



118 Lion Blvd • PO Box 187 • Springdale, UT 84767 • (435) 772-3434

PLANNING COMMISSION NOTICE AND AGENDA

THE SPRINGDALE PLANNING COMMISSION WILL HOLD A REGULAR MEETING
ON WEDNESDAY, AUGUST 19, 2026, AT 5:00 PM
AT THE CANYON COMMUNITY CENTER, 126 LION BLVD., SPRINGDALE, UT 84767

A live broadcast of this meeting will be available to the public for viewing/listening only.

****Please see the stream information below****

**Approval of the Agenda
General Announcements
Declaration of Conflicts of Interest**

A. Oath of Office

1. Katie Munson, Commissioner

B. Action Items

1. 50 Zion Park Blvd DDR (parking lot extension) - Mr. Luke Wilson requests a Design Development Review for approval of an expansion to the parking lot at 50 Zion Park Blvd. Staff contact: Niall Connolly

C. Consent Agenda

1. Approve Minutes from 07/01/2026 Special Meeting

D. Adjourn

***To access the live stream for this public meeting,
please visit or click the link below:**

<https://www.youtube.com/@SpringdaleTownPublicMeeting>

APPROVED

Jenny McCulloch

DATE

8/19/26

This agenda was posted at the Springdale Canyon Community Center and Town Hall at

11:00 am

pm

by

A Raddatz

on

8-14-26

NOTICE: In compliance with the Americans with Disabilities Act, individuals needing special accommodations or assistance during this meeting should contact Town Clerk Kyndal Sagers (435.772.3434) at least 48 hours before the meeting.

Packet materials for this meeting will be available at: <http://www.springdale.utah.gov/AgendaCenter>



**MINUTES OF THE SPRINGDALE PLANNING COMMISSION REGULAR MEETING ON
WEDNESDAY, AUGUST 19, 2026, AT 5:00 PM
AT THE CANYON COMMUNITY CENTER,
126 LION BOULEVARD, SPRINGDALE, UT 84767**

The meeting convened at 5:02 PM.

MEMBERS PRESENT: Chair Jennifer McCulloch, Commissioners Terry Kruschke, Paul Zimmerman, Kashif Bhatti, Katie Munson, and Jorge Hernández from Zion National Park.

EXCUSED: Rich Swanson and Mellisa LaBorde

ALSO PRESENT: Town Manager Thomas Dansie, Director of Community Development Niall Connolly, Associate Planner Eugenia Akiyom, Town Clerk Kyndal Sagers, and Deputy Town Clerk April Raddatz recording. See the attached sheet for attendees.

Ms. McCulloch designated Kashif Bhatti as voting member in the absence of the excused Commissioners.

Approval of the Agenda:

Motion made by Paul Zimmerman to approve the agenda. The motion was seconded by Terry Kruschke.

Vote on Motion:

Kruschke: Aye

McCulloch: Aye

Zimmerman: Aye

Bhatti: Aye

The motion passed unanimously.

General Announcements:

There were no general announcements.

Declaration of Conflicts of Interest: There were no declared conflicts of interest.

A. Oath of Office

1. Katie Munson, Commissioner

B. Action Items

1. 50 Zion Park Blvd DDR (parking lot extension) - Mr. Luke Wilson requests a Design Development Review for approval of an expansion to the parking lot at 50 Zion Park Blvd. Staff contact: Niall Connolly

Staff Presentation:

Mr. Connolly introduced the design development review application from Mr. Luke Wilson to expand the parking lot at 50 Zion Park Boulevard. He noted that the application had previously been reviewed by the Commission, which had requested a geotechnical report. Mr. Wilson subsequently provided a letter explaining why he believed the report was unwarranted, along with additional information regarding surface water drainage. Mr. Connolly also noted that written public comments had been received.

Mr. Connolly reviewed the history of the application, explaining that Mr. Wilson had performed grading on the property without a permit, resulting in a stop work order. Mr. Wilson then applied for a grading permit to bring the property into compliance. During the review, the Town determined that existing topographic information showed much of the area outside the parking lot as having slopes of 30 percent or greater. A site inspection, however, indicated that some areas were not as steep as shown on the computer-generated survey. The Town nevertheless required engineering verification, which was provided by Rosenberg Engineering. The resulting grading plan showed that the grading largely avoided the 30 percent slopes, and Rosenberg Engineering also provided a letter confirming the safety of the excavation and rock wall. The grading permit was subsequently approved.

Mr. Connolly explained that Mr. Wilson then paved the new parking spaces, which had not been included in the grading permit. The Town required the spaces to be stopped and fenced off until the design development review was approved.

Mr. Connolly recommended that the Commission first determine whether the parking lot standards had been met and then discuss Mr. Wilson's letter and whether a geotechnical report was warranted. He clarified that the Town Code did not automatically require a geotechnical report for a parking lot in this circumstance, but allowed the Community Development Director to require one when site or soil conditions warranted it as part of any land use entitlement. Because the grading permit had already been approved, he recommended that any geotechnical report requirement be associated with the design development review rather than applied retroactively to the grading permit.

