



Memorandum

To: Planning Commission
From: Niall Connolly, Director of Community Development
Date: August 14th, 2026
Re: Design Development Review for Parking Lot Expansion at 50 Zion Park Blvd

Introduction

This is a retrospective Design Development Review Application for an expansion to the parking lot at 50 Zion Park Blvd. The expansion involves 15 new parking spaces, as well a restroom and a commercial use as required by the Code.

The Planning Commission discussed this item at meetings on June 3rd and July 1st. At the June 3rd meeting, the Planning Commission tabled the application, and requested more information relating to landscape, the proposed commercial use, acute parking angles and surface water drainage. The applicant, Mr. Luke Wilson, subsequently provided additional information which was then presented at the July 1st meeting. Some public comments were received prior to and during this meeting, which raised concerns about geologic hazards that are present on this property. The Commission discussed these concerns, and decided to request that the applicant provide geotechnical information. This is the Commission's motion:

Motion made by Terry Kruschke that the Planning Commission requests to table the Design Development Review application for the expansion of the parking lot at 50 Zion Park Blvd as discussed at the July 01, 2026 meeting. The motion is based on the following findings:

- 1. Parking lot expansion encroaches into a landslide hazard area, as designated by the Utah Geological Survey*
- 2. The required geological study has not been submitted.*

This motion has the following conditions:

- 1. We would like to request that the Director of Community Development request a geotechnical Report*
- 2. Any recommendations from that report be followed.*
- 3. That report focuses on the landslide and the rockfall risk to ensure that we've properly mitigated any risks associated with the landslide and rockfall issues.*
- 4. The drainage study for the surface water be submitted as it was missed in this iteration.*

Second by Paul Zimmerman

Discussion of the motion: There was no additional discussion

Vote on Motion:

Swanson: Aye

Kruschke: Aye

McCulloch: Aye

Zimmerman: Aye

LaBorde: Aye

The motion passed unanimously.

In response, the applicant has provided a letter requesting that the requirement for a geotechnical report be removed. In this letter, Mr. Wilson explains the reasons why he believes this report is not warranted in this case. He has also provided information relating to surface water drainage, which was absent from his previous submissions.

Landscape, Commercial Use, Drainage etc.

Staff recommends that first and foremost, the Commission determines whether or not the application complies with the relevant standards relating to these topics. Most of the information to address these points was provided to the Commission for the July 1st meeting, and is copied below for convenience. In addition, the applicant has now submitted information on surface water drainage, which was not previously available. This is discussed below.

Information on screening of restrooms and trash receptacles

The plan shows the location of the proposed restrooms and trash receptacles (see screenshots below). The plan states that these areas will be screened with rusted corrugated metal panels. A photo showing a sample of the proposed material is included.

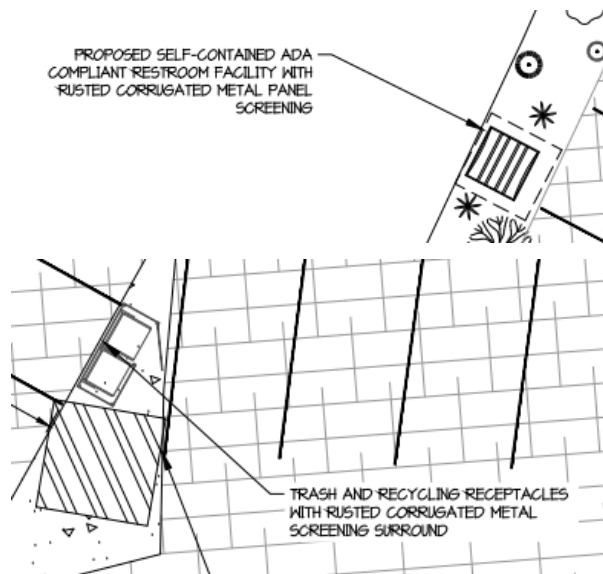


Figure 1. Location restroom and trash receptacles



Figure 2. Example of proposed corrugated, rusted metal panels

Information on the “integrated commercial use”

Mr. Wilson proposes to have a mobile coffee business to fulfill the requirement for a commercial use. The commercial use requirement set out in Section 10-23-10(D) of the Town Code is as follows:

Integration with commercial use: A commercial use complementary to public parking must be developed on the same property as a public parking area, such as retail oriented to visitor needs and convenience, food or drink establishments designed primarily for to go orders, and other similar commercial uses. On-site employee parking spaces, separate from the public parking spaces in the parking area, are required at the rate set forth in section 10-23-4 of this chapter.

The location of the proposed mobile business is identified on the plan, along with two employee parking spaces. It is setback approximately 48 ft from the front property line. The minimum front setback in the Village Commercial zone is 30 ft for structures up to 18 ft in height, and 50 ft for structures exceeding 18 ft in height. Although dimensions of the mobile business have not been provided, it is most likely that a mobile coffee truck would not exceed 18 ft in height. Therefore, the proposed location of the mobile business complies with minimum setback standards.

A mobile business would be subject to the standards set out in section 10-22-11 of the Town Code. Significantly, the mobile business would only be allowed to remain on the property for three hours each day. The Commission should make a determination on whether or not this fulfills the commercial use requirement envisaged by the Code, and the practicality of enforcing this requirement.

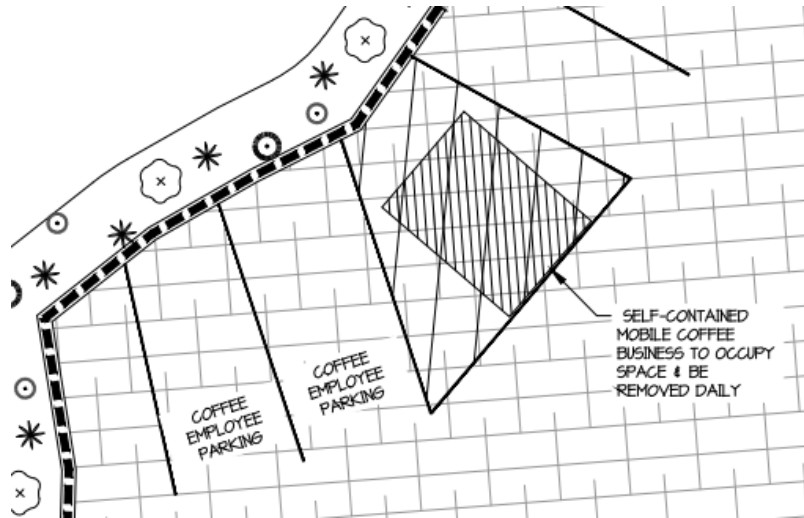


Figure 3. Location of proposed coffee truck

Acute angled parking spaces

The layout has been revised to create two parallel parking spaces in the place of acute angled spaces of the previous layout.

