

Parking Solution: Memphis Zoo + Overton Park
Public Meeting Questions and Comments
Feb. 21, 2018

Below you will find the questions and comments submitted by hand at the public meeting hosted by the City of Memphis Feb 21. Where possible, questions and comments along with corresponding answers have been grouped by topic as they were during the presentation. Additional comments and questions can be submitted to zooparkinginfo@caissaps.com through Feb. 28.

Resolution Parameters and General

1. Why did City Council protect zoo property behind Rainbow Lake and take precious Greensward land to make parking?
 - a. This issue was considered in the many discussions preceding the Council resolution. After considering the options, the Council decided to direct a parking expansion that remains on the northwest side of the ridgeline where the Greensward begins.

2. Will the zoo agree to never encroach on the Greensward in writing, if the public accepts this plan?

The resolution reads "no encroachment for cars", what steps does the City plan to take to ensure that the zoos footprint stays within their current boundaries.

 - a. The Council resolution is explicit about this: "Upon completion of construction, no further encroachment for any parking, temporary or permanent, will be allowed in the remaining Greensward."

3. Project has been delayed beyond 1/2019, when is the new deadline?
 - a. Our goal is to be able to have an updated timeline in March, after the administration decides how to proceed. We will do so with input from park anchors so as to minimize disruption during peak seasons.

4. Who defined the ridgeline as being located where the zoo currently parks two rows of cars?
 - a. The ridgeline is part of the natural topography of the park. Its location on the plan was determined through a land survey performed by a licensed surveyor and professional engineering firm.

5. The plan obeys some parts of the resolution and not other. How did you decide which items to enforce and which to disregard?
 - a. The resolution, in Exhibit A, Item 8, gives the City Engineer discretion. The design team and Advisory Team did their best to meet the elements of the resolution.

Regarding the Resolution items 4 and 6, studies and modeling showed that closure or restricting Prentiss Place to entry created an unacceptable level of congestion at Poplar Avenue. As such, the design team recommends not closing or restricting Prentiss from its current configuration. As for item 2, the construction of a sufficient berm to obscure line of sight from the Greensward and still be reasonably graded park space would require a larger footprint than the screening that has been shown. The design team recommends well-designed and implemented landscape screening.

6. Is the City willing to grant a permanent conservation easement on the rest of the Greensward? Permanent protection is exchange for this parkland.
 - a. We are researching this question to determine if it is possible.

Payment Systems

1. Have you gathered data on numbers of cars coming in per hour versus number of cars going out per hour to support these 3 pay on exit will cause traffic congestion in the lot?

Please explain why pay on exit will not work?

- a. Our traffic analysis included counting cars going into the existing lot. Also, we had cameras counting cars at both McLean & Prentiss and at Poplar and Morrie Moss to record all turning movements.

Why was pay on exit from parking dismissed? The back-up would be eliminated as people leave at different times.

If automated pay on entry is "safest" why not do automated pay on exit? People all arrive around the same time.

Nisha said that pay on exit "kind of makes it a more cumbersome process" – How so? Why does this override putting buses up against the Greensward and having traffic delays.

Pay on exit would minimize congestion impact on Overton Park and surrounding neighborhood. Why not use it?

- a. If pay-on-exit were used: During conditions when there is a backup at the exit, the backup would be within the parking lot, which would interfere with parking operations and have an adverse impact on safety.

Conversely, the backup would occur on Morrie Moss if pay-on-entry were used, and Morrie Moss is better equipped to handle that backup.

To alleviate the backup issue using pay on exit, we would have to include sufficient number of exit lanes and queuing space within the lot to accommodate these conditions. This would increase the footprint of the project.

2. Why is the paying on exit more cumbersome? What about a pay before arrival option, to help congestion?
 - a. Pre-pay options are part of the proposed plan and will be included at all stations.
3. Who pays for the new implementation of the payment system?
 - a. Parking management system improvements are a part of the project, and costs will be shared by the funders (Zoo & OPC) in accordance with Item 13 of Exhibit A.
4. If 50% of cars are prepay, why only one fast pass lane on the north?
 - a. Pre-pay options are part of the proposed plan and will be included at all stations.