Applicant Presentation:

Mr. Wilson introduced himself as the applicant and explained that he had purchased the parking lot and determined that the rear portion of the property was not as steep as indicated by the existing topographic information. As a contractor and excavator, he believed the area could be used for additional parking and landscaping. He acknowledged that he had initially performed grading without a permit, stopped when directed by the Town, and subsequently worked with engineers to obtain the required grading permit. He noted that he had been advised that future residential development would require compliance with the Town's geologic hazards ordinance.

Mr. Wilson explained that additional parking spaces were created after the grading work was completed, including spaces in an area where there was more usable room than initially anticipated. He stated that the expanded parking area also included a landscaped area with a public lounge where people could

enjoy the view. He further explained that the additional parking spaces triggered requirements associated with expanding an existing use, including provisions for restrooms, trash and recycling, and other site improvements. Because there was no nearby sewer, he proposed a self-contained restroom facility that would be screened from view.

Mr. Wilson acknowledged concerns expressed by members of the community regarding the landslide and excavation but emphasized that the current application concerned the additional parking spaces and compliance with the requirements associated with the expansion. He offered to meet with interested parties at the property to demonstrate the limits of the excavation and slope calculations. He stated that measurements by Town staff and his engineers had confirmed that the slopes were generally between 10 and 20 percent and that the original computer-generated topographic survey inaccurately depicted portions of the property as having slopes of 30 percent or greater.

Mr. Wilson stated that he had reviewed the Town Code and believed there was little basis for requiring a geologic hazards investigation for the work that had been completed because none of the prescribed uses triggering such an investigation applied. He reiterated that the grading had been completed under an approved grading permit and remained outside the 30 percent slopes. He stated that he was attempting to comply with the additional requirements triggered by the expanded parking area.

Commission Questions and Discussion:

Mr. Kruschke stated that the self-contained restroom, trash receptacles, corrugated metal screening, landscaping, and surface water drainage analysis appeared to comply with the requirements. He also noted that the acute-angle parking spaces had been eliminated and that the proposed green elements on the wall had previously been determined to satisfy the landscaping requirements.

Mr. Kruschke identified the commercial use and geotechnical report as the remaining issues for discussion. Regarding the commercial use, he stated that the ordinance required a commercial use to be developed on the same property and that the definition of development referred to building activity or land clearing associated with construction. He therefore believed a mobile business would not meet the requirement because it was not developed on the property. He suggested that a structure, regardless of size, should be developed on the property so that the commercial use would remain with the property if it were sold.

Regarding the geotechnical report, Mr. Kruschke stated that he was uncertain whether the code required one, noting that portions of the applicable section referred to structures, buildings, and buildable areas. He also referenced the provision concerning excavation near 30 percent slopes, which required a slope stability analysis when excavation occurred within a specified distance of a 30 percent slope. He believed the drawings appeared to meet that condition but noted that the provision was part of a larger section whose initial requirements did not necessarily trigger a geotechnical report. Mr. Kruschke stated that he was undecided on the issue and requested input from the Commission.

Mr. Zimmerman brought up a concern about the commercial use. He stated that there would have to be a person in there to operate the commercial business, so therefore he believed that it was considered "human occupancy". Ms. McCulloch asked for clarification on a definition for "human occupancy". Mr. Connolly read the definition per Town Code 10-15F-2 under "definitions": "*Structure designed for human occupancy*: Any residential dwelling or any other structure used or intended for supporting or sheltering any use or occupancy by humans or businesses, includes all Risk Category II structures as defined in the currently adopted

International Building Code, but does not include an accessory building that houses no accessory dwelling unit or business.” Mr. Kruschke clarified that occupancy by business is included in that definition.

Ms. McCulloch stated that based on the definition that they’d just heard, she believed that a geotechnical report would be required. Mr. Kruschke agreed with her thoughts.

Mr. Dansie clarified that the requirement under discussion was for a geotechnical investigation, not necessarily a geologic hazard investigation. He explained that the geotechnical investigation would include an analysis of the hazards on the site, and depending on the results of that site-specific analysis, a more comprehensive geologic hazard investigation might or might not be required. He emphasized the distinction between the two requirements and clarified that a geologic hazard investigation could follow based on the geotechnical investigation results. Mr. Dansie further explained that a geotechnical investigation was required for every development in Springdale and primarily evaluated subgrade preparation and the soils supporting a structure. For properties located within an identified geologic hazard area, the geotechnical investigation would also determine whether the site warranted an additional geologic hazard investigation based on site-specific conditions. If warranted, a full geologic hazard investigation would then evaluate hazards such as landslides and rockfalls. Mr. Dansie emphasized the distinction between the geotechnical and geologic hazard investigations and clarified that the code did not simply require a geologic hazard investigation for every project. Mr. Kruschke clarified that a geotechnical report focuses on the foundation of the structure itself. Mr. Dansie confirmed and further explained that a geotechnical investigation was typically not required for a grading permit because grading alone did not involve a structure or development requiring subgrade analysis. However, when a DDR involved structures or other development, a geotechnical investigation would be required, and a geologic hazard investigation may also be required depending on site conditions.

Mr. Kruschke stated that they have tabled this specific application multiple times, so he felt they should either approve or deny it.

Terry Kruschke made the motion that the Planning Commission denies the design development review application for expansion of the parking lot at 50 Zion Parking Boulevard as discussed at the August 19th, 2026, meeting. This motion is based on the following finding:

- 1. The mobile business proposed to fulfill the integrated commercial use requirement does not meet the requirements of title 10 chapter 23-10 paragraph D of the Springdale Town Code. Which states that the commercial use must be developed on the same property as the public parking area.**

The motion was seconded by Paul Zimmerman.

