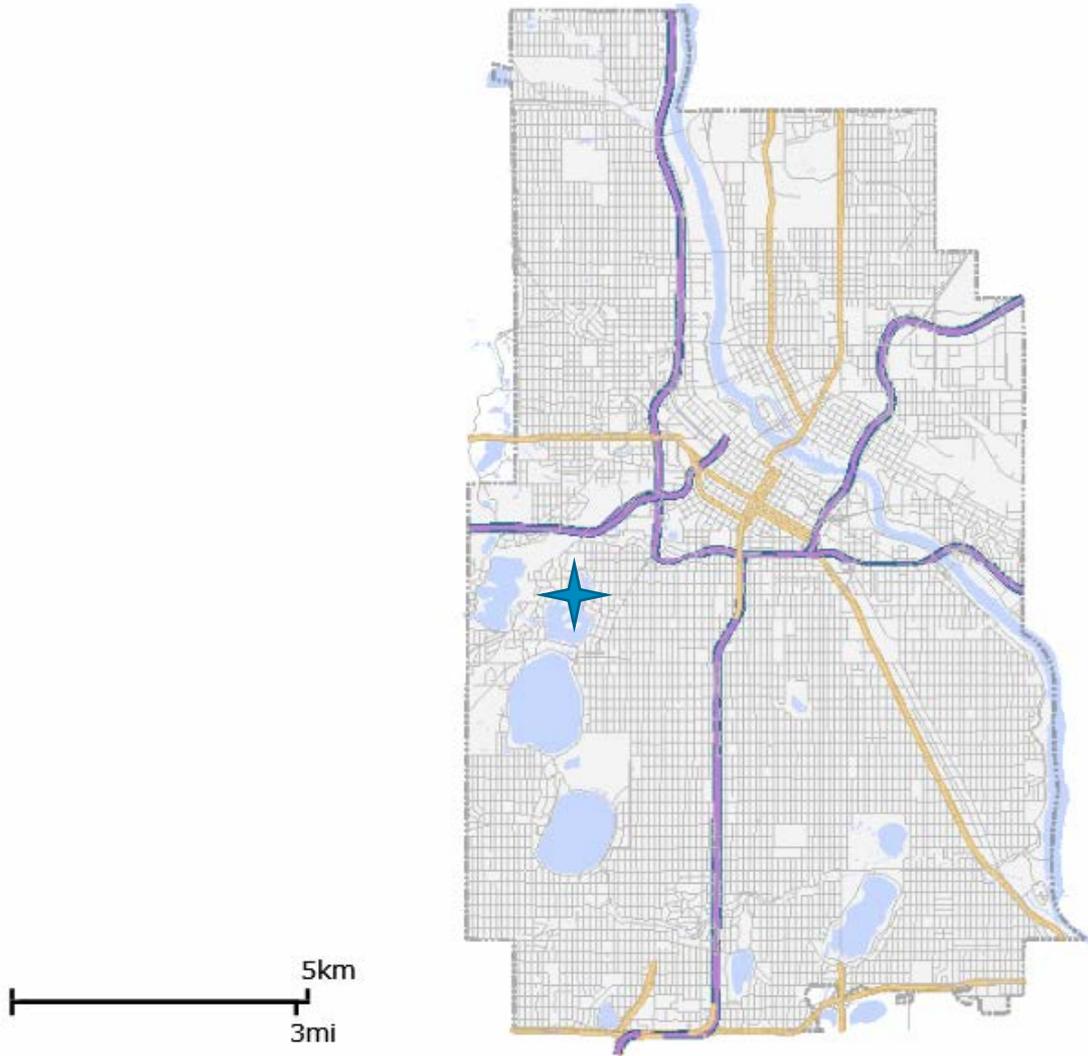


CITY OF MINNEAPOLIS

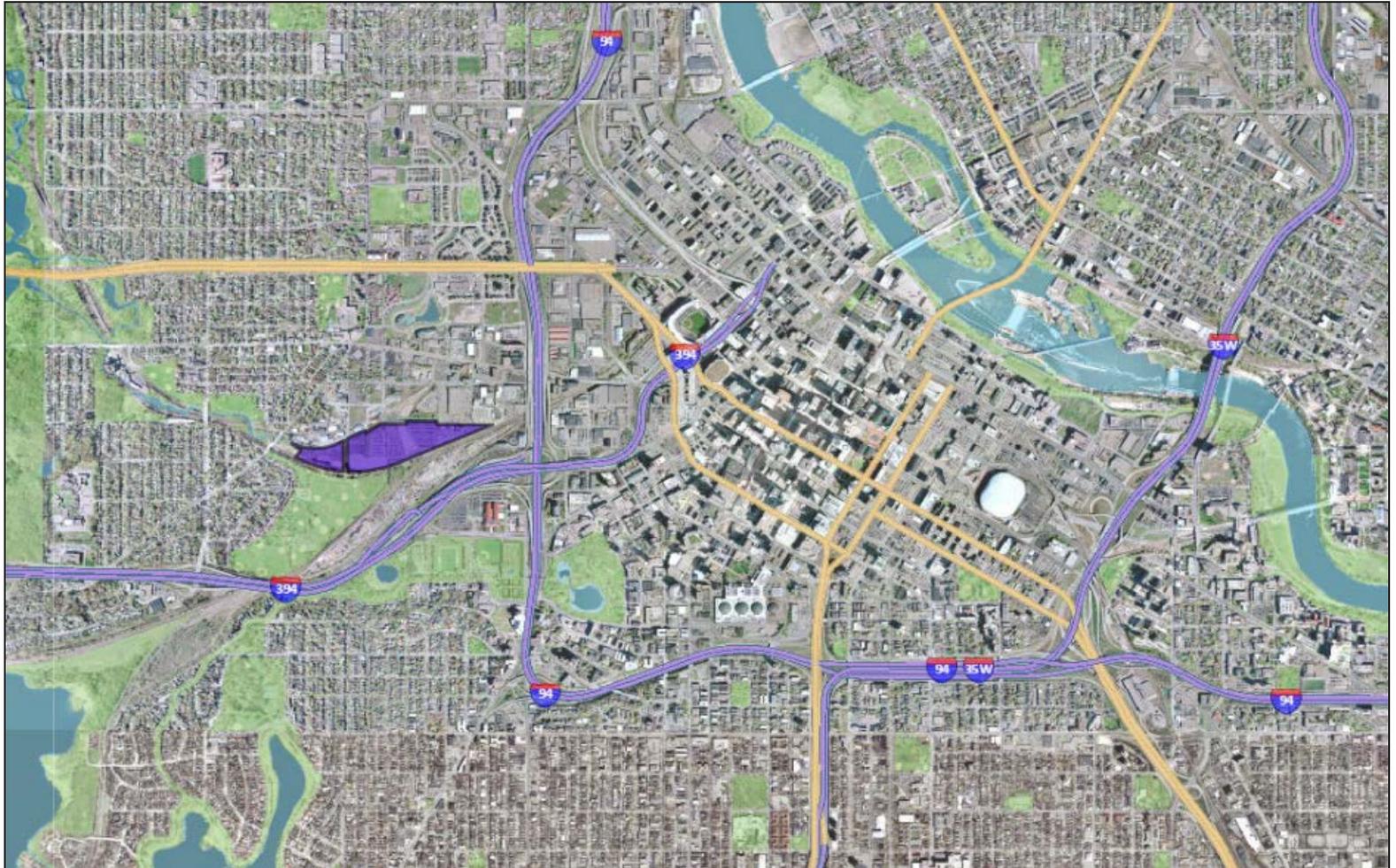
# Impound Lot Improvement Project

T&PW