

Nibley City
Planning Commission
Thursday, October 25, 2018
455 W. 3200 S.
Nibley, UT

5:30 p.m. Call to Order
Approval of Agenda
Approval of Minutes

1. A public hearing to receive comment on the proposed Residential Planned Unit Development Overlay Zone Ordinance.
2. Discussion and Consideration of a recommendation of the Residential Planned Unit Development Overlay Zone.
3. Workshop: Transportation Master Plan
4. Training: Annual Review of the Utah Municipal Officers' and Employees' Ethics Act
5. Commission and Staff Report and Action Items

*Planning Commission agenda items may be tabled if 1) Additional information is needed in order to take action on the item, OR 2) The Planning Commission feels there are unresolved issues that may need further attention before the Commission is ready to make a motion. **No agenda item will begin after 10:00 p.m. without a unanimous vote of the Commission.** The Commission may carry over agenda items, scheduled late in the evening and not heard, to the next regularly scheduled meeting.*

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, REASONABLE ACCOMMODATIONS FOR INDIVIDUALS WITH DISABILITIES WILL BE PROVIDED UPON REQUEST. FOR ASSISTANCE, PLEASE CALL 752-0431 A MINIMUM OF 24 HOURS BEFORE THE MEETING.



**Nibley City Planning Commission
Agenda Report for
October 25, 2018**

Agenda Item #1 and 2

Description	A public hearing to receive comment on the proposed Residential Planned Unit Development Overlay Zone Ordinance. Discussion and Consideration of a recommendation of the Residential Planned Unit Development Overlay Zone.
Department	Planning
Presenter	Stephen Nelson, City Planner
Action Type	Legislative/ Recommendation to City Council
Recommendation	Review, make recommended changed, and/or make a recommendation to the City Council.
Reviewed By	City Planner, City Attorney, and City Manager.

Updates Since October 11, 2018

City staff and the City Attorney have gone through the entire proposal and have made several changes to the proposed ordinance. Most of the changes are just clarification of wording to help make sure the code can be clearly interpreted and understood. A few of the other changes were made at the recommendation of our attorney. One of the biggest sections that have changed is the application section. The current proposed ordinance outlines a new applicant process. They would file a preliminary plat with the overlay zone application. If the preliminary plat was approved, there would be a development agreement approved with the preliminary plat requiring that the future development would be developed according to the plan presented to the City Council in the preliminary stage. Afterward, the applicant would submit a final plat that complied with the overlay zone and the attached development agreement.

Background

A Planned Unit Development (PUD) Ordinance is an ordinance that would allow an applicant to create a different type of development than what the normal zoning would allow. These typically allow for higher density and medium density multifamily housing in exchange for amenities and

open space. In July of 2011, the City Council repealed Nibley City Code 10-16 Planned Unit Developments because of few issues with the ordinance. Since, the Planning Commission has made a recommendation of a new ordinance, which was rejected by the City Council a few years ago.

Based on the new housing study and the proposed Future Land Use Map, the City Council and Mayor have directed staff to draft a new PUD Ordinance to help with Nibley's affordable housing needs and to provide greater control over higher density developments within the city.

Planned Unit Developments in Nibley

Nibley City has three Planned Unit Developments that were approved and constructed according to the previous Plan Unit Development Ordinance: Spring Creek Crossing, Sunset Parks, and The Cottages. These developments were given higher density in exchange for amenities. These developments have provided trails, public and private parks, one swimming pool, and general open space in exchange for their higher density. One of the main concerns that the Council had about each of these developments was the delay in construction of all the amenities and improvements. Most of these developments have taken several years to develop, and the Cottages has had to come back to the City several times to alter the plat because they were not able to build or afford all the amenities as was approved. These concerns were some of the main reason why the City repealed the ordinance. Staff recommends as the Planning Commission reviews the proposed ordinance, to keep these developments in mind.

