

**Overton Park Parking Implementation  
Citizen Feedback  
June 23, 2017 - September 29, 2017**



Zoo Parking Project Information &lt;zooparkinginfo@caissaps.com&gt;

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**Memphis Zoo Parking Plan**

1 message

**Dennis Lynch** <dmlynch1@gmail.com>

Fri, Jun 23, 2017 at 12:28 PM

To: Nisha Powers &lt;npowers@phdmemphis.com&gt;, Steve Hill &lt;shill@phdmemphis.com&gt;, zooparkinginfo@caissaps.com

Cc: Fergus Nolan &lt;fergus@fnolan.com&gt;

Fergus Nolan and I have developed a maximum density plan for a revised Zoo parking lot which is attached. We admit that this plan is imperfect, but it has 2 significant benefits:

1) It shows that you can create a revised Zoo parking lot with considerably more parking spaces than the required 1282 spaces- we have 2304 spaces. While we know that our plan needs some refinement, and will lose some spaces in the process, we feel that our "maximum density plan" clearly shows that the parking space requirement can be met and exceeded without encroaching on the Greensward.

2) Our plan also shows that you can create an entrance to the Zoo parking lot which does not disrupt the quietude and safety of the Park. This is a high priority objective which should be emphasized. This entrance would be directly from North Parkway, and would primarily use existing roads and paths.

Thank you for giving this plan your fullest consideration.

Dennis Lynch, BS MechEng MIT, MS CivEng MIT  
Sierra Club Tennessee Chapter Transportation Chair  
Sierra Club Chickasaw Group Chair  
dmlynch@alum.mit.edu  
901-361-8029

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 **Proposed Optimal Zoo Parking Plan 20170623.pdf**  
88K

# Proposed Zoo Parking Plan with Optimal Space Usage

By Dennis Lynch, BS MechEng MIT, MS CivEng MIT and Fergus Nolan, BS, MA.

## Introduction:

The Zoo currently has 213 spaces in Prentiss lot and 654 in the Main Lot for a total of 867 spaces. The Parking Plan calls for an additional 415 spots to provide a total of 1282 spots.

Although the City Council resolution does not require amelioration of additional issues with Zoo access, we feel that the opportunity provided by this parking redesign is too good to miss. In fact, due diligence to our supporters, subscribers, taxpayers and the City Council requires all concerned to obtain the best possible value from the development.

The major issue we question is the non-optimal traffic pattern around the Zoo. On busy days, traffic starts building up more than thirty minutes before the 09:00 Zoo opening time. It backs up on Morrie Moss Lane and the south leg of Prentiss, all the way out on Poplar where the westbound inside lane sometimes backs up for hundreds of yards. It also backs up on North McLean and on both the eastbound and westbound lanes of N Parkway.

The major influx can last for several hours beyond 08:30, and there is often a smaller traffic backup between 12:00 and 2:00. There is also a Tuesday afternoon backup on popular free attendance days.

Although inbound Zoo traffic comes with two peaks, Zoo visitors start leaving by noon and leave throughout the day, with a minor peak at closing time. Outbound traffic rarely backs up outside the Zoo.

Good traffic planning and engineering would have Zoo-bound traffic enter from the regional street network and not through the Park. Why should Park visitors have their quietude and their peaceful enjoyment of the Park disrupted by traffic passing through on their way to the Zoo? Additionally, Zoo traffic passing through the Park is unsafe for Park users, pedestrians and bicyclists.

Our proposal:

- a) Is a "maximum density parking plan", with the objective to show that the City Council resolution's requirement can be massively exceeded without taking any space from the Greensward or Little Greensward. With the parking requirement massively exceeded, we expect that the Consultants and City Engineering can improve this rough plan in many ways.
- b) Provides 2304 spaces, over 1000 more than the City Council has specified. (A refined plan might reduce the number of spaces by 100-200.)
- c) Completely protects the Greensward and Little Greensward
- d) Saves the Park from Zoo traffic traversing the Park to get to the Zoo, with safety, noise pollution and air pollution benefits
- e) Frees up Overton Park's parking spaces for use by Park users
- f) Provides protected pedestrian pathways through the parking to the Zoo entrance
- g) Provides ADA parking at the closest location to the Zoo entrance, as required by ADA
- h) Substantially reduces parking in the Evergreen neighborhood

Point A is the N Parkway entrance to the Park. A 3-lane wide asphalted roadbed extended less than 200 feet south to a barrier at point B.

