

LA VERKIN CITY GENERAL PLAN 2018



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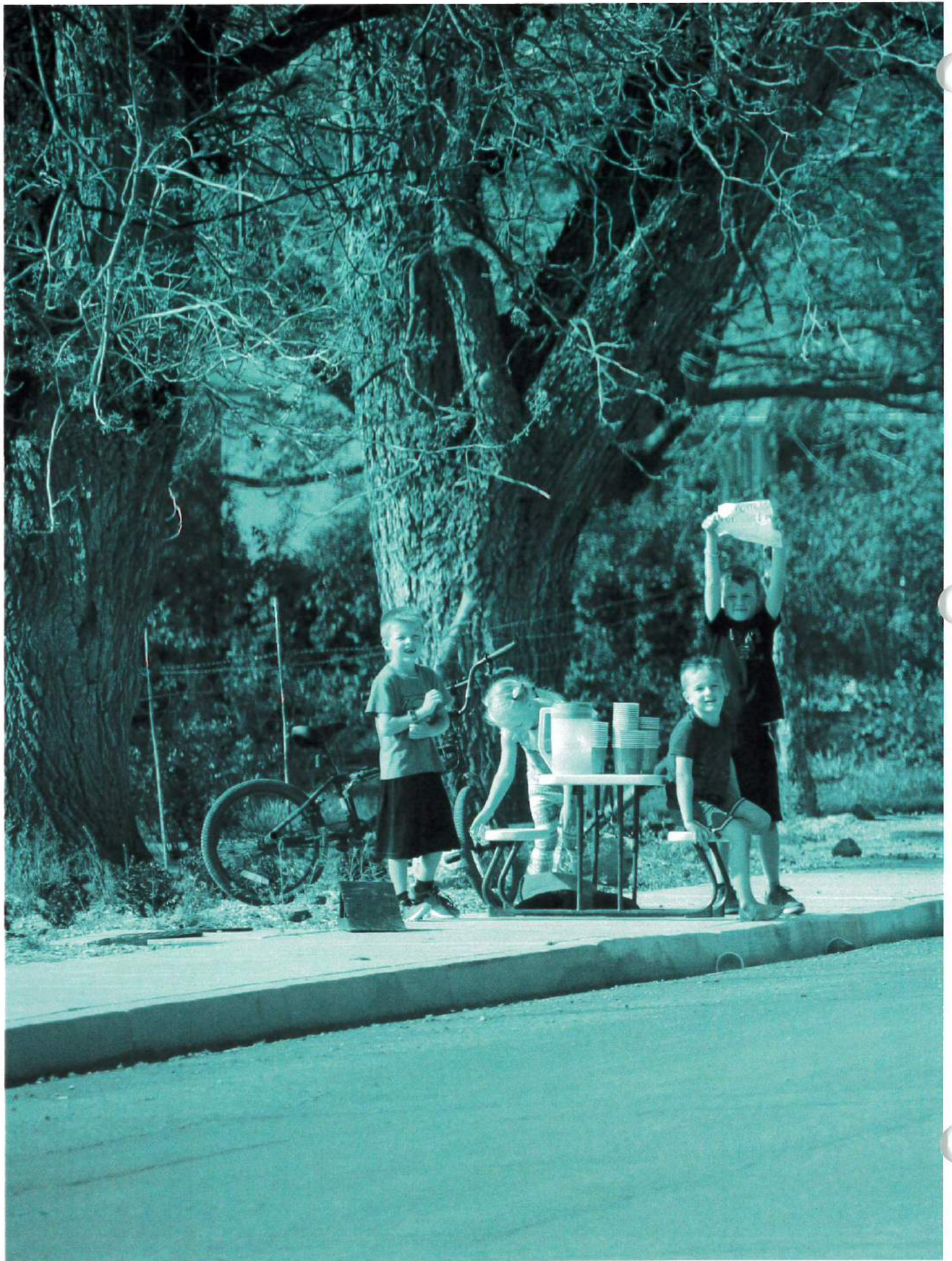


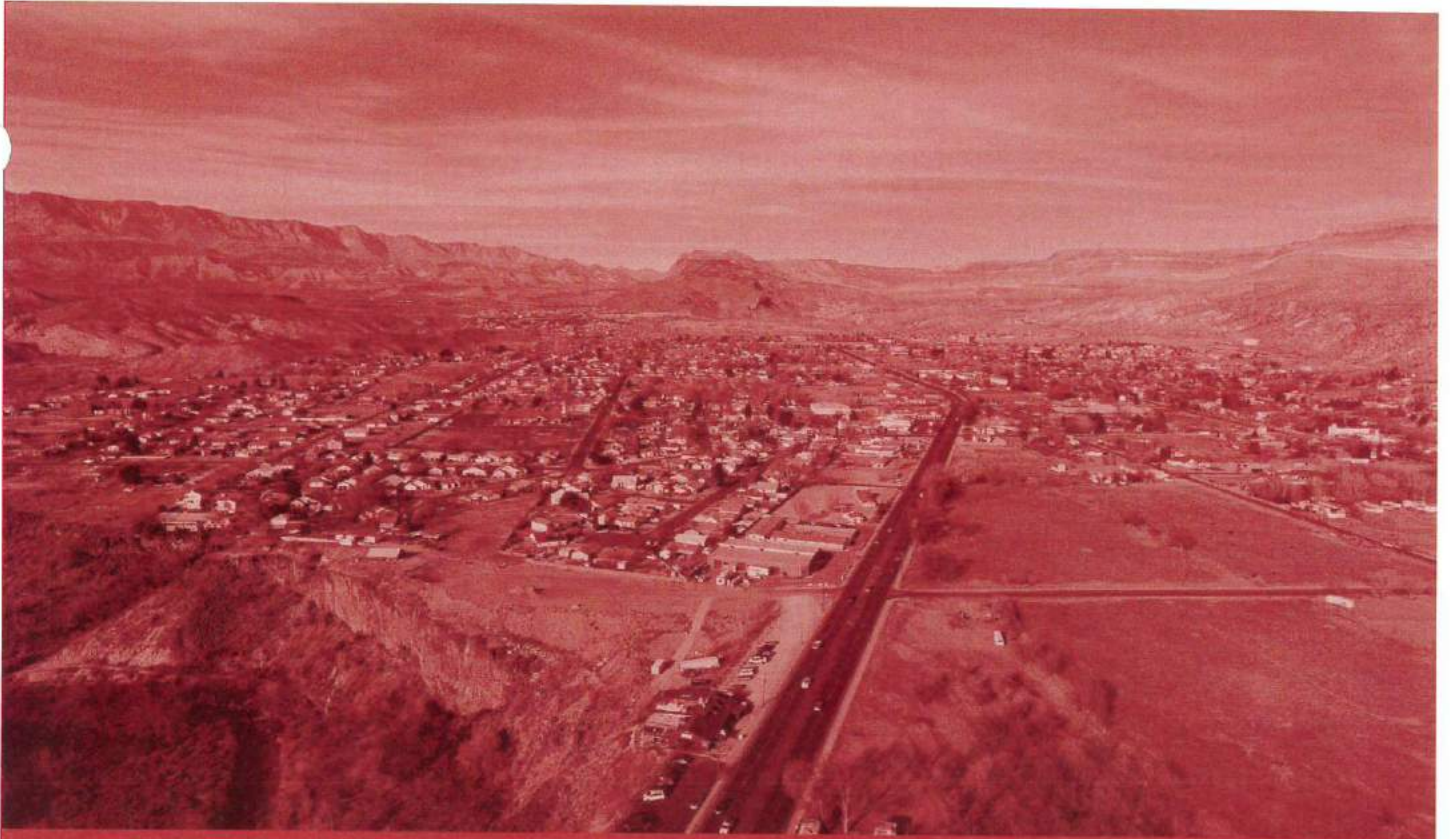
**RURAL
COMMUNITY
CONSULTANTS**

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INTRODUCTION

Chapter Contents

State Law and the General Plan
Development of this Plan
Amending the General Plan
Implementation

STATE LAW AND LA VERKIN CITY'S PLAN

La Verkin City recognizes the need for proactive community-level planning and land use management. Utah State Law (Title 10 Chapter 9a) requires local plans and development guidelines to address general health, safety, moral and welfare issues. The law also requires public participation in the planning process through adequate public notice and open public meetings.

This plan will serve as a framework for La Verkin decision makers as they consider future land use, development, and other decisions. The plan is designed to provide a formal policy foundation for enhancing community relations, pursuing economic development activities, coordinating infrastructure planning, and fostering city and county/state cooperation.

DEVELOPMENT OF THIS PLAN

The La Verkin Planning Commission and City Council placed a high priority on public involvement in the development of this plan. Public participation strategies utilized in the formulation of this plan were focused on a community survey and social media campaign, as well as public open house events and public hearings.

The public participation occurring during the formulation of this plan was instrumental in shaping it's content and direction. (Further discussion of the development of this plan and public input results can be found in the Appendix).

AMENDING THE GENERAL PLAN

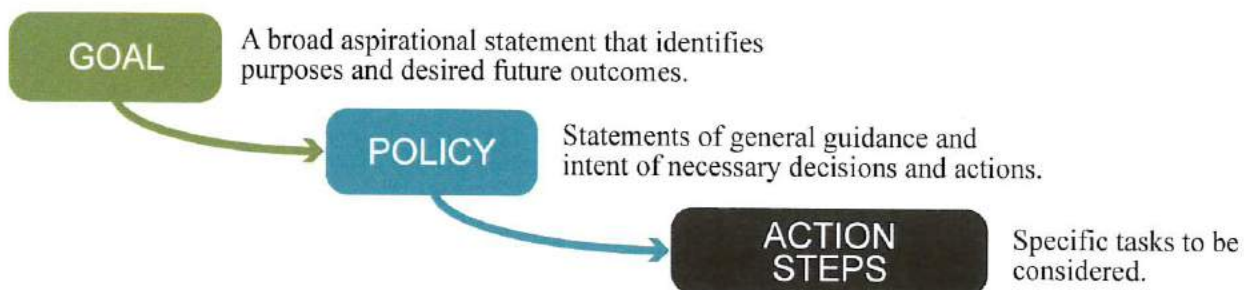
The La Verkin General Plan is not intended to be a static document. Rather, it is intended to be used on a regular basis to identify and direct where various activities will be located, the strategies of the city to encourage certain land uses and the requirements for their establishment, to identify priorities for city actions, and resource allocation decisions, and to identify the provisions of required services and their adopted standards.

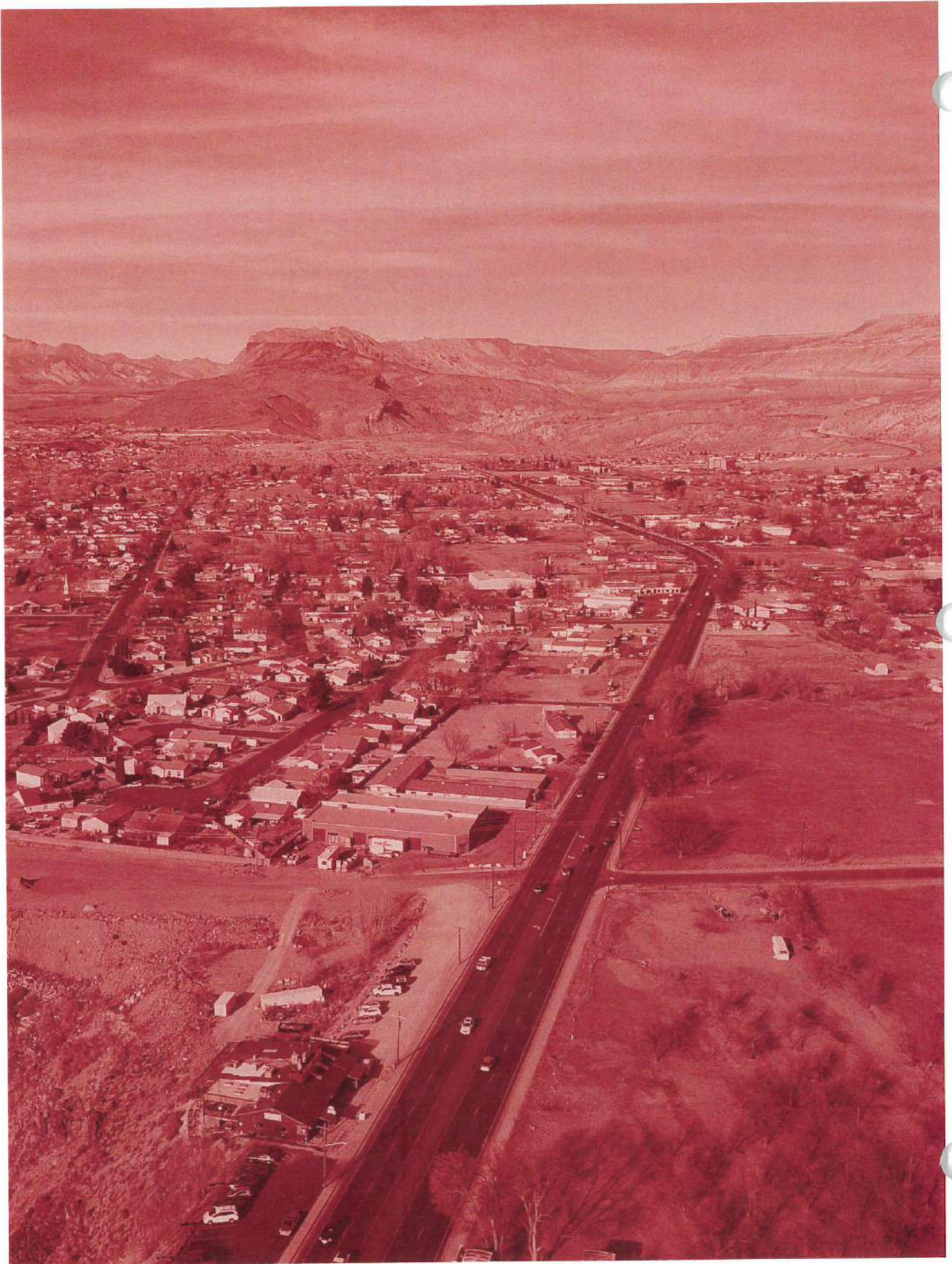
To ensure the La Verkin General Plan functions to meet these needs, it is intended be reviewed and updated periodically, as state law requires, to provide responsible and well-formulated public policy direction to city decisions.

It is anticipated that the plan will be updated and revised as circumstances change, new data becomes available, and new challenges and opportunities arise. The process for amending the plan, as outlined in Utah state law and city ordinances requires adequately noticed public hearings and formal action by the city planning commission and city council.

IMPLEMENTATION

Implementation of the General Plan by the Mayor, City Council, and Planning Commission fulfills the Plan's purpose. Each element of the general plan provides background and context materials, as well as goals, policies, and action steps that the city will pursue to promote the achievement of the vision of this plan.







COMMUNITY CONTEXT

Chapter Contents

Introduction

Historical Background

Demographics + Population Characteristics

Population Projections

Anticipated Changes

Land Capacity Analysis

Community Survey

Vision Statement

INTRODUCTION

A community vision statement is vital to maintaining the positive qualities of a community while making improvements. A community vision statement defines what is most important to leaders and citizens, and acts as a guiding principle by which leaders can make decisions that will benefit the community. If a vision is not determined and followed, the community has no definition of 'success'. If followed deliberately, the community will eventually become that vision. The General Plan and this Community Vision chapter are designed to help the City understand the long-term consequences of community decisions and investments.

HISTORICAL BACKGROUND

The area which is now known as La Verkin city was originally inhabited years ago by Native Americans. These Native Americans lived hunter-gatherer lifestyles that revolved around the Virgin River. Archaeological records exist in abundance, and the first sedentary agricultural roots of the area can be traced back to these peoples. When the Europeans first arrived in the area they found the Southern Paiute Tribe. The current townsite of La Verkin was only slightly populated because the Native Americans stayed closer to the river at lower elevations.

The first recorded European exploration was lead by fathers Escalante and Dominguez in 1776. They named the area "Rio de La Virgin", which is where many believe the name La Verkin comes from. The first efforts of settlement were lead by members of the Church of Jesus Christ of Latter-day Saints. They reached the area in 1850 and concluded that the warm climate of the area made it great for crops like cotton and grapes.

Erastus Snow, a Latter-day Saint, surveyed the potential of a tunnel from the river to the La Verkin bench in 1861. He saw great potential, but the tunnel was not built until 1889. Isaac C. McFarlane and his company built a 900-foot tunnel to the La Verkin bench which brought water for agriculture. The tunnel was finished in 1891 and is seen as the date when La Verkin was founded. In 1927 residents of La Verkin petitioned Washington

County Commissioners asking to be formally incorporated as a town. This was granted on November 14, 1927.

La Verkin has grown from a town of 65 people in 1904, to a city of 4,182 people in 2016. Agriculture is critical to the areas history and life today. People move to La Verkin today for a variety of reasons, many involving the surrounding area. Employment and recreation opportunities abound in the area surrounding La Verkin because of the city's proximity to national parks and beautiful lands.

DEMOGRAPHICS AND POPULATION CHARACTERISTICS

La Verkin's population has grown by almost 800 people since 2000. The population is currently at approximately 4,182 people. The median age is much older than that of the state at 34.5 years old, Compared to 30.3 years old for all of Utah. The community is composed of many young families with the older generation having been in La Verkin for a long time. Many public employees locate in the City. Professions like teachers, truckers, and City employees from all over the area choose to live in La Verkin because of its affordable housing. The median age may be high for Utah, but it is normal for the United States.

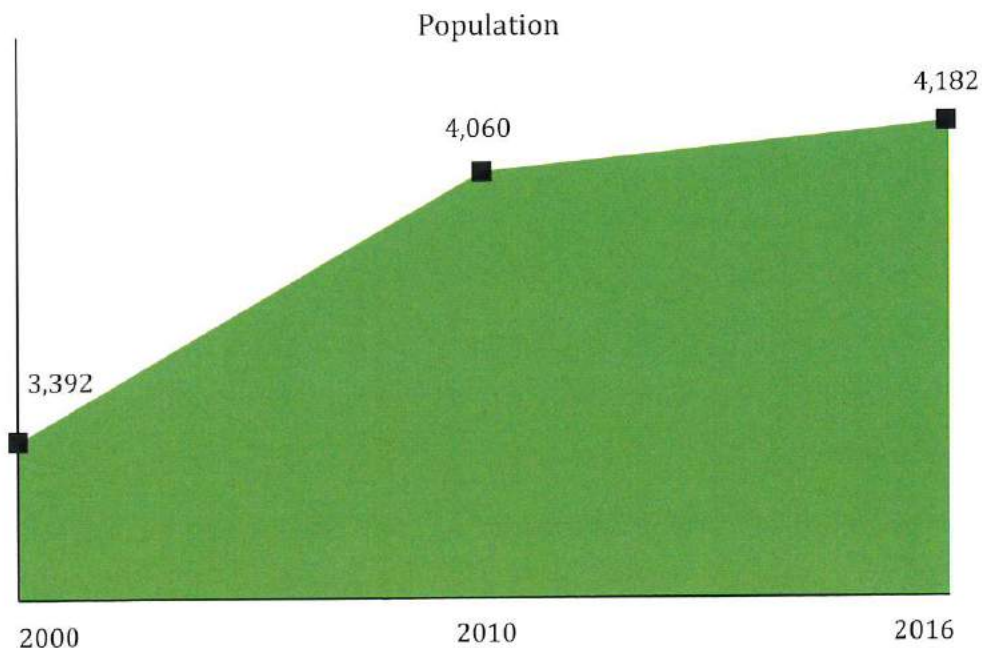
90.5% of La Verkin residents have graduated high school and 13.8% have a bachelor's degree or higher. The city has a lower educational attainment than the county, which is at 92.8%. The median income in La Verkin is \$41,429 compared to the county at \$52,865, which can be linked to the lower level of educational attainment. Yet, even holders of bachelors degrees in La Verkin have a lower median income than the county. So, it is more likely that the low median income is due to under employment and lack of employment opportunities in the area.

La Verkin has almost double the proportion of residents below the poverty level at 26.9% than Utah as a whole. It seems that residents of the area are either retired or young families accepting lower paying jobs to stay near family. This is becoming an increasing problem as property values and other goods inflate in price.

POPULATION PROJECTIONS

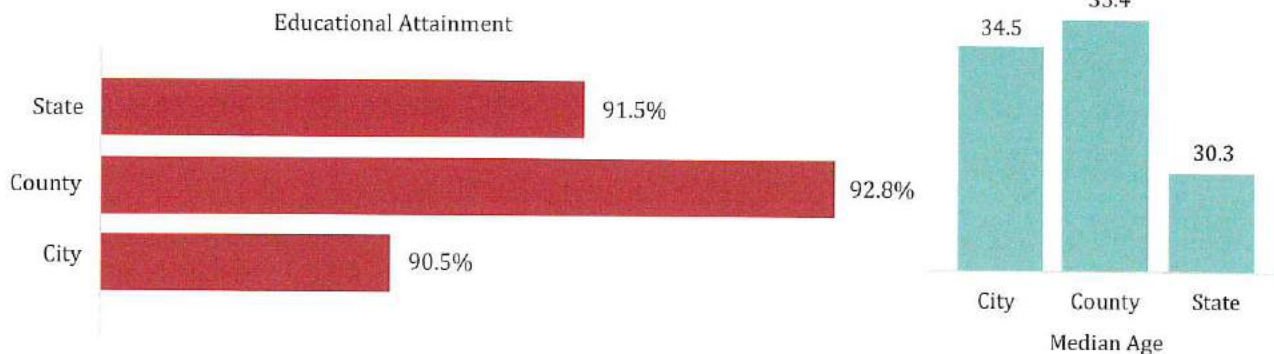
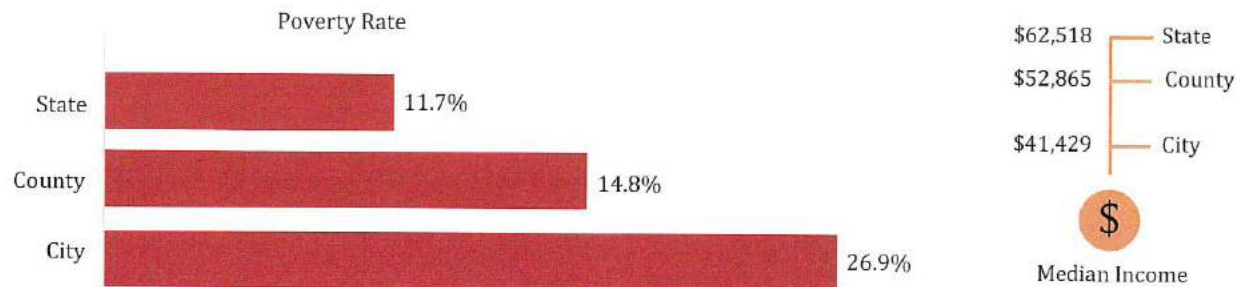
Washington county is projected to increase by 85,974 people by 2030. It is anticipated that a portion of this increase will locate in La Verkin. If the same proportion of total county population is assumed, La Verkin is projected to grow by approximately 3,500 people. The city needs to prepare now and plan where this growth will occur.

