

TRANSPORTATION

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INTRODUCTION

To accommodate the transportation needs of current and future residents, visitors, and employees, La Verkin ~~must works to~~ maintain and protect ~~it the~~ existing transportation system ~~and ensure that the system is expanded to meet new needs~~. ~~The City must be able to service infrastructure enables the~~ movement of motorized ~~and~~, non-motorized vehicles, ~~and pedestrians while being mindful of the existing infrastructure, City aesthetics, and the natural environment~~. In ~~additional addition~~, transportation corridors ~~should facilitate the need for provide a place for existing and~~ future utility placement and maintenance.

Any expansion of the existing transportation system ~~must will~~ be within the City's fiscal capacity. The cost of expanding the transportation network ~~should is~~ 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 [Do you want to use input from the 2018 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 there 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.~~

~~[Graphic on needed improvements]~~

EXISTING CONDITIONS

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

~~Most of the~~ Local roadways in La Verkin are ~~generally~~ two-lane roads. Most of them ~~are have~~ between 22 and 28 feet of pavement. SR-9 and SR-17, which are owned and maintained by UDOT, are ~~generally 75 feet or wider than 28'~~ through ~~the heart~~ most of La Verkin. ~~This width includes sidewalks and are 4-lane roadways with a center turn lane.~~

~~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 corridors are the state highways, a~~

~~total of 71 (out of 153 during 2010-2017) accidents were due to local street traffic intersecting with the highway. The highway intersections with the most accidents were 500 N and Center St. In 2023, the city and UDOT reviewed SR-9 and SR-17. The study looked at current and future traffic volumes, as well as crash data from 2016-2022. It is recognized that the areas around the intersections of SR-9/SR-17 and SR-9/Center Street are areas that need attention.~~ This is important to understand because it ~~should will~~ influence how future improvements are made and how access is managed. Safety ~~can be improved is reinforced by limiting access to certain roads or including traffic calming on certain roads as improvements and adjustments are made.~~

~~[Is this correct??]~~ Maintenance of the existing transportation facilities and construction of new City initiated facilities come primarily from revenue sources that include 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 not entirely available for transportation improvement projects, since annual operating and maintenance costs must be deducted from the total revenue.

[Current Municipal Transportation overview map]

FUTURE GROWTH

La Verkin's ~~roadway system is~~ arterials are the primary routes ~~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~~ significant increases – from 2.75 million visitors in 2013, reaching the milestone of to over 4.5 million visitors in 2017 5.04 million in 2021, and it has tapered off only slightly to 4.98 million visits in 2025. With increased visitation has come increased vehicular traffic. The closure of the Zion-Mount Carmel Tunnel to large vehicles beginning June 7, 2026, is likely to increase traffic through La Verkin.

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 in 2018.~~ 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 expect~~, 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 ~~that resulted from the modeling has focuses on~~ 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 may~~ consider implementing traffic calming on collectors if cut-through traffic is observed. ~~[any discussion on local roads?]~~

IMPACT FEES AND TRAFFIC IMPACT STUDIES

La Verkin ~~City does currently have has~~ a street impact fee for transportation improvements. The impact fees ~~can~~ assist in building the necessary roadway improvements to handle 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 will~~ be funded by these fees.

As part of furthering this plan and deciding how to use funds wisely, La Verkin may ~~consider requiring require~~ 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 the 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 will~~ be designed to give proper access to emergency vehicles and ~~should will~~ be well maintained. Also, roadways and walkways ~~should be designed in a way that will provide~~ all people ~~can equally~~ access and use ~~of~~ 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 reduce~~ speeding and cut-through

traffic. ~~A reduction in~~Minimizing the use of cul-de-sacs ~~should be emphasized in order to~~ provide ~~greater better~~ traffic ~~and pedestrian~~ circulation. Streets that serve schools ~~should encourage need~~ traffic calming ~~devices design~~ and have ~~plenty of safe appropriate~~ pedestrian street crossings. Minor collectors ~~should, where possible, will~~ maintain the current grid system.

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

[Current Municipal Transportation Overview map]

ACCESS MANAGEMENT

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

Techniques include signal spacing, street spacing, access spacing, and interchange to crossroad access spacing ~~[there are others, are these the focus?]~~. 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 the plans.~~

There is currently at stop at 300 N State Street on the Suntran public transit route between St George and Zion National Park. Additional stops, or more frequent service at key times, could help reduce trips of employees who work near stops along the route and visitors to Zion National Park.

Also essential [a key?] 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. [include multi-use trail system as a form of transportation?]

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 ensure new development does its part to 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 along 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. [Is this being done? Is this the desired methods?]

Goal 4. Transit, Bike and Pedestrian Improvements

La Verkin provides support for all forms of transportation.