Vote on Motion:

Kruschke: Aye

McCulloch: Aye

Zimmerman: Aye

Bhatti: Aye

The motion passed unanimously.

C. Adjourn

Motion made by Paul Zimmerman to Adjourn at 6:22 PM The motion was seconded by Kashif Bhatti.

Vote on Motion:

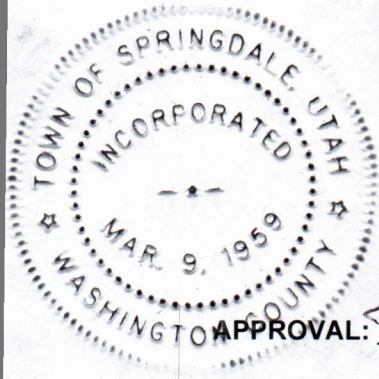
Kruschke: Aye

McCulloch: Aye

Zimmerman: Aye

Bhatti: Aye

The motion passed unanimously.



A handwritten signature in blue ink, appearing to read "April Raddatz".

April Raddatz, Deputy Town Clerk

APPROVAL: A handwritten signature in brown ink, appearing to read "Tom Kruschke".

DATE: 10-21-2026

A recording of the public meeting is available on the Town's YouTube Channel at [youtube.com/@SpringdaleTownPublicMeetings](https://www.youtube.com/@SpringdaleTownPublicMeetings). For more information, please call 435-772-3434 or email springdale@springdale.utah.gov.



PO Box 187 118 Lion Blvd Springdale, UT 84767

ATTENDANCE RECORD

Please print your name below

Meeting: Planning Commission

Date: 08/19/2026

ATTENDEES:

GIL KIEFER
Name (please print)

LUKE
Name (please print)

ROBERT
Name (please print)

PO CAMPBELL
Name (please print)

Name (please print)

Name (please print)

Name (please print)

Name (please print)

Name (please print)

Name (please print)

Name (please print)

Name (please print)

RESIDENT
Title (please print)

Title (please print)

resident
Title (please print)

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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
2499 Anasazi Way
Springdale, UT 84767
503-793-6536
dubhlann@gmail.com

From: A [REDACTED] Hyatt <[REDACTED]>
Date: Mon, Jul 20, 2026 at 1:39 PM
Subject: Wilson Parking Lot Expansion
To: Niall Connolly <nconnolly@springdale.utah.gov>

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,

A [REDACTED] Hyatt



April Raddatz <araddatz@springdale.utah.gov>

Fwd: draft 3

3 messages

Niall Connolly <nconnolly@springdale.utah.gov>

Mon, Aug 17, 2026 at 4:18 PM

To: April Raddatz <araddatz@springdale.utah.gov>, Kyndal Sagers <ksagers@springdale.utah.gov>

FYI, public comment



NIALL CONNOLLY

Director of Community Development

(435) 522-4130

nconnolly@springdale.utah.gov

118 Lion Blvd. Springdale, UT 84767

springdale.utah.gov

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

From: G [REDACTED] >

Date: Mon, Aug 17, 2026 at 3:56 PM

Subject: Fwd: draft 3

To: jmcculloch@springdale.utah.gov <jmcculloch@springdale.utah.gov>, nconnolly@springdale.utah.gov <nconnolly@springdale.utah.gov>

Sorry about the draft title. I fat fingered send before I had a chance to change it

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

From: G [REDACTED] >

Date: Mon, Aug 17, 2026 at 3:26 PM

Subject: draft 3

To: G [REDACTED] >

To whom it may concern,

This letter is meant to serve two purposes. The first is to address the letters you received from A [REDACTED] Hyatt on July 20, 2026 and F [REDACTED] Campbell. The second is to provide additional information that was part of the Town of Springdale's history file for [50 Zion Park Blvd.](#)

In response to the letter from A [REDACTED] Hyatt. While it is admirable that A [REDACTED] is supporting someone navigating the Town's permit process, a number of A [REDACTED]'s statements and assumptions about Luke's permit application were incorrect. In A [REDACTED]'s first paragraph, A [REDACTED] refers to Luke's permit application. A [REDACTED] assumed that Luke had applied for a permit. This is the basic problem. Luke never applied for a permit. Had Luke applied for a permit, the Town would have advised Luke of the Town's requirements. In A [REDACTED]'s 3rd paragraph, A [REDACTED] mentioned inconsistencies in the permit process. In my humble opinion, it would be impossible to be consistent with the process when the applicant (Luke) didn't bother to follow the process by NOT filing for a permit. In A [REDACTED]'s 4th paragraph and the rest of the letter,

A [REDACTED] mentions geological studies and the fairness of making Luke comply with having a geological study completed. A geological study is standard operating procedure when cutting into a hill that is greater than 30% in a known slide area. Lucky for the Town, a topographical map was completed in 2016 and was found in the history file for 50 Zion Park Blvd.

