Complex. These should include, at a minimum: Borough Council, the Fire Department, the Police Department, the Road Department, the Library, the School District, the Recreation Board, Southwest Services and any other community organizations that may have an interest in such a facility.

Criteria for the study should be identified by the Task Force. Some of the criteria that should be considered in the preparation of the feasibility study include:

- * Space needs of the participating agencies and organizations.
- * Ease and cost of providing ADA accessibility.

- * Construction costs.
- * Centrality of location (desirability of pedestrian versus vehicular accessibility).
- * Need for on-site parking.
- * Potential conflicts with other uses of the selected site, if any.
- * Interim measures necessary to continue public service operations during rehabilitation or construction.
- * Possible re-use of existing facilities if no longer used for municipal purposes.
- * Revenue impact of each of the alternative sites (potential for generating income or taxes, if developed privately, versus proposed public use).

The feasibility study should be very specific in terms of comparative costs and benefits to provide a basis for considering financing alternatives and weighing the benefits to Borough residents of the various alternatives. The feasibility study should include comparison, at a minimum, of the following alternatives:

- * Rehabilitation of the existing Municipal Building.
- * Rehabilitation of another existing building (Hillsdale School or other appropriate available site).
- * Construction of a new facility on Borough owned property (Community Park or other Borough owned property).

Upon completion of the feasibility study, the Capital Improvements Program and Budget should be amended to reflect the selected option and the actual cost estimates for the proposed improvements.

A grant has been received for the rehabilitation of the Recreation Center. Completion of that project should be diligently pursued to improve the delivery of recreation and leisure services to Borough residents.

The identified need to replace 6.0 acres of Neighborhood Recreation Land lost in the reconstruction of the Jay Neff School and the need to provide Neighborhood Park Services to the four (4) underserved areas identified in the Parks and Recreation section of this plan should be included in the feasibility studies for future municipal facilities.

Improvements in Delivery of Services

Borough Council should evaluate the ratings in the Citizen Attitude Survey which indicated needed improvements in the following services: code enforcement, parking enforcement, traffic control and animal control.

The following improvements are programmed and should be featured in the Borough Newsletter as they are implemented to promote citizen awareness of the improvements.

A new staff person has been added with responsibilities for Zoning Enforcement. Newsletter articles about when a permit is required and some common misconceptions about the Building Code and zoning regulations have been featured. Additional newsletter feature articles will be needed upon adoption of the new Zoning Ordinance to publicize changes, particularly those that affect Borough residents and businesses.

An additional person has been added to coordinate parking programs. Again, the Borough newsletter is an important vehicle to convey information about parking regulations, as well as improvements in services.

Some of the findings of the Traffic Study performed by David Wooster and Associates regarding traffic control in the Borough have been implemented. The timing of traffic lights on West Liberty Avenue has been synchronized during the rush hours. This should address some of the residents' concerns. Future consideration of the recommendation to extend the synchronization over a twenty-four (24) hour period will continue to be evaluated in terms of cost and feasibility.

The Borough should remain committed to future evaluations of traffic and parking in the Borough, as the need arises. It is recommended that a traffic consultant be hired at a reasonable interval after adoption of this Plan to re-evaluate the functioning of traffic circulation in the Borough.

Borough Council is adopting an Ordinance regulating animal control, and participates in a joint program with Mt. Lebanon and Upper St. Clair. The provisions of the new Ordinance should be publicized and the service should continue to be evaluated in light of resident opinions about the need to improve the service.

Recreation Board

Borough Council should convey the results of the Citizen Attitude Survey to the Borough Recreation Board and should cooperate with the Board to identify potential new programs and facilities, estimated costs and ways to provide the additional facilities and programs.

The Recreation Board should select one (1) high priority facility and several high priority programs identified by the Citizen Attitude Survey and study the feasibility of implementing them. Consideration should be given to using part-time staff (possibly a summer intern in a college recreation administration program) and/or volunteers to conduct new programs.

Additional sources of assistance for the program recommendations concerning adult education, leisure services and senior citizens activities are the Borough Library, the Community College of Allegheny County, the School District, Southwest Services Senior Center and the local AARP Chapters. The School District, parent volunteers, local businessmen (particularly amusement and recreation businesses and food shops) are resources that could contribute to a successful new program for teens.

Suggested facilities or programs which involve capital or on-going budget expenditures should be coordinated closely with Borough Council.

Coordination with the School District and Constituent Municipalities

In addition to the potential to expand recreational programs for teens and young children by coordinating with the School District, there are two (2) other areas for cooperation with the District to improve municipal services and facilities.

The parking problem at the High School Stadium can only be resolved through cooperation with the School District and all of its constituent municipalities. The Borough should continue to press for resolution of this project, since the impact of inadequate parking affects Borough streets and residents.

The potential re-use of the Hillsdale School site is discussed in greater detail in the Future Land Use Plan. If the Borough selects the opportunity to convert the site into a Municipal and Community Services Center, cooperation with the School District is essential. If the Borough chooses not to select that option, cooperation with the School District will be necessary to coordinate Borough zoning regulations and protections for Borough residents with the desires of potential purchasers from the private sector.

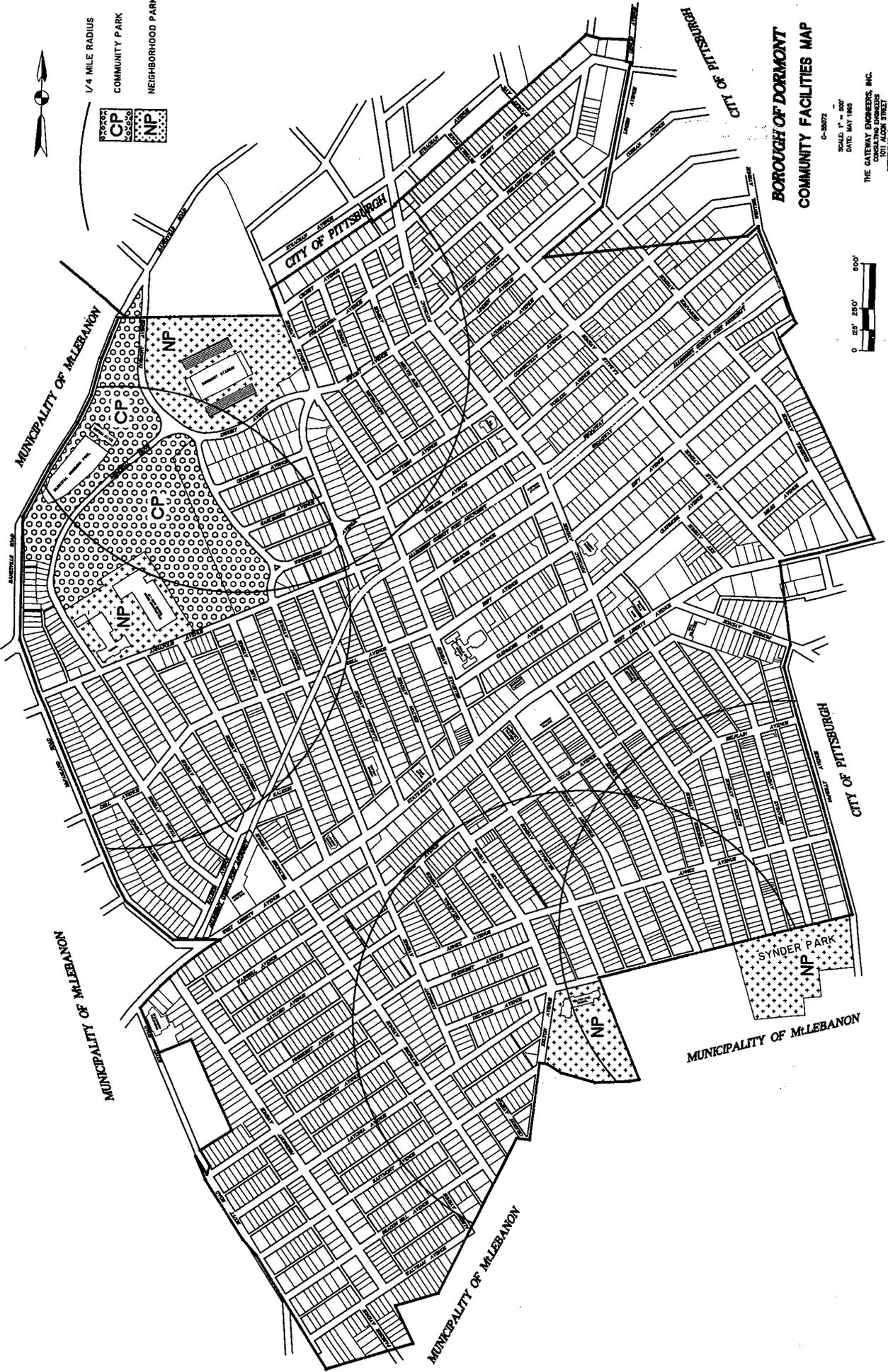
An Ad Hoc Committee of the Municipal Managers of the three (3) constituent municipalities (Castle Shannon, Dormont and Green Tree) currently meets on a regular basis with the School District Superintendent to discuss issues of mutual concern. These efforts should be continued and should be expanded to include representatives of the constituent policy making bodies, as warranted, to accomplish cooperative programs and mutually beneficial improvements.



1/4 MILE RADIUS

COMMUNITY PARK

NEIGHBORHOOD PARK



BOROUGH OF DORMONT COMMUNITY FACILITIES MAP

C-18072
SCALE: 1" = 500'
DATE: MAY 1960
THE GATEWAY ENGINEERS, INC.
1011 ALMOND STREET
PITTSBURGH, PA. 15203



MUNICIPALITY OF McLEBANON

CITY OF PITTSBURGH

BOROUGH OF DORMONT

CITY OF PITTSBURGH

MUNICIPALITY OF McLEBANON

MUNICIPALITY OF McLEBANON

SYNDER PARK

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HOUSING AND NEIGHBORHOODS

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BOROUGH OF DORMONT PLAN UPDATE

HOUSING AND NEIGHBORHOODS

POPULATION DENSITY

The 1990 Census provides population densities for communities in Allegheny County derived from the area of the community in square miles and the 1990 population for the community.

Allegheny County	1,830.3 persons / square mile
Dormont Borough	13,960.0 persons / square mile
Mt. Oliver Borough	13,866.7 persons / square mile
Ingram Borough	9,752.5 persons / square mile
Avalon Borough	9,640.0 persons / square mile
Aspinwall Borough	9,600.0 persons / square mile
Wilkinsburg Borough	9,165.2 persons / square mile
Bellevue Borough	9,126.0 persons / square mile
City of Pittsburgh	6,652.5 persons / square mile
Castle Shannon Borough	5,709.4 persons / square mile
Mt. Lebanon Municipality	5,560.3 persons / square mile
Baldwin Township	4,958.0 persons / square mile
Green Tree Borough	2,335.7 persons / square mile

According to the U.S. Bureau of Census, the Borough of Dormont has a land area of 0.7 square miles and a 1990 population of 9,772 persons. This results in a population density of 13,960 persons per square mile. This is the highest population density in Allegheny County. Mt. Oliver's population density is comparable to Dormont's and is the second highest in the County.

The next highest group of communities have population densities in the 9,100 - 9,700 persons per square mile range. The Boroughs of Aspinwall, Avalon, Bellevue, Ingram and Wilkinsburg fall into this category.

Dormont's population density is twice that of the City of Pittsburgh.

The communities which immediately surround Dormont have population densities ranging from 2,300 - 5,700 persons per square mile. Dormont's population density is 2.5 to 6 times greater than densities in its neighboring communities.

Population density affects the marketability of housing in the Borough as compared with its neighboring communities. Density also affects the livability of neighborhoods and the potential for neighborhood maintenance and conservation.

**BOROUGH OF DORMONT
1991 DEED TRANSFERS**

TOTAL SALES:	198 properties	
COMMERCIAL SALES:	10 properties	
No Value Specified:	3 properties	
Total Value:	7 properties	\$1,411,400
Average Value:		\$ 201,629
RESIDENTIAL SALES:	188 properties	
No Value Specified:	45 properties:	38 single family 4 duplexes 2 6-unit row houses 1 lot
Value Specified:	143 properties:	131 single family 7 duplexes 1 4-unit row house 4 apartments
Under \$10,000	3 single family	
\$10,000 - \$20,000	5 single family	
\$21,000 - \$30,000	12 single family	1 duplex
\$31,000 - \$40,000	11 single family	1 duplex
\$41,000 - \$50,000	28 single family	1 duplex
\$51,000 - \$60,000	32 single family	1 duplex, 1 4-unit row house 2 apartments
\$61,000 - \$70,000	24 single family	2 duplex
\$71,000 - \$80,000	9 single family	1 duplex, 1 apartment
\$81,000 - \$90,000	6 single family	
\$91,000 - \$100,000	-	1 duplex
\$101,000 +	1 single family	1 apartment
Total Value:	131 single family \$6,788,700	12 duplexes/apartments \$740,900
Average Value:	\$ 51,822	\$ 61,742

SOURCE: Allegheny County Recorder of Deeds, Sales Blotter for the Borough of Dormont, 1991.

Sixty-four percent (64%) of all single family dwellings sold in 1991 were in the \$41,000 - \$70,000 price range. The highest number of sales were in the \$51,000 - \$60,000 price range; these thirty-two (32) sales represented twenty-five (25%) of all single family sales.

Total sales of single family dwellings in 1991 amounted to \$6.8 million. The average sale price of a single family dwelling was \$51,822. This is \$2,322 higher than the median value of owner occupied housing (\$49,500) reported in the 1990 Census.

BOROUGH OF DORMONT COMPARATIVE HOUSING OCCUPANCY, 1970 - 1990					
1970	DORMONT	CASTLE SHANNON	MOUNT LEBANON	GREEN TREE	BALDWIN TOWNSHIP
All Units	4,486	3,663	13,377	2,046	742
% Owner	56.0%	71.2%	69.2%	81.5%	95.1%
Vacancy	2.2%	2.4%	5.8%	2.5%	0.3%
Persons/Unit Owner	3.13	3.45	3.10	3.10	3.50
Rental	1.88	2.30	1.92	1.80	2.80
1980	DORMONT	CASTLE SHANNON	MOUNT LEBANON	GREEN TREE	BALDWIN TOWNSHIP
All Units	4,578	3,972	13,356	2,055	916
% Owner	56.4%	63.3%	73.0%	88.6%	95.9%
Vacancy	5.8%	6.6%	5.1%	9.8%	0.0%
Persons/Unit Owner	3.02	3.04	2.93	3.00	2.98
Rental	1.91	1.96	1.71	1.86	2.76
1990	DORMONT	CASTLE SHANNON	MOUNT LEBANON	GREEN TREE	BALDWIN TOWNSHIP
All Units	4,321	4,066	14,159	1,969	923
% Owner	57.5%	64.0%	73.5%	88.9%	94.4%
Vacancy	5.6%	7.1%	6.8%	6.4%	0.3%
Persons/Unit Owner	2.75	2.59	2.68	2.60	2.65
Rental	1.83	1.89	1.63	2.00	2.55
SOURCE: U.S. Bureau of Census data presented in Allegheny County Planning Department Report #2.					

The percentage of owner occupied units in Dormont is significantly lower than any of its neighboring communities; however, the percentage of owner occupied units has increased in the Borough since 1970.

The Borough's vacancy rate has been lower than any of its neighboring communities, except Baldwin Township, for the three decennial Censuses of 1970, 1980 and 1990.

The number of persons per unit has declined for owner occupied and renter occupied units in all the South Hills communities since 1970. In 1990, Dormont has the highest number of persons per unit for owner occupied dwellings among its neighboring communities. Between 1970 and 1990, Dormont had the smallest decrease in persons per unit for owner occupied dwellings among its neighboring communities.

Dormont has the second lowest number of persons per unit in rental units among its neighboring communities, but the Borough has had the least change in the number of persons per rental unit since 1970.

**BOROUGH OF DORMONT
COMPARATIVE HOUSING TYPES, 1970 - 1990**

1970	DORMONT	CASTLE SHANNON	MOUNT LEBANON	GREEN TREE	BALDWIN TOWNSHIP
All Units	4,486	3,663	13,377	2,046	742
1 Unit	55.4%	73.2%	72.2%	84.7%	99.3%
2-4 Units	24.7%	14.1%	6.3%	2.7%	0.7%
5-9 Units	19.9%	12.7%	21.5%	12.6%	-
10+ Units	-	-	-	-	-
Mobile Home	-	-	-	-	-
1980	DORMONT	CASTLE SHANNON	MOUNT LEBANON	GREEN TREE	BALDWIN TOWNSHIP
All Units	4,578	3,972	13,356	2,053	916
1 Unit	56.0%	65.9%	75.3%	90.1%	95.9%
2-4 Units	25.7%	13.0%	4.6%	2.7%	4.1%
5-9 Units	13.4%	3.0%	3.6%	1.3%	-
10+ Units	4.9%	18.1%	16.5%	5.9%	-
Mobile Home	-	-	-	-	-
1990	DORMONT	CASTLE SHANNON	MOUNT LEBANON	GREEN TREE	BALDWIN TOWNSHIP
All Units	4,321	4,066	14,159	1,969	923
1 Unit	58.7%	68.3%	73.9%	92.6%	95.2%
2-4 Units	23.8%	10.0%	3.4%	1.3%	4.2%
5-9 Units	11.8%	5.1%	3.9%	1.5%	0.6%
10+ Units	5.0%	15.9%	18.3%	4.1%	-
Mobile Home	0.7%	0.7%	0.5%	0.5%	-

SOURCE: U.S. Bureau of Census data presented in Allegheny County Planning Department Report #2.

Dormont has the lowest percentage of single family dwellings (1 unit structures) among its neighboring communities; however, the percentage of single family dwellings has increased slightly in Dormont since 1970.

Almost one-quarter (25%) of Dormont's housing stock is two-family dwellings. This percentage is significantly higher than any of Dormont's neighboring communities.

None of these South Hills communities had any multi-family dwellings in larger buildings containing 10 units or more in 1970. Baldwin Township did not have any large multi-family buildings in 1990. All of the other communities added some 10+ unit structures in between 1970 and 1980. Dormont and Green Tree have the lowest percentage of 10+ unit structures in both 1980 and 1990.

While Dormont has the highest percentage of 5-9 unit multi-family structures among its neighboring communities for both 1980 and 1990, both Castle Shannon and Mt. Lebanon exceed Dormont's percentage of all multi-family structures when those containing 10 or more units are added in. These communities had the following percentages of structures containing 5 or more units in 1990: Dormont, 17.5%; Castle Shannon, 21.7%; Mt. Lebanon, 22.7%.

**BOROUGH OF DORMONT
COMPARATIVE HOUSING VALUES, 1990**

	DORMONT	CASTLE SHANNON	MOUNT LEBANON	GREEN TREE	BALDWIN TOWNSHIP
OWNED UNITS	2,071	2,297	8,900	1,618	809
< \$50,000	51.7%	28.9%	32.0%	7.5%	21.1%
\$50 - 99,000	47.5%	70.5%	44.5%	73.1%	75.2%
\$100 - 149,000	0.8%	0.4%	27.7%	13.8%	2.8%
\$150 - 199,000	-	-	13.8%	3.5%	0.9%
\$200 - 299,000	-	0.1%	7.6%	1.6%	-
\$300,000 +	-	-	3.2%	0.4%	-
Median Value	\$49,500	\$57,200	\$103,600	\$78,400	\$58,600
	DORMONT	CASTLE SHANNON	MOUNT LEBANON	GREEN TREE	BALDWIN TOWNSHIP
RENTAL UNIT	1,722	1,372	3,496	200	42
<\$250	10.1%	6.5%	7.5%	9.5%	9.5%
\$250 - 499	87.2%	85.9%	62.8%	73.0%	59.5%
\$500 - 749	2.4%	7.5%	19.8%	16.5%	28.6%
\$750 - 999	0.2%	0.1%	6.7%	1.0%	2.4%
\$1,000 +	0.1%	0.1%	3.2%	-	-
Median Rent	\$338	\$377	\$425	\$404	\$410

SOURCE: U.S. Bureau of Census data presented in Allegheny County Planning Department Report #2.

The median value of owner occupied housing in Dormont in 1990 is lower than any of its neighboring communities. Mount Lebanon's median value is twice that of Dormont; Green Tree's median is 1.5 times that of Dormont. Castle Shannon and Baldwin exceed Dormont's median value by \$8,000 - \$9,000.

Fifty-two percent (52%) of Dormont's owner occupied units are valued at less than \$50,000. Castle Shannon and Baldwin have only 29% and 21%, respectively, of their units valued at less than \$50,000. Only 3% of the units in Mt. Lebanon and 8% of the units in Green Tree are valued at less than \$50,000.

Forty-eight percent (48%) of Dormont's owner occupied units are valued between \$50,000 and \$99,000. A similar percentage are in this range in Mt. Lebanon (45%); however, over 70% of all owner occupied units in Castle Shannon, Green Tree and Baldwin are in this range.

Less than 1% of the owner occupied units in Dormont and Castle Shannon are valued at \$100,000 or more. Baldwin Township has about 4% of its units in this range. Green Tree and Mt. Lebanon have 19.3% and 52.3%, respectively, of their units valued at \$100,000 or more.

Among neighboring communities, median rent is the lowest in Dormont. Most of the rentals in Dormont and Castle Shannon are in the \$250 - \$499 range. Mt. Lebanon, Baldwin and Green Tree have significantly higher percentages of rents (49%, 31% and 18%, respectively) in the \$500 and above categories.

BOROUGH OF DORMONT COMPARATIVE HOUSING CHARACTERISTICS, 1990					
	DORMONT	CASTLE SHANNON	MOUNT LEBANON	GREEN TREE	BALDWIN TWP.
Year Built					
Pre-40	70.9%	13.9%	30.6%	15.9%	4.0%
Built '80-'90	0.7%	4.4%	6.3%	2.9%	0.8%
No. Bedrooms					
0-1 BR Units	19.2%	16.6%	13.7%	3.1%	0.6%
4+ BR Units	16.1%	7.0%	27.4%	18.7%	11.5%
Year Moved In					
Owner Occup.					
1989-1990	4.7%	5.1%	7.3%	4.5%	5.5%
Before 1970	44.0%	48.1%	29.1%	47.0%	46.2%
Renter Occup.					
1989-1990	32.4%	37.5%	28.3%	35.3%	10.6%
Before 1970	4.2%	4.8%	6.4%	7.9%	-
Mortgage					
Owner Occupied					
With Mortgage	51.2%	50.3%	61.7%	52.0%	58.0%
Not Mortgaged	40.1%	45.7%	29.3%	43.5%	38.9%
Vehicles Owned					
None	21.8%	10.4%	10.3%	4.1%	10.0%
One	44.8%	49.8%	39.0%	38.2%	35.6%
Two or More	33.3%	39.8%	50.7%	57.7%	54.4%
SOURCE: U.S. Department of Commerce, Bureau of Census, 1990 Census of Population and Housing, Summary of Population and Housing Characteristics, Pennsylvania, CPH-1-40.					

AGE OF HOUSING: Dormont Borough has a significantly higher percentage of units constructed before 1940 than any of its neighboring communities. This corresponds to the trends in population growth in these South Hills communities. Dormont experienced its greatest growth before 1940, while the other South Hills communities experienced their greatest growth between 1940 and 1960.

Dormont has less than 1% of its housing constructed between 1980 and 1990. Dormont has the lowest percentage of recent construction among its neighboring communities, but

three (3) of the neighboring communities have less than 5% and one has 6.3% of its housing built between 1980 and 1990. This indicates that all of these communities were fully developed prior to 1980.

SIZE OF UNIT: Dormont has the highest percentage in 1990 of efficiency and one-bedroom units, owing to the large number of multi-family units in the Borough. Mt. Lebanon and Green Tree have higher percentages of 4 or more bedroom units. Castle Shannon and Baldwin have lower percentages of 4 or more bedroom units.

TENURE OF RESIDENTS: Mt. Lebanon has the most mobile population. It has the lowest percentage (29%) of long-time residents of owner occupied dwellings. In the other communities in the South Hills, 44%-48% of the residents of owner occupied dwellings have lived in their dwellings for 20 years or more.

In each of the South Hills communities except Mt. Lebanon, 5% or less of the homeowners moved into their units in the year prior to the 1990 Census. In Mt. Lebanon, 7% moved in during the year prior to the 1990 Census.

Renters are usually very mobile. In all the South Hills communities, less than 10% of renters have lived in their units for 20 years or more. Mt. Lebanon and Green Tree have slightly higher percentages of long-term renters than do Castle Shannon and Dormont.

Only 11% of Baldwin Township renters moved in during the year before the 1990 Census. In Mt. Lebanon, 28% of renters moved in during the year before the 1990 Census. Dormont, Castle Shannon and Green Tree each have between 32% and 37% of renters who moved in during the year before the 1990 Census.

MORTGAGED UNITS: Baldwin Township and Mount Lebanon have the highest percentage of mortgaged owner occupied dwellings (62% and 58%, respectively). Dormont, Castle Shannon and Green Tree each have about 50% of their owner occupied units mortgaged.

Thirty percent (30%) of the homeowners in Mt. Lebanon own their units free of a mortgage. About 40%-45% of the homeowners in the other South Hills communities own their units free of a mortgage.

VEHICLE OWNERSHIP: Dormont has the highest percentage of residents who do not own a vehicle and the lowest percentage of residents who own two (2) or more vehicles. This is a function of the availability of public transportation and the proximity of shopping and services to the residents in the Borough.