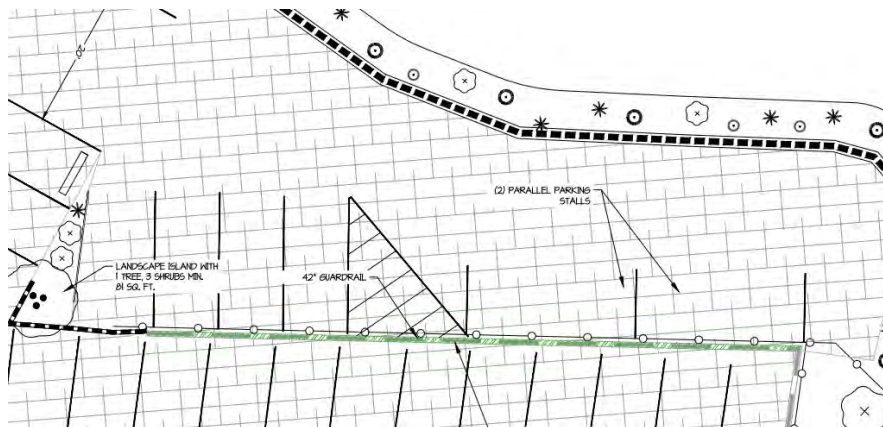


Figure 4. Proposed parallel parking spaces, in place of the acute angled spaces

Landscape

The Commission should also review the additional information which has been provided relating to landscape. The relevant standards are in section 10-18-6C of the Town Code. These are:

1. *Each row or aisle of parking stalls shall be landscaped at both ends with a minimum 80 square foot landscape planter that includes at least one shade tree and three shrubs.*
2. *When two rows or aisles of parking stalls are placed head to head, the rows or aisles shall be separated by a minimum four-foot wide landscape planter that contains sufficient trees and shrubs to provide shading for parked vehicles.*

A landscaped area is shown at both ends of the new aisle of parking spaces. Both of these landscaped areas exceed 80 sq ft. The new head to head spaces do not have a 4 ft wide planter between them. The applicant has suggested that this landscape buffer could be provided vertically, by providing hanging landscape.

Surface Water Drainage

Mr. Wilson provided some information relating to storm drainage, which is appended to this staff report. In summary, there is an existing storm drain which traverses the site. The Engineers have proposed to upsize this drain to provide the additional capacity and detention volumes. This has been reviewed by the Town Engineer. The Town Engineer has confirmed that this would be an acceptable solution and would mitigate the extra surface water runoff arising from new asphalt.



Figure 5. Pipe which is proposed to be upsized to deal with additional runoff

Geologic Hazards and Geotechnical Report

The property is located entirely within the high rockfall hazard area, and partially within the very high landslide hazard area. Some public comments were submitted prior to the July 1st meeting, which raised concerns about development in this location, in particular the grading which took place at the base of the hillside. These letters suggest that a geotechnical report should be provided to investigate if the parking lot expansion created any issues relating to geologic hazards. The Planning Commission should review the applicant's letter, as well as the information below, and determine whether a geotechnical report is required or not. Geotechnical Reports are required in the follow circumstances:

- A. A geotechnical report is required for the approval of any of the following:
 - 1. Subdivision approval process;
 - 2. Design/development review process for any new building over 500 square feet in area;
 - and

3. Any addition to an existing building when the combined area of the existing building and new addition exceed 1,000 square feet in area;
4. Any structure intended for human occupancy; and
5. **In any other instance where the DCD determines the site or soil conditions warrant a geotechnical report.**

In the case of this Design Development Review application, scenarios 1-4 do not apply. At the July 1st Commission meeting, the Commission requested the geotechnical report on the basis of the fifth scenario, i.e. where the Director of Community Development (DCD) determines the site or soil conditions warrant a geotechnical report. The Planning Commission instructed the DCD to request one.

In his letter, Mr. Wilson argues that if a geotechnical report was necessary, it should have been required at the time the grading permit was being processed. It was at that time that the grading at the foot of the hillside was being reviewed. The grading permit was approved by staff, and the DCD did not determine at that time that a geotechnical report was required. In Mr. Wilson's view, the purpose of this DDR application is solely to review the various improvements (i.e. restrooms, commercial use, landscaping etc) that were triggered by creating these extra parking spaces. He believes that an assessment of any potential geologic hazards is not relevant to this application. The Commission should review this request and determine whether or not to require the geotechnical report.

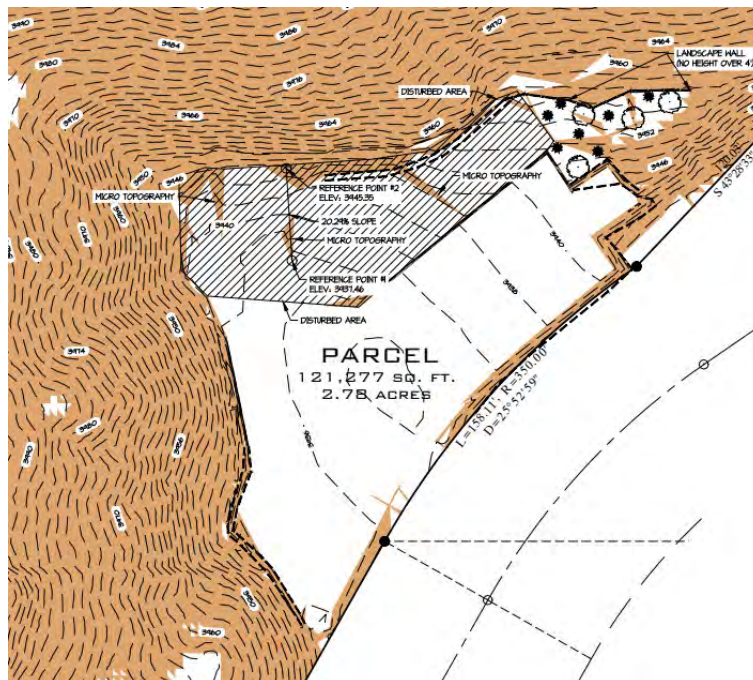


Figure 6. Approved grading plan

Figure 6, above, shows the grading that was approved. The black and white hatched area is the expanded parking lot area, and the brown shaded area represents slopes of 30% or greater. The

applicant provided an opinion letter from Jared Bates, who is the Principal Engineer at Rosenberg Associates, to support the grading permit application. This is provided in the appendix for reference.

Two public comment letters have been submitted since the July 1st meeting, in support of Mr. Wilson's position. These letters recommend that the Commission should not require a geotechnical report. All of the public comment letters received by the Town to date relating to this application are appended to this report.

Planning Commission Action

The Planning Commission should review the application, along with the applicant's latest submission, and determine whether to approve or deny the application. If approving the application, the Commission may wish to apply the following conditions:

1. The mobile business which is fulfilling the integrated commercial use for this property must comply with all relevant standards for mobile businesses.
2. The proposed surface water drainage improvements must be completed to the Town Engineer's specifications, prior to the new parking spaces being used.

Sample Motion Language

The Commission may use the following sample language:

The Planning Commission approves/ denies the Design Development Review application for expansion of the parking lot at 50 Zion Park Blvd, as discussed at the August 19th, 2026 meeting, based on the following findings:

FINDINGS

Appendices:

1. Letter from Mr. Luke Wilson, dated 7/29/26
2. Surface Water Drainage Proposals
3. Application Drawings
4. Grading Permit Information
5. Public Comments received, as of 8/13/26

Letter from Mr. Luke Wilson, dated 7/29/26

Request for Removal of the Geologic Hazards Condition

To the Springdale Planning Commission:

Thank you for the time and attention you have given to my application over the past several months. I appreciate the Commission's service and the thoughtful review that has gone into this process.

I am submitting the drainage calculations and I'm respectfully requesting the removal of the condition requiring a geotechnical investigation as part of this application.

