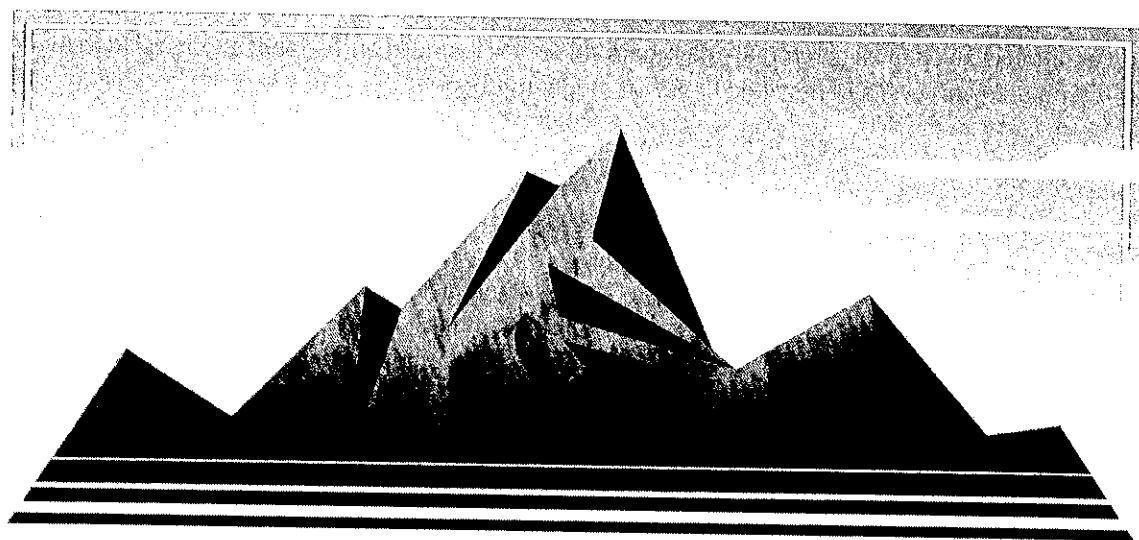




NIBLEY

GENERAL PLAN

June 2016

The Nibley Community

Special appreciation is given to all community members who participated in and attended General Plan meetings and events, completed surveys, and provided their comments throughout this process.

Mayor Shaun Dustin

City Council

Tom Bernhardt
Kathryn Beus
Bryan Hansen
Larry Jacobsen
Tim Ramirez

Planning and Zoning Commission

Aaron Bliesner, Chair
Carol Albrecht
Dave Davenport
Bill Green
Bret Swensen

Steering Committee

Shaun Dustin, Mayor
David Zook, City Manager
Larry Jacobsen, City Council
Tom Bernhardt, City Council
Dave Davenport, Planning and Zoning Commission
Aaron Bliesner, Planning and Zoning Commission
Justin Maughan, Public Works Director
Shari Phippen, City Planner

Consultant Team

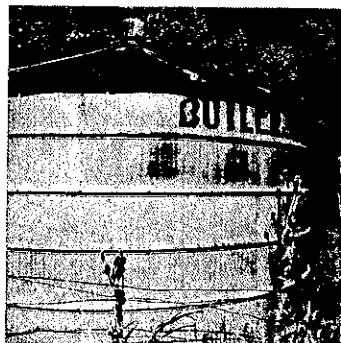
Jim Carter, Logan Simpson
Krissy Gilmore, Logan Simpson
Robert Scott, Logan Simpson
Rural Planning Group

TABLE OF CONTENTS



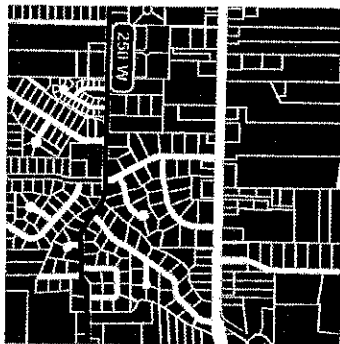
01 OUR VISION

- 1 Introduction
- 6 Nibley's Character, vision, and values
- 7 Vision Statements



02 OUR FOUNDATION

- 8 Existing Conditions and Trends



03 OUR FRAMEWORK

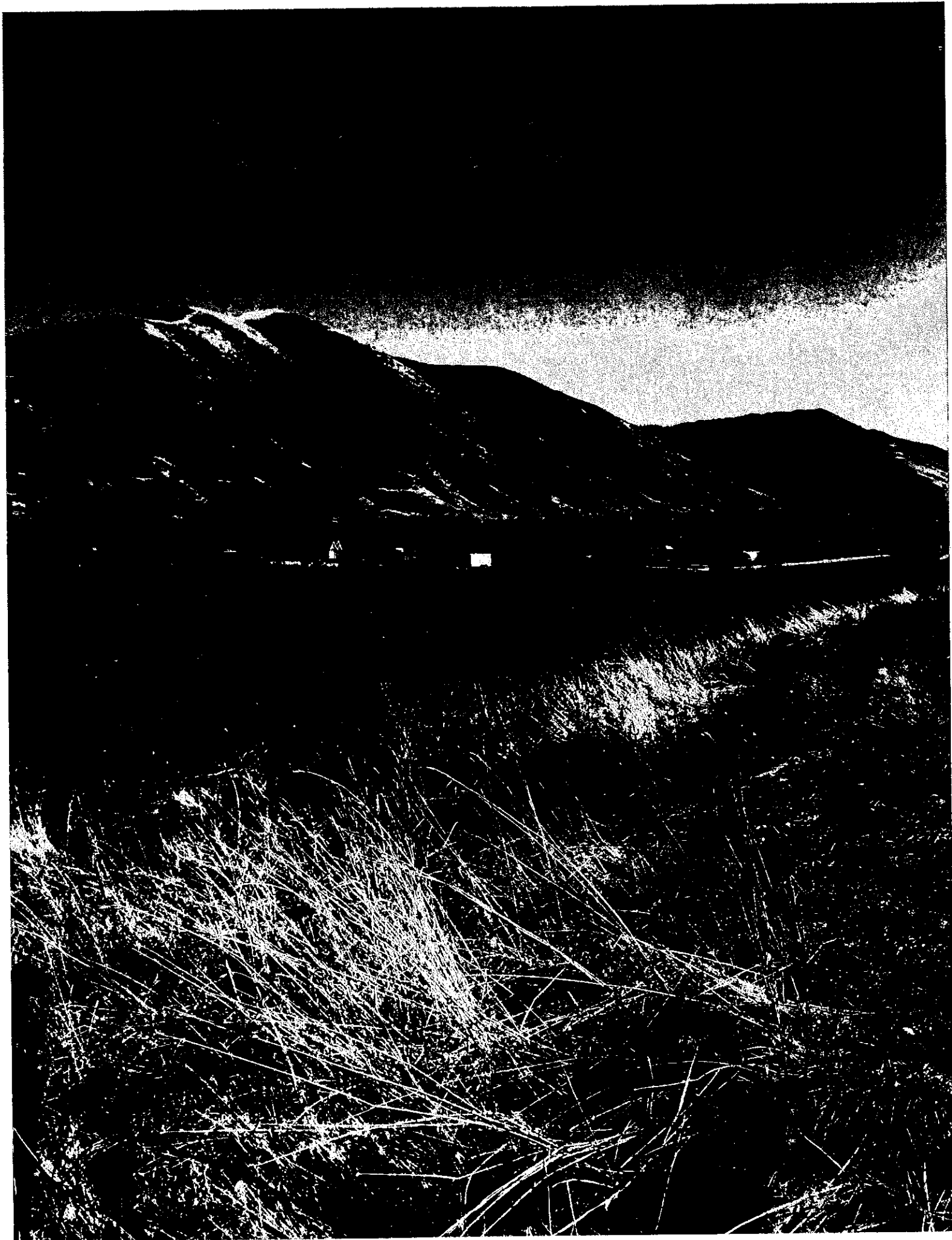
- 21 Land Use
- 24 Residential Development and Housing
- 26 Commercial and Economic Development
- 29 Transportation and Mobility
- 32 Parks and Recreation
- 34 Public Utilities



04 OUR COMMITMENT

- 37 Implementation Procedure
- 38 Projects

Appendix A: Nibley City Town Center Design Study



INTRODUCTION

Located at the south end of Cache Valley, Nibley City is home to wide open spaces, dramatic mountain views of the Wellsville Mountains, and a significant stretch of the Blacksmith Fork River. The unique rural lifestyle enjoyed in Nibley has drawn many new residents, increasing the population in the last 15 years from 2,044 in 2000 to 5,641 in 2013 (175% increase) and resulting in the expansion of the City's road network and other infrastructure.

To provide some context for the growth that has occurred in and around Nibley since the last general plan was adopted in 2007, a new Walmart has been built on the south end of Logan with several new restaurants surrounding it; a new elementary school; and a new high school is currently under construction just outside the City. Nibley has added 487 new dwelling units; and a new Maverick on Nibley's Main Street has been built, among other changes. The growth Nibley is experiencing calls for a fresh look at current conditions and community needs, and a reaffirmed or revised direction for the future of the City. In order to discuss what these changes mean for the City, and to develop an understanding of community values, several community meetings were held as part of the planning process.

Nibley City History

The City of Nibley was incorporated in 1935. At the time, the issue that brought area residents together was a common concern over future water supply for the area. Water for the settlers in Millville Ward (which included the area which is now within Nibley City) was supplied by the Millville Water Works Company. In 1920, the Millville Ward was divided. The area to the west of the Blacksmith Fork River was Nibley Ward, named after Charles Wilson Nibley, presiding Bishop of the Church of Jesus Christ of Latter-day Saints in 1907 and among the original settlers sent to Cache Valley. Nibley precinct was created in 1925 as a separate political entity by the Cache County Commission. In 1933, the Millville Public Works Company applied to the Public Works Administration (PWA) for a \$2,500 loan to replace existing water pipelines. The loan was refused on grounds that the PWA did not make loans to private companies. Since loans to incorporated towns were permissible, the stockholders voted to dissolve the company and turn the water system over to the incorporated town of Millville. Consideration was also given to having Nibley precinct incorporate as a town.

On May 21st, 1935, spurred by concerns over future water supply for the area, a mass meeting was called to discuss the incorporation of Nibley. A motion was made and passed, and a petition for incorporation was presented to the Cache County Board of Commissioners. On August 30th, 1935, Nibley was incorporated.

Since that time, the area has seen a great deal of change. Nibley's favorable conditions for agriculture, proximity to job centers, businesses, and Utah State University in Logan and Highway 89 have attracted growth and development. Since 2000, the population of Nibley has tripled. Fortunately, Nibley's leaders have placed a priority on planning for the future, and there are currently City plans for transportation, water, wastewater, stormwater, economic development and parks and trails. The Nibley City General Plan was last updated in 2007.

CITY MISSION STATEMENT

We make life better for each other. Residents, businesses, and government work together to develop the City in harmony with its natural environment, historical surroundings, and in accordance with the General Plan. We will provide fiscally sound municipal services for a safe, attractive, creative, and viable community.

¹ Source: Ivory Boyer Construction Database through the University of Utah, Table 2: Year to Date Permits 2007 - 2015.
<http://gardner.utah.edu/utah-construction-database/>

Why Plan?

The friendly, small-town feel, abundant parks and open space, and proximity to Logan City make Nibley a sought after rural community for families. This desirability will attract growth to Nibley, and with growth comes change: change in population, demographics, private investments, and economic realities. To plan for change, this General Plan reevaluates and reaffirms the community's needs and vision for the future.

The General Plan is updated periodically to address what has changed in the community, to confirm the community's core values (identified through public workshops and listed on page 6) and to identify new opportunities, while helping to prepare Nibley for the future. Nibley's General Plan helps prioritize public investment and prepare to act on new opportunities. The General Plan is intended to provide for orderly growth and development that is consistent with the character of the City and its residents' core values. The General Plan is one of the most important documents for Nibley City because it answers important questions about what people can expect for the future of their community. Questions like, "What will happen to the vacant lot next to my house?" and "Where can I locate my business?" Without a General Plan, these questions are difficult to answer, and many decisions, including investment decisions of households, utilities and, businesses are more difficult to make.

Prior Planning Efforts

This General Plan updates the 2007 Nibley City General Plan, and incorporates a number of topic-specific plans prepared to implement provisions of the 2007 Plan and for other purposes. These plans include:

- *Nibley City Multi-Modal Transportation Master Plan (2011)*
- *Nibley Parks and Trails Master Plan (2011)*
- *Water Master Plan (2012)*
- *Water Management and Conservation Master Plan (2013)*
- *Nibley City 2013 Economic Development Strategic Plan (2013)*
- *Road Condition Analysis (2015)*
- *Nibley City Sewer Master Plan (2015)*
- *Stormwater Master Plan (2015)*

Most of the data, analyses and recommendations of these plans remains relevant to this 2016 General Plan and are incorporated by reference in this Plan. Exceptions to this general statement are noted in the text, but the intent of this General Plan is to update information and consolidate and reconcile the visions statements, goals and policies of all the City's planning efforts to date.

THE GENERAL PLAN IS:

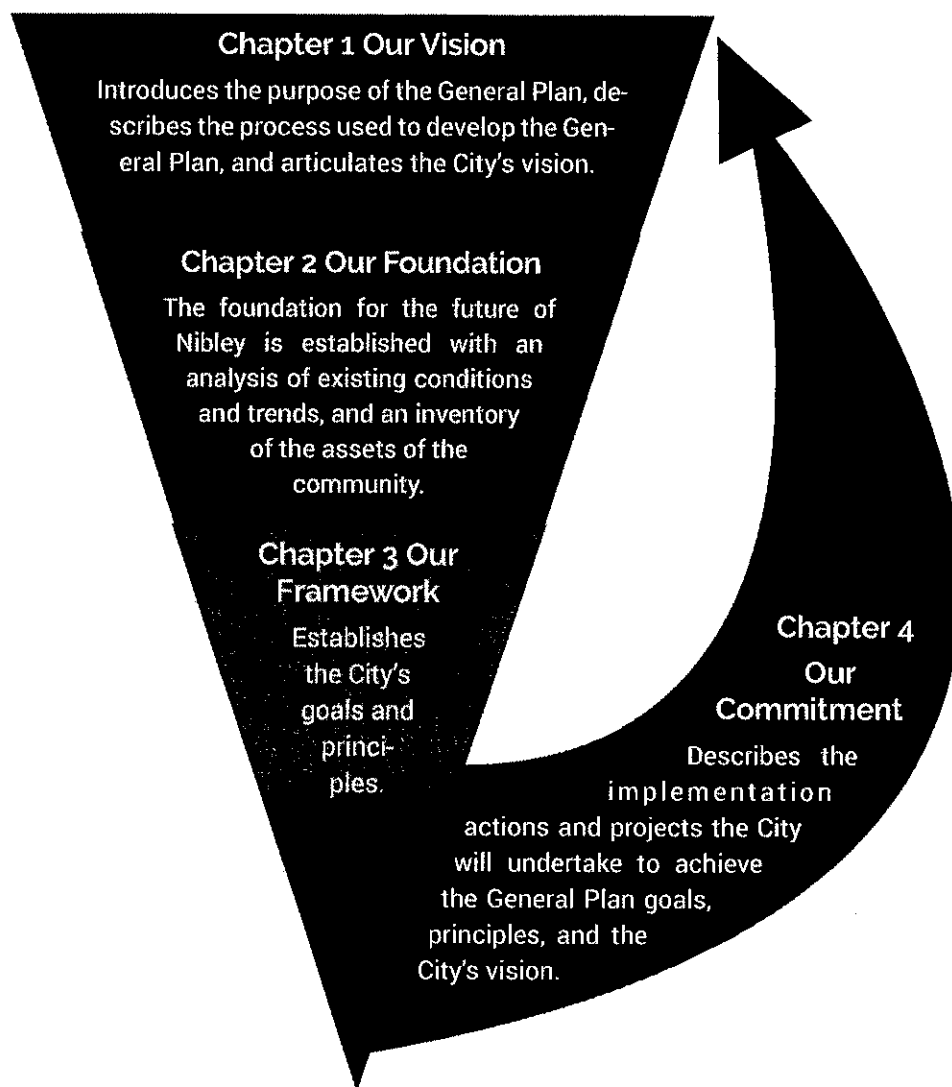
- ✓ A Statement of Vision
- ✓ A Set of Community-Wide Goals
- ✓ A Decision-Making Guide for Development
- ✓ A Framework for More Specific Planning

THE GENERAL PLAN IS NOT:

- ✗ A Zoning Ordinance
- ✗ A Rigid/Static Document
- ✗ A City Budget
- ✗ A Parcel-Specific Policy Statement

How to Use This Plan

The General Plan is designed to be both an aspirational statement of the vision of the City's residents and a practical tool to guide future decision-making by Nibley City staff and officials. The Plan is organized into four chapters:



Chapters 2, 3 and 4 in this General Plan address six plan elements and identify a vision, specific goals and principles; and implementation strategies for each one. The goals and principles establish policy guidance for future decision-making to protect and advance Nibley's community values into the future.

General Plan Process

Public Involvement

A critical aspect of developing the Nibley General Plan was a public involvement program that solicited broad community input to be truly representative of public interests and desires. The ideas gathered were instrumental in articulating community values and vision, and identifying opportunities that led to development of the goals, future land use map and priority implementation projects for the future. The Plan process included targeted public outreach to effectively reach and maintain open channels of communication with various segments of the community. Multiple opportunities and a variety of methods were used to engage the public, key stakeholders, and elected officials. A website was set up to provide meeting materials, information, public meeting notices, and process updates.

Public Events

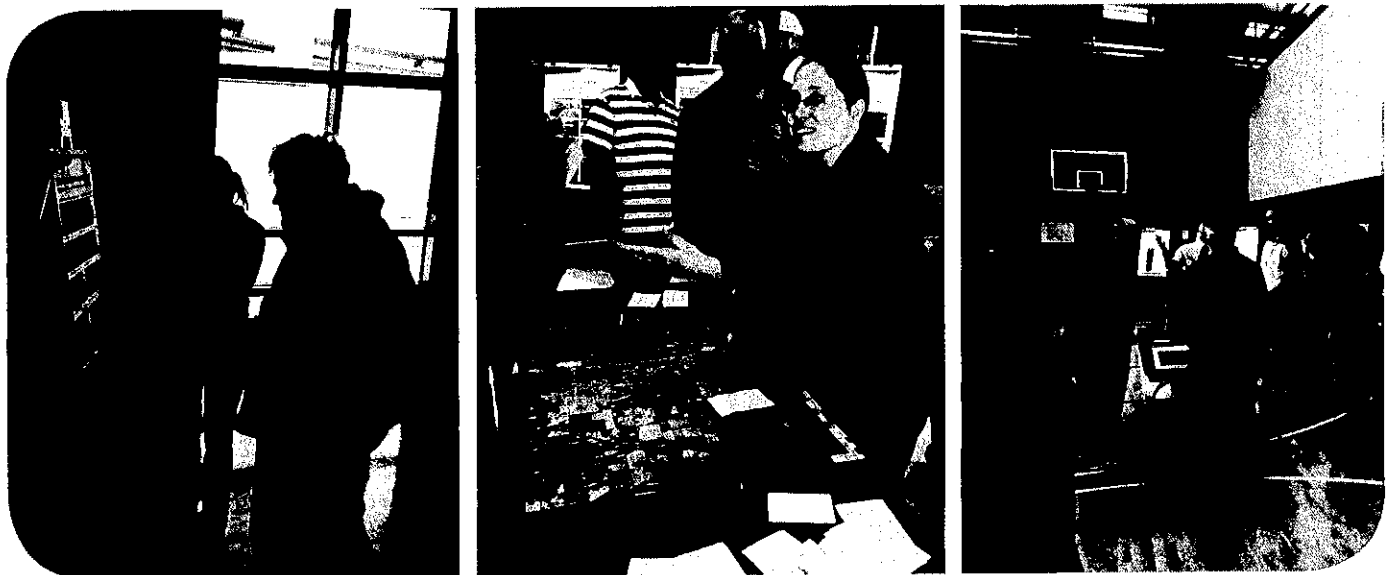
Interviews with commissions, interested groups, businesses owners, interested citizens, and City staff were held early and throughout the process to identify and assess issues, needs, attitudes and vision. Residents and stakeholders were also engaged through three public events focusing on that vision and choices. Following each workshop, a summary was made available online.

