



Option "A" Pathway/Trail Alignment

The proposed pathway above the ledge face to the quarry site was represented to us, by Mr. Pace, as a simple pathway or 'goat trail', nothing more. Staff supports the routing of Option "A" from the ledge top to the quarry for the reason that the pedestrians are less likely to be in the line of fire of golf balls. Taking the route any closer to the Golf course places the safety of the general public in jeopardy and the City with liability issues. In regards to construction, the pathway would not be, as the technical committee represented it to the HCAC, a formally constructed 3' foot wide trail from the ledge top to the quarry site. The pathway is intended to be no more than 10" to 18" wide (single file pedestrian), with some clearing of vegetation (not shrubs) along the pathway to the quarry site. The removal of vegetation would be just enough to indicate the pathway and nothing more. The pathway is proposed to be marked with rock cairns every 50' or so feet to identify to route and also perhaps some of the fiberglass posts that are used in the Reserve for marking trails. The concept behind the pathway is that it is to be very minimal disturbance above the ledge on to the quarry and this is the concept supported by Staff. Staff respectfully requests that due to the proposed possible minimal disturbance to the biology and habitat of this landscape, that the Technical Committee reconsiders the viability of the option "A" pathway alignment from the ledge top to the quarry site.

In regards to the route to get up above the ledge (i.e. the switchbacks), staff supports the switchbacks for the only reason that the liability and safety issues are greatly reduced; however there are possible large costs involved in constructing the switchbacks, a large amount of disturbance involved and mitigation requirements. There is a possible alternative (see exhibit, this follows the "B" alignment) that has considerable less disturbance and follows an existing path up and over the ledge, however the City Council possibly may not support this alternative due to liability and safety concerns.

There is no easy answer as to the route to take in getting up and over the ledge. Staff will consider the suggestions, that the Technical Committee may have to the HCAC, that differ from the proposals already presented. However, liability issues and the safety and welfare of the general public are the overriding reasons that have guided the routing of the proposed option "A" alignment (with the switchbacks) and may also guide any possible decisions by the City Council.

Thank you,  
-Craig Harvey

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