From the beginning, I have attempted to cooperate fully with the Town and comply with every requirement placed before me. When Town staff instructed me to stop work, I did so immediately. For the next 2 months, I retained a licensed engineer with extensive experience on projects in Springdale, completed the engineering that was requested, obtained the required grading permit from the Development and Community Development Department (DCD), and only then completed the grading within the limits approved by the Town.

The reason I am before the Planning Commission is not because I am seeking approval for a new land use. The property has long been an established parking lot. Rather, I am before the Commission because I chose to comply with the Town's review process after adding a limited number of parking spaces triggered the current parking lot improvement requirements. I accepted those obligations, including landscaping, drainage, public restroom improvements, additional business, and other site design requirements requested by the Town. I was made aware of these requirements after I finished the work I had the legal permit for.

My concern is limited to one issue: the addition of a geotechnical investigation requirement after the grading permit process had already been completed.

The grading permit process exists to review grading and site conditions. As part of that process, and per the DCD directive, I retained a qualified engineer, submitted the required information, and obtained approval from the DCD before completing the work. The DCD determined we did not need to incorporate the extensive Geo Hazards ordinance, as nothing was being built. I was clearly told, though, that it **WOULD** be required if ever I sought to build living units, etc. The grading permit was issued without requiring a geotechnical investigation for this project. Only later, during Planning Commission review, was that requirement added.

After reviewing Chapter 10-15F of the Springdale Municipal Code, I understand that Section 10-15F-5 identifies the circumstances under which a geotechnical report is required. The first four categories involve subdivisions, buildings, additions to buildings, and structures intended for human occupancy. Those circumstances do not apply to this project. The remaining provision states that a geotechnical report may be required when the DCD determines that site or soil conditions warrant one.

The geologic review applicable to the grading work was addressed during the grading permit process administered by the DCD. For that reason, I respectfully request that the Commission remove the geotechnical investigation condition as part of this application. The directive is clearly coming from the commission, and not the DCD. If the DCD is now changing their mind, that is also problematic.

I've been advised to 'stay out of the weeds' about the countless other parking spaces around town which are in similar or higher risk of landslide and rockfall. I feel I will avoid this topic.

Throughout this process I have acted in good faith. Please consider that I've added about the same amount of landscape and hardscape to the Towns Property, (my parking competitor) which is in the same USGS mapping (SR-9, for use of their parking business) as my own. I stopped work when instructed, retained professional engineering, obtained the required permit, and accepted every additional site improvement requested by the Town.

Thank you for your time, your service, and your consideration of this request.

Respectfully submitted,

Luke Wilson

Surface Water Drainage Proposals



DROP INLET 1 -
CUSTOM BOX

STORM DRAIN PIPE 1

DROP INLET 2 -
3' X 3'

STORM DRAIN PIPE 2

Fwd: FW: Springdale Parking Lot Addition - Luke Wilson

1 message

[REDACTED]

----- Forwarded message -----

From: [REDACTED]
Date: Wed, Mar 18, 2026 at 7:16 AM
Subject: FW: Springdale Parking Lot Addition - Luke Wilson
To: [REDACTED]

Luke,

See below. It looks like we need to upsize one of the pipes to achieve the required detention for the parking lot. We feel that option 1 is the most strait forward. Please review and discuss w me when you have some time.

Thanks,

Jared Bates, P.E., CFM

Principal Engineer



[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Pay Invoices Online at : <https://securepayment.link/racivil/>

From: Wesley Pickett [REDACTED]
Sent: Friday, March 13, 2026 2:17 PM
To: Jared Bates <jaredb@racivil.com> [REDACTED]
[REDACTED] - Luke Wilson

Jared,

See the attached layout for quick reference.

Option 1: Upsize Storm Drain Pipe 1 (18") that runs from Drop Inlet 1 to Drop Inlet 2 to a 30" pipe. An orifice plate would then be placed inside Drop Inlet 2 on Storm Drain Pipe 2.

Option 2: Place orifice plate inside Drop Inlet 2 on Storm Drain Pipe 2. Upsize Storm Drain Pipe 2 (24") to 30". Place custom box on the downstream side of Storm Drain Pipe 2 within the open pit area and add a new pipe and orifice plate on the southeast side of the new box.

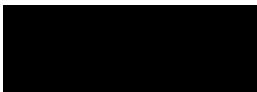
Wesley Pickett

Staff Engineer



[352 East Riverside Drive, Suite A-2](#)

[St. George, Utah 84790](#)



 **Sketch.pdf**
505K



PROJECT NO: 2824-24-002

PROJECT: Springdale River Park BY: WJP DATE: 8/5/2026

SUBJECT: Detention Calculations CHKD: JWB DATE: 8/5/2026

DETENTION FOR 100-YEAR, 3-HOUR STORM
Pre-Developed Peak Flow: 1.4 cfs

Date	Time	Peak Flow Exist LOT (cfs)	Peak Flow Pro LOT (cfs)	Detention Volume (cu ft)
1-Jan-00	12:00	0	0	0
1-Jan-00	12:05	0.6	1.6	60
1-Jan-00	12:10	1.4	2.1	210
1-Jan-00	12:15	1.3	1.7	90
1-Jan-00	12:20	1	1.2	0
1-Jan-00	12:25	0.6	0.7	0
1-Jan-00	12:30	0.5	0.5	0
1-Jan-00	12:35	0.3	0.4	0
1-Jan-00	12:40	0.3	0.3	0
1-Jan-00	12:45	0.2	0.2	0
1-Jan-00	12:50	0.2	0.2	0
1-Jan-00	12:55	0.2	0.2	0
1-Jan-00	13:00	0.1	0.1	0
1-Jan-00	13:05	0.1	0.1	0
1-Jan-00	13:10	0	0	0
1-Jan-00	13:15	0	0	0
1-Jan-00	13:20	0	0	0
1-Jan-00	13:25	0	0	0
1-Jan-00	13:30	0	0	0
1-Jan-00	13:35	0	0	0
1-Jan-00	13:40	0	0	0
1-Jan-00	13:45	0	0	0
1-Jan-00	13:50	0	0	0
1-Jan-00	13:55	0	0	0
1-Jan-00	14:00	0	0	0
1-Jan-00	14:05	0	0	0
1-Jan-00	14:10	0	0	0
1-Jan-00	14:15	0	0	0
1-Jan-00	14:20	0	0	0
1-Jan-00	14:25	0	0	0
1-Jan-00	14:30	0	0	0
1-Jan-00	14:35	0	0	0
1-Jan-00	14:40	0	0	0
1-Jan-00	14:45	0	0	0
1-Jan-00	14:50	0	0	0
1-Jan-00	14:55	0	0	0

1-Jan-00	15:00	0	0	0
1-Jan-00	15:05	0	0	0
1-Jan-00	15:10	0	0	0
1-Jan-00	15:15	0	0	0
1-Jan-00	15:20	0	0	0
1-Jan-00	15:25	0	0	0
1-Jan-00	15:30	0	0	0
1-Jan-00	15:35	0	0	0
1-Jan-00	15:40	0	0	0
1-Jan-00	15:45	0	0	0
1-Jan-00	15:50	0	0	0
1-Jan-00	15:55	0	0	0
1-Jan-00	16:00	0	0	0
Total				360