Steering Committee

During the last phase of the process, a Steering Committee was set up to vet ideas and questions in the final plan.

City Council and Planning and Zoning Commission

The planning team met several times with the City Council and Planning and Zoning Commission to update them on the process, discuss key issues, and obtain guidance during the process. The Council has the ultimate authority to adopt the proposed plan.



NIBLEY'S CHARACTER, VALUES, AND VISION

The residents of Nibley value their community as a great place to live and be a family. It is important to protect the pace of life and character of the City while providing appropriate facilities and services for its current and future residents.

Nibley's core values:

- Pride in the City's history and heritage
- The rural character, scenic beauty, and natural resources of the area
- Nearby recreation opportunities
- Agricultural fields and open spaces
- A transportation system that promotes safe and efficient travel
- Recognizing and respecting private property rights
- Aesthetically pleasing design of development and public facilities

A series of vision statements for Nibley's future were created through input from the public, staff, and leadership of Nibley. With dramatic views of the Wellsville Mountains and unique natural resources, the Nibley community is characterized to a large extent by its open residential layout, recreational opportunities, rural development patterns, community feeling, and connections with surrounding communities. One value that residents share is a love of open space and parks. There are some trails, but residents are enthusiastic about possible expansion of the trails system. As the City grows, it is important to residents to maintain these open areas and recreational opportunities.

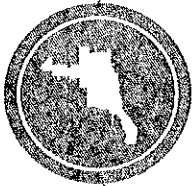
Transportation and infrastructure is rapidly developing around Nibley to serve the increasing Cache Valley population. Because so many people in Nibley commute for work and services, there is a strong desire to encourage multi-modal transportation options, including bike, pedestrian, and transit opportunities. Bicycling is an emerging recreational and transit choice that many residents in Nibley desire. Bicycle improvements, such as designed bike lanes on roadways, provide additional multimodal choices while enhancing safety for cyclists and motorists. Nibley residents want a transportation system that encourages safety and efficiency on thoroughfares, while internal streets should prioritize safety while maintaining a rural atmosphere.

As the city grows, there will be increased residential projects and affordable housing infrastructure. Even so, residents want to ensure that large tracts of open space are preserved. A community goal is to continue building Nibley as a primarily residential community that protects the characteristics (e.g., open space, beautiful views, and great parks) that set it apart from neighboring communities.

Even with a primarily rural residential focus, residents note the City's general lack of services and commercial opportunities. Residents must venture outside of Nibley for shopping and most services, and nearly everyone has to commute for employment. A key long-term goal for Nibley is to establish commercial services that complement, and do not detract from, the rural character of the City. These establishments could diversify the economy of the City and generate sales tax revenue in a sustainable manner – without undermining the rural atmosphere. As Nibley undertakes management of its growth and development in coming years, attention to the look and feel of new commercial construction, roadways, preservation of parks and open space, and key aspects of the built environment will ensure compatibility with the desired character of the City. The Plan elements describe ways to support those values through guiding goals and principles.

VISION STATEMENTS

Nibley will be a vibrant community with safe neighborhoods, attractive and walkable places, preserved natural spaces, and diverse transportation choices. Nibley maintains a rural atmosphere by sustaining and protecting residential areas; increasing and enhancing its recreational areas, public facilities and services; and improving its commercial areas.



Land Use/Growth

Nibley will be a healthy and sustainable place, where protecting and highlighting natural assets, such as the view of the Wellsville Mountains, the Blacksmith Fork River, key wildlife corridors and open spaces are prioritized. Nibley provides places that create a strong sense of community and a high standard of living for residents that respects and preserves the City's heritage and property values.



Residential Development and Housing

While retaining the character and form of established neighborhoods, residential development in Nibley will emphasize the conservation of open space and, using that conservation process, will incorporate a variety of housing forms.



Commercial and Economic Development

Nibley's commercial development will be compact and economically sustainable, focused in identified centers, balanced with residential growth, and will promote the area's character and charm.



Transportation and Mobility

Nibley supports an efficient circulation system that will allow traffic flow on major streets and create a safe atmosphere that encourages pedestrians and bicyclists. Trails are a critical part of the transportation system.



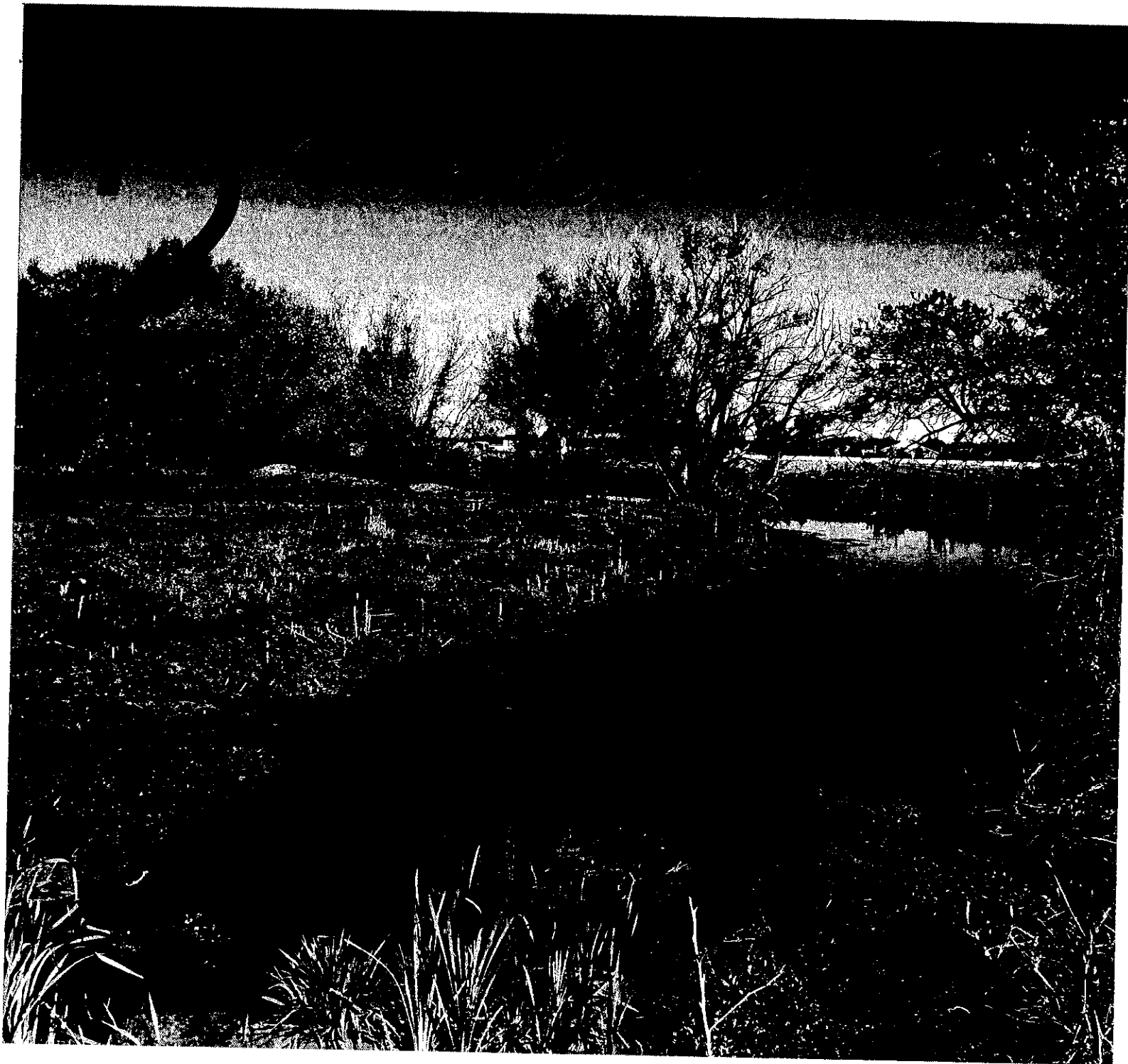
Parks, Trails, and Open Space

Nibley will have a park system interconnected by trails, community facilities, and cultural features, which are connected to neighboring systems and communities.



Utilities and Municipal Services

Nibley will continue to strategically plan and implement improvements to utilities and public infrastructure to ensure necessary facilities and services are provided to the community and occur in advance of significant growth. Nibley will pursue opportunities to develop information infrastructure to support technology business development.



EXISTING CONDITIONS AND TRENDS

Using the best available data from Nibley City, the Cache Metropolitan Planning Organization, the U.S. Census Bureau, State of Utah data sets and other sources, the planning team researched and synthesized information into an existing conditions and trends snapshot. This snapshot provides not only an overview of baseline conditions and future projections, but also defines how those conditions influenced the development of goals and opportunities for the General Plan. It also defines current issues and needs of the community.

Zoning

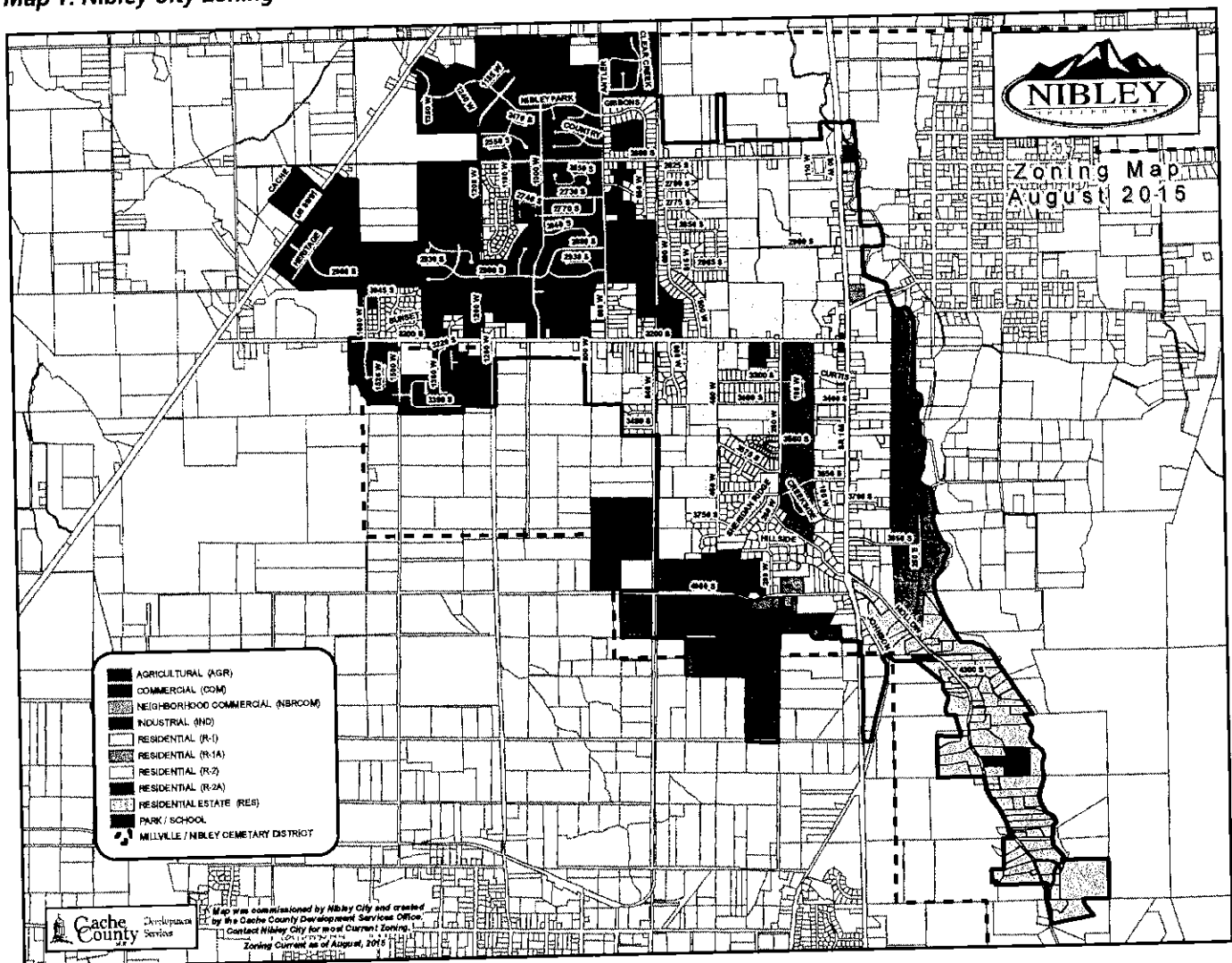
The area of incorporated Nibley City is 4.03 square miles. The relative percentage of general zoning categories in Nibley is as shown in Table 1. By far, the majority dedicated land use in Nibley is single family residential. Despite the relatively low amount of land zoned for agricultural uses within Nibley's boundaries, the surrounding open fields and farms place the City in a desirable rural setting.

Table 1: Nibley Zoning Designations

Zone	Acres	Percent of Total
<i>Agricultural</i>	225.19	9%
<i>Commercial</i>	66.78	3%
<i>Industrial</i>	112.9	5%
<i>Public</i>	187.37	8%
<i>Single Family Residential</i>	1867.83	75%
Total	2460.07	100%

Source: Cache County Assessor's Office, 2015

Map 1: Nibley City Zoning



Population and Demographics

Nibley City's population as of July 1, 2014 was 6,172. According to the Utah State Governors Office of Planning and Budget, Nibley City is projected to reach a population of approximately 21,905 by 2060 as shown in Table 2. With ample undeveloped land in Nibley, and the potential for the City to annex large areas of undeveloped property, there are no land limitations to population growth continuing in the future.

Economic and demographic characteristics in the market are indicators of overall trends and economic health which may affect private and public development. The following highlights those trends which will most directly affect housing development within the City in the near and mid-term. According to the U.S Census, Nibley City had a population of 5,938 during 2010. Among its residents, 2,697 are younger than 18 years old, 1,366 are 18 - 34, 700 are 35 - 44, 714 are 45-64, and 164 are over 65 years. Therefore, nearly 50% of Nibley's population is under 18 and approximately 75% are under 34. Among households in Nibley, approximately 82% are married, 9% are single parent households with kids under 18, and 8% are single (6% living alone).

The average household size in Nibley is 3.8 persons. According to the American Community Survey 2009 – 2013, the median household income in Cache County was \$49,506, in Nibley is \$64,613. Nibley has a large population of residents who are under fifteen years of age, and a large population in its early thirties. Consideration should be given in housing, transportation and land use decision-making to the impacts that will affect the largest parts of the City's population now, and in ten and twenty years.

Nibley residents are above the county and state averages for post-high school educational attainment. In the 2009-2013 period, Nibley City had the highest estimated percentage of people over the age of 25 with a bachelor's degree or higher (36.6%), compared to the State of Utah (30.3%) and the United States (28.8%). In the same period of time, Nibley City had the lowest estimated percent of people over the age of 25 with no high school diploma (5.4%), compared to Cache County (7.5%), the State of Utah (9.1%) and the United States (14.0%).

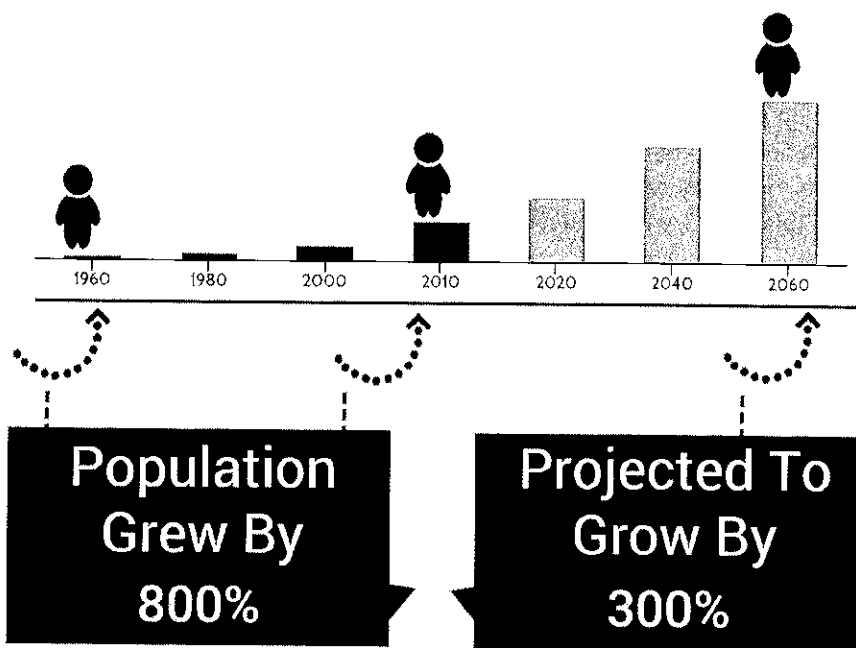


Table 2: Projected Population Growth

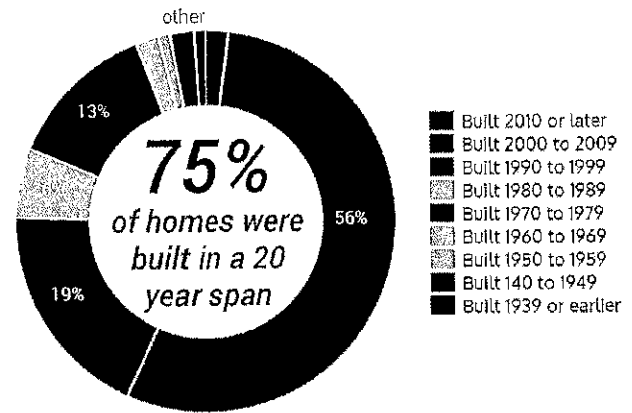
Census		Projections			
2010	2020	2030	2040	2050	2060
5,438	8,796	14,136	15,725	18,597	21,905

Source: Governor's Office of Planning & Budget, 2012 Baseline Projections

Housing

According to the 2009 – 2013 American Community Survey, nearly 56 percent of Nibley's housing units were built between 2000 and 2004, which reflects the rapid growth that has occurred in the City. Figure 1 represents the age of housing in Nibley. Approximately 75 percent of homes in the City were built within a twenty year span; if little to no residential development is allowed going forward, the overall aesthetic, supply of housing and quality of the community could be dramatically different in 2035. If a variety of new residential development is thoughtfully planned and consistently built throughout the city, the city would gain greater variety in housing style. This could offset the simultaneous aging or decline of similarly built houses and provide for more diversity in quality, supply, and home values twenty years from now. As of 2014¹, the median home price is \$214,000.

Figure 1: Year Built



Source: American Community Survey, 2009 - 2013

Based on the United States Census, the median single family home price in 2000 was \$145,400; twelve years later the median home almost doubled to \$216,088. During this same twelve-year period, it is estimated that the median household income for Nibley residents increased from \$52,273 to \$60,456. Housing prices saw a percent increase of 49 percent during this period, while household incomes increased by only 16 percent.



¹ 2014 American Community Survey. At the time of this report, 2015 and 2016 data was not yet available.

