

Name	Email	Proposed property address/description	Property features	Utilities	Acres	Zoning	Sale or lease?	Current use	Additional information	Complete response?
		4052 Tower Road, parcels 2022000600000 and 202200050000	Access to Fern Valley Road via Geil Road. 60-ft easements to property from Geil Lane over parcels 063303310000 and 063303300000. Land is cleared, mostly soybeans. No buildings or paved areas. LG&E transmission lines allow for parking underneath. Fenced in area. Less than 2.5 miles from edge of property to I-65 on ramp and Fern Valley. Approximately 25 acres not including easements.	Sewer at property line. Electric, water nearby	25	EZ-1	either	agriculture	Lease and sale options are both available. Please contact both [REDACTED] and [REDACTED] for more information.	Y
		245-247 Adams Street	This site has up to 1.96 acres of land with some shell buildings (which could be demolished) available for lease. The site is available for sale; however, is best suited for higher use development. The site is currently fenced, mostly open, minimal trees, some paved areas, some gravel. Zoned EZ-1. Partially in the floodplain. Owners will consider 1-year lease terms or shorter. May not be a long term fit, but could possibly be used for overflow or interim use. Rate is negotiable.	All believed to be at road	1.96	EZ-1	either	vacant/shop and yard space	The owners are flexible and willing to negotiate lease or sale. Please see KCREA listings for 247 Adams Street for further info [REDACTED]	Y
		8079 Dixie Highway and 7855 Dixie Highway	7855 Dixie Hwy is an unusual legal parcel that is divided by railroad tracks. It has approximately 2 acres of frontage on Dixie Hwy zoned C-2, currently used as a car lot. The rear portion is zoned M-2, but it does not have its direct access over the tracks, and thus sits vacant. The rear of 7855 Dixie could be accessed from Paralee Lane if combined with the parcel at 8079 Dixie Hwy. 8079 Dixie is a 22.9 acre parcel with frontage on Paralee Lane. Is zoned R-4, but it is bounded by forest, a railroad tract, and the aforementioned M-2 land of 7855 Dixie Hwy to the north. Due to the proximity of Waverly Hills Sanatorium and the railroad tracks, this land is not ideal for residential development, as the zoning would permit. A use like the impound lot would be a good fit here. I am a commercial real estate agent with Grisanti Group Commercial Real Estate, and I have 8079 Dixie Hwy listed. 7855 Dixie Highway is listed by [REDACTED] with TRIO Commercial Property Group.	All available along Dixie Highway	30	CM, M2 and R4	sale	7855 Dixie is used as a car lot in the front and is vacant in the rear. 8079 Dixie is undeveloped	An LG&E easement runs along the railroad tracks, but it's on the border of the property.	N-missing map showing distance to interstate
		6330 R Strawberry Lane	The property is flat and covered in grass. Of the total 34.638 acres, 26.13 acres have been prepared for development, noted as "improvement area" in Sketch A. The property has access from two streets. Sketch A shows the access for the 3.491 acre tract through Steven Boone Court to Strawberry Lane and access for the 31.638 acre tract is to Eiler Ave. A small area, 60' x 240' at the north end of the property is paved. The 8.51 acres at the south end of the property are in the flood plain. This acreage could be used to satisfy MSD requirements for flood plain compensation.	Electric service is available at the north-east corner of the property and off Eiler Ave. Sprinkler water and domestic water are available off Eiler Ave and Strawberry Lane. Natural gas is available off Eiler Ave and Strawberry Lane. Sewers cross the property	34.638	EZ-1	sale	vacant	The RFI states that the proposed Impound Lot have at least 15 contiguous acres. The property could easily be split at the entrance off Eiler Ave, the area highlighted in yellow in Sketch B. This yields approximately 16 acres in the improvement area. If the impound Lot needs to be larger than 16 acres, we could accommodate that by moving the boundary north. If the property is split, the purchaser of the south tract will be given the 8.51 acres, the flood plain compensation area. Southland Realty offers, for sale, 34.638 acres at 6330 R Strawberry Lane, subject to prior sale. The undeveloped land consists of 2 plats, 3.491 and 31.147 acres. We prefer to sell the property rather than lease it. The price for both tracts is \$3,000,000. If the City wishes to purchase less than the 34 acres, we would be willing to split it. The price would be \$125,000 per acre, based on the amount of land purchased in the "improvement area", as shown in Sketch A. I wanted to attach the following files but this "form" only allowed me to attach one file. I'm going to fill out another "form" and attach Sketch A & B. If you want the additional information email me and I will send it. Thanks (has surveys, including topo, Phase 1 ESA, geotech and sewer maps plus documents related to the 2005 development of the property)	Y
		various, former Edgewood Subdivision							We currently own 5 acres of vacant land in the former Edgewood subdivision, bordered by Orchard Ave, Dearing Ave and Rose Drive, that would be available for the impound lot. Although this is not large enough for the lot, UPS owns the surrounding property and could easily allocate 10 acres to the lot. I have discussed this with Tom Foote the UPS real estate manager. I doubt UPS would be interested unless the City made the ask. We would be happy to sell or lease our 5 acres. If the City could convince UPS to do the same the site would be sufficient. the access form I-65 makes the site easy from down town. If you are interested in trying to make this happen, let me know.	NOVEL