**BOROUGH OF DORMONT
1990 HOUSING CHARACTERISTICS**

ALL HOUSING UNITS	4,321	100.0%
OCCUPIED UNITS	4,143	95.9%
VACANT UNITS	178	4.1%
Vacancy Rate - Units for Sale		1.2%
Vacancy Rate - Rental Units		4.4%

DURATION OF VACANCY		
Units for Sale	30	100.0%
Less than 2 mos.	3	10.0%
2-6 mos.	12	40.0%
6+ mos.	15	50.0%
Rental Units	81	100.0%
Less than 2 mos.	29	35.8%
2-6 mos.	40	49.4%
6+ mos.	12	14.8%

TYPE OF UNIT		
All Housing Units	4,321	100.0%
1 unit detached	2,363	54.7%
1 unit attached	172	4.0%
2 units	744	17.2%
3-4 units	283	6.5%
5-9 units	508	11.8%
10-19 units	218	5.0%
20-49 units	-	-
50+ units	-	-
Mobile Home	3	0.1%
Other	30	0.7%

UNITS OCCUPIED BY ELDERLY	995
Percent of All Occupied Units	24.0%
Single Person Elderly Units	469
Percent of All Elderly Units	47.0%
Percent of All Occupied Units	11.3%

NUMBER OF ROOMS IN UNITS		
All Housing Units	4,321	100.0%
1 Room Units	24	0.6%
2 Room Units	107	2.5%
3 Room Units	404	9.3%
4 Room Units	507	11.7%
5 Room Units	810	18.8%
6 Room Units	1,271	29.4%
7 Room Units	587	13.6%
8 Room Units	342	7.9%
9+ Room Units	269	6.2%
Median Number of Rooms, All Units		5.8 rooms
Median Number of Rooms, Owner Occupied Units		6.4 rooms
Median Number of Rooms, Rental Units		4.4 rooms

SOURCE: U.S. Department of Commerce, Bureau of Census, CH-1-40, 1990 General Housing Characteristics, Pennsylvania.

The Table on the previous page presents housing characteristics in the Borough from the 1990 Census.

VACANCY RATE

In 1990, there was a low vacancy rate for the Borough's housing stock of 4.1% of all units. The vacancy rate for units for sale is even lower (1.2%). The duration of vacancy for units offered for sale is longer than for rental units. Fifty percent (50%) of units for sale are on the market for six (6) months or more. Only 15% of rental units are vacant for six (6) months or more. Fifty percent (50%) of all rental units are vacant for 2-6 months, while 40% of units for sale are on the market for 2-6 months. Thirty-six percent (36%) of all rental units are vacant for less than two (2) months and only 10% of all units offered for sale are on the market for less than two (2) months.

TYPE OF UNIT

In 1990, fifty-nine percent (59%) of all housing units in the Borough were located in one-unit attached or detached structures. Seventeen percent (17%) of all units were two-unit structures. Small multi-family units (3-4 and 5-9 unit buildings) account for 18% of all Borough housing. Only 5% of all housing in the Borough is in larger multi-family buildings containing 10-19 units.

HOUSING OCCUPIED BY THE ELDERLY

In 1990, twenty-four percent (24%) of all occupied housing units in the Borough were occupied by persons aged 65 years or older. Almost half (47%) of all units occupied by the elderly are single person households. In 1990, there were 469 units occupied by a single elderly person. Single person elderly occupied units represented eleven percent (11%) of all occupied units in the Borough.

SIZE OF HOUSING UNITS

The median number of rooms for all housing units in the Borough in 1990 was 5.8 rooms. Owner occupied housing was slightly larger, having a median of 6.4 rooms. Rental housing in the Borough was smaller than the median for all units. The median for rental units in 1990 was 4.4 rooms.

In 1990, thirty percent (30%) of all units in the Borough were 6-room units. An additional twenty-eight percent (28%) of all units had 7 or more rooms.

Only three percent (3%) of all units in the Borough in 1990 had 1-2 rooms. Units with 3-4 rooms comprised twenty-one (21%) of all units in the Borough in 1990. The percentage of smaller units is comparable to the percentage of multi-family units (23%) in the Borough in 1990.

The Table on the following page indicates changes in the Borough's housing stock between 1980 and 1990.

NUMBER OF UNITS

Between 1980 and 1990, the Borough lost a total of 261 occupied housing units and had an increase of 4 vacant units. The net loss in the housing stock was 257 units or 5.6% of all units existing in the Borough in 1980.

One and one-half (1 1/2) times more rental units were lost than owner occupied units. (158 rental units compared with 103 owner occupied units).

TYPE OF UNITS

Between 1980 and 1990, the actual number of single family units decreased by 26 units; however, single family units as a percentage of the total housing stock increased from 56% to 59% because of the decline in other types of units and reduction of the total housing stock.

Between 1980 and 1990, 24 two-unit structures were lost. This category as a percentage of total units remained stable at about 17%

There was a loss of 127 units in the 3-4 unit building category between 1980 and 1990. These units declined as a percentage of total housing in the Borough from 9% to 6.5%.

The 5-9 unit building category lost 105 units. As a percentage of total housing, this category declined from 13.4% to 11.8%.

Between 1980 and 1990, the large multi-family building category (10-19 units) lost only 8 dwelling units and this category's share of the total housing stock remained stable at 5%.

SIZE OF UNITS

Between 1980 and 1990, the loss of units in every category except units with 8 or more rooms and the gain of 119 units in the category of units with 8 or more rooms implies consolidation of duplex or apartment units with a small number of rooms and conversion into single family units with a larger number of rooms.

This assumption is supported by the fact that total housing units declined by 257 units between 1980 and 1990, yet units with 8 or more rooms increased by 119 units. It is further supported by the modest increases in the median number of rooms for all units from 5.6 to 5.8 rooms, for owner occupied units from 6.3 to 6.4 rooms and for rental units from 4.2 to 4.4 rooms.

**BOROUGH OF DORMONT
CHANGES IN HOUSING STOCK, 1980 - 1990**

	1980		1990		
ALL HOUSING UNITS Change 1980-1990	4,578	100.8%	4,321 - 257	100.0% - 5.6%	
ALL OCCUPIED UNITS Change 1980-1990	4,404	96.2%	4,143 - 261	95.9% - 5.9%	
OWNER OCCUPIED UNITS Change 1980-1990	2,485	54.3%	2,382 - 103	55.1% - 4.2%	
RENTER OCCUPIED UNITS Change 1980-1990	1,919	41.9%	1,761 - 158	40.8% - 8.2%	
VACANT UNITS Change 1980-1990	174	3.8%	178 + 4	4.1% +2.3%	
TYPE OF UNIT					
All Housing Units	4,578	100.0%	4,321	100.0%	
1 unit detached/attached Change 1980-1990	2,561	55.9%	2,535 -26	58.7% -1.0%	
2 units Change 1980-1990	768	16.8%	744 -24	17.2% -3.1%	
3-4 units Change 1980-1990	410	9.0%	283 -127	6.5% -31.0%	
5-9 units Change 1980-1990	613	13.4%	508 -105	11.8% -17.1%	
10-19 units Change 1980-1990	226	4.9%	218 -8	5.0% -3.5%	
20-19 units	-	-	-	-	
50+ units	-	-	-	-	
Mobile Home	-	-	3	0.1%	
Other	-	-	30	0.7%	
NUMBER OF ROOMS IN UNITS					Change '80 - '90
All Housing Units	4,578	100.0%	4,321	100.0%	
1 Room Units	56	1.2%	24	0.6%	-32
2 Room Units	130	2.8%	107	2.5%	-23
3 Room Units	462	10.1%	404	9.3%	-58
4 Room Units	599	13.1%	507	11.7%	-92
5 Room Units	905	19.8%	810	18.8%	-95
6 Room Units	1,315	28.7%	1,271	29.4%	-44
7 Room Units	619	13.5%	587	13.6%	-32
8 Room Units	492	10.8%	611	14.1%	+119
Median Rooms, All Units	5.6 Rooms		5.8 Rooms		
Median Rooms, Owner Occupied	6.3 Rooms		6.4 Rooms		
Median Rooms, Rental Units	4.2 Rooms		4.4 Rooms		

SOURCE: U.S. Department of Commerce, Bureau of Census, CH-1-40, 1990 General Housing Characteristics, Pennsylvania; 1980 Census Tracts, Pittsburgh SMSA PHC-80-2-286.

**BOROUGH OF DORMONT
SELECTED HOUSING CHARACTERISTICS, 1990**

ALL OCCUPIED UNITS	4,143	100.0%	100.0%
White Household	4,088	98.7%	
Hispanic	22	0.5%	
Black Household	14	0.3%	
Asian Household	34	0.8%	
Indian Household	2	0.1%	
Other	5	0.1%	
ALL RENTER OCCUPIED UNITS	1,761	100.0%	42.5%
One Unit Dwellings	266	15.1%	
Person Per Unit	1.83 persons		
Median Number of Rooms	4.5 rooms		
RENTERS PAYING CASH RENT	1,722	97.8%	100.0%
Less than \$250	174		10.1%
\$250 - \$499	1,502		87.2%
\$500 - \$749	42		2.4%
\$750 - \$999	3		0.2%
\$1,000 or more	1		0.1%
Lower Quartile	295		17.1%
Median	338		19.6%
Upper Quartile	387		22.3%
Meals Included	8		0.5%
SOURCE: U.S. Department of Commerce, Bureau of Census, CH-1-40, 1990 General Housing Characteristics, Pennsylvania; 1980 Census Tracts, Pittsburgh SMSA PHC-8--2-286.			

In 1990, there was a very low percentage of the Borough population in non-white households. All non-white households comprise only 1.3% of all households. The largest number of non-white households is Asian (0.8%). Black households account for only 0.3% of all households.

In 1990, white households account for 98.7% of all households. Hispanics account for only 0.5% of all households.

In 1990, there were 1,761 renter occupied units in the Borough. These units represent 42.5% of all occupied units in the Borough. Fifteen percent (15%) of the renter occupied units are single family dwellings.

In 1990, the median number of rooms in Borough rental units was 4.5 rooms. The average number of persons per unit was 1.83 persons.

Eighty-seven percent (87%) of the renters who paid cash rent in 1990 paid between \$250 and \$499 a month. Ten percent (10%) paid less than \$250 and less than 3% paid \$500 or more. Eight (8) households reported meals included in the rent.

NEIGHBORHOODS

The 1968 Comprehensive Plan identified four (4) Neighborhood Areas which are coterminous with the Census Tract boundaries in the Borough of Dormont. Those boundaries have remained the same through the 1990 Census so that the neighborhood units provide a basis for comparative data. These areas are shown on the map at the end of this section and are generally described below.

Neighborhood A: Bounded by the City of Pittsburgh on the North and West; West Liberty Avenue on the East; and Potomac Avenue, Belrose and Hillsdale above Belrose on the South.

Neighborhood B: Bounded by West Liberty on the South; Mt. Lebanon on the West; City of Pittsburgh on the North; and the Potomac/Belrose/Hillsdale boundary with Neighborhood A on the North.

Neighborhood C: Bounded by West Liberty Avenue on the West; City of Pittsburgh on the North; Mt. Lebanon on the East; and Kelton Avenue on the South.

Neighborhood D: Bounded by West Liberty Avenue on the West; Mt. Lebanon on the South; Mt. Lebanon on the East; and Kelton Avenue adjoining Neighborhood C on the North.

According to the 1968 Comprehensive Plan, each of these neighborhoods was in need of neighborhood conservation efforts to improve open space, reduce deteriorating structures and improve property values. The Plan recommended rehabilitation and redevelopment programs available to accomplish these goals. The Borough did not undertake any of these programs, however through zoning and code enforcement and private market activities related to the completion of the Light Rail Transit system through the Borough, housing rehabilitation and neighborhood conservation has occurred.

A recent exterior survey of Borough housing and neighborhood conditions, performed as part of this Plan, found that housing maintenance, except for scattered instances, was good to excellent in Neighborhoods A, B and D. General maintenance of yards and properties in these areas was good. Neighborhood conditions in portions of Neighborhoods A and D reflected street paving and width problems and some violations of one side parking restrictions.

Neighborhood C represents the area with the greatest housing and neighborhood problems. The narrowness of lots, high percentage of large multi-family structures, lack of home ownership, narrowness of streets and age of housing in this neighborhood continue to be a problem. The area of greatest concern is bounded by the Borough's boundaries with Pittsburgh and Mt. Lebanon and Texas and Wisconsin Avenues. A concentrated program of municipal investment to upgrade infrastructure and a coordinated program of code enforcement and loans to homeowners and landlords is recommended for this area. Residents of this area expressed the greatest support for additional off-street parking to improve neighborhood conditions, as well.

BOROUGH OF DORMONT NEIGHBORHOOD HOUSING CHARACTERISTICS, 1960-1980				
1960 HOUSING UNITS	1,250	1,279	1,070	880
1980 HOUSING UNITS	1,327	1,277	1,080	894
CHANGE 1960-1980	+ 77	- 2	+ 10	+14
1960 RENTER OCCUPIED	562	591	507	194
% of Occupied Units	45.0%	46.2%	47.4%	22.1%
1980 RENTER OCCUPIED	597	598	519	205
% of Occupied Units	46.8%	49.1%	49.9%	23.5%
CHANGE 1960-1980	+ 35	+ 7	+ 12	+ 11
1960 OWNER OCCUPIED	667	650	537	667
% Of Occupied Units	53.4%	50.5%	50.2%	75.8%
1980 OWNER OCCUPIED	678	620	521	666
% Of Occupied Units	53.2%	50.9%	50.1%	76.5%
CHANGE 1960-1980	+ 11	- 30	- 16	- 1
HOUSEHOLD SIZE 1960	2.85	2.82	2.99	3.45
HOUSEHOLD SIZE 1980	2.45	2.48	2.40	3.03
PRE-1939 UNITS - 1960	1,161	1,195	1,014	784
	92.9%	93.4%	94.8%	89.1%
PRE-1939 UNITS - 1980	1,026	1,046	842	726
	77.3%	81.9%	76.9%	82.5%
Change 1960-1980	- 135	- 149	- 172	- 58
MEDIAN VALUE OWNER OCCUPIED HOUSING				
1960 Median Value	\$13,500	\$14,300	\$12,200	\$14,200
% of Borough Median	99.3%	105.2%	89.7%	104.4%
1980 Median Value	\$41,600	\$43,900	\$37,600	\$41,800
% of Borough Median	100.2%	105.8%	90.6%	100.7%
SOURCE: 1968 Comprehensive Plan and U.S. Department of Commerce, Bureau of Census, 1980 Census Tracts Pittsburgh SMSA, PHC80-2-286				

Three (3) of the four (4) neighborhoods gained housing units between 1960 and 1980. The largest increase occurred in Neighborhood A which gained 77 housing units.

Both the number and percentage of rental units increased slightly in all four (4) neighborhoods between 1960 and 1980. The largest gain was in Neighborhood A (+35 units).

The percentage of all units which are owner occupied in each neighborhood remained about the same between 1960 and 1980, however, the actual numbers of units declined in three (3) of the four (4) neighborhoods, balancing the increase in rental units in each neighborhood. Neighborhood A was the only neighborhood which gained owner occupied units. This increase can be accounted for by the new construction at the end of Dwight Avenue. The increase of 77 total units in Neighborhood A apparently was distributed among both owner and rental units.

Neighborhood D had the highest percentage of owner occupied units in 1960 and 1980: 75% of all units compared with 50% of all units in the other three (3) neighborhoods.

Neighborhood D had the largest household size in 1960 and 1980. This reflects the higher percentage of owner occupied units in this Neighborhood. Neighborhood D has an average household size which is 0.5 persons greater than the other three (3) neighborhoods in both 1960 and 1980.

Average household size declined in all four (4) neighborhoods between 1960 and 1980. The decline was greatest (-0.59 persons per household) in Neighborhood C. The other three (3) neighborhoods lost 0.34 to 0.42 persons per household.

Both the number of units constructed before 1939 and the percentage of all housing units that they represent declined between 1960 and 1980. Neighborhood D lost the fewest units and the percentage of pre-1939 units declined by 7%. Neighborhoods A, B and C each lost over 100 pre-1939 housing units the percentage of total housing units they represent in each Neighborhood declined from over 90% to 77%-80%.

The median value of owner occupied housing in the Borough in 1960 was \$13,600. In 1980, the median value of all owner occupied housing in the Borough was \$41,500. Median value in Neighborhood A was comparable to the Borough median in 1960 and 1980. The median in Neighborhood C was less than the Borough median in 1960 and 1980. Median value in Neighborhoods B and D were higher than the Borough median in 1960 and 1980: however, Neighborhood D's median as a percentage of the Borough median declined slightly in 1980.

BOROUGH OF DORMONT SIZE OF HOUSING UNITS BY NEIGHBORHOOD				
SIZE OF UNIT	AREA A	AREA B	AREA C	AREA D
1 & 2 Rooms - 1960	41	64	39	30
% of All Units	3.3%	5.0%	3.6%	3.4%
1 & 2 Rooms - 1980	43	53	39	51
% of All Units	3.2%	4.2%	3.6%	5.7%
Change 1960-1980	+ 2	- 11	0	+ 21
3 & 4 Rooms - 1960	368	319	260	113
% of All Units	29.4%	24.9%	24.3%	12.8%
3 & 4 Rooms - 1980	380	319	261	101
% of All Units	28.6%	25.0%	24.2%	11.3%
Change 1960-1980	+ 12	0	+ 1	- 12
5 & 6 Rooms - 1960	567	606	630	459
% of All Units	45.4%	47.4%	58.9%	52.2%
5 & 6 Rooms - 1980	302	582	617	323
% of All Units	45.4%	45.6%	57.1%	46.9%
Change 1960-1980	-265	- 24	- 13	-136
7+ Rooms - 1960	274	290	141	278
% of All Units	21.9%	22.7%	13.2%	31.6%
7+ Rooms - 1980	302	323	163	323
% of All Units	22.8%	25.3%	15.1%	36.1%
Change 1960-1980	+ 28	+ 33	+ 22	+ 45
1960 Median Rooms	5.5	5.5	5.4	6.1
1980 Median Rooms	5.4	5.5	5.3	6.1
SOURCE: 1968 Comprehensive Plan and U.S. Department of Commerce, Bureau of Census, 1980 Census Tracts Pittsburgh SMSA, PHC80-2-286				

The median number of rooms in Borough housing units has remained stable between 1960 and 1980 in each of the Neighborhoods.

All neighborhoods had a slight increase in the number and percentage of large dwelling units with seven (7) or more rooms.

All neighborhoods experienced a loss of 5-6 room housing units between 1960 and 1980.

The greatest numeric losses were in Neighborhood A (-265 units) and Neighborhood D (-136 units). Some of this change results from the increase in smaller dwelling units comprised of 1-2 rooms and 3-4 rooms. Since the gains in the smaller units does not equal the loss of larger units, it is assumed that some of the removal of housing units between 1960 and 1980 was in the 5-6 room category of dwelling units.

The number of small units (1-2 rooms and 3-4 rooms) remained stable in Neighborhood C. In Neighborhood B, the loss of 1-2 room units and 5-6 room units may have resulted from conversion to larger 7+ room units.

Residential Zoning Districts

A summary of the current residential zoning district regulations appears in Appendix C. The permitted dwelling types, minimum lot areas and maximum densities for each of the districts is as follows:

<u>District</u>	<u>Dwelling Type</u>	<u>Lot Area</u>	<u>Density</u>
R-1 District	Single Family Dwellings	4,000 s.f.	11 U/A
R-1-A District	Single Family Dwellings	3,300 s.f.	13 U/A
R-2 District	Single Family Dwellings	3,300 s.f.	13 U/A
	Two-Family Dwellings	5,400 s.f.	16 U/A
R-3 District	Single Family Dwellings	3,300 s.f.	13 U/A
	Two-Family Dwellings	5,400 s.f.	16 U/A
	Townhouses	9,600 s.f.	44 U/A
	Garden Apartments	9,600 s.f.	44 U/A
R-4 District	Townhouses	9,600 s.f.	44 U/A
	Garden Apartments	9,600 s.f.	44 U/A
	High-Rise Apartments	19,000 s.f.	54 U/A

In reviewing the hierarchy of residential zoning districts, the following observations can be made:

- * Single family and two-family dwellings are not permitted in the R-4 District; however, the area which is currently zoned R-4 is primarily developed for single family and two-family dwellings.
- * In the R-2 District, conversions of single family dwellings are limited to two (2) units since multi-family dwellings are not a permitted use in the District.

- * In the R-3 District, there is no control on the conversion of large single family dwellings to the maximum number of apartments, provided the minimum lot area of 9,600 square feet and the minimum lot area per family is met.
- * The R-3 and R-4 Districts allow for the proliferation of multi-family units throughout the District, since there are no special exception standards regarding provision of parking or location on or adjacent to main streets as criteria for establishing the use. Consideration should be given to additional standards and criteria to limit and further regulate the location of large multi-family units to locations where parking and transportation can support the use.
- * The R-4 District should be re-evaluated, redesigned and reduced in area to apply to large-scale multi-family redevelopment, including high-rises. The R-3 District should be redesigned to accommodate small-scale multi-family development in appropriate locations, including conversion of larger structures with limitations.
- * In view of the high population density in the Borough, multi-family residential densities should be re-evaluated to balance economic feasibility of re-development with the goal of reducing overall density in the Borough.

CRITICAL PARKING AREAS

According to the 1968 Comprehensive Plan, seven (7) areas of the Borough were identified as having critical parking problems related to the lack of off-street parking for residents in densely developed neighborhoods, the influx of commuter parking near the transit line and/or the spillover of commercial parking onto residential streets. Today, primarily because of the provision of additional off-street metered parking in and adjacent to the business district and the implementation of the residential permit parking program to protect the neighborhoods from commercial spillover and commuter parking, only 3 of the 7 areas identified still have significant parking problems. These areas are Potomac Avenue between West Liberty and Espy and the high density residential neighborhoods between Hillside and Mississippi and between Tennessee and Arkansas.

NEIGHBORHOOD CONDITIONS

In the 1968 Comprehensive Plan, significant areas of unsound housing were identified throughout the four (4) neighborhood areas designated in the plan. A recent windshield survey of housing and parking conditions in these neighborhoods indicated the following:

Housing conditions nearest the LRT line have improved significantly, most likely as a result of the desirability of these properties as rental properties because of their convenient location.

Substantial rehabilitation of the larger single family structures has occurred, including conversion of some of these structures to single family status after being used for two and three family dwellings in the past.

All of the areas designated as having significant areas of unsound housing in the 1968 Comprehensive Plan have improved with the exception of the densely populated areas in Neighborhood C bounded by Kelton, Annex, Mississippi, West Liberty, McNeilly and the Borough line at the School District and Borough Park properties. This area of Neighborhood C has the highest concentration of garden apartment buildings and the narrowest lots.

On-street parking in the neighborhoods is generally restricted to one side of the street and this restriction is generally observed. On a weekend afternoon, on-street parking was only being utilized between 50% and 70% of available capacity. There were scattered instances of violations of the parking restriction on one side of the street.

The fullest utilization of on-street parking and the highest incidence of violations of the parking restrictions was in the area of Neighborhood C which has the smallest lots and the highest concentration of garden apartment buildings.

A review of the records of the Zoning Hearing Board indicate that the residential conversions authorized by the Zoning Hearing Board between 1940 and 1990 have been fairly evenly distributed throughout each of the four (4) neighborhoods in the Borough. The greatest geographical concentration has been in the vicinity of the LRT right of way in Neighborhoods A and B. Neighborhoods C and D which are located across West Liberty Avenue from the LRT and are most distant from the transit line show the fewest number of conversions. Area D which has the largest lots and the least deterioration had the fewest conversions. Area C which has the highest density, smallest lots and greatest concentration of garden apartment units had the second fewest conversions.

Improved enforcement of the Borough Zoning Ordinance, the Borough Building Code and the BOCA Property Maintenance Code have contributed to improved neighborhood conditions since the last Comprehensive Plan.

CITIZEN ATTITUDE SURVEY

The respondents to the Citizen Attitude Survey were asked to identify the neighborhood they live in. Responses to questions about housing conditions, code enforcement and parking were tallied by neighborhood. (The neighborhoods identified in the survey conform to the neighborhoods shown on the Neighborhood Area Map at the end of this Section.) A complete summary of the responses to the questions by neighborhood appears in Appendix B. The following general conclusions are drawn from the results of the survey.

1. The responses in each neighborhood represent about 5%-7% of all households in each neighborhood.
2. The percentage of residents who responded to the survey who have lived in the Borough for 20 years or more is generally higher than the percentage of all residents who are long term residents according to the 1990 Census. According to the 1990 Census, under 50% of all renters and owners have lived in the Borough for 20 years or more while over 50% of the respondents in Neighborhoods B, C and D have lived in the Borough for 20 years or more. Neighborhood A is more reflective of the Borough as a whole with 42% of its respondents having lived in the Borough for 20 years or more.
3. There is a higher percentage of residents who own their homes in each Neighborhood who responded to the survey than is the average for the Borough according to the 1980 and 1990 Censuses. In 1990, the Borough-wide percentage of owner occupied households was 58%. In 1980, the last Census for which neighborhood data is available, about 50% of the households in Neighborhoods A, B and C were owner occupied. In Neighborhood D, 77% of the households were owner occupied. Owners represented 91% of all survey respondents in Neighborhoods B and D; 82% of all respondents in Neighborhood A; and 78% of all respondents in Neighborhood C.
4. Neighborhood B had the highest percentage (44%) of respondents who think maintenance of housing in their neighborhood is better now.
5. About half (52%-57%) of the respondents in Neighborhoods A, C and D think that housing maintenance in their neighborhoods is about the same as it's always been.
6. Neighborhood D has the lowest percentage of respondents (9%) who think housing maintenance is worse. Neighborhoods A and C have the highest percentage (19%-29%) who think housing maintenance is worse now.
7. Less than half the respondents in all neighborhoods think that code enforcement is adequate. Neighborhood B has the lowest percentage of respondents (37%) who think code enforcement is adequate.