North Parkway and Zoo North Parkway Entrance

1. Why are you not counting the parking spaces on North Parkway?

Was zoo parking on North Parkway taken into account in the total number?

 - a. The resolution calls for 200 parking spaces on North Parkway, which have been installed. It calls for the addition of another 415 spaces to be created through this project.
2. Why is the North Parkway gate rarely open? There is no signage for this entrance. Why isn't there an entrance on North Parkway?

North Parkway is not being considered why not?
Have you looked at accessing the parking from North Parkway?
Have you looked at expanding the North Parkway entrance?

 - a. We will work with the Zoo to ensure that the North Parkway entrance is marked and available for use, especially on peak days. In 2017, they

opened the gate on a trial basis and more than 3,000 visitors accessed the Zoo through that entrance.

3. Why have Uber/Lyft drop in the park and not on North Parkway? They shouldn't add cars to the park congestion.

Again, why not bus (and Uber) drop off at North Parkway, this is safe, requires no interaction with traffic, etc.

Why not have a drop-off on North Parkway and a North Parkway entrance?

Why isn't North Parkway used for bus drop-off?

- a. The drop-off lane on Morrie Moss was required by Item 5 of Exhibit A. Also, it is not just for Uber and Lyft, but also intended for patrons to drop off family and friends for a visit. Dropping off on North Parkway isn't prohibited; the Morrie Moss drop-off is an additional option.

4. Will the zoo continue to redirect traffic/parkers back into the park instead of North Parkway?

- a. Signage will provide patrons with an idea of where available spaces are (Main lot or Prentiss lot). This will allow drivers to efficiently choose where to park, rather than relying on direction from staff.

5. Is the zoo being asked to create an entrance off North Parkway?

- a. In 2017, the Zoo opened the gate on a trial basis and more than 3,000 visitors accessed the Zoo through that entrance. We expect that will continue.

Buses and Bus Access

1. Why do buses need to go into main parking lot? They can drop off and pick up on North Parkway.

Why do we need the perimeter road for buses when bus parking is on North Parkway and there is already an entrance on North Parkway?

Why are the buses entering the lot at all, North Parkway would serve as a drop off and resolve the unneeded perimeter drive.

Why must buses queue up and go through the parking lot? There are other ways. Why will buses enter the main lot? This will create congestion and change the park experience.

Biggest concern, third bus lane. Why can't they use a drop off area?

Why can't buses drop and pickup on North Parkway?

Why is there no discussion about improving the North Parkway entrance for buses, so that the ring road is unnecessary?

Instead of bring buses into the park, can buses drop off and pick up on North Parkway at North Parkway zoo entrance?

Why can't buses be always required to drop off passengers through the North Parkway entrance?

- a. A significant portion of the bus traffic to the Zoo is transporting children of various ages. Given this consideration, the safest solution for such a drop-off is the controlled, low-speed environment provided in the parking lot. The plaza itself provides a safe place for children to wait that is completely free of the high-speed traffic that you have on North Parkway. It also provides the space and conditions that aid school chaperones and Zoo employees in keeping children organized while entering and leaving.

Safety of patrons, especially children, was of paramount consideration for the design team.

Buses will continue to be directed to park along North Parkway after drop-off.

2. Why not move the bus lane near the drop-off to avoid visibility of vehicles above/through trees? It would help alleviate bus traffic within the actual lot itself. So this plan has a 3 lane partial ring – road to accommodate buses?
 - a. In addition to buses, the perimeter drive also accommodates emergency vehicles.

Location of drive along south edge is needed to minimize pedestrian crossing at entry drive, and reduces risk of vehicle–pedestrian and vehicle–vehicle collisions.

The third lane was also required for gate capacity and to reduce queuing.

3. Where is bus parking?
 - a. Buses will continue to be directed to park along North Parkway after drop-off.
4. Why put buses up against the Greensward?
 - a. See above.

