



Memorandum

To: Town Council
From: Thomas Dansie, Director of Community Development
Date: February 7, 2025
Re: Resolution 2025-04: Changes to the Town's Parking Policies

The Town has administered an on-street parking program since 2018. The purposes of the program are to:

- Promote more efficient vehicular transportation,
- Reduce the negative impacts of parking congestion on the street,
- Promote safety for pedestrians, bicyclists, and all other road users,
- Preserve the Town's village character.

This parking program is authorized by Title 6, Chapter 2 of the Town Code, as well as Parking Policies adopted by Resolutions 2018-06 and 2018-16. Together this ordinance and resolutions establish the operating framework for the Town's parking program.

Based on seven years of experience operating and administering this program the Town's parking staff have identified several desirable revisions to both the parking ordinance (Title 6, Chapter 2) and parking policies (Resolutions 2018-06 and 2018-16).

This report addresses the proposed revisions to the parking policies created by Resolutions 2018-06 and 2018-16. A separate item on the Council's agenda addresses proposed revisions to the parking ordinance. These are separate, and related issues. While the Council will be reviewing them as two independent agenda items they will work in tandem to address changes to the way on-street parking is administered.

Resolution 2025-04: Proposed Changes to the Parking Policies

The proposed changes to the parking policies are summarized below.

Fee Structure Changes

The Town's primary goals with the on-street parking program do not include revenue generation. The Town uses the on-street parking program primarily to help organize parking and reduce the negative impacts of parking congestion. Revenue generation is a secondary goal. However, the manner in which on-street parking fees are established has significant implications for parking management and impacts the ease of administration for the program. It is therefore important to review the Town's parking fee structure to ensure that it complements overall objectives of the parking program.

The Town's current fee structure prices parking closest to the Park entrance highest, parking on SR9 further from the Park entrance moderately, and parking on Lion Boulevard the most economical. Parking rates are based on all day parking, with the option to pay a much reduced hourly rate for up to two hours of parking. All parking rates are discounted by half in the off season. Staff is proposing changes to these rates.

1. All day parking fee increase. According to parking experts (including the parking consultant who advised the Town during the original creation of the parking program) the best practice for on-street parking is for on-street parking to be priced higher than parking in off-street lots. This encourages drivers to park in off-street lots first, and on the street only when those lots fill to capacity. This keeps parking off the streets for longer periods. In Springdale this practice is reversed: most off-street parking lots charge significantly more for parking than the cost of on-street parking. Recognizing that revenue generation is not the primary purpose of the parking program, revenue from the program does help fund transportation enhancements the Town would otherwise not be able to afford: extension of the sidewalks, streetscape enhancements, paved trails, etc. *Staff proposes a slight increase in the all day rate for on-street parking to be more in line with the rates off-street lots charge and to help to continue to provide revenue for transportation enhancements in the Town.*
2. Remove hourly payment option. The hourly parking rate was originally established to allow locals the ability to go to Springdale businesses (restaurants, shops, etc.) and park on the street without paying the all day rate. However, in practice staff have observed the hourly parking is used primarily by Park visitors who believe they can get into Zion for an hour or two and be back to their cars before the parking expires. This is usually not possible and results in a large amount of parking violations. *To remove this problem staff recommend eliminating the hourly rate option. In its place staff recommend adopting an afternoon half day rate offered at a discount from the all day rate.*
3. Remove the off-season rates. Off-season rates were originally established to allow parking in the non-peak visitation periods when the Zion shuttle is not running. However, as the shoulder seasons have increased in visitation, and the holiday season experiences near peak visitation, the justification for an off-season parking rate is less sound. For comparison, off-street lots do not reduce their parking rates during the off-season. *Staff recommend removing the off-season rate for on-street parking.*

Residential Permit Changes

Each Springdale resident is entitled to two residential parking permits. These permits allow parking in "residential permit" zones, as well as two hours per day of parking on SR9. Staff recommends the following changes to residential permits.