8. The highest percentage of respondents (37%) who think the residential parking permit program is not working reside in Neighborhood C. The highest percentage of respondents (64%) who think the residential parking permit program is working reside in Neighborhood A.
9. The highest percentage of respondents (74%) who favor construction of off-street parking areas in their neighborhood reside in Neighborhood C. This is the same neighborhood with the highest percentage of respondents who think the residential parking permit program is not working.
10. Fifty-eight percent (58%) of respondents in Neighborhood B favor construction of off-street parking areas in their neighborhood. In this neighborhood, the same percentage (58%) think the residential parking permit program is working! This neighborhood also has the second highest percentage of residents who think the residential parking permit program is not working.
11. Neighborhood A which has the highest percentage of respondents who think the residential parking permit program is working also has the highest percentage (39%) of respondents who oppose construction of off-street parking areas in their neighborhood.
12. The highest percentage of respondents (63%) who favor construction of an off-street parking area next door to their property reside in Neighborhood C. The respondents in this neighborhood also have the lowest percentage who think the parking permit system is working and the highest percentage who favor construction of off-street parking areas in their neighborhood.
13. Fifty-five percent (55%) of the respondents in Neighborhood D oppose construction of an off-street parking area on a lot next door to them. This neighborhood has the lowest percentage who favor construction of off-street parking anywhere in their neighborhood; however, only 51% of the respondents in this neighborhood think the residential parking permit system is working.
14. Neighborhoods A and B have the second highest percentage of respondents (42% and 41%, respectively) who oppose construction of an off-street parking area on a lot next door to them.

FINDINGS AND CONCLUSIONS

- * Dormont Borough has the highest population density in Allegheny County. It is twice that of the City of Pittsburgh and 2.5 times that of neighboring Castle Shannon and Mt. Lebanon. Dormont's population density is six (6) times greater than neighboring Green Tree Borough.
- * According to deed transfers in 1991, the average sale price of a single family dwelling was \$51,822, slightly higher than the 1990 Census median value of \$49,500. Most sales were in the \$41,000 - \$70,000 price range.
- * The total value of residential sales in 1991 was \$6.8 Million.
- * One-quarter of Dormont's housing stock is in 2-4 family dwellings. This percentage is higher than any of Dormont's neighboring communities.
- * Seventeen percent (17%) of all housing units in the Borough are two-family dwellings.
- * The percentage of single family dwellings has increased in the Borough since 1970, indicating physical removal of some multi-family structures along the LRT right-of-way and conversion of some former duplex and multi-family dwellings back into single family dwellings.
- * Dormont has a low percentage of large (10+ unit) multi-family structures, particularly when compared to neighboring Mt. Lebanon and Green Tree.
- * Dormont has the lowest percentage of owner occupied units among its neighbors; however, the percentage of owner occupancy has risen since 1970, paralleling the increase in the percentage of single family dwellings in the Borough.
- * The Borough's vacancy rate is lower than its neighbors, indicating stability in its housing market.
- * The number of persons per unit has declined in all South Hills communities between 1970 and 1990, reflecting regional and National trends towards the aging of the population, decline in birth rates and delayed family formation.
- * Dormont experienced its greatest growth before 1940 and, thus, has the highest percentage of housing constructed before 1940 among its neighboring communities. Age of housing is a factor in neighborhood maintenance and preservation.

FINDINGS AND CONCLUSIONS (Continued)

- * Dormont has the highest percentage of residents who do not own a vehicle among its neighboring communities, indicating the reliance of Borough residents on convenient local shopping and transportation available via the Light Rail Transit.
- * Over half of the Borough's owner occupied housing is valued at less than \$50,000. This is twice as high as Dormont's neighboring communities.
- * Median rent in the Borough is the lowest of its neighboring communities.
- * Renter occupied units comprise 42.5% of the housing stock in the Borough. Fifteen percent (15%) of all renter occupied units in the Borough are single family dwellings.
- * Twenty-four percent (24%) of all housing units in the Borough are occupied by persons aged sixty-five (65) years or older.
- * Almost half (47%) of all units occupied by the elderly are single person households. These single person elderly occupied units represent 11% of all housing in the Borough.
- * Housing and neighborhood conditions have improved in all areas except a portion of Neighborhood C bounded by Texas, Wisconsin and the Borough's boundaries with the City and Mt. Lebanon.
- * Most of the conversions approved by the Zoning Hearing Board since 1940 have been for duplexes (71%).
- * The largest number of single family conversions approved by the Zoning Hearing Board are located in the vicinity of the Light Rail Transit line.
- * The current residential zoning district regulations should be re-evaluated in terms of housing types permitted and densities authorized.
- * The Borough Zoning District Map should be re-evaluated to conform to the goals of the revisions to the residential district regulations.

Based on the foregoing findings and conclusions, plan goals and objectives have been identified. These goals and objectives for housing and neighborhoods appear on the next page.

GOALS AND OBJECTIVES

The goals and objectives for housing and neighborhoods include:

GOAL: Maintain the quality of the Borough's housing stock.

OBJECTIVES: Continue a program of strict code enforcement.

Promote the use of the County IMPAC Program, particularly in Neighborhood C.

Establish an educational and enforcement program which specifically addresses the maintenance of housing owned by absentee landlords.

GOAL: Preserve the one and two family character of the Borough's housing stock.

OBJECTIVES: Revise the zoning regulations governing single family conversions to limit the number of units that can be converted and mandate a minimum floor area per unit.

Revise the R-4 District to allow single family and two family dwelling as permitted uses, reflecting existing conditions.

GOAL: Promote the Borough's single family housing stock.

OBJECTIVES: Provide brochures and information to local realtors, particularly featuring successful rehabilitation efforts.

Provide information to residents and realtors about the Zoning Ordinance's requirements for conversion of dwellings in the Borough.

Emphasize recreation and cultural services which are attractive to families with children.

GOAL: Control residential densities.

OBJECTIVES: Consider amendments to the Zoning Ordinance to limit conversions in primarily single family areas and identify areas of the Borough which are appropriate for zoning which allows multifamily housing.

Evaluate the amount of area currently zoned R-4.

OBJECTIVES: Consider opportunities to provide higher density housing through redevelopment of properties within or adjacent to the business districts, guiding higher density housing away from established single family areas.

GOAL: Enhance quality of life in neighborhoods.

OBJECTIVES: Encourage the provision of open space in neighborhoods.

Promote availability of community programs and services to new and existing residents.

Continue to enforce residential parking permit program.

Identify potential lots that could be used for off-street parking in Neighborhood C.

Promote conservation of housing stock in Neighborhoods A, B, C and D through community pride activities and newsletter features.

HOUSING AND NEIGHBORHOODS PLAN RECOMMENDATIONS

The following recommendations to improve housing and neighborhoods in the Borough of Dormont are derived from the foregoing goals and objectives.

Code Enforcement

The Borough Zoning Officer and Borough Building Inspector, with the approval of Borough Council, should design a program of strict code enforcement for both the Zoning Ordinance and the Building Code. The program should include an educational and enforcement program which specifically addresses the maintenance of housing owned by absentee landlords.

Careful monitoring of changes in occupancy in both the residential and commercial areas of the Borough is essential to this program.

Promote County IMPAC Program

Informational meetings and informational packets should be developed to advertise the availability of the IMPAC Program to residents of the Borough, particularly in areas which have large numbers of residents that qualify for the Program.

Arrangements should be made with representatives of the County to attend community informational meetings in selected locations at times convenient to the residents (evenings or weekends).

Articles encouraging use of the program, including the specific requirements, and, possibly featuring a "success story" in the Borough or adjacent community should be featured in the Borough Newsletter.

Community Pride Activities

Borough Council should identify at least two (2) activities each year to promote community pride in Borough neighborhoods. Some activities that may be considered include:

- Spring Clean-up participation awards for individuals or "neighborhood teams"
- An awards program for neighborhood efforts to beautify in the Spring by planting public or private properties in neighborhoods
- Adoption of streets by families, businesses and community organizations to maintain cleanliness
- An annual award for outstanding rehabilitation of a single family dwelling and a feature article in the Borough Newsletter
- An annual award for the most improved (code compliance or cosmetic improvements) rental property in the Borough
- An award for privately initiated creative solutions by residents to neighborhood parking problems
- Annual House Tour

Recreational Programming

Borough Council should cooperate with the Borough's Recreation Committee to continue to identify and evaluate recreational and cultural programs of interest to families with young children to maximize appeal of the Borough to this growing segment of its population. These programs should be advertised to current and potential residents through the Borough Newsletter and any brochure that is prepared for potential or new residents.

Pilot Residential Parking Project

Vacant parcels in Neighborhood C which have potential for residential off-street parking should be identified. Acquisition costs to the Borough should be investigated and a design which includes strong landscaping features to buffer the parking area from adjacent residences should be developed. Neighborhood meetings should be held to solicit citizen input about the proposal. If favorable neighborhood response is obtained, the plan should be implemented and, then, promoted through the Borough Newsletter.

Any Borough off-street parking areas in residential neighborhoods should be subject to the parking permit program to guarantee that residents benefit from the parking areas. The parking permit program should be strictly enforced throughout the neighborhoods as a complement to efforts to provide off-street parking.

Individuals and neighborhood groups who take the initiative to develop privately owned off-street parking should be encouraged. The Zoning Ordinance should be evaluated to determine whether changes in definitions, lot coverage requirements or any other regulations in Residential Districts are necessary to promote off-street parking.

Promotional Brochure

Borough Council should authorize the preparation of an informational brochure for use by local realtors in promoting the Borough's housing stock, particularly to families with children. The brochure should contain information about positive Census trends in the Borough, including the trend towards restoration of the single family dwelling in the Borough. Pictures of several successful rehabilitation efforts may be included. The brochure should also contain accurate information about the current regulations on conversion of single family dwellings. As a supplement to the printed information, a videotape should be considered as a promotional tool.

In preparing the brochure, the cooperation of the School District should be obtained to incorporate positive information about District services and comparative tax rates.

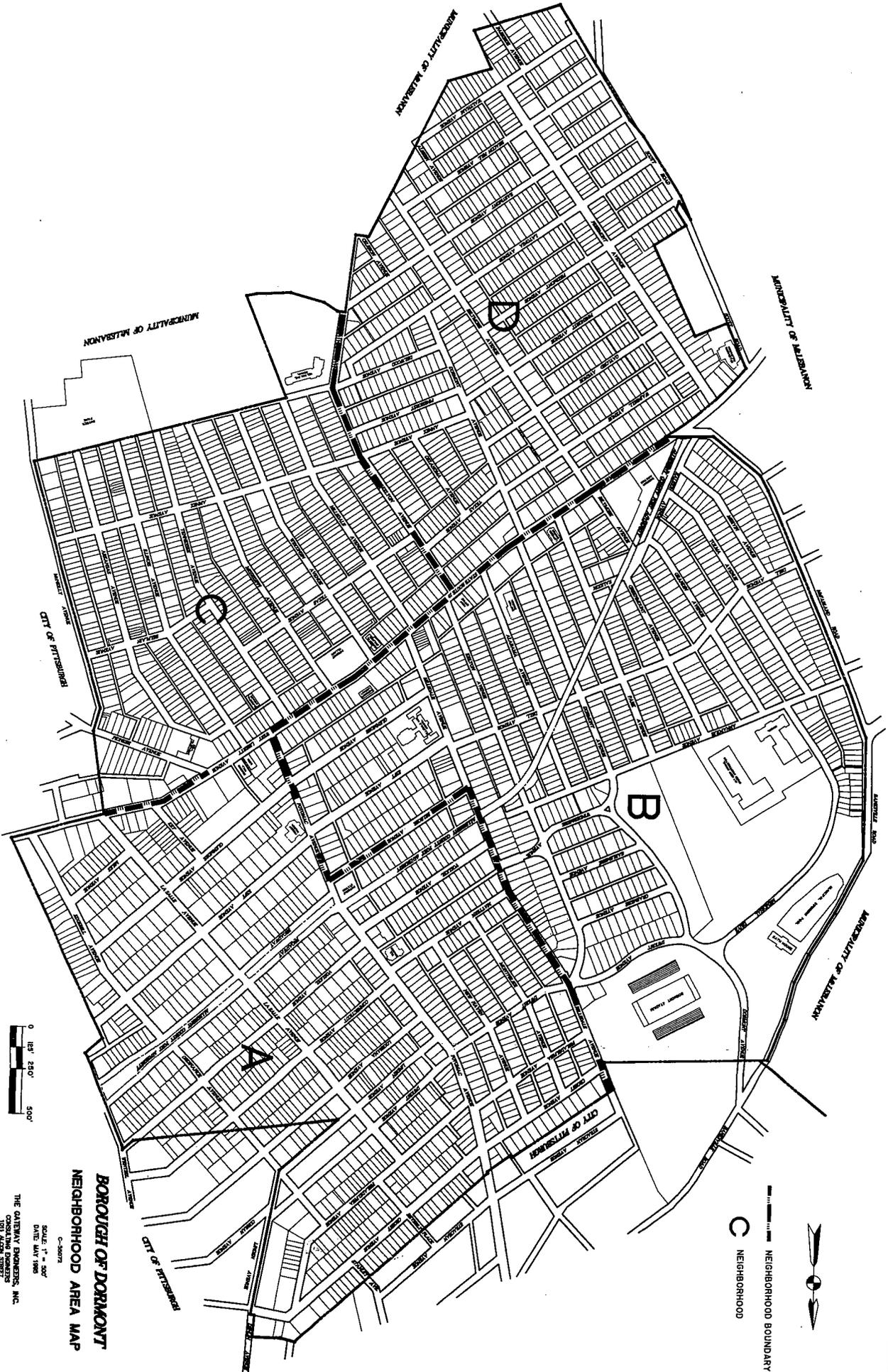
The brochure should also contain references to easy accessibility to public transit, shopping services within the Borough and the highlights of the Borough's Recreation and Leisure Services Program.

This brochure, or a separate brochure, should be made available to new residents, as well, to promote the services of the Borough and the School District and provide essential information about living in Dormont (tax information, garbage collection, community clean-up, recreational services, parking permit program, pertinent ordinance requirements and so on). Coupons from local businesses could be included for new residents.

Zoning Regulations

A number of amendments to the Borough's Zoning Ordinance and Zoning District Map are recommended to implement the Housing and Neighborhoods Plan.

- Revise current regulations governing conversion of single family dwellings to require a minimum floor area per dwelling unit, limit the number of units converted in the dwelling to two (2) units in the R-2 District, four (4) units in the R-3 District and six (6) units in the Commercial District and require off-street parking for each conversion unit.
- Revise the Multifamily Residential District to allow single family and two family dwellings as permitted uses by right. Currently they are not authorized in the R-4 District and much of the area zoned R-4 is developed for single family and two family residences.
- Evaluate the amount of area zoned for multifamily residential use and consider the potential for mixed use development which includes multifamily housing on larger redevelopment sites within or adjacent to the existing business district in the Borough. This evaluation should be coordinated with the goals of the Future Land Use Plan.

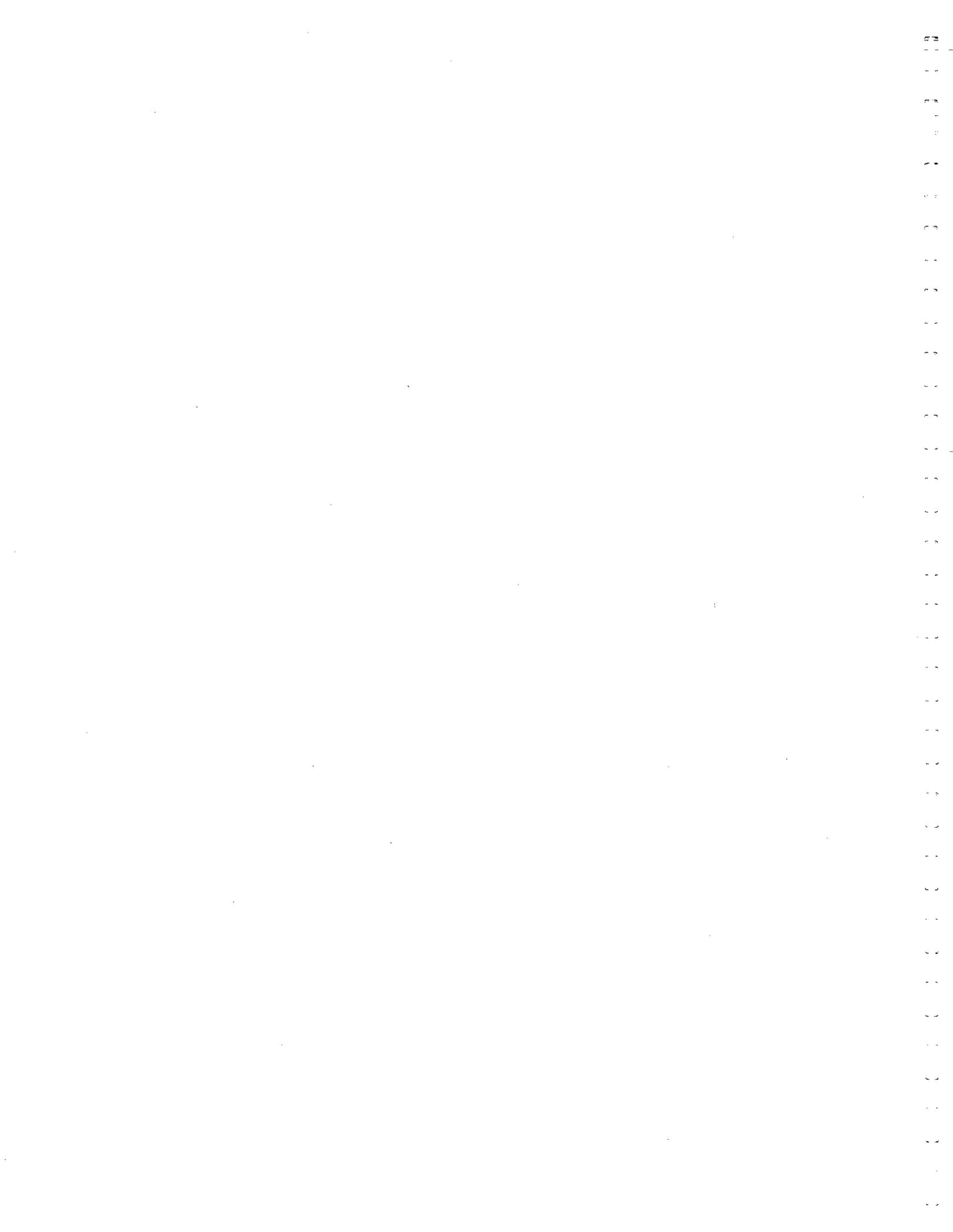


BOROUGH OF DORHAM
NEIGHBORHOOD AREA MAP

C-30873
 SCALE: 1" = 500'
 DATE: MAY 1983
 THE CANTRELL ENGINEERS, INC.
 CONSULTING ENGINEERS
 1010 WEST ALLEN STREET
 PITTSBORO, NORTH CAROLINA
 (919) 881-4000

NEIGHBORHOOD BOUNDARY
 NEIGHBORHOOD

BUSINESS DISTRICT AND PARKING



BUSINESS DISTRICT

The Dormont Borough Business District is comprised of two (2) contiguous shopping areas: West Liberty Avenue and Potomac Avenue. The West Liberty Avenue shopping area spans approximately one (1) mile of street frontage along both sides of West Liberty Avenue from the Mt. Lebanon boundary on the South to the City of Pittsburgh line on the North. The Potomac Avenue shopping area is comprised of the 3 1/2 blocks fronting on Potomac Avenue between Belrose/Broadway and West Liberty Avenue and includes a few businesses located on the intersecting side streets of Glenmore and Espy.

There are over three hundred fifty (350) businesses in Dormont; most are located in the West Liberty and Potomac Avenue areas. The general distribution of types of businesses in these two (2) major shopping areas include:

	POTOMAC	WEST LIBERTY	TOTAL
Eating & Drinking Places	3	24	27
Offices & Banks	5	22	27
Personal Services	5	22	27
General Retail	19	21	40
Home Decorating/Appliance	-	17	17
Entertainment/Recreation	2	8	10
Auto Dealers/Service	1	8	9
Business Services	1	7	8
Health Services	-	1	1
Commercial School	-	1	1
Vacant Store Fronts	4	-	4
Public/Semi-Public	1	4	5
Public Parking Lots *	1	3	4
	42	138	180

* Parking Lots which have frontage on Potomac and West Liberty and are available for shoppers.

The above distribution is based on a windshield survey of the two (2) shopping areas and is not complete in every detail.

Potomac Avenue

Potomac Avenue establishments represent about twenty-five percent (25%) of the combined West Liberty/Potomac Avenue shopping area. The character of the Potomac Avenue shopping area is primarily "general retail." These establishments include six (6) food stores: a convenience store, a grocery store, a butcher shop/deli, a bakery, a health food store and a yogurt shop. Other shopping opportunities are five (5) apparel shops, including ladies formal wear rental/sales and a children's resale shop; a pharmacy; a bookstore; two (2) florists and three (3) gift/card stores.

Potomac Avenue also provides a theater, a pool hall and three (3) restaurants. There are five (5) personal service establishments and five (5) professional offices.

Potomac Avenue is primarily an area which serves the needs of local residents for weekly shopping needs (food, drugs, gasoline). The theater, pool hall and restaurants offer the opportunity to expand services to shoppers from outside the immediate area.

The compactness of the Potomac Avenue shopping area lends itself to pedestrian traffic. It has evolved as a service area for local residents and will be attractive to future residents of the elderly high-rise to be constructed on Broadway at the "T" station. Because of the theater and billiards parlor, the area should be marketed to non-residents for an evening's entertainment. Because of the pedestrian orientation, window shopping between entertainment destinations would encourage a return visit during shopping hours.

Special signage, improving the aesthetics and promotion of the availability of off-street parking, particularly in the lots off Glenmore to the South of Potomac, would enhance the attractiveness of this area to non-residents.

The potential for a connection between the Potomac Avenue shopping area and the West Liberty Avenue area exists through these lots which adjoin a metered lot fronting on West Liberty Avenue. Providing alternate routes to these parking areas and encouraging pedestrian circulation from the lots to Potomac Avenue could reduce some of the traffic on Potomac Avenue.

Some of the shops on West Liberty in the vicinity of the metered lot above Potomac would be attractive to non-residents. The antique shop, coin shop and gunsmith, in particular, have regional appeal. This area could be physically connected to and promoted with the Potomac Avenue area.

West Liberty Avenue

The top categories of businesses on West Liberty Avenue include eating and drinking places, offices and banks, personal services, general retail and home decorating/appliances/services. Business services have developed in support of the number of business and professional offices in the area. Auto dealers and services are an extension of the "auto row" along West Liberty Avenue to the North in the City of Pittsburgh.

Home decorating, appliances and home services (locks, alarms, window replacement, damage restoration) comprise an important specialized segment of the business district. These uses are particularly attractive to regional shoppers and could be marketed as a "package" to new home buyers and existing home owners in neighboring communities.

Another specialized segment of the business district is entertainment and recreation. The availability of two (2) theaters, a billiard parlor, bowling, karate and health club combined with the existing eating and drinking places, including one offering entertainment and dancing, provides opportunities for both adult and family recreation. Promoting these businesses to both residents and non-residents, utilizing "packages" has potential.

Unlike Potomac Avenue, which is compact, the West Liberty Avenue shopping area is almost one (1) mile in length and is not level. The West Liberty area can be divided into three (3) segments:

Segment A: From the Mt. Lebanon boundary to the South Hills Theater

This segment is served by a metered lot at Dormont Junction and by several private lots to the rear of L.C. Simpsons, McMinn Olds and adjacent to Lighting by Eric and Speedy Muffler King. Most of the commercial buildings occupy the entire lot. There is some parking, mainly to accommodate employees, behind some of the smaller buildings on the East side of West Liberty accessible from the alley.

A private lot for the use of a professional office was established across the alley, accessible from Wainbell, when this area was zoned commercial. Because of the "encroachment" into the residential area on Wainbell, this area was rezoned to residential, so other opportunities to provide off-street parking accessible from Wainbell have now been eliminated.

This segment of West Liberty primarily attracts regional shoppers because of the auto dealers, restaurants, specialized hobby shop, major business equipment establishment.

The location of the "T" Station and supporting parking attracts non-residents to this area.

Segment B: From Dormont Avenue to Mississippi Avenue

This segment includes the theater, municipal building and public library and the Post Office. This area serves the residents as a "community center" and also has a number of stores that provide food and personal services for residents. Non-residents might visit the stores offering home decorating items, but the best attraction for non-residents is the South Hills Theater. This segment also contains the Borough's largest off-street metered lot in front of Dormont Village.

This segment has the potential to develop as a community center with a cultural/entertainment focus.

Segment C: Mississippi Avenue to the City Line

This segment includes a mix of food, personal and business services for the residents, as well as specialty shops (interior decorating/home services, collectibles, gunsmith, photography/wedding services and formal shops) that would attract regional shoppers.

This segment provides a number of off-street parking opportunities, but also contains the first block of Potomac which has the highest parking occupancy. This segment connects with Potomac via the metered lot next to the Coin Shop and provides the opportunity for vehicular and pedestrian connections between the two (2) shopping areas.