Spring Creek Crossing



Sunset Parks



The Cottages



Proposed Residential Planned Unit Development (R-PUD)

Nibley City staff has drafted an R-PUD ordinance to help accomplish the following goals:

- 1) Allow the creation of great communities
- 2) Help create open space with amenities and preserve natural features
- 3) Allow for higher density and more affordable housing
- 4) Allow further creation of Neighbor Commercial areas
- 5) Allow the City to control where R-PUDs are placed

Below is a summary of sections of the ordinances

Purpose and Intent

The first section of the proposed ordinance states the purpose of the ordinance to allow the creation of “alternative to traditional subdivision design by encouraging innovation and offering flexibility in the design of residential developments”. This section also classifies that these developments would be an overlay zone. Overlay zones have been described as follows:

Overlay Zone are areas within a jurisdiction where, in addition to the regular zoning that applies to the properties, the jurisdiction wants to handle certain special thing differently. Overlay zones can be applied to waterfronts, canyons, or other unique features that need to be treated in special ways, regardless of the regular zoning that has been applied to them. (Stephani, 2012, p. 55)

Staff has recommended an overlay zone because the City has wide discretion on where to apply the overlay, without creating a new zone.

Definition and Standards

One thing this code seeks out is to create are clear standards on what is required in an R-PUD. As such, many items have been defined. Many of these definitions are modified standards from the Rural Preservation Subdivision. Some of the items defined include park space, waterways, buffering, net developable land, etc.

Use Regulations:

This section defines the uses allowed in an R-PUD and which zones an applicant may apply for an R-PUD. The proposed ordinances only allow an R-PUD in R-1, R-1A, R-2, and R-2A zones. The underlying land use chart would apply for each zone unless otherwise defined within this ordinance. This section also allows for up to 30% of an R-PUD to be developed as neighborhood commercial with a minimum of two acres.

Area and Density Regulations:

This section has the requirement for density, amenities, and housing for an R-PUD. This section states that the allowed housing is for single family homes with up to 5 homes a developable acre and that 20% of the land is reserved for open space. The proposed ordinances also allow for a mix of single-family homes and townhomes that allows up to 10 units a net developable acre and must have 35% of open space. The tables below outline how one of these developments could look like.

PUD Type	Total Acres	ND Acres	Amenities and Open Space	Percentage of	Units Per-Acre	Total Units	Sq. Ft. of homes lots	Acres of Open Space	Acres of Homes	Extra Space
Single Family Home	20	16		20%	5	80	480,000.00	11.02	3.2	1.78
Mix*	20	16		35%	10	160	456,000	7.72	5.6	2.68

*See table below

Mix Housing	Max Percentage	Lot size	Possible Number	Housing Lots	In Acres
Townhomes	70%	1,500		112	3.31
Single Family	30%	6,000		48	4.41
Total	100%			160	7.72

For a development, they would be required to put in additional amenities based on a number of homes built.

Number of Units	Park Area	Pavilion	Swing Set	Playground	Clubhouse, Pool, or Splash Pad	Sports Court/Fields
Less Than 100	1.5 Acres	-	-	1	-	-
101-150	2.5 Acres	-	1	1	-	-

151-200	3.5 Acres	-	1	2	-	1
201-250	4.5 Acres	1	1	2	-	1
251-300	5.5 Acres	1	1	2	1	1

All amenities would have to be developed with the development. If 25% of the dollar value of the development is being constructed, then a minimum of 25% of the dollar value of the built-out amenities must be developed.

General Requirements

The General Requirements section outlines how to calculate net developable land, a space requirement chart, and outlines other requirements within this code. Net Developable Land is defined as the land within the development excluding roads and constrained and sensitive land. Constrained and sensitive land may be counted toward the net developable land if it may reasonably be turned into a publicly-accessible amenity.