F [REDACTED] Campbell also sent the Planning Commission a letter expressing some of the same concerns as well as an idea to spread the cost of a geotechnical study across multiple properties in the slide area. While F [REDACTED] Campbell's letter is well written and well argued, it does not address the main point of contention. The main point of contention is that Mr. Wilson made a large cut into the toe of a hill with a greater than 30% slope in a known slide area without a permit, a grading permit, a geotechnical study to determine the stability of the slide area, or any engineering to determine the type, size or location of any retaining walls. According to my research, Mr. Wilson has severely weakened the stability of this slide area. Why would other property owners in this area need to contribute to a geotechnical study for a problem that Mr. Wilson introduced as part of his non-preapproved actions?

Which brings us to the second purpose of this letter. To advise the Planning Commission of some of the details found in the Town's file for 50 Zion Park Blvd. There are 3 files of particular interest.

The first file of interest is a topographical map completed by Mark Schraut in 2016. The map shows the topology of the hill before Mr. Wilson cut into it to expand his parking lot. Per the map's legend, the shaded area shows the area where the slope is greater than 30% (which Mr. Wilson assured the Planning Commission more than 6 times was less than 30%.)

The second interesting document is from December 10, 2025 created by Rosenberg Associates. When comparing the first and second documents with each other, it is obvious that Mr. Wilson cut into the shaded areas on the first document (greater than 30%) to expand his parking lot.

The 3rd document is a Site Plan for this parking lot created by Mark Schraut. This Plan shows the previous parking spaces on the lot. In comparing this drawing to the present day configuration of the lot, (please see 4th attachment) 8 additional spaces have been created in the back left of the lot. And an additional 9 spaces have been created on the rear of the lot. Although Mr. Wilson told the Planning Commission that he closed off the 15 additional parking spaces he created until the permit was approved, this statement is not accurate. There were 4 additional parking spaces added on the left rear of the lot that are NOT blocked off. Also, the barrier used to block the access to the rest of the new spaces actually allow Mr. Wilson to park 4 additional vehicles in his expanded lot. Please see the 5th attachment. The yellow line indicates where Mr. Wilson installed the barrier and the orange line indicates where he told the Planning Commission that he would install the barrier so that the new parking spaces could not be used. The bottom line is that Mr. Wilson only restricted himself from using 9 parking spaces and that he is able to use 8 new spaces in the current configuration.

In discussing this parking lot expansion with other Springdale residents, our primary concern is about the safety of the residents and visitors of Springdale.

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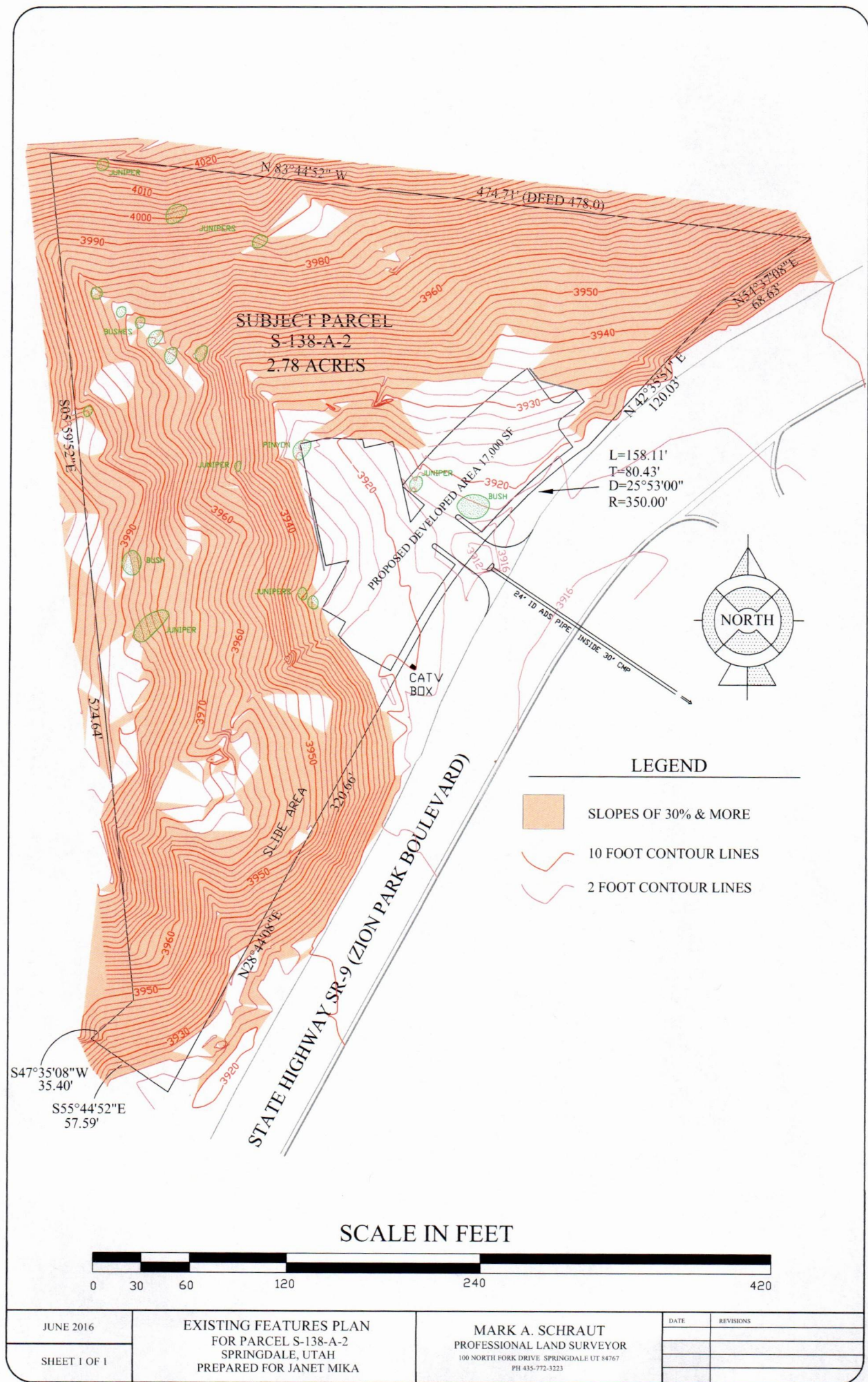
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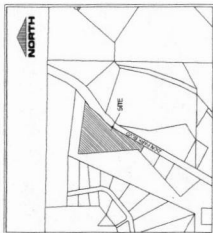