Business District Survey

An Attitude Survey was designed especially for the businesses in the Borough and in June, 1992, the Survey was sent to 363 businesses on West Liberty Avenue and Potomac Avenue. A copy of the survey questions and the complete results are in Appendix B.

Only thirty-one (31) responses were received which represents less than ten percent (10%) of those surveyed. Ninety percent (90%) of the respondents were business owners, rather than managers. Seventy-four percent (74%) have businesses located on West Liberty Avenue. Most of the respondents were in the age category of 36-45 years old.

Only five (5) of the thirty-one (31) respondents are Dormont residents, but nineteen (19) respondents live in another South Hills community. Nine (9) respondents have operated their businesses in Dormont for more than twenty (20) years; eleven (11) for five (5) years or less. Twenty-five (25) of the thirty-one (31) respondents don't operate another business in Dormont or any other location.

Half of the respondents indicated the most important reason for locating in Dormont was that the business was already established there. Two (2) other factors were ranked second in importance: affordable rent/purchase price and central location in the market area.

Police protection, fire protection, snow removal and parking enforcement were rated "Excellent" or "Good" by the majority of respondents. The majority rated traffic control and code enforcement "Good", but these two (2) services also received the highest number of "Fair" ratings.

Twenty-one (21) of the thirty-one (31) respondents had no opinion or indicated that businesses do not need to maintain uniform hours. Fifteen (15) respondents indicated an interest in parking improvements, eleven (11) respondents indicated an interest in facade improvements, nine (9) respondents indicated an interest in advertising and attracting new businesses.

The services that respondents indicated should be attracted to or expanded in Dormont, in order of the number of responses received, include:

Hardware (17)	Mens Apparel (9)	Books/Stationery (6)
Restaurants (10)	Groceries (9)	Sporting Goods (6)
(Family/Up-scale)	Personal Services (7)	

In rating West Liberty Avenue, the majority of respondents gave "Good" ratings to the following features: street lighting and quality, pricing and selection of merchandise. The majority of respondents gave "Fair" ratings to: exteriors and interiors of buildings, advertising, store hours, special sales events, cleanliness of streets and window displays. The majority of respondents gave "Good/Fair" ratings to condition of sidewalks on West Liberty Avenue. The majority rated availability and convenience of parking as "Poor".

The respondents (who are primarily business owners on West Liberty Avenue) also rated Potomac Avenue. The majority rated more features as "Good" on Potomac Avenue, including: street lighting, condition of sidewalks, cleanliness of streets, exteriors and interiors of buildings, quality, pricing and selection of merchandise and store hours. The majority rated availability and convenience of parking "Poor" for Potomac Avenue, as well. They also rated advertising as "Poor" and window displays as "Fair."

Residents Survey

As part of the Citizen Attitude Survey sent to Borough residents in June, 1992, residents were asked to comment on the Potomac Avenue and West Liberty shopping districts. Residents noted that one of the positive aspects of the Borough is that almost every resident is within walking distance of shopping. Residents indicated that the condition of sidewalks, street lighting and other Borough services were very good in the business districts, but that signage, cleanliness and interior/exterior maintenance of buildings could be improved. Residents expressed concern over teenage loitering in the business district in the evenings.

Residents suggested a revitalization project for West Liberty Avenue, similar to the one recently completed for Potomac Avenue. Residents suggested "free parking" for shoppers and better signage to identify public parking areas.

Residents identified the following new businesses that are needed in Dormont:

Laundry	Jewelry Store	Chain Grocery
Pharmacy	Discount Store	Specialty Foods
Hobbies	Hardware Store	Book/Music/Antiques

FINDINGS AND CONCLUSIONS

- * The strength of the Borough's economic base is expressed in the retail and services businesses located in the West Liberty and Potomac Avenue shopping districts.
- * The compactness of the Potomac Avenue Shopping District lends itself to pedestrian traffic.
- * The Potomac Avenue Shopping District primarily serves the general shopping needs of local residents.
- * Potomac Avenue also has a theater, pool hall and restaurants which attract visitors from outside the Borough.
- * There is no visual, vehicular or pedestrian connection between the Potomac Avenue and West Liberty Avenue Shopping Districts, except for the signalized intersection of the two streets which is very congested.
- * West Liberty Avenue includes an extension of auto dealers and auto services North from the City of Pittsburgh.
- * West Liberty Avenue provides a combination of offices and office services, personal services, general retail, eating and drinking establishments, amusement and recreation enterprises and home decorating services.
- * The West Liberty Avenue Shopping District is over one (1) mile in length and divides itself into three (3) segments: one anchored by the "T" station; the second, around the community center (Municipal Building/Library/Dormont Plaza); and the third, a mix of businesses and public parking with the potential to connect with the Potomac Avenue District.
- * Through the Business District Survey conducted in 1992, a sampling of business owners on West Liberty Avenue have expressed an interest in a cooperative program to attract new businesses, do joint advertising, improve facades and improve parking.
- * Both residents and business owners indicate a need to improve the interiors and exteriors of businesses on West Liberty Avenue.
- * Residents identified teenage loitering as a concern in the Business Districts during evening hours.

FINDINGS AND CONCLUSIONS (Continued)

- * Both residents and business owners suggest an incentive (such as free parking) is needed to encourage shoppers to frequent the Business Districts.
- * Better signage is needed to identify public parking lots.

Goals and Objectives

Based on the foregoing findings and conclusions, the following goals and objectives are identified for improving the Potomac Avenue and West Liberty Avenue Business Districts.

GOAL: Create an attractive and interdependent Service and Entertainment District in the Borough which is convenient to both pedestrians and vehicles.

OBJECTIVES: Improve connection between Potomac Avenue and West Liberty Avenue.

Continue to enforce parking regulations.

Continue to patrol business districts, particularly during evening hours to discourage loitering.

GOAL: Provide incentives to encourage improvements in the Business District.

OBJECTIVES: Cooperate with business community to promote entertainment and specialized shopping packages.

Encourage business community to undertake a business attraction program which builds on the identity of the Potomac and West Liberty Avenue areas, particularly the amusement/entertainment/restaurant and home decorating sectors of the Districts.

Apply for funding for facade program for West Liberty Avenue.

Coordinate community activities with promotion of Business District.

Promote competition in Potomac Avenue area for window displays and sidewalk beautification.

OBJECTIVES: Evaluate the feasibility of establishing a community center which incorporates existing community facilities in Segment B of West Liberty Avenue.

GOAL: Improve parking in the Dormont Business District.

OBJECTIVES: Evaluate business parking permit program.

Evaluate potential sites to relieve parking problems in 3200 block of West Liberty And on first block of Potomac off West Liberty.

Consider parking incentives for shoppers.

Establish program of identification, common signage, promotion and aesthetic improvement for public parking areas, including public art.

BUSINESS DISTRICT PLAN RECOMMENDATIONS

In order to implement the goals and objectives for improving the Borough's Business Districts, the following recommendations are proposed:

Cooperation Between the Borough and the Business Community

In the past, the Borough has applied for funding for a Business District Revitalization Program for West Liberty Avenue and has not been approved for funding. Efforts should continue to obtain such a grant. Informational meetings with business owners to gain understanding and support for the project should be undertaken.

Borough Council's liaison with the business community should be strengthened. An active program of communication between the two (2) groups should be undertaken with the goal of discussing ways to accomplish the goals of this Plan. Specific areas for discussion include:

- * Interest in the facade program, if funded.
- * Defining a role for the municipality in attracting new businesses (providing information about the Borough, favorable tax climate, zoning and building code regulations, assisting with informational brochures, etc.) and a role for the business community (sharing experiences, information about market area, working with local realtors, etc.)
- * Potential for joint advertising, including packaging the two (2) unique sectors of the Business Districts: home decorating and home appliance sales and the entertainment/amusement/eating and drinking establishments.

- * Potential for coordinating Borough activities with special promotions by the Business District (community days, holiday activities, summer features, etc.)
- * Borough sponsored award programs to encourage attractive window displays, private facade improvements, aesthetic improvements (clean-up, plantings, etc.) and attractive/creative signage.

Parking Improvements: The most important municipal incentive is to provide an identity for public off-street parking areas in the Business District, particularly to promote the availability and convenience of parking to potential shoppers from outside the Borough and to create an improved aesthetic environment in the lots by adding landscaping and public art.

The Borough should authorize a study by a landscape architect to identify aesthetic improvements and a common signage program for the existing public off-street parking lots in the Borough. The goal of the study should be to create easy identification of the location of off-street parking for travellers on West Liberty Avenue and Potomac Avenue and to create an attractive environment for shoppers.

The Borough should undertake a study to evaluate the business parking permit program and to investigate the feasibility of "free parking" or other parking incentives for shoppers. The impact of permits and "free shopper parking" on revenue should be considered. The "competition" for employee versus shopper parking in metered lots and on-street metered spaces should be evaluated.

Two (2) key areas were identified which have parking problems: the 2900 block of West Liberty and the first block of Potomac off West Liberty. The discussion of potential redevelopment sites in the Section on Future Land Use addresses these two (2) areas; however, in the absence of an immediate implementation of either redevelopment proposal, the Borough should evaluate the possibility of providing surface parking as an interim solution in each of these areas. These new parking areas would be included in the program for common signage, public art and other aesthetic and identity improvements for all public parking in the Business Districts.

Other Municipal Incentives: The potential public or private redevelopment project near the intersection of Potomac and West Liberty discussed in the Future Land Use Section addresses the opportunity to provide a visual and/or pedestrian and vehicular connection between the West Liberty and Potomac Avenue Shopping Districts. Even if that proposal is not implemented in the immediate future, the Borough should include the goal of making a visual and pedestrian connection between the two (2) shopping areas as part of the aesthetic and identification improvements to the Krugh and Glenmore Public Parking Lots.

Continued enforcement of parking regulations to discourage long-term parking in on-street metered spaces during shopping hours and continued patrolling of the Business Districts during the evening hours to discourage teenage loitering are important functions of the Borough Police Department which impact the Business Districts.

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PARKING

Residential Parking Permits

Residential parking permits are issued for each vehicle in a household. One (1) visitor placard per household is also issued. Residents who do not own a vehicle are also issued one (1) visitor permit. No fee is charged for any of the permits.

The permits are valid in the particular zone in which the household is located. There are nine (9) zones in the Borough. These zones are shown on the map at the end of this Section. Parking in a different zone is the same as parking without a permit.

Hours of enforcement of the program are from 9:00 a.m. through 7:00 p.m., Monday through Saturday. The permit program does not exempt anyone from depositing the required money in a parking meter.

The residential parking permit program is a tool to eliminate non-resident parking on a residential street during commuting/working hours. This program does not guarantee the resident a parking space on his/her street.

This program has been effective in reducing business and transit-related parking in residential areas. The overnight parking problems in residential neighborhoods are not addressed by this program, however.

Residential Parking Problems

Some of the factors which create problems in residential neighborhoods are:

1. Narrow streets which allow parking on only one (1) side.
2. Lots which have no off-street parking because of difficult topography.
3. Narrow lot widths and multi-car families aggravate the parking problem.
4. Older multi-family buildings were not designed with off-street parking.
5. Conversion of single family dwellings into multi-family dwellings adds to demand for parking on residential streets.
6. Old garages, particularly on the alleys, are not designed for convenient use for larger cars and are used for storage, rather than parking.
7. Residential areas which adjoin commercial areas receive "spill-over" parking.
8. Residences which are located in commercial zoning districts do not receive residential parking permits.
9. Residences and commercial uses in the same building can usually share some parking, since the peak demand for each is not the same. There is some overlap of demand in early evening hours.

The 1990 Census indicates the following data about vehicle ownership:

	Dormont	Castle Shannon	Mount Lebanon	Green Tree	Baldwin Township
All Occupied Units:	4,143	3,907	13,652	1,930	882
No Vehicles:	21.8%	10.4%	10.3%	4.1%	10.2%
One Vehicle:	44.8%	49.8%	39.0%	38.2%	35.6%
Two or More Vehicles:	33.8%	39.8%	50.7%	57.7%	54.4%

Dormont has the highest percentage of dwellings with no vehicles and the lowest percentage of dwellings with two (2) or more vehicles. The percentage of dwellings with one (1) vehicle is less than Castle Shannon, but more than the other neighboring South Hills communities.

Commercial Parking Permits

Permits are available to any business owner, manager, employee or resident in a commercial area of the Borough. Monthly permits are sold for a specific vehicle to be parked in a specific lot. Permits are not transferrable from one lot to another.

The permit does not guarantee a parking place in the lot. The permit fee exempts the permittee from payment of the meter fee. Permits are valid in municipal metered lots only and are not valid at metered spaces on the street. They are valid twenty-four (24) hours a day.

There are four (4) parking areas that are reserved for permit parking only:

	PERMITS
Espy Avenue	28
Illinois Avenue	10
Tennessee Avenue Garage Deck	24
West Liberty/Park Boulevard	<u>30</u>
TOTAL:	92

There are three (3) lots which have a combination of public and permit parking:

	PERMITS	METERED SPACES
Glenmore Avenue	13	26
Krugh Lot	6	15
Dormont Junction	<u>35</u>	<u>38</u>
TOTAL:	54	79

There are four (4) lots which are devoted to public parking only:

	METERED SPACES
Tennessee Avenue	18
Public Library	8
Dormont Village	56
Vets Lots	<u>16</u>
TOTAL:	98

Metered spaces available in lots total 177 spaces. In addition, there are about 500 more metered spaces on the following streets:

West Liberty Avenue	Alabama Avenue	Kelton Avenue (N/S)
Potomac Avenue	Illinois Avenue	Dormont Avenue
Broadway Avenue	Tennessee Avenue	Biltmore Avenue (N/S)
Glenmore Avenue	Mississippi Avenue	Peermont Avenue
Pioneer Avenue	Hillsdale Avenue	Park Boulevard
Raleigh Avenue		

Commercial Parking Studies

The 1970 CBD Parking Study identified two (2) areas which lacked convenient and sufficient parking: West Liberty at Potomac and West Liberty between Peermont and Biltmore.

In 1978, a Parking Management Study by Wooster and Associates was performed for the Borough. The stated goals of this study were:

1. To reduce business and transit-related parking in residential areas.
2. To encourage regeneration of business activity.
3. To seek better overall community environment and appearance.
4. To encourage private development.

The study found that the parking problems in the Borough are related to accommodating the long-term parker, rather than the short-term or business-related parker. With the completion of the new "T" stations in the Borough, the Port Authority has made an effort to address the commuter parking issue. However, with the construction of the new elderly high-rise, available parking at Potomac Avenue "T" station will be reduced.

Occupancy rates for parking spaces in the business district were found to be between forty percent (40%) and sixty percent (60%), except for two (2) areas which had eight-five percent (85%) occupancy: the 3200 block of West Liberty near McFarland and the block on Potomac between West Liberty and Glenmore.

The Borough manages over six hundred (600) parking meters and the study found the program to be self-sustaining, financially. Parking meter income is an important source of revenue for the Borough contributing about three percent (3%) of the general fund after operational expenses.

The study determined that the current system for managing parking in the Borough is adequate for the future. That the need for additional facilities could be financed by the Borough, limited only by the Borough's debt capacity. Coordination of Borough efforts with private efforts and with the Port Authority is recommended to manage the system. An independent parking authority or a joint authority with either Mt. Lebanon or the City of Pittsburgh is not recommended by the study.

The parking management plan recommends establishment of an Ad Hoc Citizens Advisory Committee, continued monitoring of parking needs and supply, continued liaison with the Port Authority to solve commuter parking issues and coordination of parking policy with the long range planning objectives of the Borough.

Commercial Parking Problems

While the residential and commercial permit parking programs were instituted to address problems in the Borough, the following problems still exist in the commercial areas.

1. Business permit parking for employees provided in designated areas of municipal parking lots does not guarantee a specific space and may not be conveniently located with respect to the business served.
2. Some parking in front of Dormont Village is used by employees creating problems for shoppers.
3. Current zoning regulations exempt all existing buildings from meeting parking requirements when the use of the building is changed.
4. As a result of variances granted by the Zoning Hearing Board, some businesses have been allowed to count parking spaces in municipal lots towards meeting their parking requirements.

TRAFFIC CIRCULATION

West Liberty Avenue Corridor Study

In July, 1991, Wooster and Associates presented a report on traffic conditions in the West Liberty Avenue Corridor. The consultant reviewed the following:

- Parking Restrictions on West Liberty Avenue
- Accident records on West Liberty Avenue
- Traffic Signal control equipment
- Traffic volume and distribution data

The findings of the Consultant's study were:

- Parking restrictions are being enforced on West Liberty.
- Traffic signals at the intersections of Dormont Avenue and McFarland are not functioning as designed in the signal permit.
- No significant trends in accident data for West Liberty were found.
- Recent counts for West Liberty are not available from Penn DOT.
- The heaviest volumes on intersecting streets exist on Edgehill and Dell.

The Consultant made the following recommendations:

- Informational signage should be installed on West Liberty indicating two-lane travel inbound during the AM peak hours and two-lane outbound travel during the PM peak hours.
- Dashed white lines should be painted on West Liberty indicating the two-lane travel for the AM and PM peak hours.
- Traffic signals at Dormont and McFarland should be modified to conform to the signal permit requirements.
- Turning restrictions from West Liberty onto Edgehill, LaSalle and Key should be considered.

- A temporary turning restriction from Dell onto Hillsdale to divert traffic from the Hillsdale School area should be implemented and traffic counts should be performed to document effectiveness of the restriction.

As part of the study, the Consultant performed traffic counts at the following intersections with West Liberty Avenue:

- | | | | |
|-------------------|-----|-----------------------|-----|
| ○ Bower Hill Road | (S) | ○ Wisconsin | (S) |
| ○ Church Place | | ○ Mississippi | |
| ○ Scott Road | (S) | ○ Borough Parking Lot | |
| ○ Peermont | (S) | ○ Tennessee | (S) |
| ○ McFarland | (S) | ○ Potomac | (S) |
| ○ Biltmore | | ○ Illinois | (S) |
| ○ Park Boulevard | | ○ Pioneer | (S) |
| ○ Dormont Avenue | (S) | ○ Key | |
| ○ Alabama | | ○ LaSalle | |
| ○ Kelton | | ○ Edgehill | |
| ○ Hillsdale | (S) | | |

(S) indicates signalized intersections

The study included morning and evening peak hour traffic counts, turning movements, pedestrian crossings, bus stops, percent of truck traffic, average headway (distance between vehicles) and the timing of traffic signals. The findings of the study indicated:

- AM/PM peak hour congestion between Bower Hill Road and McFarland, possibly related to the malfunctioning signal at McFarland.
- AM peak hour congestion at West Liberty and Hillsdale indicating the possible need for changing the timing of the signal.
- Excessive green time is given to Wisconsin Avenue traffic, penalizing the flow on West Liberty, indicating a need for changing the signal timing.
- Complex intersection of Potomac/Illinois/Pioneer with West Liberty has inefficient timing plan resulting in back-ups on all intersecting streets during peak hours.
- Edgehill is the primary cut-through route between Wenzell and West Liberty during AM and PM peak hours.
- LaSalle is a cut-through route between West Liberty and Potomac to by-pass the Potomac/Illinois/Pioneer signal primarily in the PM peak hours.

- Revised cycle lengths for signals in the corridor can improve the overall operation of the signal system.
- Illegal parking during AM and PM peak hours (particularly in the areas of the Post Office and the Goodyear store) must be eliminated to maximize the flow of traffic on West Liberty.
- The emergency fire pre-emption system designed for the West Liberty Avenue Corridor is functioning only at the Wisconsin intersection in front of the Fire House.

Recommendations

The findings of the West Liberty Avenue Corridor Study result in the following recommendations:

- Implement the emergency fire pre-emption system throughout the West Liberty Avenue corridor.
- Revise traffic signal cycle length from 120 seconds to 90 seconds during the AM peak and 95 seconds during the PM peak.
- Change each intersection's phase and interval timing to coincide with revised cycle length.
- Install an overhead changeable message sign designating the inbound curb lane of West Liberty at Pioneer as a through and right turn lane during AM and PM peak hours. Restrict parking for 300 feet from the intersection during the hours when the through and right turn lane applies.
- Install an overhead changeable message sign designating the outbound curb lane of West Liberty at Potomac as a through and right turn lane during the AM and PM peak hours. Restrict parking for 300 feet from the intersection during the hours when the through and right turn lane is operational.
- Stripe West Liberty Avenue with a dotted white line on the inbound and outbound sides to define the roadway as a two-lane facility during the AM and PM peak hours.

- Monitor the Edgehill/LaSalle/Key area after implementing recommended improvements to determine if improvements have reduced the use of these streets as a by-pass and implement the following turning restrictions:

Edgehill- restrict right turns out in AM & PM peaks

Edgehill- restrict left turns in from West Liberty in AM & PM peaks

Edgehill- restrict right turns in from West Liberty in PM peak

LaSalle- restrict left turns in from West Liberty in AM & PM peaks

LaSalle- restrict right turns in from West Liberty in PM peak

FINDINGS AND CONCLUSIONS

- * The residential parking permit program has been effective in reducing business and transient parking in residential areas during the work day.
- * Overnight parking problems in residential areas are not addressed by the residential parking permit program.
- * Residents who reside in commercial districts do not receive residential parking permits.
- * Problems that contribute to residential parking problems and which cannot be addressed by a permit program include: narrow streets, narrow lot widths, difficult topography, old garages which are too small for modern cars and families who own several vehicles.
- * According to the 1990 Census, Dormont has the highest percentage of households with no vehicles and the lowest percentage of households with two (2) or more vehicles among its neighboring communities because of the availability of public transit.
- * Parking meter income is an important source of revenue to the Borough. The meters are financially self-sustaining.
- * Parking problems in both the commercial and residential areas are related to demands for long-term, rather than short-term parking. For example, employee parking in Dormont Village reduces spaces available to shoppers.
- * Variances have been granted by the Zoning Hearing Board to exempt certain uses from parking requirements; current zoning regulations exempt certain uses from providing off-street parking.
- * Continued monitoring of traffic signals and turning restrictions onto West Liberty Avenue is necessary for efficient traffic circulation in the Borough.

GOALS AND OBJECTIVES

Based on the foregoing findings and conclusions, the following goals and objectives are identified for improving residential and commercial parking and traffic circulation in the Borough.

GOAL: Enforce reasonable parking requirements for existing uses, proposed uses and changes in use.

OBJECTIVES: Consider revising the Zoning Ordinance to require change of use, enlargement and new construction to provide required parking.

Consider revising the Zoning Ordinance to provide a "sliding scale" of parking exemptions under certain circumstances for existing buildings.

GOAL: Improve the opportunities for parking in the residential areas of the Borough.

OBJECTIVES: Continue to enforce the residential parking permit program during daylight hours.

Consider alternatives to provide overnight off-street parking for residential areas.

Encourage use of off-street parking pads and existing garages in residential areas.

GOAL: Improve the opportunities for parking in the commercial areas of the Borough.

OBJECTIVES: Continue enforcement of permit parking program in commercial areas.

Consider possibility of permits for on-street metered space on side streets during the day.

Consider employee parking restrictions in Dormont Village.

Conduct vehicle inventory for residential uses in business district. Identify location of units with respect to available parking.

Consider alternatives to provide shared parking for residential and commercial land uses in commercial areas.

OBJECTIVES: Continue cooperation with Port Authority to maintain adequate commuter parking.

GOAL: Promote safe and efficient traffic circulation through the Borough.

OBJECTIVES: Continue to monitor signalization and turning restrictions on West Liberty Avenue and its intersecting streets.

Continue to cooperate with Penn DOT to obtain needed improvements on State maintained roads in the Borough.

PARKING AND TRAFFIC CIRCULATION PLAN RECOMMENDATIONS

In order to implement the goals and objectives for improving residential and commercial parking and traffic circulation in the Borough, the following recommendations are proposed:

Zoning Amendments

A total exemption of the parking requirements for existing buildings exacerbates the parking problems in the Business Districts. The current total exemption for existing buildings should be replaced with a sliding scale of percentage exemption based on the gross floor area and the amount of parking required for the use. The amount of off-street parking presently provided on the site, if any, and the availability of on-street metered spaces or metered public parking lots within a reasonable walking distance should be considered, also. A Traffic Study prepared by a professional traffic engineer and submitted with the application for approval should be the basis for determining whether an exemption is justified.

Additional Studies Needed

The following additional studies should be contracted by the Borough to implement the recommendations of this Plan.

- * Employ Traffic Consultant, as needed, but at least at five (5) year intervals, to continue to monitor traffic circulation in the Borough, including signalization and turning movements on West Liberty Avenue and its intersecting streets.
- * Prepare a study of parking demand for residential uses in the Business District, including number and location of dwelling units, available off-street parking (private and public), vehicle ownership, type of commercial use in the same building with residential uses and the possibilities for shared parking between the residential and commercial uses (daylight versus overnight).

- * Study the potential for additional employee permit parking in existing or proposed lots and in on-street metered spaces on side streets adjacent to Potomac and West Liberty Avenues during daylight hours only.
- * If a large-scale redevelopment project which proposes additional public parking (as discussed in the Future Land Use Section) is not implemented in the immediate future, the Borough should study the cost and feasibility of acquiring two (2) sites to provide additional public off-street parking at the Southerly end of West Liberty Avenue and near the intersection of Potomac and West Liberty Avenue.
- * A study of a potential site for residential off-street parking in Neighborhood C (as described on Page 71 of the Housing and Neighborhoods Section) should be performed as the basis for a pilot off-street residential parking lot. This lot should be subject to the residential parking permit program to guarantee that it is "reserved" for residents and their guests.