A note on population projections: data collected from past census counts help provide estimates of how much growth is to be expected in an area. The private sector uses projections to help identify the needs and locations for new industrial, commercial, and housing facilities. In the public sector, agencies use projections to determine service needs for water, sewer, power, and other infrastructure, along with public safety, park space, and other City services. Anticipating these needs helps public decision makers work toward ensuring an acceptable quality of life. It is important to remember that projections are susceptible to change based on certain unforeseeable events such as changes in the economy or natural or human-caused catastrophes. Also projections assume that situations will stay as they are. Therefore, projections are useful to get an idea for what a potential future will look like; not a sure number.



ANTICIPATED CHANGES

Over time, the area will continue to grow. A large portion of this growth will be dependent on the visitation of the nearby national parks. As population increases, there will be more demand for housing options and public services within La Verkin. The potential for more and different commercial services will also become feasible as the population generates increased demand. Public facilities will need to be upgraded, and the city will need to determine where the funds for improvements will come from. Whether it is impact fees (where developers pay their own way), or the city providing the services through local taxes, difficult decisions will need to be made. Development pressure will threaten the rural atmosphere of the the City, but it can be managed and minimized through informed policy decisions.



LAND CAPACITY ANALYSIS

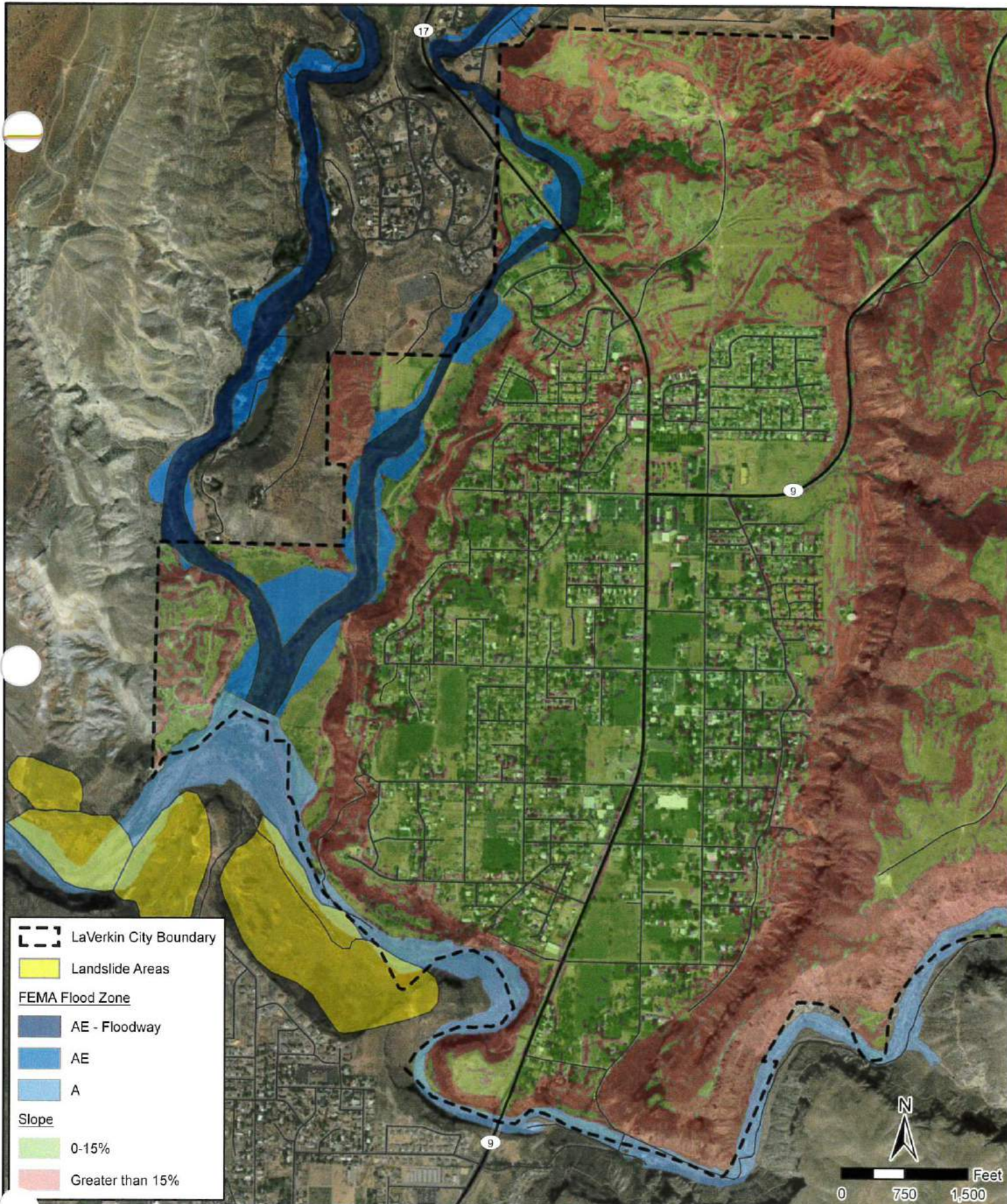
The health, safety, and welfare of citizens is the first priority of the city. The city feels that natural, open spaces and visual resources are valuable shared assets. Special consideration should be given to structures and infrastructure that are built in areas with potentially problematic slopes, soils, or drainage.

To assist in the identification of these areas that are not suitable for development, an overlay map was created showing land that is susceptible to a variety of hazards. Areas of particular risk in La Verkin include hillsides and floodplains. Areas near the river and the overlook should be kept as open space and not be developed due to risk. If development is sufficiently set back from these areas (which are denoted by the colors red and blue on the map), it could be suitable. The green areas on the map would be most suitable for development because they are separated from areas of risk and they have a slope that supports building without large significant grading efforts.

COMMUNITY SURVEY

A community survey was conducted to gather resident feedback about the future of the La Verkin. Residents were asked questions about all of the elements of this general plan and were used to identify areas of interest. One specific question they were asked was what the top priorities of the City should be over the next five years. According to the results, the top three priorities of La Verkin residents include economic development, public safety, and city financial stability.

The results from the survey have been used to guide the goals and policies in this plan. This was done to ensure that the plan adequately reflects the viewpoint of the residents of La Verkin.



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La Verkin City

Washington County

**La Verkin City - General Plan
Suitability Analysis (Hazards) Overview**

Scale: 1" = 1,500'

Map Name: H:\JD\Proj\RCC 1710-R09\Design\GIS Project\LaVerkin General Plan\LaVerkin General Plan.aprx - Suitability Analysis (Hazards)
Project Number: 1710-R09 Drawn by: JEM 05-18 Last Edit: 05/24/2018

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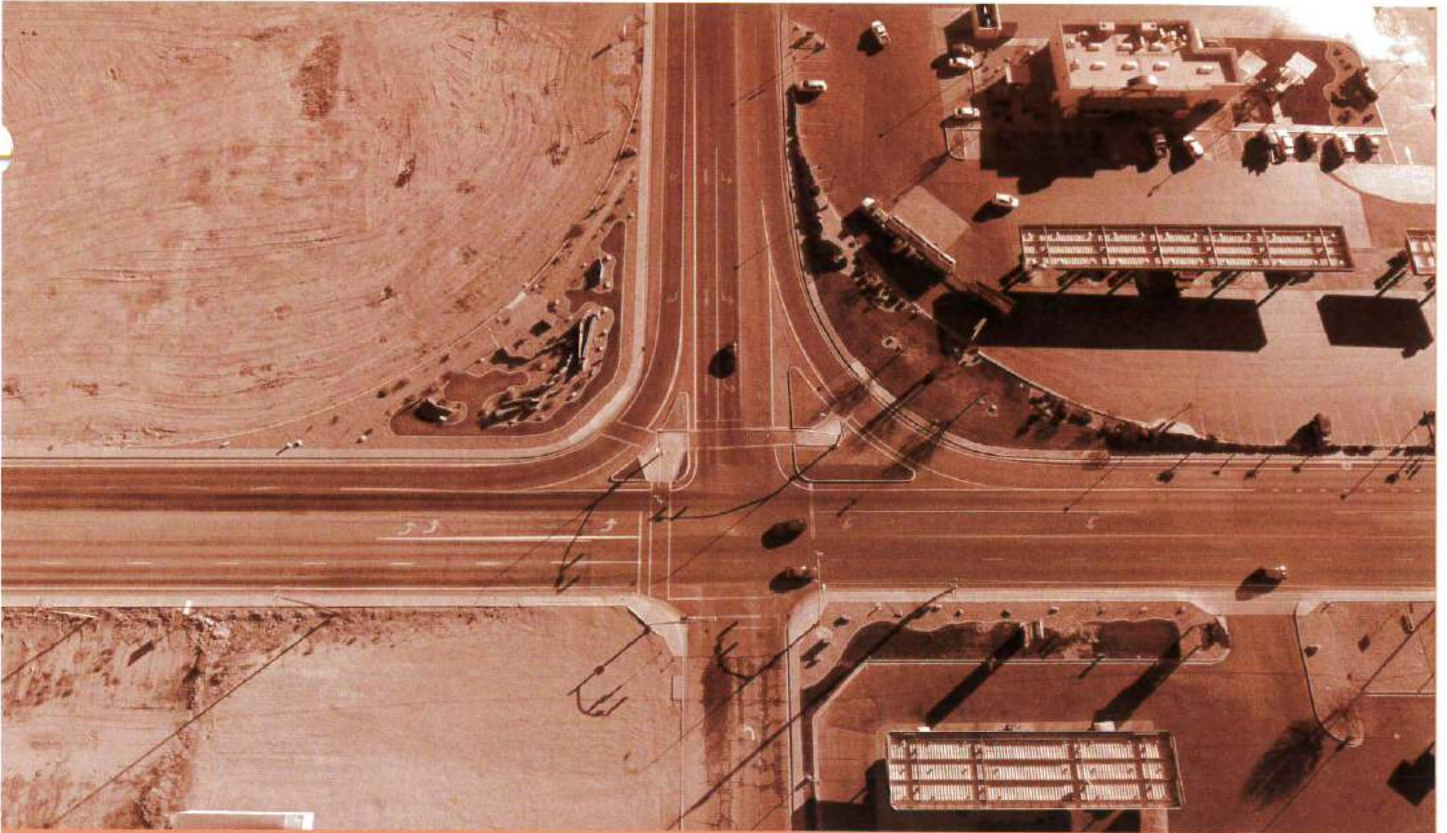
VISION STATEMENT

After a long process of public input and analysis, La Verkin City has crafted a vision for their future. This vision statement serves as a guide for policy recommendations within this plan. These policy recommendations, if followed and applied, can help create this vision of La Verkin's future.

La Verkin is a beautiful, family-oriented rural community.

We Value: safe neighborhoods, large residential lots, recreation opportunities, and fiscal responsibility.

We Support: agriculture, tourism, infrastructure improvements, and a business-friendly environment.



LAND USE

Chapter Contents

Introduction
Land Use Designations
Anticipated Changes
Future Land Use Map
Annexation
Goals & Policies
Potential Action Steps

INTRODUCTION

The Land Use Chapter of the plan is to be used in deciding when, where, and how development may take place within the City. The chapter is heavily influenced by the Community Vision, and outlines how future growth is to be accommodated. The Planning Commission and City Council should refer to this chapter when making decisions concerning land use.

LAND USE DESIGNATIONS

Land Use is characterized as the way that a community would like to see their area develop and grow. The principal guide to this is the Future Land Use Map. As zone changes are proposed and annexations are requested, this map should be utilized as a guide to Planning Commission and City Council members on where these requests are appropriate and where they are not.

The foundational basis of the City's zoning districts can be found in the following:

Open Space - Over time, open space lands become more limited and more valuable. The purpose of these designations is to preserve areas and corridors that should be managed for public health and safety (i.e. floodplains), outdoor recreation, natural resources, etc.

Low Density Residential - The purpose of this designation is to allow residential uses with low densities. This development is typified by single-family, detached homes with limited options for attached housing. Large lot sizes and lot clustering is encouraged to maintain agricultural areas and open spaces.

Medium Density Residential - This designation is for residential uses with an average density that has smaller lot sizes than a low density designation, primarily consisting of single-family detached homes on medium to small sized lots, with options for attached housing.

High Density Residential - This designation is for residential uses with higher densities. It will primarily consist of multi-family dwelling units on medium to small lots with opportunities for flexible development.

Commercial - This designation is characterized by various retail, service, and office uses. Tourist and resort related activities are commonly found in this designation. These uses are normally clustered together and located in areas that have greater infrastructure capacity (i.e. road access).

Industrial - This land use designation allows a variety of manufacturing, assembly, research and development, storage, warehousing and distribution uses. It also includes uses devoted to the sale of retail and wholesale products manufactured on-site.

Planned Community - This designation is specifically for areas that have significant enough development constraints to make planned community development projects the most viable type of development. This will ensure that new communities have multiple uses that are not just residential and that the City can maximize the public benefit from developments, and minimize any adverse impacts of development.

ANTICIPATED CHANGES

The area around La Verkin is growing rapidly due to many factors. Some of the main factors that drive La Verkin's development are generated from neighboring municipalities as they reach build-out, as well as tourism related growth. If La Verkin wishes to maintain their rural character, more land may need to be annexed or zoned for development to keep large lot sizes.

Great opportunities exist within the City for commercial development. As travel to tourist destinations in the area increases, La Verkin can capitalize and draw development in if area is zoned properly. If the city dedicates its hillside amenities for recreational development, it can expect consistent use of them. Land can be acquired and preserved as open space and trails can be developed in these areas. This will only further draw tourism to the area.

Residential development can occur either as infill or as new subdivisions. Because of the desire to maintain large lots a shift in where residential development is located may occur. The “Top Side/East Bench” area of La Verkin identified on the Future Land Use Map is already within City boundaries and already has garnered some interest to be developed. This area has unique and sensitive lands and is not currently serviced by City utilities, which will make development a complex process. Areas near the ridge side should be preserved and used for recreation, but beyond the hillside and ridgeline, the east bench or top side could be developed. Any uses of land proposed for this area should be carefully reviewed to ensure that important and sensitive areas are preserved and that adequate services will be provided. Although homes should not be placed in hazardous areas just to accommodate the preserving of a viewshed.

A tool that should be utilized in this area is a planned community development zone. Planned community developments are a designed grouping of varied uses within a cohesive environment that are developed in phases. This will ensure that new developments are built efficiently and to the City’s standard. As part of planned unit developments requirements should be imposed that protect viewsheds, minimize cut and fill, and promote pedestrian scale development. Development should not occur North of Highway 9 and the space to the North should be preserved for recreation uses. Large tracts of just residential development should not be approved. Only developments that include a variety of uses and include spaces for churches, schools, neighborhood commercial, and other uses should be allowed.

Some other requirements of planned community developments could be color palettes, fluctuating destinies that take into account the landscape, and landscaping that matches the environment. Developers could be given density bonuses if the community is well planned.

When development pressure starts to mount, La Verkin will need to decide how much development can occur, while still maintaining the rural character that is vital to the City. Administrative policies and zoning can be used to ensure that development only occurs in ways that align with their vision and where the city can provide services efficiently.

FUTURE LAND USE MAP

The Future Land Use Map serves as a guide to where and how future growth should occur. The map guides decisions about proposed intensities of development, the locations of future development, and general transportation corridors. The map lays the foundation for making changes to zoning in the future, but it is not zoning or the zoning map.

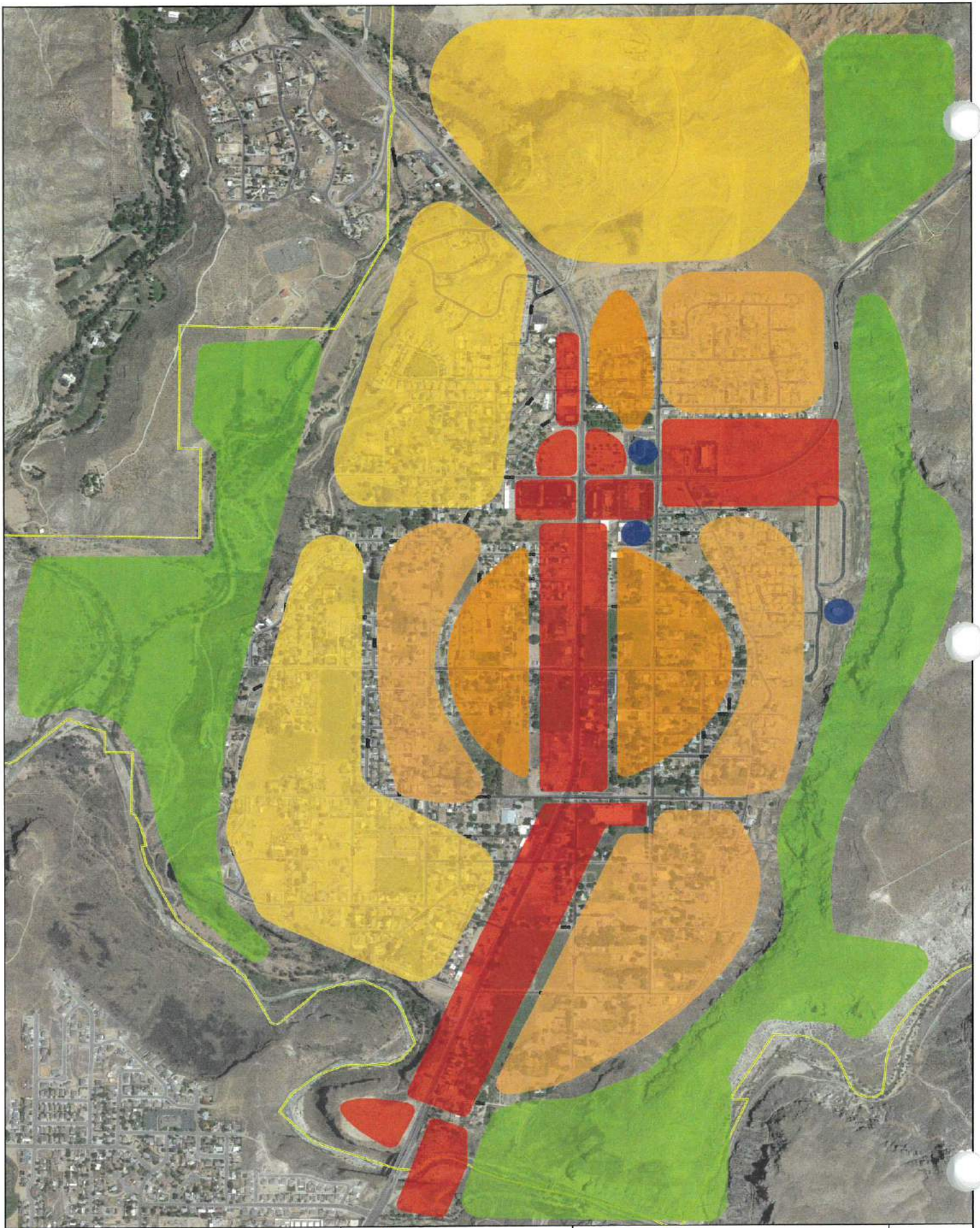
ANNEXATIONS

Annexation activity that affects La Verkin takes place as it is requested by individual private property owners. When a property is annexed into the city, it will receive police and fire protection, planning and zoning, street maintenance, and curbside garbage service.

Appropriate annexation areas are identified on the approved annexation overview map. Unless there are extremely unique circumstances, any annexation and accompanying development must finance the proportional extension of necessary municipal services such as utilities, road, and other capital improvements.

La Verkin is bounded on multiple sides by other cities like Hurricane, Toquerville, and Virgin, so space to expand in certain directions is limited. The annexation policy plan map identifies two main areas that are eligible for annexation. Areas near special service districts or other utility improvements should be given priority unless the new development can pay for the expansion of services. Since the adoption of the current annexation policy plan, a portion of the designated area has been annexed. This area already has some public utility services available, and is prime for development.

Also, the city should consider the effect of the annexation on resident taxes and cost of utilities to ensure that the annexation will not place any undue burden upon existing residents.