PROJECT NO: 2824-24-002

PROJECT: Springdale River Park BY: WJP DATE: 8/5/2026

SUBJECT: Detention Calculations CHKD: JWB DATE: 8/5/2026

DETENTION FOR 100-YEAR, 24-HOUR STORM

Pre-Developed Peak Flow: cfs

Date	Time	Peak Flow Exist Sub Area A (cfs)	Peak Flow Pro Sub Area A (cfs)	Detention Volume (cu ft)
1-Jan-00	12:00	0	0	0
1-Jan-00	12:30	0	0	0
1-Jan-00	13:00	0	0.1	0
1-Jan-00	13:30	0.1	0.1	0
1-Jan-00	14:00	0.1	0.1	0
1-Jan-00	14:30	0.8	0.9	30
1-Jan-00	15:00	0.4	0.4	0
1-Jan-00	15:30	0.2	0.2	0
1-Jan-00	16:00	0.1	0.1	0
1-Jan-00	16:30	0.1	0.1	0
1-Jan-00	17:00	0.1	0.1	0
1-Jan-00	17:30	0	0.1	0
1-Jan-00	18:00	0	0	0
1-Jan-00	18:30	0	0	0
1-Jan-00	19:00	0	0	0
1-Jan-00	19:30	0	0	0
1-Jan-00	20:00	0	0	0
1-Jan-00	20:30	0	0	0
1-Jan-00	21:00	0	0	0
1-Jan-00	21:30	0	0	0
1-Jan-00	22:00	0	0	0
1-Jan-00	22:30	0	0	0
1-Jan-00	23:00	0	0	0
1-Jan-00	23:30	0	0	0
1-Jan-00	0:00	0	0	0
1-Jan-00	0:30	0	0	0
1-Jan-00	1:00	0	0	0
1-Jan-00	1:30	0	0	0
1-Jan-00	2:00	0	0	0
1-Jan-00	2:30	0	0	0
1-Jan-00	3:00	0	0	0
1-Jan-00	3:30	0	0	0
1-Jan-00	4:00	0	0	0
1-Jan-00	4:30	0	0	0
1-Jan-00	5:00	0	0	0
1-Jan-00	5:30	0	0	0

1-Jan-00	6:00	0	0	0
1-Jan-00	6:30	0	0	0
1-Jan-00	7:00	0	0	0
1-Jan-00	7:30	0	0	0
1-Jan-00	8:00	0	0	0
1-Jan-00	8:30	0	0	0
1-Jan-00	9:00	0	0	0
1-Jan-00	9:30	0	0	0
1-Jan-00	10:00	0	0	0
1-Jan-00	10:30	0	0	0
1-Jan-00	11:00	0	0	0
1-Jan-00	11:30	0	0	0
1-Jan-00	12:00	0	0	0
Total				30



ROSENBERG

A S S O C I A T E S
CIVIL ENGINEERS • LAND SURVEYORS

PROJECT NO: 2824-24-002

PROJECT: Springdale River Park
SUBJECT: Regulating Orifice Calculations

BY: WJP
CHKD: JWB

DATE: 8/5/2026
DATE: 8/5/2026

Orifice Equation $Q = C_d A (2gh)^{1/2}$

Coefficient $C_d =$ 0.61
Design $h =$ 3 ft
Diameter = 5.5 in
Flow = 1.40 cfs

360.991466

ORIFICE PERFORMANCE		
Head (h) above Orifice Centerline	Orifice Flow	
(ft)	(cfs)	(gpm)
0.3	0.44	198
0.4	0.51	229
0.5	0.57	256
0.6	0.63	281
0.7	0.68	303
0.8	0.72	324
0.9	0.77	344
1.0	0.81	362
1.1	0.85	380
1.2	0.88	397
1.3	0.92	413
1.4	0.96	429
1.5	0.99	444
1.6	1.02	458
1.7	1.05	472
1.8	1.08	486
1.9	1.11	499
2.0	1.14	512
2.1	1.17	525
2.2	1.20	537
2.3	1.22	549
2.4	1.25	561
2.5	1.28	573
2.6	1.30	584
2.7	1.33	595

ORIFICE PERFORMANCE		
Head (h) above Orifice Centerline	Orifice Flow	
(ft)	(cfs)	(gpm)
2.8	1.35	606
2.9	1.37	617
3.0	1.40	628
3.1	1.42	638
3.2	1.44	648
3.3	1.47	658
3.4	1.49	668
3.5	1.51	678
3.6	1.53	687
3.7	1.55	697
3.8	1.57	706
3.9	1.59	715
4.0	1.61	725
4.1	1.63	734
4.2	1.65	742
4.3	1.67	751
4.4	1.69	760
4.5	1.71	769
4.6	1.73	777
4.7	1.75	785
4.8	1.77	794
4.9	1.79	802
5.0	1.81	810
5.1	1.82	818
5.2	1.84	826



PROJECT NO: 2824-24-002
8/5/2026

[illegible]



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A S S O C I A T E S
CIVIL ENGINEERS • LAND SURVEYORS

SHEET 1 of 2

PROJECT NO. 13757-23-001

PROJECT: JKP Parcel Plate 1

BY: WJP 7/3/2024

SUBJECT: Pipe Volume Capacity

CHKD: JWB DATE: 7/3/2024

Plate 1

Volume of Pipe			
Length (ft)	Size (ft)	Area	Volume (cu ft)
79	2.5	4.91	387.79
		Sum	387.79

Application Drawings



Know what's below.
Call before you dig.

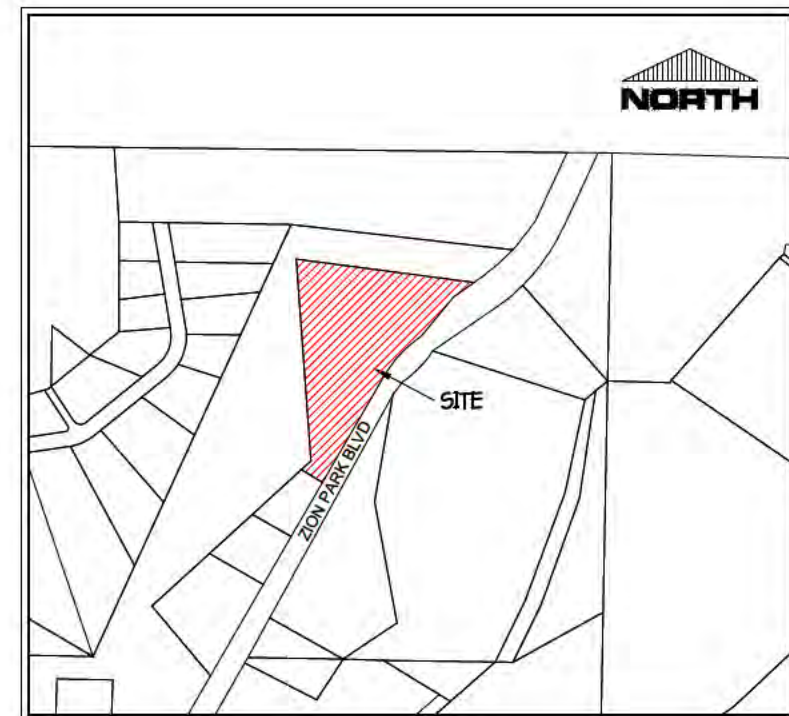
NOTES:
POURING UTILITY ARE SHOWN ON PLANS FOR THE CONFORMANCE
OF THE CONTRACTOR ONLY. THE CONTRACTOR IS RESPONSIBLE
FOR THE LOCATION AND PROTECTION OF ALL UTILITIES. THE
POURER'S LOCATION AND PROTECTION FOR UTILITIES ARE SHOWN
ON OTHER DRAWINGS.