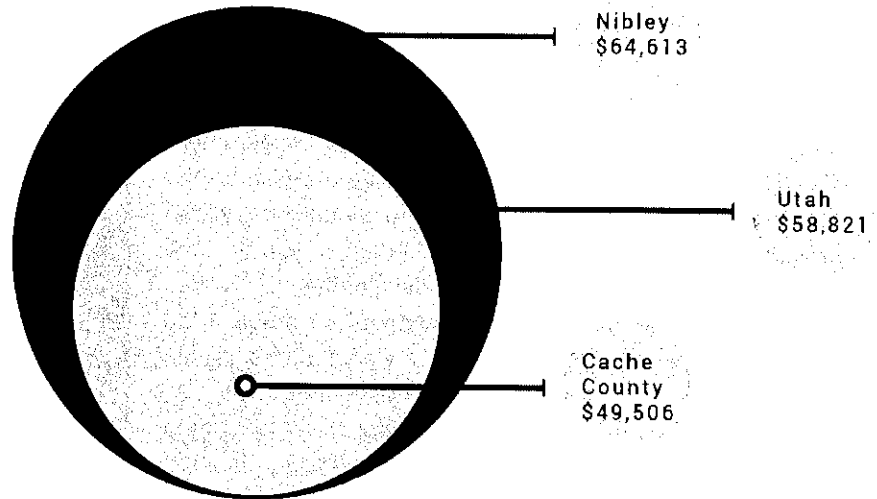


Figure 2: 2013 Median Household Income

Source: American Community Survey, 2009 - 2013

Housing Affordability

According to the American Community Survey 2009 – 2013, the median household income in Cache County was \$49,506, and in Nibley, \$64,613. The median income is the dollar amount where half the area population earns more and half earns less. As shown in Figure 2, the median household income in Nibley City is higher than both the county and state medians.

According to Nibley City, there are no multi-family rental units within the city boundaries, nor are they allowed. However, there are 20 – 30 basement apartment units. Nibley has a higher-than average median rent price of \$983, when compared with neighboring cities and Cache County. This is likely due to the high proportion of single family rentals in Nibley, as compared to multifamily rental units in Cache County. Housing is typically considered affordable if a family spends no more than 30% of its gross income on housing costs, such as rent and utilities, or a mortgage, taxes and utilities. Moderate income is considered to be a family income of between 60% and 80% of the AMI in the area, usually at the County level. At 80% of the Cache County AMI (\$39,604), a family of four could afford to pay \$990.00 in monthly rent and utilities.

Jobs/Housing Balance

One measure of the economic stability of a community is their jobs-housing balance as measured in the form of a ratio of jobs located in the community to the number of housing units. Understanding the jobs/housing balance is important in order to understand how a community raises tax and fee revenues, as compared to the costs of providing services. A ratio higher than 1.0 suggests that a community is a net importer of jobs, while a ratio below 1.0 indicates residents tend to work outside the community. A jobs/housing ratio of 1.0 is neither “good” nor “bad”, but does characterize how a community functions. A low ratio means that a community is more reliant on property taxes for its main revenue source, while a higher ratio usually means there are more sales taxes and fees on which to rely.

In 2013, there were approximately 119² jobs in Nibley and 1,431³ households, or 0.08 jobs for every household in the City. The very low ratio of jobs to households in Nibley is indicative of a “bedroom community” within a larger metropolitan area, where most residents work elsewhere. Throughout the public involvement process, residents expressed a desire for Nibley to retain its small town feel, but to provide a few more local conveniences and employment opportunities, such as a grocery store or restaurants. It is not the desire of residents for Nibley City to incorporate significant employment opportunities. It is not likely that the jobs/housing ratio will rise significantly in the future, but it should rise slightly. As a comparison, Logan City has a jobs/housing balance of 2.6, or 2.6 jobs for every household in the City.

² Source: Utah Department of Workforce Services, Workforce Research & Analysis, Annual Report of Labor Market Information, 2010.

³ Source: U.S. Department of Commerce, 2013. Census Bureau, American Community Survey Office

Commercial and Economic Development

Nibley adopted a Nibley City 2013 Economic Development Strategic Plan in January 2013. The information, analyses and objectives of the Plan are still relevant and are incorporated into this General Plan by reference. The 2013 Plan should be used as the first source for future economic development initiatives and decisions. The Economic Development Strategic Plan contains and describes the community vision, demographic data, general economic environment, sustainability strategies and appendices of information and resources. A visioning workshop was conducted as part of the strategic planning process and the results of that process are shown in priority order in Table 3 to the right.

The results of the visioning exercise conducted for the Economic Development Strategies Plan compare well with the vision statement identified by Nibley residents during the General Plan update process, suggesting that the goals of both plans are complementary.

The Plan identifies five key strategic objectives as follows:

1. Promote Business Attraction and Recruitment
2. Increase Economic Development Capability
3. Identify and Promote Economic Development Sites
4. Develop Industrial and Business Sites
5. Develop Sustainable Government Services and Resources

The specifics of these objectives and relevance to other General Plan objectives is discussed in more detail in the Our Framework section of this Plan.

Table 3: Priorities Identified by Residents in Economic Development Strategic Plan Visioning Workshop

1	<i>Use State Road 165 for small business area/ incorporate Blacksmith Fork River</i>
2	<i>Preserve open space</i>
3	<i>Enhance outdoor recreation</i>
4	<i>Low housing density - preserve rural character</i>
5	<i>Promote compatible land use</i>
6	<i>Architectural design</i>
7	<i>Develop commercial area on Highway 89/91</i>
8	<i>Ensure quality of life</i>
9	<i>Medical services</i>
10	<i>Discourage commercial development on 3200 South</i>
11	<i>Maintain education focus</i>
12	<i>Improve air quality</i>
13	<i>Expand public transportation</i>



Transportation and Mobility

Overall, most roads in Nibley are in good or fair condition. The Public Works Department maintains a street conditions inventory on all City roads to ensure they provide a functional network while continually improving these roads and intersections. One Nibley City resident said "I really appreciate the quality of snow removal our city services supply." Public transit in Nibley City is provided as part of a larger regional transit system. Service is provided by the Cache Valley Transit District (CVTD). There are currently two routes that pass through Nibley City. CVTD route 11 provides some direct neighborhood access, as well as access to the Nibley City core and City offices, with hourly service provided from 5:30 a.m. to 5:30 p.m., Monday through Friday and only limited service on Saturdays. Cache Valley South Express Service is only provided Monday through Friday and stops at 3200 South and SR 165. Pedestrian crossings are planned for 3200 South/Highway 165 and 2600 South/Highway 165.

"I really appreciate the quality of snow removal our city services supply."

-Nibley resident

Multi-Modal Transportation Plan

Nibley adopted the Nibley City Multi-Modal Transportation Master Plan in 2011. The Plan was developed, "as the next step in the process of fulfilling the goals established in the Transportation component of the Nibley City General Plan." The vision and purpose of the Transportation Master Plan is, "to create a framework and basis for a multi-modal transportation system that provides for the safe and efficient movement of goods, services and people throughout Nibley City." The multi-modal vision focuses on implementing planning practices and strategies that will better integrate the roadway systems, the trail and bikeway system and the public transit system that are already in place in Nibley City, and to create a balanced approach to transportation improvements that do not focus solely on one component of the transportation system. The Multi-Modal Transportation Plan also incorporates goals, objectives and standards for paths and bikeways from the 2011 Nibley Parks and Trails Master Plan. The maps on Page 16 of this General Plan show the preferred roadway alignments for 2600 South and 3200 South where each intersects with Highway 165. These alignments support and augment the 2011 Multi-Modal Transportation Master Plan.

Additionally, the Cache Metropolitan Planning Organization has created the Cache County Regional Transportation Plan 2040. This plan was adopted by the CMPO on June 15, 2015, builds on previously adopted CMPO transportation plans and should be referred to when considering any road or connection that could affect adjacent municipalities. Nibley City recognizes the importance of a regionally unified and cohesive approach to transportation planning, with the understanding that Nibley City's transportation network affects other communities, and vice versa.

Roadway Design

To provide better character for the streets and the variety of uses, all developers are required to submit a roadway design plan for their development, incorporating the elements of curb, gutter, and sidewalk. All roadway design plans, where applicable, will incorporate trees in the planting strip. Roadway design plans are also required to follow guidelines of this plan. Nibley will consider alternative road cross-sections with low-impact design features.

Neighborhood Street Design

All of Nibley's local streets are residential in nature. They are a single lane in each direction, with enough pavement width for on street parking. In some instances, local streets may have a narrower profile than many of the existing City local streets. Sidewalks will be included according to the City's sidewalk policy. Residential streets serve a variety of purposes that are not limited to providing a place for vehicles and pedestrians to travel. Residential street design has a significant influence on neighborhood aesthetic quality and desirability. There is also a proven relationship between street design and vehicle speed. Appropriate street design is critical to create a safe, pleasant neighborhood.

A narrower street allows areas that would have otherwise been paved to be used for other activities. Wide park strips provide opportunities to establish large, healthy street trees which are a significant design element of a street. Street trees lower temperatures radiated from hot, paved surfaces and make the street a more pleasant space. Park strips also provide separation between pedestrians and vehicles. With less area paved as a surface street, cities can reduce overall road maintenance budgets.

*"...frequent streets
and short blocks are
valuable because of the
fabric of intricate crossuse
that they permit
among the users of
a city neighborhood."
— Jane Jacobs*

Emergency Access

Narrow streets can accommodate emergency vehicles without sacrificing safety. A street width of 26' (pavement width, not total right-of-way) is wide enough to accommodate on-street parking and comply with the requirements of the Uniform Fire Code.

Residential streets that are connected have faster emergency response times than neighborhoods with dead ends (cul-de-sacs) and limited access points. Avoiding cul-de-sac style street design will do more to improve emergency response times than trying to compensate with overly-wide roads. Neighborhoods within the City that have a well-developed street grid fit within this description.

Access Management

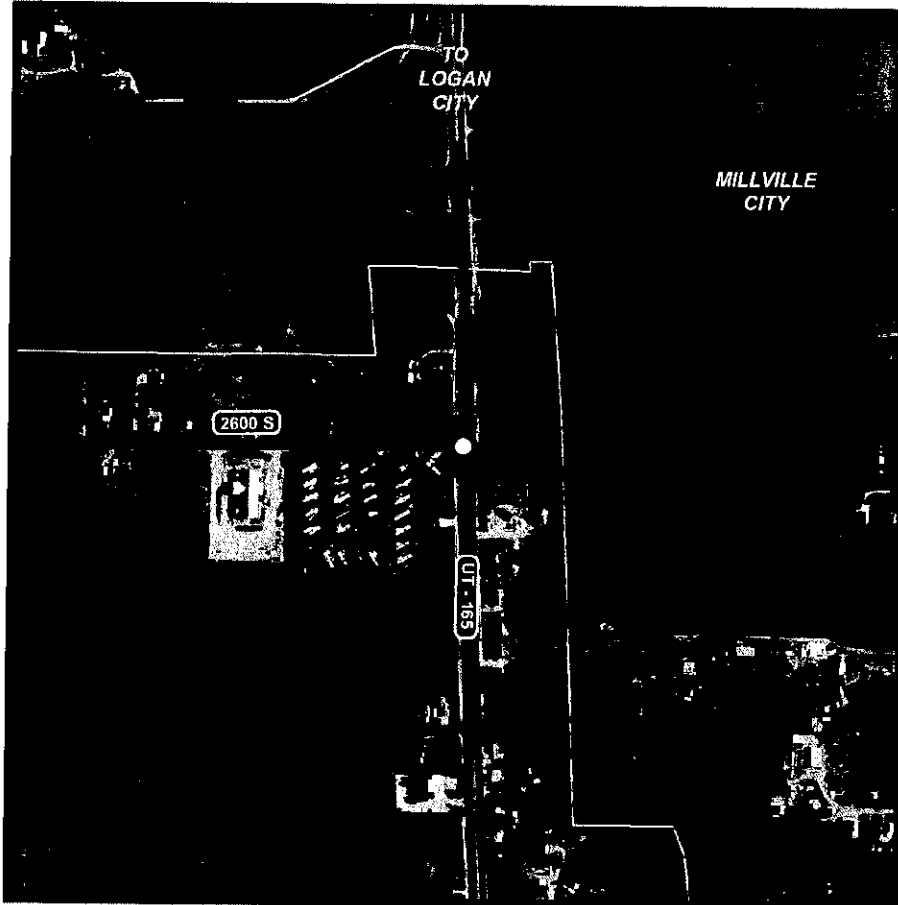
Nibley City has an active access management program, which aims to provide access to properties along arterial streets while simultaneously maintaining traffic flow. As an example, the City has planned for fewer access points along new arterials, such as limiting driveway access along 1200 West. Optimizing safety, capacity, and speed, while avoiding roadway widening, is stressed. The following techniques can be used by the City:

- Limit the number of conflict points that a vehicle may experience in its travel, especially at intersection and driveways.
- Separate the conflict points that cannot be eliminated with adequate spacing.
- Remove turning vehicles from through travel lanes (i.e. dedicated left turn lane).
- Provide adequate on site internal circulation which will improve operations on adjacent roadway. A well connected local street network (discouraging over use of cul-de-sacs) is an example.



FUTURE ROADWAY ALIGNMENTS

2600 South & Highway 165



LEGEND

New Roadway Alignment



Proposed Right Turn Only



Right turn only. No left turn into Maverick or onto Highway 165.

Proposed Median



No left turn into or out of Maverick

Proposed 4-way Traffic Signal



Ridgeline High School Site

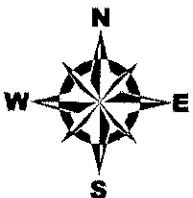


3200 South & Highway 165



All alignments are for illustrative purposes only.

Please refer to the 2011 Nibley City Multi-Modal Transportation Master Plan for details pertaining to the overall Nibley transportation system.



Parks, Trails, and Open Space

Nibley has a number of developed parks and recreation areas, including the following:

- Virgil Gibbons Heritage Park
- Elkhorn Park
- Nibley Park
- Meadow View Park
- Shadowbrook Park
- Nelson Well Site Park
- Clear Creek Park

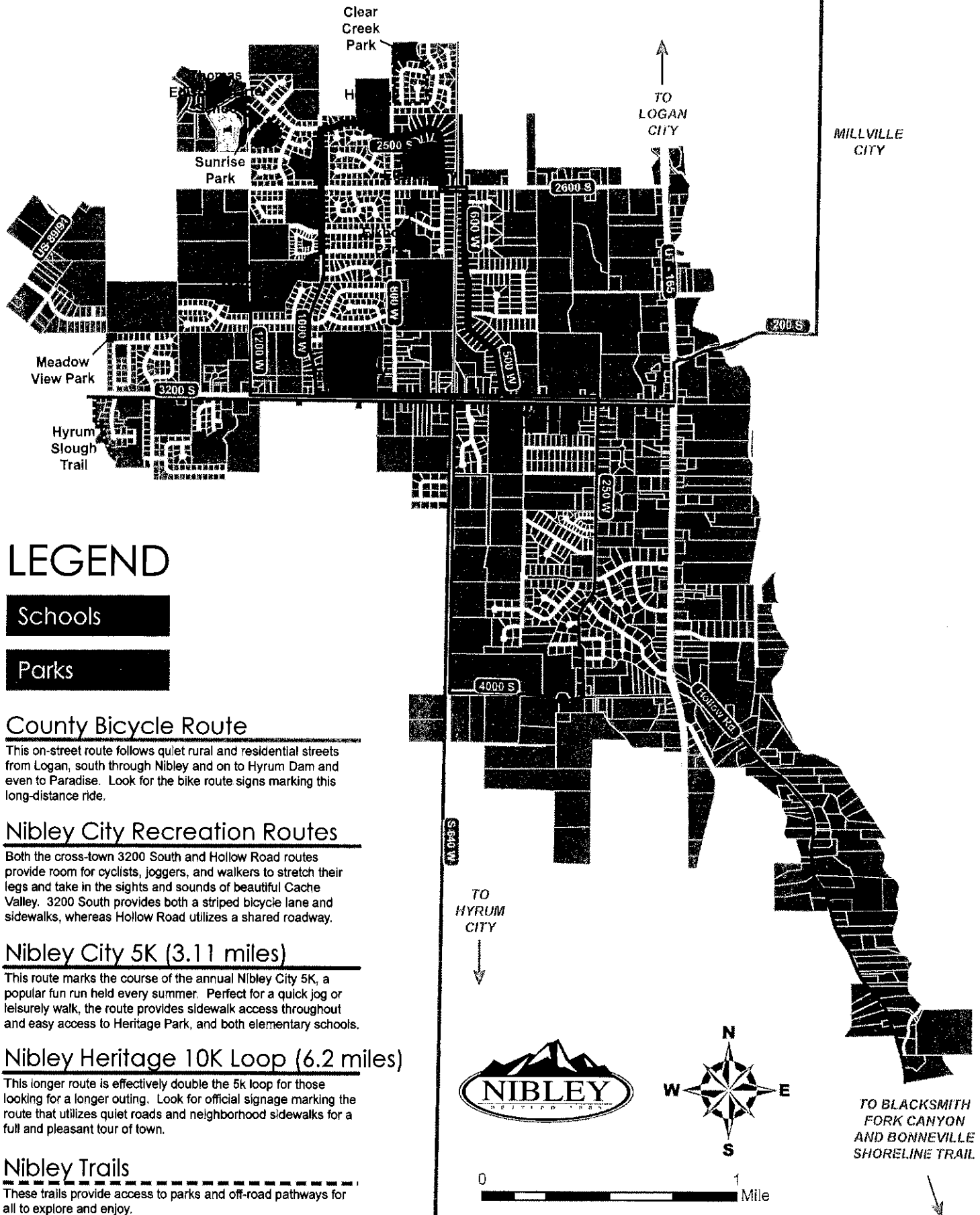
Nibley City also owns a number of parcels of undeveloped open space and other recreational properties.

The Nibley Parks and Trails Master Plan was adopted in 2011 in order to identify probable future needs and guide the development of parks and trails over the next fifteen to twenty years. The Master Plan inventories the City's parks and describes in detail the facilities, condition and needed improvements to existing parks and trails. The Master Plan also provides recommendations for financing, maintaining, and prioritization in park planning. The adopted "Preferred Plan" recommends a 50 acre park in Nibley, which would be a regional sports park. Since the adoption of the Parks and Trails Master Plan, a disc golf course has been built and upgrades have been made to existing park facilities.

Although the City has identified a need to update the 2011 Parks and Trails Master Plan, the Plan contains a great deal of information and analysis that remains relevant for General Plan purposes, and should be considered the City's plan for parks and trails development and improvement until the updated plan is completed. The City has budgeted to update the 2011 Parks and Trails Master Plan. Included in that updated will be an emphasis on a comprehensive trail system, identifying trailheads, park improvements, etc.



NIBLEY CITY RECREATIONAL ROUTES



LEGEND

- Schools
- Parks

County Bicycle Route

This on-street route follows quiet rural and residential streets from Logan, south through Nibley and on to Hyrum Dam and even to Paradise. Look for the bike route signs marking this long-distance ride.

Nibley City Recreation Routes

Both the cross-town 3200 South and Hollow Road routes provide room for cyclists, joggers, and walkers to stretch their legs and take in the sights and sounds of beautiful Cache Valley. 3200 South provides both a striped bicycle lane and sidewalks, whereas Hollow Road utilizes a shared roadway.

Nibley City 5K (3.11 miles)

This route marks the course of the annual Nibley City 5K, a popular fun run held every summer. Perfect for a quick jog or leisurely walk, the route provides sidewalk access throughout and easy access to Heritage Park, and both elementary schools.

Nibley Heritage 10K Loop (6.2 miles)

This longer route is effectively double the 5k loop for those looking for a longer outing. Look for official signage marking the route that utilizes quiet roads and neighborhood sidewalks for a full and pleasant tour of town.

Nibley Trails

These trails provide access to parks and off-road pathways for all to explore and enjoy.

Utilities

Water

Nibley City has prepared a Water Master Plan (2012) and a Water Management and Conservation Master Plan (2013) to plan for the future of culinary water supply for the City.