1. Create an ~~Continue to expand the~~ integrated network of safe and efficient roadways, sidewalks and trails that which 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. ~~[Has this been done?]~~ 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 to~~ serve La Verkin.
5. ~~[Already in place?]~~ 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 systems.

HOUSING

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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, quality of life, pride in the 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, the state, and the country. 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 which requires more infrastructure requirements, drive up the cost of housing, excluding many people of limited means. Low density means high taxes for maintaining infrastructure. Higher-density and mixed use neighborhoods have a lower tax requirement to maintain needed infrastructure.

COMMUNITY SURVEY [Is the information from the 2018 Community Survey still viable?]

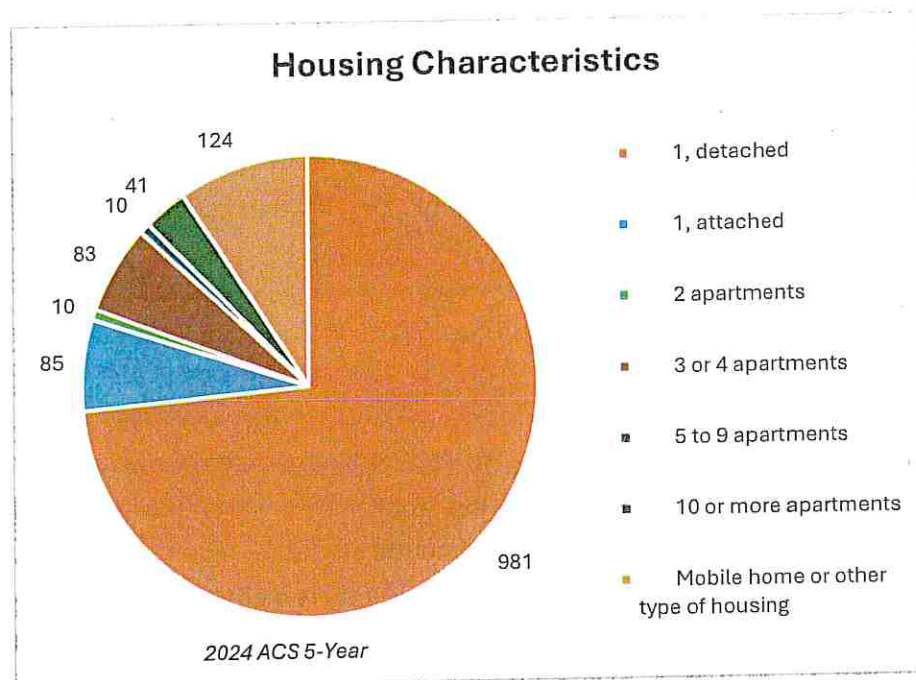
As part of ~~the a~~ 2018 survey, residents were asked ~~about~~ why people live and move to La Verkin. 36% ~~of residents~~ responded that ~~people they~~ moved to La Verkin because of the affordable housing costs. When asked what they ~~would~~ look for when moving, 21% said large lots with space between neighbors, 21% neighborhood character and aesthetics, 14.3% said feeling safe, and 7% said affordability. [These seem like multiple choice responses, so were they being led in how they responded?]

[Graph of survey results above]

EXISTING CONDITIONS

~~Assessing~~ ~~Reviewing~~ the ~~community's~~ housing stock ~~in a general plan ensures that~~ ~~helps us see what we can do to address~~ 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. ~~Member Residents 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 ~~American Communities Survey~~, in ~~2012-2016~~ ~~2024~~ data there ~~is~~ ~~were~~ a total of ~~1,372~~ ~~1,334~~ ~~occupied~~ housing units. ~~Of those units, 144~~ ~~24~~ ~~are units were~~ vacant ~~for seasonal or recreational use~~. ~~A majority of the housing types are~~ ~~There were~~ 1,066 single-family ~~attached or~~ detached ~~homes with~~ ~~64~~ ~~attached~~ single-family units. There ~~are~~ ~~were~~ ~~46~~ ~~144~~ multi-family units ~~(where 2 or more units were together)~~, and ~~92~~ ~~124~~ mobile homes ~~or other types of housing units~~.



MODERATE INCOME HOUSING

Accurate data is limited for smaller communities like La Verkin. According to the 2016 American Community Survey Zillow, the median home value of an owner-occupied home in La Verkin is \$136,500 431,725. The county is reported by Zillow as having the same a \$520,302 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 86,715. Therefore, the income level that defines La Verkin’s moderate income supply is \$42,292 69,372. The median household income for La Verkin is \$68,269, just below that level. This means that some households have challenges with affordable housing.

