
POLO FIELDS SUB-GROUP RECOMMENDATIONS FOR PERMANENTLY REMOVING PARKING FROM POLO FIELDS

April 7, 2019

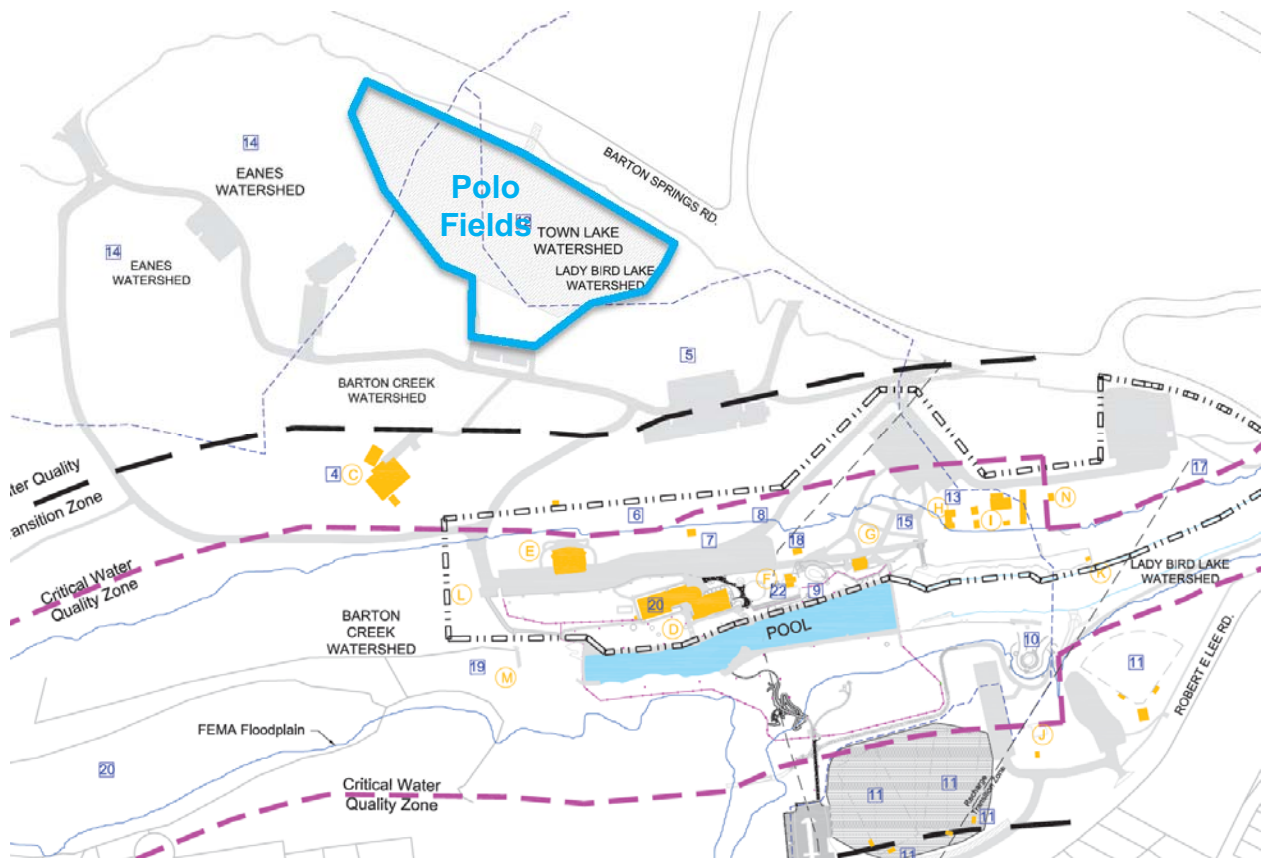


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I. Introduction

This document provides recommendations to the Zilker Park Working Group from the Polo Fields Working Sub-Group which includes representatives from various commissions, neighborhoods and park users from across the city

A. Directive from City Council

On June 28, 2018, City Council directed the City Manager to form the Zilker Park Working Group to, *inter alia*, “*Make recommendations to establish a plan to permanently remove parking on the Polo Fields, taking into consideration possible strategies to reduce parking demand and utilization of transportation demand management strategies.*” Resolution No. 20180628-072.