Three sources have historically supplied culinary water to Nibley City: Yeates Spring, 4000 South Well, and the Nelson Well. Yeates Spring is not currently being used due to contamination that occurred in 2015. A new well is under construction on 640 West. The average daily use in 2011 was approximately 2,113 gpm. The projected average daily use is 3,360 gpm in the year 2030. The City will need two additional sources to meet the future water demands. There are three reservoirs in service for a storage capacity of 3.35 million gallons. Nibley will exceed capacity and will need a new reservoir by 2020; and the city will need a storage capacity of 4.61 million gallons by 2030. The first priority for city officials is installing a fourth culinary well at the Regional Park. This project has begun and is anticipated to be complete in 2016.

As Nibley City's commercial sector grows, the requirement for fire flow (the necessary water to put out a fire) will increase to a larger flow rate. The fire flow requirement for buildings is based on the type and size of building. The 2012 Nibley City Water Master Plan states there currently isn't enough fire flow to meet minimum standards for fire prevention in the following areas of Nibley:

- Top of Hollow Road (South of existing spring and tank)
- Scott Farms (3480 South 640 West)
- Hillside Drive (3850 South 280 West)
- 3850 South and 250 East

The Water Master Plan remains in effect and provides guidance and implementation steps for minimizing point source pollution that may affect the quality of the culinary water; increase fire flows and other recommendations. The Water Master Plan recommends that an engineering report be completed on how to improve culinary water quality protection and includes other action steps.

Stormdrain/Flood Control

The Stormwater Master Plan was adopted in September 2015. The Stormwater Master Plan should be referenced when looking for details in relation to existing conditions, recommendations, and projects.

Sewer

No City wastewater projects are expected in the next twenty years according to a study done by J-U-B Engineers, Inc. The Sanitary Sewer Management Plan (SSMP) was finalized in April 2015 and should be referenced when looking for details on sewer management.

Solid Waste Removal

As of April 2015 Nibley City has a contract with the City of Logan for solid waste removal. Nibley has dumpsters for recycling available at a recycling facility at approximately 3400 South 1200 West.

Natural Gas

Questar supplies natural gas to individual homeowners in Nibley City. According to the State of Utah, natural gas coverage is available in every part of the City.

Electric Power

Rocky Mountain Power supplies electricity to Nibley City. According to the State of Utah Broadband Project, every part of Nibley has access to electricity. Rocky Mountain Power supplies electricity to Nibley City. To maintain rural viewsheds, future electric infrastructure should be underground. Rocky Mountain Power has a future plan to bring a major transmission line from east to west across south Cache Valley, which could cross Nibley. Nibley City should work with Rocky Mountain Power to site the line along a route that would provide the least negative impact to residents, while potentially providing a benefit to future commercial or industrial development. The City should also investigate the opportunities to build a trail along the route of the line.

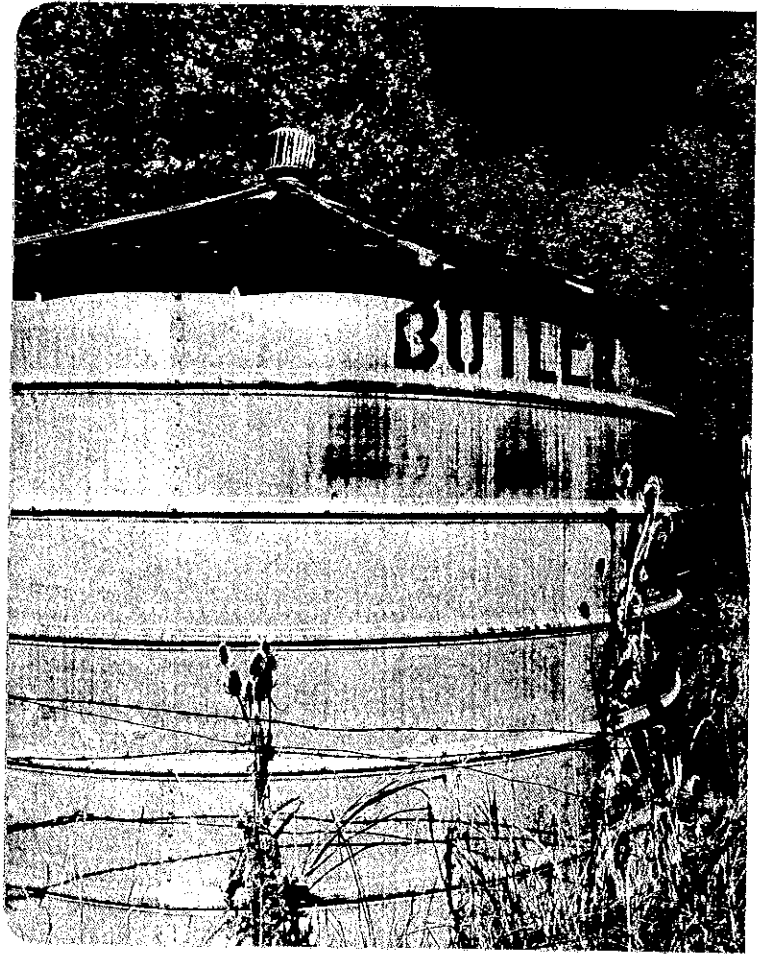
Information Technology

Nibley City residents and business owners have access to cable, DSL, and fiber optic networks. According to the State of Utah Broadband Project, 99.83% of households in Cache Valley have networks with speeds at or above 10 Mbps (megabits per second). According to the State of Utah Broadband Project interactive website, all Nibley residents have access to at least 6 Mbps, but a majority of residents likely have greater speeds. Though Nibley has high-speed capacity and multiple providers, a challenge for a small city is staying current with technology. A high-speed fiber optic line connects the three schools in Nibley, and a new fiber optic line was recently connected to the industrial areas along Highway 89/91.

Police, Fire, and First Responders

The police force in Nibley is contracted with the Cache County Sheriff's Office. The contract pays the equivalent of one full-time position for animal control and patrol services. Nibley City has a contract with the Hyrum Fire Department.

There is an organized group of volunteer first responders, known as the Nibley-Millville First Responders, for medical and emergency services. Staffed with Utah State-Certified Emergency Medical Technicians, the squad is trained and ready to serve the community. Each member of the squad is a volunteer, who's dedicated to the service they provide with the skills and training they have acquired. All 911 emergency medical calls that take place within the two cities are paged to the Nibley-Millville First Responders, as well as the Cache County EMS, which provides ambulance transport. In addition to the benefits Nibley receives from enforcement, Nibley will seek to integrate the Cache County Sheriff's Office into the life of the community.



3

OUR NETWORK



INTRODUCTION

This section of the General Plan identifies the goals and principles established to achieve Nibley's vision for each element of the Plan. These goals and principles, taken together, provide a framework for future decision-making on development applications, public investments and opportunities that present themselves. Each Plan element is prefaced with the vision statements from Chapter 1 to provide a direct linkage between the vision and the goals the City plans to pursue and the principles the City will rely on as it develops.

LAND USE

Approximately three-quarters of the land in Nibley's current boundaries is either developed for, or zoned for, single family residential uses. Approximately 9% is in agricultural uses, with approximately 8% in commercial and industrial uses, and 8% in public and institutional use. The Land Use Vision for Nibley City is as follows:

Nibley will be a healthy and sustainable place, where protecting and highlighting natural assets, such as the view of the Wellsville Mountains, the Blacksmith Fork River, key wildlife corridors and open spaces are prioritized. Nibley provides places that create a strong sense of community and a high standard of living for residents that respects and preserves the City's heritage and property values.

Land Use Goal 1: Encourage development that respects and preserves the character of the City and provides a mix of commercial, residential housing and some light industrial uses. Carefully plan for growth within the City, ensuring that development occurs in suitable locations and can be efficiently served over the long term.

Land Use Principle 1A: Provide for complementary, desirable, and needed land uses in the community, such as schools, residences, businesses, and recreational features.

Land Use Principle 1B: Promote civic functions and community interaction by supporting the development of public gathering spaces, such as a splash pad or plaza.

Land Use Principle 1C: Encourage well-designed development that protects, enhances and contributes to the rural character and natural features of the City.

Land Use Principle 1D: Plan and implement transitions between commercial and residential land uses, focusing on appropriate design techniques to reduce or minimize incompatibilities.

Land Use Principle 1F: Use land use planning techniques, such as buffering and transitions in density, to protect and preserve residential, agricultural, and commercial property values.

BEST PRACTICES: OPEN SPACE SYSTEM

Maintain a diversity of land uses that each allow for balanced, predictable, and orderly development.

Land Use Goal 2: Guide land use and growth decisions through application of the General Plan, the Future Land Use Map, and relevant goals, principles, and projects.

Land Use Principle 2A: Use the General Plan's guidance on best practices to inform land use decisions and achieve priority projects to achieve orderly growth.

Land Use Principle 2B: Periodically engage elected and appointed officials and Nibley residents to review and update the General Plan and Future Land Use Map to ensure that best practices, goals and policies are achieving the City's vision.

Land Use Goal 3: Balance land use decisions to recognize individual property rights, consider environmental conditions, and achieve the overall goals of the community.

Land Use Principle 5A: Solicit citizen participation and input on all legislative land use decisions to ensure the needs of the community and the residents are communicated.

Land Use Principle 5B: Provide educational opportunities for citizens to learn about land use planning and decision-making processes in the City as part of General Plan and land use amendment processes.

Land Use Goal 4: Preserve agricultural lands, natural water features, sensitive areas and open spaces to protect the rural character of Nibley.

Land Use Principle 4A: Support continuation of viable agricultural operations in Nibley.

Land Use Principle 4B: Identify and designate environmentally sensitive lands and important open spaces, and develop planning tools or acquisition strategies to limit the adverse impacts of development on and near these lands.

**BEST PRACTICES:
OPEN SPACE SYSTEM**

Maintain an open space system that enhances quality of life, preserves environmental quality, and protects development from natural hazards.

Land Use Principle 4C: Require appropriate design and signage at City gateways to protect and enhance Nibley's rural character.

Land Use Principle 4D: Support the creation of a trail network that emphasizes and provides access to agricultural lands, sensitive areas, water features, and other open spaces.

Land Use Goal 5: Work with adjoining cities and Cache County to coordinate land use and transportation planning at shared municipal boundaries.

Land Use Principle 5A: Work closely with developers and adjacent municipalities to preserve the rural character of Nibley while protecting individual property rights and encouraging good development practices.

RESIDENTIAL DEVELOPMENT AND HOUSING

Nibley residents are proud of the City's reputation as a great place for families. Residents appreciate the form and development patterns of existing neighborhoods, and want to preserve them. At the same time, residents acknowledge the need for more variety in sizes and types of housing in the future, but have expressed concerns about where such development might occur and how it would look. The City's vision and goals reflect this concern, and propose to address both desires by appropriately locating new development and supporting excellence in design. Nibley's vision for Residential Development and Housing is:

While retaining the character and form of established neighborhoods, residential development in Nibley will emphasis the conservation of open space and, using that conservation process, will incorporate a variety of housing forms.

Residential Development and Housing Goal 1: Ensure that new residential development is compatible with existing development and protects Nibley's rural character and natural resources.

Residential Development and Housing Principle 1A: Implement residential development standards and policies that promote attractive and well planned residential subdivisions in areas where these developments have ready access to streets, infrastructure, and other municipal services.

Residential Development and Housing Principle 1B: Encourage residential subdivision design that takes into account natural features and utilizes land efficiently and that can be adequately, economically and conveniently served by public services.

Residential Development and Housing Principle 1C: Encourage high standards of residential design. Support a variety of housing forms and landscaping to create greater visual interest, support walking, enhance the City's image and complement Nibley's rural character.

Residential Development and Housing Principle 1D: Require residential developers, as allowed by law, to provide adequate recreational and public facilities to meet the needs of residents of new residential developments.

Residential Development and Housing Principle 1E: Protect and enhance residential areas and values from incompatible adjacent uses through the use of buffers, such as space, walls, solid fences, landscaping, and other methods.

Residential Development and Housing Principle 1F: Improve neighborhood identity through the incorporation of thematic designs and materials into new public improvements.

Residential Development and Housing Goal 2: Preserve existing housing and neighborhoods where appropriate.

Residential Development and Housing Principle 2A: Preserve and protect the quality and character of existing neighborhoods. Ensure that infill development is compatible with the existing neighborhood.

Residential Development and Housing Principle 2B: Ensure that home occupations and business activities in residential areas are compatible with residential uses and do not create nuisances.

Residential Development and Housing Principle 2C: Ensure compliance with City codes and ordinances to minimize nuisances, control noxious weeds and protect the character of residential neighborhoods.

**BEST PRACTICES:
DESIGN GUIDELINES**

Create a variation in housing mix (architectural styles, lot sizes and building types and sizes) in walkable communities. This creates greater visual interest along sidewalks for pedestrians. In contrast, streets lined with identical homes and blank garage doors make walking less appealing. In new residential areas, a mix of housing models and architectural treatments are recommended.

Residential Development and Housing Goal 3: Continue to meet State and Federal Moderate Income Housing requirements, which will allow Nibley to provide suitable housing choices for a variety of individuals.

Residential Development and Housing Principle 3A: Provide for a variety of housing choices in conservation subdivisions.

Residential Development and Housing Principle 3B: Maintain an accurate database of affordable housing opportunities in Nibley. Maintain a threshold that at least 10% of the housing in Nibley meets the affordability criteria of the Department of Housing and Urban Development.

COMMERCIAL AND ECONOMIC DEVELOPMENT

The Commercial and Economic Development vision adopted by residents in the development of this General Plan is:

Nibley's commercial development will be compact and economically sustainable, focused in identified centers, balanced with residential growth, and will promote the area's character and charm.

There are currently few retail choices and little commercial development in Nibley. Most working residents of Nibley City commute to work outside of the City, which facilitates shopping near the workplace and outside of City boundaries. However, with the rapid growth that is occurring in the area, economic development opportunities are becoming more apparent. Development of the new high school on Highway 89/91 is likely to stimulate some commercial development in the area, and pressure for additional development along Highway 165 is likely in the future. While significant commercial development is not actively sought by residents, most residents agree that Nibley will experience some economic growth, and support conditions of appropriate location, scale, design and business type to ensure that new commercial development is compatible with the City's character.

The City adopted the Nibley City 2013 Economic Development Strategic Plan in January, 2013. The Economic Development Strategic Plan contains and describes the community vision, demographic data, general economic environment, sustainability strategies and appendices of information and resources. The vision, analyses and objectives of the Economic Development Strategic Plan remain applicable and complement the visioning and goal-setting of the General Plan update process, and are therefore included in this General Plan by reference. The 2013 Economic Development Strategic Plan identified five objectives as follows:

- Objective 1: Promote Business Attraction and Recruitment
- Objective 2: Increase Economic Development Capability
- Objective 3: Identify and Promote Economic Development Sites
- Objective 4: Develop Industrial and Business Sites
- Objective 5: Develop sustainable Government Services and Resources

Town Center Option

In pursuit of Commercial and Economic Development Objective 3, and as part of the General Plan development process, a series of concepts for a possible future multi-use Nibley Town Center were prepared and reviewed by project participants. The Town Center Design Study is not a specific plan for current action, but represents initial thinking and evaluation of a potential future town center in order to convey the key components and possible locations of a town center, should one become a reality. This plan does not anticipate a town center being developed at taxpayer expense. The conceptual Town Center was identified as an appropriate location for future commercial development, and is described in more detail in the Nibley Town Center Design Study (Appendix A). The Town Center Design Study offers three alternative Town Center concepts to stimulate discussion and test ideas for how a Nibley Town Center could be configured and what uses it would contain. All three concepts center on the existing Nibley City Hall and contemplate connection between City Hall and the intersections of Highway 165 and 2600 South and 3200 South. During development of the Town Center Design Study, most of the discussion of commercial and economic development related to the Town Center concept.

Commercial and Economic Development Goal 1: Provide for potential future development of a Nibley Town Center as the focus of commercial development and community life.

Commercial and Economic Development Principle 1A: Promote small-scale retail and commercial development near City Hall in order to better meet resident's needs and set the stage for development of the Nibley Town Center.

Commercial and Economic Development Principle 1B: As the Town Center develops, invest in the infrastructure improvements and programs/incentives that will attract the kinds of development sought for the Town Center.

Commercial and Economic Development Principle 1C: Encourage comprehensively planned, neighborhood-scale "Anchor Projects" in the City's Town Center.

Commercial and Economic Development Goal 2: Create and maintain a sustainable economic base for Nibley City that will provide tax revenues and increase local employment and convenience of shopping.

Commercial and Economic Development Principle 2A: Improve, diversify, and increase Nibley's tax base. Seek revenue growth from economic development activities to mitigate residential property tax increases that may be required to offset increased level of services costs.

Commercial and Economic Development Principle 2B: Support existing local businesses. Develop and maintain a relationship between the City and existing and future businesses to foster growth and development that is mutually beneficial to the City and its businesses.

Commercial and Economic Development Principle 2C: Discourage big-box retail that conflicts with the City's identity and desired character. Encourage retail and commercial development within Nibley City in appropriate areas and at a scale that is compatible with the City's rural character.

Commercial and Economic Development Principle 2D: Ensure that commercial developments located adjacent to each other blend well together and promote cohesiveness and quality aesthetic design and unity.

Commercial and Economic Development Principle 2E: Buffer the off-site effects of commercial uses from existing single family residential areas.

Commercial and Economic Development Principle 2F: Establish and regularly update architectural design and site planning standards for new commercial areas to ensure compatibility with the character of Nibley City.

Commercial and Economic Development Principle 2G: Continue to work with entities that foster economic development in Nibley City. To support this effort, consider adding an economic development coordinator position at Nibley City.

Commercial and Economic Development Principle 2H: In conjunction with construction of Ridgeline High School, identify opportunities for commercial development near the intersection of 2600 South and Highway 165.

Commercial and Economic Development Goal 3: Develop, enhance, and protect the aesthetics and character of Nibley to maintain a positive public image.

Commercial and Economic Development Principle 3A: Encourage and sustain general, citywide efforts toward beautification, landscaping, and related streetscape improvements.

Commercial and Economic Development Principle 3B: Create and maintain commercial and industrial zoning and design standards that protect and promote the quality of life in Nibley.

Commercial and Economic Development Principle 3C: Work with UDOT to encourage specific improvements, both functional and aesthetic, to the Highway 89/91 corridor and along Highway 165.

Commercial and Economic Development Goal 4: Expand the range of live/work opportunities in Nibley and connect residents to employment opportunities within the City.

Commercial and Economic Development Principle 4A: Promote the development of small, home-based businesses or cottage industries that have minimal impacts on City services or land uses, traffic, noise, and parking.

TRANSPORTATION AND MOBILITY

During the General Plan update process, the following vision statement for transportation and mobility in Nibley was proposed as follows:

Nibley supports an efficient circulation system that will allow traffic flow on major streets and create a safe atmosphere that encourages pedestrians and bicyclists. Trails are a critical part of the transportation system.

The Nibley City Multi-Modal Transportation Master Plan was adopted in 2011. The information and analyses contained in that plan form the foundation of this element and should be consulted for direction on any transportation-related issues. The action items proposed to implement the above goals and objectives described in the 2011 Multi-Modal Transportation Plan will be implemented as funding becomes available.

The Cache Metropolitan Planning Organization has created the Cache County Regional Transportation Plan 2040. This plan was adopted by the MPO in 2015, and should be referred to when considering any roads or connections that could affect adjacent municipalities. Nibley City recognizes the importance of a regionally unified and cohesive approach to transportation planning, with the admission that Nibley City's transportation network affects other communities, and vice versa.

In addition to the goals and objectives of the 2011 Multi-Modal Transportation Master Plan, as part of the General Plan update, the City has developed the following goals and policies to provide direction in decisions regarding transportation planning and development. Transportation planning includes consideration of traditional roadway networks for vehicles, trails planning for commuting and recreational uses, as well as coordination with land use management planning.

Goals and principles identified during the General Plan process included the following:

Transportation and Mobility Goal 1: Develop and improve a unified transportation system that provides efficient, comfortable and safe movement of people and goods in and throughout the City.