Committee Presentation  
Public Works Department

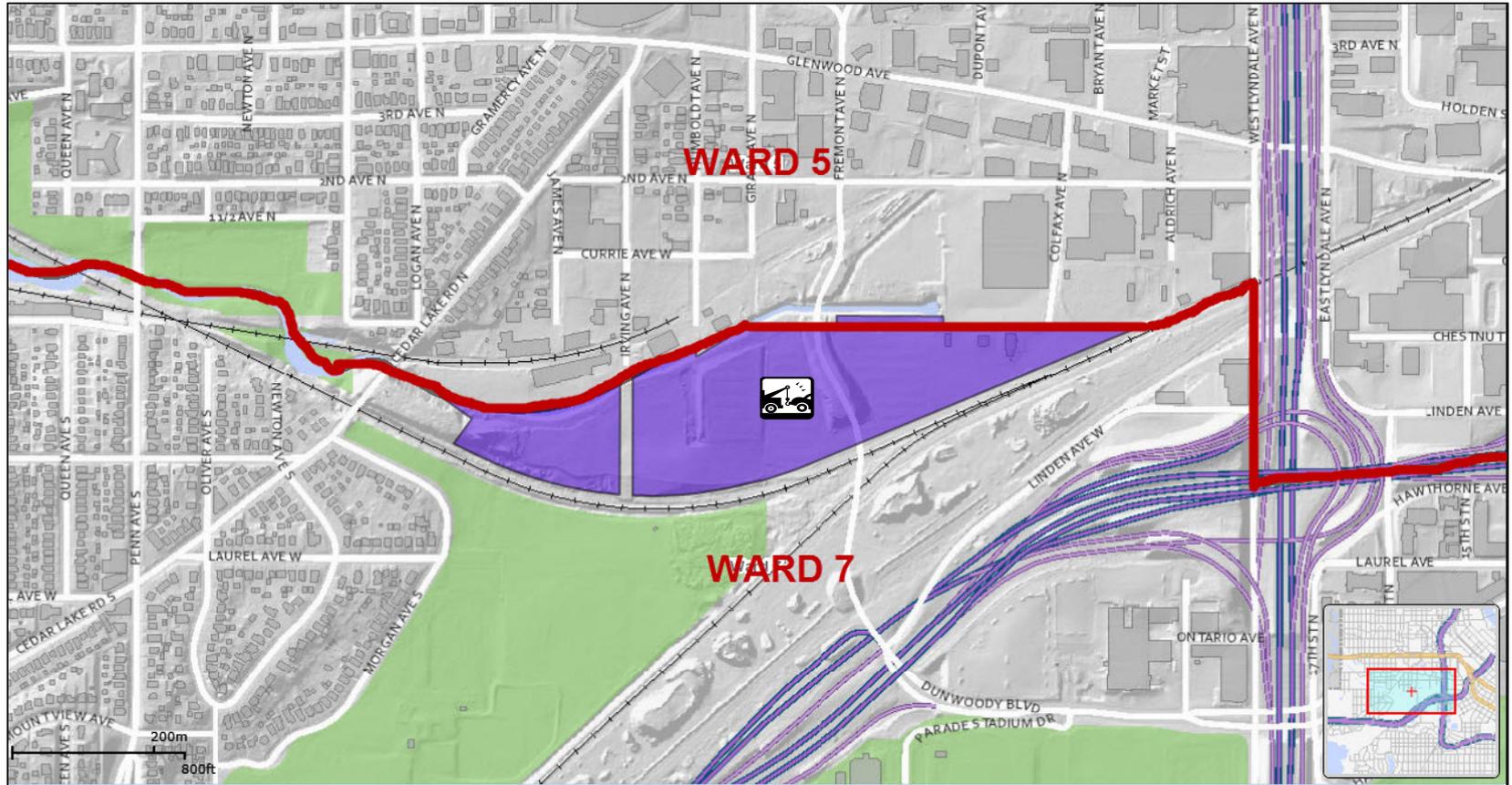
# Impound Lot Location



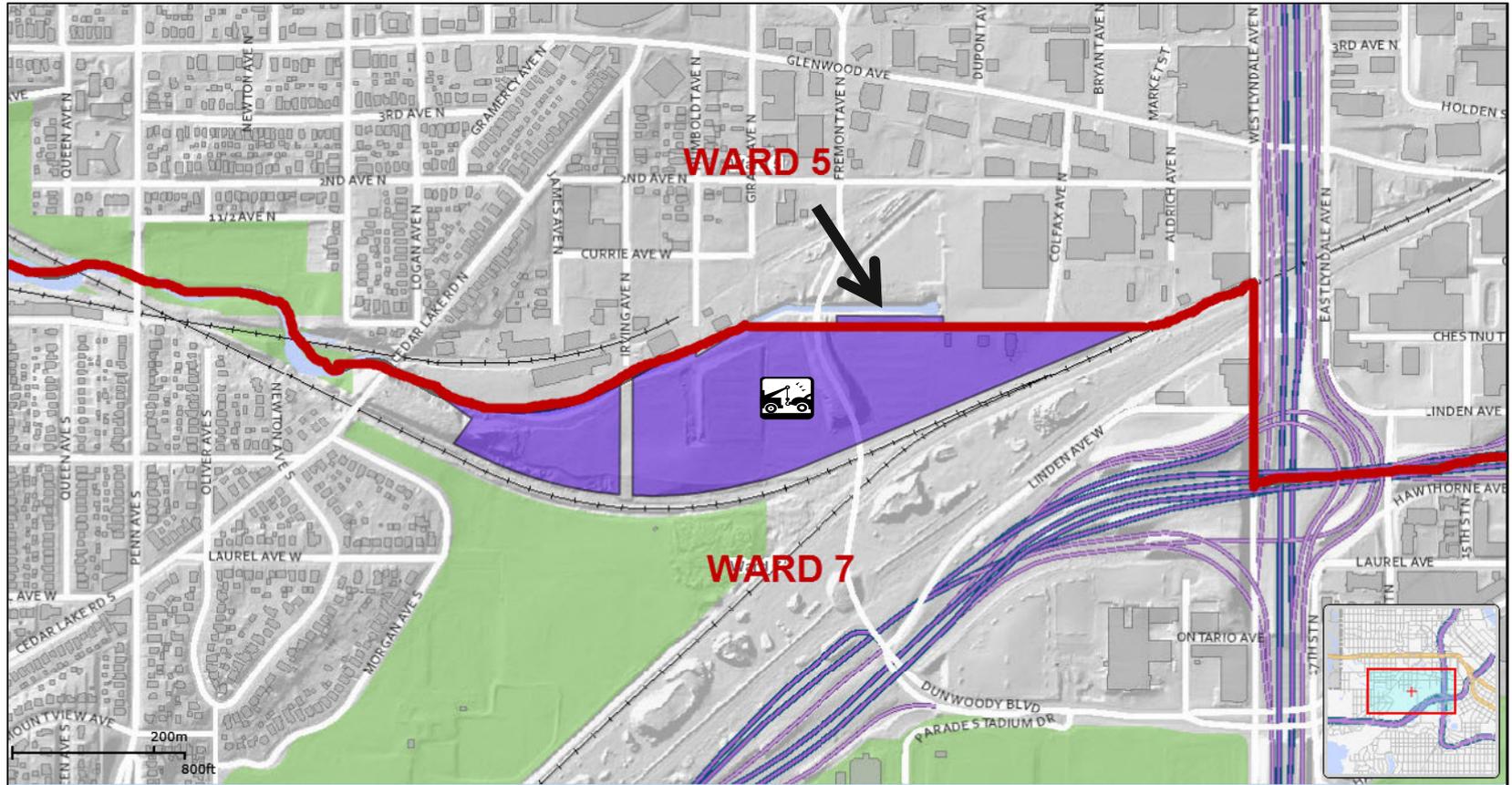
# Impound Lot Location



# Location almost all in Ward 7 and...



...and a small portion in Ward 5



# Aerial View and Surrounding Uses



# Impound Lot Operations

- Open 24/7 every day for inbound tows
- Open daily except City holidays for retrieval of vehicles