On November 1, 2018, the Polo Fields Working Sub-Group was created, and currently includes the following members: Steve Barnick, Mike Cannatti, Judith Craft, Kelly Davis, Corey Evers, Mark Gentle, Gordon Kelley, Dawn Lewis, Mary Ann Neely, Mac Ragsdale, James Russell, Lindsey Sokol, and Lemuel Williams. The following city staff was assigned to assist with the sub-group work: Jennifer Steverson, Jason Maurer, Liana Kallivoka, Kim McKnight, Rey Hernandez, and Keith Tapscott.

B. Current Situation at the Polo Fields Overflow Parking Area

The Polo Fields parking area provides an estimated 1,000 non-paved overflow parking spaces, roughly twice the amount of paved parking (506) in Zilker Park between Barton Creek and Barton Springs Road. Additional “non-paved parking” at Zilker Park includes Stratford Drive (600-1,000) and Lou Neff Road (200). This parking area covers approximately 7 acres of Zilker Park.

Beginning in March 2016, the City of Austin has collected parking fees during charging times for parking in the Polo Fields parking by providing parking station kiosks to pay for parking. According to city records, annual parking fees collected from overflow parking (including the Polo Fields) amounted to \$57,610 (for 11,522 cars in 2016), \$119,175 (for 23,801 cars in 2017), and \$91,130 (for 18,226 cars in 2018). Until 2019, parking revenue (total revenue minus expenditures that include administrative costs, parking enforcement costs, credit card fees, debt service, etc.) was directed to the General Fund. However, starting in FY 2019, PARD has a Parking Revenue Fund that will allow tracking of how parking revenue is spent. It is noted that pool patrons with annual passes are issued hang tags for their vehicles and do not pay for parking (exempt from enforcement).

The Polo Fields is heavily used for overflow parking on Thursday through Sunday from March to September when the meters are operating, including during summer swim season, Zilker Botanical Garden events, Blues on the Green, Barton Springs Free Swim Day, Zilker Hillside Theater, Zilker Lodge, and Camp Sunshine events. However, the demographics are changing and use of the Polo Fields for parking is increasing on weekdays. This period coincides with the peak use season of March through September at Zilker Metropolitan Park. The Sunshine Camp intermittently uses the Polo Fields for overflow parking needs during camp season.

During the Zilker Holiday Tree Lighting, Trail of Lights and Zilker Kite Festival, the City of Austin allows the promoters of those events to collect a parking fee of up to \$15 per vehicle and retain the revenue generated from parking on the Polo Fields.

For decades, the Polo Fields area has been used for many different vehicle-related uses, including overflow parking for park uses and special events, such as Fourth of July Fireworks show, driving under the Zilker Christmas Tree at the Moon Tower, etc.

Zilker Park is a “metropolitan park” which serves citizens from the entire metropolitan area with numerous amenities, natural areas, trails, and events.

In 2018, Barton Springs Pool had record attendance of approximately 975,000 visitors, with 2019 attendance projected to exceed 1 million people.

Zilker Botanical Garden has seen annual paid attendance grow in recent years to more than 120,000 visitors in 2018, and projections are future attendance could double over the next five years. Many ZBG visitors use the Polo Fields for overflow parking, including 1,300 Austin Area Gardening Club members who park vehicles at the Polo Fields while attending meetings, shows, and sales but do not pay admission. In 2018, Zilker Botanical Garden (ZBG) discontinued the large Garden Festival in March (2-day event) which in previous years used the Polo Fields for parking. Parking fees would likely have been on the horizon for ZBG, and with the goal of becoming a self-sufficient (possibly non-profit) entity, the inability to have easy access to parking with garden access will make meeting that goal difficult. Currently, other ZBG events are smaller and use the Butler Landfill for parking at this time. The Arbor and Monarch Day joint celebration is growing. It may be likely in upcoming years that these events may require the use of the Polo Fields or Stratford/Butler Landfill area for parking.