Green Infrastructure and Screening

1. What is the purpose of the “green infrastructure” spaces between parking aisles? Seems like adding trees there but makes larger paved area overall.
 - a. The green infrastructure (GI) is a requirement of the RFQ and of the design contract.

GI allows for numerous functions. The primary goal of most forms of GI is to reduce the volume and improve the quality of stormwater runoff. This helps ease the impact on overall community storm water systems.

Additionally, placing trees helps add canopy to the parking lot.

2. Please describe in detail the 14' driveway (landscape feature) leading into the Greensward.
 - a. This is a 14-foot walkway within the parking lot, and will likely be narrower where it enters the Greensward. The specific details of that will be determined during the design phase. However, it will be a "soft" connection, using grading to connect to the Greensward. At the drive aisle, hardscape will be used to minimize long-term maintenance issues and to ensure that pedestrians have a safe transition. There will be some form of barrier that prevents vehicular traffic, but details will be developed during design phase. The goal is to develop a solution that is safe and structurally sound, but also fits the aesthetic of Overton Park.
3. It appears that cars can be seen in southeast row next to the ridgeline, can the ridgeline be raised to roof level of a SUV?

Given the gentle nature of the existing Greensward ridgeline, the berm could be constructed, but to make it safe and maintainable, it could take up a significant footprint. We believe a landscaped visual barrier of taller trees and lower shrubbery would be more fitting with the natural background of the parkland and can be achieved at a lower cost than constructing a berm.

Also see item 5 of the Resolution Parameters and General section above.

4. Can all pavement be pervious?
 - a. Doing so would be a cost-prohibitive measure. Pervious pavements have an increased cost for material, construction, and maintenance. As such, they are better suited for targeted usage on a site.
5. There is a supposed to be a berm to block viewing all cars from the Greensward. It looks too level with the parked cars for viewing. Will cars be visible?

Given the gentle nature of the existing Greensward ridgeline, the berm could be constructed, but to make it safe and maintainable, it could take up a significant footprint. We believe a landscaped visual barrier of taller trees and lower shrubbery would be more fitting with the natural

background of the parkland and can be achieved at a lower cost than constructing a berm.

Also see item 5 of the Resolution Parameters and General section above.

6. Will the landscape screens be effective year-round?
 - a. With proper plant selection and maintenance, yes.

Perimeter Road

1. Why not move perimeter road north? To current entrance and save the 100-year old oak and reduce impact on park and users?

Was the perimeter road ever not in the design?

Why does the perimeter drive on the south remain? Except for occasional events, visitors arrive and depart at different times – not enough traffic to justify.

Because more and more zoo attendees will pay for parking in advance circulating road will be less important but as designed now prepay will be all for the Greensward. So can the drive be in the middle of the lot not on the south side?

Why not put the ring road next to the zoo?

Why do you need a ring road?

- a. This is simply the drive aisle in the parking lot, similar to what exists with any other comparable-sized parking lot and nearly identical to the drive aisle that exists in the current parking lot. The Council resolution required the preservation of mature trees, creating a situation where the drive aisle does have a small amount of green space between the drive aisle and the lot. The location of the drive aisle along the southern edge of the parking lot eliminates the need for Zoo patrons to walk across the drive aisle, thus reducing the risk of collisions.

The drive is simply the result of the ends of the drive aisles. The options are to either end drive aisles in turn around cul-de-sacs, or provide a cross-flow aisle, connecting the rows at the end. As such, the perimeter drive aisle is created at either end of the parking aisles, and in the current layout, exists on the north and south ends of the aisles. If you look at the layouts of any significant parking lot, these perimeter drives exist.

Additionally, by using this general perimeter drive aisle for entry and exit, traffic in the parking lot is much less chaotic, as vehicles entering, disperse by moving either north to a parking aisle or east to check out the next one, creating a much more consistent flow of traffic. Moving the perimeter

drive to the north results in having to relocate parking spaces elsewhere. Doing so either requires the removal of more trees or violating the Greensward ridgeline and/or the OPC management boundary at the north end of the Greensward.