1. Unlimited Parking on SR9. *Staff recommends allowing vehicles with residential permits to park all day long on SR9.*
2. Unlimited Parking at the River Park. Currently parking at the River Park for all vehicles is limited to two hours. This regulation is intended to prevent Zion National Park visitors from parking in

the River Park parking lot and spending the day in Zion. However, residents often visit the River Park for periods longer than two hours. Hiking on the Paiute Trail, socializing with friends, participating in impromptu fitness or art activities can all take longer than two hours. *Staff recommends removing the two hour limit at the River Park for vehicles with residential permits. All other vehicles will continue to be subject to the two hour limit.*

3. Administrative Changes. Staff is suggesting changes to the residential permit program for ease of administration: *allowing rental agreements as proof of residency, and requiring an annual review of residential permits (this is done automatically for residents with an active utility account).*

Event Permit Parking Changes

The Town allows parking for events through an event parking permit. Staff is recommending a clarification to the policy that allows the parking department to deny an application for an event parking permit if the anticipated public parking demand on the day of the proposed event will not be met if the permit is granted. For example, the Town would not be required to issue an event parking permit for an event held on Memorial Day weekend.

Council Action

If the Council agrees with staff's recommended changes to the parking policies, the Council should make a motion to approve Resolution 2025-04.

*Note: Attached to this document are both a mark-up and a clean version of the revised policies. The mark-up version is intended to help the Council identify the proposed changes from R2018-06 and 2018-16. The clean version is the record version that should officially be adopted.



TOWN OF SPRINGDALE PARKING POLICIES

Policies in this document are:

1. Paid On-street Parking Policy
2. Shared Use Parking Policy
3. Parking Enforcement on Private Streets Policy
4. Residential Permit Parking Policy
5. Event Permit Parking Policy

PAID ON-STREET PARKING FEE POLICY

Purpose

The purpose of this policy is to establish rates for paid on-street parking in Springdale.

Findings

The Town Council makes this policy based on the following findings:

1. Parking congestion in Springdale has become significant enough to require full-time management, enforcement, and administration.
2. Charges for on-street parking will help encourage motorists to park in off-street locations, reducing parking congestion and traffic impacts on the streets.
3. Revenue from parking charges will cover the Town's costs in managing, enforcing, and administering parking regulations in the Town, and will also provide funds for enhanced transportation and parking improvements.

Policy

On-street parking charges in Springdale are based on the location of the parking, the type of vehicle parked, and the time of year.

1. The following paid parking zones are established:
 - Zone A: Paid parking areas on SR9 from the Park Entrance to the Best Western
 - Zone B: Paid parking areas on SR9 from the Best Western to south end of Town
 - Zone C: Paid parking areas on Lion Boulevard
 - *The north side of Lion Boulevard is reserved for oversized vehicles only.
2. Oversized vehicles must park on Lion Boulevard.
3. Parking Zone Pricing
 - Zone A: ~~\$25 all day parking, \$20 half day after 1pm~~ ~~First 2 hours \$1/hour, then \$20 for all day parking~~

- Zone B: ~~\$20 all day parking, \$15 half day after 1 pm First 2 hours \$1/hour, then \$15 for all day parking~~
- Zone C: ~~\$15 all day parking, \$10 half day after 1pm First 2 hours \$1/hour, then \$12 for all day parking~~
- ~~Oversized vehicle parking on Lion Boulevard: First 2 hours \$2/hour, then \$24 for all day parking~~

4. ~~Off season parking rates: 50% of rates shown above (in effect December 1 to March 1)~~
5. ~~Parking Enforcement Times: Paid parking zones will be enforced from 6am to 5pm.~~

SPRINGDALE SHARED USE PARKING POLICY

Purpose

The purposes of the Shared Use Parking Program are:

- To provide an adequate supply of managed off-street public parking.
- To encourage more visitors to park in off-street locations, and not on Town streets.
- To establish and implement consistent standards for public parking throughout the Town.
- To help visitors easily identify and navigate to public parking through consistency in signage and wayfinding information.
- To allow property owners to receive revenue from public parking.

Description

Under this program a private property owner makes parking available to the public on their property.

The Town takes an active role in administering and enforcing parking on the property. Revenue from the parking is split between the property owner and the Town.

Details

- The property owner will allocate a certain number of parking spaces to public parking.
- These parking spaces must comply with all the standards listed below.
 - Parking spaces comply with all town development and land use standards (e.g. landscape, maintenance and repair, setbacks, etc.)
 - The parking spaces must be in a dedicated public parking lot or contained in the parking lot of a commercial development or public use. The parking spaces must not be used to satisfy the minimum parking requirements for the commercial development or public use as required by Town Code, unless the spaces are part of a shared public parking agreement as allowed by Code.
 - The parking spaces must be clearly identified as public parking and numbered with an easily identifiable space number.
- The Town will purchase, install, and maintain a pay station(s) to collect parking payments in the parking area. The Town will collect revenue from parking and distribute a share back to the

property owner. The property owner will receive 80% of the revenue. The Town will retain 20% of the revenue.