0 10' 20'
SCALE: 1"=10'

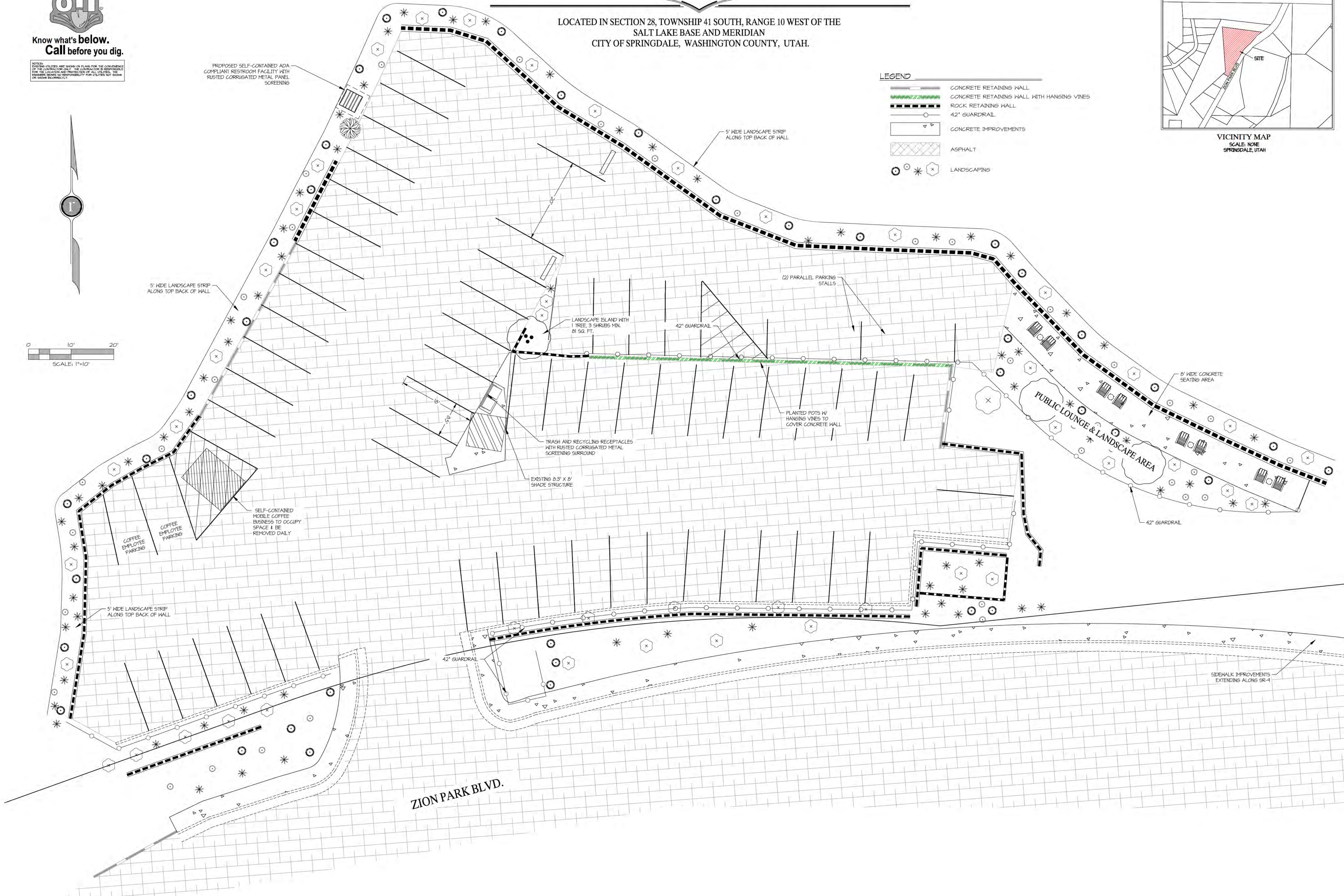
SPRINGDALE PARKING LOT

LOCATED IN SECTION 28, TOWNSHIP 41 SOUTH, RANGE 10 WEST OF THE
SALT LAKE BASE AND MERIDIAN
CITY OF SPRINGDALE, WASHINGTON COUNTY, UTAH.



VICINITY MAP
SCALE: NONE
SPRINGDALE, UTAH

- LEGEND
- CONCRETE RETAINING WALL
 - CONCRETE RETAINING WALL WITH HANGING VINES
 - ROCK RETAINING WALL
 - 42" GUARDRAIL
 - CONCRETE IMPROVEMENTS
 - ASPHALT
 - LANDSCAPING



DATE:	6/11/26
JOB NO.:	15063-25
DESIGNED BY:	ET
CHECKED BY:	JWB
DWG:	SITE PLAN
DATE:	
REVISIONS:	

ROSENBERG
ASSOCIATES
CIVIL ENGINEERS • LAND SURVEYORS

352 East Riverside Drive, Suite A-2 St.
George, Utah 84790
Ph (435) 674-8888 • Fx (435) 674-8397
www.rscvll.com

SITE PLAN
FOR
SPRINGDALE PARKING LOT
SPRINGDALE
UTAH

METAL SCREENING EXAMPLE



Grading Permit Information

January 16, 2026

Tom Dansie
Director of Community Development
118 Lion Boulevard
Springdale, UT 84767

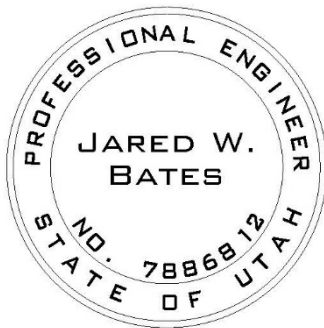
Subject: 50 Zion Park Blvd Parking Lot – Excavation Adjacent to 30% Slope Zone

Dear Tom,

This document has been prepared by Rosenberg Associates to address the construction of the 50 Zion Park Blvd parking lot expansion adjacent to a 30% hillside slope. Based on onsite observation and field survey, the parking lot expansion area is located within slopes ranging from 10 % to 20% and does not appear to pose any elevated safety risk associated with the proposed site excavation and rock wall construction to the contractor performing the work or to adjacent properties, assuming the contractor follows standard safety protocols. This document is not intended to address slope stability or recommendations for improvements; it is only to address safety in the temporary condition associated with excavation and rock wall construction.