-  La Verkin City Boundary
-  Commercial
-  Open Space
-  Low Density Residential
-  Medium Density Residential
-  High Density Residential
-  Public Facilities



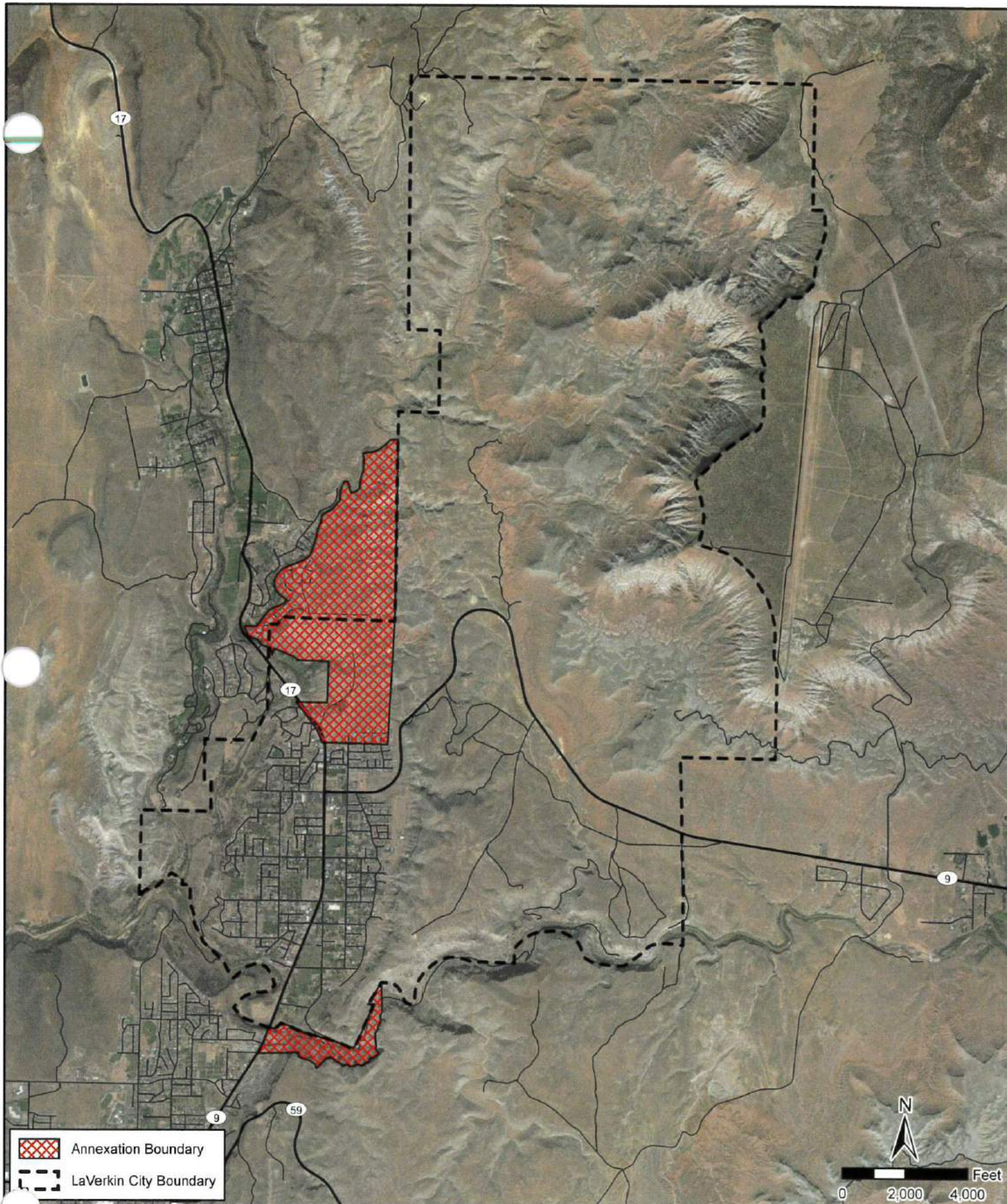


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LaVerkin City		Washington County
<i>La Verkin - Future Land Use Map # 1</i>		Scale: 1" = 400'
<small>Map Name: H:\DRG\1710-119\Design\1710119.mxd Project Number: 1710-119 Created by: JEM 11-18 Last Edit: 9/25/2015</small>		1



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La Verkin City

**La Verkin City - General Plan
2002 Annexation Plan Overview**

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Project Number: 1710-R09

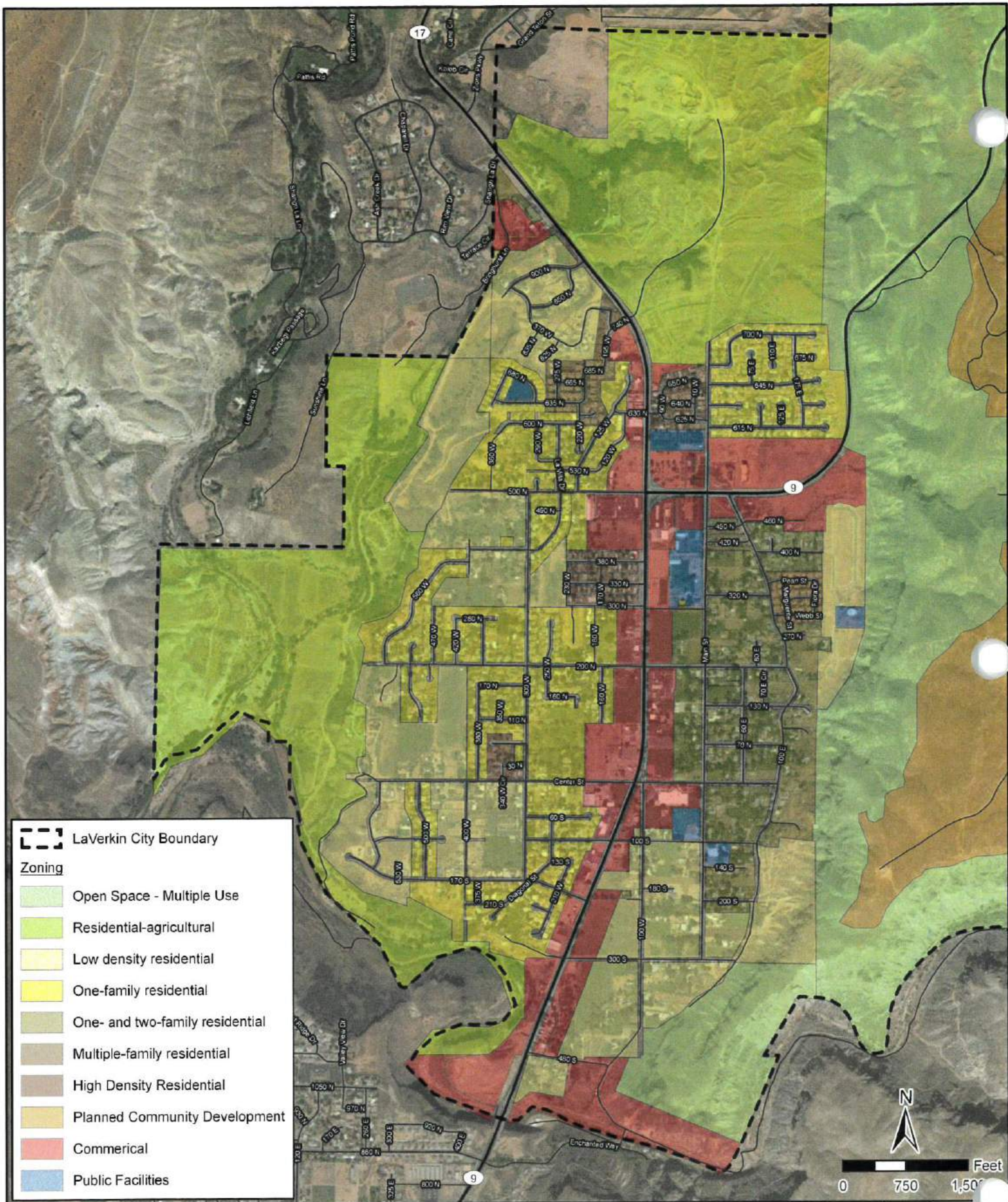
Drawn by: JEM 05-18

Last Edit: 5/24/2018

Washington County

Scale: 1" = 4,000'

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LaVerkin City

LaVerkin - General Plan Current Zoning Overview

Map Name: H:\JD\Proj\RCC 1710-R09\Design\GIS\Project\LaVerkin General Plan\LaVerkin General Plan.aprx - LaVerkin Zoning

Project Number: 1710-R09

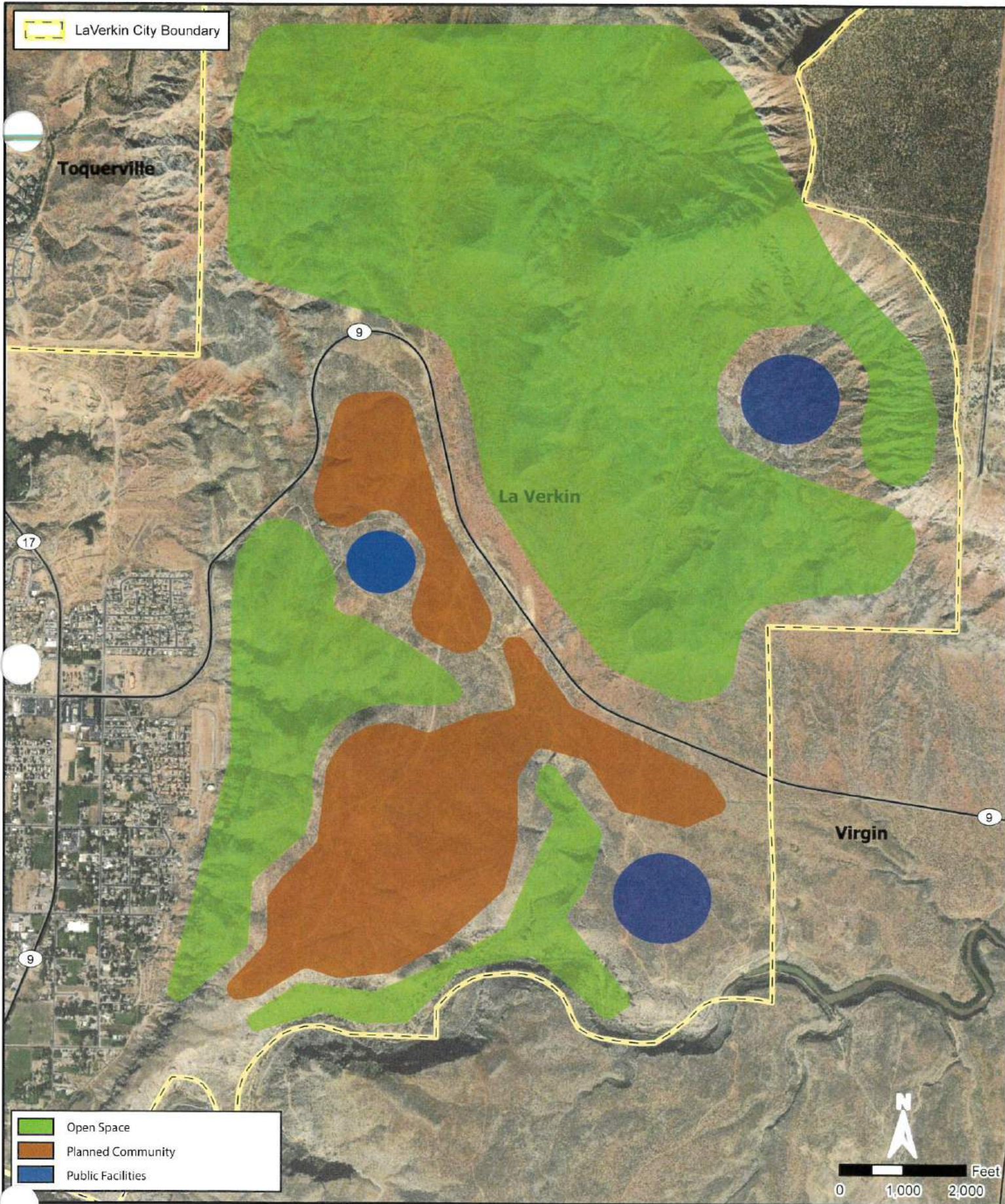
Drawn by: JEM 05-16

Last Edit: 5/07/2018

Washington County

Scale: 1" = 1,500'

 LaVerkin City Boundary



-  Open Space
-  Planned Community
-  Public Facilities



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La Verkin City		Washington County
La Verkin City - General Plan Future Land Use Map #2 - Top Side/East Bench		Scale: 1" = 2,000'
Map Name: H:\JD\Proj\RCC 1710-R09\Design\GIS\Project\LaVerkin General Plan\LaVerkin General Plan.aprx - Future Land Use	1	
Project Number: 1710-R09		
Drawn by: JWW 05-16		
Last Edit: 8/17/2018		

GOALS AND POLICIES

Note: The Future Land Use Map also represents the goals and policies of La Verkin.

Goal 1. Maintain Rural Character

La Verkin seeks to ensure that new development is consistent with overall community character and that it contributes in a positive way toward the City's image.

1. Regulate setbacks, landscaping, art, appropriate lighting, signs, and other design amenities that complement and enhance the streetscape and design of new development through the zoning ordinance.
2. Where resources permit, support the preservation of significant architectural, historical, and cultural structures and landmarks.
3. Ensure that signage on new and existing development is visually attractive and provides a high quality image for the City.
4. Maintain the character of neighborhoods in the City by encouraging comparable uses and densities to existing neighborhoods and development patterns.

Goal 2. Manage Growth

La Verkin intends to preserve the integrity of its infrastructure systems by permitting orderly growth that synchronizes development with the availability of public facilities such as road, sewer, and water service needed to support it.

1. Utilize a program of Development Impact Fees to provide adequate public facilities and services in a timely manner.
2. Maintain an annual Capital Improvement Program.
3. Cooperate with governmental entities that administer and control areas bordering La Verkin City.

Goal 3. Support a Mix of Land Uses

La Verkin desires a well-balanced, financially sound, and functional mix of agricultural, residential, commercial, open-space, recreational, and institutional land uses.

1. The basis of La Verkin's zoning ordinance and map will be the City's general plan.
2. Provide for the reservation of adequate land to meet projected institutional and infrastructure needs.
3. Ensure compatibility of future land uses with adjoining properties.
4. Promote commercial development in areas, and in a manner, that does not impact existing or planned residential development, and does not detract from the residential character of the community.

Goal 4. Preserve Natural Resource Assets

La Verkin intends to reduce flood risk and provide protection of the environmental setting and habitat through the location of land uses and the use of sensitive design.

1. Ensure that development, grading, and landscaping is sensitive to the natural topography and major landforms in the area.
2. Allow only responsible and sensitive development of hillside areas and prohibit development on significant ridgelines.
3. Ensure compatibility of future land uses with adjoining properties.



POTENTIAL ACTION STEPS

1. Exchange information between La Verkin City and surrounding governmental entities on policies/activities which may have cross-boundary impacts.
2. Create and adopt a more streamlined zoning ordinance and map that is customized to La Verkin.
3. Avoid rezoning residentially zoned areas to higher density if the area is not served by adequate public facilities.
4. Work with the programs of the Governor's Office of Economic Development and EDCUtah to promote the commercial opportunities available near State Street and 500 North.



COMMUNITY DESIGN

Chapter Contents

Introduction

Community Survey / Beautification

Street Design + Edges

Nuisance

Natural Beauty

Historic Preservation

Goals & Policies

Potential Action Steps

INTRODUCTION

Well-planned community design improves both the visual and functional characteristics of the City. It can make the City more aesthetically pleasing while enhancing the flow of goods and people. While community design shapes, and is shaped by, other facets of planning, such as transportation, housing, and recreation, this chapter will focus on the visual appearance of the City as well as preserving La Verkin historical entities.

COMMUNITY SURVEY AND BEAUTIFICATION

Initial survey results found that many La Verkin residents are concerned with public safety. At first glance, design and safety may not seem related, but most comments about safety were rooted in the appearance of neighborhoods. When given the opportunity to describe any areas of special concern, 43% of residents responded with a concern related to community design. Some of these concerns specifically mentioned the appearance of illicit activities and a feeling of not being safe when walking or driving through the City.

Opportunities abound in La Verkin for reinvestment in community design. Most solutions deal with stricter regulations or incentives to homeowners to keep their properties maintained.



43%
of respondents had
community design concerns

STREET DESIGN AND EDGES

For La Verkin to be adequately able to attract business and tourists, streets like State Street can be updated to function better and look more inviting. Streets act as edges and can help define boundaries of districts and create visual changes. These visual changes that happen at edges often are the most memorable and can be the most noticeable. Those visiting the City will be more likely to stay if they feel safe and welcomed. Business will be more likely to locate if they feel the area will attract visitors.

NUISANCE

A poorly-maintained house with a run-down appearance can be considered a nuisance. A nuisance is normally defined in a land use sense as conduct or use of land that interferes with another's ability to enjoy and use their property. This is reflected in property values. A property's value can be negatively-impacted if a neighboring property has not been properly maintained. Things like overgrown weeds, broken windows, and chipping paint can lead to the effect of perceived poor public safety.

NATURAL BEAUTY

Essential to La Verkin's community feel is the landscape that surrounds the City. Often, development can be harmful to natural views and areas of beauty. These areas are called viewsheds, or areas that can be seen from a specific point like a look out. La Verkin has many points that have beautiful scenery, and future development should be concerned with the preservation of these view sheds and use the natural landscape of the area in the design of their developments. The City already has an extensive hillside ordinance that should be utilized to accomplish these objectives.

HISTORIC PRESERVATION

Historic buildings and houses contribute to the small-town charm and cherished heritage of La Verkin. Preservation of La Verkin's historic legacy and culture is a top priority of residents and the City council. There are currently no historic district designations in La Verkin. The City does have an existing Historic Preservation Council that recommends policy or actions to preserve locally significant buildings and areas.

GOALS AND POLICIES

Goal 1. Street Aesthetics

Improve corridors traversing the City to enhance their aesthetics and accessibility.

1. Utilize screening and buffering as tools to minimize the visual impact of roads on new development.
2. Ensure that design guidelines for main corridors improve the human scale environment.

Goal 2. Context Sensitive Development

Design and blend foothill and topside development with the surrounding landscape and topography to diminish its visual prominence from the valley floor.

1. Strive to protect unique landscapes within the city.
2. Ensure that new development takes into account its surrounding landscape and incorporates features of the landscape into its design.

Goal 3. Rehabilitation

La Verkin seeks to rehabilitate old properties through the use of administrative processes.

1. Protect La Verkin residents property values.
2. Use administrative processes to rehabilitate dilapidated properties.

Goal 4. Historic Preservation

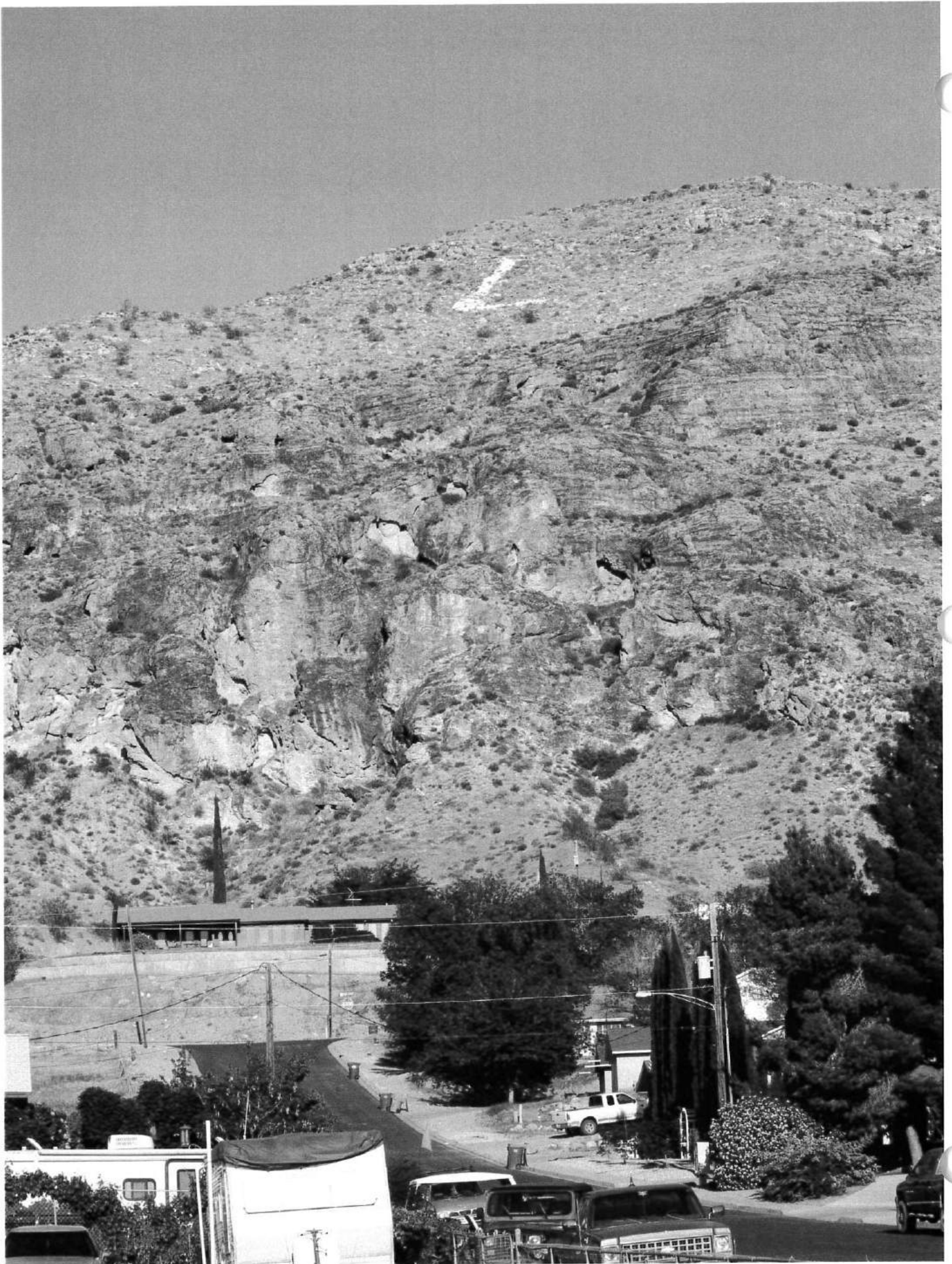
Maintain La Verkin's history for future generations.