- The Town will monitor the parking lot for payment compliance, and issue citations as needed. The Town will keep all citation revenue.
- The Town will direct visitors to park in the lot through wayfinding signage, website information, and a parking app (when developed).
- The parking lot owner will indemnify and hold the Town harmless for any claim of liability associated with the use of the property as a shared use parking area.

Standards

All parking areas in the Shared Use Parking Program must meet the minimum standards:

- Maintenance:
 - The parking lot owner must keep the parking lot surface and parking stalls in a state of good repair.
 - The parking lot owner must keep the parking lot and surrounding area on the same property in a clean orderly appearance at all times. No weeds, garbage or trash accumulation is allowed.
- Development standards:
 - Landscape: The parking lot owner must landscape the parking lot to the minimum landscape requirements of Town Code. All vegetative landscape must remain alive and viable. In addition to minimum standards of the Town Code, shade trees, grassy gathering areas and other vegetation is encouraged to create park-like setting (not parking lot-like setting).
 - Surface: The parking lot owner must maintain the surface of the parking lot in an all-weather driveable surface. Surfaces that reduce heat island effects and storm water runoff are encouraged.
 - Trash and Recycling Receptacle: The parking lot owner must provide, routinely empty and otherwise maintain trash and recycling bins in or around the parking lot.

Rates

Parking lot owners may establish rates for the paid parking within their lot. However, the maximum rate an off-street parking area may charge is 91% of the rate for the nearest on-street paid parking.

Wayfinding and Signage

The Town will provide directional signage throughout the community with a consistent theme and design. These signs will direct visitors to the participating shared use off-street parking locations. Parking lot owners may install additional signage, consistent with Town sign standards, that coordinates with the Town's wayfinding signage design theme.

The Town will put parking maps on the Town website. The participating shared use parking lots will be shown on the parking maps.

The Town may elect to develop a parking app for visitors. Participating shared use parking lots will be identified on the parking app if and when it is developed.

PARKING ENFORCEMENT ON PRIVATE STREETS POLICY

Purpose

The purpose of this policy is to allow the Town of Springdale Parking Enforcement operations to provide parking enforcement on private streets within the Town.

Eligibility

The following standards apply for a private street to be eligible for Town provided parking enforcement:

1. The legal owners of the street have all requested Town provided parking enforcement and have all signed an agreement granting the Town authority to perform parking enforcement and associated tasks (e.g. writing citations, towing vehicles, assessing fees, etc.). In the case of a private street controlled by a registered Homeowner's Association (HOA), the HOA Board may request Town provided parking enforcement and grant the Town authority to perform parking enforcement and associated tasks.
2. The legal owners of the street (or HOA in the case of a street controlled by an HOA) hold the Town harmless and indemnify the Town from any liability associated with parking enforcement functions on the private street.

Policy

When the Town has been requested and authorized to perform parking enforcement on a private street the following policy will apply:

1. The Town will enforce "no parking" restrictions only on the private street. Any vehicle parked on the private street will be subject to parking enforcement. The Town will not attempt to differentiate between cars parked on the private street that belong to residents or their guests and cars parked on the private street that belong to non-residents. The Town will not enforce permit parking on private streets.
2. The Town will provide parking enforcement on an on-call basis. The Town will not actively patrol the private street for parking enforcement purposes and will only respond when notified of a violation of the no parking standard.
3. The Town will enforce no parking standards primarily through issuing parking citations, pursuant to the standards in the Town Code. The Town will only tow improperly parked vehicles when they present a safety hazard or impede the safe flow of traffic on the private street.
4. The Town will retain all revenue from parking citations issued on the private street.

RESIDENTIAL PERMIT PARKING POLICY

Purpose

The purpose of this policy is to reserve on-street parking in residential areas for residents of the Town of Springdale, and to allow residents of Springdale to park in on-street paid parking areas for short periods of time to accomplish daily tasks and personal business.