Zilker Hillside Theater hosts free events, shows, and concerts at the outdoor theatrical venue, including Shakespeare in the Park, Zilker Theatre Productions’ Summer Musical, and The South Asian New Year. With annual attendance exceeding 45,000 park visitors, ZHT visitors use the Polo Fields for overflow parking. The largest ZHT events occur on weekend nights during the summer musical (Thursday-Sunday between July 4th and mid-August), and bring up to 2,000 visitors to the park on a peak nights (Friday, Saturday and the final show on Sunday). While there are other park visitors parking at the Polo Fields on musical nights, theatre patrons account for over 600 vehicles on peak nights.

The Austin Kite Festival and Trail of Lights events are city sponsored community events which operate at Zilker Park pursuant to a contract with the City of Austin which provides for parking access at the Polo Fields. The entrance and parking fees are determined by the City Fee Schedule. This decision was made by City Council when the non-profit partners took over the management responsibilities and there was significant interest in maintaining a city cap on fees collected for parking versus allowing other rates to be set. Accordingly, both events use parking fees from the Polo Fields parking to fund these community-wide events, with proceeds being directed to non-profit foundations running the events.

With annual Kite Festival attendance of approximately 35K park visitors, the Austin Kite Festival charges \$10/car (when not cancelled due to weather).

With annual Trail of Lights attendance of approximately 400K park visitors over 14 days, the Trail of Lights charges \$15/car (when not cancelled due to weather).

The Polo Fields area is heavily compacted from substantial vehicle parking use throughout the year, with soil compression effectively meeting “impervious cover” levels of permeability. The Polo Fields area is located partly in the Barton Creek Watershed, partly in the Lady Bird Lake Watershed, and partly in the Eanes Watershed, but is located outside of the Water Quality Transition Zone for the Barton Creek Watershed.

The use of the Polo Fields area for overflow parking may violate the pollution prevention and limitations on impervious cover required per LD Section 25-8-514 for the portions of the Polo Fields that are within the Barton Springs Zone Watershed Regulation Area.

With the topography of the Polo Fields area, surface flow drains primarily into Lady Bird Lake and Barton Creek, with runoff into the Barton Creek Critical Water Quality Zone that flows down to the paved parking lot in front of the Bathhouse and drains, untreated, into Barton Creek downstream of the lower dam.

The use of landscape areas of the park for parking and pedestrian circulation has resulted in extensive environmental degradation, most specifically within the critical root zones of trees in the park. Using this area for parking prevents the public from using the Polo Fields as parkland.

The lack of coordination between pedestrian and vehicular amenities within the park has resulted in the development of ad-hoc trails across vegetated areas.

There is no regular program of maintenance (aeration) and supplemental irrigation in the Polo Fields overflow parking to offset compaction and run-off problems.

From the standpoint of potential impact to the Barton Creek Watershed, the Polo Fields parking area is a more environmentally sensitive area than the Butler Landfill Cap area.

From the standpoint of visitor parking convenience to the Zilker Park facilities and events which attract the most “regular” visitors (Barton Springs Pool, Zilker Hillside Theater), the Polo Fields parking area is more conveniently located than the Butler Landfill Cap. However, this parking convenience factor does not apply for certain special events that occur during only specified times, such as ACL Music Festival, Trail of Lights events, and Zilker Kite Festival.