Transportation and Mobility Principle 1A: As development pressures increase, prepare specific area circulation plans around the Nibley City offices and the commercial areas along US Highway 89/91 and Highway 165.

Transportation and Mobility Principle 1B: Conduct on-street parking analysis as development occurs at or near the Nibley City offices and along the east and west frontage roads near US Highway 89/91.

Transportation and Mobility Principle 1C: Preserve the through-traffic function of arterial streets by minimizing points of property access intersections, and on-street parking.

Transportation and Mobility Principle 1D: Employ traffic calming measures, such as street trees or landscaped medians, on neighborhood streets.

Transportation and Mobility Principle 1F: Develop opportunities for the use of low-impact design elements in street cross-sections.

Transportation and Mobility Goal 2: Ensure that the City's transportation systems meet present and projected demands.

Transportation and Mobility Principle 2A: As directed by the Nibley Streets Master Plan, reserve the necessary rights-of-way in new developments to meet the road's ultimate function in the system.

Transportation and Mobility Principle 2B: Continually monitor and evaluate the road system to ensure that proposed and existing road designs will adequately meet the demands of the community.

Transportation and Mobility Goal 3: Ensure that all City roads, sidewalks and trails are constructed and maintained to meet high quality standards and conform to relevant codes and ordinances.

Transportation and Mobility Principle 3A: Encourage sidewalks adjacent to curb and gutter. Where a sidewalk is located directly adjacent to the curb and gutter, ensure adequate sidewalk width (5 feet). In rural subdivisions, require flat curbs and swales to more efficiently filter stormwater and to match the rural character of the City.

Transportation and Mobility Principle 3B: Ensure that street identification signage is clearly visible both day and night with particular emphasis on the arterial street system and streets designated as safe routes to schools.

Transportation and Mobility Principle 3C: Maintain and regularly update street construction specifications to prevent premature street deterioration. The City will not accept for dedication any street constructed below City standards.

Transportation and Mobility Principle 3D: Maintain effective engineering inspection services to ensure all streets meet construction specifications.

Transportation and Mobility Principle 3E: Develop a truck route plan to limit heavy industrial traffic to state Highways and City designated truck routes. Discourage the location of schools, town centers, parks and other pedestrian-oriented land uses on truck routes.

Transportation and Mobility Principle 3F: Ensure that trails are incorporated into the design of all residential and commercial subdivision.

**BEST PRACTICES:
TRAFFIC CALMING IN
NEIGHBORHOODS**

Many types of traffic calming can be used to slow driving speeds through neighborhoods. All rely on what is called either "vertical deflection" (e.g., speed bumps deflect cars vertically) or "horizontal deflection" (e.g., an island to requires cars to move left or right as they travel through). Options also include landscaped medians, street narrowing, striping for bike lanes and parking, changes in pavement color and materials, traffic circles, and other measures.

Transportation and Mobility Goal 4: Improve the safety and accessibility of all City streets for use by all modes of transportation.

Transportation and Mobility Principle 4A: Develop complete streets along major arterials to ensure vehicular, transit, bicycle, and pedestrian mobility throughout the City. Increase bicycle and pedestrian access between neighborhoods and activity centers.

Transportation and Mobility Principle 4B: Provide safe and comfortable pedestrian facilities that connect to public spaces and encourage active daily living. Achieve a greater pedestrian and bicycle connections within and between residential areas, commercial areas, and neighboring cities, including mid-block connections and connections at the end of cul-de-sacs, etc.

Transportation and Mobility Principle 4C: Coordinate street, intersection and transit stop improvements with regional transportation patterns to increase availability and access to public transit.

Transportation and Mobility Principle 4D: Utilize a variety of traffic calming and speed reduction methods to slow traffic on collector routes and on adversely impacted local residential streets.

Transportation and Mobility Principle 4E: Promote the use of alternative active transportation to improve air quality.

Transportation and Mobility Principle 4F: As transit usage increases, work with Cache Valley Transit District to develop a looped express route with more direct service to the Nibley City Center and a more frequent service schedule.

Transportation and Mobility Principle 4G: Work with UDOT to ensure that the 2600 South/Highway 165 and 3200 South/Highway 165 intersections meet the City's transportation and land use needs. See Transportation Map on Page 16.

Transportation and Mobility Principle 4H: Provide for trails by dedication, purchase or other means along existing and future waterways and canals where possible.

**BEST PRACTICE:
WALKABLE COMMUNITIES**

"Walkable communities should be focused on a core or town center that serves as a focal point for the neighborhood and provides convenient access to shops, restaurants, and community-oriented services, such as day care, libraries, and meeting halls. A modest sized public plaza or park is also appropriate in the core. A centrally located transit stop allows transit and other forms of travel to be combined. A core may be in linear form as well. Other high-intensity uses include public facilities, such as clinics, government services, post offices and gymnasiums."-Envision Utah's Urban Planning Tools for Quality Growth

PARKS AND OPEN SPACE

During the General Plan process, the following was identified as the City's vision statement for parks, trails and open space:

Nibley will have a park system interconnected by trails, community facilities, and cultural features, which are connected to neighboring systems and communities.

Nibley residents value the City park system and appreciate the many paths and ways that offer opportunities for non-vehicular travel through the City for both transportation and recreational purposes. In 2011, Nibley adopted the Parks and Trails Master Plan to guide future parks and recreation planning. The goals identified in the Parks and Trails Master Plan included the following:

- Create a guide for the acquisition and development of additional trails, parks, and open space areas to provide the community with opportunities to stay active and healthy.
- Identify new parks or improvements to existing parks that meet the needs of young children, youth, families, groups and the elderly.
- Inventory current park facilities, including waterways and all passive parks and trails.
- Evaluate potential for maximizing existing park facilities.
- Inventory publicly-owned lands to evaluate the potential for developing recreational facilities.
- Identify potential sites for park land acquisition not currently owned by Nibley City
- Identify the priorities of the community based on growth and trends and ensure that park facilities serve all Nibley residents.
- Develop a trails plan that:
 - o appeals to a variety of recreational users.
 - o provides a looped system, where possible, with varying loop lengths within the system.
 - o links recreational opportunities within the City providing for connections between parks, open space, school, community facilities and trail systems in adjacent jurisdictions.
 - o provides for safety as a paramount concern.
 - o addresses issues of upkeep and patrol to insure trail safety and reduce exposure to liability.

The 2011 Parks and Trails Master Plan remains a valuable resource for parks and trails planning in Nibley, but the City has identified a need to update the Plan.

Goals and policies identified during the General Plan process included the following:

Parks, Trails and Open Space Goals 1: Provide an accessible and connected trail system of open space, natural areas, parks, recreation facilities, trails, and greenbelts.

Parks, Trails and Open Space Principle 1A: Support expansion and maintenance of an accessible and diverse system of both active and passive open lands that include natural areas, developed parks, recreation centers, athletic fields, scenic areas, open spaces, and trails.

Parks, Trails and Open Space Principle 1B: Provide for connections between parks, recreational facilities, and schools through pedestrian and bicycle trails and greenbelts. Establish and maintain a safe network of bicycle routes and pedestrian trails that connect activity centers in the City.

Parks, Trails and Open Space Principle 1C: Utilize appropriate opportunities to develop public access along rivers, irrigation canals, and drainage corridors in order to provide additional trail linkages throughout the community. Design trail corridors to include wildlife buffer zones, particularly along streams and rivers.

Parks, Trails and Open Space Goals 2: Consider open space and park planning in capital project planning, transportation plans, individual development plans, facility plans and area plans.

Parks, Trails and Open Space Principle 2A: Work through adopted trails plans to identify and preserve areas, including sensitive lands, which may be suitable to develop a trails system.

Parks, Trails and Open Space Principle 2B: It is not the intent of the City to condemn land to develop the trail system. Trail development is done in conjunction with development of land.

Parks, Trails and Open Space Principle 2C: Nibley will seek strategic partnerships and recreation-oriented investments that enhance the recreational experience, both passive and active, for residents and visitors.

Parks, Trails and Open Space Goal 3: Protect and expand public facilities and programmed events in Nibley that promote and enhance the quality of life.

Parks, Trails and Open Space Principle 3A: Ensure development of parks, trails and recreation facilities to accommodate the needs of City residents. Investigate the feasibility of a community recreation center in the context of a potential future Nibley Town Center.

Parks, Trails and Open Space Principle 3B: Strengthen organizations that sponsor and support public activities, business, and social networks. Support new programmed events, such as Heritage Days, nature/science education programs, fairs, festivals, markets, and performing arts events in the City.

**BEST PRACTICE:
TRAIL CONNECTIONS**

Park development should coordinate with existing and planned trail networks, improving regional and community connectivity through trails, greenway connections, and paths. Connectivity is essential to developing a well-used and functional park system. Parks are intended to be used by all segments of the population, and connecting parks to trail networks ensures that they are conveniently accessed by foot or by bike.

UTILITIES AND MUNICIPAL SERVICES

Little community input was given regarding public services, public safety and infrastructure during the planning process. Some citizens were concerned about air quality, and one citizen was complimentary about the quality of snow removal.

The Nibley vision statement for Utilities and Public Services is as follows:

Nibley will continue to strategically plan and implement improvements to utilities and public infrastructure to ensure necessary facilities and services are provided to the community and occur in advance of significant growth. Nibley will pursue opportunities to develop information infrastructure to support technology business development.

Roads and transportation are addressed in a separate chapter of this general plan, but other infrastructure systems have been found adequate to meet the current needs of the City. These services include: fire, ambulance, police, culinary water, sewer system, roads, parking, street lighting, snow plowing, storm drainage, schools and school bus, public transportation, pedestrian access ways, parks, recreation facilities, etc. Nibley City promotes and encourages expansion and development of public service facilities and infrastructure in order to provide adequate services to existing residents and businesses and support the planned growth of the community. The City also encourages patterns of future development and land use that reduce public infrastructure construction and operational costs and make efficient use of existing and planned facilities. Other services required for development include: power, telephone, cable television, telecommunications fiber and natural gas. Care must always be taken so that the rate of development does not exceed the capacities of the entities that provide the services.

Residents of Nibley City consider the City to be a safe place for all people and expect it to remain that way. Safety can be described in terms of community and environmental health, or a lack of crime or environmental hazards. Public safety is a high priority to Nibley City and provisions for improving the health, safety and welfare will continue to be evaluated. Future development and community decisions should always contribute to a healthy and safe city.

Goals and principles identified during the General Plan process included the following:

Utilities and Municipal Services Goal 1: Ensure that cost-effective, efficient public facilities and services continue to be available in Nibley.

Utilities & Municipal Services Principle 1A: Prioritize capital improvements for utility systems that are currently not meeting generally accepted or legally mandated requirements.

Utilities & Municipal Services Principle 1B: Encourage development that is designed in such a way that essential services can be provided economically, which includes smaller lot sizes.

Utilities & Municipal Services Principle 1C: Support collaborative and cooperative regional infrastructure planning that can create economies of scale with respect to utility provision.

Utilities and Municipal Services Goal 2: Plan for and invest in an adequate culinary and secondary water supply for Nibley Residents.

Utilities and Municipal Services Principal 2A: Maintain an ongoing effort to identify and obtain additional sources of culinary water and water rights.

Utilities and Municipal Services Principal 2B: Encourage residents to reduce water use and demand by adopting conservation practices and adhering to guidelines and policies for landscape watering.

Utilities and Municipal Services Goal 3: Provide a range of public facilities that reflect the needs of the community, and that are fiscally responsible.

Utilities and Municipal Services Principal 3A: Ensure an adequate supply of high-quality civic space to accommodate the functions of the City in providing services.

Utilities and Municipal Services Principal 3B: To the extent practicable, focus future civic and City facility construction in a single, centrally located, multi-function "Town Center" location.

Utilities and Municipal Services Principal 3C: Ensure public spaces are welcoming, safe, and accessible to the entire population.

Utilities and Municipal Services Principal 3D: Investigate the cost and feasibility of the City providing specific amenities such as a library, amphitheater, recreation center, and programmed sports.

Utilities and Municipal Services Goal 4: Ensure that the level of service for public safety meets the City's needs.

Utilities and Municipal Services Principal 4A: Investigate the cost and feasibility of a fire substation to allow fire equipment to be located in Nibley.

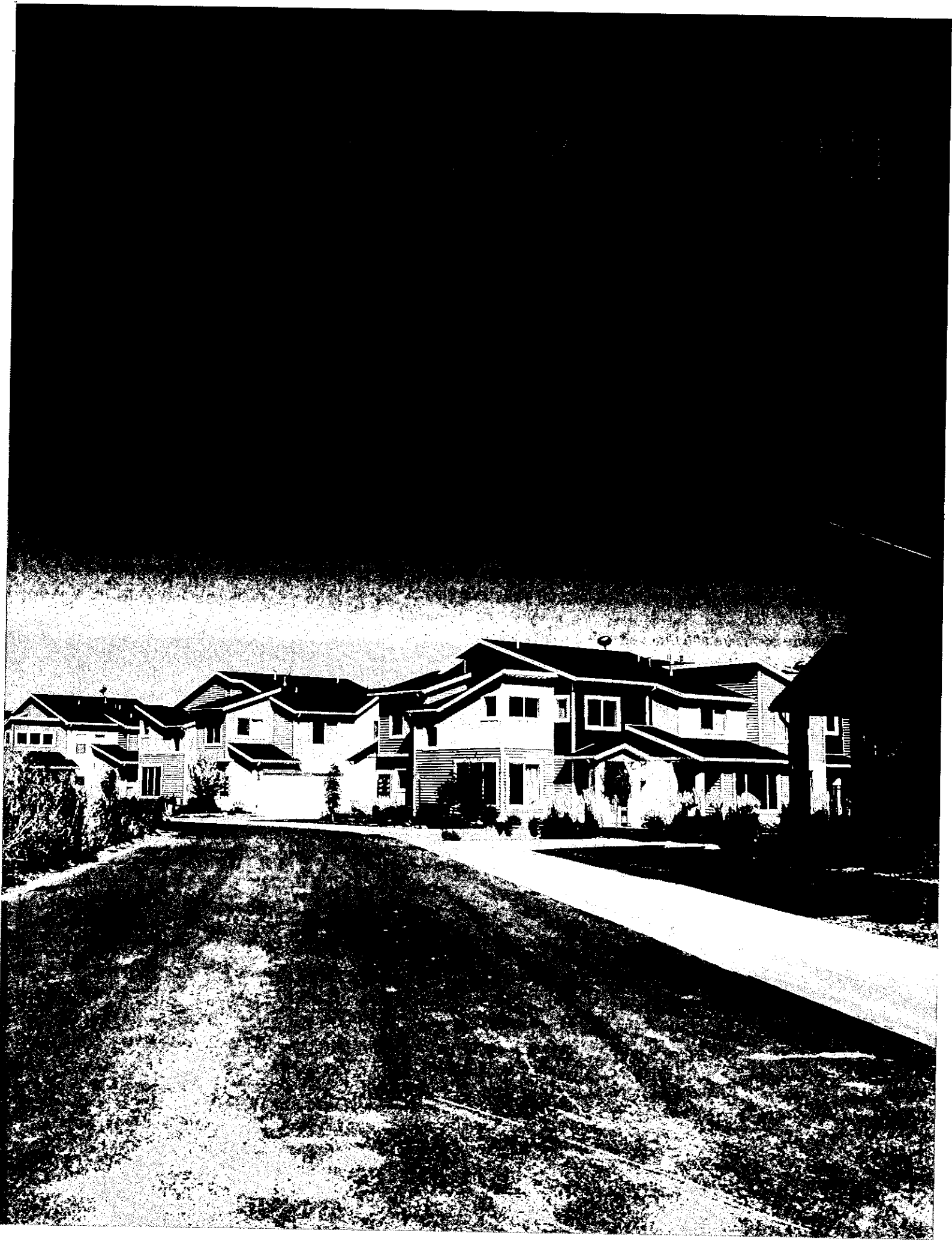
Utilities and Municipal Services Principal 4B: Investigate the optimal structure for providing emergency management service (EMS) in Nibley.

Utilities and Municipal Services Goal 5: Ensure that public utilities are installed and managed with respect to Nibley City character.

Utilities and Municipal Services Principal 5A: Coordinate with Rocky Mountain Power on development of new transmission and distribution lines with regard to location and design to minimize adverse effects to the City.

Utilities and Municipal Services Principal 5B: Ensure private utility company infrastructure is installed in a responsible manner, with sensitivity to design in terms of both visual appearance and impact to vegetation.

Utilities and Municipal Services Principal 5C: Expand on opportunities for broadband infrastructure.



INTRODUCTION

The General Plan is intended to serve as a *guide* for future development and land use in Nibley City. While the planning horizon of this General Plan is intended to be 10 years, it will be a living, evolving document that is adapted to reflect refinements in City Council priorities, new ideas, and emerging trends. Successful implementation of the General Plan depends on the coordinated and collective action of City decision makers, staff members, community members and other partners. The multiple components of the strategies to implement the General Plan are described in this Chapter 4.

1. **City Council** is responsible to guide implementation by establishing a General Plan Review Policy and Annual Work Plan priorities, developing partnerships, and ensuring accountability of City department activities in harmony with the plan's policies.

2. **Planning and Zoning Commission and City Boards and Commissions** are responsible to actively promote implementation of the General Plan and other adopted plans; each decision should be assessed to see how it helps advance both City Council Priority-Based Budgeting results and the policies in the Plan.

3. **Department Directors** are responsible for pursuing the potential initiatives identified in this General Plan and the Annual Work Plan, and developing new initiatives, in accordance with plan principles and City Council approval and funding. City staff will also continue to review development proposals, providing decision-makers with information as to whether such proposals align with the intentions and policies of the General Plan.

4. **Community members and City partners** are encouraged to track the plan's implementation and can support different implementation initiatives by participating in City budgeting and planning processes.

For each project listed here, the responsible parties, a schedule and an estimated budget are provided. As each project is evaluated in more detail, the specifics of each may be revised, based on then current circumstances and additional information. The City will evaluate the costs and benefits of each project before finally committing to undertaking the project.

In several cases, key goals and policies identified in different elements of Chapter 3 can be addressed by a single implementation strategy or group of strategies. Implementation strategies in this chapter are organized by Plan element, but where a single implementation strategy addresses multiple Plan goals, it is described in detail in only one Plan element and is referred to in subsequent element discussions.

LAND USE, RESIDENTIAL DEVELOPMENT AND HOUSING

The following actions are identified to assist in implementing key goals of the Land Use element of this General Plan:

Project 1: Develop Nibley City Future Land Use Map

Land Use Goal 1 provides: "Encourage development that respects and preserves the character of the City and provides a mix of commercial, residential housing and some light industrial uses. Carefully plan for growth within the City, ensuring that development occurs in suitable locations and can be efficiently served over the long term." Land Use Goal 4 provides: "Preserve agricultural lands, natural water features, sensitive areas and open spaces to protect the rural character of Nibley."

A Future Land Use Map would identify the areas in the City where new development is most appropriate and where open space preservation and/or development designed to protect the natural environment is desired. The Future Land Use Map would also delineate the future Town Center and describe the types and intensities of development envisioned in and near the Town Center development, and the kinds of public facilities and amenities that will make the Town Center a success.

Responsible Parties: City Planning Staff, Planning Commission and City Council

Schedule: Begin 3rd Quarter, 2016, target completion in 4th Quarter, 2016

Budget: Estimated at \$2,000 staff time, \$8,000 consultant fees.

Project 2: Revise Development Standards for Future Residential Developments

Residential Development and Housing Goal 1 provides, "Ensure that new residential development is compatible with existing development and protects Nibley's rural character and natural resources." Residential Development and Housing Goal 3 provides, "Continue to meet State and Federal Moderate Income Housing requirements, which will allow Nibley to provide suitable housing choices for a variety of individuals."