The proposed R-PUD code updated Space Requirement Chart with setbacks and lot sizes as follows:

		Housing Types	
		SFH	TH
Setbacks			
Primary Use	Front Yard	20'	20'
	Front Porches	10'	10'
	Side yard (porches, decks, overhangs- setbacks are 5')	7'*	10'*
	Rear Yard	15'	15'

	Maximum Height	40'	40'
Accessory Use	Front Yard	20'	20'
	Side Yard	3'*	3'*
	Rear Yard	1'	1'
	Maximum Height	15'	15'
	The distance required between any structure and/or fence and top of recognized irrigation canal bank	15'	15'
	Minimum Lot Size (sq. ft)	6,000	1,500
	Minimum Lot Frontage	75'	N/A
	Distance between primary and accessory use(s)	5'	5'
	<p>*On corner lots, the setback shall be 20'.</p> <p>- Setbacks and frontage shall apply to each building, and not each dwelling unit</p> <p>- All other setbacks shall comply with Nibley City Code 10-11.</p>		

Approval Process

An R-PUD would need to be approved by the City Council with a recommendation by the Planning Commission. An applicant will need to receive preliminary approval and then a final approval following the same process of a subdivision. During the preliminary process, there will need to be a public hearing held for both the Planning Commission and the City Council.

This section also outlines many aspects of what is required for a developer to turn in with their applications. These items included plats that comply with Nibley City Subdivision Code, renderings of buildings, amenity plans, stormwater plan, neighborhood covenants, etc. The Planning Commission and City Council shall use the material provided to evaluate if the proposal meets the code and therefore should be approved or denied.

This code also states the approval is good for three years if there is no substantial action leading toward the completion of the development. If the developer wants to make a modification to the plan, that must be approved by the City Council with a recommendation by the Planning Commission.

Development Standards

The last section outlines different standards that all R-PUDs must comply with. These standards include Architectural Standards and Site Design Standards.

Architectural Standards apply to all residential building built within an R-PUD. Each building must comply with these standards to ensure the longevity of the development. These standards include material that homes can be constructed with, vertical separation, the design of building entrances, a variety of colors and materials, and residential garages.

Site Design Standards outline all other design aspect of the development. An R-PUD will need to protect natural features including trees, wetlands, bodies of water, etc. An R-PUD also has some landscaping requirements for a number of trees and bushes. The proposal also contains requirements for connectivity, including street design, trails, private drives, and pedestrian connections. In addition, the ordinance requires that there be at least two parking spaces for each unit, plus one guest space for every three units. Allowed parking includes garages, driveways, parking courts, and on-street parking.

Landscaping and fencing standards are also written out. Every area not improved with structures or amenities must be landscaped. Within the ordinances, buffering is more highly defined by how many trees and bushes must be planted. For fencing, vinyl fences are only allowed to mark the property lines of individual dwelling units. Fencing to mark the boundary of the development or for amenities can only be 4 ft tall and anything higher must be transparent. Fencing and walls must be made from concrete, bricks, rock or metal bars. Wood fences may only be used for rail fencing or agricultural-type fencing.

10-16 Residential Planned Unit Developments (R-PUD) [Edit](#)

10-16-1 Purpose And Intent

10-16-2 Definitions And Standards

10-16-3 Use Regulations

10-16-4 Area And Density Regulations

10-16-5 General Requirements

10-16-6 Approval Process

10-16-7 Development Standards

10-16-1 Purpose And Intent [Edit](#)

- A. Intent: This section provides enabling authority and standards for the review and approval of applications for Residential Planned Unit Developments (R-PUD's). The intent of this ordinance is to provide an alternative to traditional subdivision design by encouraging innovation and offering some flexibility in the design of residential developments, which may incorporate the permanent preservation of amenities, agricultural lands and other valuable natural and cultural resources, as well as providing a variety of amenities for the enjoyment and benefit of the citizens of Nibley.
- B. Purpose: An R-PUD is an overlay rezone. That is, applicant apply for the overlay to be applied, allowing them to receive the density bonuses outlined herein in exchange for public amenities, all while retaining the original zoning of the property. The Planning Commission and City Council may approve, deny or approve the R-PUD with conditions.