1. Seek to protect and maintain areas and buildings that have historical significance.



POTENTIAL ACTION STEPS

1. Develop design guidelines for main transportation corridors.
2. Define a view shed for protection that limits the height, color, and lighting of properties within the view shed.
3. Consider infill development tools that make properties easy and affordable to develop by reductions in requirements like parking and setbacks (i.e. infill development zones).
4. Update and enforce a nuisance ordinance that requires property owners to maintain their properties.
5. City Council could identify historic areas / buildings.
6. Strengthen “sense of place” through public art, gateway development, wayfinding, and streetscape investments.





ECONOMIC DEVELOPMENT

Chapter Contents

Introduction

Current Conditions

Community Survey

Areas of Potential

Goals & Policies

Potential Action Steps

INTRODUCTION

La Verkin is well known for its small-town charm and proximity to beautiful landscapes. According to surveys, it is important to residents that the City retain its small town feeling, and that any growth be planned strategically. A certain degree of economic growth will provide employment opportunities and more public services while expanding the tax base.

While cities cannot control when and which businesses locate in the City, La Verkin seems to have a unique opportunity to capitalize on its location. The projected population growth and the continued interest in Zion National Park will generate demand for commercial businesses like restaurants and hotels if the right policies are in place to create a business friendly environment.

CURRENT CONDITIONS

According to the 2012 survey of business owners, La Verkin is home to 365 companies. That may seem like a high number, but this includes every business, including home occupations within the community. The top three industries with the most establishments in La Verkin are retail trade (4), health care/social assistance (4), and transportation/warehousing (3). The three industries that employ the most residents of La Verkin are educational and health care services, retail trade, and accommodation / food services. The county has similar patterns, with the top three industries with the most establishments being construction, retail trade, and health care or social assistance.

The county's economy is crucial to La Verkin's residents. A large amount of La Verkin residents work outside the city. 40.2% of residents travel 30 to 34 minutes to work, which is well out of the city boundaries. Also 75.3% of residents reported working outside their place of residence.

COMMUNITY SURVEY

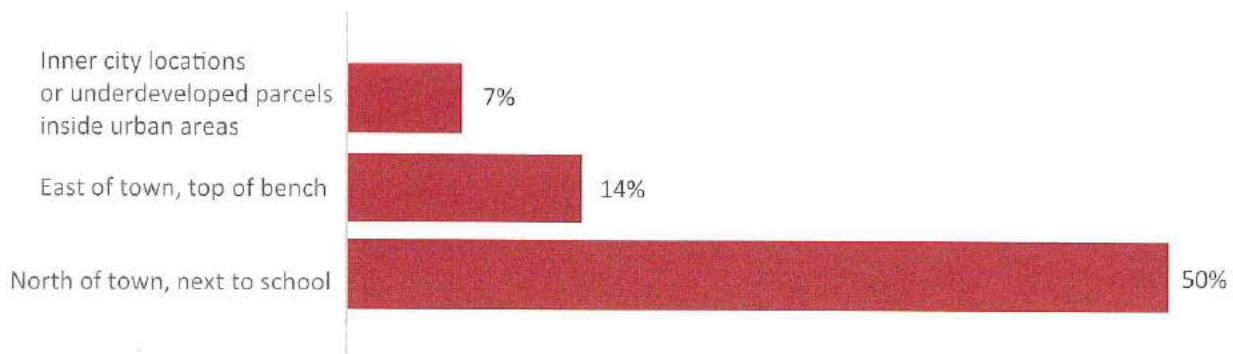
In the 2018 survey, 21% of residents responded that La Verkin is underdeveloped and needs improvement. When asked about what areas could be utilized for economic development and housing, 50% of residents identified an area north of the City next to the new school, 14.3% said east of the City (on top of the bench), 7% said inner city locations or underdeveloped parcels inside urban areas. All three areas have potential to be developed and would help respond to resident concerns that La Verkin is underdeveloped.

AREAS OF POTENTIAL

In a general plan City meeting, La Verkin residents identified the intersection of State and 500 North as a prime area for economic development. Some businesses that would do well in this location could be another grocery store, restaurant, or a regional farmers market. All of these opportunities can increase and support the tax base in La Verkin. Industries that currently have a large impact should be a focus in the City because the regional economy already supports them.

With the projected increase in population, demand for business like these are realistic in the coming future, and the city can make policy decisions now that make development and entry into La Verkin's economy easy.

Another area of potential are short-term rentals. Cities around the state are trying to learn how to capture the revenue that short-term rentals can produce. La Verkin will have to be willing to embrace innovative techniques to do so successfully.



GOALS AND POLICIES

Goal 1. Priority Areas

Recognize the Economic Opportunity Areas identified by the community, and prioritize them for long-term development.

1. Support the creation a local chamber of commerce.
2. Zone priority areas strategically.

Goal 2. Administrative Business Incentives

La Verkin is a business friendly community that actively seeks ways to encourage business.

1. Streamline the development process for priority businesses like restaurants and other tourism-related businesses.
2. Utilize incentives for desired businesses (i.e. tax increment financing).

POTENTIAL ACTION STEPS

1. Designate a council member who is responsible for business recruitment, relationship, or regulations that fit the local economy.
2. Zone the intersection of N State St and W 500 N for commercial development.
3. As resources become available, work with the Salt Lake Chamber of Commerce to receive the Governor's award for being a business-friendly community.
4. Review business licensing and development process for commercial business for inefficiencies that may cause the process to be more expensive for potential businesses.
5. Identify, inventory and assemble underutilized parcels for redevelopment within the commercial corridors and nodes.



TRANSPORTATION

Chapter Contents

Introduction

Community Survey

Existing Conditions

Future Growth

Impact Fees + Traffic Impact Studies

Roadway Design

Access Management

Public Transportation

Goals & Policies

Potential Action Steps

INTRODUCTION

To accommodate the transportation needs of current and future residents, visitors, and employees, La Verkin must maintain and protect its existing transportation system. The City must be able to service movement of motorized and non-motorized means while being mindful of the existing infrastructure, City aesthetics, and the natural environment. In addition transportation corridors should facilitate the need for future utility placement and maintenance.

Any expansion of the existing transportation system must be within the City's fiscal capacity. The cost of expanding the transportation network should mainly be placed on those entities seeking the expansion in order to not place an undue burden on existing City residents and business owners.

In order to protect the character of the City, new transportation facilities should follow the transportation master plan map or seek to first amend it so that the new facilities add positively to existing neighborhoods and the larger community.

New transportation facilities should be sustainably designed in order to maximize durability, facilitate future needs, and minimize maintenance costs.

COMMUNITY SURVEY

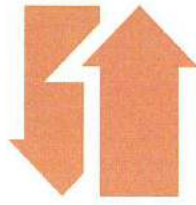
Residents were asked about what would make transportation safer in La Verkin. The most common responses were adding more sidewalks, improving roadway widths, and adding more bike paths. Other responses included adding more crosswalks, adding more trails, and mass transit provided by the county. When asked about why residents in La Verkin bike, respondents said that biking to school, for exercise, or to go to church were the main reasons for biking. Three respondents chose the "other" option and said residents bike for recreation, to visit family and friends, and because it is their only mode of transportation available.

Residents were asked about which roads are congested in La Verkin. The most reported

congested roads were Center Street, then 500 North, Main Street, 300 West, and State Street. The least-reported road was 200 North.



Adding Sidewalks



Improving Roadway Widths



Adding Bike Paths

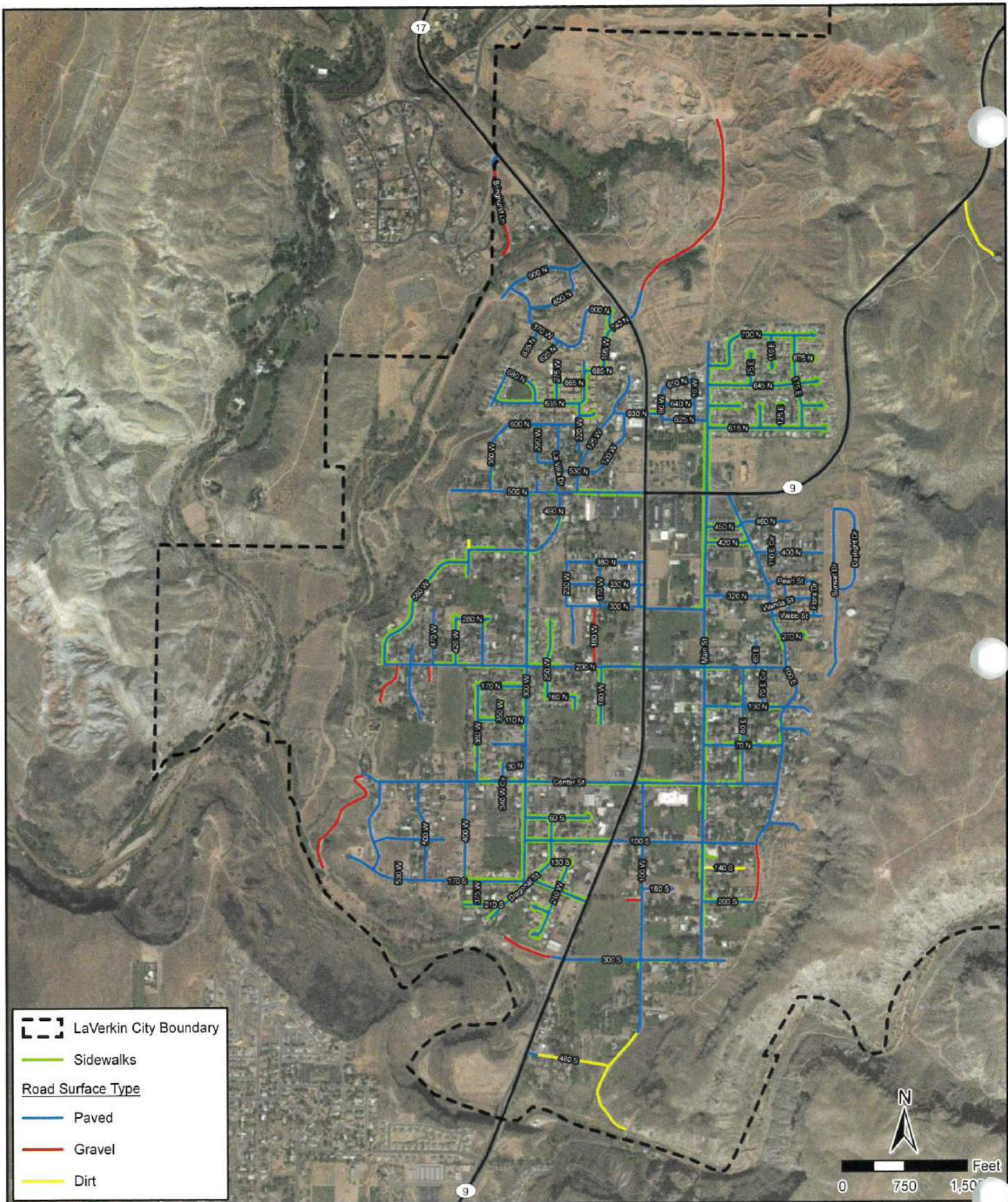
EXISTING CONDITIONS

It is essential to analyze and recommend roadway improvements based on an understanding of the historical land use patterns within La Verkin. Land use develops along transportation corridors and typically shapes and follows the future land use plans identified by the city. La Verkin has a unique network in the sense that everything feeds off SR-9 and SR-17 which are the main lifelines through city.

Most of the roadways in La Verkin are two-lane roads. Most of them are between 22 and 28 feet of pavement. SR-9 and SR-17 which are owned and maintained by UDOT is wider than 28' through the heart of La Verkin and is a 4-lane roadway.

On these roads there were 208 reported accidents from 2010 to 2017, 142 of those accidents occurred on SR-9. Because La Verkin's main corridor is the state highways, a total of 71 (out of 153 during 2010 – 2017) accidents were due to local street traffic intersecting the highway. The highway intersections with the most accidents were 500 N and Center St. This is important to understand because it should influence how future improvements are made and how access is managed. Safety can be improved by limiting access to certain roads or including traffic calming on certain roads.

Maintenance of the existing transportation facilities and construction of new facilities come primarily from revenue sources that include the La Verkin City general fund, federal funds, and State Class C funds. Financing for local transportation projects consists of a combination of federal, state, and local revenues. However, this total is



- LaVerkin City Boundary**
- Sidewalks**
- Road Surface Type**
- Paved
 - Gravel
 - Dirt



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LaVerkin City

Washington County

LaVerkin - General Plan Current Municipal Transportation Overview

Scale: 1" = 1,500'

Map Name: H:\JD\Proj\RCC 1710-R09\Design\GIS\Project\LaVerkin General Plan\LaVerkin General Plan.aprx - Current Transportation
Project Number: 1710-R09 Drawn by: JEM 05-18 Last Edit: 5/24/2018

not entirely available for transportation improvement projects, since annual operating and maintenance costs must be deducted from the total revenue. In addition, the City is limited in its ability to subsidize the transportation budget from general fund revenues.

FUTURE GROWTH

La Verkin's roadway system is the primary route that people use to get to Zion National Park. Zion has had a steady growth in annual visitation since visitation data started being collected in 1979, but since 2013 Zion has experienced exponential growth, reaching the milestone of over 4.5 million visitors in 2017. With increased visitation has come increased vehicular traffic.

As part of planning for this increased growth in trips through the City, a transportation master plan was created to support the general information and recommendations of this plan. A major component of a transportation master plan is travel demand modeling. This process determines what share of daily trips roads within the City will garner, thus letting the City determine where roads need to be built and what roads need to be improved.

The most recent version of the Dixie Metropolitan Planning Organization (DMPO) model had a limited roadway network in La Verkin outside of UDOT roadways. So, in order to create a more comprehensive roadway network and to more accurately capture traffic volumes on city roadways the network was expanded for the transportation master plan.

The map has three road classifications: major arterials, minor arterials, and minor collectors. Collector streets provide for traffic movement between local streets and arterial streets and provide access to abutting land uses. Arterial streets provide major through-traffic movement between geographic areas. These roadways typically have some form of access control that limits the location of driveways. With the projected increase in traffic along UDOT roadways, traffic could potentially divert to city collectors to avoid congestion. La Verkin could consider implementing traffic calming on collectors if cut-through traffic is observed.

IMPACT FEES AND TRAFFIC IMPACT STUDIES

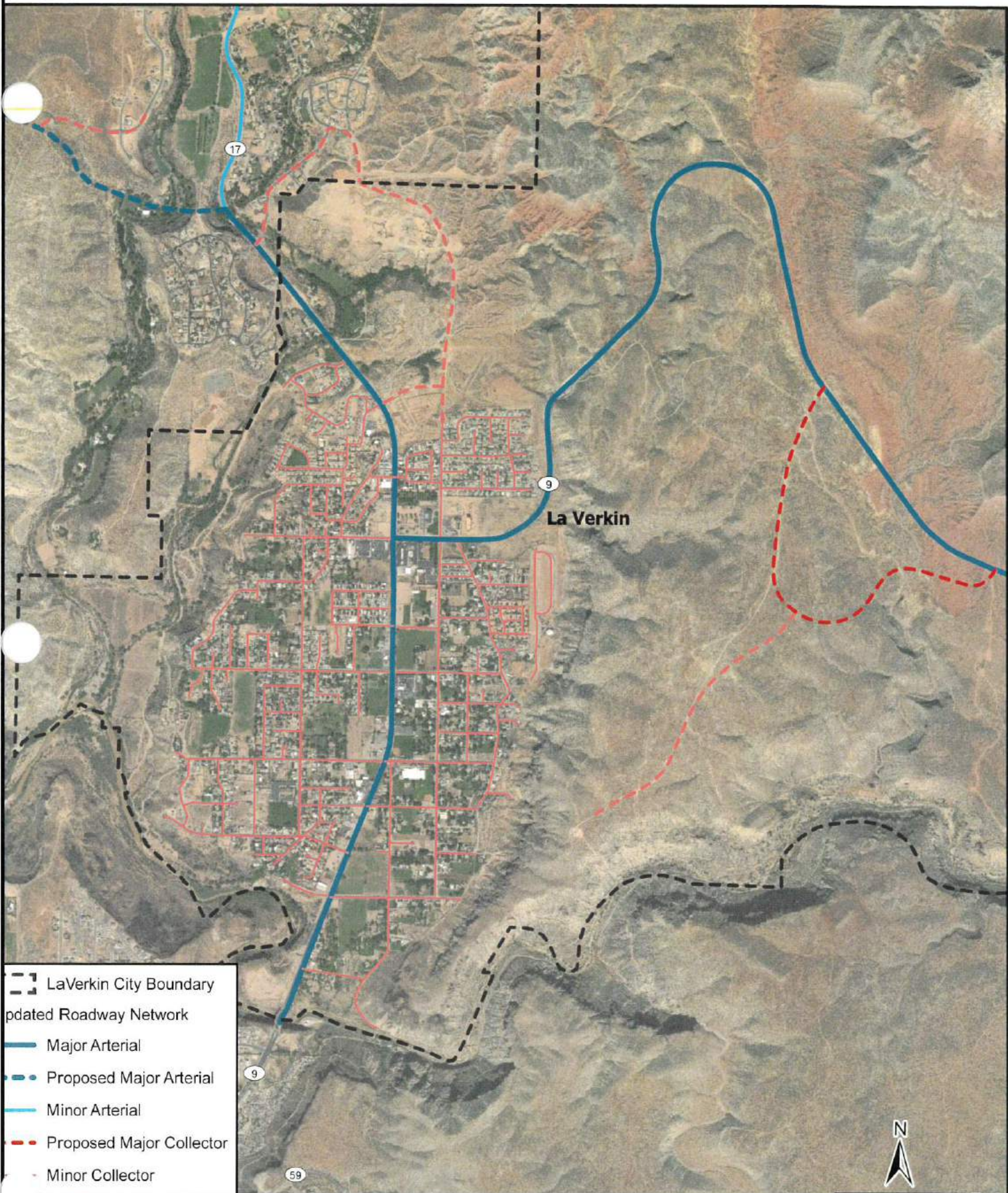
La Verkin City does currently have a street impact fee for transportation improvements. The impact fees can assist in building the necessary roadway improvements to handle the increased growth and mitigate congestion that is currently being realized on the roadways in the city. Proposed roads on the future roadways map and maintenance of existing roads can be funded by these fees.

As part of furthering this plan and deciding how to use funds wisely, La Verkin City may consider requiring a Traffic Impact Study (TIS) for any new development. A TIS is a specialized study of the impacts that a certain type and size of development will have on the surrounding transportation system. It is specifically concerned with the generation, distribution, and assignment of traffic to and from a new development. Since residential and private roads are not part of the Future Road Way map, TIS reports allow the City flexibility when deciding these smaller roads locations.

ROADWAY DESIGN

A safe transportation system is one of the top priorities of La Verkin City. New roads should be designed to give proper access to emergency vehicles and should be well maintained. Also, roadways and walkways should be designed in a way that all people can equally access and use the transportation system.

Specific areas of concern are residential neighborhoods and schools. Residential streets should be designed in a curvilinear method in order to reduce or eliminate long straight stretches of residential roadways, which encourage speeding and cut-through traffic. A reduction in the use of cul-de-sacs should be emphasized in order to provide greater traffic circulation. Streets that serve schools should encourage traffic calming devices and have plenty of safe pedestrian street crossings. Minor collectors should maintain the current grid system.



- LaVerkin City Boundary
- Updated Roadway Network
- Major Arterial
- Proposed Major Arterial
- Minor Arterial
- Proposed Major Collector
- Minor Collector



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LaVerkin City

Washington County

**LaVerkin - General Plan
Current Municipal Transportation Overview**

Scale: 1" = 1,500'

Map Name: H:\JD\Proj\RCC 1710-R09\Design\GIS\Project\LaVerkin General Plan\LaVerkin General Plan.aprx - Current Transportation
Project Number: 1710-R09
Drawn by: JEM/ 05-16
Last Edit: 5/24/2018

Overall, the roadway network should focus on connectivity. This means that block sizes should not be too large, and important collectors should not dead end or end in a cul-de-sac. This is best achieved by utilizing a hierarchical grid system of roadways, which La Verkin already has in some parts of the City.

Any further roadway design standards are addressed in the transportation master plan.

ACCESS MANAGEMENT

A critical factor to the safety and function of the transportation system is access management. Access management is the practice of coordinating the location, number, spacing and design of access points to minimize site access conflicts and maximize the traffic capacity of a roadway.

Techniques include signal spacing, street spacing, access spacing, and interchange to crossroad access spacing. A detailed plan for how access management will be handled is included in the transportation master plan. Since the main road through the City is a state highway the City cannot control access on it, but on local collectors the City can focus on more access to slow down traffic and minimize cut through traffic as the state highway gets more congested.

PUBLIC TRANSPORTATION

La Verkin could benefit from increased public transportation services. If done correctly, public transportation services can reduce traffic on roads and deal with some of the traffic for Zion National Park. Essential to this system is connectivity to areas outside of the City's boundaries on a regional scale. A separate study should be conducted to determine regional transportation plans and how La Verkin can assist in the realization of those plans.

Also essential to an optimized transportation system is bike and pedestrian infrastructure because often those who use public transportation need to bike or walk from stations to their destinations.

GOALS AND POLICIES

Goal 1. Impact Fees and Traffic Impact Studies

Existing residents and business owners should not have to bear the costs generated by new development in La Verkin.

1. La Verkin will use various requirements and tools to help fund transportation projects.

Goal 2. Roadway Design

La Verkin will continue to implement innovative design techniques to keep roads safe and efficient.

1. The City will work with state, region, and county partners to design standards for roadway and intersection improvements that safely and efficiently accommodate existing and projected traffic patterns and circulation.
2. La Verkin supports efforts to reduce conflicts between different forms of transportation on major corridors.

Goal 3. Access Management

Proper access on roads will be regulated to maximize safety and maintain efficiency.

1. Access management will follow principles set forth in the transportation master plan.
2. La Verkin will consider more frequent access on future local collectors to discourage through traffic from the state highway.