									Waterfront Botanical Gardens (WBG), located on a site adjacent to this property, would like to utilize the land where the impound lot currently resides as Teaching Gardens to supplement the displays in the Waterfront Botanical Gardens. Both indoor (greenhouse) and outdoor gardens can be designed for research and educational programming available to all citizens of Louisville. Outdoor gardens can include edible gardens, experimental, water management and more. There is potential for partnerships with the area universities for coursework, research, internships, etc. Access to the WBG site would be via Frankfort Ave or the Butchertown Greenway. Please consider the Teaching Gardens as a future option for this site, and this city.	NOVEL

		46 Virginia Dr	<p>After taking a look at your needs and dependent upon the environmental restrictions I believe the best place for all of your inventory will be located on Shippingport Island along Shippingport Drive. About a third of the way down the island there's enough room in an open swath of trees to fit a lot of your problem. I say this is the best place because it seemingly has the best return on investment given the circumstance, it can be fabricated to your needs for the future as well. I would suggest moving the cars by railcar and loading them at the frankfort avenue railcrossing just to the north of the current impound lot (next to the heigold house facade). Railcar would transfer the vehicles directly to the necessary offloading spot of north 26th st/ marine street, where they then could be towed into place for long term storage. All of the elements are in place to make this move feasible, the environmental portion of issues arises when placing vehicles on an island I would imagine but I'm no expert, where there's a will there's a way. Also, if you elect to utilize my plan, I wish no recognition other than the use of the island to fish during the summer month as I am an avid fisherman. ;) I am a 30 year old veteran of military intelligence with a bit of imagery work, currently finishing my degree at UofL in the School of Education and Human Development. I would be happy to build a presentation highlighting my plan to brief a large group in a more formalized manner if necessary.</p> <p>Thanks and Good Luck,</p>							NOVEL
			<p>MR SCHROEDER, I THINK WE'RE LOOKING AT THE PROBLEM OF OVER CROWDING AT THE TOW IN LOT IN LOUISVILLE IN THE WRONG DIRECTION. MY IDEA IS TO: *SAVE MONEY--KEEP THE EXISTING PROPERTY--NOBODY IS COMPLAINING ABOUT THE LOCATION *USE IT IN A DIFFERENT MANNER *CONTACT A AUTO CRUSHING COMPANY WILLING TO WORK WITH THE CITY FOR A POSITIVE OUTCOME FOR EACH PARTY *ANY CAR BROUGHT TO THE LOT [INSURANCE CLAIM-STOLEN-DAMAGED FROM ANY REASON-NO EXCUSES] MUST BE REMOVED FROM THE LOT WITHIN 60 DAYS. *ANY CRIME SCENE VEHICLE HAS 90 DAYS TO BE REMOVED[NO EXCUSES] LAWYERS GET TO WORK! *IF THE CAR IS NOT PROCESSED IN THE GIVEN TIME IT BECOMES PROPERTY OF THE CITY. *THE CITY TURNS IT OVER TO THE CAR CRUSHING COMPANY WHICH IS PAID BY THE SCRAP PRICE IT RECEIVES FROM THE ACTION. [PORTABLE CRUSHER ON SITE] *THE CRUSHED SCRAP MUST BE REMOVED FROM THE SITE BY THE CRUSHING COMPANY *WE MUST QUIT STORING EVERYONES JUNK FOR FREE FOR AN UNLIMITED TIME. *WITH THESE TIME LIMITS, A CONSTANT TURN OVER OF JUNK CARS WILL KEEP OUR EXISTING LOT FROM STORING CARS "FOREVER". DON'T NEED ANOTHER LOT!!! *DOES THIS MAKE SENSE TO YOU? IF SO, PROBABLY WON'T HAPPEN THEN!!!</p>							NOVEL
			<p>build a 4-car-high shelving system at the current location and use a fork lift to lift cars in and out of the rack</p>							NOVEL
			<p>I would suggest a partly underground and partly above ground parking structure with a green canopy to absorb the heat, solar panels (with battery capacity) and acceptable wind turbines on or nearby to supplement the electricity to light and cool/heat the structure and to power the security system, along with an underground thermal water system to provide additional heat to the facility. A state of the art impoundment center would be energy self-sufficient and may even produce energy to sell, would be aesthetically acceptable to the public since much of the structure would be underground, could be jointly funded by a public private partnership and centrally located since it would also serve as a functional parking lot, and could be more centrally located since it would house both impounded vehicles and paying customers. While the cost would be tremendous, the long-term benefits of energy efficiencies and the joint public private partnership/sponsorships would make it less expensive.</p>							NOVEL
		5013 Camp Ground Road	<p>I have a friend that has 115 acres of vacant land located on Camp Ground Rd, to the south of Marathon Petroleum and to the west of Vitran Express. Majority of land around it is zoned Lt Industrial. (owner) asked me to contact you to see if some of his land would work for the new impound lot. The property is currently used as farm land. would be willing to sell off however many acres the city would be interested in.</p>						Access is across the railroad tracks, one parcel is not contiguous with the larger piece.	