At point B, to the west, the Zoo main service entrance. A concrete roadbed, about 10 to 12 feet wide, follows the inside of the Zoo fence to point C. This roadbed could be extended with a crushed rock shoulder and reused for Zoo entry. The Zoo fence would need to be moved to the west side of this driveway. A low vehicle barrier can be used between this road and the parallel Park road which is closed to vehicular traffic. This driveway is about 800 feet long. The 90 degree bend near point C probably needs to be modified to a more gradual curve to allow 20 MPH turns without braking. It is important to



note that 3 uses are needed between B & C, and there is sufficient width to accommodate all 3. The uses are- zoo service road, zoo parking access road, and pedestrian path around the Old Forest.

At point C, there is a gate in the fence, a small building and the end of the southward

part of this concrete driveway. The driveway turns westwards at this point and follows the Seventeen Acre fenceline for about 240 feet to a point south of Elk Rut, point D. Much of this piece is already fenced, and there appears to be room for a limestone shoulder.

From point D to point E a distance of a little over 100 feet, is the western boundary of the Elk Rut and a small space between the elevated pedestrian structure between Elk Rut and the Grizzly Bear exhibits in Teton Trek. This space is tight and might require space concessions but there appears to be a little over 20 feet here for the access drive.

From points E to F, there is a grassy area, which will accommodate a new roadbed, to the south of an asphalt walkway which forms the southern boundary of the Zoo customer area.. This is about 100 feet long.

Points F to G mark a wide asphalt roadbed which is used for Zoo pedestrian access to Teton Trek. It is very wide, more than 20 feet. It is skirted to the south by a wide grassy area and the Seventeen Acre fence is further south. Some of the existing roadbed could be used, extended to the south. There is enough space here for additional Zoo parking of up to 100 vehicles not shown in Figure 1.

At point G, we have a large area currently used for Zoo employee parking, some of which is shown in our plan. The chain-link gate which connects this area to the main lot is here.



- [1] Parking spaces here
- [2] Parking spaces here. Wall next to properties
- [3] Locked vehicle gate, allow access sometimes
- [4] Do not open access from Overton Park Ave
- [5] Do not use space from Little Greensward
- [6] Morrie Moss usually blocked, allow OP parking
- [7] Try not to encroach on Greensward
- [8] Try to add 2 lanes of parking (carefully consider tree issues here)

**Zoo Parking Expansion Study**  
 Existing Parking Layout: 654 Spaces  
 2014 Proposed: 965 Spaces  
 Provides an additional 312 Spaces

**Prentiss Place Lot**  
 Existing Layout: 313 Spaces  
 Proposed Parking Layout: 323 Spaces

**Grand Total Parking: 1,288 Spaces\***  
 \*Provides an additional 422 Spaces over and above the original 867 spaces



Zoo Parking Project Information <zooparkinginfo@caissaps.com>

## Fwd: Form Submission - Contact Us - Memphis Zoo Parking Project

2 messages

info@caissaps.com <info@caissaps.com>  
To: zooparkinginfo@caissaps.com

Sun, Sep 10, 2017 at 1:33 PM

Paige Walkup • Simple is Good

Begin forwarded message:

**From:** Squarespace <no-reply@squarespace.info>  
**Date:** September 10, 2017 at 1:18:20 PM CDT  
**To:** info@caissaps.com  
**Subject:** Form Submission - Contact Us - Memphis Zoo Parking Project  
**Reply-To:** karenjcasey@bellsouth.net

**Full Name:** Karen J Casey

**Email Address:** karenjcasey@bellsouth.net

**Subject:** Memphis Zoo Parking Project

**Message:** I agree with everything in Eric Gottlieb's very thorough letter. Compliance with the Memphis and Shelby County Unified Development Code should, in my opinion, take precedence over a Memphis City Council resolution that was cobbled together in a haphazard manner. I realize council membership is a part-time job, and some of our Councilmen have their own agenda to promote. As you have asked for public input, I will do my best to describe my feelings and experience about the forthcoming renovation of the parking lot for the Memphis Zoo.

Just for reference, I'll mention that I live in the Parkway House, 1960 N Pky, and am the representative for condo owners who live in this building. I moved here from east Memphis, in 2006 specifically because of the walkable access to the zoo, park and old forest. I used to proudly show visitors the view of the panda house from my balcony. No more.