While parking on unimproved areas with soil and vegetation in either the Polo Fields or Stratford location is not preferable, parking on the Polo Fields has a higher potential to adversely impact Barton Springs than the Butler Landfill. An improved, permitted parking area on the Butler Landfill would be preferable over an unimproved parking area on the Polo Field. In addition, an improved parking area on the Butler Landfill would be preferable to an improved parking area on the Polo Field, as it would constitute the minimal departure from Land Development Code requirements and would involve reduced impervious cover in the Barton Springs Zone.

In 2016 the Parkland Events Task Force issued a final report and recommendation to “Develop a parking and traffic solution for parks that would reduce usage of green space parking, such as the Polo Fields at Zilker Park.”

Phasing out Polo Fields parking for episodic community events within a year or two will impact the financial viability and/ or affordability of these events that have been in Zilker Park for decades. A much better approach would be to address the daily use of the polo fields by phasing that out over five or six years and giving the events that time to figure out a strategic plan to remove their parking in totality by the same deadline but not scaling it back year over year. At the end of the six years, the events and the city as their partner, will have either figured it out or will have to make operational decisions to change their financial and operational models. All events are not created equal and the impact will affect them very differently.

C. Goals, Challenges and Constraints with Permanently Removing Polo Fields Parking

Goals: removing Polo Fields Parking, retaining and expanding greenspace for recreational use by public, protecting trees, vegetation, and environmentally sensitive areas, meeting existing and future needs of park users, events and programs, and identifying/implementing alternate parking and/or transportation solutions that will be efficient and convenient for visitors to Zilker Park.

Challenges: Balancing competing park use and needs, including reducing and/or controlling traffic and parking; limiting impervious cover; meeting existing and future needs of park users, events and programs; finding alternate parking solutions; minimizing impact on neighborhood from reducing parking at Zilker Park, and overlap with work of other sub-groups. It is reasonable to anticipate public opposition from some park users to any plan to remove Polo Fields parking that does not also provide corresponding parking and/or transportation arrangements that are convenient, affordable and accessible to the public. Some solutions (e.g., higher parking fees) can adversely impact considerations of equity and access, particularly with respect to community members who do not live in vicinity of Zilker Park or who have limited financial resources.

Constraints: The Zilker Park area is subject to City, State, and Federal regulations including, but not limited to, those pertaining to the protected habitat within the Barton Creek Critical Water Quality Zone, the existing historical resources, the Edwards Aquifer Recharge Zone, the heritage trees existing within the area, the SOS Ordinance, and the current Building and Land Development Codes. Regulatory constraints specific to the Polo Fields include:

1. Barton Creek Watershed, Eanes Creek Watershed, and Lady Bird Lake Watershed.
2. Water Quality protections from SOS Ordinance for the Barton Creek Watershed portion, including LDC Section 25-8-514 for the portions of the Polo Fields that are within the Barton Springs Zone Watershed Regulation Area.
3. City of Austin requirements for Water Supply Suburban zone portion of Polo Fields.
4. Edwards Aquifer Recharge Zone protections.
5. Applicable National Historic District protections for the Zilker Park Historic District.

6. City of Austin Tree Ordinance.
7. The most recent Site Development Permit applicable to the park (SPC-2012-0104D).

II. Polo Fields Sub-Group Recommendations

A. Recommendation for Phased Reduction of Polo Fields Parking

The Polo Fields Sub-Group (PFSG) worked to find a consensus recommendation for removing Polo Fields parking over the long term which provided allowances to accommodate the replacement of lost parking during the transition. On the one hand, the Polo Fields Sub-Group ***unanimously supports*** “reducing available Polo Fields parking area in phases over time.” On the other hand, the Polo Fields Sub-Group ***unanimously opposes*** recommending “a phased removal of Polo Fields parking without providing corresponding convenient, affordable and accessible parking and/or transportation arrangements to replace the number of parking spaces removed from the Polo Fields.”