Enforcement of Parking Regulations

The Borough's residential parking permit program is successful during daylight hours. Continued enforcement of this program is essential. Continued enforcement of the commercial permit program is important, also. A restriction on employee parking in Dormont Village should be considered, provided additional employee permit parking can be assigned within a reasonable distance of the shopping center.

Promoting Use of Parking Pads and Garages in Residential Areas

Lot coverage and setback requirements in the Borough Zoning Ordinance have resulted in numerous variance requests to permit off-street parking pads on residential lots. The Ordinance should be amended to liberalize these requirements to encourage the use of parking pads to relieve parking problems in residential areas. Upon adoption, the Borough should provide information about these changes in the Borough Newsletter and should feature successful off-street parking improvements, including rehabilitation of old garages, to encourage private solutions to residential parking problems. Part of the community pride efforts recommended in the Housing and Neighborhood Section (Page 70) could include awards for creative solutions to off-street parking problems.

Cooperation with Government Agencies

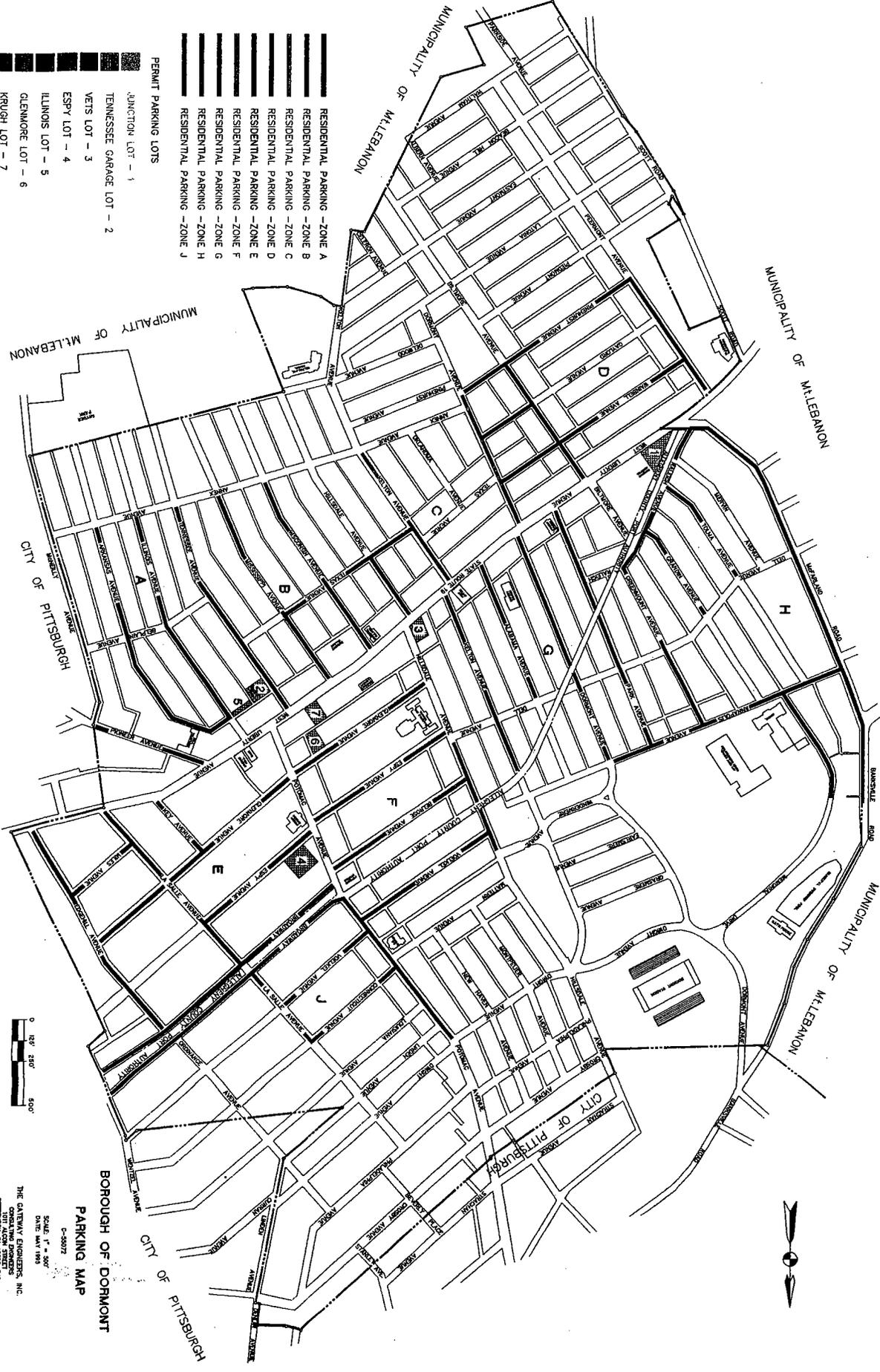
The Borough must continue to cooperate with the Allegheny County Port Authority to guarantee that adequate commuter parking exists for the two (2) public transit stations in the Borough.

Improvements on State maintained streets within the Borough (West Liberty Avenue, McFarland Road and Scott Road) are within the jurisdiction of Penn DOT and the Borough should continue to request needed improvements as they are identified.

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- PERMIT PARKING LOTS
- JUNCTION LOT - 1
- TENNESSEE GARAGE LOT - 2
- VETS LOT - 3
- ESPY LOT - 4
- ILLINOIS LOT - 5
- GLENMORE LOT - 6
- KRUGH LOT - 7

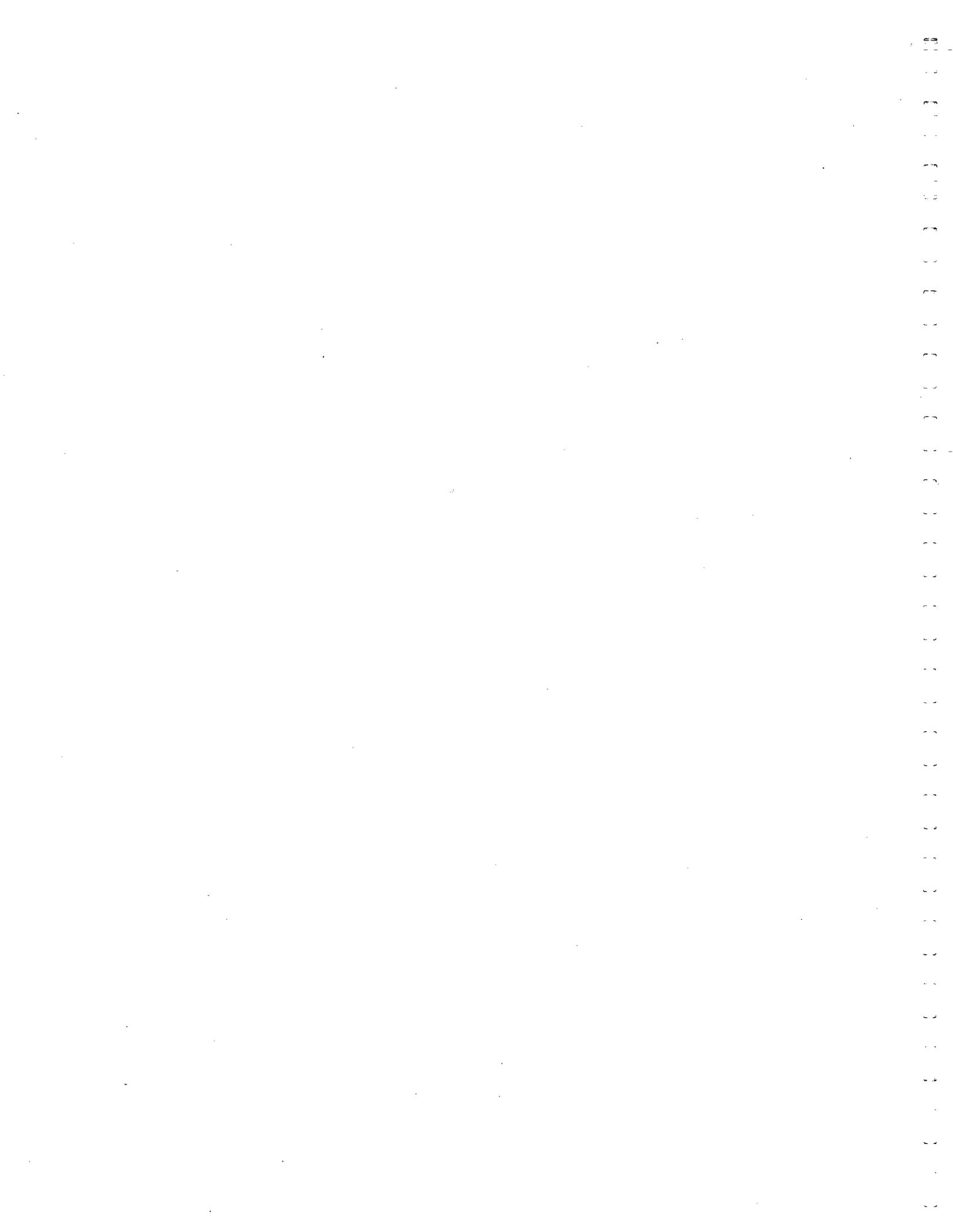
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- RESIDENTIAL PARKING - ZONE J



**BOURGH OF DORMONT
PARKING MAP**

C-4027
SCALE: 1" = 200'
DATE: MAY 1983
THE GATWAY ENGINEERS, INC.
CONSULTING ENGINEERS
PITTSBURGH, PA 15222-3424
(412) 521-1000

LAND USE



LAND USE

Existing Land Use

During 1992, the Dormont Borough Planning Commission did a walking survey of the Borough to determine the pattern of existing land use. A Map of Existing Land Use which documents their survey appears at the end of this Section.

A review of the Existing Land Use Map leads to the following conclusions:

- The Borough is fully developed with the exception of a few scattered vacant lots and one small area between the City of Pittsburgh boundary and the termini of Linden, Dwight, Philadelphia and Crosby Avenues.
- The sole vacant parcel available for development in the Borough is in a developed single family neighborhood and is impacted by steep topography. The current zoning of this parcel is R-1A which permits single family dwellings only on a minimum lot of 3,300 square feet.
- Two family dwellings are dispersed throughout the Borough, except for the Southwest quadrant of the Borough (bounded by the Mt. Lebanon boundary on the South and West, Wainbell on the North and Dormont/Annex/Kelton on the East) and the area in the Northwest quadrant of the Borough adjacent to the Park and Stadium bounded by Dwight, Dormont, Annapolis and Hillsdale.
- The predominant concentration of multifamily dwellings and conversion apartments is in the LRT corridor.
- Mixed residential and commercial uses co-exist in the same building in both the West Liberty and Potomac Avenue Business Districts.
- Commercial uses on Potomac Avenue and West Liberty Avenue are similar in that both areas have general retail stores, eating and drinking establishments, amusement and recreation enterprises and professional and business offices and business services.
- The primary difference in land uses in the Potomac Avenue and West Liberty Avenue Business Districts is the existence of auto dealerships and related services along West Liberty and the concentration of home appliance and home furnishing stores along West Liberty Avenue.
- Many of the existing multifamily dwellings are located outside the R-4 Zoning District classification (the only classification which permits multifamily dwellings) and most of the existing land use in the R-4 District is single family and two family dwellings.

- The only difference between areas zoned R-1A and R-1 is the minimum lot area. Both are single family districts and the minimum lot area is 3,300 square feet in the R-1A District and 4,000 square feet in the R-1 District. A review of the lot sizes throughout the Borough indicates that the most frequently found lot size in the Borough is 3,300 square feet.

Changes in Land Use

The 1990 Census data indicates a trend towards consolidation of duplex or apartment units with a small number of rooms that were created by conversion of large single family dwellings. Building permit trends confirm the restoration of these large single family dwellings to their original style and condition. The recent population trend towards a higher percentage of young families with children in the Borough is compatible with these changes in the Borough's housing stock. Increases in the sales prices of dwellings document this trend.

An analysis of recent Certificates of Occupancy issued for properties on West Liberty Avenue and Potomac Avenue indicates the following:

- On West Liberty Avenue, 37 apartment units were approved in commercial buildings.
- Offices were approved on the second floor of commercial buildings on West Liberty Avenue at 9 addresses.
- On Potomac Avenue, 23 apartment units were approved in commercial buildings, primarily on the second floor. Generally, offices are not found on the second floor of commercial buildings on Potomac Avenue.

A reclassification of property along the alley paralleling West Liberty Avenue between Peermont and Dormont Avenues from R-1 to C-2, as recommended by the 1968 Comprehensive Plan, was rescinded to protect the integrity of the residential neighborhood to the South of the alley.

Other than changes of occupancy in existing commercial buildings, additions to existing buildings, rehabilitation of existing buildings (particularly along Potomac Avenue as part of the Business District Revitalization Program), there has been very little new construction in the Borough Business Districts. And, because of the lack of vacant land in the Business Districts, there is little potential for new development, without redevelopment.

Previous Redevelopment Proposals

A study prepared by architectural consultant, Tasso Katselas, in the early 1980's identified four (4) key development sites in the Borough:

Site A: **Dormont Place Site:** Bounded by Belrose, Potomac and the LRT station comprising 27,300 square feet. Designated for elderly housing and parking for the LRT. Existing zoning is a combination of C-1, R-2 and R-4. Recommended zoning is Planned Residential Development.

Site B: **Krugh Parking Lot Area:** Approximately one acre (41,000 square feet) owned by the Borough between West Liberty and Glenmore and bisected by an alley. Current zoning is C-2 and the recommended zoning is Planned Commercial. The proposed use is a parking structure to increase available parking from 60 spaces to 120-180 spaces and a combination of mid-rise housing and mid-rise offices (4-6 stories).

Site C: **Dormont Junction Site:** Two related sites on West Liberty between McFarland and Park Boulevard are divided by Biltmore and an existing restaurant and auto dealer.

C-1: A 31,000 square foot triangular parcel at the "Western portal" to the Borough. The proposed use of this parcel is public open space combined with parking for 40 cars and retail at the West Liberty level with office or residential on upper floors.

C-2: A 78,000 square foot parcel bounded by Biltmore, Park, West Liberty and the LRT station. 200 parking spaces are currently provided for the LRT station. The proposed re-use is for an additional 150-200 space parking garage, a retail mall at the station platform, pedestrian access from West Liberty to the station, a 6-9 story residential structure and retail above the garage on West Liberty.

The Map at the end of this Section shows the location of each of these Sites.

This study was prepared with the objective of providing guidance to the private development community regarding possible development schemes for the identified sites.

Subsequently, in 1984, redevelopment funds in the amount of \$800,515 were awarded to the Borough to undertake the following project:

1. Acquire four parcels;
2. Relocate 2 businesses and 11 families;
3. Facade grant to adjoining property to conform to redevelopment parcel;
4. Install sidewalks, curbs, landscaping, parking; and
5. Aggressive marketing of the County IMPAC Program and HUD 312 loan program.

As part of this application for funding, a redevelopment area was certified for the project which included 37.5 acres, 343 dwelling units and 159 structures. Of the 343 dwelling units, 100 were identified as standard and 243 were identified as substandard. The project area included all of the properties along West Liberty from McFarland to Illinois/Anderson Way and properties along Potomac from West Liberty to the Port Authority right of way for the LRT.

After acquisition and clearance, two (2) redevelopment parcels were created:

- Parcel 1: A 9,660 square foot parcel located on West Liberty between Park Boulevard and Biltmore proposed for planned mixed use development and coordinated with facade improvements on the adjacent parcel. (This was identified as Site C in the Katselas Study.)
- Parcel 2: A 13,960 square foot parcel located on Espy Avenue off Potomac developed for public metered parking. (This was identified as Site B in the Katselas Study.)

The elderly housing proposal is presently being implemented on the Parcel identified as Site A in the Katselas Study. The West Liberty frontage of the Parcel identified as C-1 in the Katselas Study was redeveloped as part of the 1984 Redevelopment Grant. The "rear" of the Parcel identified in the Katselas Study as Site C-1 continues to be used for parking for the LRT. Recommendations for Site B and Site C-2 in the Katselas Study have not been implemented.

Reconsideration of Future Land Use for Sites B and C in the Katselas Redevelopment Plan

As part of this Plan, recommendations for the two "anchor" sites at either end of the West Liberty Avenue Business District were re-evaluated in light of the land development goals of this Plan. Site B is owned by the Borough and presently used for a public metered surface parking lot and two (2) existing buildings leased to commercial and residential

tenants. Site C is owned jointly by the Borough, the Allegheny County Redevelopment Authority and the Port Authority of Allegheny County. The current use is a public parking lot for commuter parking adjacent to the Dormont Junction LRT station and an open lot leased by the Borough to a car dealership for display of vehicles.

Site C

Site C, adjacent to the Dormont Junction LRT station, has the potential for a mid-rise or high-rise mixed use development, including housing on the upper levels, retail at the West Liberty Avenue elevation and a parking structure below the grade of West Liberty Avenue with access to the LRT Station. A percentage of the parking spaces in the parking structure would have to be reserved for commuters to replace the present parking for the LRT Station. The proposed development would involve the use of "air rights" over the Port Authority property and would require reimbursement for those rights as part of the development.

The County Redevelopment Authority should be contacted for assistance in designing an updated plan for the site and seeking new sources of financing. Possible sources of financing include: PA Housing Finance Corporation, PA DCA Redevelopment Funds, PA Department of Commerce funds, Community Development Block Grant funds administered by Allegheny County Department of Development and ISTEPA (transportation related) monies. Tax increment financing and LERTA (tax abatement) are other incentives that the Borough may offer to the private development community.

Site B

Site B, owned by the Borough, located between Glenmore and West Liberty, and currently being used for a public metered surface parking lot and two (2) existing buildings leased to commercial and residential tenants, has several options for the future:

Option 1: Sell the existing buildings and maintain the public metered lot.

This option relieves the Borough of cost of maintaining the buildings and puts the properties back on the tax rolls. Annual net revenue after expenses from the rental of these properties amounts to about \$4,000-\$6,000. This net revenue does not account for any major repairs or other major maintenance or improvement expenses.

The number of public parking spaces available in the existing metered lot is not reduced under this option; however, this option does not provide any increased parking for the West Liberty and Potomac Shopping Districts.

The possibility exists with this option to improve the pedestrian connection between the West Liberty Avenue and Potomac Avenue Shopping Districts as part of the upgrading of the existing parking lot to include signage, public art, landscaping and a possible pedestrian walkway.

Option 2: Same as Option 1, but includes the identification and purchase of a site along Potomac Avenue to provide a reasonable number of new parking spaces in a public metered lot.

This option has the same positive fiscal impact on the Borough as does Option 1 and it addresses the short-term need for additional parking in the Potomac Avenue Shopping District. Long-term parking problems in the West Liberty Avenue and Potomac Avenue Business Districts are not addressed by this option.

Option 3: Redevelop all Borough owned property, including removal of the two (2) existing buildings, removal of the surface parking lot and construction of a multi-level parking structure with office and retail uses on the West Liberty Avenue frontage. Access ramps to the parking structure would enter from Glenmore and West Liberty Avenue.

A hypothetical development might include 2 stories facing West Liberty Avenue and 3 stories facing Glenmore with 22,000 square feet of office space, 8,000 square feet of retail space and 115 parking spaces. In 1995 dollars, the estimated cost of such a project based on current square foot construction costs is \$3.61 Million.

This option, if developed privately, would return the property to the tax rolls and would increase the amount of parking available for both the West Liberty Avenue and Potomac Avenue Shopping Districts; however, the proposed office and retail uses to be developed on the site will generate a demand for additional parking. (The current parking available in the metered surface lot is 41 spaces; annual revenue received from these meters is approximately \$30,000.)

This option may require public investment as an incentive to construct the parking structure since it serves a public purpose beyond the parking needs of the proposed development. The increase to the Borough's tax base does not exceed the loss of current revenue from the site.

This proposal maintains visibility of available parking from West Liberty Avenue and maintains vehicular and pedestrian communication between Potomac and West Liberty Avenues.

This option impacts adjacent residences on Glenmore Avenue because of the traffic and visual impact of the parking structure.

Option 4: This option is the same as Option 3, except that access to the parking structure is provided from Glenmore only, a continuous facade is constructed along West Liberty Avenue and slightly more parking (160 spaces) is provided. This option is more expensive than Option 3; the total project cost estimated to be \$3.76 Million.

Even though slightly more office and retail space is proposed, the revenue advantage to the Borough still does not exceed the current revenue from the site.

This option will require the same public investment as an incentive to build the parking structure.

This option has a greater impact on the Glenmore residences because the only vehicular access to the parking structure is from Glenmore.

This option does not provide visibility for the public parking from West Liberty Avenue because of the continuous building facade.

This option does not provide pedestrian or vehicular communication between Potomac Avenue and West Liberty Avenue because the proposed structure blocks access across the site and vehicular access is limited to Glenmore.

Hillsdale School Site

Another potential development site is the former Hillsdale School at the corner of Espy and Hillsdale Avenues. The School District is offering the property for sale and has offered it to the Borough for \$1. There are three (3) options for the development of this site:

Option 1: The Borough takes ownership from the School District for \$1 and rehabilitates the property for municipal purposes, including a community center, administrative offices, police department and fire department. If the Borough does not need all the space for public purposes, office space could be leased to the private market.

The cost of asbestos removal has been estimated to be \$1.5 Million. While the Borough holds the property, insurance, security, utilities (\$37,000 per year) and maintenance costs will accrue.

An estimate of the cost of rehabilitation has not been made. Rehabilitation will be subject to the requirements for handicapped access, Borough Building and Fire Code compliance, the requirements of the PA Department of Labor and Industry for public occupancy and the zoning ordinance (particularly parking requirements).

If the Borough rents to the private market, any profit derived (after expenses are met) must be reimbursed to the School District in accordance with the requirements of State law.

This option assumes the sale of the existing Municipal Building to the private sector. An appraisal of the existing Municipal Building and comparison of available floor areas in each structure for municipal purposes will be required to assess the potential advantage of rehabilitating the School property, if any.

Option 2: The Borough takes ownership from the School District for \$1, markets the property and re-sells it to a private developer.

This option has the same disadvantages as Option 1. The cost of asbestos removal is a consideration in marketability. The Borough will have to assume routine maintenance, insurance, security and utility costs.

According to State law, any profit derived from the sale of the property to a developer must be returned to the School District.

The advantage to the Borough of controlling the property is that development restrictions can be placed on the sale of the property to a developer; however, the Borough Zoning Ordinance can provide similar protections without the financial burdens of ownership.

Option 3: The School District sells the property to a private developer. The Borough amends the Zoning Ordinance to accommodate re-use of the property.

This option involves the least cost to the Borough and provides some control of the re-use of the site through the legislative authority to amend the Borough Zoning Ordinance and approve the land development plan. The possibility exists that the selected developer may propose a use that the Borough thinks is unsuitable. Negotiation with the School District, potential developers and the Borough may be warranted.

If the property is sold to a private developer, the opportunity for public use of the site, including a recreational facility, will be lost.

Intensity of Development

One of the critical issues in the Borough is the intensity of development, both in the residential areas and in the Borough Business Districts. The Borough has the highest population density in the County. Existing lot sizes in the Borough are primarily 3,300 square feet to 4,000 square feet in total area. Narrow lot widths and depths provide limitations for providing driveways, garages and off-street parking facilities. Steep topography and narrow streets further complicate parking problems. The age of the housing stock is such that Borough neighborhoods were designed before modern-day dependence on the automobile. Lot coverage requirements in the Borough Zoning Ordinance create hardships for residents who wish to adapt their properties for modern uses such as decks, swimming pools, garages and off-street parking facilities.

Small lots, narrow lot widths, minimal front yard setbacks and very high percentages of lot coverage result in a very intense pattern of land use in the Commercial Districts, as well. This existing pattern of development creates limitations for providing off-street parking on private property.

FINDINGS AND CONCLUSIONS

- * Because of its location in a developed single family area and its topographic limitations, the only vacant residential site in the Borough at the end of Dwight Avenue should be carefully addressed for future development.
- * The areas where no two-family dwellings exist should be zoned R-1.
- * The R-1 and R-1A Districts should be combined and the new minimum lot area should be 3,300 square feet, the most common recorded lot size in the Borough.
- * Considering the population density of the Borough, conversion of single family dwellings into two family dwellings in the R-2 District should be authorized as conditional uses or uses by special exception subject to some stringent criteria to protect the predominantly single family character of the R-2 District.
- * Considering the population density of the Borough, multifamily densities should be reduced.
- * The Multi-family District should be amended to allow single family dwellings and two family dwellings as permitted uses by right since many of the properties are developed for those uses in the current R-4 District.
- * The purpose of the Multifamily District should be to promote redevelopment of larger multifamily structures in locations accessible to shopping and transportation, rather than to encourage scattered conversions and small multifamily buildings as has occurred in the past.