## Current Stats:

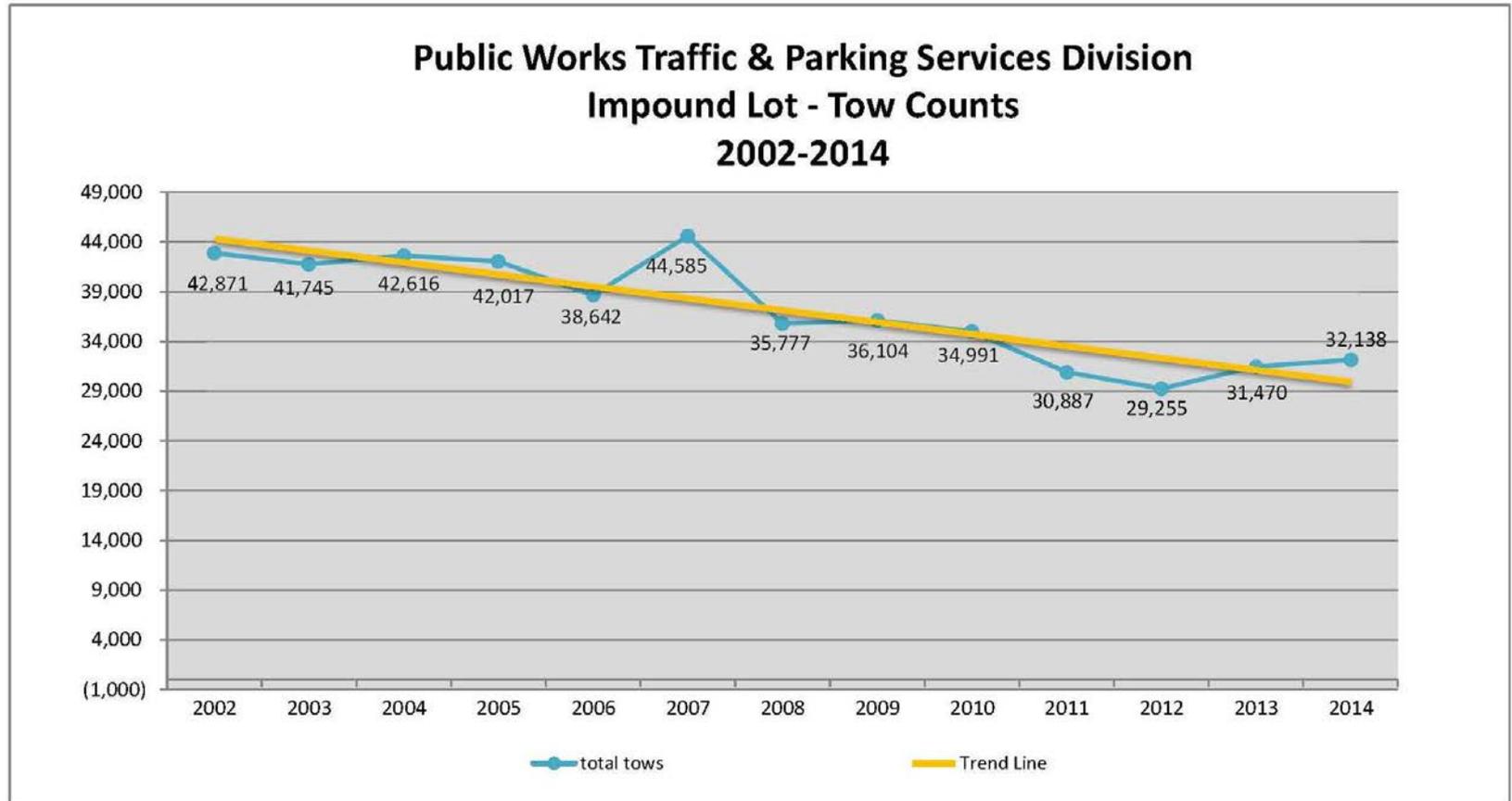
- Tow vehicles for traffic violations, inspections orders, police actions, snow emergencies and street sweeps
- Release about 32,500 vehicles to public
- Auction roughly 3,000 abandoned vehicles
- Assist Police in recovering stolen or missing vehicles



# History

- 1983 City begins impound operations that replaced private contractors and multiple impound sites.
- 1987 Impound Lot building is completed and first used.
- 1999 Direction to study Impound Lot, Concrete Crushing, and Linden Yards.
- March 2001 Report included appraisals, relocation, and operations analyses. Council direction was to implement short term strategies.
- 2005 Impound lot was reduced about 600 spaces for Van White Mem Blvd.
- November 2009 Relocation Study updated the 2001 short term strategies and relocation alternatives.
- December 2013 Council action to :
  - Reduce the Impound Lot footprint and prepare recommendations on how to best to facilitate development while aesthetically improving the remaining infrastructure, including building and grounds, and enhancing the overall security and customer experience.
  - Coordinate a land use and development strategy for City owned parcels adjacent to the newly completed Van White Memorial Blvd.

# History



# Options Developed

- Project team (CPED, Finance & Property Services, Public Works) created options to reduced the impound lot while keeping it at its present location.
- Key Elements of the 3 Options:
  - All assume building improvements were implemented.
  - All reduce the lot size (acres).
  - Auction services are conducted off-site to free up space.
  - Police holds are reduced and relocated to under I-394 bridges.
- 3 Options developed were:
  - East Option (Attachment 2A)
  - West Option (Attachment 2B)
  - Split Option (Attachment 2C)

