

From: Susan Hoover
To: [Tom C. Dansie](#); [Darci Carlson](#); planner@infowest.com
Subject: Comments for Public Hearing on August 15, 2018, Action Item #5
Date: Wednesday, August 15, 2018 3:39:25 PM

To: Tom Dansie, Darci Carlson, and Members of the Springdale Planning Commission
Re: Comments for Public Hearing on August 15, 2018, Action Item #5

A Public Hearing is scheduled for August 15, 2018, with a number of items on the agenda. As I am unable to attend this Public Hearing in person, in this email I have provided my comments on Action Item #5 for you to consider. I would appreciate my comments being addressed during the Public Hearing and included in the recorded meeting minutes.

Action Item #5. Public Hearing: Design/Development Review - Jon Michael Marriott, representing Zion Park Land, requests a DDR for a 112-space public parking area on parcel S-ZPH-3 (located adjacent to the Hampton Inn)

I am opposed to the submitted proposal for a public parking area. My concerns are specific to both the Settlement Agreement and the Town Ordinance pertaining to off street parking areas. Two sections of the Settlement agreement pertain to the proposal to which the current design falls short.

Section 2 of the Settlement Agreement pertains to Commercial Development, and specifically Section 2.b.iii (page 3) states “The parking area(s) serving commercial development must be separated from all portions of the building(s) housing the commercial development by a landscape buffer at least five feet in width.” The site of the “Future Buildings” show in the drawing submitted with the proposed public parking area does not comply with this part of the Settlement Agreement as one building is completely surrounded by concrete, another building has concrete on 3 sides and the last building attached to the public restroom structure has concrete on 2 sides. Even though those buildings are not under consideration at this time, there must be adequate space allowed in the design of the public parking area to comply with the Settlement Agreement.

Section 6 of the Settlement Agreement (page 4) states “Open Space located along the Virgin River and Highway SR-9, substantially similar to that depicted on the attached Exhibit A, will be preserved in any development plans submitted by ZPR.” I believe that the placement of the Future Buildings at the corner of SR-9 and Canyon Springs Road, shown in the proposed parking area plan, is not in compliance with the Settlement Agreement as approximately one-third of the SR-9 frontage of the parking lot is covered by a large concrete area and future buildings. I suggest that more green space should be placed between SR-9 and the concrete patio surrounding the future buildings, with just a path providing access from the patio to the shuttle stop on SR-9, in order to fulfill the spirit of Section 6 of the Settlement Agreement.

Next, I call your attention to the purpose of the existing **Code Ordinance for Off Street Parking Requirements and Standards, Chapter 10-23-1(A)**. I have concerns specific to each

of these stated purposes where Mr. Marriott's proposed public parking lot design falls short. I have copied the text of the Ordinance Purpose in **bold** text, followed by my concerns in *italics*.

10-23-1(A) Purpose: The purpose of this chapter is to provide standards for off street parking that:

1. Promote traffic and pedestrian safety and efficiency, alleviate traffic congestion, and promote pedestrian travel.

- a. Pedestrian Safety: I commend the design for including a walkway through the parking lot from the Hampton Inn and designated crosswalks across Canyon Springs Road and Desert Springs Road. However, the sidewalk along the north side of Canyon Springs Road stops before reaching Zion Park Blvd (SR 9), forcing pedestrians either to enter the parking lot space by the restroom building or cross the street towards the Switchback. Many people will choose to walk in the roadway of Canyon Springs at this point (going to The Bit & Spur across SR 9 or to the northbound shuttle stop), endangering themselves needlessly.*
- b. Traffic congestion: I anticipate that vehicles exiting the parking lot onto Canyon Springs Road at the end of the day will back up past the parking lot entrance, with visitors waiting to turn left onto SR 9. Since there is only one exit from this massive parking lot, visitors wanting to turn right on SR-9 will be blocked in. Canyon Springs Road is not wide enough to allow a separate left turn lane. Frustrated drivers will give up, turn around, and look for another way out, eventually finding Desert Springs Road to Big Springs Road, an unintended consequence of this oversized parking lot.*

2. Provide sufficient parking for proposed uses.

- a. There are no proposed uses for the Future Buildings 1, 2, & 3, located in the southwest corner of the proposed parking lot. A portion of one is designated as a Public Restroom. Presumably, any future use of those buildings would require parking spaces based on square footage and a supply loading/unloading area. The proposed layout appears to lend itself to using Canyon Springs Road as a supply loading/unloading area. This is totally unacceptable and will only add further congestion to Canyon Springs Road.*

3. Minimize rainwater runoff and the disturbance of natural vegetation.

- a. Currently, the entire area is permeable. Granted, work to install the box culvert has already disturbed a portion of the area. However, the proposed parking lot and future buildings will result in approximately 90% of this area being paved over. Without a designated drainage system, all surface water will run out of the parking lot entrance and flow down Canyon Springs Road, toward the Virgin River. This is not an acceptable solution to minimize rainwater runoff. A better solution is to reduce the number of parking spaces so that more green space can absorb rainwater.*

4. Promote innovative parking area design that helps retain the village character, scenic vistas, and natural beauty of the Town.

