



Memorandum

To: Planning Commission
From: Niall Connolly, Principal Planner
Date: Aug 8, 2025
Re: Parking in the Special Flood Hazard Area - Revisions

Background

At the April 9th, 2025 Town Council meeting, the Council reviewed an ordinance revision proposed by the Planning Commission. It proposed to remove the existing prohibition on parking spaces in the Special Flood Hazard Area (SFHA). Currently, parking spaces are not permitted to be developed within 10 ft of the SFHA. This ignores the fact that homes and businesses are allowed to be developed in the SFHA. Preventing parking spaces from being located within the SFHA provides a higher degree of protection for cars than it does homes. In addition, the existing code restrictions may, on occasion, encourage developers to arrange their site plan such that a home is placed in the most vulnerable part of the lot, and parking spaces are on higher ground.

This restriction dates from before the Town adopted the current FEMA flood maps in 2009. Prior to this, the Town relied on flood maps produced in a 1980 study by Gingery Associates. The FEMA flood maps show a far more expansive flood plain than the Gingery Associates flood maps did. Therefore, this restriction would have applied to a much smaller area than it does now that we use the FEMA maps.

While the Town Council agreed with the general principle of the ordinance revision, there were concerns that removing this restriction could inadvertently invite parking lot development adjacent to the Virgin River. The Council wished to ensure that this sensitive environment would be protected from any unintended adverse consequences of removing this restriction. The Council ultimately directed the Planning Commission to carry out further work on this ordinance revision.

Planning Commission Edits

In recognition of the Council's direction, the Planning Commission has investigated various ways to address these concerns. The ordinance language now proposed consists of the following:

- Parking would now be allowed in the Special Flood Hazard area, but only in residential zones. The intention of this is to allow for the safe development of residential parcels, but to avoid the development of commercial parking lots in the sensitive river corridor
- On residential parcels, a maximum of three parking spaces (including garage spaces) would be allowed in the Special Flood Hazard Area. If an overlay zone is in place (such as the Moderate Income Housing Overlay Zone or the Workforce Housing Overlay Zone) then additional parking spaces may be allowed, subject to Planning Commission approval. The rationale for allowing three spaces is that on a Valley Residential parcel, the most intensive development that is usually

allowed is a duplex, which has a minimum parking requirement of three spaces. In the rare instance of an overlay zone applying, more parking spaces may be required, hence the ordinance language allows for flexibility in those cases.

- Due to the potential for parking spaces to contribute to pollution of the river, the draft ordinance includes a requirement for “Low Impact Design” (LID) for parking spaces in the SFHA. LID is a suite of design measures that facilitates sustainable drainage. These include permeable paving, vegetated swales, stormwater wetlands etc. These designs seek to mimic natural drainage processes by slowing down stormwater runoff and providing natural filtration of oils, grit and other pollutants. The use of LID is intended to provide water quality benefits to the Virgin River.
- The Planning Commission also wished to ensure that such parking spaces can drain by gravity.

Proposed ordinance language is now presented to the Town Planning.

General Plan

Ordinance revisions should always be supported by the goals and objectives of the General Plan. Chapter 8 of the General Plan (Natural and Cultural Resources) sub-goal A is as follows:

Ensure the Virgin River retains its natural character, flow, and quality to ensure wildlife health and to maintain good water quality.

The adoption of Low Impact Development measures supports the aim of good water quality in the Virgin River.

Town Council Action

The Town Council should review the proposed ordinance revision. The Council should determine whether to adopt this ordinance revision; or adopt it with amendments; or not adopt the proposed ordinance language. The Council may wish to use the following sample language:

*The Town Council **approves/ rejects** the proposed changes to Chapter 10-23 of the Springdale Town Code regarding parking spaces and the Special Flood Hazard Area, as discussed in the Council's meeting on August 13th, 2025. This motion is based on the following findings:*

[LIST FINDINGS]