Locating the entrance in the middle of the lot would eliminate all queuing capacity, resulting in the issue that exists today during heavy visitation surges, where all the queueing for the Zoo is backing up on Morrie Moss.

Traffic and Congestion

1. Will a proper crosswalk be installed across the Mclean at Galloway at Overton Park?
 - a. While not part of this project, the City will consider improving pedestrian access at key locations around the park.
2. Have you tested traffic slowing and congestion on the park's roads? Please eliminate traffic flowing through the park. A. Traffic in the park will be considered during Overton Park's master planning process.
3. Have you gathered data on numbers of cars coming in per hour versus number of cars going out per hour to support these 3 pay on exit will cause traffic congestion in the lot?
 - a. Our traffic analysis included counting cars going into the existing lot. Also, we had cameras counting cars at both McLean & Prentiss and at Poplar and Morrie Moss to record all turning movements.
4. What effect will this have on the traffic flow at McLean and foot traffic for safety in and out?
 - a. For foot traffic, additional sidewalk is being provided along the north and south sides of Prentiss. Doubling the number of lanes and increasing throughput into the lot will help reduce traffic queuing.
5. Will a traffic light be installed at McLean and Prentiss for the left turn lane you are proposing?
 - a. This was not part of the scope of work for this project, but we will share with City for future consideration.
6. Why not use one way lanes in the existing parking lot to add more spaces?
 - a. We evaluated this and determined that it did not reduce overall footprint. Also, one-way aisles will be less efficient during high turnover in the parking lot.
7. Has traffic at Prentiss and Evergreen been addressed? It's a mess.

- a. This was not part of the scope of work for this project, but we will share with City for future consideration.
8. What will be done to ensure safety and minimize congestion at McLean and Prentiss?
 - a. Additional sidewalk is being provided along north and south side of Prentiss.
9. Was a traffic simulation done?
 - a. Traffic analysis for the project was done, but no traffic simulation was done.
10. For the Prentiss Place to McLean path you recommend the City improving for buses going to North Parkway, does that require the City removing the existing bike land on McLean to accommodate the buses?
 - a. The intent would be to continue having bike facilities.
11. Was anything done to count the actual number of cars that use the parking and did you rely only the zoo's numbers.
 - a. The design team's traffic analysis included team members counting cars. Also, we had cameras counting cars at both McLean & Prentiss and at Poplar and Morrie Moss to record all turning movements.

Layout Considerations

2. Show where are now versus where we are after design change. How much space is lost?
Why do you need 2.4 acres of park?
 - a. This is shown on map with the acreages. The footprint used was within the boundaries outlined in the Resolution and meets the requirements of the Resolution.
3. Why didn't you move parking into the area behind Rainbow Lake that the zoo owns?
 - a. This issue was considered in the many discussions preceding the Council resolution. After considering the options, the Council decided to direct a parking expansion that remains on the northwest side of the ridgeline where the Greensward begins.
4. Is 9x19 space normal or regular space size or it the "Tiger Lane" size space?

- a. Parking space size was mandated by the 2016 resolution requiring all spaces to be 9x19 in the redesigned parking lot. 9x19 is considered a standard size.

We were mandated to use 9x19 by item 14 (Revised) of the Resolution.

- 5. Dedicated drop-off spot for families and other with equipment, the elderly, etc. Where is it?
 - a. Drop-off area is provided along the east side of Morrie Moss, north of the Main Entrance. Also, drop-off can occur within the parking lot at the plaza.
- 6. The beautiful 14' sidewalk that goes onto the Greensward, what keeps the zoo from using that as a car parking entrance to the Greensward?
 - a. That walkway is designed for pedestrians. In final construction design of that element, there will be design elements that prevent vehicles from using it for access to the Greensward.

This is a 14' walkway within the parking lot, and will likely be narrower where it enters the Greensward. The specific details of that will be determined during the design phase. However, it will be a "soft" connection, using grading to connect to the Greensward. At the drive aisle, hardscape will be used to minimize long-term maintenance issues and to ensure that pedestrians have a safe transition. There will be some form of barrier that prevents vehicular traffic, but details will be developed during design phase. The goal is to develop a solution that is safe and structurally sound, but also fits the aesthetic of Overton Park.