LOCATED IN SECTION 28, TOWNSHIP 41 SOUTH, RANGE 10 WEST OF THE
SALT LAKE BASE AND MERIDIAN
CITY OF SPRINGDALE, WASHINGTON COUNTY, UTAH.

Can before you dry.



VICINITY MAP
SCALE: NONE
SPRINGDALE, UTAH



ROSENBERG
ASSOCIATES
CIVIL ENGINEERS • LAND SURVEYORS

22 East Riverside Drive, Suite A-2
 Georgia, 31204-1479
 PA (404) 473-8746 FX (404) 473-8707
www.nacis-ll.com

SITE PLAN
FOR
SPRINGDALE PARKING LOT
SPRINGDALE
UTAH

SHEET
1
1 OF 1 SHEETS

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

Know what's below.
Call before you dig.



VICINITY MAP
SCALE: NONE
SPRINGDALE, UTAH

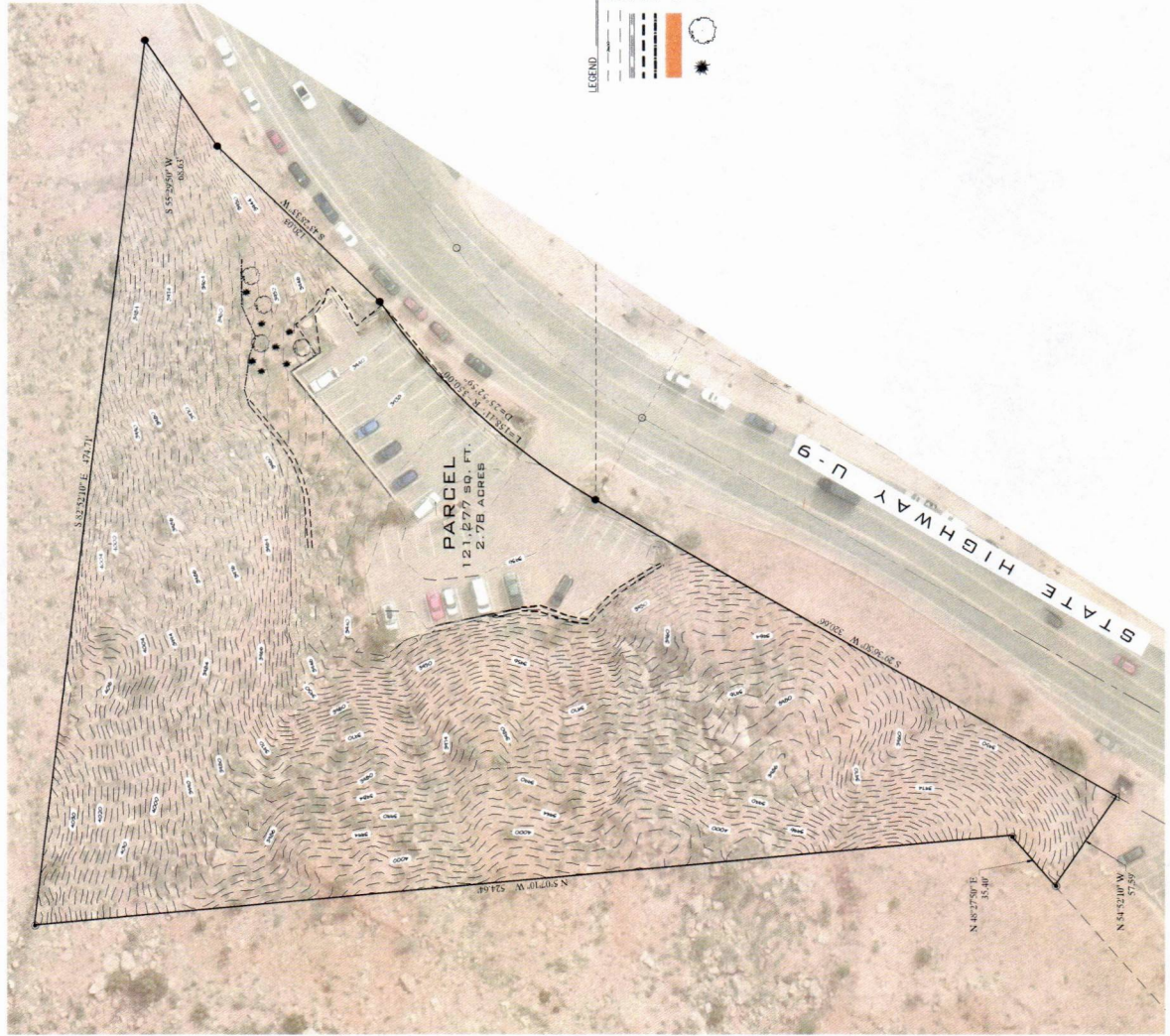


352 East Riverside Drive, Suite A-2 B.
Georgetown, Utah 84706
PO (435) 675-8506 FS (435) 675-6387

**SITE PLAN
FOR
SPRINGDALE PARKING LOT
SPRINGDALE
UTAH**

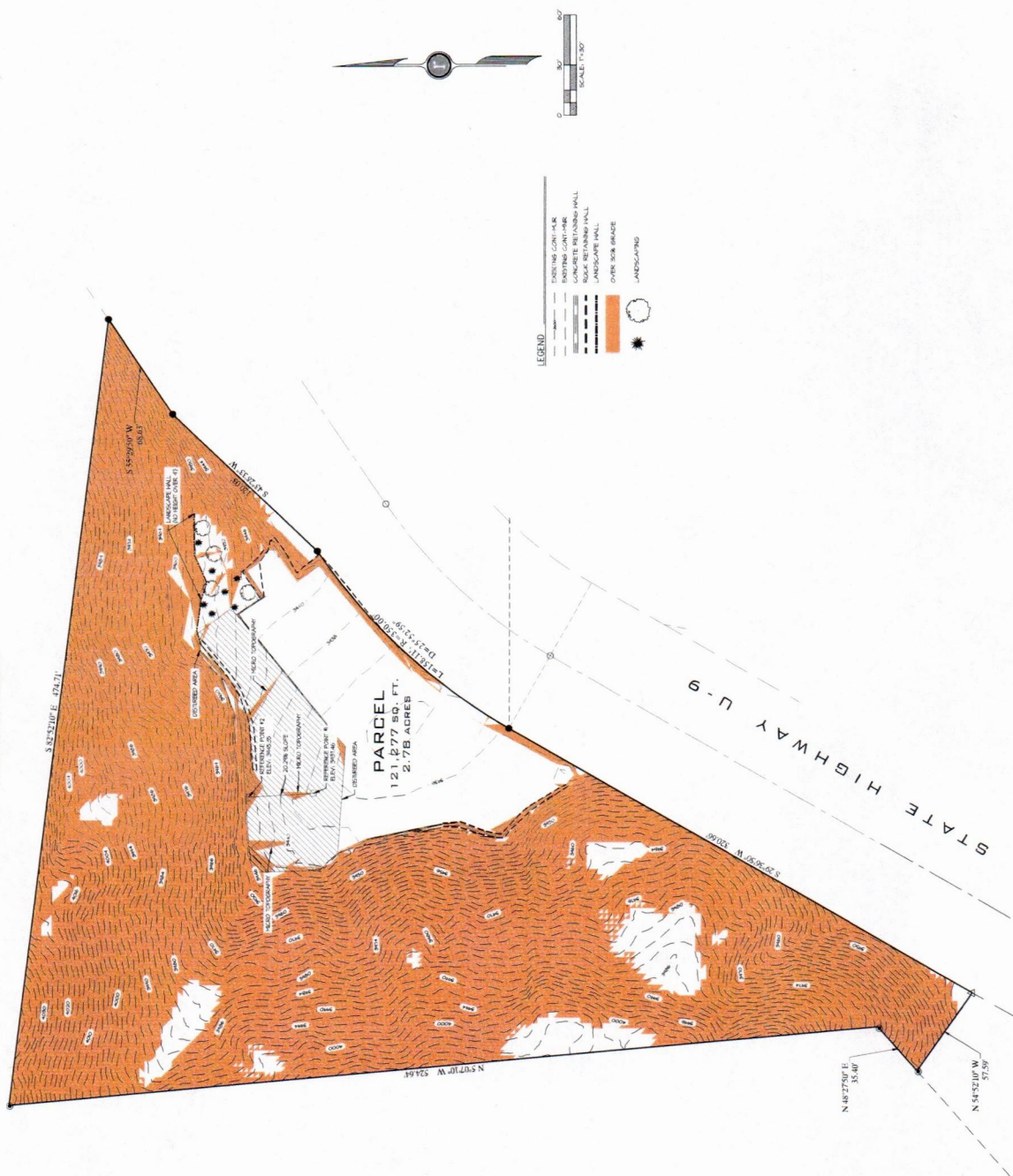
1 OF 1 SHEETS

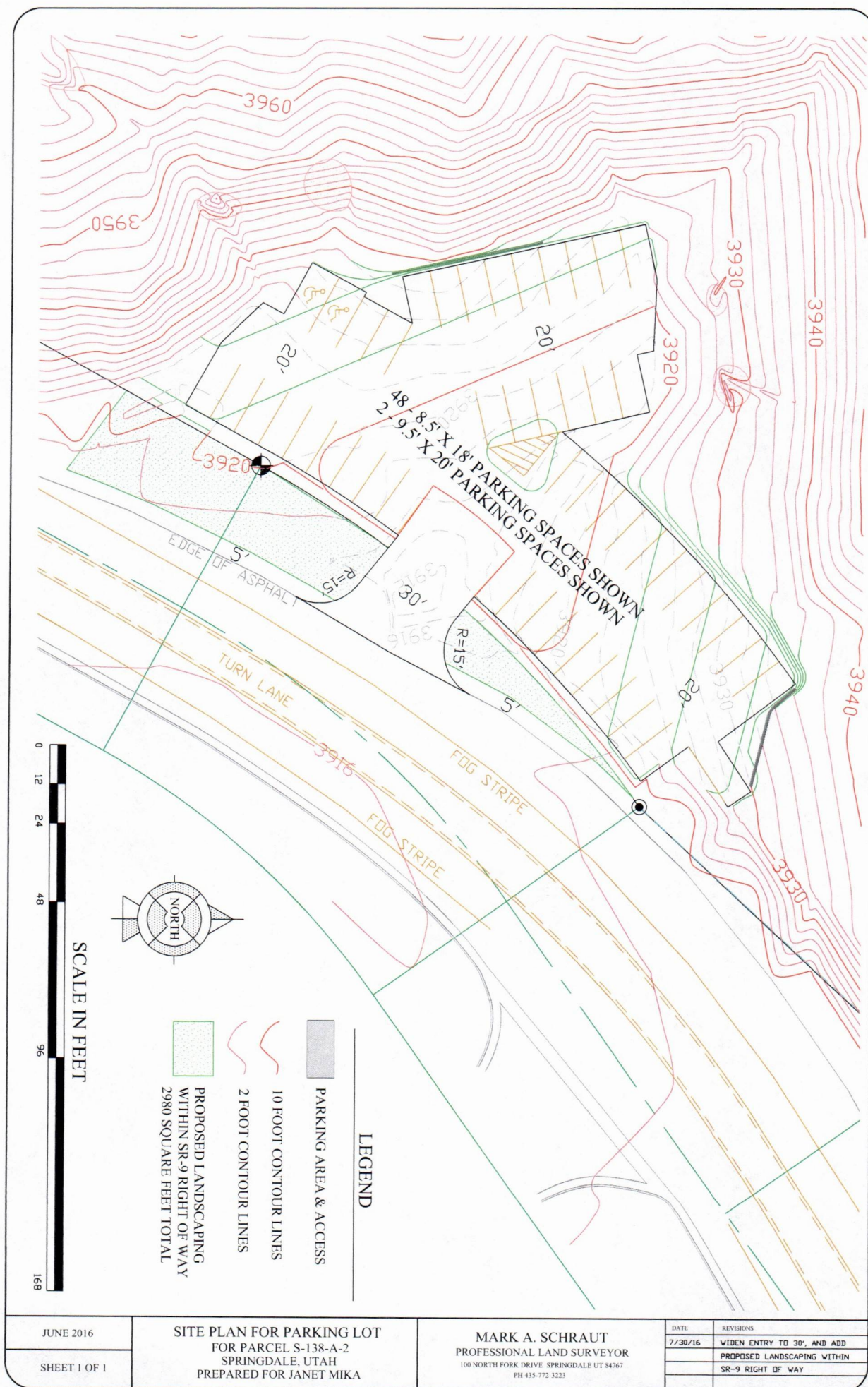
DATE SURVEYED: 12/10/25