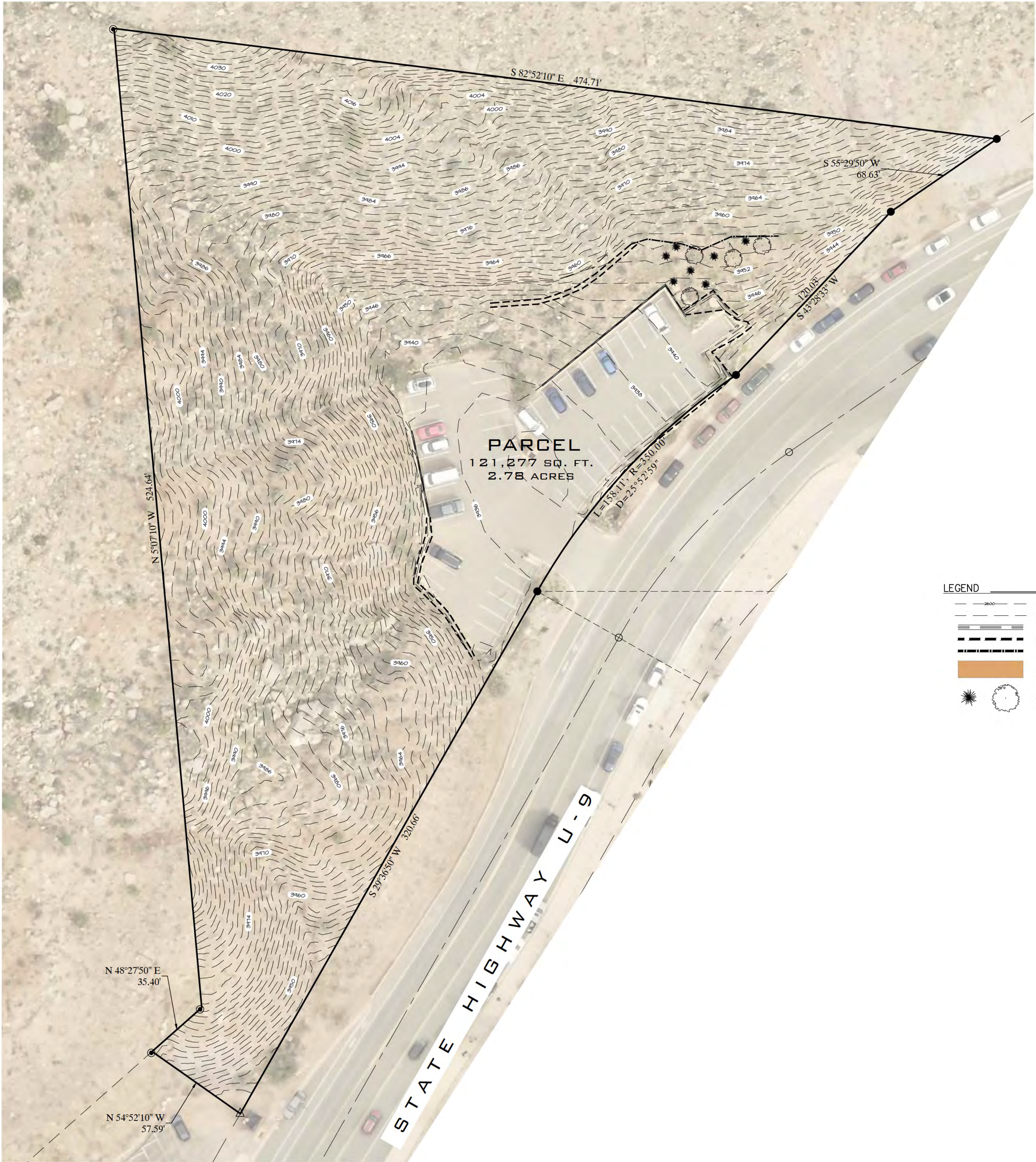
Please contact me if you have any questions or require additional information.

Sincerely,

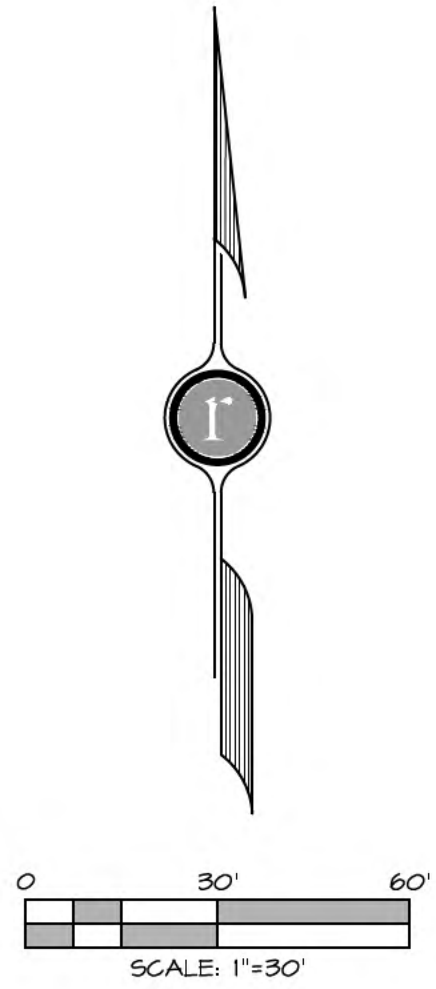


Jared Bates, P.E., C.F.M
Principal Engineer
Rosenberg Associates

DATE SURVEYED: 12/10/25
SLOPE MAP
PARCEL S-138-A-2



- LEGEND
- EXISTING CONT-MJR
 - EXISTING CONT-MNR
 - CONCRETE RETAINING WALL
 - ROCK RETAINING WALL
 - LANDSCAPE WALL
 - OVER 30% GRADE
 - LANDSCAPING