- 7. Was any consideration given to using the "zoo land" that is already bulldozed instead of taking more parkland?
 - a. This issue was considered in the many discussions preceding the Council resolution. After considering the options, the Council decided to direct a parking expansion that remains on the northwest side of the ridgeline where the Greensward begins.
- 8. Why not implement improved parking in the existing lots first before taking 2.4 acres?
 - a. This issue was considered in the many discussions preceding the Council resolution. After considering the options, the Council decided to direct a parking expansion that remains on the northwest side of the ridgeline where the Greensward begins.

- 9. What is the current parking stall and driveway size?

- a. Parking space size was mandated by the 2016 resolution requiring all spaces to be 9x19 in the redesigned parking lot. All drive aisles are 22'.
10. Why not build all the new parking spaces on the zoos existing footprint? It is proven to be possible. This way the people of Memphis lose not one inch of the park to the zoo.
- a. The plan presented addresses the parameters included in the resolution. The parking expansion stays north and west of the ridgeline that defines the boundary and the Greensward.
11. It looks like the parking in the Greensward will fit inside the OPC limits. Why aren't there spaces there?
- a. (Note: We're not quite sure what's being asked here. Feel free to revise your question and submit it again.)
12. Why wasn't a plan done with regular sized parking places to see the difference in land use?
- a. Parking space size was mandated by the 2016 resolution requiring all spaces to be 9x19 in the redesigned parking lot. This was also considered by City Council and space sizes were reduced from 10x20 to the present 9x19.
13. Did you study other zoos parking and other popular attractions across the country? Many have offsite parking and people don't mind because it preserves green spaces.
- a. The design team did review best practices from multiple attractions including zoos and other amenities.
14. I am a former National Park Service Ranger having worked in multiple parks. This a problem the NPS has handled with no loss of land. I know NPS landscape architects who could meet all requirements without any loss of green space. Why can't you?
- a. This plan was informed by professional, licensed and experienced landscape architects as well, who balanced requirements of the resolution and considered minimizing footprint with every design element decision. The plan presented addresses the parameters included in the resolution. The parking expansion stays north and west (on the Zoo side) of the ridgeline that defines the boundary and the Greensward.
15. Was any consideration given to reducing the size of the entrance plaza and moving the big concrete animals back? That was originally parking.

- a. That was considered during the design process. However, that area serves as a safe place for groups to gather before entry and after exiting the Zoo, and it will remain that way.
16. Why do the police not direct traffic during periods when the zoo is causing disturbance in the neighborhood?
- a. The police director will be made aware of peak times of congestion and will consider whether traffic enforcement/direction is appropriate.
17. Many vehicles coming rural areas are predominately trucks. Shrinking spaces to 9x19 is a big mistake.
- a. Parking space size was mandated by the 2016 resolution requiring all spaces to be 9x19 in the redesigned parking lot.

Alternative Plans

1. You had 3 plans, XYZ. Citizens offered alternate plans, were they considered? Did you consider running the aisles north-south? This is a more efficient way to layout the parking which eliminate the need to put approximately 42 spots within the OPC boundaries. Why did the Lynch/Nolan plan not satisfy the resolution, requirements? What are the requirements? Why not consider "Chooch's Plan" as an alternative to taking our parkland?
- a. We did indeed receive a couple of sketches of plans from the public during the feedback process, and the design team explored them thoroughly. However, the specific plan you reference was simply infeasible, as it was not an engineered and surveyed plan and did not accommodate specific mandatory items from Exhibit A of the council resolution -- such as tree preservation, the efficient circulation and movement of vehicles within the lot, low impact design, buses and emergency vehicles, and the efficient queuing of vehicles to enter the lot. Also, the team evaluated several orientations for parking, but given the "amoeba-like shape" of the site, the effects were minimal, and often counteracted by loss of efficiency elsewhere on the site.