Nibley currently has a voluntary Conservation Subdivision Ordinance that encourages site design to take natural conditions into account and protect features that contribute to Nibley's rural character. The City currently does not have an ordinance that addresses planned unit developments. The most important features of a revised development code for residential development would include:

- Broader application of the Conservation Subdivision Ordinance to include all residential development;
- A site design for subdivisions and residential projects to protect natural features, with a particular emphasis on canals and other open water ways;
- A requirement for the provision of recreational and active transportation amenities;
- Design standards for public infrastructure and streetscapes;
- Incentives for provision of open space; and
- Provide for a variety in architectural designs, lot sizes and house sizes and configurations in the development project.

Responsible Parties: City Planning Staff, Planning Commission and City Council

Schedule: Begin 3rd Quarter, 2016; target completion in 1st Quarter, 2017

Budget: Estimated at \$3,000 staff time, \$10,000 consultant fees.

Project 3: Develop a Planned Unit Development (PUD) Ordinance

Nibley's previous Planned Unit Development ordinance was not useful in achieving the types of development the ordinance provided for, and was repealed. A replacement PUD ordinance would allow for development of the type described in the Town Center study if it met the goals of this General Plan and was consistent with Nibley's character. A successful PUD ordinance would address the following objectives:

- The minimum project size would be 50 acres in order to allow for an appropriate variety of building types and uses, and provide for adequate open space and public amenities
- A mix of residential, commercial and office uses could be allowed, if designed to be consistent with Nibley's character
- The project would be designed to protect sensitive areas and natural features
- Useable, public open space and amenities would be required as a part of the project

Responsible Parties: City Planning Staff, Planning Commission and City Council

Schedule: Begin 4th Quarter, 2016; target completion in 2nd Quarter, 2017

Budget: Estimated at \$3,000 staff time, \$10,000 consultant fees.

Project 4: Develop a General Plan Review Schedule and Work Plan

Land Use Goal 2 is stated: "Guide land use and growth decisions through application of the General Plan, the Future Land Use Map, and relevant goals, principles, and projects." The City would establish a regular schedule for review and assessment of the General Plan goals, policies and implementation strategies to determine whether the City's desired outcomes are being accomplished. The reviews would identify areas of the Plan needing revision, and would establish a work plan for making necessary changes frequent performance reviews of the General Plan will ensure that the City's planning and implementation stays appropriately focused and updated.

Responsible Parties: City Planning Staff, Planning Commission and City Council

Schedule: Annual

Budget: Within current duties and budgets

COMMERCIAL AND ECONOMIC DEVELOPMENT

The objectives of the Nibley City 2013 Economic Development Strategic Plan recommended a possible future Town Center as the focus of future retail and office commercial activity in Nibley. Commercial and Economic Development Goal 1 provides, "Provide for potential future development of a Nibley Town Center as the focus of commercial development and community life." The Town Center Design Study has been completed, and offers three alternative scenarios for consideration. While no specific commercial development initiatives have been identified, one goal of the Commercial and Economic Development element of this General Plan is as follows:

Project 1: Update Development Standards and Design Guidelines for Future Commercial Development

The project would update design standards and guidelines to ensure that big-box and strip-type commercial development is discouraged; to specifically review siting standards and maximum square footage limitations on single structures; and establish and maintain site and building design standards that promote high aesthetic values for commercial and industrial development in the City.

Responsible Parties: City Planning Staff, Planning Commission and City Council

Schedule: Begin 4th Quarter, 2016; target completion in 2nd Quarter, 2017

Budget: Estimated at \$2,000 staff time; \$3,000 consultant fees

TRANSPORTATION AND MOBILITY

The following actions are identified to assist in implementing key goals of the Transportation and Mobility element:

Project 1: "Develop park and ride locations along SR 165 at 3200 South and US Highway 89/91 at 1000 West which are prudent and can be used to encourage regional transit usage."
(From the 2011 Multi-Modal Transportation Master Plan)

Responsible Parties: Public Works Department and City Council

Schedule: TBD

Budget: TBD

Project 2: Based on street hierarchy, develop, adopt and regularly update a comprehensive Streets Plan with the accompanying Official Street Map for Nibley.

Transportation and Mobility Goal 1 provides, "Develop and improve a unified transportation system that provides efficient, comfortable and safe movement of people and goods in and throughout the City." Transportation and Mobility Goal 2 provides, "Ensure that the City's transportation systems meet present and projected demands." Transportation and Mobility Goal 3 provides, "Ensure that all City roads, sidewalks and trails are constructed and maintained to meet high quality standards and conform to relevant codes and ordinances." Transportation and Mobility Goal 4 provides, "Improve the safety and accessibility of all City streets for use by all modes of transportation."

Nibley City would develop a Streets Plan to accompany the Official Street Map. The Streets Plan would identify priority street improvement projects, based on current conditions and traffic loads of the streets; anticipated future traffic demand; and anticipated future land uses and intensities. The Plan would also identify bicycle routes; adjacent pedestrian features and facilities; street cross sections and design standards for signage, street edges and public amenities. The Plan would also identify areas suitable for the use of low-impact street design.

Responsible Parties: City Planning Staff, Public Works Department and City Council

Schedule: TBD

Budget: TBD

Project 3: "Plan for a future easterly connection at the intersection of 4400 South and SR 165 to accommodate future growth." (From the 2011 Multi-Modal Transportation Master Plan)

Responsible Parties: City Planning Staff, Public Works Department and City Council

Schedule: TBD

Budget: TBD

Project 4: Develop and annually update a Capital Improvements Program to meet the transportation demands of City residents in a timely and cost efficient manner.

Responsible Parties: City Planning Staff, Public Works Department and City Council

Schedule: TBD

Budget: TBD

PARKS AND RECREATION

Parks, Trails and Open Space Goal 1 provides, "Provide an accessible and connected trail system of open space, natural areas, parks, recreation facilities, trails, and greenbelts." The locations of parks, fields and trails would be addressed in the development of the Future Land Use Map for Nibley, to ensure connections between parks, recreational facilities, and schools through pedestrian and bicycle trails and greenbelts. The Comprehensive Streets Plan would also address the establishment and maintenance of a safe network of bicycle routes and pedestrian trails that connect activity centers in the City.

Parks, Trails and Open Space Goal 2 provides, "Consider open space and park planning in capital project planning, transportation plans, individual development plans, facility plans and area plans." Implementation of Goal 2 would be through the revision of the City's residential development codes so as to support expansion and maintenance of an accessible and diverse system of both active and passive open lands that includes developed parks, recreation centers, athletic fields, scenic areas, open spaces, and trails.

Project 1: Update the Nibley City Parks, Trails and Open Space Plan

Responsible Parties: City Planning Staff, Public Works Department and City Council

Schedule: Begin 2nd Quarter, 2016

Budget: \$35,000 consultant fee

UTILITIES AND MUNICIPAL SERVICES

This General Plan describes a change in project implementation priorities from the existing 2012 Water Master Plan. The re-prioritization consists of moving number 8, installing a fourth culinary well at the Regional Park, to the first priority, and eliminating priority numbers 2, completing a 12" loop on Johnson Road, and 5, continuing to require water rights/shares as development occurs, because they have been completed. The new approved list of water project priorities consists of the following:

1. Install fourth culinary well at the Regional Park. (Project has started)
2. Install new 20" ~ 24" culinary well and pump house on 1200 West at 3400 S. (2012). Construct a pump house at the well head. Install 12" water main from 3400 South to 3200 South.
3. Upsize residential water lines on along 1200 W corridor from 8" to 12". (2012 ~2020)
4. Install a 2 ~ 3 million gallon reservoir tank at proposed Regional Park on 640 West. Install Booster Pump Station with the proposed tank. (2018)
5. Install 12" water main from SR-165 to 250 West on 4000 South.
6. Complete a loop for Scott Farms, 3850 S, 3700 S and 2200 S (Clear Creek) as development occurs.
7. Install booster pump as development occurs south of existing City boundaries on Hollow Rd or east of Blacksmith Fork River. This can be resolved with annexation agreements as development occurs.

The city recognizes that in the future these priorities may be amended to provide for the needs of residents and development. The 2013 Water Management and Conservation Master Plan contains strategies for future water supply and conservation.



NIBLEY TOWN CENTER

Design Study and Guidelines Supplement

FEBRUARY 2016

NIBLEY CITY, UTAH



TABLE OF CONTENTS

SECTION 1: INTRODUCTION

Background and Vision

Purpose of a Town Center

Recommendations

SECTION 2: DESIGN PROCESS

Site Selection and Analysis

Development Opportunities Overview

Concept Design Alternatives

SECTION 3: DESIGN GUIDELINES

SECTION 4: GUIDING PRINCIPLES

SECTION 5: GENERAL PROVISIONS



1. INTRODUCTION

BACKGROUND AND VISION

As part of the General Plan Amendment, the City of Nibley included a vision of potential future development opportunities for a Nibley Town Center, as it relates to the General Plan update. The vision for Nibley Town Center could be to create an active, vibrant, sustainable pedestrian friendly place that supports a broad range of uses and cultural activities, in which people of all ages, incomes and backgrounds could grow as individuals, neighbors and citizens. They realize that, at this point, no determination has been made by the City in planning or developing a town center, but wanted to see what a potential vision might look like as Nibley moves into the future.

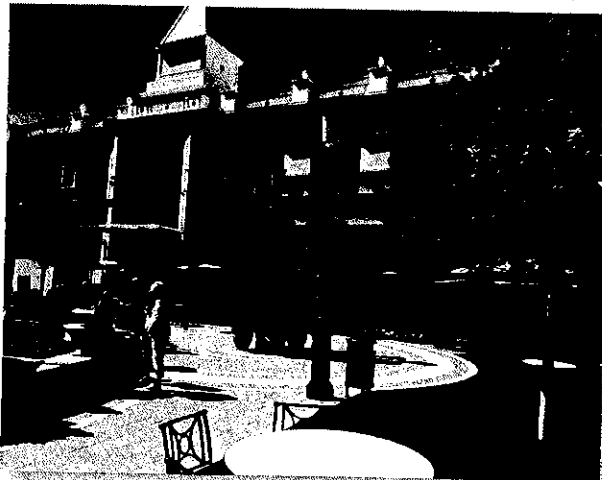
Typically a Town Center is a community gathering place that generates excitement, at a community level, and provides a destination where residents and visitors congregate to recreate, shop, dine and generally participate in the life and events of the community.

The current perception is that Nibley does not have a "defined" town center and, perhaps, as the city grows, coming to an agreed commonality and understanding concerning the definition of a Town Center, its functionality and location, may have a direct benefit to

the citizens and future government officials as they plan for the future and respond to development pressures.

In most urban communities a town center is recognized as the *heart of the community*, generally in a vibrant setting with convenient shopping, dining, activity nodes and community facilities such as parks, open space and public gathering places. Nibley, recognized and prized as a more rural, bedroom community, cherishes its rural heritage and, perhaps, may question the need for a "typical" or traditional strong, vibrant town commercial center. In discussions with the city staff, officials and residents, it is obvious, however, that the city could benefit from some kind of recognizable, unifying spaces or series of activity nodes which residents can identify with and which becomes the "heart of the city".

Generally, the city seems to recognize that through progressive thinking and proper planning, lands and activities can begin to be identified and allocated towards specific locations that, as development and preservation, such as civic, recreation, trails, and open space occurs, through time, efforts towards achieving the goal of an identifiable



"town center" will ensue.

The design concepts and illustrative master plan, shown in this section, depicts a downtown with a strong relationship to the land, integrated nature trails and recreational activities throughout and a strong sense of place making at its core. The scale and design of the streets and blocks, the network of streets and the street frontage are important in achieving the overall vision.

PURPOSE OF A TOWN CENTER



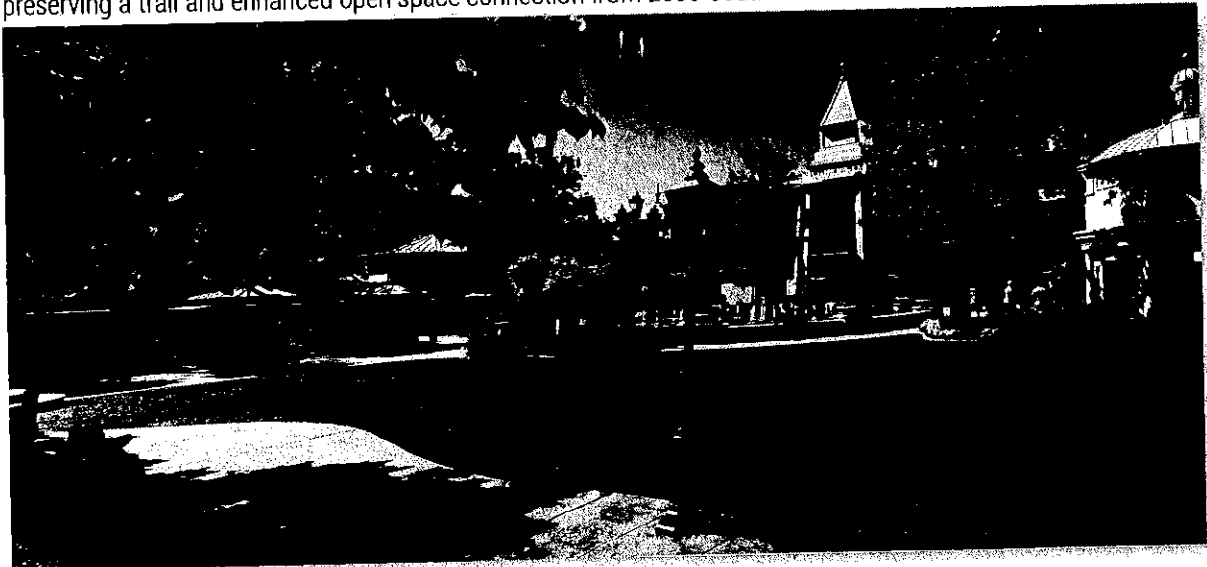
The underlying purpose behind carrying on a dialogue, looking at various examples, and developing ideas for a Nibley Town Center are to:

- Formulate a consensus for a unified definition for the Nibley Town Center
- Analyze possible locations, facilities, functions and options
- Identify existing constraints, opportunities and alternatives
- Determine the necessary course of action for the realization of a future Town Center
- Discuss and illustrate various physical design options for maximum efficiency and opportunities
- Accept and evaluate public opinion that can help guide current and future policy makers
- Create design guidelines and policies for future decisions and development
- Assist in ensuring Nibley's orderly and sustainable growth
- Provide a centralized location as an art, cultural, recreation, and civic center

RECOMMENDATIONS

This Town Center Plan recommends that the city focus its attention for future city center growth in a centralized, accessible area adjacent to the existing Nibley City offices with connectivity to two major satellite "gathering places" or "nodes", one to the north, adjacent to the activities anticipated with the new High School, and the other south, taking advantage of the highly desirable elevated land structure. By encouraging to develop the Town Center as an art, cultural, civic and recreational center, the Plan recognizes and celebrates the power of art, culture and the preservation and enhancement of open space, to regenerate the community and preserve historic values.

The Plan further recommends that the north and south activity areas, or neighborhood nodes be provided with a significant amenity space to serve as a community gathering place or neighborhood square. These "connected" gathering spaces could include plazas, parks, promenades, greens, gardens, arts, cultural and educational uses or other public spaces. The Plan also recommends incorporating additional amenity space where appropriate which would physically connect the Town Center to the two suggested neighborhood squares, including pedestrian and bicycle circulation systems, enhanced streetscapes and revitalizing environmentally sensitive areas as further discussed in this document. As the concepts and master plans illustrate, the Plan specifically recommends preserving a trail and enhanced open space connection from 2600 South to the Town Center on 3200 South, then





continuing this connectivity south to the suggested Southern Neighborhood Center through a series of connected open space, recreation spaces and enhanced streetscape.

In order to create the sustainable environment needed to support the idea of a community Town Center, existing and future public spaces and amenities must be designed, constructed and maintained to the highest standards. The standard of design and the built environment, as suggested further in the design guidelines, for open spaces, plazas, gardens, medians, pedestrian and bicycle systems and street furniture reflect the values of the community and therefore must be of the highest standard.

2. DESIGN PROCESS

SITE SELECTION AND ANALYSIS

The first step in the process of defining a "town center" involves an identification and inventory of the following critical resources:

- Potential available lands within an appropriate location
- Potential vehicular and pedestrian access
- Existing and future predominate activities and uses
- Public buildings, facilities and recreational activities
- Significant natural features to be enhanced and/or preserved
- Adjacent existing commercial, business and other significant activities
- Existing and potential public amenity opportunities
- Transportation corridors and connections
- Existing property location information such as configuration, ownership and land use

By identifying these significant existing features, opportunities and constraints and future development opportunities can more readily be anticipated, along with any pertinent existing features and activities that may affect the location and structure of future town center activities.

Once the most logical parcel or parcels of land are identified through the selection process then the specific opportunities and constraints are defined and analyzed. Through the selection process and with the help of the General Plan Steering Committee the contiguous vacant land areas north of the existing municipal building and directly south were determined to be the strongest candidates.

The significant, identifiable opportunities and constraints of these parcels are:

- Approximately 300 acres of potentially developable available land
- Prominent municipal facilities/activities within the analysis area are Nibley Park and City Offices
- Future High School adjacent to identified potential development area
- Existing business/commercial activity at or near major transportation junction 3200 S. and SR 165
- Potential regional trail corridor along existing railway tracks along 640 West Street
- Nibley River Walk trail planned along Blacksmith Fork
- Significant wetland/drainage corridor exists through the properties



- Need for trail connections between High School, City Offices and adjacent development
- Strategic roadway access available from many locations thereby completing the roadway system
- Strongly connected undeveloped lands provide for excellent activity connectivity
- Potential North-South City-Wide trail system connectivity
- Lands border significant vehicular activity along highway State Road 165, 3200 S. and 2600 S.

The site analysis drawing (next page) illustrates, graphically, the opportunities and constraints mentioned previously. The two most prominent existing man-made features within the study area are the Nibley City Hall and Nibley City Park. These two features are significant because as important community activity centers the public perception is that they begin to form what many consider as the beginnings of a "town center" or community activity and gathering place. The existing connectivity between these uses and facilities is significant and any future development on the adjacent vacant properties should take into account their place in the existing community fabric.