In the middle of these two positions, the recommendation for a phased removal of parking that received the most PFSG support¹ was:

Option 1: In support of consensus recommendation to remove Polo Fields parking over the long term, the Polo Fields Sub-Group recommends a phased removal of Polo Fields parking in the near term using the following schedule, provided that convenient, affordable and accessible parking and/or transportation arrangements are made to replace a significant portion of the number of parking spaces removed from the Polo Fields:

- Year 1 (2019): Continue Polo Fields overflow parking, but begin on-site and social media education campaign on community benefits and plan to reduce/eliminate Polo Fields parking.
- Years 2-3 (2020/2021): Reduce size of Polo Fields overflow parking area by 1/3 after securing an equivalent number of short-term parking spaces and/or identified transportation alternatives, and extending education campaign on community benefits and plan to reduce/eliminate Polo Fields parking.
- Years 3-5 (2021/2023): Reduce size of Polo Fields overflow parking area by 2/3 after securing an equivalent number of short-term parking spaces and/or identified transportation alternatives, and extending education campaign on community benefits and plan to reduce/eliminate Polo Fields parking.
- Years 5-6 (2023/2024): Close Polo Fields overflow parking area after securing short-term parking/transportation alternatives and extending education campaign on community benefits of eliminating Polo Fields parking.

A second recommendation for a phased removal of parking that also received majority support² was:

¹ PFSG members supporting Option 1 include Mac Ragsdale, Mike Cannatti, Judith Craft, Gordon Kelley, Lindsey Sokol, Steve Barnick, and Mary Ann Neely. PFSG members opposed to Option 1 include Kelly Davis and Mark Gentle.

Option 4: In support of consensus recommendation to remove Polo Fields parking over the long term, the Polo Fields Sub-Group recommends a phased removal of Polo Fields parking in the near term using the following schedule:

- Year 1 (2019): Continue Polo Fields overflow parking, but begin on-site and social media education campaign on community benefits and plan to reduce/eliminate Polo Fields parking.
- Year 2 (2020): Reduce size of Polo Fields overflow parking area by 30% by May 1, 2020. This reduction in parking will be strictly enforced without exceptions for special events or daily overflow parking needs.
- Year 3 (2021): Reduce size of Polo Fields overflow parking area by 60% by May 1, 2021 after securing an equivalent number of viable parking alternatives to the reduced parking that will accommodate the displaced parking and that are similar to the displaced parking in affordability, convenience, and usability.
- Years 4 (2022): Close Polo Fields overflow parking area by May 1, 2022 after securing an equivalent number of viable parking alternatives to the reduced parking that will accommodate the displaced parking and that are similar to the displaced parking in affordability, convenience, and usability.

With each phased reduction in parking, the Polo Fields are to be restored to match existing adjacent non-parking areas following each phased reduction, and the city will extend the education campaign on community benefits of eliminating Polo Fields parking.

B. Recommended Strategies To Reduce Parking Demand

The PFSG recommends the following strategies to reduce parking demand at the Polo Fields parking area:

- 1) Improve enforcement for Polo Fields parking to mitigate the need for parking on the Polo Field.³
- 2) Reducing available Polo Fields parking area in phases over time. ⁴
- 3) Restricting Polo Fields parking uses to specific calendar dates or events (namely, Blues on the Green, Zilker Hillside Theater, Zilker Tree Lighting, Trail of Lights, Zilker Kite Festival, Zilker Botanical Garden Spring Event), provided that event organizers are required to make remediation/repair measures (e.g., turf

² PFSG members supporting Option 4 include Mac Ragsdale, Judith Craft, Dawn Lewis, Mike Cannatti, Gordon Kelley, and Steve Barnick. The PFSG member opposed to Option 4 was Mark Gentle.

³ PFSG members in support include Mike Cannatti, Judith Craft, Gordon Kelley, Steve Barnick, Dawn Lewis, Mary Ann Neely, and Kelly Davis. None opposed.