It wasn't too long before I was made aware of the zoo's very poor track record in neighborhood relations. I will not give you a blow-by-blow, but instead will limit myself to the current issue.

During the spring and summer of 2016 there was a great deal of fuss about the zoo's 'right' to use the Greensward for excess parking. It was certainly upsetting to see the cars on the grass, the trash left, the removing of trees...you've heard all this.

The zoo aired a lot of stuff about how they 'needed' more space to park the cars, and gave wildly disparate figures about just how many and how much they needed. So I decided to count them.

Over the course of several months, when there was overflow parking, I would sit in a folding chair under a magnolia with a pencil and a clipboard, counting cars. Every day I would post these numbers to SHOP (Stop Hurting Overton Park, the FaceBook page) and others took an interest in my little project. I was joined by others, so we could increase the sitting time and get more comprehensive data. Members of the Overton Park Alliance took my raw data and made good use of it. I am proud to have a simple idea blossom into the Car-Counting Crew. The uproar from the pro-parking folks was very satisfying to hear. How dare we question their numbers/veracity??

I find it simply unconscionable that the zoo's managing body has created a problem that they now expect the community to solve! That, folks, is the very pinnacle of poor neighbor relations.

The designers of this latest parking lot version are doubtless under pressure from all sides, and I recognize that some sides wield more influence than others. I can only emphasize again, look at the UDC guidelines (which weren't created for this specific issue) and plan accordingly.

The Greensward and the Old Forest are rare gems in the center of this city. The Overton Park Conservancy



Zoo Parking Project Information <zooparkinginfo@caissaps.com>

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## Thank You For Your Feedback

1 message

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Zoo Parking Project Information <zooparkinginfo@caissaps.com>

Sun, Sep 10, 2017 at 1:43 PM

To: karenjcasey@bellsouth.net

Bcc: zooparkinginfo@caissaps.com, shill@phdmemphis.com, npowers@phdmemphis.com

Karen

Thank you for taking the time to submit your thoughts as neighbor and to provide feedback on the project this afternoon via the contact form on our website.

We will be collecting and forwarding all feedback to the PHD team. In addition, any comments from the public posted to this email address will be cataloged on a regular basis and posted on the City's Overton Park Parking Implementation Update page (<http://www.memphistn.gov/Government/Executive-Division/Overton-Park-Parking>). Notification of postings will be distributed to anyone registered for updates from the City's page.

If you have any further thoughts that you would like to share, please feel free to reach out to our team. We encourage you to use the email address above to ensure expedited responses to your submissions.

Thank you and have a good Sunday afternoon.

Paige Walkup



Zoo Parking Project Information <zooparkinginfo@caissaps.com>

## Parking space and drive aisle sizes in the zoo lot

Eric <gottlieberic@gmail.com>  
To: zooparkinginfo@caissaps.com

Fri, Sep 8, 2017 at 2:00 PM

To Whom It May Concern:

The Memphis City Council resolution guiding this project contains a provision stipulating that the space sizes must be 9' x 19' and that the drive aisles must be 22'. Were this provision not in place, the minimums specified in the Memphis and Shelby County Unified Development Code (UDC, see below) would apply. *I write to ask that at least one of the three designs to be developed by Powers-Hill Design use the UDC minimums instead of the resolution's minimums.* My reasons are as follows.