Findings

The Town Council makes this policy based on the following findings:

1. Demand for on-street parking and associated parking congestion in Springdale has become a significant problem in recent years as visitation to Zion National Park has increased.
2. Parking congestion is primarily caused by visitors to the Town and Zion National Park parking on the street, and not by the parking behavior of residents.
3. Reserving spaces for residents to park in residential areas is necessary to allow residents the ability to park in front of their own residences, visit other community members, and accomplish the ordinary daily tasks of living in a community. If residential streets were made available for general public parking there would be no room for residents to park in their own neighborhoods.
4. Residents pay Town property tax, non-residents do not.
5. Without any parking regulation, non-residents are more likely than residents to leave their vehicles parked on the street for long periods of time while visiting Zion National Park.

Eligibility

Springdale residents are eligible for a residential parking permit. "Resident" is defined as a person living in a residential dwelling in Springdale, as documented by a current Springdale utility bill, Rocky Mountain Power bill, or rental agreement in the resident's name showing a Springdale address. Each residential dwelling unit in Springdale is eligible for a maximum of two residential parking permits.

Policy

1. Residents who are living in a Springdale residential unit (as documented by a current Springdale utility bill, or Rocky Mountain Power bill, or rental agreement showing the Springdale address) may apply for a residential parking permit. A maximum of two parking permits will be issued for each residential dwelling unit. Residential parking permits will be reviewed annually and renewed based on documentation that the person requesting the permit continues to qualify for the permit.
2. Permits will be associated with a vehicle license plate number. The permitted vehicle's license plate number will be used as the permit.
3. Residential parking permits will allow permitted vehicles to park on streets designated as residential permit parking areas for an unlimited period of time.

4. Residential parking permits will allow permitted vehicles to park on streets designated as paid parking areas at no charge for up to two consecutive (not cumulative) hours each day. The two-hour period begins when a vehicle is first parked on the street and terminates two hours later, regardless of whether the vehicle has been moved out of the paid parking area or to a different spot in the paid parking area in the two-hour period. After the conclusion of the two-hour no charge period, permitted vehicles will be subject to the same on-street parking charges as any other vehicle.
5. Residential parking permits will allow permitted vehicles to be parked in the River Park parking area without being subject to the standard two-hour parking maximum that applies to all other vehicles.

EVENT PARKING PERMIT POLICY

An event parking program is established as detailed below:

Private Resident-Sponsored Events:

Residents (as defined by the residential parking permit criteria) are eligible for event parking permits to accommodate guests at parties and events.

1. Residents may request **private** event parking permits up to six times each calendar year.
2. Each resident may be issued up to six (6) **private** event parking permits at a time.
3. **Private** event parking permits are issued for a specific date and are only good on the date for which they are issued.
4. **Private** event parking permits allow parking on residential streets for the date on which they are issued, as well as two free hours of parking on SR9 on the date for which they are issued.

Commercial or Public On-Street Events:

Large commercial or public events that take place within the public right-of-way and that will have the effect of limiting or preventing access to and utilization of on-street parking areas must purchase an event permit for the parking impacted by the event. Event examples include parades and races.

The fee for the event permit is determined by:

1. Estimating the total number of impacted spaces by measuring the linear feet of potential on-street parking area that is inaccessible due to the event (not including driveways, red curbs, etc.), then
2. Dividing by 25 (average length of street occupied by vehicle parked on street), then
3. Multiplying by 0.75 (occupancy approximation multiplier), then
4. Multiplying by the applicable all-day parking rate for the zone.

Example:

1000 linear feet of on-street parking area impacted
Divide by 25 = 40
Multiply by 0.75 = 30
Multiply by applicable rate (assume \$15 zone) = \$450.

On-Street Parking for Commercial or Public Events:

Commercial or public events that will generate a large amount of parking demand may purchase on-street parking for event participants. Event examples include music festivals, craft fairs, etc. The fee for the event permit is determined in the same manner as for commercial or public on-street events.

If an event permit is purchased for an area of on-street parking then the Town will not enforce paid parking requirements in that area. The event organizer is responsible for informing event participants where to park. The Town assumes no responsibility to ensure only event participants are parked in the event permit area.