Trees

1. Who deems that grade B or C trees are unfit to remain in the current situation?
- a. The design team worked with certified arborist Wes Hopper to determine the conditions of the all the trees. For trees that are being considered for removal and relocation, species, health and size are key factors in

determining whether a tree stays in its current location. Additionally, some trees must be removed for parking space placement.

2. Can the wood from the cut trees be used for furniture and education?
 - a. Consideration of wood salvage projects will be up to the City of Memphis but if feasible will be considered as design elements.
3. In the main lot, there are four bays of 120 without trees – vast expanse of asphalt. Can you get trees between bays in the Prentiss lot?
 - a. There is not enough footprint within Prentiss lot to accommodate additional trees.
4. Why do you have islands and strips of trees preserved? Preserving contiguous land is more valuable than islands of trees.
 - a. Item 3 of Exhibit A requires us to preserve trees.

The landscape islands are designed to cap the parking aisles in such a manner that allows reasonable vehicle movements. Going smaller would cause vehicles to have to swing into opposing vehicle traffic to turn from the aisles. Some islands are larger simply due to the geometry at the end of the aisle not allowing for an additional safe parking space. The strips of trees preserved consist largely of quality specimens of the mature oaks and magnolias that the Resolution points out. Some other species are included by proximity where removal of the tree would have very little impact on the footprint.

5. Why not make use of Prentiss Lot? Cut trees here to save parkland.
 - a. Prentiss Place lot is being used and nearly doubled in capacity.

Prentiss lot has every internal tree removed. The ones that remain are to the south, buffering the residential properties, and the buffer strip to the west between the lot and McLean.

6. Of the trees being removed 80 are A&B, what is being done to mitigate that loss?
 - a. There will be approximately 150 trees going back in, either relocated or newly planted.

Every new tree that is being planted internal to the parking lot will be a new tree, which will be selected from species that can grow well in small greenspace footprints. Smaller trees that can be relocated will be considered for relocation to the Greensward buffer, assuming they are of appropriate species, good health, and are currently in a location that is amenable to successful relocation.

7. What is the total number of trees that could be removed from the park?
 - a. There are no trees being removed from the park.

Anchor Partnerships

1. Will the zoo lot be open for parking free for other park events not during zoo hours?
Is the lot available for other park functions?
Will the lot be available to other venues/events in the park?
Will this parking be usable by Levitt Shell patrons when the zoo is closed?
 - a. The Zoo lot is currently open to anchor partners for after-hours events unless there is a prescheduled Zoo event onsite. The Zoo currently works with all the anchors including the Levitt Shell for overflow event parking.
2. How about this? Give all the revenue from the 2.4 acres taken from the Greensward to the OPC.
Since OPC is paying for half, will OPC receive half of the proceeds each year? I estimate zoo gaining \$2.5M each year.
With all of the planning for parking and OPC providing some of the funding for this, how much of the parking fee will be handed back over to OPC?
How will parking fees be shared?
Will any of the income from parking go to OPC?
Will OPC receive any of the parking fees or is only the zoo benefiting from this lot?
 - a. Thank you for these suggestions. Fees from parking are a contractual matter that the administration will take up with the Zoo and OPC.

Bicycle Access

1. How do bicycles enter? Is it from Prentiss Place sidewalk with pedestrian crossing?
 - See below.
2. Do you have space for bike parking?
Where is the bicycle parking located?
 - See below.
3. I appreciate the design elements that encourage pedestrian access but please indicate how your design encourages and makes safer bike access?
4. See below.

5. Will there be a bike share station?
Has bike share station been location been considered?
 - Yes
 - See below.
6. How does this plan incorporate parking for bicycles and other non-auto parking?
 - See below.

Bicycles can enter in with pedestrians, or if the riders are comfortable, through the entries with vehicles. The fortunate aspect about bicycle access is it's much easier to implement than vehicle access and movements, and there are numerous ways that it can be implemented with the plan.

For bicycle parking or sharing, we're initially looking at areas near or around the plaza.

Bike facilities are much more flexible in design and will be included.