10-16-2 Definitions And Standards [Edit](#)

- A. Amenity: Natural or man-made feature which enhances the develop. These included features such as picnic area, walking paths/trails outside of required sidewalks, playground, sports field, etc.
- B. Buffer: A landscape and planted area along a public right-of-way, street, or neighboring development, that buffers must be at least thirty (30') feet wide. Buffers must be landscaped, at the sole cost of the developer, and shall provide for every hundred (100) linear feet of buffer, four (4) deciduous trees, five (5) evergreen trees, and fifteen (15) shrubs. Tree and shrub species must be approved by the City's arborist or the City's Park Director. Trees and shrubs shall be planted within thirty (30) feet of the right-of-way, neighboring development, or public park. Irrigation shall be provided by the developer and shall be designed and installed to Nibley City Standards. Buffer areas shall be owned and maintained by an Owners Association.
- C. Constrained and Sensitive Land: Land which is generally unbuildable without engineered ground modifications, or which contains features including, but not limited to Federal, State, or municipally designated wetlands, water bodies, floodplains, slopes greater than 20%, faults, designated canals, per Nibley Ordinance, and other geologically or environmentally sensitive features that require mitigation, special insurance, or permits from government authorities to allow development. This land may be used as amenities if it complies fully with conditions within this this chapter for qualification of amenities.
- D. Dwelling Unit: Any building or portion thereof which is designed for or occupied by one family for living, sleeping, and/or eating purposes. A dwelling may have one family or up to 4 unrelated people who occupy the unit.

- E. Meadows: Land vegetated with native species of grasses, trees, forbs, and flowers, either undisturbed or constructed, that can be sustained without supplemental irrigation. Actively used pasture and agricultural land are not considered Meadows under this definition.
- F. Net Developable Land: Net Developable land shall include the total area of the proposed development minus land that is required by Nibley City Ordinance to be dedicated to the City, including, but not limited to:
 - 1. Public access rights-of-way
 - 2. Land required to be dedicated along waterways
 - 3. Preservation lands with infrastructure installed to City standards by the developer as part of the development process (parks, trails, etc.)
 - 4. Constrained and Sensitive Land, as defined herein
 - 5. Easements, lands dedicated to the City for preservation space but without public rights of access, and other utility or general rights-of-way without public access.
- G. Open Space: Any space in an R-PUD that does not contain any amenities, as defined herein, buildings, parking lots or private yards. All Open Space must be completely landscaped with sod, trees, xeriscape, gardens or agricultural use.
- H. Private Parks: A tract of land presently owned or controlled and used by a private entity or group and to which only members of that private entity or group have access or use rights. Private Parks must contain at least one amenity as defined herein). Private Parks must contain one (1) tree for every 1,000 sq. ft. and 60% of the area must be planted with sod.
- I. Owners' Association: A community association which is organized within a development in which individual owners share common interest and responsibilities for open space, landscaping, or facilities.
- J. Public Park: A publicly-owned tract of land landscaped and developed for the general public. Public Parks, as defined for R-PUD, must contain at least one amenity as defined herein. Public Parks must contain one (1) tree for every 1,000 sq. ft. and 60% of the area must be planted with sod. All landscaping must meet Nibley City Standards. Public Parks shall be placed on the boarder of each development so that it may easily be accessed by the community as a whole. Each public park must contain a public bathroom.
- K. Single Family Dwelling Unit: A dwelling unit owned in fee and located on an individual lot and which is not attached to any other dwelling unit by any means.
- L. Townhome: A one-family dwelling unit, with a private entrance, which is part of a structure whose dwelling units are attached horizontally in a linear arrangement and having a totally exposed front and rear wall to be used for access, light, and ventilation. Each townhome unit must be on its own parcel.
- M. Tree Stand: A group or cluster of trees within a geographic location that are occurring naturally or artificially.
- N. Waterway: Surface water runoff and drainage, drainage ditches and irrigation waterways, whether surface or subsurface and natural waterways including creeks, streams, springs, rivers, ponds, and wetlands.
- O. Planned Unit Development: For the purpose of this chapter "residential planned unit development" (R-PUD) means an integrated design for the development of residential uses to allow flexibility and initiative in site and building design and location, in

accordance with an approved plan and imposed general requirements, as specified by this chapter.