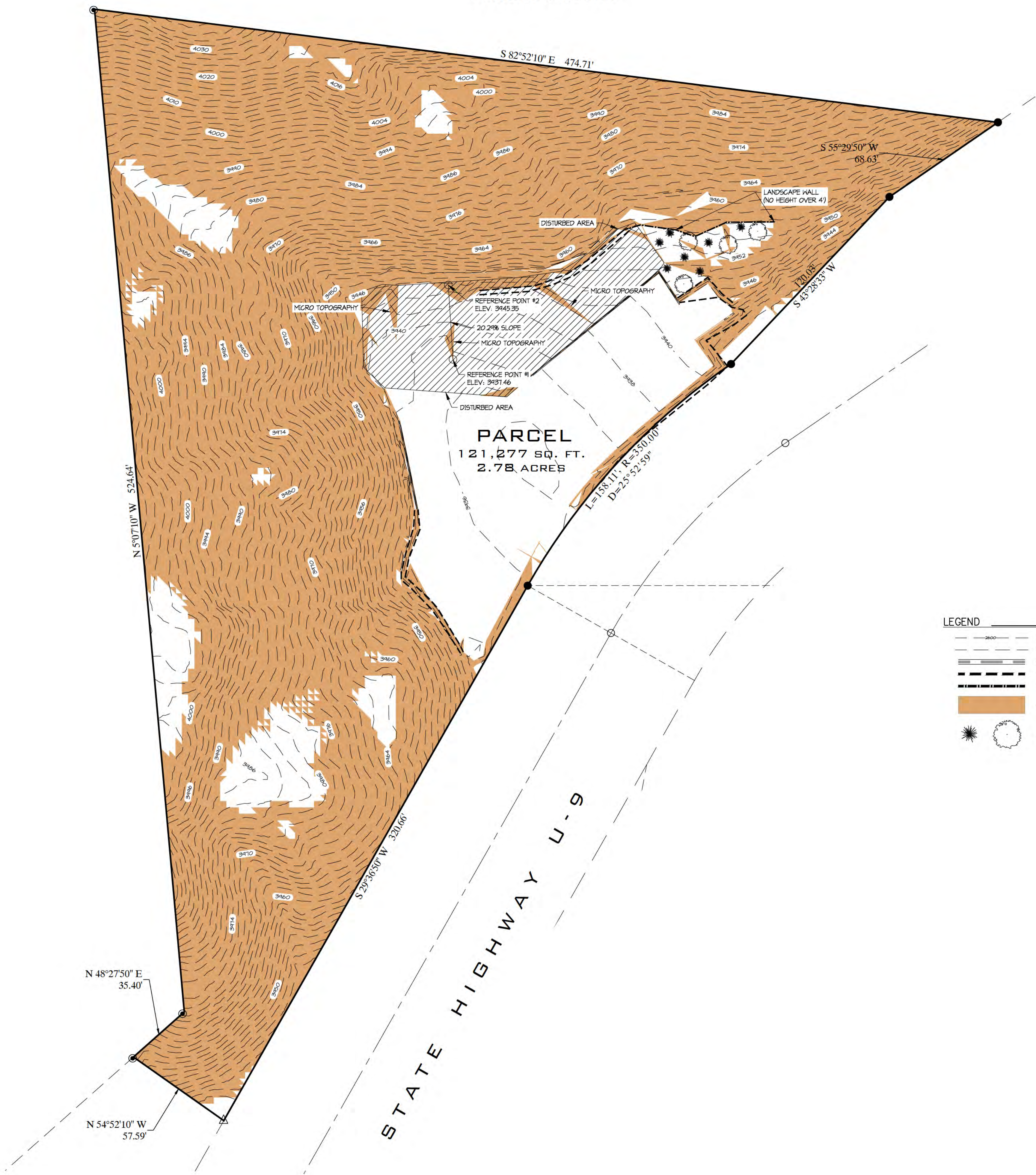
ROSENBERG
ASSOCIATES
CIVIL ENGINEERS • LAND SURVEYORS

352 East Riverside Drive, Suite A-2 St.
George, Utah 84790
Ph (435) 674-8888; Fx (435) 674-8397
www.rscivil.com

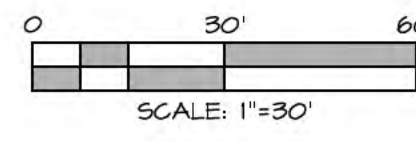
SLOPE MAP
FOR
SPRINGDALE PARKING LOT
SPRINGDALE
UTAH



DATE SURVEYED: 12/10/25
SLOPE MAP
PARCEL S-138-A-2



- LEGEND
- EXISTING CONT-MJR
 - EXISTING CONT-MNR
 - CONCRETE RETAINING WALL
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DATE:	1/20/26
JOB NO.:	15063-25
DESIGNED BY:	DMH
CHECKED BY:	JWB
DWG:	SLOPE MAP
DATE:	
REVISIONS:	

ROSENBERG
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SLOPE MAP
FOR
SPRINGDALE PARKING LOT
SPRINGDALE
UTAH



Public Comments received, as of 8/13/26

Dear Reader,

As you may know, Luke Wilson is asking the Springdale Planning Commission to approve a permit to expand his parking lot after the fact, Mr. Wilson has already graded the lot, removed a significant amount of soil, paved the expanded area and installed retaining walls.

If Mr. Wilson had applied for a permit as required by Town code, it would have been necessary for Mr. Wilson to also have a geological study completed. This is because of the extreme slope of the hill and that Utah Geological Survey (UGS) previously determined the severe instability of the hill. This hill is part of the Springdale slide area as designated by the UGS. Please see attached email from Tyler R. Knudsen Senior Geologist Utah Geological Survey.

Mr. Wilson removed a significant part (approximately 50' by 80') of the toe of the hill/mountain in the Springdale slide area.

Mr. Wilson would have also had to pull a grading permit because of the amount (greater than 40 yards) of soil moved/removed.

Mr. Wilson would have also needed to have his retaining walls engineered as they are taller than 4 feet in height from the base of the footer to the top of the wall. These retaining walls would have also needed to be inspected as part of the normal permit process. In discussing the boulder type of retaining walls Mr. Wilson installed with a retired local (Springdale) Structural Engineer, the Structural Engineer said that this boulder type of retaining wall is completely insufficient for this application because of the steepness of the grade of the hill/mountain it is meant to retain. They said that the boulders would simply become part of the debris field when the hill slides. The engineer also said that cutting into the toe of a hill is the riskiest place on a hill to disturb.

In discussing Mr. Wilson's indiscriminate approach to cutting into the toe of a hill/mountain that is part of a known slide area, the impression I got from the 2 engineers was that it was almost incomprehensible that this aggressive action had occurred. Both engineers expressed extreme concern about the probable damage and safety of our residents and visitors.

I confirmed the seriousness of this situation by asking Google Artificial Intelligence. It responded with saying that any slope greater than 35 degrees should not be tampered with and results in a very dangerous and unstable

situation. The slope of the hill/mountain in this discussion is approximately 65 degrees.

It was recommended that a Geological Survey be conducted ASAP. It was also suggested that the Town select the engineering firm and that Mr. Wilson pay for the Survey. Then based on the survey results, the Planning Commission would determine the next steps.

The reason that the engineers are having an “off-the-charts” reaction to this situation is that in 1992, the Balanced Rock Landslide in Springdale (also known as the Springdale Slide) moved a total volume of 18 million cubic yards (roughly 27 million tons) of rock, soil and debris. The slide measured 1,600 ft. long by 3,600 ft. wide with an average depth of 110 feet. This slide was triggered by a 5.8 magnitude earthquake 44 kilometers away. This parking lot expansion is part of this slide area.

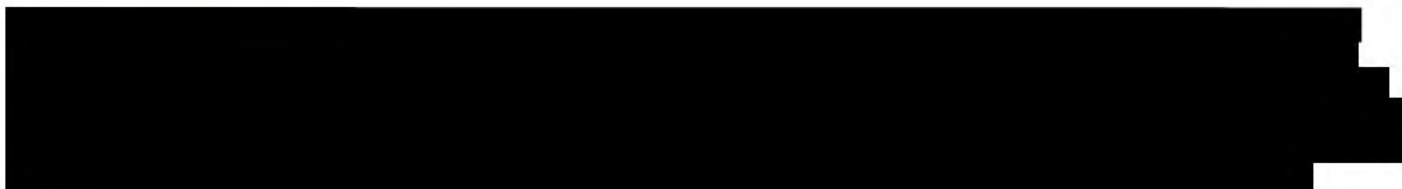
Question: If the town does not make Mr. Wilson obtain a geological survey for this site; by default, does the liability for the probable slide damage shift to the Town? (Assuming the Town approves Mr. Wilson permit.)



Let me know if you need anything else or have questions.



**Utah Geological
Survey**



From: **Tom Kenaston**

Date: Tue, Jun 30, 2026 at 5:37 PM

Subject: Public Comment for 50 Zion Park Blvd

Public comment for the parking lot expansion project on the July 1st agenda.

The Parcel (S-138-A-2) is part of the Springdale Landslide.

Using the Utah Geologic Survey maps (provided previously), it shows that the proposed parking lot expansion is within the 'red' area for Landslide Hazard. This is the highest hazard mapped by the Utah Survey and represents a real risk to public safety. I'd like to suggest that any review of this parcel should first require a Town sponsored Geologic Study to clearly present the geologic hazards inherent in developing this land. This geologic hazard work should also provide a risk assessment for any anticipated structure or on-site employees.

Thank You,

Tom Kenaston

Wilson Parking Lot Expansion

1 message

Adam Hyatt <[REDACTED]> [REDACTED]

To whom it may concern,

I am writing in support of Luke Wilson's request that his application be evaluated consistently with the requirements that were communicated to him throughout the permitting process.