Goal 4. Bike and Pedestrian Improvements

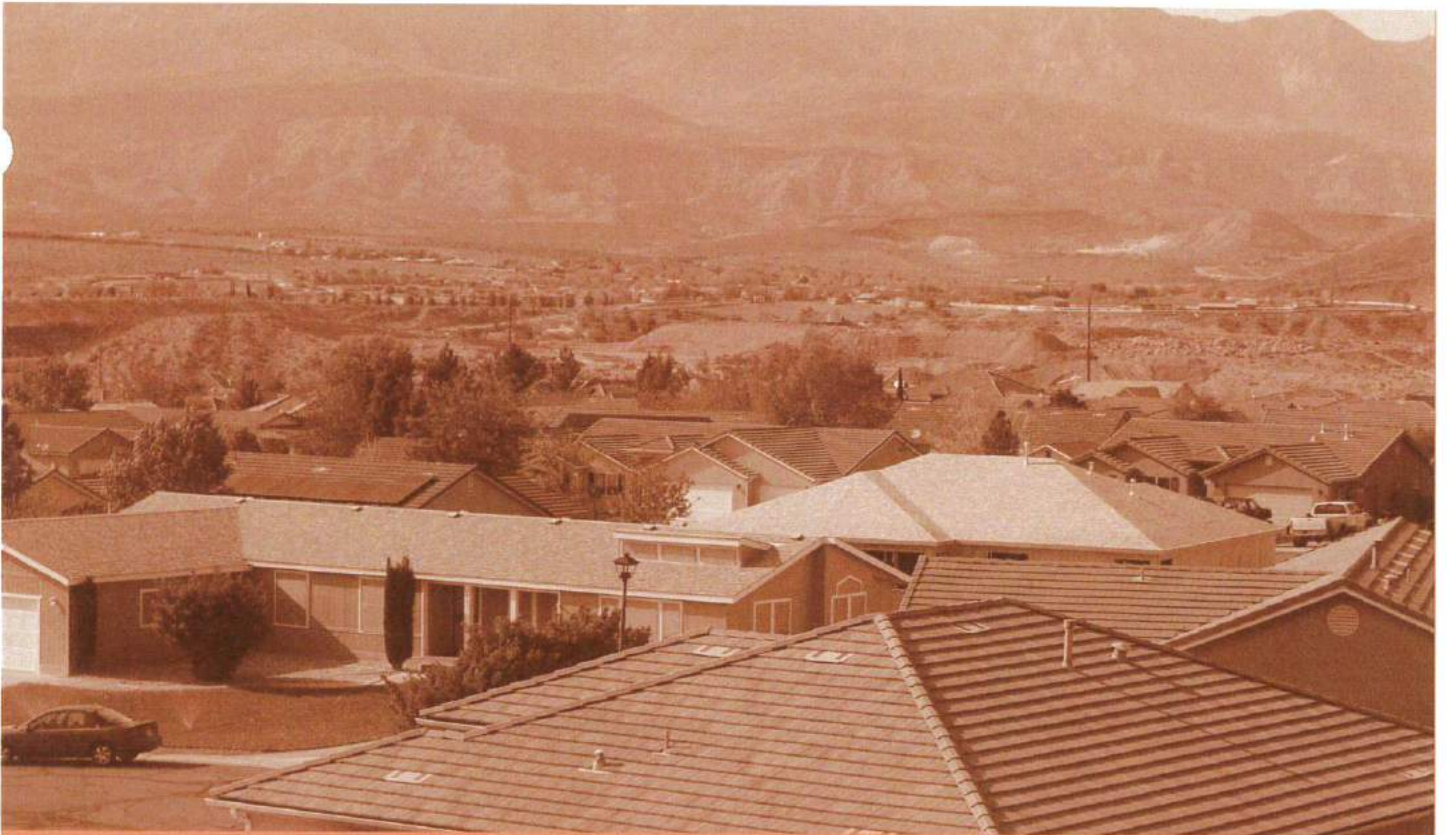
La Verkin provides support for all forms of transportation.

1. Create an integrated network of safe and efficient roadways, sidewalks and trails that create transportation options.
2. La Verkin supports future transit investments that would serve La Verkin residents as well as those that would reduce vehicle trips to Zion National Park.
3. As resources are available, La Verkin will ensure that sidewalks are safe and well-maintained.
4. As resources become available La Verkin will seek to plan public transportation options in further detail, including working with state and county plans.



POTENTIAL ACTION STEPS

1. Create a way to require transportation impact studies with new development.
2. Update the current program of street and highway landscaping (i.e. street trees) to enhance the appearance of the City's circulation system by requiring more trees.
3. Create standards for access and maximum parking in the zoning ordinance, as well as options for businesses to place parking in the rear of lots to create a more walkable environment.
4. Partner with the Dixie Metropolitan Planning Organization to support and prioritize future transit investments that would serve La Verkin.
5. Convene local community volunteers to make recommendations on safe bicycling infrastructure (bike lanes, widen shoulders, share the road signs, etc.) on local streets.
6. Work with Hurricane and Toquerville on future active transportation plans that will connect all of the existing trail system.



HOUSING

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Introduction
Community Survey
Existing Conditions
Moderate Income Housing
Future Demand
Goals & Policies
Potential Action Steps

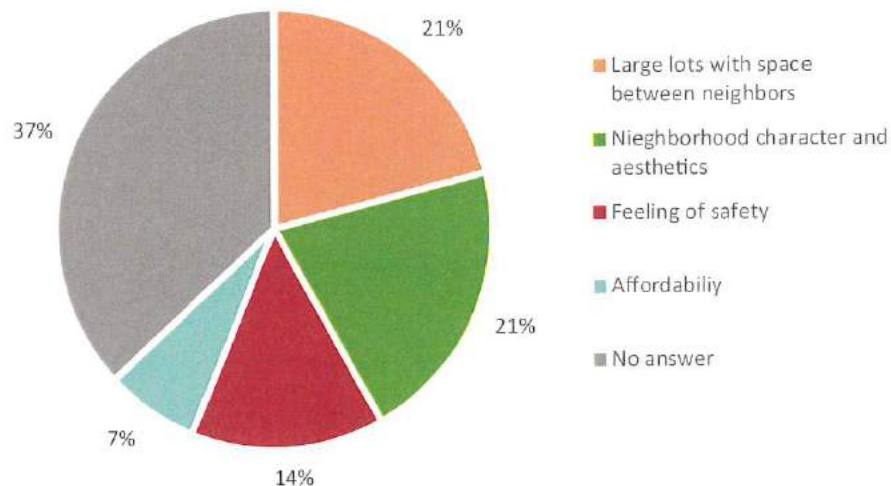
INTRODUCTION

Quality housing is the foundation of a strong and vibrant neighborhood. The condition and character of houses and public spaces reflect and contribute to local identity, pride in community, and the long-term viability of the City as a whole. The availability of good and affordable housing for people of various family styles, ages, family sizes, professions, health, and incomes contributes to the City's vibrancy and economic success.

Yet, affordability continues to be a problem in Washington County. Tourism and high growth rates create a significant demand. In recent years, housing costs have risen faster than household incomes. Higher land prices, excessive lot sizes, low density zoning, and stringent infrastructure requirements drive up the cost of housing, excluding many people of limited means.

COMMUNITY SURVEY

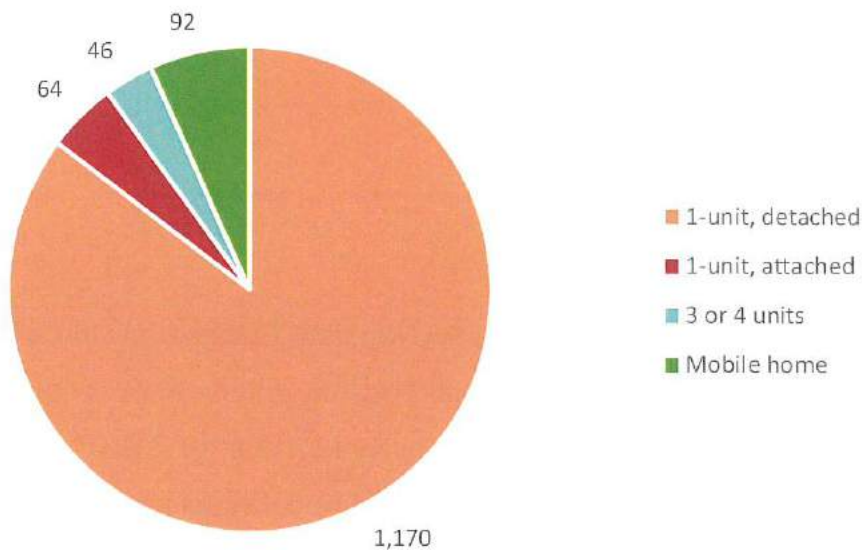
As part of the survey, residents were asked questions about why people live and move to La Verkin. 36% of residents responded that people move to La Verkin because of the affordable housing costs. When asked what they would look for when moving, 21% said large lots with space between neighbors, 21% neighborhood character and aesthetics, 14.3% said feeling of safety, and 7% said affordability.



EXISTING CONDITIONS

Assessing a community's housing stock in a general plan ensures that future housing needs are addressed before the issues of supply, cost, and quality become problematic. La Verkin is a city of high community character, quality housing stock, and a welcoming and diverse population. Members of the La Verkin community share the goals of high quality and accessible housing. This can be achieved by allowing diverse housing styles that blend aesthetically with neighboring structures and land uses.

According to the ACS 2012-2016 data there is a total of 1,372 housing units. Of those units, 144 are vacant. A majority of the housing types are single-family detached homes with 64 attached single-family units. There are 46 multi family units, and 92 mobile homes.



MODERATE INCOME HOUSING

Accurate data is limited for smaller communities like La Verkin. According to the 2016 American Community Survey, the median home value of an owner-occupied home in La Verkin is \$136,500. The County is reported as having the same median home value.

Based on the standard that “moderate income housing” is intended for citizens at 80% of the annual median income, the median income for the county is \$52,865. Therefore, the income level that defines La Verkin’s moderate income supply is \$42,292.

Using the assumption that $\frac{1}{3}$ of a monthly income goes to housing expenses, including utilities and insurance, total housing costs for a moderate income household would not exceed \$1,174 per month in Washington County. Also, assuming that a mortgage has a 30 year loan fixed at 3.71% interest, approximately 63% of La Verkin housing units are affordable or 862 units.

FUTURE DEMAND

With population projections predicting approximately 7,682 people in La Verkin in 2030, we can get an idea on how many additional housing units will be required. If the same average household size of 3.21 people per household (from the 2010 Census) is assumed, it can be predicted that approximately 1,021 additional housing units will be required in 2030. That projected number is not an exact number, but an estimate that can help decision makers get an idea of what to plan for in the future. That many new units will need areas to locate to and public services to support them.

Areas have already been identified by the city that would be favorable to new housing developments. One in particular is what residents call the “topside” or “east bench” area of City. This area has been identified by the city to be a location where they would like to see some master planned developments or a planned unit development. Housing in this area should mainly be single family residential with varying lot sizes. The whole purpose of a planned community is to allow flexibility in configuration, density, and use. Certain housing types should not be permitted like RV parks, mobile homes, and other temporary housing.

GOALS AND POLICIES

Goal 1. Housing Stock

La Verkin seeks to develop an assortment of housing opportunities.

1. Support the development of single-family dwellings, multi-family dwellings, retirement housing, and vacation homes dispersed throughout the city.

Goal 2. Moderate Income Housing

La Verkin seeks to equitably provide housing for its residents.

1. La Verkin will continue to monitor and the supply and demand of the local housing market to ensure that the needs of residents are met and that housing stays affordable.

Goal 3. Quality Housing

La Verkin should approve development proposals that meet the high expectations of residents.

1. Due to the high amounts of moderate income housing, support housing developments that are constructed out of high quality materials and are intended for owner occupancy, even in the case of multi-family developments.

POTENTIAL ACTION STEPS

1. Develop zoning regulations that incentivize infill and redevelopment of aging housing stock.
2. Regularly evaluate regulations of vacation homes based on current state statutes and their effects on the community.
3. Periodically perform a moderate income housing analysis to ensure demand has not overcome supply.
4. Adopt design guidelines for multi-family and master planned development proposals.
5. Update zoning ordinances to require amenities for large subdivisions, master planned developments, and multi-family housing.



PARKS AND RECREATION

Chapter Contents

Introduction

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Potential Improvements

Goals + Policies

Potential Action Steps

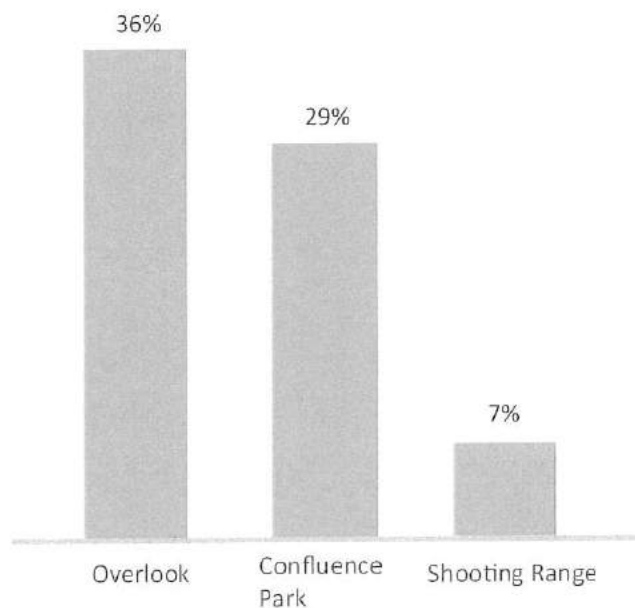
INTRODUCTION

Quality parks and recreation services and facilities help improve the quality of life for La Verkin residents. La Verkin desires to maintain and cultivate recreational opportunities that serve the interests of both residents and visitors. Recreation opportunities are crucially important drivers of the local and regional economy. La Verkin can capitalize on visitation to nearby national parks and beautiful areas through the City's parks and recreation assets. If the City's parks and recreation assets are improved people who drive through the City to get to national parks will be more inclined to stay and experience La Verkin.

COMMUNITY SURVEY

Residents were asked if they were trying to impress someone visiting La Verkin, where they would take them. 36% mentioned the overlook, 29% mentioned confluence park, and 7% mentioned the shooting range.

Respondents also commented on the need to improve existing trails. In a public meeting, residents indicated a desire for a trail going around the rim of the city. Another topic of discussion in the meeting was a potential community recreation and events center that could be built in the future.



EXISTING CONDITIONS

The most significant existing recreation opportunities in La Verkin include Confluence Park and the Overlook Trail. Currently the Overlook Trail ends abruptly, and large developments with community parks are rare. The City recently purchased land for a new park just to the south of the City that will be developed in the near future.

Overall, La Verkin has many opportunities to supply amenities for its residents that have not been provided yet. The city also has ordinances that require open space within developments.

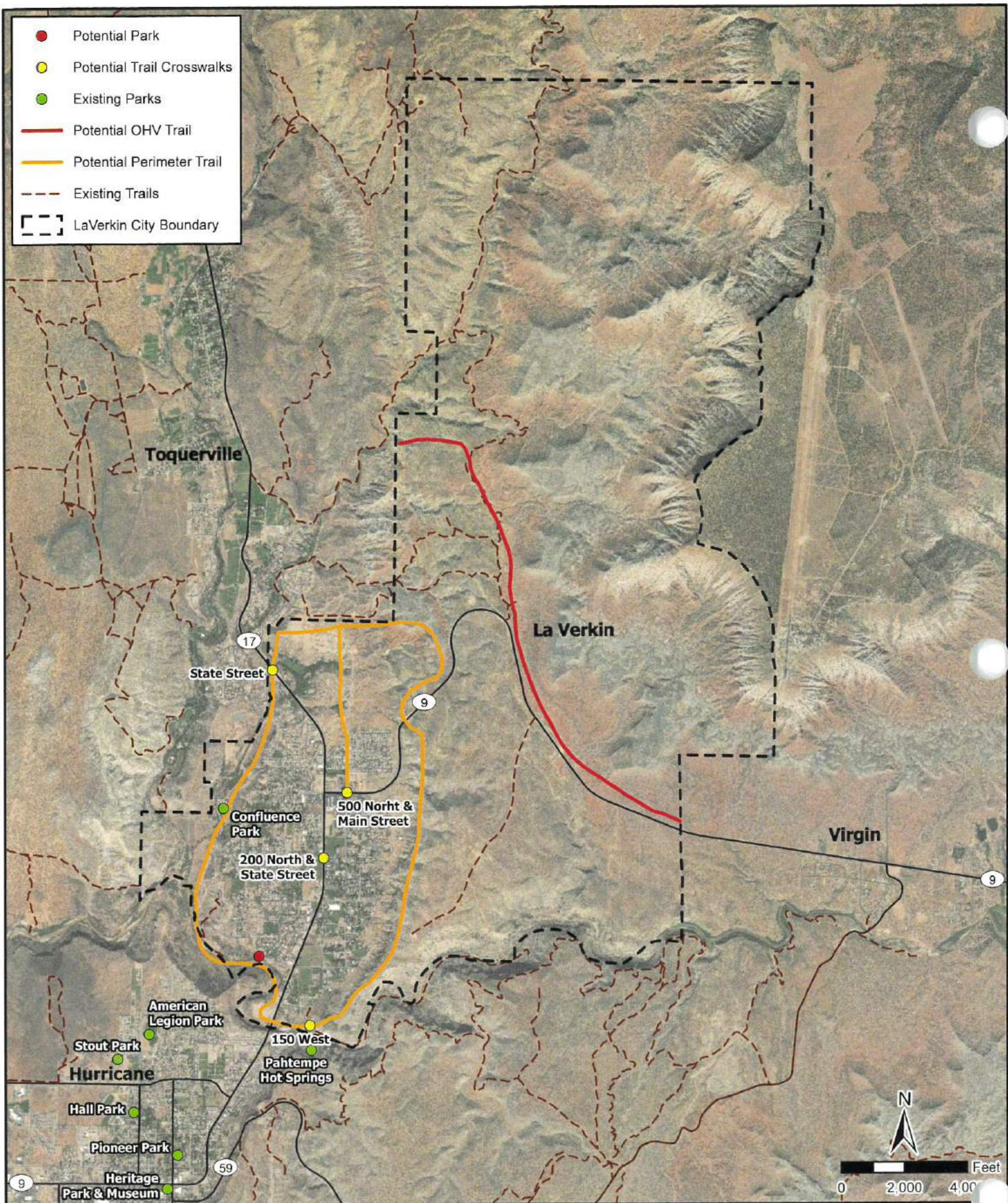
POTENTIAL IMPROVEMENTS

Areas in the City that are not suitable for commercial or residential development can be preserved and used as park locations. For example, the overlook and rim of the City are prime areas for a trail that are relatively undisturbed by development. Currently, there is a trail but it does not extend as far as it could. A trail could improve the quality of life for residents and protect sensitive areas from development. It could become a perimeter trail that circles the entire City. Also, some trails could be developed for OHV along the pipeline trail.

Also, areas within the City that are vacant or dilapidated can be acquired by the city to develop a multi-purpose center that can be used for a variety of community activities. Some examples of activities that could take place in such a multi-purpose center are a farmers market, reception space, splash pads, classes, and exercise space. Residents have also expressed interest in pickle ball courts. A prime area for this could be next to already existing City Buildings like the City Office.

The City also wishes to express a desire to annex the Pah Tempe Hot Springs. It is currently an amenity but could be used more efficiently if under the City's jurisdiction.

Overall, improvements to the current parks and recreation system should be evaluated by both current resident interest, and for strategic purposes to get people who drive through La Verkin for national parks to stay and enjoy La Verkin itself.



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La Verkin City

**La Verkin City - General Plan
Future Recreation**

Map Name: H:\JD\Proj\RCC 1710-R09\Design\GIS\Project\LaVerkin General Plan\LaVerkin General Plan.aprx - Future Recreation
Project Number: 1710-R09 Drawn by: JAW 07-18 Last Edit: 7/31/2018

Washington County

Scale: 1" = 4,000'

1

GOALS AND POLICIES

Goal 1. Park Improvement and Maintenance

La Verkin seeks to maintain park and recreation facilities to improve quality of life and area property values.

1. Maintain a park funding program to ensure that the funds are available to improve and maintain dedicated parkland or acquired park acreage.
2. Use citizen volunteers for park maintenance projects.

Goal 2. Provide Recreation Opportunities

La Verkin encourages the development and maintenance of parks with quality recreational facilities dispersed throughout the community.

1. As resources are available, work with county and neighboring communities to provide programs for a variety of passive and active recreational opportunities for all area residents.
2. As resources and opportunities allow, obtain land and facilities as they become available and/or ahead of need for subsequent improvement to meet future park and recreational needs in community expansion areas.
3. All park improvements will be universally accessible as much as possible.