Fee Waiver for Local Non-Profit Events

The event permit fee for public on-street events and on-street parking for public events will be waived for events sponsored by local non-profit organizations, subject to the following criteria:

1. The sponsoring organization is a non-profit organization whose primary mission is to benefit the residents of Springdale, Zion National Park, or the Zion Canyon community in general.
2. The event is open to the public without charge.

Maximum Amount of Parking for Event Permits

Before approving an event parking permit of any kind, the Springdale Parking Department must determine that the normal anticipated on-street parking demand in the area of the requested on-street parking can still be met given the amount of parking dedicated to the event with the event permit. The Parking Department will base this determination on the historic parking use on the day of the event, as well as any other information that can help inform a reasonable estimation of the anticipated demand for on-street parking on the day of the event.



RESOLUTION 2025-04

A RESOLUTION OF THE SPRINGDALE TOWN COUNCIL UPDATING THE TOWN'S PARKING POLICIES

Whereas, the Springdale Town Council has adopted regulations for on-street parking by adopting Resolution 2018-06 and 2018-16; and

Whereas, the standards and policies established in these Resolutions are intended to promote more efficient transportation and traffic, reduce negative impacts of parking congestion, promote pedestrian and bicyclist safety, and preserve the Town's village character; and

Whereas, the Town desires to amend the parking policies established by Resolutions 2018-06 and 2018-16 to more fully accomplish the purposes listed above and to enhance parking program administration;

Now therefore be it RESOLVED by the Springdale Town Council that the attached Town of Springdale Parking Policies document is adopted as the Town's official parking policy, and replaces any prior versions of such policy including Resolutions 2018-06 and 2018-16.



TOWN OF SPRINGDALE PARKING POLICIES

Policies in this document are:

1. Paid On-street Parking Policy
2. Shared Use Parking Policy
3. Parking Enforcement on Private Streets Policy
4. Residential Permit Parking Policy
5. Event Permit Parking Policy

PAID ON-STREET PARKING FEE POLICY

Purpose

The purpose of this policy is to establish rates for paid on-street parking in Springdale.

Findings

The Town Council makes this policy based on the following findings:

1. Parking congestion in Springdale has become significant enough to require full-time management, enforcement, and administration.
2. Charges for on-street parking will help encourage motorists to park in off-street locations, reducing parking congestion and traffic impacts on the streets.
3. Revenue from parking charges will cover the Town's costs in managing, enforcing, and administering parking regulations in the Town, and will also provide funds for enhanced transportation and parking improvements.

Policy

On-street parking charges in Springdale are based on the location of the parking, the type of vehicle parked, and the time of year.

1. The following paid parking zones are established:
 - Zone A: Paid parking areas on SR9 from the Park Entrance to the Best Western
 - Zone B: Paid parking areas on SR9 from the Best Western to south end of Town
 - Zone C: Paid parking areas on Lion Boulevard

*The north side of Lion Boulevard is reserved for oversized vehicles only.
2. Oversized vehicles must park on Lion Boulevard.
3. Parking Zone Pricing
 - Zone A: First 2 hours \$1/hour, then \$20 for all day parking
 - Zone B: First 2 hours \$1/hour, then \$15 for all day parking

- Zone C: First 2 hours \$1/hour, then \$12 for all day parking
- Oversized vehicle parking on Lion Boulevard: First 2 hours \$2/hour, then \$24 for all day parking

4. Off-season parking rates: 50% of rates shown above (in effect December 1 to March 1)
5. Parking Enforcement Times: Paid parking zones will be enforced from 6am to 5pm.

SPRINGDALE SHARED USE PARKING POLICY

Purpose

The purposes of the Shared Use Parking Program are:

- To provide an adequate supply of managed off-street public parking.
- To encourage more visitors to park in off-street locations, and not on Town streets.
- To establish and implement consistent standards for public parking throughout the Town.
- To help visitors easily identify and navigate to public parking through consistency in signage and wayfinding information.
- To allow property owners to receive revenue from public parking.

Description

Under this program a private property owner makes parking available to the public on their property.

The Town takes an active role in administering and enforcing parking on the property. Revenue from the parking is split between the property owner and the Town.