Parking Garage

1. Why is there not a parking garage?
Why aren't you building a parking garage?
 - b. This project is jointly funded by the two anchors – Overton Park Conservancy and the Memphis Zoo. Both have agreed that the budget for a parking garage is not currently available.

Additional Information and Plan Access

2. Can you put the presentation on the website?
What is the website address that this is going to be on?
Where can the plans be accessed online?
 - a. Yes, the plan can be viewed on the City of Memphis website. Here are two links:

https://memphistn.gov/news/what_s_new/overton_park_zoo_parking_concept_plan_presented

https://www.memphistn.gov/parks/parks/parking_solution_memphis_zoo_and_overton_park/

3. Will there be visibility of final plans prior to construction?
Completed construction plans will be available at time of bidding.
4. Why is the comment period so short?
 - a. Due to the tight timeline of this project, the comment period is for seven days. During and immediately following this period, the team will review

and respond to community feedback. The mayor and design team will take time to evaluate suggestions, consider any changes before finalizing the design.

5. Can we get answers posted the questions online? We previously saw questions but not answers. We need more information.
 - a. All questions and comments will be presented and uploaded to the City of Memphis website at the close of the review period.

Uncategorized Questions

1. Did you not advocate for smaller for smart cars as this is a national trend unlike supersized SUV's, this would allow for same or greater number parking spaces with less land stolen from park.
 - a. Parking space size was mandated by the 2016 resolution requiring all spaces to be 9x19 in the redesigned parking lot.
2. Looking ahead 30 years, it is questionable, the need for parking structure and better transportation? The goal of this project is to permanently end some three decades of overflow Zoo parking on the Greensward. It provides the parking needed to enable the Zoo's ongoing growth and it uses no City tax dollars, leaving them to be dedicated to core services.
3. Will the maintenance lot be used for zoo employees?
 - a. See below (No. 4)
4. Will zoo management still park beside the main entrance?
 - a. Zoo staff members have assigned parking spaces behind the Zoo fence line. The main lot is for Zoo/Park patrons.
5. Those 3500 responses you mentioned from the online survey, in response to the "pro-zoo" individuals , was that pro-zoo or total?
 - a. PHD collected feedback from over 3500 community members from multiple ZIP Codes representing many different interests.
6. Have you looked at strategies to reduce the peaks?
 - a. Reducing peaks was not included as part of the scope of this RFQ. This is an operational matter that the administration will discuss with the Zoo administration.
7. The need for additional parking has not ever been demonstrated. Has this been done? Don't pave the park.

- a. This project addresses a decade long issue of parking concerns on the Greensward. The goal of this project is to permanently end some three decades of overflow Zoo parking on the Greensward. It provides the parking needed to enable the Zoo's ongoing growth and it uses no City tax dollars, leaving them to be dedicated to core services.
8. Have you studied, air pollution in the park from zoo traffic?
 - a. Air pollutions studies were not included as part of the scope of this RFQ.
9. Have you studied pedestrian and bicycle safety?
 - a. The design team looked at all movement into the park including previous plans conducted by OPC and the Memphis Zoo.
10. Have the health department been consulted about impacts of relocated parking kiosks, for heat, humidity and idling cars etc?
 - a. We do not anticipate any increase in amount of idling time that would adversely impact air quality. The design is intended and expected to reduce idling and queuing time. Health assessments were not included as part of this RFQ.
11. How long will it be before the zoo needs more parking?
 - a. This current plan provides the parking needed to enable the Zoo's ongoing growth.
12. Is it fair to future generations to continue commercial development of Overton Park?
 - a. Park anchors including the Memphis Zoo are non-profit institutions.
13. Who is going to pay to repair the damage the zoo has done to the Greensward?
 - a. The City of Memphis turf management team will review the damage and the repair work will be part of the final project cost.
14. Where will signage be that says "3 spaces left" – needs to be far from the outside of the prevent traffic congestion.
 - a. All signage locations have yet to be determined.
15. Has the decrease in zoo attendance been considered?
 - a. Zoo attendance last year was 1.2 million visitors, the highest attendance in history. This current plan provides the parking needed to enable the Zoo's ongoing growth.
16. Why didn't the mayor attend tonight meeting to assist with facilitating spectator questions?