ORDINANCE 2025-11

AN ORDINANCE OF THE SPRINGDALE TOWN COUNCIL REVISING THE TOWN'S LAND USE REGULATIONS REGARDING PARKING DESIGN STANDARDS, TO REVISE THE RESTRICTION ON PARKING SPACES WITHIN THE SPECIAL FLOOD HAZARD AREA AND TO REQUIRE LOW IMPACT DESIGN

Whereas, the Town of Springdale regulates development within the Special Flood Hazard Area, as a condition of the Town's participation in the National Flood Insurance Program, and

Whereas, section 10-23 of the Town Code includes design standards for parking lots, and

Whereas, the Code currently prohibits parking spaces in or within ten feet of the Special Flood Hazard Area, but allows dwellings and other buildings to be situated within the Special Flood Hazard Area, and

Whereas, this current approach may have the effect of directing more vulnerable land uses towards the Special Flood Hazard Area, while offering parking spaces a higher standard of protection from flooding, and

Whereas, the Town wishes to resolve this inconsistent approach, and

Whereas, in so doing, the Town wishes to protect the sensitive river corridor from the potential negative impacts of parking spaces adjacent to the river and therefore introduce requirements for Low Impact Design, and

Whereas, the Planning Commission and Town Council have both reviewed and vetted the proposed revisions to the Town's land use regulations regarding flood hazard reduction and find they are consistent with the Purpose statements of chapter 10-13A of the Town Code and will promote public health and well-being in the Town of Springdale, and

Whereas, the necessary public hearings and procedures required to amend the Town's land use ordinances have been fulfilled,

Now, Therefore, be it ordained by the Springdale Town Council that Title 10-23 of the Town Code is amended as follows:

Adopted by the Springdale Town Council this 13th day of August, 2025.

Barbara Bruno, Mayor

Attest:

Aren Emerson, Town Clerk

ROLL CALL VOTE		
R. Aton	Yes	No
B. Bruno	Yes	No
J. Burns	Yes	No
P. Campbell	Yes	No
K. Topham	Yes	No

Section 10-23 is revised as follows:

10-23-7: PARKING DESIGN STANDARDS:

All off street parking facilities shall be built in conformance with the following standards of design:

- A. *Dimensions:* All parking spaces shall have minimum dimensions of 8½ feet × 18 feet. Each parking space must be clearly delineated with striping, wheel stops, or other means.
- B. *Handicapped parking facilities:* Handicapped parking facilities shall conform to state standards.
- C. *Garages and Carports:* A garage or carport must have inside dimensions of not less than 8½ feet × 18 feet per space.
- D. *Backing space:* Backing space must be provided for parking areas which are composed of four or more spaces, and for all parking areas, public, private or residential, which are accessed from SR-9, so that vehicles need not back into a public street or alley. Public sidewalks shall not be permitted to be used as part of the required backing area.
- E. *Acute angle parking:* Acute angle parking, one degree to 89 degrees, shall be designed for one-way traffic only.
- F. *Access requirements:* Adequate ingress and egress to and from all uses shall be provided as follows (minimum widths of drives within parking lots are provided in section 10-23-9, "Design And Construction Standards", of this chapter).
 - 1. When providing access to a garage, carport or parking area having five or less parking spaces, a driveway shall be a minimum of 12 feet in width.