- a. The parking area design has a dead end lane in the middle of the lot. When these*

spaces are all full, there is no way for a vehicle to get out of the lane. This is a poor design that endangers pedestrians, may result in damaged vehicles and create excessive congestion. The parking lot design would be better served by sacrificing 15-20 parking spaces and replacing the dead end lane with a green space along the southeast side of the walkway to the Hampton Inn.

- b. The parking lot design does not seem to include designated handicapped parking spaces or handicapped access to the adjacent shuttle stop. Given the proximity of this parking lot to the shuttle top, it would be innovative to allow for easy wheelchair access from the shuttle stop to designated handicapped parking spots.*

5. Minimize impacts to neighboring properties.

- a. The only way to minimize the impacts of this parking lot to neighboring properties is to reduce the number of spaces. Given that the surrounding hotels are already covered with asphalt parking lots, one might think "what harm is there to having a large parking lot"? Parking lots are attractive to criminals due to the lower level of activity at certain times of the day or night. The larger a parking lot is, the more attractive for criminals, due to both the increased number of potential targets and the increased number of hiding places afforded by more vehicles.*
- b. Consideration must be given to residents of Canyon Springs Estates as a neighboring property. With the proposed entrance to the parking lot on Canyon Springs Road, the increase in both pedestrian and vehicular traffic encountered while entering and exiting the neighborhood is undeniable. And that is on top of the most recent hotel addition of Springhill Suites, which has already added an abundance of traffic on Canyon Springs Road.*

6. Require landscaping to avoid the creation of "heat islands" and to minimize visual impacts. (Ord. 2012-02, 3-14-2012)

- a. A parking lot that has 90% of the area covered with impervious surface must be the definition of a "heat island". No amount of greenery on the remaining 10% of the area can escape that, especially given that the proposed parking lot is already completely surrounded by asphalt in the form of adjacent streets and hotel parking lots. Even doubling the amount of green space on this lot would probably not alleviate the effect of all that asphalt.*
- b. Mr. Dansie's Memorandum dated August 10, 2018, indicates that landscape area requirements do not apply to the property. However, the Settlement Agreement does limit the amount of impervious material coverage. Based on the preliminary numbers supplied by Mr. Dansie, the total of existing buildings plus proposed parking area would be 360,664 sq. ft. leaving only 85,587 sq. ft. (that is less than 2 acres) available for the future single-family development of up to 18 lots at the north end of Desert Springs Road. Without allowing for any roads (which we all know cannot be done), that would result in lot sizes less than 5,000 sq. ft.*

In summary, I am 100% opposed to Mr. Marriott's Public Parking Area proposal on Parcel S-

ZPH-2. With 3 large hotels and 3 restaurants (soon to be 4) surrounding the intersection of Zion Park Blvd and Canyon Springs Road, this area is already prone to excessive traffic. The addition of a giant parking area here will only compound the problem and destroy what little village atmosphere may still exist.

The parking layout on this site is designed to squeeze every last parking space into the available area. I anticipate that for at least 4 months of the year, the lot will remain completely empty. An empty parking lot most certainly does not enhance the neighborhood and village atmosphere.

However, since it is highly likely that some form of parking lot will eventually appear on this parcel, I submit the following design changes for consideration by Mr. Marriott and the Town of Springdale Planning Commission:

- Relocate and redesign the concrete patios surrounding the Future Buildings to comply with the Settlement Agreement
- Extend the sidewalk on the north side of Canyon Springs Road all the way to Zion Park Blvd (SR 9) to provide safe pedestrian access without entering the public parking area
- Reduce the number of parking spaces to a maximum of 60
- Increase in green space (permeable surface) by at least a factor of 2
- Minimize runoff from the proposed parking area onto Canyon Springs Road, documented in a formal storm water management plan
- Designate handicapped parking spaces and design an accessible pathway from the parking lot to the adjacent shuttle stop
- Incorporate a designated loading/unloading zone into the proposed parking area design for use by the Future Buildings so that Canyon Springs Road does not become a de facto loading dock

Thank you for your time.

Sincerely,

Susan Hoover

[REDACTED]

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