FINDINGS AND CONCLUSIONS (Continued)

- * Considering the population density of the Borough and residential parking problems, conversion apartments in existing single family dwellings should be limited to a certain number of units in the R-2 and R-3 Districts and should be subject to a minimum floor area per dwelling unit.
- * Residential lot coverage requirements should be revised to encourage construction of off-street parking pads.
- * The differences in the existing uses and the existing lot sizes in the C-1 and C-2 Districts are not significant enough to warrant maintaining two (2) distinct commercial districts. Some of the uses which consume larger tracts of land or generate more traffic or demand for parking should be made conditional uses or uses by special exception in the consolidated C, Commercial, District with a requirement for a larger minimum lot size for those specific uses.
- * Housing on the second floor of existing commercial buildings should be encouraged to reflect existing conditions and protect economic viability of this leasable space, provided design and parking standards are met.
- * A Planned Mixed Use Development concept should be developed in the new C, Commercial, District to encourage redevelopment of the "anchor" sites at either end of the West Liberty Avenue corridor, including authorization for multifamily housing, retail, offices and parking structures. The height limitation in a Planned Mixed Use Development should be increased, provided certain setback and buffer protections for adjacent residential areas are met.
- * Redevelopment of the Dormont Junction site should be actively pursued with the Allegheny County Port Authority and Redevelopment Authority.
- * Sale of the Borough owned properties on West Liberty Avenue adjacent to the Krugh parking lot is advisable only if there are no future plans to redevelop the site for a parking structure and new commercial building.
- * If the Borough wants to pursue the feasibility of redeveloping the West Liberty/Glenmore site, the Borough should retain ownership of the properties until the feasibility is determined for the short and long run.
- * If the feasibility of redeveloping the West Liberty/Glenmore site is a long term goal, certain short term improvements should be considered, including, provision of additional off-street metered surface parking on a site along Potomac Avenue and upgrading the Krugh/Glenmore lots to provide landscaping, improved signage and pedestrian communication between Potomac Avenue and West Liberty Avenue.

FINDINGS AND CONCLUSIONS (Continued)

- * Any redevelopment of the West Liberty/Glenmore properties should consider the impact on the residents of Glenmore, the visibility of public parking from West Liberty Avenue and the potential to inter-connect the Potomac and West Liberty Avenue Shopping Districts through this site.
- * Purchase of the Hillsdale School by the Borough should be accomplished only if the Borough determines that it is feasible to develop the site principally for public use.
- * If the Borough decides not to purchase the Hillsdale School, the Borough should cooperate with the School District and potential developers and should amend the Borough Zoning Ordinance to authorize appropriate private re-use of the site and provide protections for adjacent residential areas.

GOALS AND OBJECTIVES

Based on the foregoing findings and conclusions, the following goals and objectives have been identified for future land use in the Borough.

RESIDENTIAL LAND USE

Goal: Reduce population density.

Objectives: Prohibit further conversions of single family dwellings in R-1 and R-2 Districts.

Allow new construction of two family dwellings and rehabilitation/expansion of existing two family dwellings only in the R-2 District.

Establish criteria for allowing conversion of single family dwellings to two-family dwellings only in the R-2 District and to two-family or multifamily units in the R-3 District, including off-street parking, minimum floor area for units and maximum number of units in a building.

Preserve single family neighborhoods and restrict further conversion to two family dwellings in neighborhoods where two family dwellings already exist.

Establish minimum site area requirements for multifamily development and reduce dwelling unit densities for townhouses, garden apartments and high-rises.

- Goal:** Protect residential areas from intrusion of commercial uses.
- Objectives:** Define C, Commercial, District boundaries in consideration of adjacent residential areas.
- Add protections to the C, Commercial, District regulations governing setbacks and buffer areas between commercial and residential properties.
- Goal:** Revise lot area and lot coverage requirements in Residential Zoning Districts to eliminate variance requests to improve properties.
- Objectives:** Eliminate R-1-A District. Establish 3,300 square foot minimum lot size throughout Borough for single family dwellings.
- Exclude off-street parking pads on residential lots from lot coverage requirements under certain conditions.
- Goal:** Protect primarily single family neighborhoods from multifamily development and guide moderate density multifamily development to locations which can accommodate the traffic impacts.
- Objectives:** Eliminate R-4 District and replace with a revised R-3 District which allows multifamily dwellings only in areas adjacent to commercial or on major streets in R-3 District.
- Eliminate any multifamily dwellings (new construction or conversions) in R-1 and R-2 Districts.
- Goal:** Guide higher density multi-family development to mixed use developments on larger, potential redevelopment sites in the C, Commercial District to protect residential neighborhoods from the impact of higher density multi-family development.
- Objectives:** Authorize multifamily dwellings in Commercial District on larger sites.
- Encourage high-rise multifamily housing in large scale mixed use development in the Commercial District.

COMMERCIAL LAND USE

Goal: Recognize the interdependence of the Potomac Avenue and West Liberty Avenue commercial areas.

Objectives: Consolidate C-1 and C-2 Districts into one general commercial district which authorizes high traffic generating uses on larger lots as conditional uses or uses by special exception subject to certain criteria.

Improve pedestrian communication between Potomac and West Liberty shopping areas and public parking lots.

Goal: Guarantee economic viability of second floor space in the business districts.

Objective: Encourage apartments on second floor of commercial buildings only if off-street parking can be provided.

Goal: Promote large scale redevelopment at the two (2) "anchor" sites at either end of the West Liberty Avenue corridor.

Objective: Amend the Borough Zoning Ordinance to provide for Planned Mixed Use Development which incorporates, commercial, office, residential and public parking on large sites within the Commercial District.

Actively pursue the feasibility of and sources of financing for the redevelopment of the Dormont Junction site with the Allegheny County Port Authority and Redevelopment Authority.

Study the feasibility (short-term and long-term) of the redevelopment of the Borough owned properties on West Liberty and Glenmore Avenue.

Goal: Provide a site for a future Municipal/Community Services Center

Objective: Coordinate the study of the feasibility of the conversion of the Hillside School for public purposes with the space utilization study of the current Municipal Building and the goals of the Community Facilities Plan.

Goal: Maximize short-term opportunities for Borough owned properties while evaluating long-term potential for redevelopment.

Objective: Improve the surface parking lots (Krugh and Glenmore) with signage, public art, landscaping and pedestrian access to Potomac Avenue.

Identify and purchase an additional public metered surface lot along Potomac Avenue as an interim measure while evaluating the long-term feasibility of a parking structure on the site of the Krugh and Glenmore surface lots.

FUTURE LAND USE PLAN RECOMMENDATIONS

In order to implement the goals and objectives for future land use in the Borough, the following recommendations are proposed.

Amendments to the Text of the Zoning Ordinance

The Planned Residential Development (PRD) regulations should be modernized to conform to the requirements of the Pa Municipalities Planning Code and to address the specific development potential of the only vacant residential tract in the Borough: the parcel at the end of Dwight Avenue. A minimum site area of two (2) acres and the ability to modify area and bulk regulations in the R-1 District through the PRD technique may result in a more beneficial site plan for this difficult property.

Since the only difference in the R-1 and R-1A Districts is the minimum lot area (3,300 square feet in R-1A and 4,000 square feet in R-1), the two (2) Districts should be consolidated into a revised R-1 District which reflects the most common lot area for recorded lots in the Borough of 3,300 square feet. Since most of the lots are developed in the Borough, the change in lot size will not affect "new" development, but will ease the burden for homeowners who want to improve their properties and, otherwise, would have to seek variances. The change in lot size will not affect density since conversions and two family dwellings are not permitted in the R-1 District.

The definition of lot coverage should be revised to exempt off-street parking pads in residential districts to encourage the provision of off-street parking and reduce the number of variances requested for residential parking pads.

The authorization for conversion of single family dwellings into apartments in the R-2 and R-3 District should be limited to no more than two (2) units in the R-2 District and no more than four (4) units per dwelling in the R-3 District to control density in these residential areas and be compatible with the predominant character of these districts. Minimum floor area per dwelling unit should be established and off-street parking should be required for conversion apartments.

Since the R-4 District allows high-rise apartments and higher density multifamily, yet the land zoned R-4 is developed for single family and two (2) family dwellings, the authorization for higher density multifamily development should be included in the C, Commercial, District and the R-4 District eliminated. The R-3 District should be revised to be the only multifamily residential district and should permit a mix of single family, two family and moderate density multifamily (townhouses and garden apartments). As discussed below, this revised R-3 District should be applied to areas that have existing multifamily dwellings or have the potential to be developed for multifamily dwellings in the vicinity of public transit.

The C-1 and C-2 Districts should be consolidated into one (1) C, Commercial, District with uses that require larger lots or that generate more traffic (restaurants, gas stations, funeral homes, auto dealers) being authorized as conditional uses or uses by special exception subject to specific standards and criteria, including increased site size where warranted. The revised C, Commercial, District should include an authorization for apartments on the second floor of commercial buildings, provided certain design and parking requirements can be met.

Higher density multifamily development should be authorized in the C, Commercial, District to protect the residential areas from increased density and to provide opportunities for redevelopment for multifamily housing in the commercial corridor, convenient to shopping, transportation and arterial streets, to lessen traffic impact on residential streets.

The C, Commercial, District should be revised to permit a Planned Mixed Use Commercial Development as a conditional use subject to certain standards and criteria. This Planned Development would require a minimum site of one (1) acre and could be applicable to the two (2) redevelopment projects identified for the Dormont Junction and Potomac/West Liberty/ Glenmore sites. The height limitations could be increased to permit a mid-rise or high-rise building (particularly suited to the Dormont Junction site which varies in elevation from West Liberty to Park Avenue) provided adequate protections (setback, buffering) are proposed to protect adjacent residential properties. The mix of possible uses should include multifamily housing, commercial, office and public parking garages.

Amendments to the Zoning District Map

The Future Land Use Plan Map appears at the end of this Section. The map identifies those areas discussed below that are proposed for rezoning.

Since the Zoning Ordinance text will be amended to consolidate the R-1 and R-1A Districts, all areas formerly zoned R-1A should be rezoned to the R-1 Classification.

The areas of the Borough which have no two family or multifamily dwellings should be classified R-1.

The areas of the Borough which are developed predominantly for single family dwellings and some scattered two family dwellings should be classified R-2.

The revised R-3 District, the Borough's only Multifamily District, which authorizes townhouses and garden apartments at moderate densities by conditional use, should be applied to areas adjacent to public transit or arterial streets which are developed for multifamily dwellings or have the potential to be redeveloped for multifamily housing.

The R-4 areas should be considered for reclassification to R-2 or R-3, depending on the pattern of existing land use and the potential for redevelopment for multifamily housing in areas convenient to shopping, arterial streets and public transit.

West Liberty Avenue and Potomac Avenue should be classified as the new C, Commercial District. Extension of the "C" classification along Glenmore to include two (2) lots to the West of the current boundary should be accomplished to permit the future redevelopment of Borough owned properties.

Feasibility Studies

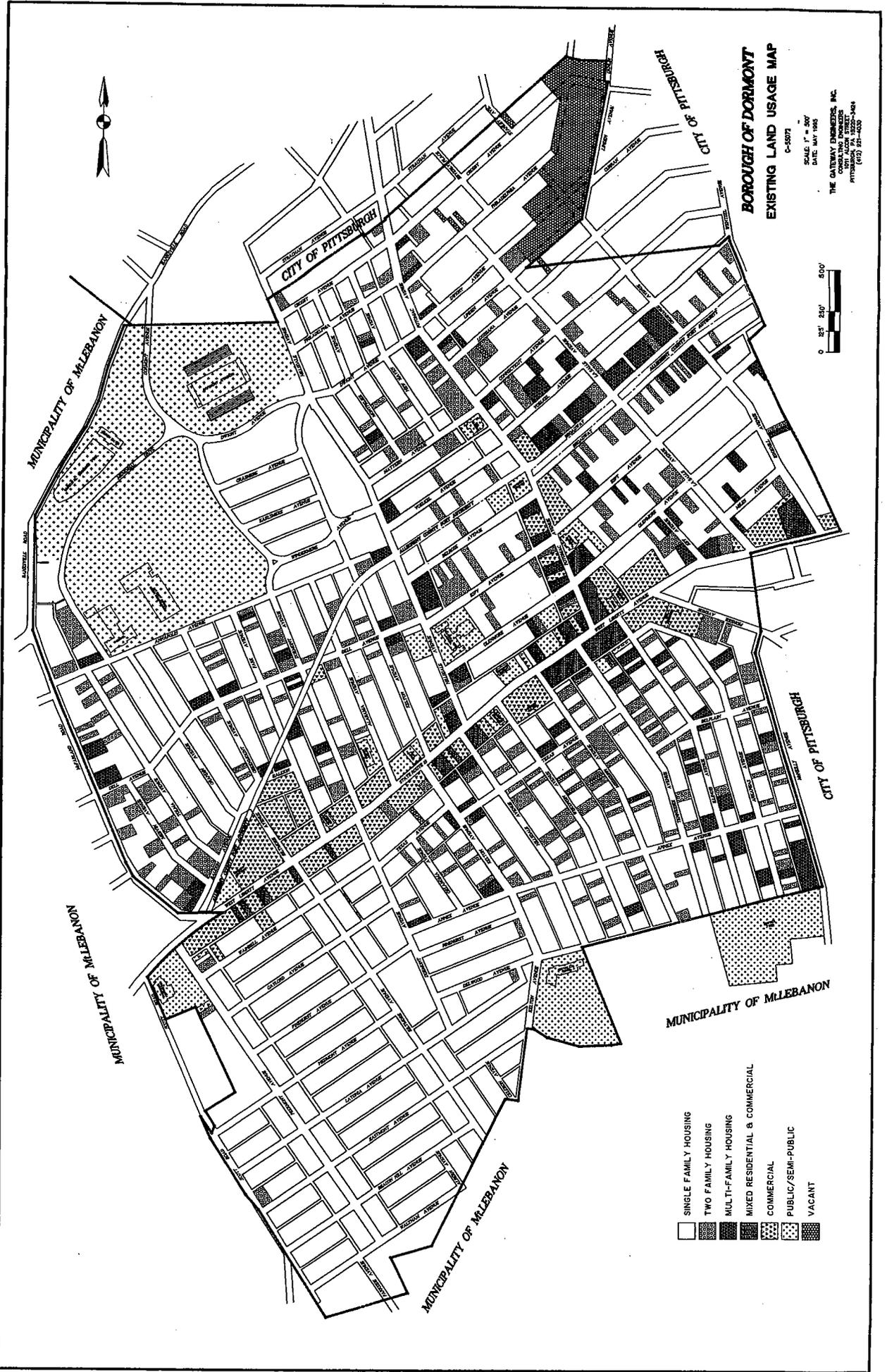
The following feasibility studies should be undertaken:

- Short-term and long-term feasibility of a privately developed office/retail structure and a public parking garage on the West Liberty/Glenmore site and the public incentives necessary to provide public parking.
- Feasibility of rehabilitation of Hillsdale School for public and community purposes related to the completed space utilization needs study for the Municipal Building and an assessment of resale value and potential re-use of existing Municipal Building. The potential for leasing part of the space to the private market, if necessary, should be evaluated in light of the requirement to reimburse the School District for any "profits" gained by the Borough.

Dormont Junction Redevelopment Project

The Dormont Junction Redevelopment Project should be actively pursued with the Port Authority of Allegheny County and the Redevelopment Authority to identify potential sources of funding and to test the market by discussing alternate uses with potential developers. An updated illustrative sketch plan should be prepared, incorporating the development goals of the Borough, the Port Authority and the adjacent property owners.

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**BOROUGH OF DORMONT
EXISTING LAND USAGE MAP**

C-55072
 SCALE: 1" = 50'
 DATE: MAY 1965
 THE GATEWAY ENGINEERS, INC.
 1000 EAST AVENUE
 PITTSBURGH, PA. 15203-1464
 (412) 737-4200



-  SINGLE FAMILY HOUSING
-  TWO FAMILY HOUSING
-  MULTI-FAMILY HOUSING
-  MIXED RESIDENTIAL & COMMERCIAL
-  COMMERCIAL
-  PUBLIC/SEMI-PUBLIC
-  VACANT

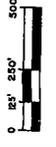
REDEVELOPMENT
PARCELS

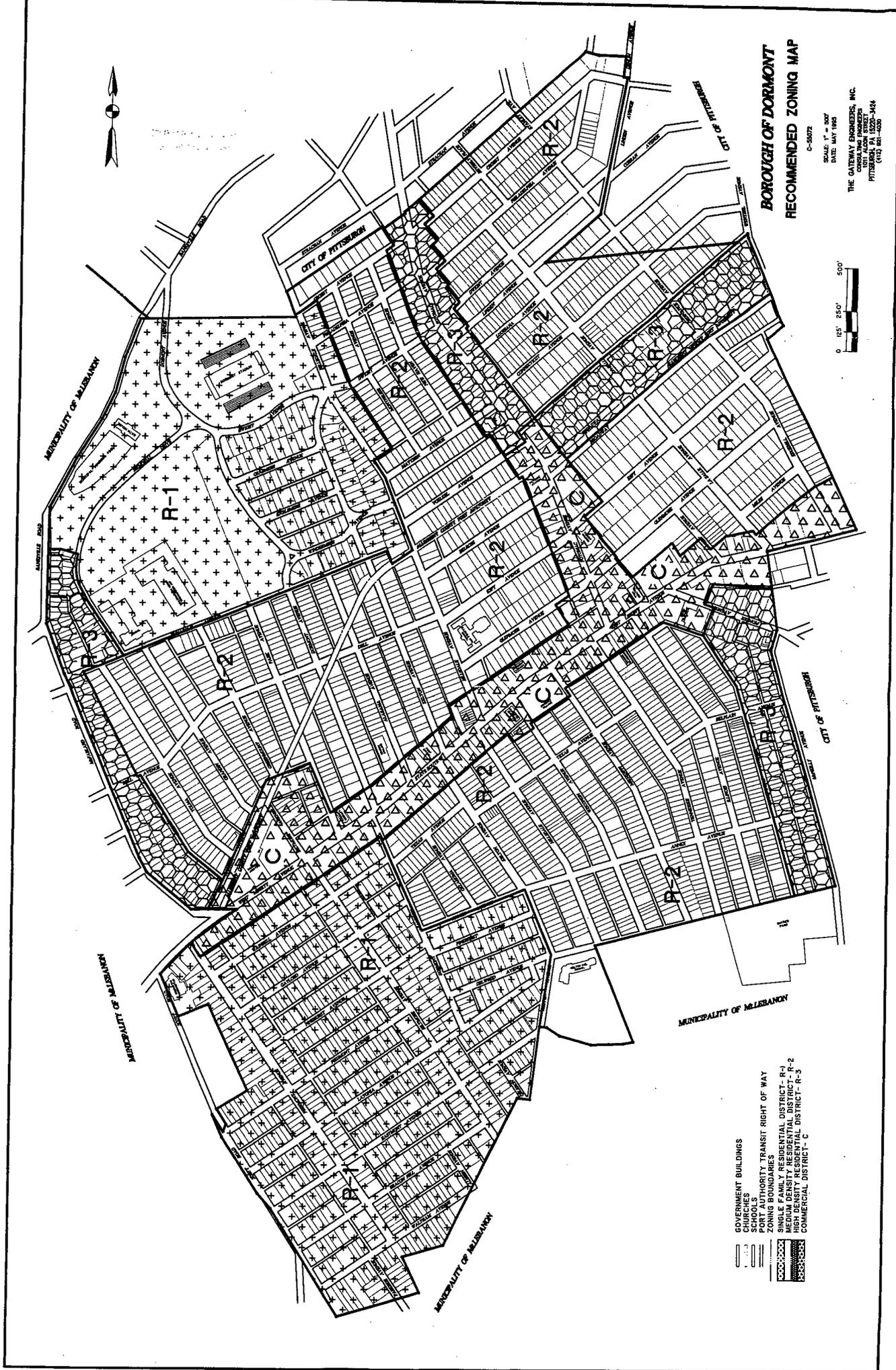


BOROUGH OF DORMONT
REDEVELOPMENT PARCEL MAP

C-55072

SCALE: 1" = 50'
DATE: MAY 1985
THE GATEWAY ENGINEERS, INC.
CONSULTING ENGINEERS
PITTSBURGH, PA 15222-3414
(412) 581-4020





**BOROUGH OF DORMONT
RECOMMENDED ZONING MAP**

SCALE: 1" = 500'
DATE: MAY 1985
THE GATEWAY ENGINEERS, INC.
CONSULTING ENGINEERS
PITTSBURGH, PA 15222-1424
(412) 831-4226
C-58872



- GOVERNMENT BUILDINGS
- CONDUITS
- SCHOOLS
- PORT AUTHORITY TRANSIT RIGHT OF WAY
- ZONING BOUNDARIES
- RESIDENTIAL DISTRICT - R-1
- RESIDENTIAL DISTRICT - R-2
- RESIDENTIAL DISTRICT - R-3
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APPENDIX A

TABLE A-1

DORMONT BOROUGH

GENERAL POPULATION AND HOUSEHOLD CHARACTERISTICS, 1990

TOTAL POPULATION	9,772	100.0%
Male	4,555	46.6%
Female	5,217	53.4%
AGE CATEGORIES		
0- 5 Years	592	6.1%
5-17 Years	1,403	14.4%
Over 17 Years	7,777	79.6%
Under 25 Years	2,978	30.5%
25-44 Years	3,563	36.5%
45-64 Years	1,793	18.3%
Over 64 Years	1,438	14.7%
PERSONS PER HOUSEHOLD	2.36	
OCCUPIED HOUSING UNITS	4,143	100.0%
Owner Occupied	2,382	57.5%
Renter Occupied	1,761	42.5%
PERSONS PER DWELLING UNIT		
Total Occupied Dwelling Units	4,143	100.0%
1 Person in Unit	1,384	33.4%
2 Persons in Unit	1,262	30.5%
3 Persons in Unit	673	16.2%
4 Persons in Unit	486	11.7%
5 Persons in Unit	237	5.7%
6 Persons in Unit	60	1.5%
7+ Persons in Unit	41	1.0%

SOURCE: PA State Data Center, 1990 Census of Population and Housing, Summary Tape File 3.

TABLE A-2

DORMONT BOROUGH

AGE OF POPULATION, 1980

ALL PERSONS	11,275	100.0%
Under 5 years	605	5.4%
5 - 9 years	617	5.5%
10 - 14 years	821	7.3%
15 - 19 years	1,002	8.9%
20 - 24 years	1,184	10.5%
25 - 34 years	1,964	17.4%
35 - 44 years	1,031	9.1%
45 - 54 years	1,123	10.0%
55 - 64 years	1,255	11.1%
65 - 74 years	948	8.4%
75 years and over	725	6.4%
MEDIAN AGE	31.4	
3 and 4 years	220	1.9%
16 years and over	9,041	80.2%
18 years and over	8,622	76.5%
21 year and over	8,026	71.2%
60 years and over	2,264	20.1%
62 years and over	2,026	18.0%
FEMALE	6,234	100.0%
Under 5 years	280	4.5%
5 - 9 years	319	5.1%
10 - 14 years	409	6.6%
15 - 19 years	532	8.5%
20 - 24 years	650	10.4%
25 - 34 years	1,004	16.1%
35 - 44 years	564	9.0%
45 - 54 years	608	9.7%
55 - 64 years	737	11.8%
65 - 74 years	628	10.1%
75+ years	503	8.1%
MEDIAN AGE	33.7	
3 and 4 years	101	1.6%
16 years and over	5,127	82.2%
18 years and over	4,907	78.7%
21 years and over	4,591	73.6%
60 years and over	1,491	23.9%
62 years and over	1,352	21.7%

SOURCE: 1980 Census of Population and Housing, Census Tracts, Pittsburgh SMSA, U.S. Department of Commerce, Bureau of the Census, PHC80-2-286, Table P-1.

TABLE A-3

DORMONT BOROUGH

GENERAL POPULATION CHARACTERISTICS, 1980

TOTAL PERSONS	11,275	100.0%
Persons in Households	11,275	100.0%
Inmates in Institutions	-	-
Persons in Group Quarters	-	-
PERSONS PER HOUSEHOLD	2.56 persons	
PERSONS PER FAMILY	3.28 persons	
PERSONS 65 YEARS AND OLDER	1,673	100.0%
Living Alone	556	33.2%
Inmate	-	-
In Group Quarters	-	-
MARITAL STATUS		
Males, 15 years and older	4,006	100.0%
Single	1,337	33.4%
Married	2,286	57.1%
Separated	69	1.7%
Widowed	122	3.0%
Divorced	192	4.8%
Females, 15 years and older	5,226	100.0%
Single	1,548	29.6%
Married	2,285	43.7%
Separated	120	2.3%
Widowed	868	16.6%
Divorced	405	7.7%

SOURCE: 1980 Census of Population and Housing, Census Tracts, Pittsburgh SMSA, U.S. Department of Commerce, Bureau of the Census, PHC80-2-286, Table P-1.

TABLE A-4

DORMONT BOROUGH

FAMILY TYPE/PRESENCE OF CHILDREN, 1980

ALL FAMILIES		2,930	100.0%
Own children under 18		1,355	46.2%
Own children under 6		560	19.1%
MARRIED COUPLE FAMILIES	100.0%	2,346	80.1%
Own children under 18	49.6%	1,163	39.7%
Own children under 6	22.6%	531	22.6%
FEMALE HOUSEHOLD HEADS			
(No Husband Present)	100.0%	509	17.4%
Own children under 18	34.2%	174	5.9%
Own children under 6	5.7%	29	1.0%

SOURCE: General Social and Economic Characteristics, Pennsylvania, U. S. Department of Commerce, Bureau of the Census, PC80-1-C40, Table 166.

TABLE A-5

DORMONT BOROUGH

EDUCATIONAL CHARACTERISTICS, 1980

YEARS OF SCHOOL COMPLETED			
PERSONS 25 YEARS OLD & OVER		7,046	100.0%
Elementary:			
0-4 years		123	1.7%
5-7 years		300	4.3%
8 years		530	7.5%
High School:			
1-3 years		1,004	14.2%
4 years		3,020	42.9%
College:			
1-3 years		1,193	16.9%
4 or more years		876	12.4%
PERCENT HIGH SCHOOL GRADUATES:			72.2%
SCHOOL ENROLLMENT:			
PERSONS 3+ YEARS ENROLLED		2,700	100.0%
Nursery School	100.0%	98	3.6%
Private	79.6%	78	
Kindergarten	100.0%	78	2.9%
Private	14.1%	11	
Elementary (1-8)	100.0%	1,137	44.4%
Private	16.0%	182	
High School (1-4)	100.0%	872	29.5%
Private	9.1%	79	
College		515	19.9%

SOURCE: 1980 Census of Population and Housing, Census Tracts, Pittsburgh SMSA, U.S. Department of Commerce, Bureau of the Census, PHC 80-2-286, Table P-9.