SLOPE MAP
PARCEL S-138-A-2



- LEGEND**
- EXISTING CONTOUR LINE
 - PROPOSED CONTOUR LINE
 - CONCRETE RETAINING WALL
 - ROCK RETAINING WALL
 - LANDSCAPE WALL
 - OPEN SOIL BRIDGE
 - LANDSCAPING









April Raddatz <araddatz@springdale.utah.gov>

Public Comment for Luke Wilson's Parking Lot (8/19/26)

Tom Kenaston <thomas.kenaston@gmail.com>

Tue, Aug 18, 2026 at 1:59 AM

To: Niall Connolly <nconnolly@springdale.utah.gov>, araddatz@springdale.utah.gov, Thomas Dansie <tdansie@springdale.utah.gov>, G [REDACTED], Tom Kenaston <thomas.kenaston@gmail.com>, Jennifer McCulloch [REDACTED] >

First off, I'd like to thank everyone on the Planning Commission for your dedication and hard work. As I know first hand how hard it can be to evaluate the merits of many of the items that come before you. This is one of those items. Thank You for your service.

I believe the Commission's prior decision to require a geologic study for S-138-A-2 is an appropriate action for this parcel.

There are a number of factors to consider in this parking lot expansion, not the least of which is the fact that Luke has accomplished this parking lot expansion without first applying for required permits. This makes it more difficult to evaluate the project since the land has been disturbed without supervision.

Unfortunately, this is not the first time Luke Wilson has graded a property without a permit. In fact, he paid a fine a few years ago for unauthorized grading on the Balanced Rock property. As a result, this work on Balanced Rock has caused drainage problems along SR-9 in the Canyon Coffee shop area as well as Hummingbird Lane. On at least one occasion, muddy drainage from Balance Rock created dangerous conditions on SR-9 for bikers and potentially automobiles. As a result, the Town deployed resources to help clean up this mess.