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2. When used for access to a garage, carport or parking area having six or more parking spaces, a driveway shall be a minimum of 20 feet in width for one- and two-way traffic.
 3. No driveway, including those designed for single- or two-family residential use, shall be closer to a side property line than five feet.
 4. Separate exits shall be provided for acute angle and one-way parallel parking of four or more spaces so that cars need not exit by backing onto a street or alley.
 5. Not more than two driveways shall be used for each 100 feet, or fraction thereof, of frontage on any street.
 6. No two of said driveways shall be closer to each other than ten feet.
 7. Each driveway shall not be more than 36 feet wide, measured at right angles to the centerline of the driveway, except as increased by permissible curb return radii. The entire flare of any return radius shall fall within the right-of-way.
 8. No driveway shall be closer than 20 feet of any street intersection at any corner as measured along the property line.
- G. *Location:* Parking areas shall not be located within any required front or side setback, unless otherwise allowed by this title.
- H. *Setback from floodplain:* No parking lot, area or space shall be constructed or maintained or allowed within ten feet of [the Special Flood Hazard Area](#), as defined and located by chapter 13, article A of this title, except parking spaces in residential zones. In the case of parking spaces in residential zones, a maximum of three spaces per parcel (including parking spaces within garages) are allowed to be constructed within the Special Flood Hazard Area. In situations where the Moderate Income Housing Development Overlay Zone or the Workforce Housing Overlay Zone has been applied to a parcel, additional parking spaces may be permitted in the Special Flood Hazard Area, subject to approval by the Planning Commission. Parking spaces in the Special Flood Hazard Area must be designed such that they can drain by gravity over the surface of the parking area onto an adjacent existing grade without the need of culverts or other underground infrastructure.
- I. *Maximum grade:* Parking lot grades shall be in accordance with specifications which shall be made available by the Town Engineer.
- J. *Additional design standards:* Off street parking areas shall be in conformance with the applicable design standards in section 10-23-9 of this chapter. Unmarked parking areas, whether paved or finished with a graveled all weather surface, shall meet the specifications of 90 degree angle parking.
- K. *Parking location:* In general, all on site parking should be located to the rear or side of buildings. In the central commercial zone, parking location must conform to the following standards:
1. Parking areas (including parking spaces and backing space) must be set back a minimum of 30 feet from the SR-9 right-of-way.
 2. Within 100 feet of the SR-9 right-of-way no on site parking may be placed between the front of any building and the SR-9 right-of-way.

10-23-9: DESIGN AND CONSTRUCTION STANDARDS:

- A. *Standards:* Parking area design and construction must adhere to all the standards of the Town's Construction Design Details and Standards Manual.
- B. *Surfacing:* Parking areas, including parking access lanes, must be surfaced to minimum all-weather standards. Each parking area surface shall be designed to minimize stormwater runoff and reduce "heat island" effects.

If asphalt or concrete are used as a surface material, the parking area must include features to reduce heat island impacts, including but not limited to shaded areas (provided by either landscape or structures), cool pavement applications, breaking up large pavement areas with landscape planter areas, or minimizing the amount of asphalt or concrete used.

1. Acceptable parking area surfaces include:
 - a. Asphalt pavement.
 - b. Concrete (colored to meet Town standards).
 - c. Stone or brick pavers.
 - d. Permeable paver, permeable grid, or other engineered permeable surface specifically designed and engineered for parking uses.
 - e. Crushed stone or gravel, if the parking area contains 25 or fewer parking spaces. An owner of a crushed stone or gravel parking lot must take measures to prevent crushed stone or gravel from being tracked out to adjacent roadways. The crushed stone or gravel material used as the parking lot surface must be three-fourths inch in diameter or larger, a minimum of two inches deep, and placed on a subgrade of at least four inches of compacted road base.
2. Prohibited parking area surfaces include:
 - a. Dirt.
 - b. Road base.
- C. *Maintenance:* Parking areas must be kept in a state of good repair. Cracks, potholes, and other uneven surfaces must be repaired in a timely manner. Parking areas must be kept weed-free. Garbage and debris must be picked up and removed from parking areas in a timely manner. Landscaping required for buffering or screening must be kept viable and in good health.
- D. Low Impact Design: The use of Low Impact Design (LID) stormwater management is encouraged in all parking areas. Parking spaces which are developed within or partially within the Special Flood Hazard Area must incorporate low impact design measures, in order to minimize stormwater runoff and improve its water quality. Developers of parking spaces completely or partially within a Special Flood Hazard Area must implement at least two LID strategies from the list below. The combination of more than two of these design features to form a nature-based stormwater treatment train is encouraged.
 - a. Permeable paving
 - b. Vegetated swales and filter strips
 - c. Bioswales
 - d. Bioretention
 - e. Tree pits
 - f. Natural vegetation retention ponds
 - g. Stormwater bump-outs
 - h. Stormwater wetland
 - i. Vegetated buffers.