TABLE A-6

DORMONT BOROUGH

INCOME CHARACTERISTICS, 1980 AND 1990

	1980	1990
MEDIAN HOUSEHOLD INCOME	\$16,408	\$27,661
MEDIAN FAMILY INCOME	\$19,706	\$33,323
PER CAPITA INCOME	\$ 7,187	\$13,448
MEAN INCOME, FEMALE-HEADED HOUSEHOLDS	\$14,512	N.A.
With children under 18	\$11,511	\$18,077
Without children under 18	\$16,071	\$31,628

Note: In 1990, median household income in the County was \$28,136; median family income in the County was \$35,338; per capita income in the County was \$15,011.

SOURCE OF INCOME:				
TOTAL HOUSEHOLDS	100.0%	4,436	4,151	100.0%
With Income	78.2%	3,469	3,207	77.3%
Mean Income		\$18,763	\$30,741	
With Social Security Income	31.0%	1,376	1,247	30.0%
Mean Income		\$ 4,780	\$ 8,047	
With Public Assistance Income	4.5%	198	211	5.1%
Mean Income		\$ 2,015	\$ 3,367	

SOURCE: U.S. Bureau of Census, 1980 and 1990.

TABLE A-7

DORMONT BOROUGH

HOUSEHOLD INCOME, 1980 AND 1990

HOUSEHOLD INCOME	1980		1990	
Total Households	4,436	100.0%	3,833	100.0%
Less than \$5,000	441	9.9%	156	4.1%
\$5,000 to \$7,499	373	8.4%		
\$7,500 to \$9,999	398	9.0%	323	8.0%
\$10,000 to \$14,999	765	17.2%	481	12.5%
\$15,000 to \$19,999	803	18.1%	511	13.3%
\$20,000 to \$24,999	602	13.6%	367	9.6%
\$25,000 to \$34,999	664	15.0%	867	22.6%
\$35,000 to \$49,999	326	7.4%	808	21.1%
\$50,000 or more	64	1.4%	638	16.6%
MEDIAN HOUSEHOLD INCOME	\$16,408		\$27,661	

HOUSEHOLD INCOME, 1990

Total Households	3,833	100.0%
Less than \$5,000	156	4.1%
\$ 5,000- 9,999	323	8.4%
\$ 10,000- 12,499	252	6.6%
\$ 12,500- 14,999	229	6.0%
\$ 15,000- 17,499	274	7.2%
\$ 17,500- 19,999	237	6.2%
\$ 20,000- 22,499	211	5.5%
\$ 22,500- 24,999	156	4.1%
\$ 25,000- 27,499	224	5.8%
\$ 27,500- 29,999	209	5.5%
\$ 30,000- 32,499	263	6.9%
\$ 32,500- 34,999	171	4.5%
\$ 35,000- 37,499	167	4.4%
\$ 37,500- 39,999	157	4.1%
\$ 40,000- 42,499	135	3.5%
\$ 42,500- 44,999	142	3.7%
\$ 45,000- 47,499	103	2.7%
\$ 47,500- 49,999	104	2.7%
\$ 50,000- 54,999	127	3.3%
\$ 55,000- 59,999	137	3.6%
\$ 60,000- 74,999	227	5.9%
\$ 75,000- 99,999	97	2.5%
\$100,000-124,999	23	0.6%
\$125,000-149,999	22	0.6%
\$150,000 or more	5	0.1%

SOURCE: U.S. Bureau of Census, 1980 and 1990.

TABLE A-8

DORMONT BOROUGH

PLACE OF EMPLOYMENT, 1980

ALL WORKERS	5,228	100.0%
SMSA OF RESIDENCE	4,976	95.1%
Pittsburgh CBD	1,052	20.1%
Pittsburgh - Other	1,649	31.5%
Remainder Allegheny Co.	2,124	40.6%
Westmoreland County	36	0.7%
Washington County	104	2.0%
Beaver County	11	0.2%
OUTSIDE SMSA OF RESIDENCE	60	1.2%
PLACE OF WORK NOT REPORTED	192	3.7%

SOURCE: 1980 Census of Population and Housing, Census Tracts, Pittsburgh SMSA, U.S. Department of Commerce, Bureau of the Census, PHC 80-2-286, Table P-9.

TABLE A-9

DORMONT BOROUGH

JOURNEY TO WORK, 1980

ALL WORKERS	5,228	100.0%
PRIVATE VEHICLE	2,387	45.7%
CARPPOOL	935	17.9%
PUBLIC TRANSPORTATION	1,350	25.8%
WALKED	493	9.4%
OTHER MEANS	23	0.4%
WORKED AT HOME	40	0.8%
MEAN TRAVEL TIME	23.9 minutes	

Source: 1980 Census of Population and Housing, Census Tracts, Pittsburgh SMSA, U.S. Department of Commerce, Bureau of the Census, PHC 80-2-286, Table P-9.

TABLE A-10

DORMONT BOROUGH

CLASS OF WORKERS, 1990

ALL WORKERS	5,138	100.0%
Private Wage and Salary	4,314	84.0%
Federal Government	174	3.4%
State Government	130	2.5%
Local Government	259	5.0%
Self Employed	255	5.0%
Unpaid Family Workers	6	0.1%

SOURCE: PA State Data Center, Harrisburg, 1990 Census, Summary Tape File 3

TABLE A-11

DORMONT BOROUGH

LABOR FORCE STATUS, 1980

PERSONS 16 YEARS & OLDER	9,024	100.0%
In Labor Force	5,726	63.5%
Percent Unemployed		6.5%
FEMALES 16 YEARS & OLDER	5,143	100.0%
In Labor Force	2,648	51.5%
Percent Unemployed		5.3%

CLASS OF WORKERS, 1980

ALL WORKERS	5,345	100.0%
Private Wage and Salary	4,400	83.8%
Government Workers	705	1.7%
Local Government	424	9.2%
Self Employed	240	3.0%

SOURCE: 1980 Census of Population and Housing, Census Tracts, Pittsburgh SMSA, U.S. Department of Commerce, Bureau of the Census, PHC 80-2-286, Table P-10.

TABLE A-12

DORMONT BOROUGH

OCCUPATION OF EMPLOYED PERSONS, 1980 AND 1990

	1980		1990	
TOTAL EMPLOYED PERSONS (16 Years & Older)	5,345	100.0%	5,125	100.0%
Managerial and Professional	1,082	20.2%	1,294	25.2%
Technical, Sales, Clerical	2,251	42.1%	2,100	41.0%
Service	873	16.3%	841	16.4%
Operator, Fabricator, Laborer	645	12.1%	455	8.9%
Precision Production, Craft, Repair	494	9.3%	435	8.5%

SOURCE: U.S. Bureau of Census, 1980 and 1990.

TABLE A-13

DORMONT BOROUGH

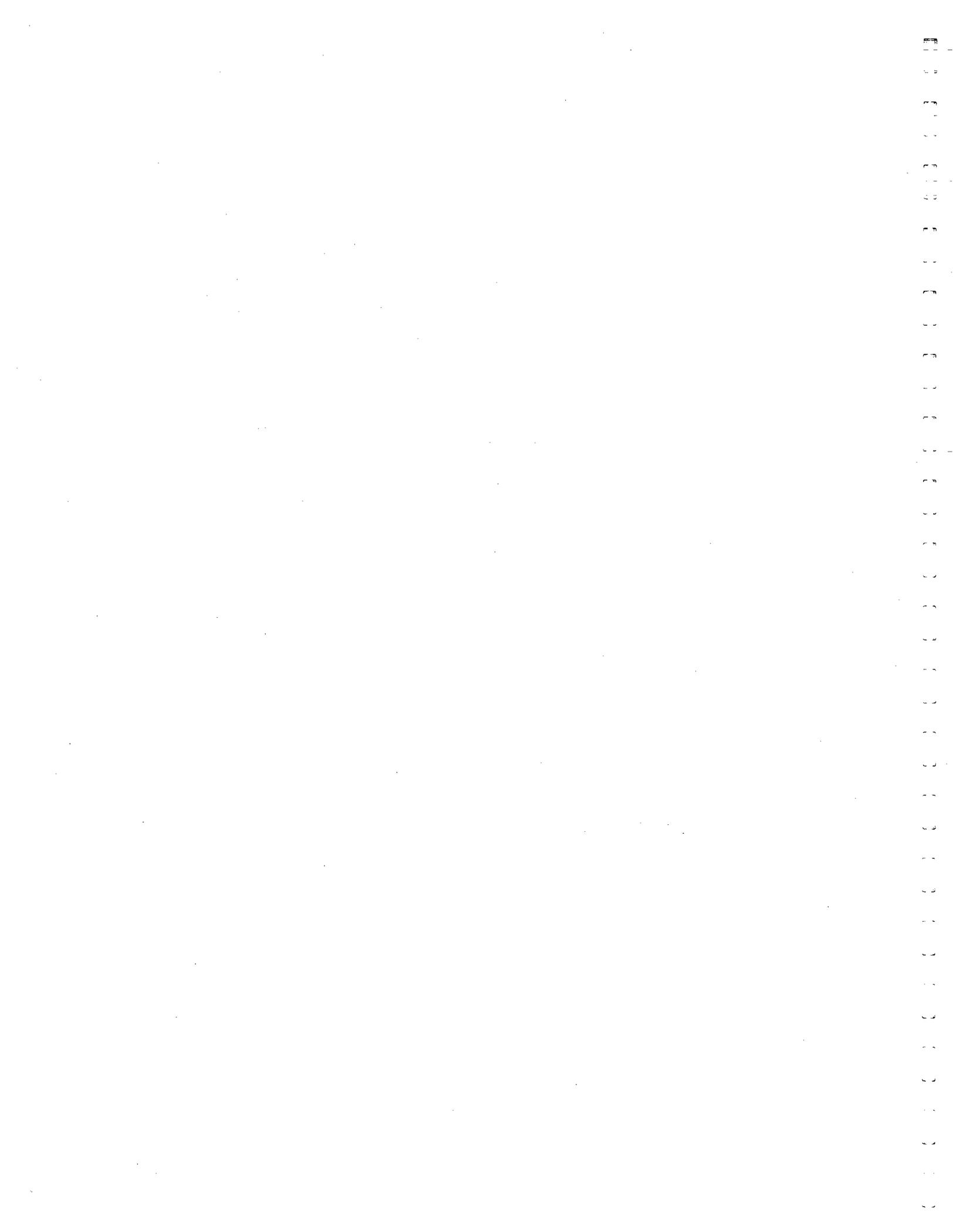
INDUSTRY OF EMPLOYED PERSONS, 1980 AND 1990

	1980		1990	
ALL WORKERS	4,654	100.0%	5,138	100.0%
Agric./Forest/Fisheries	16	0.3%	6	0.1%
Mining	13	0.3%	4	0.1%
Construction	272	5.8%	301	5.8%
Manufacturing	1,742 (100%)	37.4%	449(100%)	8.7%
Durable Goods	1,543 (89%)	-	245 (55%)	-
Transp./Communic./Pub. Util.	436 (100%)	9.4%	403 (100%)	7.8%
Transportation	337 (77%)	-	270 (67%)	-
Wholesale Trade	79	1.7%	154	2.9%
Retail Trade	804	17.3%	1,156	22.5%
Banking/Credit	74	1.6%	N.A.	-
Insurance, Real Estate, & Other Finances	73	1.6%	617	12.0%
Business and Repair Services	70	1.5%	287	5.6%
Private Households	8	0.2%	N.A.	-
Other Personal Services	58	1.3%	175	3.4%
Entertainment/Recreation	20	0.4%	67	1.3%
Professional & Related Svcs.	857 (100%)	18.4%	1,360(100%)	26.5%
Hospital	182 (21%)	-	N.A. -	-
Other Health Services	93 (11%)	-	681 (50%)	-
Educational Services	431 (50%)	-	297 (22%)	-
Social Services	81 (10%)	-	N.A. -	-
Legal/Engineering Services	70 (8%)	-	N.A. -	-
All other professional Svcs.	224 (19%)	-	382 (28%)	-
Public Administration	132	2.8%	159	3.1%

SOURCE: U.S. Bureau of the Census, Population Characteristics, 1980 and 1990.

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APPENDIX B



Dormont Borough Resident Survey

1. HOW MANY YEARS HAVE YOU LIVED IN THE BOROUGH?
- less than 1 year 11 - 15 years
 1 - 5 years 16 - 20 years
 6 - 10 years more than 20 years

2. WHAT IS YOUR GENDER? Male Female

3. WHAT IS THE AGE OF THE PERSON COMPLETING THIS QUESTIONNAIRE?
- 18 - 25 years 45 - 54 years
 26 - 34 years 55 - 64 years
 35 - 44 years 65 years or older

4. HOW MANY PERSONS ARE THERE IN YOUR HOUSEHOLD?
 ___ persons

5. HOW MANY CHILDREN DO YOU HAVE IN EACH OF THE FOLLOWING AGE GROUPS?
- under 5 years old 6 - 11 years old
 12 - 18 years old

6. Do you rent or own your home?

7. IN WHICH OF THE AREAS SHOWN ON THE MAP OF THE BOROUGH ON PAGE 4 DO YOU RESIDE?
- Area A Area C
 Area B Area D

8. HOW WOULD YOU RATE THE EXTERIOR MAINTENANCE OF THE FOLLOWING TYPES OF STRUCTURES IN YOUR NEIGHBORHOOD?
- | | Excellent | Good | Fair | Poor |
|----------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Single Family Houses | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Two Family Houses | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Apartment Buildings | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Commercial Buildings | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

9. ON THE WHOLE, IS THE MAINTENANCE OF HOUSING IN YOUR NEIGHBORHOOD IMPROVING OR DECLINING?
- Better Now About the Same Worse Now

10. DO YOU THINK ENFORCEMENT OF BOROUGH CODES IS ADEQUATE TO MAINTAIN THE PROPER EXTERIOR MAINTENANCE OF HOUSES AND YARDS IN YOUR NEIGHBORHOOD?
- Yes No No Opinion

11. DO YOU THINK THE ZONE PERMIT PARKING PROGRAM ON RESIDENTIAL STREETS IS WORKING?
- Yes No
- IF NO, WHY NOT?
-
-

12. IF A VACANT LOT BECAME AVAILABLE IN YOUR NEIGHBORHOOD, DO YOU THINK IT SHOULD BE USED FOR OFF-STREET PARKING FOR THE RESIDENTS, PROVIDING THE LOT IS ATTRACTIVELY LANDSCAPED AND SCREENED FROM THE ADJOINING HOMES?
- Yes No No Opinion

13. WOULD YOU SUPPORT OFF-STREET PARKING FOR YOURSELF AND YOUR NEIGHBORS IF IT WERE LOCATED ON A LOT NEXT TO YOUR HOUSE?
- Yes No No Opinion

14. ARE BOROUGH PARKS AND PLAYGROUNDS CONVENIENTLY LOCATED?
- Yes No Don't Know

15. ARE BOROUGH RECREATIONAL FACILITIES WELL MAINTAINED?
- Yes No Don't Know

16. DO MEMBERS OF YOUR HOUSEHOLD USE BOROUGH RECREATIONAL FACILITIES?
- | | Regularly | Sometimes | Rarely | Never |
|-------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Swimming Pool | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Tennis Courts | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Horseshoe Courts | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Basketball Courts | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| New Playground | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Ballfields | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Dormont Park | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Illinois Park | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Recreation Center | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Soccer Fields | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

17. DO MEMBERS OF YOUR HOUSEHOLD PARTICIPATE IN BOROUGH RECREATIONAL PROGRAMS?
- | | Regularly | Sometimes | Rarely | Never |
|----------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| Aerobics | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Boosterettes | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Cheerleading | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Baseball | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Softball | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Soccer | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Summer Basketball | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Summer Lunch Program | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Day Camp | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Swim Instruction | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Library Story Hour | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Halloween Program | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Football | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| Scuba Lessons | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

18. WHAT ADDITIONAL RECREATIONAL FACILITIES ARE NEEDED IN THE BOROUGH?

- None
- Play areas for young children
- Ballfields
- Tennis Courts
- Soccer Field
- Bicycle Path
- Basketball Court
- Exercise Area/Jogging Trail
- Street Hockey
- Picnic Shelters
- Other _____

(Please Specify)

19. DO YOU SUPPORT REHABILITATION/EXPANSION OF THE EXISTING RECREATION CENTER?

- Yes
- No
- Don't Know

20. WHAT ADDITIONAL RECREATIONAL PROGRAMS ARE NEEDED IN THE BOROUGH?

- Exercise
- Archery
- Bowling
- Skiing
- Tennis Instruction
- Arts & Crafts
- Tennis League
- Photography
- Golf Instruction
- Adult Education
- Bowling League
- Seniors Programs
- Other _____

(Please Specify)

21. DO YOU THINK RECREATIONAL FACILITIES ARE NEEDED IN THE BOROUGH FOR HANDICAPPED PERSONS?

- Yes
- No
- Don't Know

IF YES, WHAT DO YOU SUGGEST?

.....

.....

.....

22. WOULD YOU FAVOR CONSTRUCTION OF A NEW MUNICIPAL/ COMMUNITY SERVICE CENTER IN THE BOROUGH?

- Yes
- No
- Only if financial assistance is available

23. WHAT SUGGESTIONS DO YOU HAVE FOR IMPROVING MUNICIPAL SERVICES?

.....

.....

.....

.....

24. HOW WOULD YOU RATE THE FOLLOWING BOROUGH SERVICES?

	EXCELLENT	GOOD	FAIR	POOR
Fire Protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Police Protection	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Snow Removal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Street Maintenance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Street Construction	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parking Enforcement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Traffic Control	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Animal Control	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clean Up Program	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Programs for Youth	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Programs for Adults	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Recycling	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Garbage Removal	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Sewer Maintenance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Zoning and Code Enforcement	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Emergency Medical	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Borough Newsletter	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

25. WHERE DO YOU USUALLY SHOP FOR THE FOLLOWING?

	Down-Town Dormont	Pittsburgh	Regional Mall	Other Shopping Area
Bank	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Groceries	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cards, Gifts	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Clothing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Florist	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Video Rental	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Furniture	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Appliances	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Hardware	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Automobiles	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Auto Repair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Doctor	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Dentist	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Attorney	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tax Assistance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Insurance	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Barber/Beautician	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Veterinarian	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pet Grooming	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Theaters	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Restaurants	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Electronics	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

26. WHAT PRODUCTS AND SERVICES SHOULD BE AVAILABLE OR EXPANDED IN DORMONT?

- | | |
|--|--|
| <input type="checkbox"/> Day Care Service | <input type="checkbox"/> Catering Service |
| <input type="checkbox"/> Home Accessories | <input type="checkbox"/> Apparel, Men's |
| <input type="checkbox"/> Apparel, Children's | <input type="checkbox"/> Apparel, Women's |
| <input type="checkbox"/> Pharmacy | <input type="checkbox"/> Handicrafts, |
| <input type="checkbox"/> Books & Stationery | <input type="checkbox"/> Boutique Items |
| <input type="checkbox"/> Entertainment | <input type="checkbox"/> Medical/Dental |
| <input type="checkbox"/> Family Restaurants | <input type="checkbox"/> Upscale Restaurants |
| <input type="checkbox"/> Banking | <input type="checkbox"/> Antiques, Art |
| <input type="checkbox"/> Furniture | <input type="checkbox"/> Appliances |
| <input type="checkbox"/> Hardware | <input type="checkbox"/> Resale Shops |
| <input type="checkbox"/> Groceries | <input type="checkbox"/> Sporting Goods |
| <input type="checkbox"/> Florist | <input type="checkbox"/> Electronics |
| <input type="checkbox"/> Other Professional Services (attorney, accountant, engineer, architect, etc.) | |
| <input type="checkbox"/> Business Services (typing, answering, copying, etc.) | |
| <input type="checkbox"/> Personal Services (beauty/barber shop, cleaners, shoe/watch repair, etc.) | |
| <input type="checkbox"/> Other _____ | |

(Please Specify)

27. SHOULD DORMONT BUSINESSES MAINTAIN UNIFORM HOURS OF OPERATION?

- Yes No Don't Know

28. WHAT IS YOUR PREFERENCE REGARDING THE STORE HOURS OF BUSINESSES IN DORMONT?

- Open earlier Close later Satisfactory now
 Week-End Hours

29. WHAT ARE THE UNIQUE FEATURES OF DORMONT THAT COULD BE USED TO ATTRACT NEW BUSINESSES AND PROMOTE EXISTING BUSINESSES?

.....

Potomac Avenue Shopping Area

30. PLEASE RATE THE POTOMAC AVENUE SHOPPING AREA:

	Excellent	Good	Fair	Poor
Street Lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Condition of Sidewalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cleanliness of Sidewalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability of Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Convenience of Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Window Displays	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Appearance: Outside of Buildings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Appearance: Interior of Stores	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quality of Merchandise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Selection of Merchandise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pricing of Merchandise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Sales Events	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Advertising	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Helpfulness of Clerks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety of Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Elderly/Handicapped Accessible	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

31. DO YOU HAVE COMMENTS OR SUGGESTIONS ABOUT THE POTOMAC AVENUE SHOPPING AREA?

.....

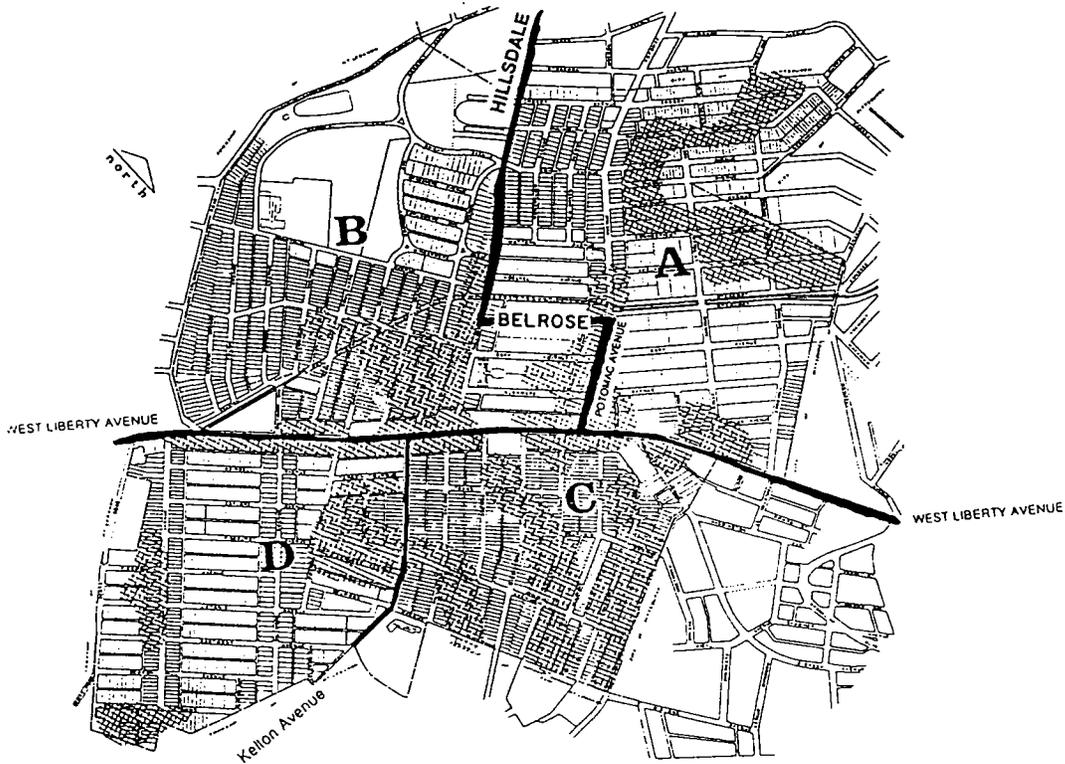
West Liberty Avenue Shopping Area

32. PLEASE RATE THE WEST LIBERTY AVENUE

SHOPPING AREA:	Excellent	Good	Fair	Poor
Street Lighting	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Condition of Sidewalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Cleanliness of Sidewalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Availability of Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Convenience of Parking	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Window Displays	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Appearance: Outside of Buildings	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Appearance: Interior of Stores	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Quality of Merchandise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Selection of Merchandise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Pricing of Merchandise	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special Sales Events	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Advertising	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Helpfulness of Clerks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Safety of Area	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Elderly/Handicapped Accessible	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

33. DO YOU HAVE COMMENTS OR SUGGESTIONS ABOUT THE WEST LIBERTY AVENUE SHOPPING AREA?

Thank you for taking the time to complete this survey. Additional copies can be made for other members of the household. Also, surveys are available at the Borough Office. Please return the completed surveys to the specially marked boxes located in the Dormont Library, in the lobby of the Municipal Building, the special drop off at the Recreation Center or mail to: *Dormont Borough Resident Survey • Municipal Building • 2075 West Liberty Avenue Pittsburgh, PA 15216-2344 • Deadline for returning surveys is October 15, 1992*



DEMOGRAPHICS OF 265 RESPONDENTS
TO BOROUGH OF DORMONT RESIDENT SURVEYS

1. RESIDENCY IN THE BOROUGH	2%	0-1 years
	19%	1-5 years
	9%	6-10 years
	9%	11-15 years
	8%	16-20 years
	53%	20+ years
2. GENDER	39%	Male
	61%	Female
3. AGE OF RESPONDERS	0%	18-25
	18%	26-34
	21%	35-44
	18%	45-54
	19%	55-64
	23%	65+
4. RENT VS OWN	13%	Rent
	87%	Own
5. CHILDREN	8%	Under 5
	11%	6-11
	9%	12-18
6. DISTRICTS	31%	A
	23%	B
	21%	C
	25%	D

Generally: Parking Enforcement, Traffic Control, Animal Control, Code Enforcement were rated poor to fair.