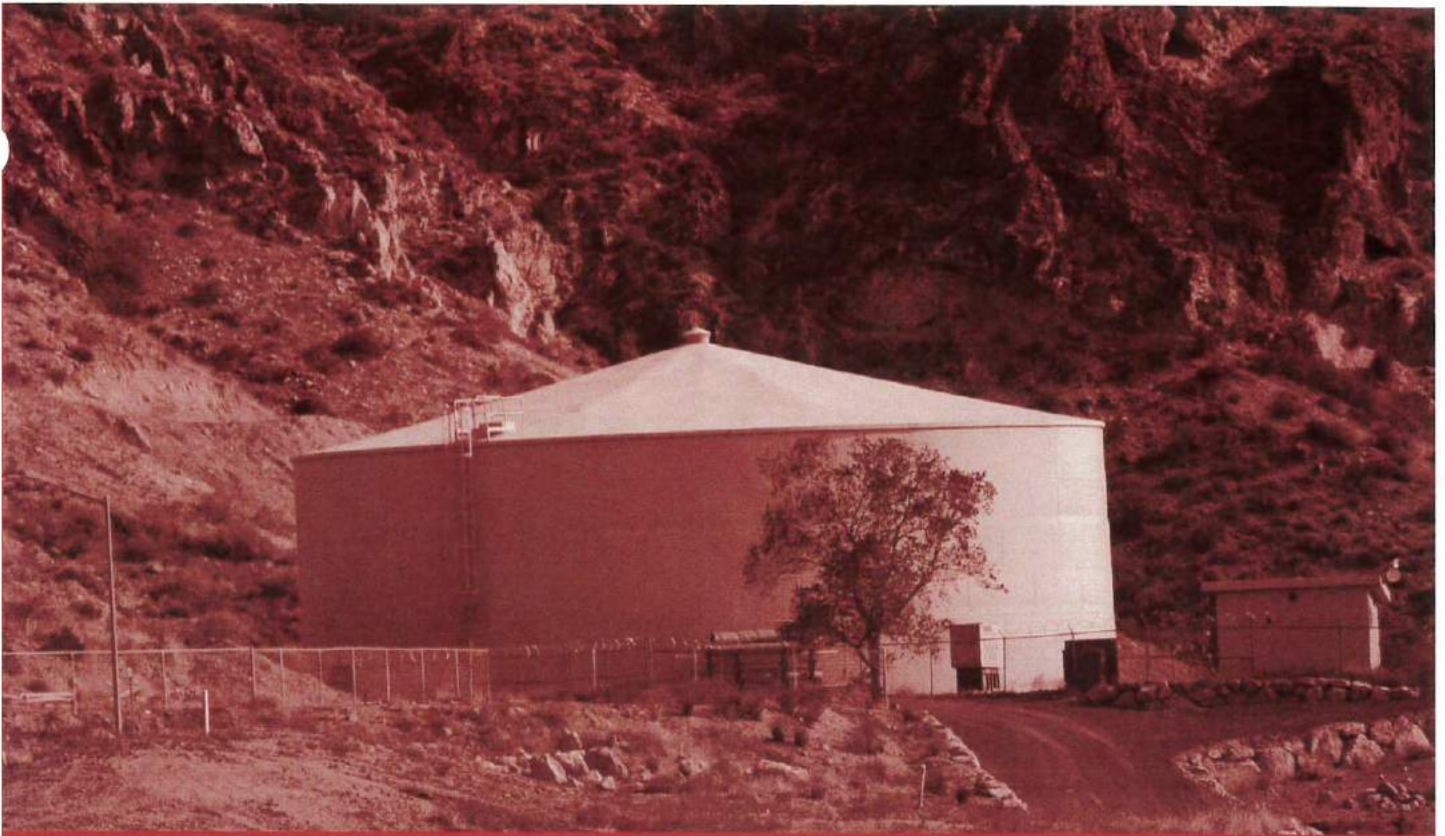
Goal 3. Public/Private Cooperation

La Verkin supports public/private cooperation in developing park improvements, recreational services, and facilities.

1. Support joint-use agreements with the school district to provide recreational programs and facilities in existing and future residential neighborhoods.
2. Encourage developers to improve and/or construct parks and recreational facilities in lieu of paying fees and partial fulfillment of park and recreational requirements in developments that will generate need beyond current recreation infrastructure capacity.

POTENTIAL ACTION STEPS

1. Develop a trails master plan that includes a trail that connects the east and west sides of the city through natural areas.
2. Develop a parkland dedication ordinance as part of zoning ordinance and development exactions.
3. Seek-out state funds for recreation programs and facilities.
4. Acquire ROW for trail network as new development is proposed.
5. Explore suggestions in this plan and determine how much improvements would cost .



PUBLIC SERVICES

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Community Survey

Culinary Water

Secondary Water

Sewer System

Emergency Preparedness + Resilience

Servicing Development on “Top Side / East Bench”

Goals + Policies

Potential Action Steps

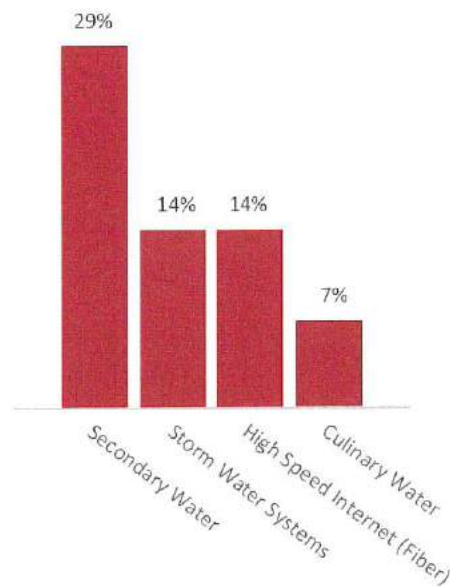
INTRODUCTION

The intent of the public facilities chapter is to explain the various services within the city, such as water, sewage, electrical and natural gas. These services represent the public's investment in the development and operation of La Verkin. Estimates can be made about the demand that will exist in the future for these services based upon population projections and other information. The public facilities chapter should be reviewed periodically and updated as necessary in order to meet the evolving needs of the City.

Development in the future may cause a demand for more public utilities. It is La Verkin's goal to provide utilities to everyone equitably and for all parties to share equally in the cost of new infrastructure.

COMMUNITY SURVEY

As part of the community survey, residents were asked which utilities are in most need of expansion or improvement. 29% said secondary water, 14.3% said high speed internet (fiber), 7% said culinary water, and 14.3% said stormwater systems. These numbers should be used when determining what improvements should be improved as funds become available.



CULINARY WATER

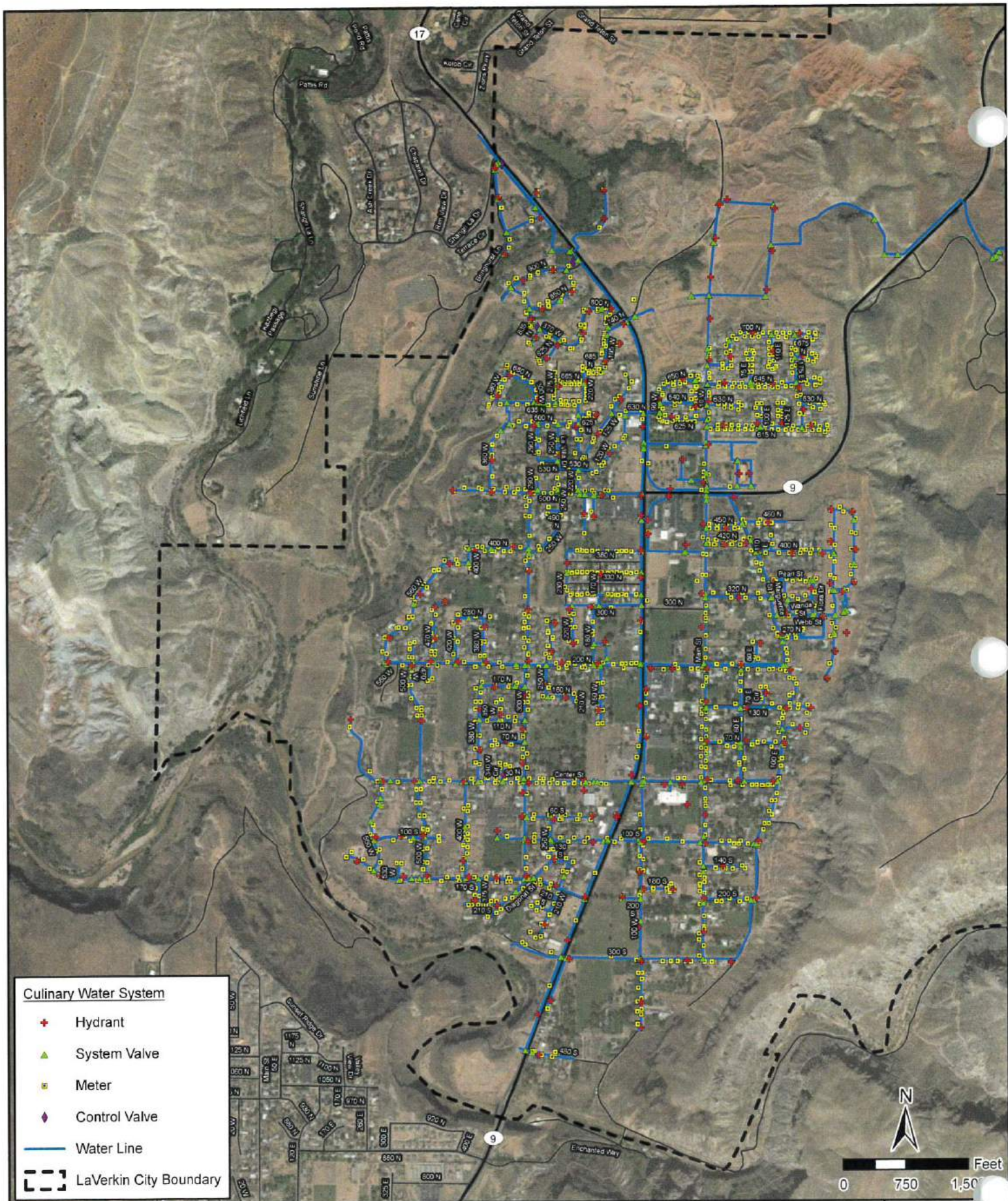
La Verkin's culinary water system are supplied by water rights that come from two springs and a well (Upper Ash Creek, the Toquerville Springs, and Cottam Well - all of which are groundwater). Currently, the water is supplied by a water system which has two pumps and two treatment plants. According to the Utah Department of Environmental Quality, the system has 1660 residential connections and three commercial connections. There are currently two storage tanks with a total capacity of 2,500,000 gallons.

In 2017, La Verkin City prepared a Culinary Water Master Plan. This plan contains some projections of demand for culinary water 20 to 40 years into the future. In 2015, residential connections used approximately 301 gallons a day and business commercial connections used approximately 1,382 gallons a day. These rates are used to calculate estimates of demand for culinary water per day and minute. According to the master plan, in 20 years there will be a demand for 561 gallons per minute. The current culinary water system can handle 1,753 gallons per minute. Therefore, it is expected that there will be sufficient capacity for at least 20 years.

The plan projects a demand for 975 gallons per minute with a surplus of 778 gallons per minute 40 years from now. A large portion of this surplus water will be provided by the Cottam Well, which constitutes a large portion of the surplus in the system. This means that the city has sufficient culinary water resources for the next 20 to 40 years if the growth of the population continues as projected.

SECONDARY WATER

The most recent master plan for secondary water was conducted in 2010. Therefore, some of the numbers in this plan may be in need of revision. La Verkin's secondary water system is fed by a combination of water rights and is made-up of contract holders and lessees. Most of these secondary water rights come from the Virgin River and are classified as industrial or irrigation.



Culinary Water System

- + Hydrant
- ▲ System Valve
- Meter
- ◆ Control Valve
- Water Line
- LaVerkin City Boundary



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**La Verkin City - General Plan
Public Facilities Overview**

Washington County

Scale: 1" = 1,500'

The contract holders are shareholders from the La Verkin Bench Canal Company that maintain a right of delivery of the previous shareholder allotment. However, the contract holders are not shared owners of the system, the secondary water system is solely owned by the City of La Verkin. The lessees are made up of residences that come on to the system through the City. Contract holders have set amounts of allotments equivalent to 4.39 ac-ft per allotment per year. City allotments are used to supply the lessees of the system, and vary in usage. Residences without secondary lessee connections or contract allotments use culinary water for their outdoor usage.

The City has a total ability to allow 461 ac-ft. In 2010, supply exceeded demand with a surplus of 204 ac-ft. The projected use of secondary water in 2030 is a different story. The total supply required for secondary water rights according to the 2010 projections is 1,070 ac-ft, with a deficit of 609 ac-ft. That means the City's system is expected to need improvement by 2030 in order to handle the deficit.

Suggested improvements in the master plan include the education of system users to conserve water, water reuse, and securing additional water rights. Water source capacity will also need to be increased and the plan offered some solutions. Water right alteration can be explored since the water right amount had not yet been exceeded in 2010. This will only temporarily solve the source capacity deficiency and will need to be looked at in the near future as the system grows.

The City can build a storage tank to provide the additional flow at peak time, but this would be an expensive and temporary solution. The City can implement restrictions on usage at different times or have a rotation schedule to reduce the peak usage; this will also be a temporary solution. The City can acquire additional rights or make agreements with the Washington County Water Conservancy District to provide the additional source capacity needed.

Overall, the secondary water system needs the most attention according to master plans and public feedback. The 2010 master plan's suggestions can still be followed, but the plan should still be updated relatively soon.

SEWER SYSTEM

The sewer system is managed by Ash Creek Special Service District (SSD). The gravity-fed system flows southwest to Hurricane where it is treated through sewage lagoons. The system is adequate to meet the demand that is currently in La Verkin.

To meet future demand, the SSD is making plans for the Confluence Park Treatment Plant, which would be located at the south end of La Verkin. This would greatly reduce the travel distance of the sewage in La Verkin, which will allow for capacity expansion in La Verkin as well as neighboring communities.

The SSD is aware that there may be future development on the bluff east of La Verkin. They are working with La Verkin as well as Virgin to find ways to provide a sewer system if development occurs on top of the bluff.

EMERGENCY PREPAREDNESS AND COMMUNITY RESILIENCE

It is possible that in the future La Verkin may experience an event or natural disaster that constitutes a state of emergency. These disasters may include flooding from the river or land/rock slides from the hillside surrounding the city.

Fires also have the potential to damage the community.

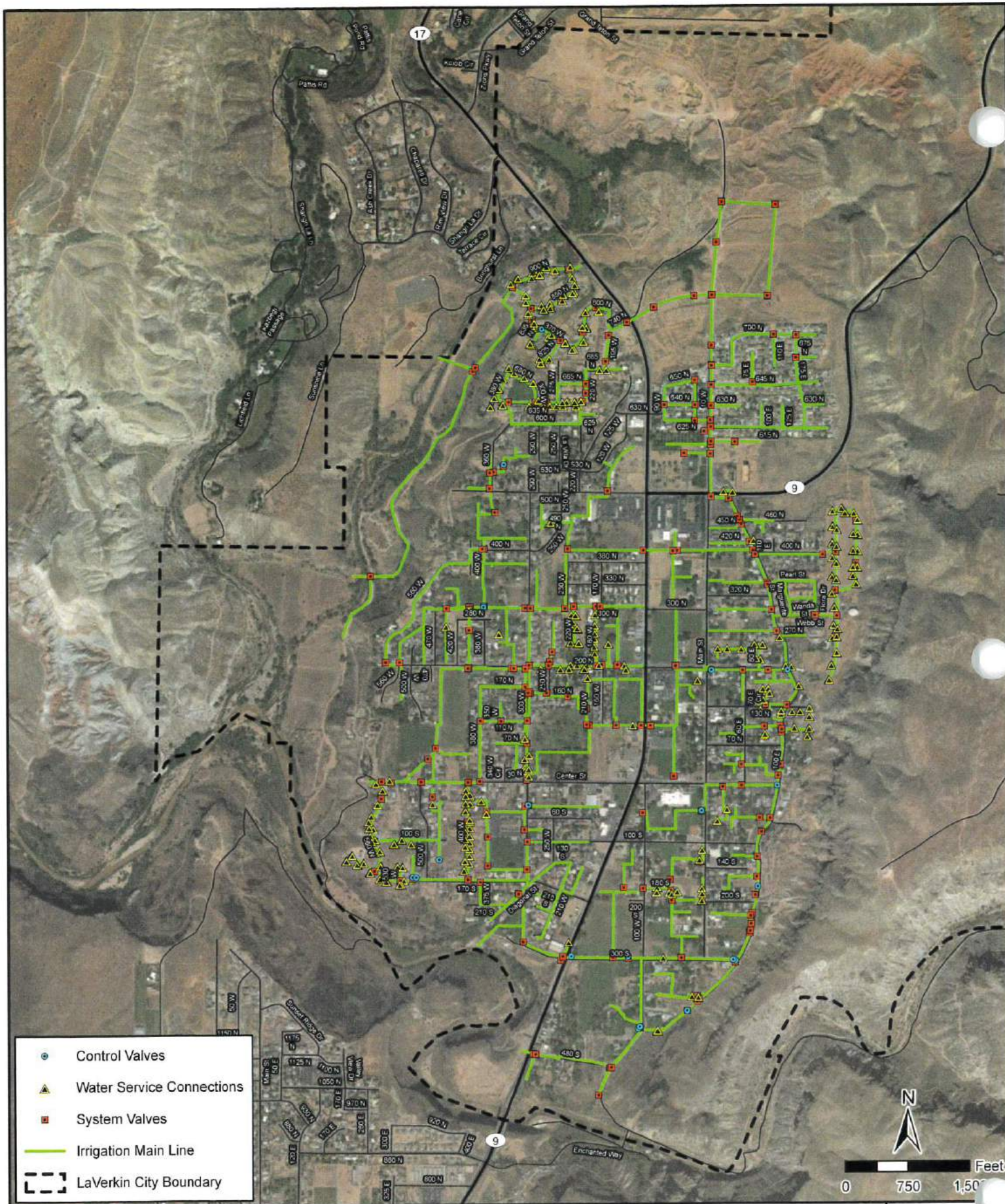
The best way the community can prepare for these type of occurrences is to have a plan in place with members of the community appointed with responsibilities that know what to do during the emergency.

SERVICING DEVELOPMENT ON THE "TOP SIDE / EAST BENCH"

It is La Verkin's position that development will pay its own way. Meaning, that any planned community development up on the Top Side / East Bench must pay for the extension of services to the development. Any development that undertakes the process of extending services to their area will work closely with the City Public Works Department to determine whether planned systems will be able to adequately service the area.

Ownership of built services will be given to the City when construction is complete. Impact fees should also be considered to help mitigate the strain residential units might place on existing systems. This money can be used to obtain water rights, expand storage tanks, improve water treatment plants, and more. Most likely, a pump will need to be built to service the area with culinary water.

It will not be very likely that the first developer to open the area will want to pay for all the utilities since other developments in the future will benefit from the extension of services. In order to avoid this issue, the City can pursue the option of a development agreement that gives the option to have future developers pay some of the initial cost of extending services back to the first developer who opened the area.



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La Verkin City

La Verkin City - General Plan Current Irrigation Overview

Map Name: H:\JD\Proj\RCC 1710-R09\Design\GIS\Project\LaVerkin General Plan\LaVerkin General Plan.aprx - Irrigation Facilities
Project Number: 1710-R09

Drawn by: JEM 05-18

Last Edit: 5/24/2018

Washington County

Scale: 1" = 1,500'

GOALS AND POLICIES

Goal 1. Service Equity

La Verkin will make every effort to allocate the cost of public services, facilities, and utilities in a fair and equitable way.

1. The costs of new development in La Verkin are primarily the responsibility of the developer.
2. La Verkin will continually refine its Land Use Ordinances to clarify that the applicant for any land use application approval is responsible for all required infrastructure at the required levels of service.
3. New and expanded public facilities and services are provided and financed through development service fees.

Goal 2. System Integrity

La Verkin will maintain its public systems' physical and fiscal integrity.

1. The City will periodically conduct specific master plans of its different infrastructure systems in order to maintain an accurate understanding of capacity and performance issues.
2. As part of the annual budget process, rates for services will be reviewed and adjusted for inflation and projected demand.
3. Evaluate the implications of land use decisions on the city's long-term fiscal sustainability.

Goal 3. Secondary Water

Secondary water is one of the most stressed systems in the community, and should be a priority for research and improvement.

1. Conservation of secondary water is preferred to investments in system capacity.
2. La Verkin supports safe and productive use of reclaimed water in ways that comply with state and federal law.
3. La Verkin supports the use of water-wise landscaping.

Goal 4. High-Speed Internet

High-speed internet is becoming more important in today's society and will greatly improve the quality of life for La Verkin residents when improved.

1. La Verkin supports continual improvement of fiber and broadband service networks.
2. Internet facilities should blend in with and compliment surrounding land uses and should not interfere with La Verkin's viewshed.

Goal 5. Sewer System

Before significant future development occurs, La Verkin needs to work with Ash Creek Special Service District to identify improvement projects.

1. La Verkin City supports the expansion of sewer capacity to the extent that the improvements align with the vision of its general plan.