Using the assumption that 1/3 of a monthly income goes to housing expenses, including utilities and insurance, total housing cost for a moderate-income household would not exceed \$1,174 1,927 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 pPopulation growth is difficult to predict. It is impacted by available land for development, timing of development, market demand, availability of a construction

workforce, distance from employment, and many other factors. The 2024 population estimate is 4,476. Population projections predicting approximately 7,682 people in La Verkin in 2030, completed by for the city culinary water system in 2025 estimate that by 2030, the population will be 5,509 and by 2035 it will be 6,233. From this we can get an idea of how many additional housing units will be required. If the same average household size of 3.21 people per household (from 2010-2024 Census estimates) is assumed, it can be predicted that approximately 1,021 additional housing units will be required in 2030, with 261 more by 2035. That These projected numbers are not an exact number, but an estimates that can help decision makers get an idea of help the city know what to plan for in the future. That many These 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 as favorable to new housing developments. One in particular is include what residents call the “topside” or “east bench” area of the City. This area has been identified by the city to be a location where they would like to see some as an area for 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. [Does this just apply to the Top Side?]

GOALS AND POLICIES

Goal 1. Housing Stock

La Verkin seeks to develop have 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. [Are there other types of housing you want to list here?]

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 allow for a variety of housing sizes and layouts that meet the needs of residents are met and that housing stays which more households can afford able.

Goal 3. Quality Housing

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

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

POTENTIAL ACTION STEPS

1. ~~Develop Monitor and adjust~~ 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 moderate income housing analysis to ensure demand has not overcome supply.
4. Adopt design guidelines for multi-family and master planned development proposals.
5. ~~[Is this already being done?]~~ Update zoning ordinances to require amenities for large subdivisions, master planned developments, and multi-family housing.

PARKS AND RECREATION

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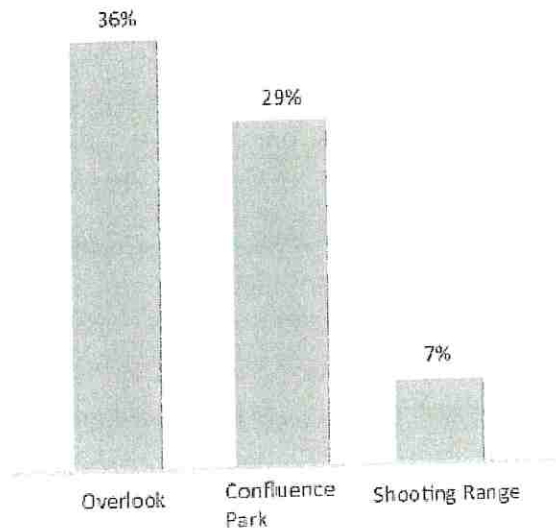
INTRODUCTION

Quality parks and recreation services and facilities help ~~improve them~~ maintain a good quality of life for La Verkin residents. La Verkin ~~desires to maintain~~ continues and to 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~~ seeks to capitalize on visitation to nearby national parks and beautiful areas through the City's parks and recreation assets. ~~If the~~ Nicely designed and well maintained City's parks and recreation assets ~~are improved~~ can attract people who drive through the City to get to national parks ~~will be more inclined and entice them~~ to stay and experience La Verkin.

COMMUNITY SURVEY

Residents were asked in 2018 if they were trying to impress someone visiting La Verkin, where they would take them. Thirty-six percent (36%) mentioned the ~~overlook~~ Overlook, 29% mentioned ~~confluence~~ Confluence park ~~Park~~, and 7% mentioned the shooting range.

Respondents also commented on the need to improve existing trails. In a 2018 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 to the south of the City that will be developed in the near future. There are a number of Parks and Recreation facilities located throughout the community.

La Verkin Parks and Recreation Facilities

Name	Acres	Location	Features
Confluence Park	344	City Trailheads @ end of 900 N, Power Plant Park, & Rim to River Trailhead.	County managed hiking trails - access to Virgin River, La Verkin Creek, and Ash Creek.
Crescent Park	0.3	State Street / 500 North	Flag, Zion Canyon Corridor monument sign, landscaping
Power Plant Park	3.8	410 W 210 S	Lawn, restrooms, gorge view, trailhead
Riverwood Park	4.47	324 W 900 N	Pavillion, picnic tables, lawn
Vintage Park	1.49	600 N 300 W	Playground equipment, lawn, shade trees
Wanlass Park	5.61	300 N Main	Playground equipment, basketball, pavilion with picnic tables, soccer fields
Zion View Estates Park	0.29	73 E 700 N	Playground equipment, basketball
La Verkin Overlook Trail	0.22	402 S 100 W	Trailhead
Rim to River Trailhead	0.3	300 S / State Street	Trailhead

Softball Field	2.88	51 W Center	Softball field
	363.36	Parks & Rec Acres with Confluence	
	19.36	Total City Parks and Rec Acres	

Overall, La Verkin has many additional opportunities to supply amenities for its residents. Some of these include improvements at existing parks, that have not been provided yet. The city also has ordinances that require open space within developments. Parks and recreational facilities will be required of large developments on the Top Side.

