

**WEST LIBERTY AVENUE REDEVELOPMENT
AND POTENTIAL LAND SWAP**

QUESTIONS AND ANSWERS FROM PUBLIC 8/15/12 PUBLIC WORKSHOP

Question: Why is keeping 28 spaces in Lot #1 not feasible?

Asked By: 2 Persons

Answer: The main reason this option is not feasible is that in order for #1 Cochran to stabilize the ground which is on a severe slope and use it for their Infiniti dealership they must build level structures and to do this they need the entire lot. Retaining any of the spaces by the Borough would mean insufficient room to provide the level parking area needed adjacent to the dealer to store and display cars. Any other reasons for not retaining the parking spaces really are not an issue as the Infiniti dealership cannot be constructed without the complete use of Lot #1.

Question: Have we done a parking study?

Asked By: 1 Person

Answer: The Borough has previously undertaken 2 different parking studies that included Lot #1. The first study looked at the lot between 8 AM and 5 PM on a single day. The highest number of occupied spots during that day was 25 of the 75 spaces. The second study looked at the lot between 7 PM and 8 PM and between 10 PM and 11 PM from Monday through Saturday. The highest number of occupied spaces that week was 69 on Saturday night from 10 PM to 11 PM. The details for both studies are shown below:

Study #1:	<u>TIME</u>	<u>#OCCUPIED</u>
	8 AM	1
	9 AM	4
	10 AM	22
	11 AM	17
	Noon	28
	1 PM	16
	2 PM	25
	3 PM	15
	4 PM	20
	5 PM	12

Study #2:	<u>DAY</u>	<u>TIME</u>	<u>#OCCUPIED</u>
	Monday	7 PM-8 PM	43
		10 PM-11 PM	49
	Tuesday	7 PM-8 PM	62
		10 PM-11 PM	41
	Wednesday	7 PM-8 PM	51
		10 PM-11 PM	37

Thursday	7 PM-8 PM	66
	10 PM-11 PM	N/A
Friday	7 PM-8 PM	53
	10 PM-11 PM	36
Saturday	7 PM-8 PM	54
	10 PM-11 PM	69

The problem with both of these studies from a planning perspective is that they were done during the summer, arguably a slower time of the year, and they are not comprehensive for night time usage. Should Council select either Option #2 or Option #3, staff will immediately coordinate a comprehensive parking study to determine the actual need for spaces throughout the day for an entire week.

Question: Would the parking on Lot #8 be completed before Lot #1 is closed?
 Asked By: 1 Person
 Answer: Yes. All work on the new parking lot where the current used car lot sits would be completed and the lot would be open for public use prior to the Borough turning over Lot #1 for development.

Question: Did the Borough entertain other offers for Lot #1 in addition to the offer from #1 Cochran?
 Asked By: 1 Person
 Answer: No, because the only value to the Borough in losing ownership of Lot #1 comes from the ability to replace the parking and to provide for redevelopment of West Liberty Avenue and the construction of the Transportation Oriented Development. If we were to sell Lot #1 to someone else, than we would end up without 75 parking spaces and have no way to incentivize the development of the TOD.

Question: Why can't we get grants like Mt. Lebanon?
 Asked By: 1 Person
 Answer: There is a possibility that the Borough can get some grants to enhance West Liberty Avenue but we would need to have the funds available to match those grants and without a dedicated funding source such as the TIF District, that would be difficult. In addition, any grants that might be available for the TOD would require us to partner "regionally" meaning with Mt. Lebanon and/or Castle Shannon and the County. That partnership cannot occur without some degree of certainty that the TOD will be built and that certainty is not possible without the TIF funds as an incentive to a developer.

Question: Why can't #1 Cochran build a garage instead of street level parking so that there is no loss of parking to the Borough?
 Asked By: 1 Person

Answer: Parking garages are prohibitively expensive, \$15,000 or more per parking space. This is as compared to surface parking which is between \$1,000 and \$3,000 per parking space. Building a garage on the used car lot site would be well over a million dollars and #1 Cochran would never agree to build it themselves. And if the Borough agreed to build it using TIF funding, there would be no TIF funding available for the TOD which is the main focus of this project. Obviously the Borough itself could not afford to spend a million dollars in taxpayer's funds for a project such as this.

Question: If we do have limited spaces for a period of time, will the Borough step up meter enforcement to ensure spaces are available for patrons?

Asked By: 1 Person

Answer: Should Council elect either Option #2 or Option #3 and should the ensuing parking study indicate that there is a shortage of parking spaces with just the new parking lot on Lot #8, then we will undertake to find ways to address this shortage in whatever manner works and with as many methods as is practical. That includes the use of stepped up meter enforcement to ensure turnover and more parking for business patrons.

Question: What about using the parking lot of the former beer distributor for additional parking?

Asked By: 1 Person

Answer: Both #1 Cochran and the Borough have considered this option but right now the cost is very large. The owners of this property have indicated that they would want \$10,000 per month for parking there which for 31 spaces would be approximately \$325 per space per month. This amount is well over what is considered a reasonable rate for renting a parking space and #1 Cochran has rejected this as an option. From the Borough's standpoint, with the parking lot being in Mt. Lebanon and with the cost being so high, we will look at other options to replace any needed parking during the construction period.