- The need to limit loss of park land limits designers' ability to incorporate desirable features into the lot design. Back-of-the-envelope calculations suggest that using UDC minimums could reduce paved area by around 0.9 acres, possibly more. This saved space could be used to preserve additional trees and greensward for the park and to include visitor-friendly features like pedestrian walkways and greenery for the zoo. Such features should not be included in the design under the current inefficient space size requirements as doing so would cause further loss of park land. Using the UDC minimums could be a win-win-win for the zoo, the park, and the people who visit them. Professionally developed, side-by-side designs using both sets of minimums would give a more reliable understanding of the benefits achieved by using UDC minimums.
- The UDC allows drive aisles as narrow as 11', provided they are one-way. Using 22' one-way drive aisles would be a waste of space. Thus, the 22' drive aisle provision disincentivizes the use of one-way aisles. But one-way aisles have a number of advantages.
  - They are safer for families with small children walking between their vehicle and the zoo entrance, as traffic comes from just one direction.
  - They reduce traffic jams, as cars will not turn left in front of other cars to park, obstructing vehicular flow in both directions.
  - With proper design they can direct traffic flow, reducing wait times to enter and leave the zoo lot and making for a less chaotic experience for drivers and pedestrians.
  - They reduce conflicts over parking spaces that can happen when cars coming from opposite directions try to claim the same space.
  - The angled parking that accompanies one-way drive aisles makes it easier, faster, and safer for drivers to enter and vacate parking spots. It creates triangular caps at the end of rows of parking spaces which could be used for trees, statuary, or other design features that would make the lot more visually inviting.
- Nothing in the UDC prevents the designers from using space sizes larger than the minimum. Data gathered by volunteers suggests that around 20% of vehicles that visit the zoo are large -- SUVs, vans, trucks, and so on. It is wasteful to put small cars in large spaces, and the current plan would have that effect for 80% of vehicles. If the UDC minimums were used, parts of the lot could be designated for larger vehicles. Other parts could use smaller spaces, achieving greater efficiency.
- The UDC minimums function well in virtually every other parking lot in Memphis, including those frequented by larger vehicles and families with children and those where cargo is loaded and unloaded. No data have been presented to suggest that the zoo's needs are any different from venues such as:
  - Shelby Farms
  - numerous grocery stores
  - Children's Museum
  - Bass Pro Shops at the pyramid
  - Kroc Center
  - Memphis Botanic Gardens
  - National Civil Rights Museum
  - Pink Palace Museum
  - Crosstown Concourse

The UDC minimums were professionally designed to allow flexibility in design. In a complicated project of this magnitude and importance, that kind of flexibility is essential for a good result. Common sense dictates that we should explore all reasonable options and determine their costs and benefits. Once the impact of the 9' x 19' provision is known, a better-informed decision can be made about whether that provision will improve the finished project for the zoo, the park, and the people who use it.

Respectfully,

Eric Gottlieb  
250 Buena Vista Place  
Memphis, TN 38112

Angle	Minimum Stall Width*	Minimum Stall Depth (perpendicular to curb)*	Minimum Width of Adjacent Drive Aisle**	Maximum Curb or Wheel Slop Overhang
0°	7 feet	19 feet, 6 inches	11 (one way)	2 feet, 6 inches
45°	8 feet, 6 inches	17 feet	11 feet (one way)	2 feet
50°	8 feet, 6 inches	17 feet	12 feet (one way)	2 feet
55°	8 feet, 6 inches	17 feet, 6 inches	13 feet (one way)	2 feet
60°	8 feet, 6 inches	17 feet, 6 inches	14 feet (one way)	2 feet, 6 inches
65°	8 feet, 6 inches	18 feet	15 feet (one way)	2 feet, 6 inches
70°	8 feet, 6 inches	18 feet	16 feet (one way)	2 feet, 6 inches
75°	8 feet, 6 inches	18 feet	18 feet (one way)	2 feet, 6 inches
90°	8 feet, 6 inches	18 feet	22 feet (two way)	2 feet, 6 inches
90°	9 feet	18 feet	20 feet (two way)	2 feet, 6 inches

\*stall width and stall depth may be reduced for compact vehicles

\*\*minimum width of two-way drive aisles for stall angles of less than 90° shall be 20 feet; minimum width of for one-way drive aisles for stall angles of 90° may be reduced with approval by the City or County Engineer



Zoo Parking Project Information <zooparkinginfo@caissaps.com>

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## Parking space and drive aisle sizes in the zoo lot

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Zoo Parking Project Information <zooparkinginfo@caissaps.com>

Sat, Sep 9, 2017 at 11:05 PM

To: Eric <gottlieberic@gmail.com>

Bcc: npowers@phdmemphis.com, shill@phdmemphis.com, John.Stevenson@memphistn.gov, kyle.veazey@memphistn.gov, Zoo Parking Project Information <zooparkinginfo@caissaps.com>

Eric

Thank you for this feedback submission. We will be collecting and forwarding all feedback to the PHD design team. In addition, any comments from the public posted to this email address will be cataloged on a regular basis and posted on the City's Overton Park Parking Implementation Update page (<http://www.memphistn.gov/Government/Executive-Division/Overton-Park-Parking>). Notification of postings will be distributed to anyone registered for updates from the City's page.

If you have any further thoughts or would like to add any additional information to your initial email please feel free to reach out to our team.

Thank you and have a good weekend.