- a. Chief Operating Officer Doug McGowen, City Engineer Manny Belen and Parks Director Maria Munoz-Blanco were in attendance to represent the City of Memphis' interest in this project. After some three decades of this as an ongoing issue, Mayor Strickland resolved to end it with his 2016 compromise.
17. Why is the designer of this plan from Millington, where they do not feel passion for the park?
- a. The design team is a Memphis-based team.
18. Once parking demand is reduced, will this new pavement return parkland?
- a. This current plan provides the parking needed to enable the Zoo's ongoing growth and puts a permanent end to parking on the Greensward. The City of Memphis is committed to greenspace. As mentioned at the public meeting, the 12+ acres in the southeast corner of the park that is currently being used by General Services and heavy equipment will be vacated over the next two years, and this area is projected to revert to uses consistent with the rest of the park.
19. Does PHD know that the original green space for overflow parking was the Prentiss lot, before it was paved by the zoo?
- a. The design team has reviewed all historical documents related to the site and designated boundaries.
20. Memphis has not made creditable progress on public transportation. Why should we believe this will change and actually effect the zoo parking positively?
- a. This project addresses a decade long issue of parking concerns on the Greensward. The goal of this project is to permanently end some three decades of overflow Zoo parking on the Greensward. It provides the parking needed to enable the Zoo's ongoing growth and it uses no City tax dollars, leaving them to be dedicated to core services. The City of Memphis continues to work diligently to grow and improve its public transportation systems.
21. Why is "best user experience" only for zoo patrons?
- a. This plan represents the interests of both zoo and park patrons and offers a compromise within the designated parameters of the RFQ.
22. What is the cost of the project?
- a. Currently, the budget stands at \$3 million.

Comments

1. 2.4 acres is too much acreage to lose from the park space – green space. This design needs to be redone. There are too many tree impacts. This is a park and green space not a parking lot.
2. Buses can park on North Parkway and children can walk along the sidewalk without making a dangerous street crossing all the way to the zoo entrance. Snowden school walks all ages from kindergarten to the zoo for each year's field trips. We've never had an accident, even with children crossing North Parkway from the school.
3. Thanks for making the presentation.
4. The zoo could get a lot of positive PR by opening the lot in the evening.
5. Please relook at the pay while visit and exit model.
6. The green space for trees in between cars is a waste of space. The zoo has never been concerned with trees.
7. The city council resolution made space size 9x19. Adding 2 feet for green infrastructure makes the space virtually 9x20.
8. Brady has been a bad neighbor. Any idea when he'll be leaving/replaced?
9. 2.4 acres of Greensward wasted.
10. If this is built we will elect an administration that will destroy this plan and replace Brady.
11. Do you know that they city taxpayers give the zoo of \$3M a year?
12. Have you noticed that no zoo supporters are present and that the public supports by coming to the Greensward presentation.
13. Zoos the size of ours will be closed in the future. 1000 acre habitats will replace them. Please keep this in mind.
14. No way, taking 2.4 acres is not saving the park.
15. I like the islands of trees. It makes an ugly parking lot prettier.
16. If fast pass is 250-300 cars/hours, that is at best 20 sec/car. What is current processing rate for entry? At 300/hour, 20 sec/car and only 40 cars in line (which is a fraction of a peak Saturday) at best you make patrons wait 15 minutes. Pay before you park slows the process. A phone app is faster.
17. Very disappointed that questions were not allowed to be verbally asked.
18. I would like to have verbal questions and comments.
19. Sidewalk onto the Greensward is not needed.
20. Except for occasional events, visitors arrive and depart at different times, not enough traffic to justify.
21. Why do you have such a large police presence for this "discussion"?
22. This would look allow for same or greater number of parking spaces with less land stolen from the park.
23. How does it feel to be tokenized as the only woman of color to be giving the presentation of unpopular info. (on back "from a brown girl")