When I look at the parking lot property (S-138-A-2) now, it appears to contain a number of rock walls and possibly altered concrete walls that did not exist when the 50 space parking lot was permitted and built in 2016. As a layman, I'm concerned the walls could just become part of the landslide should the slide occur again. I am also concerned that a portion of the toe of the landslide has been removed and may increase the chance of failure. For these reasons, I believe a proper geologic study needs to be done to confirm if the integrity of the parcel has been altered to the point where the parcel has become a danger to our visitors.

Also, due to the location of the parking lot, a major landslide at [50 Zion Park Blvd](#) could cause danger to SR-9 and a potential closure of this main artery to Zion NP, like happened in 1992. The outcome of full closure to SR-9 was discussed with Utah Geologic Survey staff a month or so ago. While they consider total failure to be unlikely, they indicated this can be an outcome when the toe of a landslide is compromised.

S-138-A-2 - Parcel History

In 2016, a prior owner of this 2.8 acre parking lot parcel at [50 Zion Park Blvd](#) applied for permission to put in a 50 space parking lot on the subject property. At that time, the Town provided significant evaluation on the property.

It was determined in 2016 that the property was primarily of steep slopes, in excess of 30% grades. As you know the Town's ordinances do not allow construction on property with grades of 30% or higher. In addition to the steep slopes, most of the property is within the Springdale Landslide. The Springdale Landslide is an active landslide. In fact, a sizable portion of this parcel experienced mass movement back in 1992 as a part of the large failure of the Springdale Landslide that caused the destruction of several homes and the closure of SR-9 for some extended time. This made Zion NP inaccessible for this time period.

The Town also stated that the property has: "characteristics that make proposed development difficult: steep slopes, geologic instability, natural drainages." Also, at this time in 2016, the Town determined that only a small portion of the property is not located on steep slopes or the landslide area, limiting the development of this property to a very small area (17,000 sq ft)..

Slope Maps for [50 Zion Park Blvd](#):

There have been two slope maps produced for 50 Zion Park Blvd in the last 10 years. One map was produced by Professional Surveyor, Mark A Schraudt in 2016. The second map was produced by Jared Bates at Rosenberg last year (2025).

Note: The Bates grading report was provided in the Town agenda package, the Schraudt grading report from 2016 has been sent to the Town as Public Comment for this agenda item.

When comparing these two different slope maps, differences can be found in the area currently containing the expanded parking. The older map from 2016 shows a fairly significant 30% slope area in the space that Luke has used to expand parking and provide a public lounge. Again, this 30% slope area is an area where the Town does not allow development.

The second map from 2026, shows an absence of 30% or greater slopes in this same expanded parking lot area.

I know both Mr Bates and Mr Schraudt well enough to know that they both do very good work. In my mind, I don't question the work of either professional (Bates or Schraudt). Based on the grading changes to the property it appears that the work that Luke did without permits could be responsible for the changes in the grading of the land. This is a plausible explanation for the differences in the grading reports as produced by Schraudt and Bates.

Let's not forget the property is within an active landslide. And this area is within the highest rated (red) landslide as mapped by the Utah Geologic Survey.

Total Developable Area - S-138-A-2

The Town estimated in 2016 that there was approximately 17,000 sq ft of developable area that is not located on steep slopes or landslide area. In 2016, the parking lot was constructed with 50 authorized parking spaces and was ultimately built on about 15,000 sq ft. In contrast, the current expanded parking lot (Luke Wilson) contains somewhere between 25,000 to 27,000 sq ft. and 60+ spaces. By area, this is over 50% larger than the 17,000 sq ft total available developable area, as estimated by the Town in 2016.

Geologic Hazard Map - S-138-A-2

The Utah Geologic Survey maps (provided previously) show the proposed parking lot expansion is well within the highest hazard for landslide risk. Any review of this parcel should require a Geologic Study to clearly present the geologic hazards inherent in developing this land. If needed, this geologic study will recommend remediation to mitigate risk; to ensure this property is safe.

This hazard study should also provide a risk assessment for any anticipated structure(s) or on-site employees.

Where do we go from here?

There are many options for how the Town could deal with Luke's property.

First off, I believe the Town should require Luke to pay for an appropriate level of geologic review to determine the safety of the parcel and to evaluate if construction activity on this parcel has compromised the integrity of the landslide. Using LiDAR, Drones and other advanced mapping tools a study could make a better estimation of the location of the landslide. This should allow a review of the toe of the landslide; the hydrology of the parcel including the concrete walls and help to evaluate the safety of the onsite stacked rock walls.

Should this geo study find deficiencies, I believe Luke should be required to take action to restore the safety of the property.

One potential outcome, from this 8/19 meeting, would be to table Luke's DDR application until this geologic work can be completed. And to make sure the additional parking spaces that have been created are blocked off and not used until this study is complete and approval is given. Once this geologic study is available, a more informed decision can be made.

Future Penalties for Unauthorized Work?

I'm only aware of a few instances where contractors in Town have done work without appropriate approvals. In each case, the contractors were given the needed permits and sometimes issued fines. Many other communities have a more robust and varied response when this type of activity takes place. Perhaps we should consider more response options to these types of infractions; especially when a contractor is a repeat offender.

Some Additional Enforcement Options:

- * Stop Work Orders and Daily Fines
- * Required Deconstruction as a prerequisite before a permit may be obtained
- * License Suspension and Revocation
- * Denial of Future Permits
- * Court Actions - fines, voided insurance, etc