Paige Walkup

[Quoted text hidden]



Zoo Parking Project Information &lt;zooparkinginfo@caissaps.com&gt;

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## Parking space and drive aisle sizes in the zoo lot

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Eric &lt;gottlieberic@gmail.com&gt;

Sun, Sep 10, 2017 at 6:19 PM

To: Zoo Parking Project Information &lt;zooparkinginfo@caissaps.com&gt;

Hi Paige,

Thanks for your response. Since you invited further comment, I do have three further things to add. I alluded to two of them in my initial email, but I thought it might be helpful to be more explicit.

First, a guiding principle in the design and construction of this project should be that preservation of park land takes precedence over amenities for the zoo lot. For example, if the incorporation of pedestrian walkways or aesthetic amenities into the lot design causes additional green space to be paved, then those walkways and amenities should not be included. If there is a choice between preserving a healthy mature tree in the zoo lot and one in the park, the tree in the park should win. As I mentioned in my previous email, space conserved by removing the resolution's space size provision could be used for such lot enhancements if they are felt to be more important than larger spaces.

Second, the current traffic situation on high-volume days is extremely frustrating to zoo visitors and neighbors alike. It is also dangerous. The frequent congestion could significantly delay first responders in reaching the site of, e.g., a fire, a shooting, or a heart attack in the zoo or surrounding neighborhood, which could have fatal consequences. The lot and feeder roads should be designed with careful attention to traffic flow that supports the need for large numbers of visitors to park and depart as efficiently as possible. To the extent possible, the design should also plan for autonomous vehicles, which should begin operating just a few years after completion of the project.

Finally, it has been pointed out to me -- and I agree -- that asking people to write in is not the most effective way to gather public input. A website, or even a facebook group, would allow people to see each others' comments in real time and to respond to them. A feature could be included that would allow participants to vote suggestions up or down.

Thank you for your attention to my suggestions.

Sincerely,

Eric Gottlieb  
250 Buena Vista Place  
Memphis, TN 38112  
(901)283-6445  
gottlieberic@gmail.com  
[Quoted text hidden]

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Eric Gottlieb  
gottlieberic@gmail.com



Zoo Parking Project Information <zooparkinginfo@caissaps.com>

## Zoo Parking comments

2 messages

Rebecca Terrell <terrellrebecca@gmail.com>

Tue, Sep 12, 2017 at 10:07 AM

To: zooparkinginfo@caissaps.com

To Whom It May Concern:

This project stipulates that the space sizes must be 9' x 19' and that the drive aisles must be 22'. I'm not sure why the minimums specified in the Memphis and Shelby County Unified Development Code (UDC, see below) don't apply.

I would suggest that at least one of the three designs to be developed by Powers-Hill Design use the UDC minimums instead of the resolution's minimums for the following reasons:

- The need to limit loss of park land limits designers' ability to incorporate desirable features into the lot design. Back-of-the-envelope calculations suggest that using UDC minimums could reduce paved area by around 0.9 acres, possibly more. This saved space could be used to preserve additional trees and greensward for the park and to include visitor-friendly features like pedestrian walkways and greenery for the zoo. Such features should not be included in the design under the current inefficient space size requirements as doing so would cause further loss of park land. Using the UDC minimums could be a win-win-win for the zoo, the park, and the people who visit them. Professionally developed, side-by-side designs using both sets of minimums would give a more reliable understanding of the benefits achieved by using UDC minimums.
- The UDC allows drive aisles as narrow as 11', provided they are one-way. Using 22' one-way drive aisles would be a waste of space. Thus, the 22' drive aisle provision disincentivizes the use of one-way aisles. But one-way aisles have a number of advantages.
  - The angled parking that accompanies one-way drive aisles makes it easier, faster, and safer for drivers to enter and vacate parking spots. It creates triangular caps at the end of rows of parking spaces which could be used for trees, statuary, or other design features that would be safer for families with small children walking between their vehicle and the zoo entrance, as traffic comes from just one direction.
  - They reduce traffic jams, as cars will not turn left in front of other cars to park, obstructing vehicular flow in both directions. With proper design they can direct traffic flow, reducing wait times to enter and leave the zoo lot and making for a less chaotic experience for drivers and pedestrians.
  - They reduce conflicts over parking spaces that can happen when cars coming from opposite directions try to claim the same space.
- Nothing in the UDC prevents the designers from using space sizes larger than the minimum. Data gathered by volunteers suggests that around 20% of vehicles that visit the zoo are large -- SUVs, vans, trucks, and so on. It is wasteful to put small cars in large spaces, and the current plan would have that effect for 80% of vehicles. If the UDC minimums were used, parts of the lot could be designated for larger vehicles. Other parts could use smaller spaces, achieving greater efficiency.
- The UDC minimums function well in virtually every other parking lot in Memphis, including those frequented by larger vehicles and families with children and those where cargo is loaded and unloaded. No data have been presented to suggest that the zoo's needs are any different from venues such as:
  - Shelby Farms
  - Numerous grocery stores
  - Children's Museum
  - Bass Pro Shops at the pyramid
  - Kroger Center
  - Memphis Botanic Gardens
  - National Civil Rights Museum
  - Pink Palace Museum
  - Crosstown Concourse