Goal 6. Emergency Preparedness

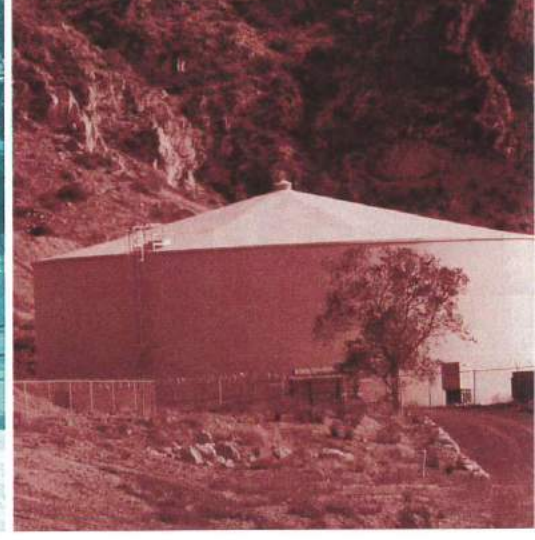
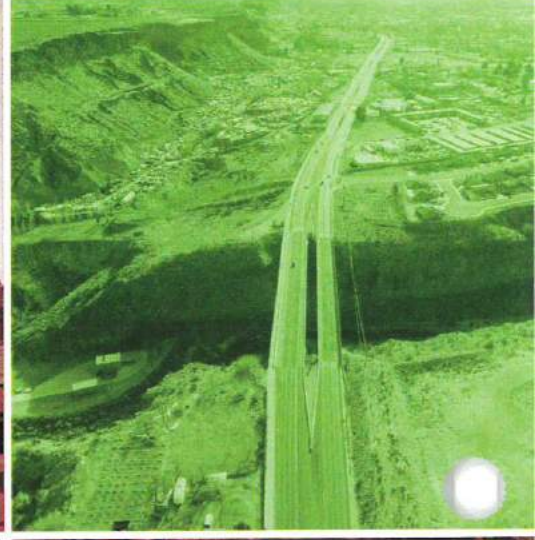
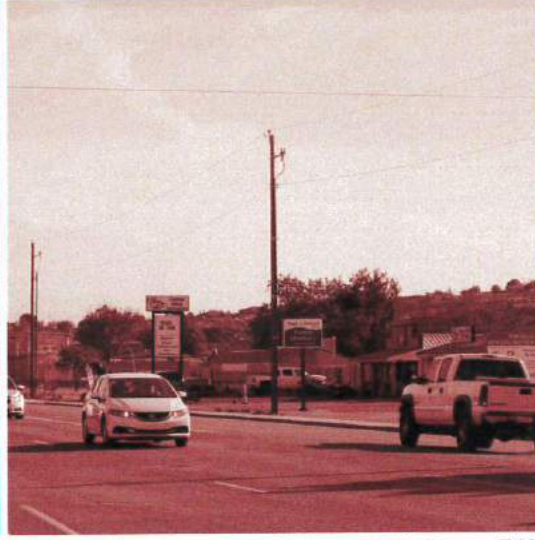
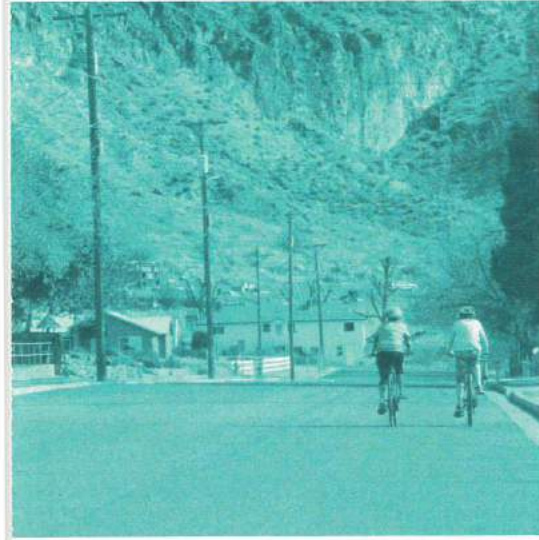
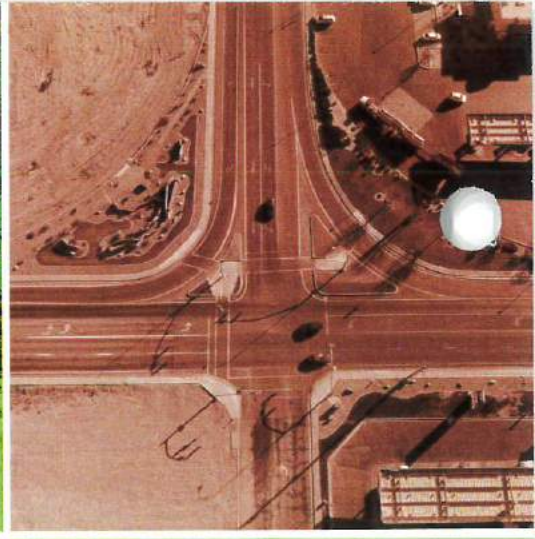
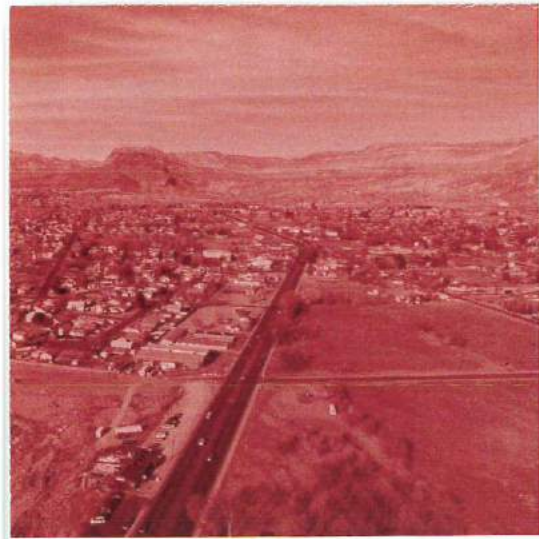
La Verkin will ensure that development occurs in a way that mitigates potential effects of natural hazards, and will work as a community to prepare for them.

1. The City would like to coordinate and participate with all community-based preparedness efforts.



POTENTIAL ACTION STEPS

1. As resources permit, conduct public education initiatives regarding conservation of water use.
2. Compile an updated secondary water system master plan that also explores issues such as conservation pricing policies.
3. Identify and implement data gathering and analysis of consumptive water use for secondary connections by leveraging smart meters.
4. Consult with the State of Utah Broadband Outreach Center to discuss ways to improve high-speed internet service.



LA VERKIN CITY GENERAL PLAN 2018 APPENDIX





developed with

**RURAL
COMMUNITY
CONSULTANTS**

a Jones & DeMille company

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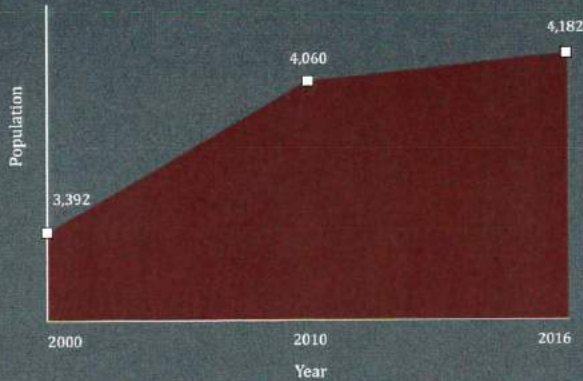
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SOCIOECONOMIC SNAPSHOT

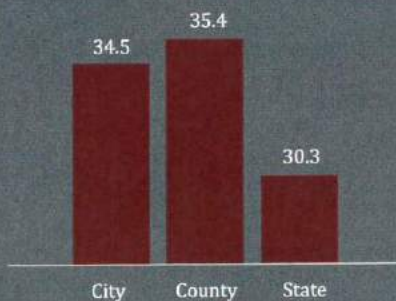


POPULATION

LaVerkin population has grown by almost 800 people since 2000. With Washington County continuing to grow it is expected that some of this growth will locate in LaVerkin. This is most likely to happen because of LaVerkin's approximate location to Zion National Park.

HOUSING STOCK

LaVerkin has an estimated 1,372 housing units as of 2016. A majority of those units are single family detached homes, with a few that are attached. There are approximately 46 multi-family units and 96 mobile homes. Depending on growth patterns, LaVerkin may need to consider annexations or infill development with a variety of new housing types.

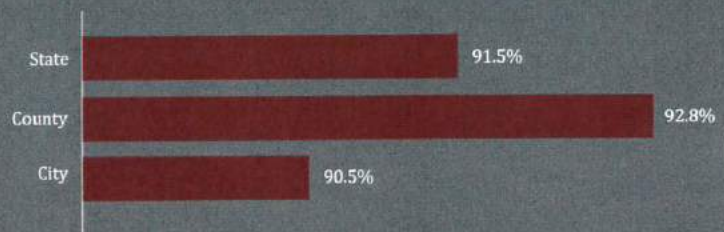


MEDIAN AGE

LaVerkin has a median age that is much older than the state, but younger than the county. Utah is a very young state already, so having an older median age is actually more normal for the United States as a whole.

EDUCATIONAL ATTAINMENT

Washington County has a higher proportion of residents with a high school education when compared to the state of Utah, but LaVerkin does not share in that trend. About 90 percent of residents in LaVerkin have received at least a high school education.



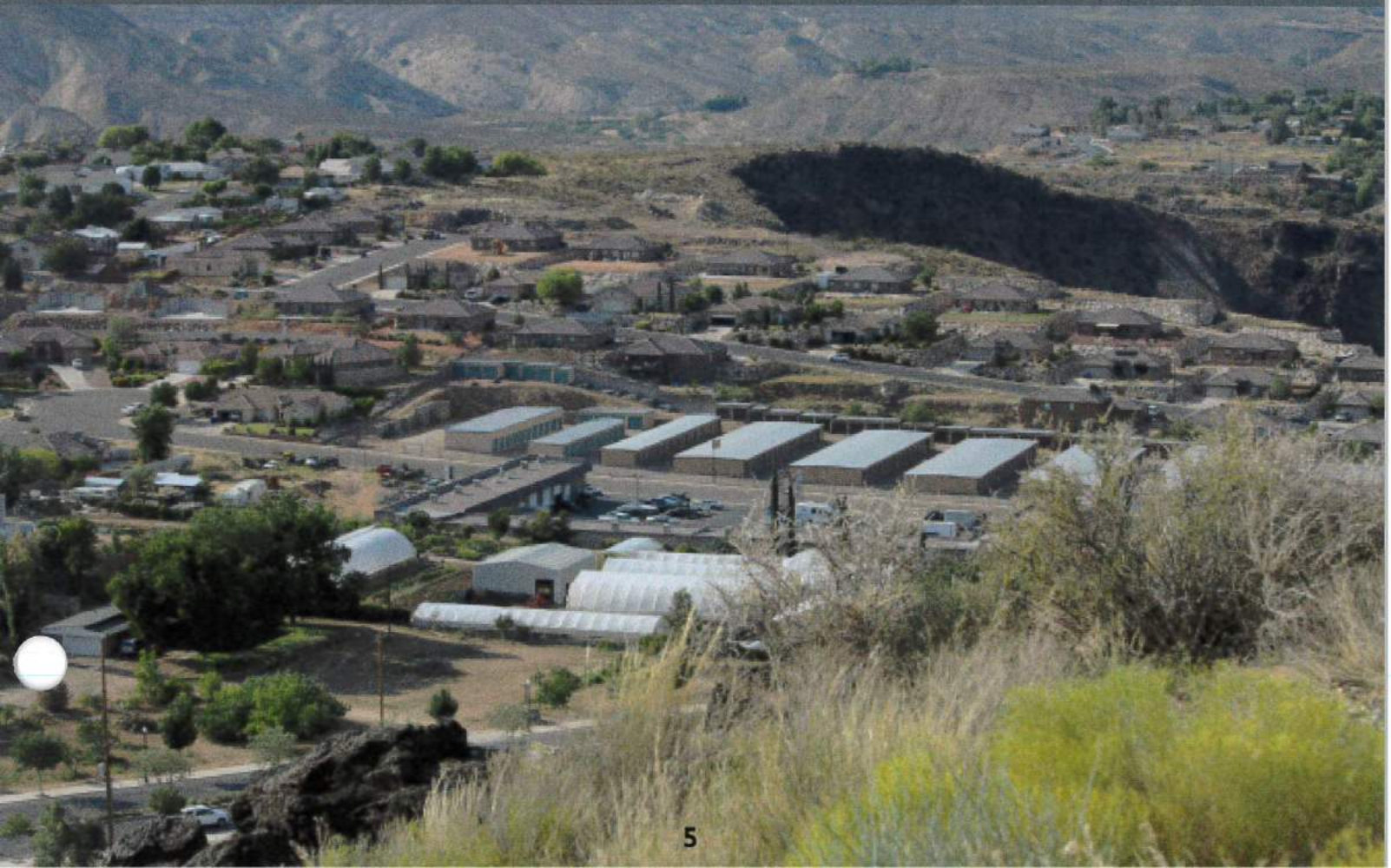
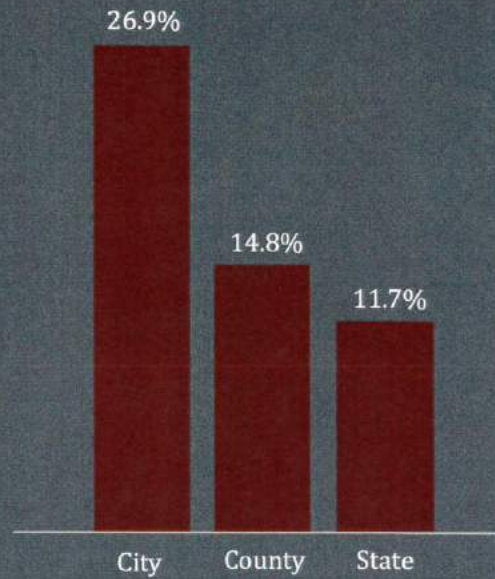


MEDIAN INCOME

LaVerkin has a median income lower than the county and state. This is most likely due to an absence of middle class employment opportunities for residents within the city.

POVERTY RATE

LaVerkin has almost double the proportion of residents below the poverty rate than Utah as a whole. This is most likely due to the same reasons for the low median income.



S

TRENGTHS

- Proximity to National Parks and monuments such as Zion, Bryce Canyon, and Cedar Breaks.
- Amenities for residents like Confluence Park.
- Small town feel.
- Larger lot sizes and lower property costs.
- Availability of commercial land.

W

EAKNESSES

- A lack of business in the city can lead to residents having a hard time finding employment within the city.
- The educational attainment of the area and the low median income of the city suggests that residents accept jobs beneath their earning potential.
- Most residents commute out of town to fulfill needs like employment and shopping, which can lead to a loss in potential sales tax revenue.

O

PPORTUNITIES

- Attract business using the traffic generated by National Parks.
- Use the affordable land as an incentive for developers.
- Create more recreation opportunities that support the economy of the overall area.
- Improve public infrastructure like roads and secondary water.
- Prioritize investments in redevelopment or older deteriorated areas.
- Create a parks and recreation master plan.
- Create a plan or ordinance which protects critical open spaces from residential development.

T

HREATS

- Unlicensed short term rentals pose a threat to the economy because they can be operated without being taxed.
- Infrastructure and buildings in the city have begun to deteriorate. Mobile homes and crumbling concrete present a threat and can be a visual nuisance. A city that looks poorly cared for can raise concern for public safety.

CURRENT PLAN ANALYSIS

INTRODUCTION

CHAPTER 1



CURRENT

Introduction
Motto and Vision Statement
Implementation
Amendments
Location and Topography
Geology and Climate
History of LaVerkin
Demographics
General Goals

SUGGESTED

Introduction
Vision Statement
History
Demographics
Goal & Policy Recommendations

COMMENTS

- A motto and a vision statement is not necessary, only a vision statement is needed.
- Eliminate the geographic sections because it is not necessary to the purpose of the general plan and information regarding hazards could be covered later.
- Implementation and amendments could be combined into one section.
- History could be shortened by at least two pages.
- The demographics were just a copy and paste from the census website. Demographics should be updated to ACS 2016 data and should have infographics.
- Simplify the goals and policy section into a more readable format. Also, do not tie dates to the policies and recommendations, which gives more freedom to the city.

LAND USE



CHAPTER 2

CURRENT

Purpose
Land use designations
Maintaining balance
Annexation plans
Implementation
Land use goals

SUGGESTED

Background
Land use designations
Future land use map
Annexation Plan
Goals & policy recommendations

COMMENTS

- This chapter is essentially a review of the zoning code which is not what a land use element should be, it should be about future land uses.
- The new section should talk about more general land use categories that can be used to look at future demand.
- Add a section for a future land use map.
- The annexation policy plan should be updated with the general plan as well.
- The plan has policy recommendations in the middle and at the end of the chapter making it unnecessarily long.

NATURAL ENVIRONMENT

CHAPTER 3



CURRENT

Introduction
Natural Environment
Open Space Preservation
Other Environmental Factors
Environment Goals

SUGGESTED

This element does not need to be included as a stand-alone section in the new general plan

COMMENTS

- Most of the things that this element is needed for could be covered in the land use section by adding a land use category and goals for it.
- Any other remaining details are either unnecessary or could be found in the recreation element.

COMMUNITY DESIGN



CHAPTER 4

CURRENT

Introduction
Beautification of Main St
Corridors
Preserving rural heritage
Community design goals

SUGGESTED

Introduction
Main corridors
Design Guidelines
Historic preservation
Goals and Policies

COMMENTS

- If the city still wants to keep design guidelines, it should have more visual examples than text.
- Work with the city to find picture examples of what they would want future development along main corridors to look like.

ECONOMIC DEVELOPMENT

CHAPTER 5



CURRENT

Introduction
Community Economic Characteristics
Economic development
Downtown revitalization
Tourism
Community image
Economic goals

SUGGESTED

Introduction
Current Conditions
Economic Development
Goals & Policies

COMMENTS

- The data in the section is unnecessary and does not tell much about the economy. Most of it would do better in the moderate income housing section.
- Data that would be useful (like commuting patterns in the county and the largest employers in the county) could be used to show where LaVerkin residents work and what does not exist in town.
- Census data also has a large amount of workforce data by sector which could show what employment is vital to the economy and should be supported.
- Business license data from the city for the past few years (5) to show a trend or change would be better than the current approach.
- Tourism data for the area could be used.
- Info about a chamber of commerce or an economic development committee should be included.

TRANSPORTATION



CHAPTER 6

CURRENT

Introduction
Street Classification System
Street Master Plans
Alternative Modes
Transportation Goals

SUGGESTED

Introduction
Classifications
Relation to Land Use
Relation to Tourism
Public Transportation
Airport
Transportation Map
Goals & Policies

COMMENTS

- The relation to landuse section is essential to understanding the future of the city.
- Relation to tourism will help explore one of teh main opportunities LaVerkin has.
- The transportation map is required by state law and is heavily influenced by regional plans.
- This section will also include the major findings from LaVerkin's transportation master plan.

HOUSING

CHAPTER 7



CURRENT

Introduction
Building Trends
Housing Density Mix
Moderate Income Housing
Infill Housing Development
Housing Goals

SUGGESTED

Introduction
Existing Supply
Future Demand
Affordability Analysis
Goals & Policies

COMMENTS

- This section is currently using non-industry standard terms (like one family homes) instead of single family homes.
- There is a tool that the state provides for moderate income housing analysis that we suggest using for this section.
- We recommend submitting this to the state as well once it is adopted as to be compliant with state code.
- Building permit data over the past few years would be useful in this section and is not included.
- This section does not currently have an in-depth affordability study which is mandated by state law.

PARKS AND RECREATION



CHAPTER 8

CURRENT

Introduction
Parks and Recreation Master
Plan
Parks and Facilities
Recreational Trails
Parks and Recreation Goals

SUGGESTED

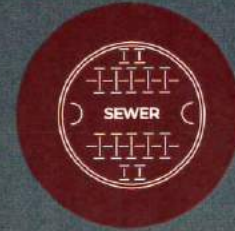
Introduction
Current Conditions
Potential Improvements Map
Goals & Policies

COMMENTS

- The suggestions from the current plan recommend a parks and trails master plan, which could be supported by this new general plan as well.
- This section in the new plan could have a map that shows potential park and trail improvements over the next 20 years so if funding ever becomes available, this section could be used to apply for it.
- We would need public input to know what recreational amenities were wanted and where they would be located.

PUBLIC FACILITIES

CHAPTER 9



CURRENT

Introduction
General Government
Public Utilities
Emergency Services
Regional Services
Public Services Goals

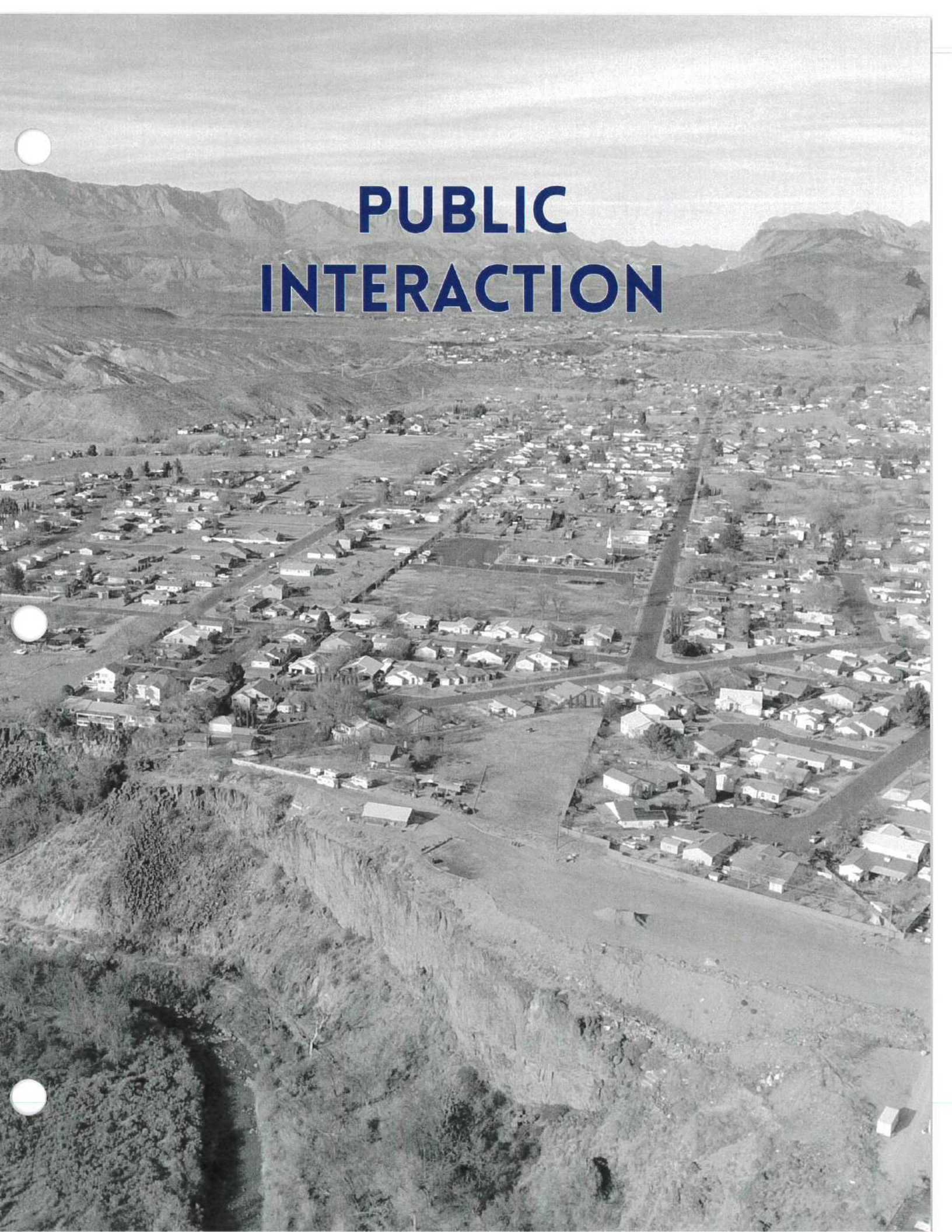
SUGGESTED

Introduction
Map of Public Utilities
Future Buildout
Goals & Policies

COMMENTS

- Discuss the potential of an improved secondary water system.
- Policies regarding new developments and how they are serviced.
- Better justification for impact fees on new development would be prudent.