Details

- The property owner will allocate a certain number of parking spaces to public parking.
- These parking spaces must comply with all the standards listed below.
 - Parking spaces comply with all town development and land use standards (e.g. landscape, maintenance and repair, setbacks, etc.)
 - The parking spaces must be in a dedicated public parking lot or contained in the parking lot of a commercial development or public use. The parking spaces must not be used to satisfy the minimum parking requirements for the commercial development or public use as required by Town Code, unless the spaces are part of a shared public parking agreement as allowed by Code.
 - The parking spaces must be clearly identified as public parking and numbered with an easily identifiable space number.
- The Town will purchase, install, and maintain a pay station(s) to collect parking payments in the parking area. The Town will collect revenue from parking and distribute a share back to the property owner. The property owner will receive 80% of the revenue. The Town will retain 20% of the revenue.
- The Town will monitor the parking lot for payment compliance, and issue citations as needed. The Town will keep all citation revenue.

- The Town will direct visitors to park in the lot through wayfinding signage, website information, and a parking app (when developed).
- The parking lot owner will indemnify and hold the Town harmless for any claim of liability associated with the use of the property as a shared use parking area.

Standards

All parking areas in the Shared Use Parking Program must meet the minimum standards:

- Maintenance:
 - The parking lot owner must keep the parking lot surface and parking stalls in a state of good repair.
 - The parking lot owner must keep the parking lot and surrounding area on the same property in a clean orderly appearance at all times. No weeds, garbage or trash accumulation is allowed.
- Development standards:
 - Landscape: The parking lot owner must landscape the parking lot to the minimum landscape requirements of Town Code. All vegetative landscape must remain alive and viable. In addition to minimum standards of the Town Code, shade trees, grassy gathering areas and other vegetation is encouraged to a create park-like setting (not parking lot-like setting).
 - Surface: The parking lot owner must maintain the surface of the parking lot in an all-weather driveable surface. Surfaces that reduce heat island effects and storm water runoff are encouraged.
 - Trash and Recycling Receptacle: The parking lot owner must provide, routinely empty and otherwise maintain trash and recycling bins in or around the parking lot.

Rates

Parking lot owners may establish rates for the paid parking within their lot. However, the maximum rate an off-street parking area may charge is 91% of the rate for the nearest on-street paid parking.

Wayfinding and Signage

The Town will provide directional signage throughout the community with a consistent theme and design. These signs will direct visitors to the participating shared use parking locations. Parking lot owners may install additional signage, consistent with Town sign standards, that coordinates with the Town's wayfinding signage design theme.

The Town will put parking maps on the Town website. The participating shared use parking lots will be shown on the parking maps.

The Town may elect to develop a parking app for visitors. Participating shared use parking lots will be identified on the parking app if and when it is developed.

PARKING ENFORCEMENT ON PRIVATE STREETS POLICY

Purpose

The purpose of this policy is to allow the Town of Springdale Parking Enforcement operations to provide parking enforcement on private streets within the Town.

Eligibility

The following standards apply for a private street to be eligible for Town provided parking enforcement:

1. The legal owners of the street have all requested Town provided parking enforcement and have all signed an agreement granting the Town authority to perform parking enforcement and associated tasks (e.g. writing citations, towing vehicles, assessing fees, etc.). In the case of a private street controlled by a registered Homeowner's Association (HOA), the HOA Board may request Town provided parking enforcement and grant the Town authority to perform parking enforcement and associated tasks.
2. The legal owners of the street (or HOA in the case of a street controlled by an HOA) hold the Town harmless and indemnify the Town from any liability associated with parking enforcement functions on the private street.

Policy

When the Town has been requested and authorized to perform parking enforcement on a private street the following policy will apply:

1. The Town will enforce "no parking" restrictions only on the private street. Any vehicle parked on the private street will be subject to parking enforcement. The Town will not attempt to differentiate between cars parked on the private street that belong to residents or their guests and cars parked on the private street that belong to non-residents. The Town will not enforce permit parking on private streets.
2. The Town will provide parking enforcement on an on-call basis. The Town will not actively patrol the private street for parking enforcement purposes and will only respond when notified of a violation of the no parking standard.
3. The Town will enforce no parking standards primarily through issuing parking citations, pursuant to the standards in the Town Code. The Town will only tow improperly parked vehicles when they present a safety hazard or impede the safe flow of traffic on the private street.
4. The Town will retain all revenue from parking citations issued on the private street.

RESIDENTIAL PERMIT PARKING POLICY

Purpose

The purpose of this policy is to reserve on-street parking in residential areas for residents of the Town of Springdale, and to allow residents of Springdale to park in on-street paid parking areas for short periods of time to accomplish daily tasks and personal business.