⁴ PFSG members in support include Mike Cannatti, Steve Barnick, Mark Gentle, Mac Ragsdale, Judith Craft, Dawn Lewis, Gordon Kelley, Lindsey Sokol, Mary Ann Neely, and Kelly Davis. None opposed.

replacement, aeration, etc.) until such time as the Zilker Master Plan parking and traffic recommendations are completed/implemented.⁵

- 4) Identifying short-term alternative parking options, such as:
 - a) proposed parking under MoPac pursuant to terms of Multiple Use Agreement between City and Texas Department of Transportation dated October/November, 2000,⁶
 - b) parking on Butler Landfill area on west/upstream side of MoPac,⁷ and
 - c) parking at Austin High.⁸
- 5) Identifying short-term alternative parking options based on proposed improvements to Stratford Landfill Area or adjustments thereto, such as reducing the size of the improvements area to create an extended natural or “green field” area along Lady Bird Lake or near the Great Lawn. Possible locations for smaller improvements area include placing grass pavers along Stratford Road (to extend existing road surface for staging/parking) or close to MoPac bridge (for access convenience to ZBG, trail users, Nature and Science Center).⁹
- 6) Exploring long-term alternative parking options outside of Zilker Park, such as parking at existing parking lots (e.g., Barton Oaks, Barton Creek Mall) and/or investing in properties and parking structures adjacent or in proximity to Zilker Park for new parking options to reduce the need for parking pressure in the park.¹⁰
- 7) Identifying long-term alternative parking options in Zilker Park, such as parking improvements at Azie Morton along the south side of Barton Springs Pool (to

⁵ PFSG members in support include Mike Cannatti, Steve Barnick, Gordon Kelley, Lindsey Sokol, James Russell, Judith Craft, Dawn Lewis, and Mary Ann Neely. PFSG members in opposition include Mark Gentle, Mac Ragsdale, and Kelly Davis.

⁶ PFSG members in support include Steve Barnick, Mark Gentle, Mac Ragsdale, Judith Craft, Dawn Lewis, Gordon Kelley, Lindsey Sokol, Mike Cannatti, Mary Ann Neely and Kelly Davis. None opposed.

⁷ PFSG members in support include Mac Ragsdale, Judith Craft, Gordon Kelley, Lindsey Sokol, Steve Barnick, Mike Cannatti, and Mary Ann Neely. PFSG members in opposition include Dawn Lewis, Mark Gentle, and Kelly Davis.

⁸ PFSG members in support include Mike Cannatti, Steve Barnick, Mark Gentle, Mac Ragsdale, Judith Craft, Dawn Lewis, Gordon Kelley, Lindsey Sokol, Mary Ann Neely and Kelly Davis. None opposed.

⁹ PFSG members in support include Mike Cannatti, Steve Barnick, Mac Ragsdale, Judith Craft, Gordon Kelley, and Mary Ann Neely. PFSG members in opposition include Mark Gentle and Kelly Davis.

¹⁰ PFSG members in support include Mark Gentle, Mac Ragsdale, Dawn Lewis, Gordon Kelley, Steve Barnick, Mike Cannatti, Mary Ann Neely and Kelly Davis. PFSG members in opposition include Judith Craft and Lindsey Sokol.

reduce impervious cover and improve water quality while maintaining or reducing parking capacity), Stratford/Butler Landfill area, Lou Neff Road, etc.¹¹

C. Recommended Transportation Demand Management Strategies

The PFSG recommends the following transportation demand strategies for reducing parking at the Polo Fields parking area:

- 1) Improving alternative transportation access to Zilker Park with additional/separated bike lanes, bus/rail shuttle service, pedestrian crossing improvements, Butler Trail connectivity improvements, etc.¹²
- 2) Improving rideshare and scooter access to Zilker Park.¹³
- 3) Public education campaign at Zilker Park/Polo Fields on available transportation options and associated benefits to health, environment, etc.¹⁴
- 4) Expand Zilker Zephyr (or similar transportation option) to connect to downtown area.¹⁵
- 5) Investigate possible use of hotel occupancy tax funding for tourist transportation systems under Texas Tax Code § 351.110(a) (“a municipality may use the revenue derived from the tax imposed under this chapter for a transportation system to transport tourists from hotels in and near the municipality to ... (4) tourist attractions in or near the municipality”).¹⁶
- 6) Investigate strategies used by other cities to address parking and traffic concerns at city parks and greenspace include:

¹¹ PFSG members in support include Mike Cannatti, Steve Barnick, Mark Gentle, Mac Ragsdale, Judith Craft, Gordon Kelley, Lindsey Sokol, Dawn Lewis, Mary Ann Neely and Kelly Davis. None opposed.

¹² PFSG members in support include Steve Barnick, Mark Gentle, Mac Ragsdale, Judith Craft, Mike Cannatti, Dawn Lewis, Gordon Kelley, Lindsey Sokol, Mary Ann Neely, and Kelly Davis. None opposed.

¹³ PFSG members in support include Mac Ragsdale, Judith Craft, Gordon Kelley, Steve Barnick, Mike Cannatti, Mary Ann Neely, and Kelly Davis. None opposed.

¹⁴ PFSG members in support include Steve Barnick, Mark Gentle, Mac Ragsdale, Judith Craft, Mike Cannatti, Dawn Lewis, Gordon Kelley, Lindsey Sokol, Mary Ann Neely, and Kelly Davis. None opposed.

¹⁵ PFSG members in support include Mike Cannatti, Steve Barnick, Dawn Lewis, Gordon Kelley, Mary Ann Neely, and Kelly Davis. PFSG members in opposition include Lindsey Sokol and Judith Craft.

¹⁶ PFSG members in support include Mike Cannatti, Steve Barnick, Mark Gentle, Mac Ragsdale, Judith Craft, Gordon Kelley, Mary Ann Neely, and Kelly Davis. None opposed.

- a) Promoting active transportation options with separated bike and pedestrian trails and trail grades (Millenium Park - Chicago, Central Park - New York, Katy Trail - Dallas).¹⁷
- 7) Upon closure of Polo Field, limestone blocks or other aesthetic and environmentally suitable parking barriers should be positioned around Polo Fields to prevent vehicle access to Polo Field.¹⁸
- 8) To inform decision-making process, park stakeholders should be surveyed to identify specific parking needs in terms of time and amount and potential challenges or impact from removing parking.¹⁹
- 9) In evaluating potential alternative parking/transportation solutions to replace the current/historical Polo Fields parking uses, consideration should be given to the financial and environmental feasibility of an underground parking structure with a “green” roof in any suitable location (e.g., near MoPac at the Polo Field, Pistol Range, or Butler Landfill areas) along the lines of the underground parking facilities at Millenium Park in Chicago. See, [Downtown Chicago's Millennium Garages Home to the Largest Green Rooftop in the World](#).²⁰

D. Education Strategies for Changing Public Behavior and Attitudes About Parking at Zilker Park and/or Using Alternative Transportation Options

The PFSG recommends the following public education strategies at Zilker Park/Polo Fields on the benefits of reducing/removing Polo Fields parking:

- 1) Use Spring/Summer 2019 to educate park visitors about upcoming closure of Polo Fields parking.
- 2) Provide Zilker Park parking status information to public with electronic billboards, website, and social media platforms.
- 3) Include signage at Polo Fields during transition time notifying public of future closure of Polo Fields parking and identified parking alternatives.
- 4) Promote public awareness of other metropolitan parks and amenities (such as alternative pools, disc golf courses, garden areas, trails, etc.) to reduce demand/usage of Zilker Park.