The UDC minimums were professionally designed to allow flexibility in design. In a complicated project of this magnitude and importance, that kind of flexibility is essential for a good result. Common sense dictates that we should explore all reasonable options and determine their costs and benefits. Once the impact of the 9' x 19' provision is known, a better-informed decision can be made about whether that provision will improve the finished project for the zoo, the park, and the people who use it.



Zoo Parking Project Information <zooparkinginfo@caissaps.com>

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## Zoo Parking comments

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Zoo Parking Project Information <zooparkinginfo@caissaps.com>

Tue, Sep 12, 2017 at 10:24 AM

To: Rebecca Terrell <terrellrebecca@gmail.com>

Cc: npowers@phdmemphis.com, shill@phdmemphis.com

Rebecca

Thank you for taking the time to submit your thoughts and feedback on the project this morning.

We will be collecting and forwarding all feedback to the PHD team. In addition, any comments from the public posted to this email address will be cataloged on a regular basis and posted on the City's Overton Park Parking Implementation Update page (<http://www.memphistn.gov/Government/Executive-Division/Overton-Park-Parking>). Notification of postings will be distributed to anyone registered for updates from the City's page.

If you have any further thoughts that you would like to share, please feel free to reach out to our team. We encourage you to use the email address above to ensure expedited responses to your submissions.

Thank you and stay safe on this rainy day.

Paige Walkup

[Quoted text hidden]



Zoo Parking Project Information <zooparkinginfo@caissaps.com>

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## Greensward Preservation

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Karen Smith <khjsmith@yahoo.com>

Wed, Sep 13, 2017 at 1:37 PM

To: "zooparkinginfo@caissaps.com" <zooparkinginfo@caissaps.com>

Thank you for soliciting our input, and I ditto the information in the letters you've received from Eric Gottlieb and Karen Casey.

I'm actually a Cordova resident who almost never uses Overton Park, but who cherishes the green space and peace it provides our city. I'd not followed much of the controversy until the zoo chopped down the magnolias in January 2016. I found such a rude, high-handed action unconscionable. I soon learned of the Stop Hurting Overton Park (SHOP) Facebook page and joined it. What an amazing group of dedicated citizens! I applauded and helped when I could with their efforts to highlight the Zoo's actions and hold it accountable. Thanks to them and other dedicated citizen groups, we still have a Greensward to protect.

I think it's absurd that we even need to insist that the parking lot design comply with the Memphis and Shelby County Unified Development Code, but we must. To some, .9 of an acre may not sound like much, but it is to anyone who uses the Greensward. It also is to those who understand its positive environmental effect.

Regards,  
Karen J. Smith



Zoo Parking Project Information <zooparkinginfo@caissaps.com>

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## Greensward Preservation

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Zoo Parking Project Information <zooparkinginfo@caissaps.com>

Thu, Sep 14, 2017 at 7:56 PM

To: Karen Smith <khjsmith@yahoo.com>

Karen

We appreciate you reaching out to us with your thoughts and input on this project.

We will be collecting and forwarding all feedback to the PHD team. In addition, any comments from the public posted to this email address will be cataloged on a regular basis and posted on the City's Overton Park Parking Implementation Update page (<http://www.memphistn.gov/Government/Executive-Division/Overton-Park-Parking>). Notification of postings will be distributed to anyone registered for updates from the City's page.

If you have any further thoughts that you would like to share, please feel free to reach out to our team. We encourage you to use the email address above to ensure expedited responses to your submissions.

Thank you, Paige Walkup

[Quoted text hidden]