Although my own project was unrelated to his, I recently completed the Town's permitting process for a grading permit for a backyard patio. Throughout that process, I was told by the Director of Community Development multiple times that a geotechnical report would not be necessary.

When my application came before the Planning Commission, however, the Commission spent approximately forty minutes discussing, among other things, whether a geotechnical report should be required before ultimately approving the permit without one. While I appreciate the Commission's diligence and responsibility to protect public safety, the experience demonstrated how difficult it can be for property owners when requirements appear uncertain or change during the review process.

In my opinion, the issue is not whether geotechnical studies have value they absolutely do when conditions warrant them. Rather, applicants should be able to rely on the guidance they receive from Town staff and have confidence that the expectations established early in the process will remain reasonably consistent unless new information justifies a different approach.

Regarding Luke's parking lot expansion, it appears that he has stopped work when instructed, obtained the required engineering and grading permit, revised his plans in response to Planning Commission comments, and continued complying with every requirement placed before him.

Additionally, it is my understanding that geologic hazard regulations are generally intended to ensure the safety of buildings and people occupying them. In this case, the property's continued use as a parking lot appears to be precisely the type of use that has historically been considered appropriate because of the known geologic conditions. In fact, as I understand it, the reason the property has remained a parking lot rather than

being developed with buildings is because parking is a lower-intensity use that avoids placing occupied structures within or adjacent to the hazard area.

Also, vehicles are already routinely parked along State Route 9 and in other nearby areas adjacent to steeper cuts and similar terrain. While every site should certainly be evaluated on its own merits, requiring a geologic hazards study for a modest expansion of an existing parking lot appears difficult to reconcile with how similar conditions have historically been treated.

From the perspective of a fellow applicant who has experienced a similar process, I believe fairness, consistency, and predictability are essential to maintaining public confidence in the Town's permitting system. When applicants invest substantial time and money complying with the requirements they have been given, it is difficult to understand why significant new requirements would arise later in the process unless there is a clear, objective reason for doing so.

I respectfully encourage the Planning Commission to carefully consider whether requiring an additional geologic hazards study at this stage is necessary, or whether Luke's application can be evaluated based on the extensive engineering, permitting, and compliance efforts he has already completed.

Thank you for your time, your service to the community, and your thoughtful consideration of this matter.

Sincerely,

Adam Hyatt

July 5, 2026

Springdale Planning Commission

Town of Springdale

118 Lion Boulevard

Springdale, Utah 84767

Re: 50 Zion Park Boulevard Design Development Review

Members of the Planning Commission:

I am writing to express concern regarding the Commission's July 1, 2026, decision to require a geotechnical and geologic hazard report for the parking lot expansion at 50 Zion Park Boulevard.

Based on the public record and on the applicant's own account, Mr. Wilson made substantial efforts to respond to the specific concerns raised earlier in the process, including parking layout, landscaping, restroom screening, trash and recycling receptacles, mobile business space allocation, vertical landscaping, drainage, and other related site design issues.

As I understand the sequence of events, the Commission tabled the application on June 3, 2026, and identified a finite list of follow-up items for the applicant to address before returning for further review. When the matter returned on July 1, however, the scope of the request appears to have expanded to include a new requirement for a full geotechnical and hazard-focused analysis after the applicant had already attempted to satisfy the previously identified conditions. From the outside, that sequence reasonably appears to shift the target after the applicant responded to the issues originally raised.

The Town's grading permit process already evaluated the site and authorized the grading work at 50 Zion Park Boulevard without requiring a geotechnical report. That process is expressly designed to review grading and site conditions, and in this case Town staff directed Mr. Wilson to stop work, he complied, retained a qualified engineer with experience in Springdale, submitted the required information, and obtained a grading permit from the Development and Community Development Department before completing the work. The permit was issued without a geotechnical report because no building or occupancy structure was proposed. Imposing a geotechnical requirement now, after the permit has been issued and the grading has been completed within the approved limits, effectively changes the conditions mid-stream, which is procedurally unfair to the applicant and inconsistent with how the grading standards were applied to this project.

Section 10-15F-5 of the Springdale Municipal Code requires geotechnical reports for subdivisions, for design/development review of new buildings over 500 square feet, for building additions where the

combined area exceeds 1,000 square feet, and for any structure intended for human occupancy. None of those categories describe this application, which concerns site improvements to a long-standing parking lot rather than new occupancy structures. The same section includes a catch-all provision allowing a geotechnical report in any other instance where the Development and Community Development Department determines the site or soil conditions warrant one. In Mr. Wilson's case, that discretionary authority was already exercised during the grading permit review, and the Development and Community Development Department determined that a geotechnical report was not required for this non-occupancy parking-lot grading. The Commission's later addition of a geotechnical condition after the grading permit was issued and the work completed effectively overrides that prior determination without a clear basis in the text of Section 10-15F-5.

The July 1 discussion also acknowledged that the property lies within a mapped landslide and rockfall hazard area and that those mapped conditions predate Mr. Wilson's ownership of the property. It also recognized that there is no express prohibition on parking lots in such zones and that other parking areas in town, including Town-controlled parking near SR-9, operate in similar mapped hazard areas. By the Commission's own discussion, the principal hazard is regional and pre-existing, affecting adjacent parking areas and State Route 9 as well as this parcel. In that setting, a reasonable distinction should be drawn between project-specific mitigation, meaning correction of any conditions uniquely created by the recent parking-lot improvements, and area-wide mitigation that stabilizes the broader slope or reduces risk to Town facilities, neighboring private parking, and the state highway. The applicant can fairly be held responsible for the former, but it is not equitable to assign him sole responsibility for funding and commissioning studies or mitigation aimed at a regional hazard that predates his ownership and affects multiple public and private stakeholders.

The record further indicates that multiple public and private parking areas in similar mapped hazard zones have not been required to obtain geotechnical reports solely to continue parking operations. Town-controlled parking near SR-9, for example, appears in the same hazard mapping and benefits from similar non-occupancy use without this level of scrutiny. Applying a heightened geotechnical requirement only to this applicant, after he has complied with the Town's grading permit process and accepted the site-design and improvement obligations imposed by the Commission, raises legitimate concerns about consistency and even-handed treatment of similarly situated properties. If broader hazard mitigation is deemed necessary, the more equitable course would be to pursue it through a separate town-wide process and to share costs among all stakeholders who benefit, rather than singling out one parking-lot improvement for area-wide responsibility.

For these reasons, the requirement for a full geologic hazard study appears excessive as applied here, particularly where the applicant had already returned in response to the Commission's original June 3

directives and where comparable parking areas in the same hazard setting have not been subjected to the same requirement. The more equitable course would be for the Commission to recognize that parking is already the most suitable non-occupancy use of this parcel under the known conditions, approve the current plan subject to the design and operational items originally identified for follow-up, and address any broader area-wide hazard mitigation through a separate process that includes all affected stakeholders.

Accordingly, I respectfully ask the Commission to:

- Rescind its July 1 request that the Director of Community Development require a geotechnical and geologic hazard report for this application.
- Approve the current plan, conditioned on the applicant's compliance with the specific items originally identified by the Commission on June 3, including drainage, landscaping, parking configuration, screening, and related operational details.
- If any future mitigation is deemed necessary beyond project-specific measures, require that the cost be shared equitably among all stakeholders who benefit, including the Town, the State of Utah with respect to SR-9, and other nearby property owners whose parking areas are within the same hazard setting.

Thank you for your consideration.

Respectfully,



Pat Campbell