Street Maintenance, Street Reconstruction, and Sewer Maintenance were rated fair to good.

Police Services, Fire Services, Emergency Medical, Borough Newsletter were rated good to excellent.

Other services received very mixed ratings.

**BOROUGH OF DORMONT
CITIZEN SURVEY RESULTS**

ARE BOROUGH RECREATIONAL FACILITIES ADEQUATELY MAINTAINED?

	YES	NO	DON'T KNOW	NO RESP.	TOTAL
AREA A	58 (74%)	3	16	1	78 (100%)
AREA B	43 (73%)	6	10	-	59 (100%)
AREA C	36 (67%)	8	10	-	54 (100%)
AREA D	38 (58%)	9	16	2	65 (100%)
NO AREA GIVEN	7 (78%)	-	2	-	9 (100%)
TOTAL RESPONSES	182 (69%)	26 (10%)	54 (20%)	3 (1%)	265 (100%)

About 70% of all survey respondents agree that Borough recreational facilities are well-maintained. Neighborhood D (bounded by Scott, Kelton West Liberty and the Mt. Lebanon boundary) had the lowest percentage of respondents (58%) who believe recreation facilities are well-maintained.

ARE RECREATIONAL FACILITIES NEEDED IN THE BOROUGH FOR HANDICAPPED PERSONS?

	YES	NO	DON'T KNOW	NO RESP.	TOTAL
AREA A	18	6	51 (65%)	3	78 (100%)
AREA B	10	13	32 (54%)	4	59 (100%)
AREA C	17	1	34 (63%)	2	54 (100%)
AREA D	7	11	45 (69%)	2	65 (100%)
NO AREA GIVEN	1	2	5 (56%)	1	9 (100%)
TOTAL RESPONSES	53 (20%)	33 (12%)	167 (63%)	12 (5%)	265 (100%)

Sixty-three percent (63%) of all respondents indicated they did not know whether handicapped recreational facilities are needed in the Borough.

DO YOU SUPPORT REHABILITATION/EXPANSION OF THE EXISTING RECREATION CENTER?

	YES	NO	DON'T KNOW	NO RESP.	TOTAL
AREA A	32 (41%)	18	26	2	78 (100%)
AREA B	33 (56%)	14	10	2	59 (100%)
AREA C	24 (44%)	8	20	2	54 (100%)
AREA D	30 (46%)	16	16	3	65 (100%)
NO AREA GIVEN	2 (22%)	3	3	1	9 (100%)
TOTAL RESPONSES	121 (46%)	59 (22%)	75 (28%)	10 (4%)	265 (100%)

Forty-six percent (46%) of all respondents favor rehabilitation or expansion of the existing recreation center. The highest percentage of respondents (56%) favoring improvements to the rec center live in Neighborhood B immediately adjacent to the Borough Park.

DO YOU FAVOR CONSTRUCTION OF A NEW MUNICIPAL/COMMUNITY SERVICE CENTER IN THE BOROUGH?

	YES	NO	ONLY WITH FUNDS	NO RESP.	TOTAL
AREA A	10	21	42 (54%)	5	78 (100%)
AREA B	5	21	30 (51%)	3	59 (100%)
AREA C	2	12	36 (67%)	4	54 (100%)
AREA D	8	18	37 (57%)	2	65 (100%)
NO AREA GIVEN	1	3	- -	5	9 (100%)
TOTAL RESPONSES	26 (10%)	75 (28%)	145 (55%)	19 (7%)	265 (100%)

More than half (55%) of the survey respondents favor construction of a new municipal/community service center. The highest percentage (67%) favoring construction of a new municipal center live in Neighborhood C, the most densely populated section of the Borough bounded by West Liberty, Kelton, Mt. Lebanon and the City of Pittsburgh.

WHAT ADDITIONAL RECREATIONAL FACILITIES ARE NEEDED IN THE BOROUGH?

	AREA A	AREA B	AREA C	AREA D	NO AREA	TOTAL	RANK
NONE	20	14	10	12	2	58	(22%)
PLAY AREAS	9	8	5	8	1	31	5
BALLFIELDS	6	3	7	3	-	19	7
TENNIS COURTS	4	3	2	2	-	11	8
SOCCER FIELD	6	5	3	5	-	19	7
BICYCLE PATH	25	28	14	25	2	94	1
BASKETBALL COURT	2	1	2	-	-	5	9
JOGGING TRAIL	28	20	12	24	2	86	2
STREET HOCKEY	23	13	10	9	1	56	4
PICNIC SHELTERS	10	16	17	18	1	62	3
OTHER *	5	6	8	7	-	26	6

* Other facilities suggested by the survey respondents include:

- Senior Center (2)
- Screen Tennis Court
- Bathroom, Fountain & Benches at High School Track
- New Track
- Sand Court Volleyball
- Volleyball
- Classes
- Bingo
- Pet Exercise Area in Park (3)
- Roller Rink
- Roller Blade Rink
- Benches in Park
- Indoor Ice Rink
- Indoor Pool (2)
- Deck Hockey
- Teen Facility (4)
- Parking

Twenty-two percent (22%) of all survey respondents indicated that no new programs were needed. The right hand column indicates the rank order for the suggested programs based on the total number of respondents who indicated an interest in the program. The programs are listed in priority order on the next page.

PRIORITY RANKING OF SUGGESTED NEW FACILITIES

1. Bicycle Path
2. Jogging Trail
3. Picnic Shelters
4. Street Hockey
5. Play Areas/Tots
6. Other Suggested Facilities
7. Soccer Field
7. Ballfields
8. Tennis Courts
9. Basketball Court

PRIORITY RANKING OF SUGGESTED NEW PROGRAMS

1. Adult Education
2. Seniors Programs
3. Arts and Crafts
4. Exercise
5. Golf Lessons
5. Tennis Lessons
6. Tennis League
6. Photography
7. Skiing
7. Bowling League
8. Archery
8. Bowling

WHAT ADDITIONAL RECREATIONAL PROGRAMS ARE NEEDED IN THE BOROUGH?

	AREA A	AREA B	AREA C	AREA D	NO AREA	TOTAL	RANK
EXERCISE	10	14	7	13	-	44	4
BOWLING	2	-	2	3	-	7	8
TENNIS LESSONS	9	13	3	4	-	29	5
TENNIS LEAGUE	7	7	5	-	-	19	6
GOLF LESSONS	7	9	7	6	-	29	5
BOWLING LEAGUE	5	1	5	3	-	14	7
ARCHERY	3	1	1	2	-	7	8
SKIING	4	5	3	2	-	14	7
ART/CRAFTS	14	12	8	14	4	52	3
PHOTOG- RAPHY	6	5	1	7	-	19	6
ADULT EDUC.	24	18	10	19	2	73	1
SENIORS PROGRAMS	18	14	13	12	1	58	2
OTHER *	2	3	4	4	1	14	7

* Other new programs suggested by the respondents include:

- Basketball League
- Street Hockey League
- Bingo
- Annual Triathlon
- Dancing
- Evening Library Program
- Seminars
- Pistol/Rifle Range
- Gun Club
- Men's/Women's Softball
- Teen Programs
- Ice Hockey
- Water Aerobics
- Weight Lifting

The right hand column indicates the ranking of the new programs by the total number of respondents who expressed an interest in the program. The programs are listed in priority order on the previous page.

BOROUGH OF DORMONT
NEIGHBORHOOD SURVEY RESPONSES

	NEIGHBORHOOD							
	AREA A		AREA B		AREA C		AREA D	
TOTAL RESPONSES	78	100%	59	100%	54	100%	65	100%
LENGTH OF RESIDENCE								
0- 1 Years	3	4%	1	2%	1	2%	-	-
1- 5 Years	14	18%	13	22%	10	18%	11	17%
6-10 Years	10	13%	6	10%	3	6%	6	9%
11-15 Years	8	10%	4	7%	6	11%	5	8%
16-20 Years	10	13%	2	3%	5	9%	4	6%
20+ Years	33	42%	31	53%	29	54%	39	60%
No Response	-	-	2	3%	-	-	-	-
OWNERSHIP								
Renter	13	17%	4	7%	12	22%	5	8%
Owner	64	82%	54	91%	42	78%	59	91%
No Response	1	1%	1	2%	-	-	1	1%
NEIGHBORHOOD MAINTENANCE								
Better Now	21	27%	26	44%	10	19%	24	37%
Same	41	53%	24	41%	31	57%	34	52%
Worse	15	19%	9	15%	11	20%	6	9%
No Response	1	1%	-	-	2	4%	1	2%
ADEQUATE CODE ENFORCEMENT								
Yes	33	42%	22	37%	26	48%	29	45%
No	38	49%	27	46%	22	41%	27	41%
No Opinion	7	9%	10	17%	6	11%	9	14%
No Response	-	-	-	-	-	-	-	-
RESID. PARKING PERMIT SYSTEM								
Working	50	64%	34	58%	27	50%	33	51%
Not Working	14	18%	18	30%	20	37%	19	29%
No Response	14	18%	7	12%	7	13%	13	20%
PARKING LOT IN NEIGHBORHOOD								
Favor Construction	40	51%	34	58%	40	74%	31	48%
Opposed	30	39%	20	34%	12	22%	25	38%
No Opinion	8	10%	5	8%	2	4%	8	12%
No Response	-	-	-	-	-	-	1	2%
PARKING LOT NEXT DOOR								
Favor Construction	35	45%	31	53%	34	63%	18	28%
Opposed	33	42%	24	41%	17	31%	36	55%
No Opinion	8	10%	4	6%	3	6%	10	16%
No Response	3	3%	-	-	-	-	1	1%

13. HOW WOULD YOU EVALUATE THE FOLLOWING BOROUGH SERVICES?

	Excellent	Good	Fair	Poor
Fire Protection	<input type="checkbox"/> 18	<input type="checkbox"/> 8	<input type="checkbox"/> 2	<input type="checkbox"/>
Police Protection	<input type="checkbox"/> 17	<input type="checkbox"/> 12	<input type="checkbox"/> 1	<input type="checkbox"/>
Snow Removal	<input type="checkbox"/> 12	<input type="checkbox"/> 13	<input type="checkbox"/> 4	<input type="checkbox"/>
Street Maintenance	<input type="checkbox"/> 3	<input type="checkbox"/> 8	<input type="checkbox"/> 4	<input type="checkbox"/> 4
Parking Enforcement	<input type="checkbox"/> 12	<input type="checkbox"/> 10	<input type="checkbox"/> 4	<input type="checkbox"/> 4
Traffic Control	<input type="checkbox"/> 3	<input type="checkbox"/> 14	<input type="checkbox"/> 8	<input type="checkbox"/> 2
Zoning/Code Enforcement	<input type="checkbox"/> 3	<input type="checkbox"/> 18	<input type="checkbox"/> 5	<input type="checkbox"/> 2
Emergency Medical	<input type="checkbox"/> 14	<input type="checkbox"/> 14	<input type="checkbox"/> 2	<input type="checkbox"/>
Borough Newsletter	<input type="checkbox"/> 6	<input type="checkbox"/> 16	<input type="checkbox"/> 4	<input type="checkbox"/> 1

14. WHAT ARE YOUR SUGGESTIONS FOR IMPROVING MUNICIPAL SERVICES?

15. WHEN WAS THE LAST TIME MAJOR IMPROVEMENTS WERE MADE TO THE INTERIOR OF YOUR BUSINESS?

- Last year 9
 - 2-5 years ago 10
 - 6-10 years ago 1
 - Longer than 10 years ago 2
 - Not since you have operated the business 6
- Approximate value of improvements
\$ _____

16. WHEN WAS THE LAST TIME MAJOR IMPROVEMENTS WERE MADE TO THE EXTERIOR OF YOUR BUSINESS?

- Last year 6
 - 2-5 years ago 5
 - 6-10 years ago 5
 - Longer than 10 years ago 5
 - Not since you have operated the business 11
- Approximate value of improvements
\$ _____

17. IF PHYSICAL IMPROVEMENTS HAVE NOT BEEN MADE TO YOUR BUSINESS RECENTLY, WHAT ARE THE REASONS?

- Not necessary 6
- High interest rates
- Lack of low interest loans 2
- Not enough business to justify expense 2
- Plan to make major improvements in the next 5 years 3
- It's the landlord's responsibility 7
- Other 1

(Please Specify)

18. HOW MUCH DID YOU SPEND DURING 1991 ON ADVERTISING?

\$ _____

19. WHAT METHODS OF ADVERTISING DO YOU USE?

- Direct mail 12
- Newspaper 12
- Coupons 10
- Referral 13
- Radio 8
- TV 5
- Other 13

(Please Specify)

20. SHOULD DORMONT BUSINESSES MAINTAIN UNIFORM HOURS OF OPERATION?

- Yes 8
- No 9
- Don't Know 12

21. WHAT IS YOUR PREFERENCE REGARDING THE STORE HOURS OF BUSINESSES IN DORMONT?

- Open earlier
- Close later 6
- Satisfactory now 21
- Week-End Hours 2

22. DO YOU PROVIDE FREE DELIVERIES?

- No free deliveries 4
- Free to all customers 7
- Free to elderly or disabled customers only
- Not applicable 21

23. WHAT OTHER CUSTOMER SERVICES DO YOU PROVIDE (I.E. CREDIT CARD SERVICES, FREE ESTIMATES, FINANCING, GIFT WRAP, ETC.)

24. WHAT ARE THE UNIQUE FEATURES OF DORMONT THAT COULD BE USED TO ATTRACT NEW BUSINESS AND PROMOTE EXISTING BUSINESSES?

25. HOW WOULD YOU RATE THE FOLLOWING ASPECTS OF THE WEST LIBERTY AVENUE BUSINESS DISTRICT?

	Excellent	Good	Fair	Poor
Street Lighting	<input type="checkbox"/> 4	<input type="checkbox"/> 15	<input type="checkbox"/> 6	<input type="checkbox"/> 2
Condition of Sidewalks	<input type="checkbox"/> 3	<input type="checkbox"/> 10	<input type="checkbox"/> 11	<input type="checkbox"/> 4
Availability of Parking	<input type="checkbox"/>	<input type="checkbox"/> 4	<input type="checkbox"/> 6	<input type="checkbox"/> 17
Convenience of Parking	<input type="checkbox"/> 2	<input type="checkbox"/> 3	<input type="checkbox"/> 7	<input type="checkbox"/> 16
Cleanliness of Streets	<input type="checkbox"/> 1	<input type="checkbox"/> 9	<input type="checkbox"/> 14	<input type="checkbox"/> 3
Window Displays	<input type="checkbox"/> 1	<input type="checkbox"/> 8	<input type="checkbox"/> 13	<input type="checkbox"/> 5
Exterior of Buildings	<input type="checkbox"/>	<input type="checkbox"/> 3	<input type="checkbox"/> 19	<input type="checkbox"/> 5
Interior of Stores	<input type="checkbox"/>	<input type="checkbox"/> 7	<input type="checkbox"/> 18	<input type="checkbox"/> 1
Quality of Merchandise	<input type="checkbox"/> 1	<input type="checkbox"/> 19	<input type="checkbox"/> 5	<input type="checkbox"/> 2
Selection of Merchandise	<input type="checkbox"/>	<input type="checkbox"/> 15	<input type="checkbox"/> 9	<input type="checkbox"/> 2
Pricing of Merchandise	<input type="checkbox"/>	<input type="checkbox"/> 19	<input type="checkbox"/> 7	<input type="checkbox"/>
Special Sales Events	<input type="checkbox"/>	<input type="checkbox"/> 6	<input type="checkbox"/> 12	<input type="checkbox"/> 8
Advertising	<input type="checkbox"/>	<input type="checkbox"/> 7	<input type="checkbox"/> 11	<input type="checkbox"/> 8
Store Hours	<input type="checkbox"/>	<input type="checkbox"/> 16	<input type="checkbox"/> 10	<input type="checkbox"/> 1

25. HOW WOULD YOU RATE THE FOLLOWING ASPECTS OF THE POTOMAC AVENUE BUSINESS DISTRICT?

	Excellent	Good	Fair	Poor
Street Lighting	<input type="checkbox"/> 9	<input type="checkbox"/> 16	<input type="checkbox"/> 1	<input type="checkbox"/>
Condition of Sidewalks	<input type="checkbox"/> 6	<input type="checkbox"/> 19	<input type="checkbox"/> 6	<input type="checkbox"/> 1
Availability of Parking	<input type="checkbox"/>	<input type="checkbox"/> 7	<input type="checkbox"/> 8	<input type="checkbox"/> 10
Convenience of Parking	<input type="checkbox"/>	<input type="checkbox"/> 6	<input type="checkbox"/> 9	<input type="checkbox"/> 11
Cleanliness of Streets	<input type="checkbox"/>	<input type="checkbox"/> 15	<input type="checkbox"/> 5	<input type="checkbox"/> 5
Window Displays	<input type="checkbox"/> 2	<input type="checkbox"/> 11	<input type="checkbox"/> 12	<input type="checkbox"/>
Exterior of Buildings	<input type="checkbox"/> 2	<input type="checkbox"/> 14	<input type="checkbox"/> 9	<input type="checkbox"/>
Interior of Stores	<input type="checkbox"/> 1	<input type="checkbox"/> 11	<input type="checkbox"/> 10	<input type="checkbox"/>
Quality of Merchandise	<input type="checkbox"/> 1	<input type="checkbox"/> 14	<input type="checkbox"/> 9	<input type="checkbox"/> 1
Selection of Merchandise	<input type="checkbox"/>	<input type="checkbox"/> 13	<input type="checkbox"/> 9	<input type="checkbox"/> 2
Pricing of Merchandise	<input type="checkbox"/>	<input type="checkbox"/> 15	<input type="checkbox"/> 9	<input type="checkbox"/>
Special Sales Events	<input type="checkbox"/>	<input type="checkbox"/> 6	<input type="checkbox"/> 8	<input type="checkbox"/> 9
Advertising	<input type="checkbox"/>	<input type="checkbox"/> 7	<input type="checkbox"/> 7	<input type="checkbox"/> 10
Store Hours	<input type="checkbox"/>	<input type="checkbox"/> 14	<input type="checkbox"/> 10	<input type="checkbox"/> 1

26. WHAT PRODUCTS AND SERVICES SHOULD BE AVAILABLE OR EXPANDED IN DORMONT?

- 2 Day Care Service
- 5 Home Accessories
- 3 Apparel, Children's
- 3 Pharmacy
- 6 Books and Stationery
- 5 Entertainment
- 4 Family Restaurants
- 4 Banking
- 5 Furniture
- 17 Hardware
- 9 Groceries
- 3 Florist
- 5 Professional Services (attorney, accountant, engineer, architect, etc.)
- 4 Business Services (typing, answering, copying, etc.)
- 7 Personal Services (beauty/barber shop, cleaners, shoe/watch repair, etc.)
- 2 Other

(Please Specify)

27. WOULD YOU BE WILLING TO COOPERATE WITH OTHER BUSINESSES IN A COUNTY FUNDED PROGRAM TO FINANCE ANY OF THE FOLLOWING IMPROVEMENTS?

- 11 Facade improvement
- 9 Attracting new business
- 15 Parking
- 4 Street furniture
- 9 Advertising
- 6 Street improvements
- 7 Sidewalks
- 5 Landscaping
- 6 None of the above

28. WHAT IS THE MOST IMPORTANT REASON THAT YOU SELECTED DORMONT TO ESTABLISH YOUR BUSINESS.

- Business was already established here 15
- Affordable rent or purchase price 8
- Low taxes 3
- Design of building suits my needs 3
- Other complementary businesses are located here 1
- Centrally located in our market area/client base 8
- Availability of public transportation 1
- Other 1

(Please Specify)

29. DO YOU HAVE ANY OTHER COMMENTS ABOUT THE BUSINESS DISTRICTS?

Thank you for taking the time to complete this survey. Please return the completed surveys to the specially marked boxes located in the Dormont Library, in the lobby of the Municipal Building, the special drop off at the Recreation Center or mail to:

Dormont Borough Business District Survey
Municipal Building
2975 West Liberty Avenue
Pittsburgh, PA 15216-2344

Deadline for returning surveys is November 15, 1992

APPENDIX C

**BOROUGH OF DORMONT
RESIDENTIAL ZONING DISTRICTS**

DWELLINGS:	R-1	R-1A	R-2	R-3	R-4
	1 Family	1 Family	1 Family 2 Family	1 Family 2 Family Townhouse Garden Apt.	N.P. N.P. Townhouse Garden Apt. High-Rise
LOT SIZE:					
1 Family	4,000 s.f.	3,300 s.f.	3,300 s.f.	3,300 s.f.	N.P.
2 Family	N.P.	N.P.	5,400 s.f. (2,700/d.u.)	5,400 s.f. (2,700/d.u.)	N.P.
Townhouses	N.P.	N.P.	N.P.	9,600 s.f.**	9,600 s.f.**
Garden Apts.	N.P.	N.P.	N.P.	9,600 s.f.**	9,600 s.f.**
High-Rise	N.P.	N.P.	N.P.	N.P.	19,000 s.f.**
LOT WIDTH:					
1 Family	37.5'	30'	30'	30'	N.P.
2 Family	N.P.	N.P.	60'	60'	N.P.
Townhouses	N.P.	N.P.	N.P.	75'	75'
Garden Apts.	N.P.	N.P.	N.P.	75'	75'
High-Rise	N.P.	N.P.	N.P.	N.P.	100'
BUILDING COVERAGE:					
1 & 2 Family	40%	40%	40%	40%	N.P.
TH/Gar. Apt.	N.P.	N.P.	N.P.	35%	35%
High-Rise	N.P.	N.P.	N.P.	N.P.	30%
PAVED AREA (Multifamily)	N.P.	N.P.	N.P.	40%	40%
FRONT YARD:					
1 & 2 Family	20'	20'	20'	20'	N.P.
TH/Gar. Apt.	N.P.	N.P.	N.P.	25'	25'
High-Rise	N.P.	N.P.	N.P.	N.P.	35'
SIDE YARD:					
1 Family	5' *	3' *	3' *	3' *	N.P.
2 Family	N.P.	N.P.	5' min. * (15' total)	5' min. * (15' total)	N.P.
TH/Gar. Apt.	N.P.	N.P.	N.P.	6'	6'
Adj. R-1, R-1A, R-2	N.P.	N.P.	N.P.	10'	10'
High-Rise	N.P.	N.P.	N.P.	N.P.	25'
Adj. R-1, R-1A, R-2	N.P.	N.P.	N.P.	N.P.	40'
REAR YARD:					
1 Family	25'	25'	25'	25'	25'
High-Rise	N.P.	N.P.	N.P.	N.P.	30'

N.P. = Not Permitted in District.

* Garages may have party walls along side lot lines.

** TH/Gar. Apt. Density = 44 units per acre: 1 BR=1,000 s.f.; 2 BR=1,150 s.f.; 3 BR=1,300 s.f.

** High-Rise Density = 54 units per acre: 1 BR= 800 s.f.; 2 BR= 900 s.f.; 3 BR=1,000 s.f.

BOROUGH OF DORMONT

COMMERCIAL ZONING DISTRICTS

	C-1 DISTRICT (Commercial/Civic)	C-2 DISTRICT (General Commercial)
PERMITTED USES:	Public Buildings Public Recreation Government Offices Library, Museum Apartment Bldgs. Apartment Hotels Banks/ S & Ls Pay Parking Garage/Lot Transit Station Indoor Entertainment Taverns <u>Uses/2,000 s.f. or less:</u> Professional Offices Retail Stores Personal Services Offstreet Parking	- - Gov't. Offices/P.O. Library, Museum - - Banks/ S & Ls Public Garage Transit Station Indoor Recreation Taverns General Offices General Merchandise Personal Services Offstreet Parking Offstreet Loading Funeral Home Art/Photo Studio Apparel/Accessories Business Machines Club, Frat., Lodge Home Furn./Appliance New Auto Sales Food Store/Bakery Restaurant/Deli Telephone Office Messenger Service Express Agency Antique/gift Book/Stationery Hobby/Camera/Music Candy/Tobacco Cosmetic/Jewelry Florist Leather/Luggage
SPECIAL EXCEPTIONS	Churches, incl. Parish House, Parsonage, Sister House	None

BOROUGH OF DORMONT

	C-1 DISTRICT (Commercial/Civic)	C-2 DISTRICT (General Commercial)
LOT AREA:	None Required, except for dwellings: 400 s.f. per dwelling unit	None Required
LOT WIDTH:	None Required	None Required
FRONT YARD:	15' + 1.5' for each floor above 3 floors	10' + 1.5' for each floor above 4 floors
REAR YARD:	20' + 1' for each floor above 3 floors	20' + 1' for each floor above 3 floors
SIDE YARD:		
Adj. Residential	30' + ht. of bldg. over 30'	30' + ht. of bldg. over 30'
All Others:	1-2 floors: None 15' + 3' for each floor above 3 floors	1-2 floors: None 10' + 1.5' for each floor above 3 floors
LOT COVERAGE:	90% (Bldgs. & Paving) 50% (Bldgs. Only)	90% (Bldgs. & Paving) -
BUILDING HEIGHT:	100'	100'