# Options

Attachment 2A- Impound Option East

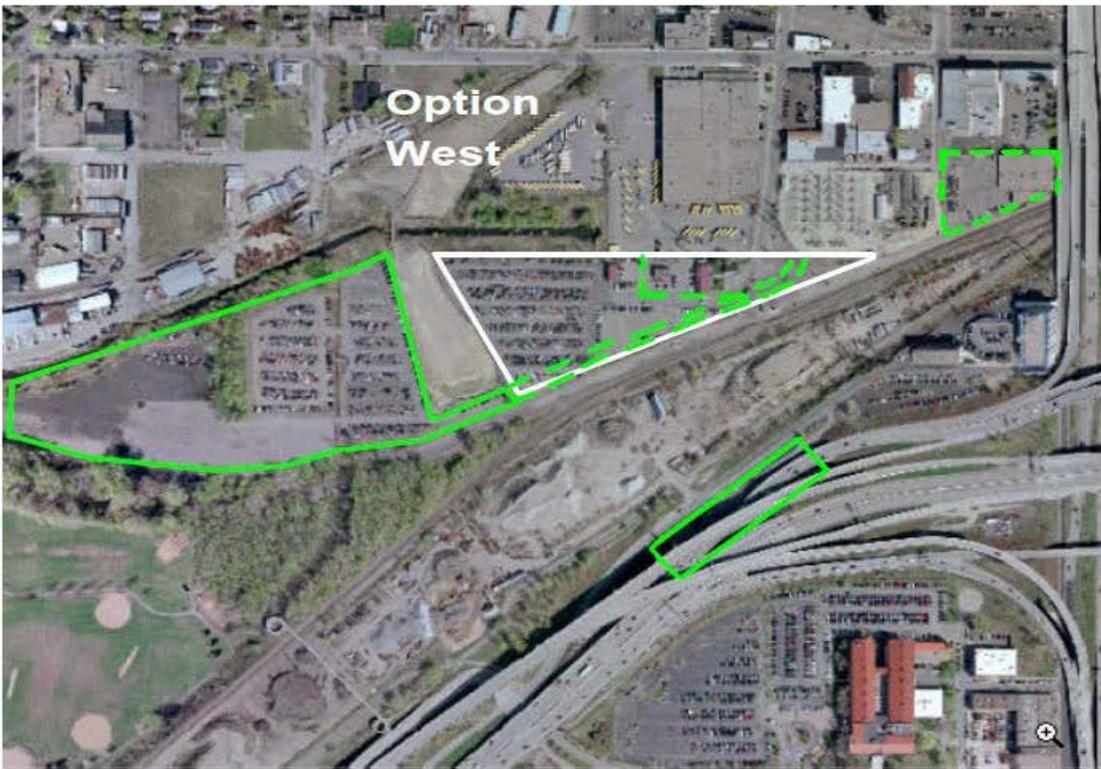
April 28, 2014



# Options

Attachment 2B- Impound Option West

April 28, 2014



# Options

Attachment 2C- Impound Option- Split Development

April 28, 2014



# Community Engagement

## 2013 Meetings and Input on 3 Options:

- Presented 3 options
- Gained feedback from community (Bryn Mawr, Harrison, ROC)
- Various individuals provided input
- 3 community groups offered comments on all options but did not make or select a preferred option.
- Community Conclusion - If the Impound lot stays, it should be made smaller and be a better neighbor.