Analyzing the contiguous lands within the identified area there are a number of other significant existing and developing features that need to be considered as the design process begins to suggest form and substance to the town center design. These significant features and/or uses that will play a major role in shaping the future town center master plan are:

- New High School located in the North-East quadrant of the study area
- Prime developable land surrounded by residential development
- Excellent vehicular and pedestrian access throughout the site with a number of stub streets
- Strong trail connectivity options for future trails, trail heads and educational opportunities
- Significant drainage channels begin to define potential open space preservation corridors
- Opportunity to create a major pedestrian/equestrian trail North to South with few limitations
- Education and learning opportunities by preservation of the naturally existing corridor

DEVELOPMENT OPPORTUNITIES OVERVIEW

Upon completion of the site inventory and analysis significant development opportunities are then diagrammed considering existing and potential residential, commercial, business, parks, recreation and trails development, both public and private as well as preservation of significant site and environmental features. Graphically the various opportunity are illustrated with diagrams which suggest activity areas, trail connectivity, open space opportunities, existing and potential vehicular access, both existing and proposed focal points, buffer areas, use relationships and significant environmental preservation considerations. The illustration on the following page identifies these opportunity sites and relationships. (See map following page)

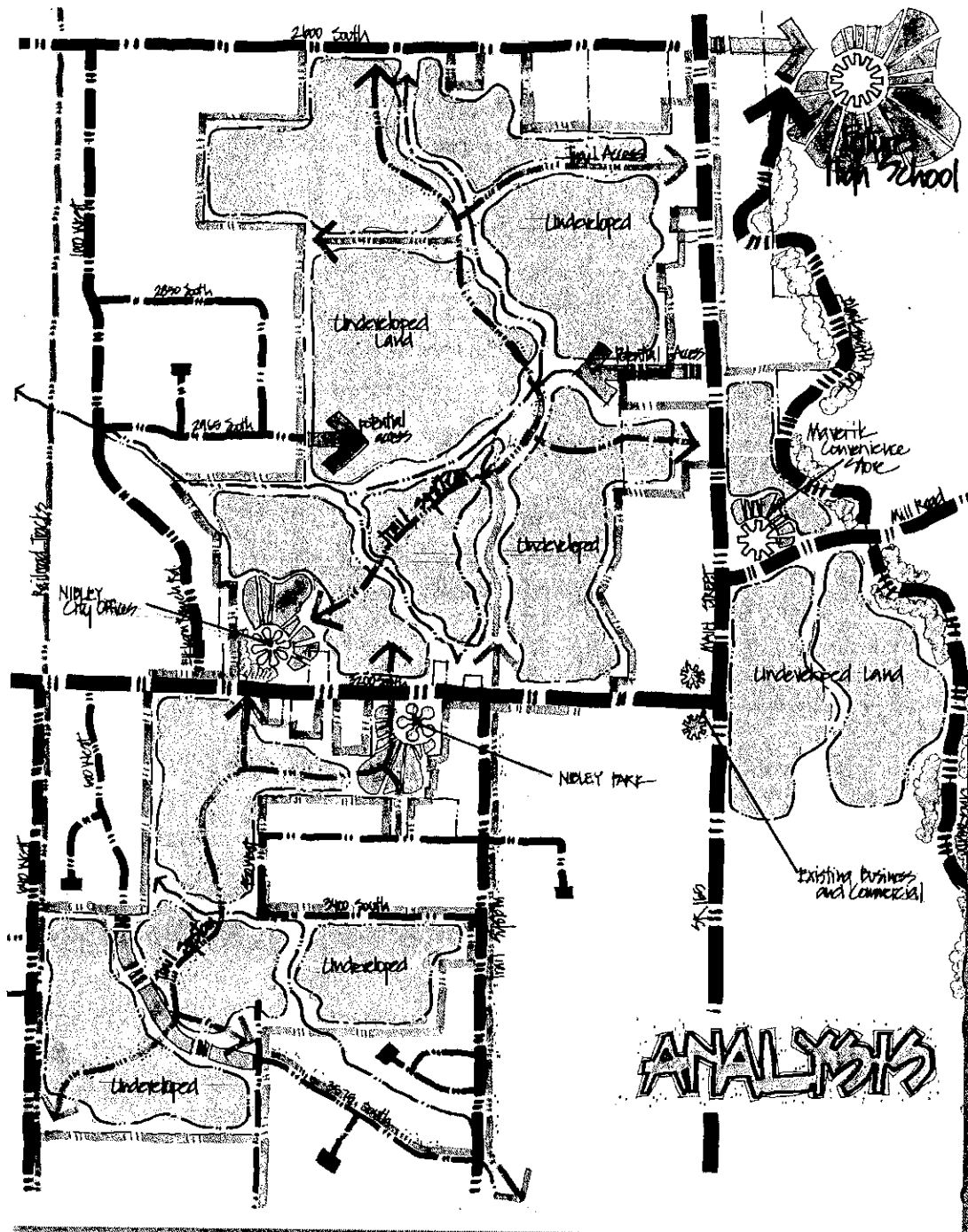
The development opportunities analysis revealed four potential significant activity nodes, primarily due to their adjacency to existing opportunities, these are:

1. HIGH SCHOOL RELATED ACTIVITY NODE

Open space adjacent to or in proximity to the future High School is a potential for commercial, recreation and business activities associated with the predictable High School traffic.

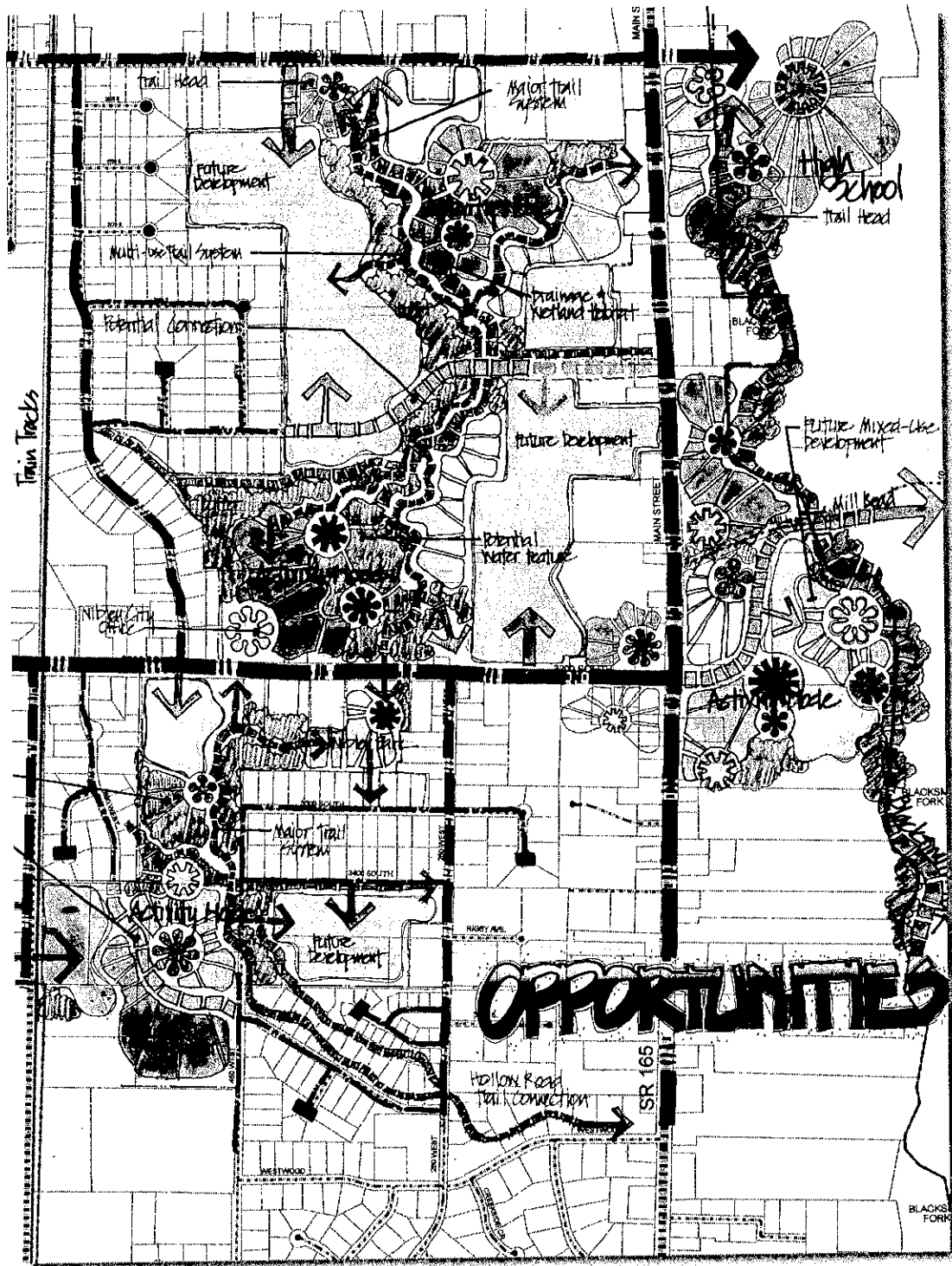
2. CITY HALL ACTIVITY NODE

Because Nibley City Hall becomes a significant community activity area for meetings, weddings, social gatherings, utility payments and other city business, consideration to expand on that sense of community center and define further appropriate activities such as parks and recreation facilities and activities,

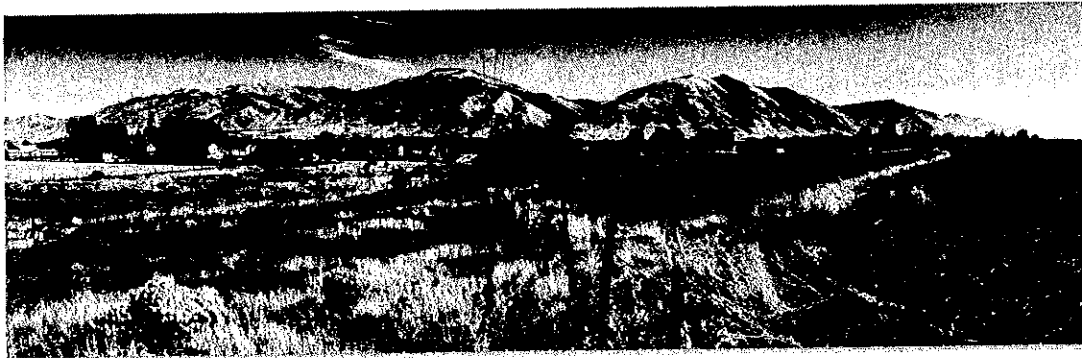


Site Analysis Map





Site Opportunities Map





community library, attractive open space features, businesses, restaurants, etc.

3. COMMERCIAL ACTIVITY NODE

With the Maverick Station currently acting as a "community gathering" place, its adjacency and access to Millville, Main Street, and 3200 South Street, the historical building, other existing businesses and the potential for development along this viable commercial corridor this activity node becomes one of the most significant development opportunities in Nibley and should be considered as a potential town center node.

4. ELEVATED LAND FEATURE NODE

Due to the significant land elevation and location directly south of the City Hall, this area becomes highly favorable site to be considered for activities associated with a future town center. The views and vistas that it provides make it a stunning and attractive site that captures the serenity and overall beauty of Nibley. It is important that, as the city officials review areas for their town center that the natural beauty of this parcel be strongly considered.

CONCEPT DESIGN ALTERNATIVES

The next step in the Town Center visioning process is to consider the various development opportunities, define, in more detail, individually and collectively what they might be, how they interact with each other and the specific opportunities that make them unique and how those opportunities may be utilized for the benefit of any future Town Center development.

Each of the three (3) concepts attempt to identify, as a whole, the strongly associated area that could or should be considered for development, preservation or environmental enhancement and identify strong relationships and important connectivity activities and/or opportunities. In reviewing these various options it must be remembered that, between these concepts, the thoughts and ideas communicated in each of the concepts can be mixed and matched and are not necessarily dedicated to one idea alone.

DESIGN ALTERNATIVE 1 (See following page)

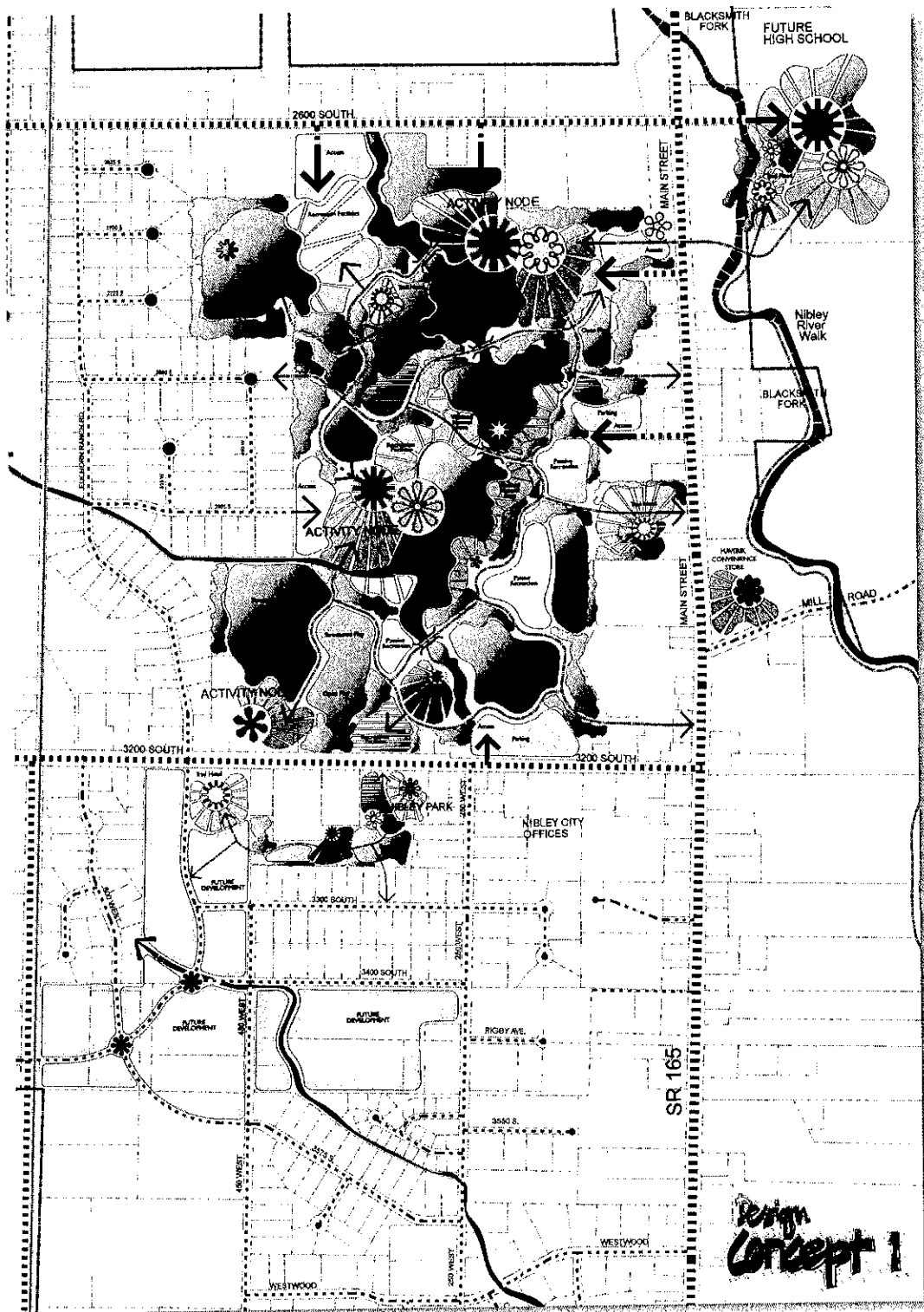
Design Alternative 1 identifies the potential to preserve and develop the area north of City Hall, which should retain a major connection to the future High School. This concept assumes that the City may want to concentrate all or, certainly, most of its future parks and recreation activities and facilities within this potential corridor because of its intrinsic and environmental value. Preserving a significant open space corridor through this area should be a priority and central to every concept.

This would then create the potential for a magnificent regional park and open space centrally located within the "heart of the city" thereby creating a "town center" with three significant activity nodes, regional trail access, environmental education areas, public amenities with enormous recreational potential.

The area south of City Hall is identified as future potential residential development areas and a major trail head to ensure the trail connectivity to the City-Wide trail system.

The existing Nibley Park is identified as an attractive adjacent use to the south and ties in nicely with the expanded open space and recreational activities to the north. This park becomes an adjunct to the expansive recreational activities to the north.

The significant features of this concept include:



Design Concept 1 Map



- Strong, direct pedestrian trail connections between the High School and City Hall activity node
- Preservation and enhancement of the existing wetland, canal and open space corridor
- Using the available water courses as major parks and recreation enhancement features connected to activity nodes, trails and open space
- Preservation of the natural beauty of the area and provides for needed educational opportunities
- Dedication of potential land for future recreational facilities
- Significant water bodies, which could act, not only as water retention basins, but potential recreation and leisure activities
- Adequate buffering of adjacent residential development
- Preserves the existing open feeling which Nibley is currently identified with and with the preservation of this entire area this open, spacious feeling is preserved in perpetuity
- Allows for smaller commercial and public service activities to be included in the activity areas
- Provides for adequate vehicular access to all parts of the area
- Enriches and enhances the adjacent property values by creating permanent open space
- Provides for a significant amount of all types of trails which can be designated and separated as needed

DESIGN ALTERNATIVE 2 (See following page)

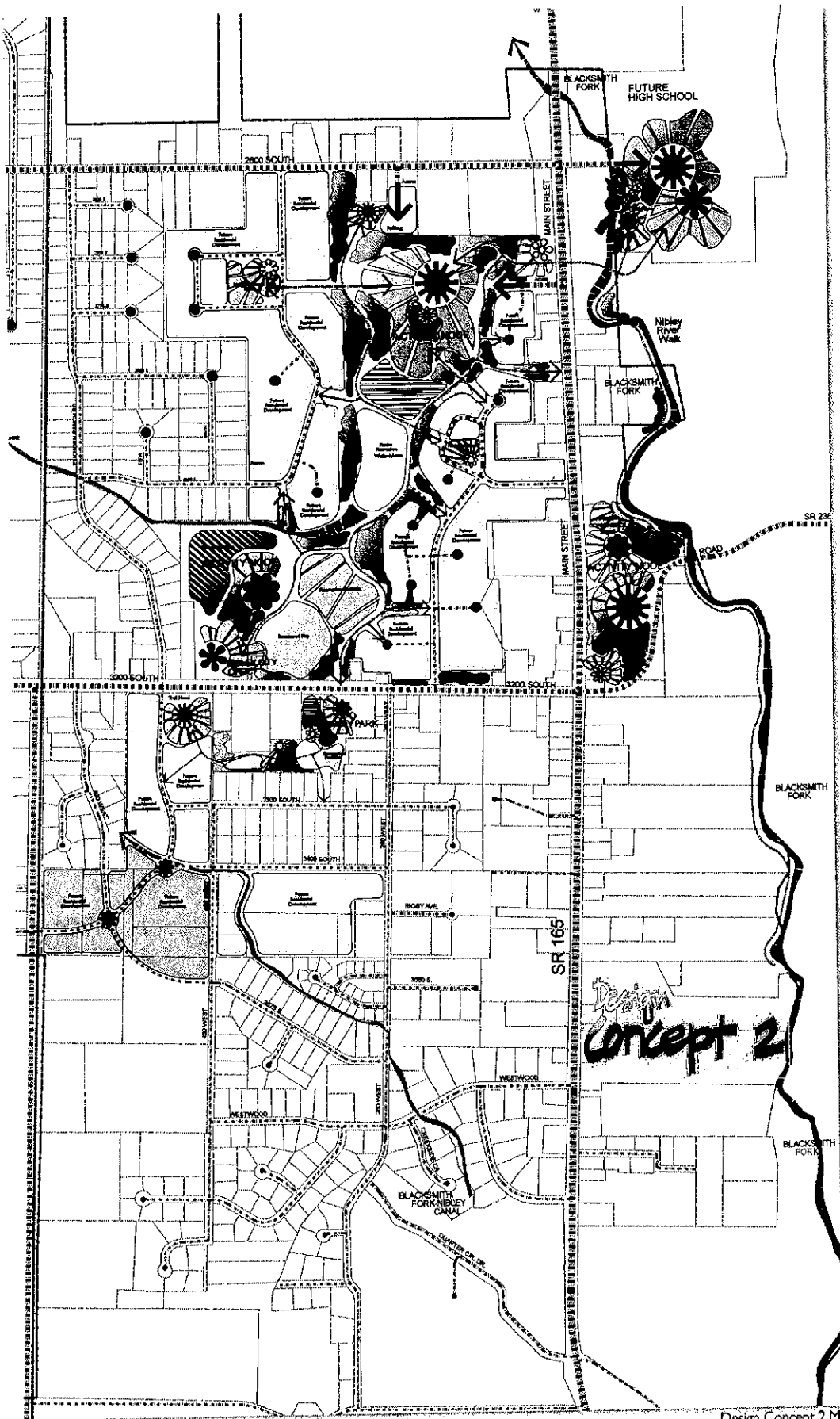
Concept two, although similar to concept one, in that it focuses on the area north of Nibley City Hall and the opportunities generated by the inclusion of the future High School, is significantly different because it allows for the natural inclusion of future residential development within the potential improvement area, thereby significantly reducing the amount of potential open space, parks and recreation space. The two colors of residential development suggest the consideration of similar but differing residential density types which will complement the existing land development and/or the proposed development area. It should be noted that, in all of the concepts, the potential is shown for the Nibley River Trail, running parallel to the Blacksmith Fork River which takes advantage of the beautiful, natural environment along this corridor.

