

Impound Lot FAQ – May 2018

Q: Where are most cars towed from?

A: Most come from the Central Business District and the rest are towed from locations distributed fairly evenly across the county.

Q: Would tow lot relocation require a zoning change?

A: As stated in the RFI, LMG prefers to identify a location that is currently zoned for a commercial parking lot. Zoning districts that support this use include:

- C-1, Commercial
- C-2, Commercial
- C-3, Commercial
- CM, Commercial Manufacturing
- EZ-1, Enterprise Zone
- M-1, Industrial
- M-2, Industrial
- M-3, Industrial
- PRO, Planned Research/Office District
- PEC, Planned Employment Center

Q: When responses to the RFI come in, will they be immediately public and will people who live next door have an opportunity to ask questions or object?

A: As stated in the RFI, LMG will engage in a preliminary review of all responses received. During this time, LMG will not post the responses for public viewing, as it could lead to competitive disadvantage in potential negotiations with property owners. However, upon conclusion of LMG's evaluation process, whether or not it results in the identification of a new location for the tow lot, LMG will post the responses for public viewing.

Q: Many vehicles that are a part of evidence are there for an indefinite period of time and those cars will continue to come in. What are we doing to ensure we don't have to have this same conversation again in a few years?

A: Vehicles stored at the tow lot are governed by several different requirements for retention. For example, if a car is involved in a homicide, under state law, LMG must hold it for 99 years. Vehicles that are involved in the commission of an alleged crime also must, in some cases, be held for many years

pursuant to a judge's order or to preserve potential evidence. LMG works with the court system to ensure that these vehicles can be released or removed from the tow lot following the conclusion of the legal proceeding in which they are involved. In some cases, vehicles are brought to the tow lot as part of a forfeiture process, which can take time to resolve. However, once the process concludes, LMG is able to release the vehicle. LMG has developed systems and processes to ensure that vehicles brought to the tow lot are held there only as long as is required by state law, court order or local ordinance.

Q: Will the new location for the tow lot create a new brownfield? Are existing brownfield locations being considered? What will be done to prevent contamination at the new site? Are there design guidelines for impound lots? What about landscaping requirements since a large fence with razor wire is not appealing to nearby property owners?

LMG is committed to designing the tow lot using best management practices to address potential sources of pollution from vehicles stored in the lot. LMG is interested in existing brownfield locations for the tow lot where these locations meet the criteria listed in the RFI. Though there are no local design standards for tow lots, LMG plans to screen the lot using a fence and vegetation for site security and aesthetics.

Q: What is the timeframe for relocating the lot?

A: LMG has proposed \$2 million in the FY19 budget to be reserved for the future relocation of the tow lot, but future appropriations will be required to complete the project. Once a site has been identified and secured, it will take approximately six (6) months to prepare the site and relocate the vehicles.

Q: Can the hold period for abandoned cars start from the day that someone calls in about it?

A: No. Pursuant to state law, the hold period starts once the car is moved to the tow lot.

Q: Are you proactively looking for a site or just waiting for responses to the RFI? Is the fleet location large enough to hold the cars?

A: LMG began looking for a new location for the tow lot several years ago and has investigated numerous properties, including LMG's Newburg Road Fleet Services Facility. This facility was believed to be the best choice for a new location for the tow lot. However, after the conclusion of additional engineering and site investigation, it was determined that the Newburg facility was not large enough and would require the construction of a parking structure which would be prohibitively expensive.

Q: Will you publically share the environmental mitigation actions currently being investigated and update?

A: Yes. These materials will be posted to LMG's website.

Q: What happens if no suitable responses are generated by the RFI process?

A: LMG will continue looking for a new location for the tow lot, and will continue to implement management practices at the existing tow lot to reduce impact to the environment and that allow the tow lot to function as required to support the community.

Q: What are the scientific criteria for an ecologically sound impound lot? Where do we have such a location in Metro Louisville?

A: There is no accepted set of "scientific criteria" for an "ecologically sound" impound lot. LMG is committed to implementing best practices in site management at the existing tow lot and in the design and operation of a potential future tow lot.

Q: Why are not all the towed cars mapped?

A: LMPD stores information about towed vehicles in several different formats, some of which do not lend themselves to precise mapping.

Q: Will LMG conduct additional public meetings once a new location for the tow lot is selected?

A: Yes.