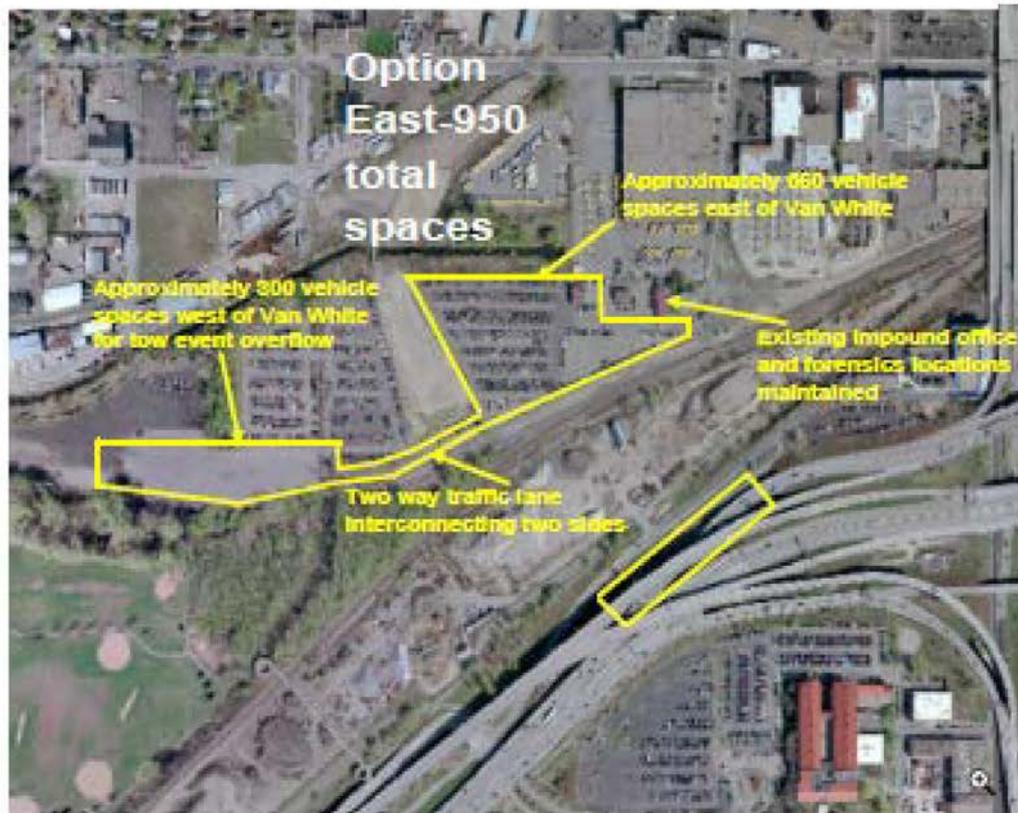
# Project Team Input on 3 Options

- East Option has least impacts.
- Surrounded on 3 sides by the School District transportation site, Xcel Energy substation, and BNSF railroad .
- Access and circulation needs can be met.
- Overflow lot proposed west of Van White Mem Blvd is used the least for snow and street sweep tows.
- Created Revised East Option (Attachment 2D) that accounts for:
  - Soil Conditions
  - Visual screening by existing trees
  - Potential future uses on westerly parcel

# Impound Project Elements

Attachment 2D- Revised Impound Option East

September 10, 2014



# Chart of Impound Lot Uses and Proposed East Option

# Attachment 3

Impound Lot Use and Size			Locations	
Use	Existing Size	Proposed East Option Size	Existing Locations	Proposed East Option Locations
Impound Service Building	3,706 sq. ft.	tbd	East	East
Customer parking	150	100	East	East
General	550	550	East	East
Peak - Snow & Sweeps	550	300	West	West
Overflow snow emergency	400	-	Under 394 bridge	None
Police holds	500	450	West	Under 394 bridge
Auction	150	-	East	Off site
Traffic storage	135	-	West	TBD
<b>Total Acres</b>	<b>26.5</b>	<b>15.3</b>		
<b>Total Spaces</b>	<b>2,435</b>	<b>1,400</b>		

# Further Engagement

MnDOT engaged and provided general support for under I-394 uses. More discussions needed in next steps.

2015 Good Neighbor discussions with small group of community representatives concluded key items were:

- Vehicle impacts
- Visual views
- Flexibility for the future
- Water and the environment
- Pedestrian access

Report with priorities (Attachment 4) and more discussions needed in next steps.

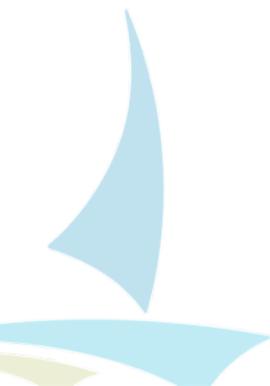
# Concept Plan

Attachment 5: Concept map of Impound facility



# Concept Plan Major Elements

- Building Improvements
- Police Holds
- Auctions
- Lot surface improvements
- Security and Fencing



# Proposed Schedule and Costs

<b>Milestone</b>	<b>Date</b>	<b>Cost Estimate</b>
<b>Preliminary design</b>	2015/2016	\$275,000
<b>Final design</b>	2016	\$275,000
<b>Construction</b>	2017	\$6.45 million
<b>Total</b>		\$7.00 million

Preliminary Design funded in 2015/2016 Impound operating budgets.  
Project Financial Plan and Capital Budget Request to be developed in 2016.

# Requested Action

- Approve Attachment 5 Concept Plan as preferred approach.
- Authorize to proceed with project implementation.



# Questions?