Findings

The Town Council makes this policy based on the following findings:

1. Demand for on-street parking and associated parking congestion in Springdale has become a significant problem in recent years as visitation to Zion National Park has increased.
2. Parking congestion is primarily caused by visitors to the Town and Zion National Park parking on the street, and not by the parking behavior of residents.
3. Reserving spaces for residents to park in residential areas is necessary to allow residents the ability to park in front of their own residences, visit other community members, and accomplish the ordinary daily tasks of living in a community. If residential streets were made available for general public parking there would be no room for residents to park in their own neighborhoods.
4. Residents pay Town property tax, non-residents do not.
5. Without any parking regulation, non-residents are more likely than residents to leave their vehicles parked on the street for long periods of time while visiting Zion National Park.

Eligibility

Springdale residents are eligible for a residential parking permit. "Resident" is defined as a person living in a residential dwelling in Springdale, as documented by a current utility bill showing a Springdale address. Each residential dwelling unit in Springdale is eligible for a maximum of two residential parking permits.

Policy

1. Residents who are living in a Springdale residential unit (as documented by a current Springdale utility bill or Rocky Mountain Power bill showing the Springdale address) may apply for a residential parking permit. A maximum of two parking permits will be issued for each residential dwelling unit.
2. Permits will be associated with a vehicle license plate number. The permitted vehicle's license plate number will be used as the permit.
3. Residential parking permits will allow permitted vehicles to park on streets designated as residential permit parking areas for an unlimited period of time.
4. Residential parking permits will allow permitted vehicles to park on streets designated as paid parking areas at no charge for up to two consecutive (not cumulative) hours each day. The two-hour period begins when a vehicle is first parked on the street and terminates two hours later, regardless of whether the vehicle has been moved out of the paid parking area or to a different spot in the paid parking area in the two-hour period. After the conclusion of the

two-hour no charge period, permitted vehicles will be subject to the same on-street parking charges as any other vehicle.

EVENT PARKING PERMIT POLICY

An event parking program is established as detailed below:

Private Resident-Sponsored Events:

Residents (as defined by the residential parking permit criteria) are eligible for event parking permits to accommodate guests at parties and events.

1. Residents may request event parking permits up to six times each calendar year.
2. Each resident may be issued up to six (6) event parking permits at a time.
3. Event parking permits are issued for a specific date and are only good on the date for which they are issued.
4. Event permits allow parking on residential streets for the date on which they are issued, as well as two free hours of parking on SR9 on the date for which they are issued.

Commercial or Public On-Street Events:

Large commercial or public events that take place within the public right-of-way and that will have the effect of limiting or preventing access to and utilization of on-street parking areas must purchase an event permit for the parking impacted by the event. Event examples include parades and races.

The fee for the event permit is determined by:

1. Estimating the total number of impacted spaces by measuring the linear feet of potential on-street parking area that is inaccessible due to the event (not including driveways, red curbs, etc.), then
2. Dividing by 25 (average length of street occupied by vehicle parked on street), then
3. Multiplying by 0.75 (occupancy approximation multiplier), then
4. Multiplying by the applicable all-day parking rate for the zone.

Example:

1000 linear feet of on-street parking area impacted

Divide by 25 = 40

Multiply by 0.75 = 30

Multiply by applicable rate (assume \$15 zone) = \$450.

On-Street Parking for Commercial or Public Events:

Commercial or public events that will generate a large amount of parking demand may purchase on-street parking for event participants. Event examples include music festivals, craft fairs, etc. The fee for the event permit is determined in the same manner as for commercial or public on-street events.

If an event permit is purchased for an area of on-street parking then the Town will not enforce paid parking requirements in that area. The event organizer is responsible for informing event participants where to park. The Town assumes no responsibility to ensure only event participants are parked in the event permit area.

Fee Waiver for Local Non-Profit Events

The event permit fee for public on-street events and on-street parking for public events will be waived for events sponsored by local non-profit organizations, subject to the following criteria:

1. The sponsoring organization is a non-profit organization whose primary mission is to benefit the residents of Springdale, Zion National Park, or the Zion Canyon community in general.
2. The event is open to the public without charge.

Town of Springdale

Parking Zone Map