Because of the substantial reduction of "town center" land, only two distinctive activity nodes, within the main body of land, suggest a reduction in activities such as parks, trails, recreation and open space. Another significant, more commercial, activity node is suggested at the confluence of SR 165 and 3200 south, augmenting the commercial activity adjacent to the Maverick Convenience Store.

One feature that allows for this commercial district to expand and become more viable is the suggestion that Mill Road be re-configured to better intersect with 3200 south. This concept provides for a limited amount of additional commercial activity north of Mill Road and consolidates the commercial activity into a more manageable configuration.

The features of this concept include:

- Significant regional trail connectivity north, south, east and west
- Adequate and enhanced residential access and infill development
- Providing open space and trail connectivity provides for enhanced property values along the corridor
- Buffering of adjacent residential development



Design Concept 2 Map



- More limited but good potential for recreation development along the town center corridor
- More identified lands for future commercial development along major transportation corridors
- Adequate residential development south of the Nibley City Offices
- Preservation and enhancement of wetlands within the zone
- More recreational activities and facilities adjacent to 3200 south street
- Separation of commercial activity and more leisure activities within park and open space locations

DESIGN ALTERNATIVE 3 (See following page)

Concept three takes the activity node development to the next level of organization and improvement suggesting that two of the three activity nodes become more structured and designed around a more formal theme. It also takes the approach that the nodes be expanded both from a civic and commercial perspective.

The most dramatic suggestion is the development of a "true" commercial center with associated mixed use development focused on the intersection of 3200 south and Main Street. If Nibley were to ever develop a stronger commercial core, this concept suggests the best approach and the prime location.

The following is a more detailed explanation of the elements of this alternative concept:

Northern Activity Node

Defined by its proximity to the future High School, this activity node could provide for some limited commercial, leisure activities, parks and recreation and environmental education facilities, direct access to a major trail system and is strategically located near the open space connector system.

Open Space Corridor

One of the critical aspects of the town center development is the preservation and enhancement of the north-south drainage/open space corridor. This corridor provides for trail access, environmental education, wetland preservation, as well as a multitude of passive and active recreational activities. Proposed residential development adjacent to the open space corridor will also benefit from more stable and enhanced land values because of their adjacency to natural preserved open space.

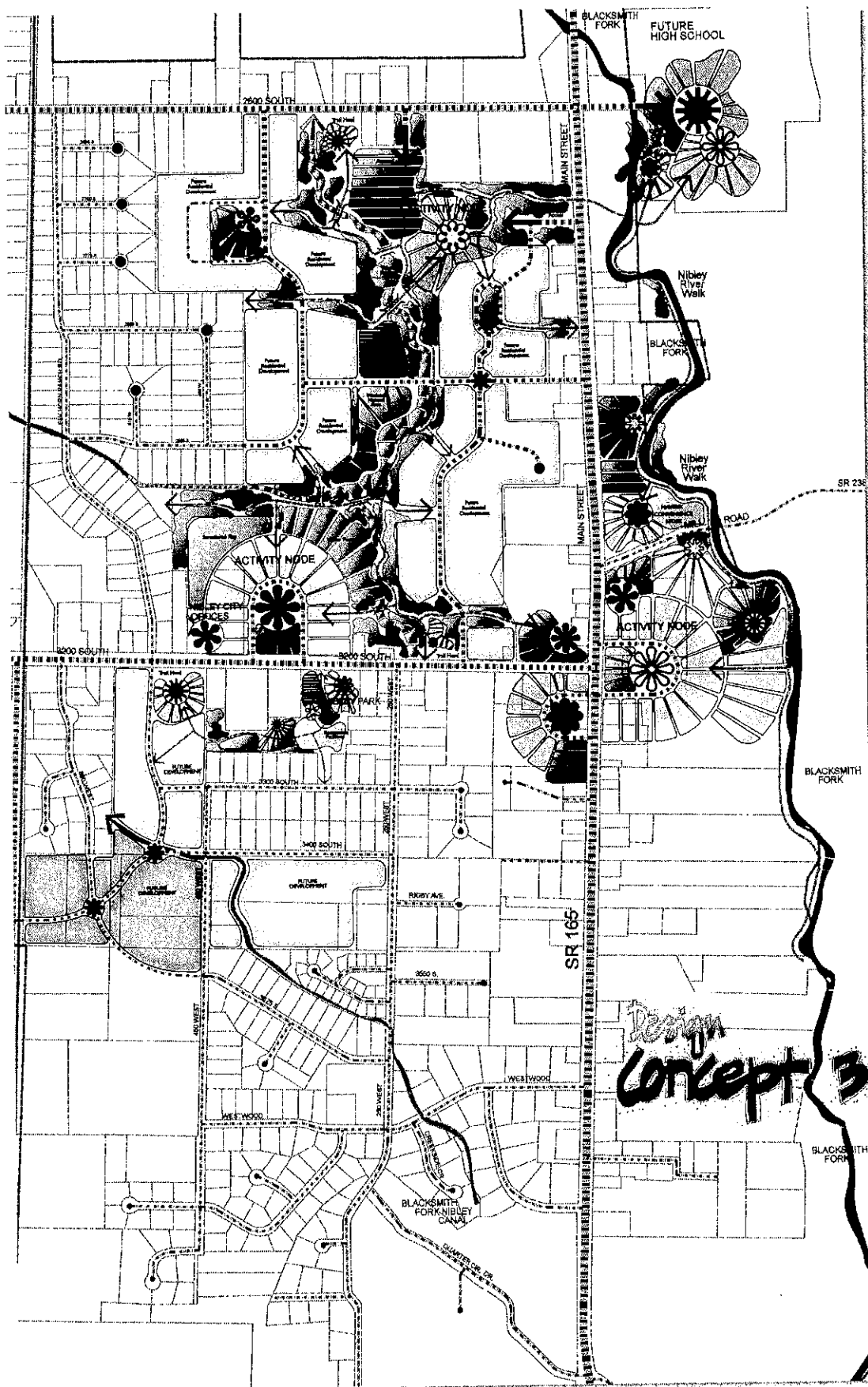
As this concept illustrates, a minimal amount of improvement and redefinition of the canal and drainage system would provide a natural amenity adjacent to the trail system, which would give the entire corridor a unique environmental setting and visually and physically connecting the two activity nodes. Picnic areas, rest areas, observations zones and wetland habitat educational areas would also be a tremendous augmentation.

Civic Activity Node

Creating spaces and uses to which people are drawn and participate actively in, on a regular basis, produces a dynamic "critical mass" that is sustainable. This illustrated "critical mass" would thrive by taking advantage of: additional civic uses, businesses, and restaurants focusing on significant, well designed water, parks and open space opportunities.

Commercial Center

A natural evolution of creating a civic center "critical mass" is the expansion of a center of activity that is more geared towards service and neighborhood commercial. With adjacency to the Blacksmith Fork Trail and Open Space system and the need to create residential uses for all demographics as the key ways of achieving the necessary critical mass for a successful town center, this "node" suggests, not only the expansion of commercial uses, but



Design Concept 3 Map



also the inclusion of residential development associated with and taking advantage of the natural open space corridor, views and vistas.

As this concept suggests, the "critical mass" can be achieved by creating more variety, a walkable scale and a more welcoming environment for development throughout the town center district. It is well known that people walk greater distances if they have an interesting and safe streetscape, trail system or environment along the way, therefore developing a "walkable scale" environment is one of the key elements to the vitality and sustainability of any town center.

A successful town center is defined by the features of the street or walkway, including the street furniture (lighting, benches, landscaping), the mix of street-related activities (land uses), and the scale and urban design of buildings that face the street. The primary pedestrian corridor needs to have a variety of activity and destinations that anchor the key routes.

To be viable, the town center must be a safe place to live, work and play, offer financially viable development opportunities (synergy), provide more enhanced public spaces and overall promote a more positive image of the community as a whole. The town center has to be a vibrant, exciting, interesting, and safe environment for it to draw people to it, not just for special events and occasions, but on a regular basis, therein providing the necessary interactions between people, retail, business, leisure activities and the environment.

SUMMARY CONCLUSIONS

Perhaps none of the concept alternatives is a "magic bullet" that answers all of the questions, solves all of the potential problems or satisfies every opinion of what the future of the Nibley Town Center is, however a fairly strong consensus of the City officials, staff and citizens which should be noted for future reference. As the Town Center concept evolves in the foreseeable future the following salient points should be considered and incorporated as change and development pressures occur:

- Preserve a significant open space/trail corridor through the study area
- Preserve and enhance the environmentally sensitive wetland/water courses
- Consider the corridor as a nature/environment education opportunity
- Require future developers to dedicate open space in return for higher density cluster developments
- Consider establishing and managing a PUD ordinance which should lead to better design
- Create a major north-south trail system connecting to the City-Wide Trail System
- Facilitate the growth of the Town Center by positioning all future city offices and cultural opportunities with respect to an approved concept and create a downtown zone to accommodate future uses
- Encourage a less rigid transportation system which takes advantage of exposure to the open space corridor as indicated on the Preliminary Concept Master Plan
- Preserve lands through development controls, as illustrated, for associated Neighborhood Center activity nodes and encourage developers to adopt the concept of Town Center connectivity throughout new development
- Use natural features as much as possible to augment the Town Center character to create enhanced water features, streams, nature center, wetlands, natural habitat restoration, vegetation preservation, etc.
- As new cultural, civic, commercial and recreational facilities are planned, use the approved Town Center concept to make critical decisions regarding location, design, architectural and landscape character, connectivity and future opportunities
- Revise, update and continually refine the Town Center concept, making it a "working document" that changes as the City grows and matures



- Incorporate the Town Center concept into the upcoming Trails, Open Space and Recreation Master Plan to ensure the viability of both

3. DESIGN GUIDELINES

These Guidelines establish criteria for development within the Nibley Town Center development area to:

- Ensure that new development contributes to the overall vision of Nibley Town Center as a sustainable pedestrian-oriented environment with a desirable urban character through the design and placement of new buildings, streets and public amenity spaces and facilities
- Create high quality urban spaces with structures and landscape that form pleasant, convenient, safe and exciting environments designed for both people and vehicles
- Provide for additional high quality recreational opportunities for the citizens in an environment and setting that has been preserved and/or enhanced to retain the vision of Nibley's overall General Plan
- Provide a reference and framework for the officials and staff of Nibley City to guide them in future decision making regarding commercial, residential, and open space developments and improvement
- Provide a degree of certainty and predictability to adjacent property owners and citizens on what can be built within their neighborhoods, while allowing for flexibility to ensure that the mixture of land uses and resultant design may evolve in response to market factors and good urban design practices

These Design Guidelines are intended to be used in conjunction with the updated General Plan for future Nibley City growth, including, updating the Zoning Ordinance on an as needed basis, defining the desirable land uses within the Town Center District, and future considerations for development proposals. In light of the City adopting such Design Guidelines to direct the growth of one of the key aspects of the city, it is recommended that a Review Board be established under the guidance and tutelage of the Planning Commission, whose sole responsibility is to administer the Design Guidelines for all future development, ensuring that the principles defined within the guidelines are not only continually updated, but administered on a consistent and reasonable basis.

The Review Board should work with the applicants (property owner, builder, developer, etc.) to develop an acceptable design response that meets the intent of these Design Guidelines. Modifications or exceptions to the Design Guidelines for specific development plans may be granted by the Planning Commission with recommendations from the Review Board based on specific requirements, peculiar site or economic constraints, architectural and site design merit, or as otherwise permitted under the Zoning Regulations. All applicable Nibley City and Utah State regulations and permitting processes must be adhered to and are not superseded by these Design Guidelines.

Since these Design Guidelines are preliminary in nature, it is also recommended that the City develop them further and in greater detail where necessary.

The Design Guidelines include general provisions for all neighborhoods and specific design criteria for building height, setback and other design standards.

The Street Design Guidelines identifies characteristics of public and private streets, including street widths, number of travel lanes, on-street parking and sidewalks. The intention is to provide consistent, integrated, and coordinated development, assuming that multiple developers and investors will be involved throughout the process.

The Open Space and Amenity Guidelines provide design criteria and illustrative examples of each type of open space and recreational facility. The preliminary Town Center Master Plan suggests locations for urban amenity areas, including parks, plazas, promenades, squares, greens, special development sites and natural areas within the Town Center defined area. The Architecture Guidelines do not prescribe an architectural style, but rather a design approach to create a high quality, pedestrian oriented environment that conducive to the vision of the Town Center being the "heart of the city".



4. GUIDING PRINCIPLES

The vision for the Nibley Town Center is to create an active, vibrant, sustainable pedestrian friendly urban town center that supports a broad range of uses, recreational opportunities and cultural activities. The scale of the streets and blocks and the network of various streets and frontages are important in achieving this vision and must be considered carefully. The Design Guidelines provide preliminary development standards that promote this vision.

The following important design principles generally apply throughout the town center:

- Create a variety of uses, services and building types that serve the needs of residents, workers and visitors
- Allow for a variety of housing densities surrounding the more active areas of town center to reduce the need for the automobile, provide better access to a greater number of people and ensure the viability of the services offered with the Town Center
- Buildings should generally line and frame streets, create urban meeting places and/or clearly define the urban from the rural environmental spaces
- Parking, except for on-street parking should be screened from public view, located behind buildings or treated architecturally to be compatible with adjacent development
- Where retail uses are to be concentrated on primary pedestrian streets, the ground level of buildings should include shops, restaurants, and similar uses as well as architectural treatments (such as attractive windows, awnings and entrance ways) that activate and enhance the sidewalk zone.
- Building pads and block lengths should be suitable for the neighborhood in which they are located, but in general should be walkable and easily accessible
- Streets should be designed to accommodate cars, pedestrians and, bicycles
- The types, location, design, character and frequency of public recreation and amenity spaces should be suitable to the neighborhood in which they are located. The ecological health of the amenity, open space areas and natural environmental preservation areas should be preserved and enhanced through native planting, rainwater treatment and ecological restoration techniques where possible.

The Design Guidelines specify those elements of the plan that collectively establish the physical character and visual appearance of the town center as viewed from the perspective of the public realm. They describe the mix of uses, indicate how buildings and streets should relate, and define building heights and bulk regulations. The Design Guidelines include descriptions of the relationship of buildings to streets.

5. GENERAL PROVISIONS

BLOCK CONFIGURATION

- Maintaining consistent building facades along street frontages is important, especially along primary pedestrian corridors
- Variations in building setbacks should occur in an orderly fashion. Buildings should align at the front facade
- Blank facades, loading docks, service entrances and dumpsters are prohibited on front facades facing a primary street or amenity space

PRIMARY BUILDING ENTRANCE



The principal structure, including the primary entrance, shall face a public street or public amenity space, not a parking structure or parking lot. Where possible, dual access from both the street and parking areas is encouraged.

PARKING AND SERVICE

A. Parking structures should be designed to minimize their visibility from streets. They should be located internal to blocks, where possible. Buildings for which structured parking is the sole use should be discouraged. Sloped ramps should be located internal to the structure so that they are not visible along front facades. Attention should be given to the design of parking garage interior lighting so that light sources are not visible from the street. If approved by the Planning Commission, parking structures may be located along the street if they provide retail or commercial space on the ground floor facing the street.

B. Vehicular access to and from parking garages should be designed to minimize pedestrian conflicts. If possible, access should be from streets or alleys which are not primary pedestrian streets. If vehicular access is provided directly from Primary Pedestrian Streets, a minimal opening in the building should be provided at the sidewalk level. Pedestrian access to and from parking garages should be from pedestrian-oriented streets.

C. On streets other than boulevards and primary pedestrian streets, views of parking structures should be minimized. The structures should be designed to be architecturally compatible with adjacent structures.

D. If surface parking is located adjacent to a street, the parking lot shall be set back a minimum of 20 feet from the curb or set back 5 feet from the street wall of adjacent buildings, whichever is greater. If the parking is a temporary use, a continuous, low, native evergreen hedge planting and trees should be installed between the parking lot and the adjacent sidewalk and/or buildings. If the parking is for permanent use, a decorative wall or fence and planting should be provided along all sides of the parking.

E. Mechanical and utility equipment should not be located in setbacks between buildings and streets, nor should it be visible from the public realm.

CIVIC, CULTURAL AND SIGNATURE BUILDINGS

A. Buildings that terminate at a street or important vista should have distinctive articulation and massing, such as a unique façade, lobby entrance, vertical element or other special treatment. Civic, cultural or Signature Buildings are encouraged on such prominent sites.

B. In order to encourage the distinctiveness of civic, cultural, and signature buildings, these structures are not required to adhere to the build-to-line or frontage coverage requirements. Signature Buildings are also encouraged to pursue green building certification, equivalent to or exceeding LEED Gold. Such buildings may include, but are not limited to, libraries, museums, fire stations, civic and association headquarters, visitor or exhibit centers, art buildings, and other civic or cultural buildings. One-story buildings are not allowed unless they are a minimum of 30 feet high.

STREET LIGHTING

A. Adequate levels of street lighting shall be provided on all streets for visibility and safety. Light levels and quality of light should be appropriate for the street type, character, and use. In each neighborhood, streets, alleys, avenues, and boulevards should have lighting selected from a family of the same design related fixtures. There should be at least 2 or 3 options for both pedestrian lights and street lights to respond to the character of different streets.



and neighborhoods. Amenity spaces including parks and plazas adjacent to streets and avenues should consider selections from the family of design related fixtures; however, there also should be special lighting opportunities within these highly visible areas. All lighting fixtures, except low wattage decorative lamps shall meet night sky standards (to be determined) to limit light pollution that harms nocturnal wildlife and limits view of stars.

B. Primary pedestrian streets should have pedestrian scale light fixtures, typically 14'-16' high, along sidewalks on each side of the street. Taller street lights at intersections, typically 18' to 26' with two poles arranged diagonally at opposite corners, provide additional illumination at crosswalks and intersections for safety.

C. Boulevards should have parallel series of street lights on both sides of the divided roadway. This arrangement of poles creates repetition and continuity and provides light to both sides of the boulevard. Spacing of poles is typically 80' to 120'. Some boulevards may be planned with sidewalks as significant pedestrian routes, which may suggest including pedestrian lights on one or both sides, spaced between street lights.

D. Other streets and avenues, depending on their use and character, may have pedestrian lights and/or street lights. Street lights on 2 to 4 lane streets and avenues are typically arranged on alternating sides for balanced coverage.

E. Light fixtures that are at a height between the pedestrian lights and street lights might be considered for some Streets and Alleys, helping to reduce the number of poles that are required, simplifying the sidewalk design, and striking a balance between the scale of pedestrian and street lights.

F. Alleys and pedestrian ways may have pedestrian scaled fixtures on poles or fixtures mounted directly on buildings.

G. Signs, banners and hanging plants are allowed on light fixtures.

STREET FURNITURE

A. Street furniture, including benches, trash receptacles, recycling bins, and planters, should be provided on all streets. Distribution shall be appropriate to the function of the street and furniture should be placed in a manner that does not obstruct pedestrian movement.

B. Streets, avenues, and boulevards should have street furniture selected from a family of related furnishing designs. There should be several options for benches, trash receptacles, and planters which can relate to the scale and character of different streets and neighborhoods.

C. Style, finishes, and colors should be consistent for a particular street.

D. Permanent, freestanding building and tenant signs are not allowed in the sidewalk zone unless allowed by the Zoning Ordinance or Sign Ordinance. Directional signs (providing directions to locations and not specific tenants) and location maps are allowed in the sidewalk zone as are approved temporary commercial signage such as menu boards for outdoor dining areas which must be kept outside of the primary pedestrian passage area.