¹⁷ PFSG members in support include Mark Gentle, Mac Ragsdale, Judith Craft, Mike Cannatti, Gordon Kelley, Steve Barnick, Dawn Lewis, Mary Ann Neely, and Kelly Davis. None opposed.

¹⁸ PFSG members in support include Mike Cannatti, Mac Ragsdale, Judith Craft, Gordon Kelley, Mark Gentle, Steve Barnick, Dawn Lewis, Mary Ann Neely, and Kelly Davis. None opposed.

¹⁹ PFSG members in support include Mac Ragsdale, Judith Craft, Mike Cannatti, Gordon Kelley, Lindsey Sokol, Steve Barnick, Dawn Lewis, Mary Ann Neely, and Kelly Davis. The PFSG member in opposition is Mark Gentle.

²⁰ PFSG members in support include Mike Cannatti, Mac Ragsdale, Judith Craft, Gordon Kelley, Lindsey Sokol, Steve Barnick, Dawn Lewis, Mary Ann Neely, and Kelly Davis. None opposed.

- 5) Encourage PARD to create similar amenities at other district and metro parks (such as pools, disc golf courses, garden areas, trails, etc.) to reduce demand/usage of Zilker Park)

III. Zilker Park Master Plan - Information and Opportunities for Consideration

The PFSG recommends the following information and opportunities for consideration in connection the scoping of the Zilker Park Master Plan process:

- A. The Zilker Park Master Plan process should proceed without delay, and should include evaluation of environmental and visitor convenience impacts from permanently reducing and/or eliminating Polo Fields parking in favor of identified alternate parking and/or transportation solutions that will be efficient and convenient for visitors to Zilker Park.
- B. In evaluating potential alternative parking/transportation solutions to replace the current/historical Polo Fields parking uses, the Master Plan process should consider an underground parking structure with a “green” roof in any suitable location (e.g., near MoPac at the Polo Field, Pistol Range, or Butler Landfill areas) along the lines of the underground parking facilities at Millennium Park in Chicago. See, [Downtown Chicago's Millennium Garages Home to the Largest Green Rooftop in the World](#). Such a solution may include consideration of a public-private partnership to provide at least partial funding for construction/operation, including the successes and failures of other cities. [The Largest Underground Parking Lots In America Have New Landlords](#).
- C. The Zilker Park Master Plan process should evaluate and recommend appropriate uses, improvements, and benefits for the Polo Fields area by replacing the parking uses, including but not limited to:
 1. Extending and/or connecting existing water lines to irrigate the Polo Fields.
 2. Creating soccer or other sport fields in the area.
 3. Creating a dog park in the area.
 4. Enhancing landscaping and adding trees in the area.
 5. Adding water quality treatment features to the area.
 6. Locating a Zilker Park Visitor Welcome/Education Center in keeping with the recommendations from the [Zilker Park Bathhouse Zone Feasibility Study](#).
- D. In evaluating long term parking/transportation solutions for the Polo Fields and Zilker Park as a whole, the Master Plan process should consider a public-private partnership to manage parking through the entirety of Zilker Park with a view to potentially providing a single (underground) parking facility which replaces the existing paved and overflow parking areas so that existing impervious cover for park roadways and paved parking areas can be reduced by removing or reducing paved parking areas, removing portions of existing roads, and/or reducing the width of existing roads.

- E. The Zilker Park Master Plan process should evaluate long term parking/transportation solutions for Zilker Park as a whole by first taking into account the location, final design, and visitor traffic requirements for the Zilker Park Visitor Welcome/Education Center in keeping with the recommendations from the Barton Springs Pool Master Plan, the [Zilker Park Bathhouse Zone Feasibility Study](#), and other city priorities.
- F. The Zilker Park Master Plan RFQ should be structured to provide a mechanism to allow for accelerated projects to be approved to begin design work early in the master planning process, thereby preventing the need to wait for three years (or more) for the Zilker Park Master Plan to be completed before initiating master plan projects.