POTENTIAL IMPROVEMENTS

[We will review this in the meeting before making changes.] Areas of the City that are not suitable for commercial and 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 encircles 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 an interest in pickleball courts. A prime area for this could be next to already existing City Buildings like the City Office.

The City also wished 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.

[Future Recreation map]

GOALS AND POLICIES

Goal 1. Park Improvement and Maintenance [Could Goals 1 and 2 be combined?]

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

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. [Is this still desired?]

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 When size and location of developments warrant, development agreements will require developers to improve and/or construct parks and recreational facilities in lieu of paying fees and in partial fulfillment of park and recreational requirements in developments that will generate need beyond current recreation infrastructure capacity.

POTENTIAL ACTION STEPS

1. [Is further work needed on this?] Develop a trails master plan that includes a trail that connects the east and west sides of the city through natural areas.
2. [Is this already done?] 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 development is proposed.
5. ~~Explore suggestions in this plan and determine how much improvements would cost~~Regularly review park needs and facilities to set priorities to set aside and/or secure funding for maintenance, improvements, and expansion.

PUBLIC FACILITIES

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Serving Development on “Top Side / East Bench”

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INTRODUCTION

The intent of the public facilities chapter is to explain the various include 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 This chapter should will 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 expansion of public utilities. It is La Verkin’s goal to provide utilities to everyone equitably and for all parties to share equally in ensure that new development covers 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.

[Graph of survey results]

CULINARY WATER

La Verkin's culinary water system is supplied by water rights that come from two springs and a well (Upper Ash Creek, the Toquerville Spring, and Cottam Well – all of which are groundwater). ~~Currently, t~~The water is supplied by a water system which has two pumps and two treatment plants. According to Utah Department of Environmental Quality 2025 City Culinary Water Master Plan Update, in 2023 the system ~~has had 1,660~~1,434 residential, ~~connections and three~~160 commercial ~~connections~~, 9 institutional, and 8 ~~construction/other connections~~. There are currently two storage tanks with a total capacity of 2,500,000 gallons.

~~In 2017, La Verkin City prepared a~~The Culinary Water Master Plan. ~~This plan~~ contains some projections of demand for culinary water 20 ~~to 40~~ years into the future. In ~~2015~~2023, residential connections used approximately ~~304~~262 gallons a day and business connections used approximately ~~1,382~~681 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~~2045 there will be a projected demand for ~~564~~1,322 gallons per minute. The current culinary water can handle ~~1,753~~953 gallons per minute. Therefore it is expected that there will need to be sufficient additional capacity for at least 20 starting within the next 8-10 years.

~~The plan projects 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 An agreement with Washington County Water Conservation District will provide water for purchase from by the Cottam Well, which constitutes a large portion of the surplus in the system.~~ This means that the city ~~has~~will have 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~~ 2025. ~~Therefore, some of the numbers in this plan may be in need of revision.~~ La Verkin's secondary water system is ~~fed by~~supplied from a combination of water rights and is made-up of contract

holders and lessees. Most of the secondary water rights come from the Virgin River and are classified as Industrial or irrigation.

[Public Facilities Overview Map]

The contract holders are shareholders ~~from of~~ 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 water 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. [Simplify??]

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. [Some of this is already accounted for with the Confluence Park Reuse Facility, correct?]

Suggested improvements in the master plan include ~~the education of~~ educate 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. [Are the following 2 sentences needed?] 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 could~~ build ~~a more~~ 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 ~~flowflows~~ 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 recently completed~~ the Confluence Park Treatment Plant, ~~which would be located at the south end on the west side~~ of La Verkin. This ~~would greatly reduce the travel distance of the sewage in La Verkin,~~ ~~which facility is designed to provide reclaimed water for residents of La Verkin, Toquerville, and Hurricane.~~ It ~~will~~ allows 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 [Discuss – is there an Emergency Response Plan or intent to develop one?]

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/rockslides 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 will~~ also be considered to help mitigate the strain residential units might place on existing systems. This money ~~can would~~ 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 is~~ 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 address~~ this issue, the City can pursue the option of a development agreement that gives the option to have future developers pay ~~some their share~~ of the initial cost of extending services back to the first developer who opened the area.

[Current Irrigation Overview map]

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 ~~the primarily the primary~~ responsibility of the developer.
2. La Verkin will continually refine ~~its the~~ Land Use Ordinances to clarify that the applicant for any land use application approval is responsible for all required infrastructure at the required level 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 update~~ specific master plans of ~~its our~~ 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

[update this statement?] 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 Telecommunications/Digital Connectivity

High-speed internet digital connectivity 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 Telecommunication facilities should blend in with and complement 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 the 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 seeks 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 and updated the 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. [Being done? Still wanted?]
4. Consult with the State of Utah Broadband Outreach Center to discuss ways to improve high-speed internet service.