PUBLIC INTERACTION



La Verkin placed a high priority on data quality and public involvement for the development of this plan. This was gathered through different avenues, and the findings were incorporated into each section.

WEBSITE



PUBLIC EVENTS

General Plan Update

Public Open House



Council Chambers
111 S. Main

April 11, 6:00 p.m.

SOCIAL MEDIA



IMPLEMENTATION RECOMMENDATIONS



IDEA 1 - IMPROVE PLAN AND BUDGET INTEGRATION

Budget is policy, and making a plan without investing in its implementation is largely a waste of everyone's time. City leaders need to first develop a baseline of what their strategic priorities are, and then deliberately update this vision over time.

Host an annual pre-budget retreat with the commission and administration. The City Council and Planning Commission should meet for a joint session before any budget requests are considered. The purpose of this meeting would be to review the city's long-range goals.

Conduct a biannual "Discovery" event. An outside party could facilitate a "discovery" discussion for existing and prospective City Council members (and anyone else in the public that is interested). The intent of this event would be to increase awareness of how cities actually work by describing systems, explaining rules, and sharing best practices. If done near the deadline for candidates to file in the summer, then the outcome of this event would be a more informed election in the fall. It can be assumed that an investment in "taking the long view" like this will result in better policy and budgets ongoing.

IDEA 2 - COMMUNITY CLEAN-UP INITIATIVE ENFORCEMENT

Update the land use code to outline a clear process for enforcing clean-up efforts:

- establish a clear definition of what needs to be cleaned-up
- review staff capacities, including enforcement personnel and attorney staff time
- outline roles and responsibilities in responding to citizen complaints
- create a method to document violations
- establish deadlines for clean-up
- establish a cost recovery system for City-initiated efforts on properties in violation

IDEA 3 - PLANNING COMMISSION AGENDA ALIGNMENT

Although every community is different in the details of how it operates, the one thing they have in common is a commission whose decisions affect the whole enterprise. Because they have to deal with a number of short-term issues, it is easy for them to lose focus on any kind of long-term strategy.

Cities need a way to standardize the implementation of their long-term goals. It seems like the way to do this is to keep the goals in front of everyone (especially the commissions) when they are facing decisions.

Incorporate the long-term goals into their regular meetings. Format the agenda so that each discussion item is categorized under one strategic priority. Those issues/ items that don't help achieve a priority goal are moved to the bottom.

Create a request form for items to be put on the commission's agenda. Require that all commission agenda items are submitted using a form that asks which priority the proposed issue helps the City achieve. Doing this helps applicants (including commissioners) maintain focus on their goals.

Formally establish an "implementation champion". Assign someone on the City Council or Planning Commission to monitor the implementation of the plan's goals and strategies. Require a public report to be created quarterly.

PLANNING COMMISSION AGENDA REQUEST FORM (EXAMPLE)

Thank you for your interest in making La Verkin a great place!
Please submit the following in order to have your idea or issue placed on their agenda.

<p>Which goal does this issue apply to?</p> <ol style="list-style-type: none"> 1. Foster a stronger sense of community. 2. Improve the climate for local businesses. 3. Expand and improve the trails system. 4. Maintain operating costs to current levels. 5. My issue does not apply to any of these goals.
<p>Describe the recommended agenda item.</p>

IDEA 4 – CAPITAL IMPROVEMENTS PROGRAM

La Verkin's capital improvements program is essentially the investment plan for the community. State law requires all major investments to be first justified by the general plan before the investment is considered (UCA 10-9a-406). The capital improvements program is reviewed and updated annually as part of the city's budget process.

Typical capital program development processes involve a ranking of potential investments based on how long the project has been requested or funding availability. A more strategic process is one that sorts requests by their effect on the community's larger, stated goals.

GOAL 1:			
PRIORITY	PROJECT DESCRIPTION	ESTIMATED COST	EXPECTED FUNDING SOURCE(S)
1			
2			
3			
4			
5			

GOAL 2:			
PRIORITY	PROJECT DESCRIPTION	ESTIMATED COST	EXPECTED FUNDING SOURCE(S)
1			
2			
3			
4			
5			

IDEA 5 - IMPACT FEES AND FINANCING OF CAPITAL FACILITIES

Impact fees are a regulatory police power mechanism whereby the capital cost of a city's need to support new development is funded on a prorated basis by such development. La Verkin currently authorizes impact fees for the improvements required with new development. The financial implications of new growth have led many communities to update their impact fees and other taxing and regulatory financing systems.

Courts have judicially approved the concept of impact fees as long as various legal and constitutional requirements are met. Those requirements included procedural due process, substantive due process, equal protection and "earmarking". The later requirement insures that money collected from the payment of impact fees will be segregated from other City funds and used only for the purpose for which has been collected. The constitutional standard for impact fees has generally been described as the "rational nexus" test. The test has two parts: (1) that the need for the public facility or public facility expansion is the direction result of the proposed new development; and (2) that the proposed new development will benefit from the provision of the public facility.

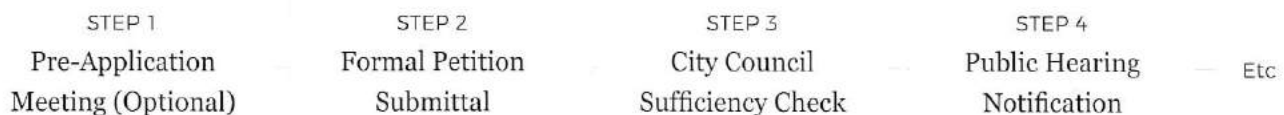
IDEA 6 - DEVELOPMENT PROCESS FLOWCHART

A clearly-defined approval process will facilitate better understanding of the City's requirements for development approvals. This will help applicants understand what is expected of them, and might even help the Town ensure due process.

These flowcharts could be incorporated into brochures and development applications. Caution should be given to ensure that the process is also formally incorporated into the land use ordinance.

EXAMPLE: ANNEXATION PETITION PROCESS

This petition is required when a property owner requests to be included within La Verkin's corporate limits.



IDEA 7 - ADEQUATE PUBLIC FACILITIES CONCURRENCE

The adequacy and availability of public facilities and services to support growth and development has become a key issue in most areas, both because of the financial implications as well as the effect on the timing of development.

A concurrence system requires that prior to the issuance of a land development permit, the applicant must demonstrate that all necessary public facilities and services are available and adequate at a specified level of service (LOC) standards.

The "adequacy" requirements provides that, for a development project to be approved, infrastructure must be conform to level-of-service standards in the General Plan.

The availability requirement establishes where needed public facilities or public facility capacity is indeed available for use by the proposed development. Unlike other resources which are sometimes used to ensure carry capacity, infrastructure capacity is not static. It is increased as new capital improvements are added, and, it is decreased as other development comes on-line. Development approvals can be denied deferred or recommended for phasing in order to keep infrastructure capacity and utilization in proper balance.

A key component of any concurrence management system is the determination of which public facilities are included and where they should be applied to all types of development.

IDEA 8 – MUNICIPAL CODE AND ZONING ORDINANCE UPDATE

It has been estimated that there have been almost **forty** significant changes to the Utah Land Use Development and Management Act since the mid-1990s. The brief review of the zoning ordinances that was done as part of this project led to the recommendation that **La Verkin should undertake a targeted update of its ordinances** based on the following principles:

Cities are political subdivisions of the state. Therefore, any ordinance revision should include COMPLIANCE ISSUES where the City is not supported by state statute.

The general plan serves as the rationale for any ordinance or capital investment a community wants to implement. Ordinance revision should include ALIGNMENT ISSUES related to an internal inconsistency or a lack of justification between the general plan and ordinances.

One of the most significant statutory impacts to local planning was the recent “PLAIN LANGUAGE” bill (UCA 10-9a-306). Among other things, this requires local codes to be simplified. Any ordinance revision efforts should develop “plain language” by simplifying references, rewriting complicated explanations, and incorporating graphics where possible.

Generally, La Verkin’s development code is a good example of one that has been regularly maintained. However, the following issues should be considered:

Adoption of State Construction and Fire Codes (Title 9)

Utah state law does not allow a political subdivision of the state to adopt construction standards more restrictive than the state construction code, Utah Code (15a-1-204(8)). Therefore, La Verkin should adopt the State Construction and Fire Codes as the City’s standards.

**** Zoning Map**

La Verkin should consider replacing the current zoning map available on the city's website (<http://laverkincity.org/uploads/fb/ZONING-2017.pdf>) with the one included in the general plan once it is adopted. This map needs to be kept current and consistent with any changes in zoning designations and annexation intentions over time.

**** Public Noticing Requirements**

The current code seems to treat noticing requirements consistently with state law. However, the "public meetings" sidebar of the city's website needs to be kept current.

Rational Nexus Between Plan and Zone (Section 10.1.2)

The current code says that the purpose of the zoning title is to "...promote health, safety, and welfare...". State statute requires cities to adopt a comprehensive plan (UCA 10-9a-401 (1)). Recommend adding the phrase "...and to further implement the goals and intent of La Verkin's general plan...".

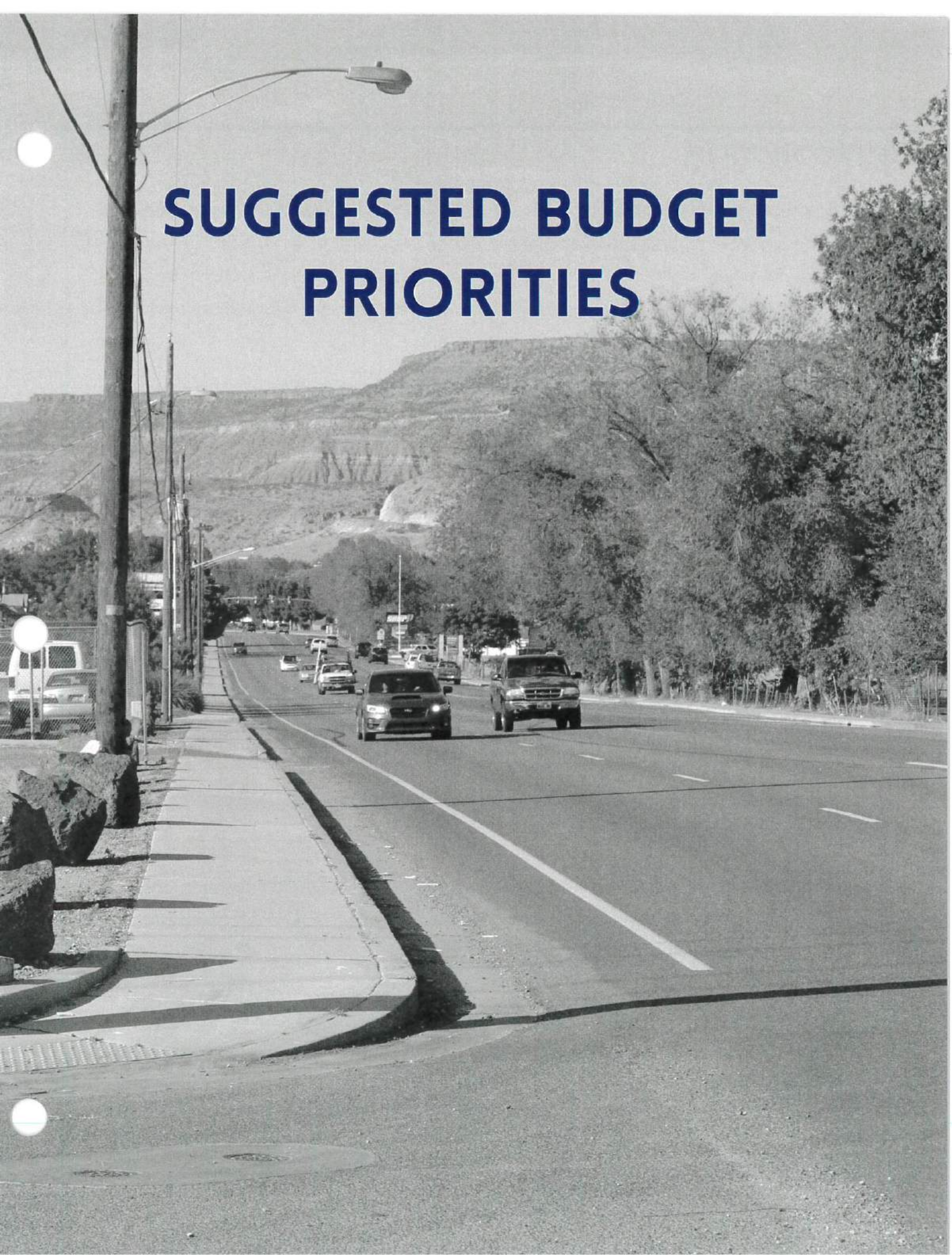
Appeals (Section 10.4)

State statute regarding appeals changed in 2017 (UCA 10-9a-701). One of the intents of the legislation was to provide a more unbiased opportunity for applicants (and to dictate a very specific process to conduct an appeal). Recommend eliminating the Board and simplifying the City code to align it with state intent.

Planning Commission Membership (Section 10.3)

State statute recently clarified the requirements of municipal land use authorities. One of their intents was to reinforce due process protections. La Verkin currently refers to a city council liaison for the PC. Recommend stating that the liaison is a non-voting responsibility.

SUGGESTED BUDGET PRIORITIES



INTRODUCTION

A number of the recommendations in this plan will require the City to allocate funds to future projects. A simple budget analysis was performed in order to help City officials visualize where these funds will come from. Financial data was utilized from the TransparentUtah.gov website, which hosts revenue and expense information for various governmental bodies across the state.

This data was used to forecast the City's revenue to the year 2019. We then looked at expenses from the year 2017 and recommended where to allocate future funds for a hypothetical 2019 budget.

Assumptions made in this analysis include:

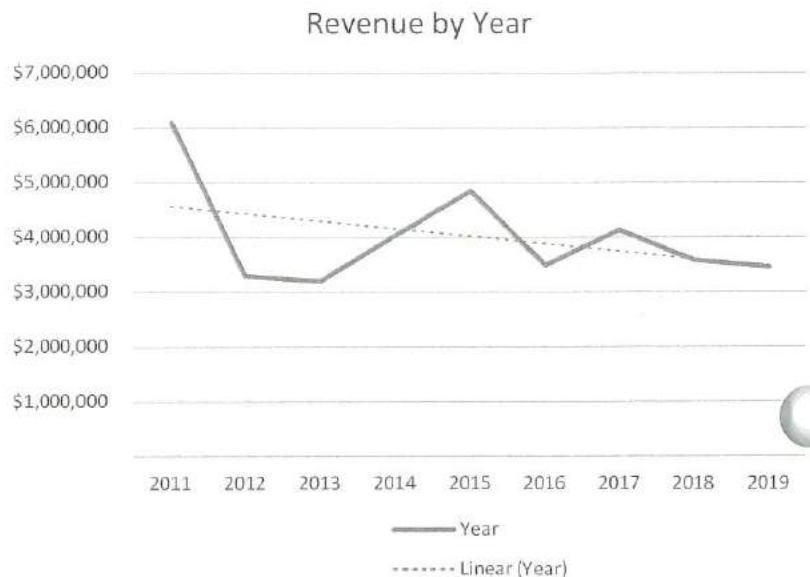
- that the budget will grow in a linear fashion,
- that the budget in 2019 will be similar to previous years budget expenditures,
- that all of the revenue will be spent in 2019, and
- that money earned as revenue can be distributed freely between funds.

It is important to note that forecasts are not exact numbers, but are more 'educated guesses' at what the future may look like.

REVENUE PROJECTION

Revenue data was taken for the years 2011-2017 to calculate a simple, linear forecast. A confidence interval at the 95% level was used to ensure that estimates were in a reasonable range. In 2019, La Verkin could see \$3,452,503 in revenues.

2019 Projected Revenue	
Linear Forecast	\$ 3,452,503
Upper Limit	\$ 4,216,129
Lower Limit	\$ 2,688,876



BUDGET ANALYSIS

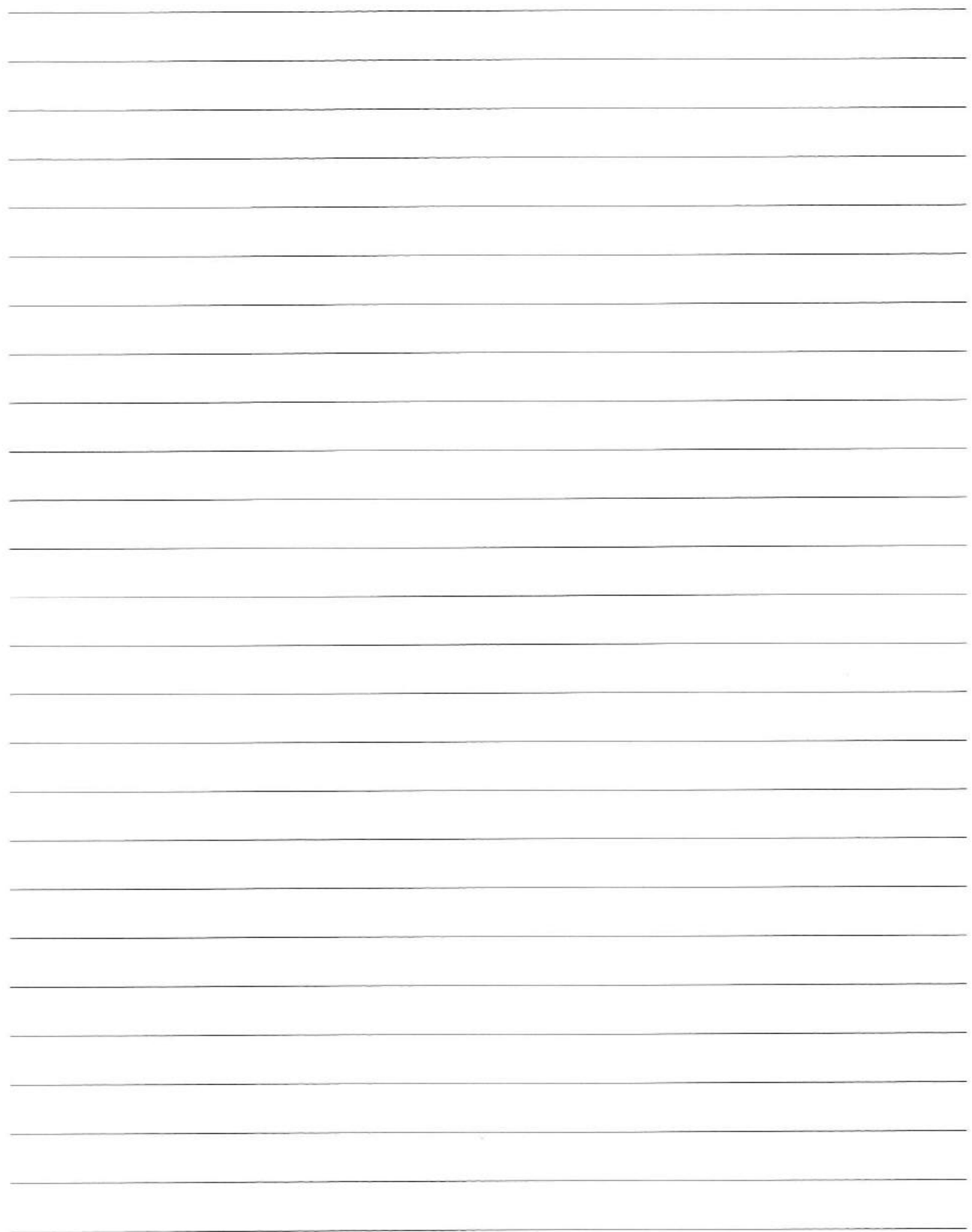
When looking at the expenditures of 2017's budget, two line items stood out: debt service and irrigation. A community's debt strategy is one of the most important decisions a council can make. In our budget scenario, we suggested an additional \$100,000 added to the debt service fund in order to improve La Verkin's debt capacity.

Irrigation issues were a significant issue throughout the planning process. Most residents are happy with the services the city provides generally, but secondary water is often complained about. In the 2010 Culinary Water Master Plan, it was stated that most residents use culinary water for watering plants because the irrigation system is lacking. It is understood that some of the funds raised from fees can only be dedicated to those systems, but in our 2019 budget scenario, \$100,000 was added to the irrigation fund. This would still leave the irrigation fund with less money than the water and sewer fund. This extra money in the irrigation fund could be used for a more up-to-date secondary water master plan, or to implement the old master plan already in place.

Also, currently there is no parks and recreation fund, but when funds become available, it might be wise for La Verkin to set aside some money from the general government line item and put it in a dedicated parks and recreation fund to use as match for grants to develop an Overlook Trail.

Other revenue was distributed equally between funds, except for the cemetery fund which can reasonably stay the same.

Fund Expenditures 2017		Fund Expenditures 2019	
Cemetery	\$ 5,000	Cemetery	\$ 5,000
Debt Service	\$ 153,837	Debt Service	\$ 218,244
Drainage	\$ 133,174	Drainage	\$ 197,580
Garbage	\$ 157,581	Garbage	\$ 221,988
General	\$ 1,554,778	General	\$ 1,619,185
Irrigation	\$ 90,180	Irrigation	\$ 190,180
Sewer	\$ 316,554	Sewer	\$ 380,961
Water	\$ 554,958	Water	\$ 619,365
Total	\$ 2,966,062	Total	\$ 3,452,503





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