10-16-3 Use Regulations [Edit](#)

- A. Notwithstanding any other provisions as hereinafter set forth, an R-PUD may be applied for in areas whose underlying zoning is Residential R-1, R-1A, R-2 and R-2A. In all other zones, an R-PUD shall not be permitted.
- B. The following are permitted uses in an R-PUD:
 - a. Single Family and Townhome dwelling units may be permitted uses, as defined within this ordinance.
- C. All other uses not defined within this chapter shall comply with the underlying zone, lot size, and the land use chart in Nibley City Code, unless otherwise specified within this ordinance.
- D. Any uses not specifically permitted or conditionally permitted are prohibited.
- E. Animal Use: All animal uses shall be in accordance with Nibley City Code.
- F. Up to 30% of the net developable area, may be approved for neighborhood commercial use as part of an R-PUD. These uses shall comply with Nibley's City's Neighborhood Commercial Zone Use Chart and standards as listed in Title 10-7A. Commercial use must be concentrated in one location. These parcels shall be labeled on the plat as Neighborhood Commercial.
- G. When calculating density for dwelling units, any commercial area shall be subtracted from the gross acres of the R-PUD. Acres used for neighborhood commercial may be used for the total acres to qualify for an R-PUD.

10-16-4 Area And Density Regulations [Edit](#)

- A. Housing Types: Only single-family homes and town homes are allowed in the R-PUD in residential areas... The density shall be based on net acres of the development as follows:
 - 1. Single Family Homes: Equal to or less than 5 units per developable acre
 - 2. A Mix of Single Family, and Townhomes: Equal to or less than 10 units per developable acre. Up to 70% of dwelling units can be townhomes.
- B. The minimum gross area for a planned unit per development shall be twenty (20) acres.
- C. No R-PUD may exceed 300 living units.
- D. No R-PUD may be located within a half-mile of another R-PUD approved under this ordinance.
- E. The City Council and Planning Commission may make an exception for developments smaller than 20 acres and/or that are within a half mile of another R-PUD developed under this ordinance if the parcel is labeled on the Future Land Use Map as a high density or multifamily use.

10-16-5 Open Space and Amenities

A. Each R-PUD shall provide the following types and amounts of open space and amenities:

Min Open Space Requirement	
Dwelling Type	Percentage of Net Developable Acres Required to be used for Amenities and Open Space
Single Family	20%
A Mix of Single Family and Townhomes	35%

Minimum Amenity						
Number of Units	Park Area	Pavilion	Swing Set	Playground	Clubhouse, Pool, or Splash Pad	Sports Court/Fields
Less Than 100	1.5 Acres	-	-	1	-	-
101-150	2.5 Acres	-	1	1	-	-
151-200	3.5 Acres	-	1	2	-	1
201-250	4.5 Acres	1	1	2	-	1
251-300	5.5 Acres	1	1	2	1	1

- Public and Owners' Association-owned amenities shall be fully developed and operational in conjunction with each phase of the subdivision as a percentage of the total developed value of the subdivision (for example, if 25% of the dollar value of the development is being constructed, then a minimum of 25% of the dollar value of the built-out amenities must be developed). The determination of value, construction sequencing, and acceptance criteria shall be specified in the Development Agreement. Until improvements are accepted by the City for the attendant phase, no permits shall be issued for subsequent phases.

2. All amenities designed and designated to be transferred to City ownership and maintenance must meet Nibley City Design Standards. The City must review and approve any improvements that will be owned and maintained by the City as part of the construction drawing review.
3. This chart does not cover all potential amenities. The applicant may apply with other amenities that would benefit the R-PUD. Any proposed amenities not listed, must be approved by the City Council.
4. Park Space may be combined or spread throughout the development. Each Park Parcel shall be a minimum of .25 acres. Each dwelling unit shall be within a quarter mile of a park within the development, unless otherwise approved by the City Council. Parks may be public or private. Each public park development and placement within an R-PUD shall be agreed upon by the applicant and the City Council. Park Space may not include alleyways, back yards, gangways, front yards, forecourts, private patios, porches, driveways, etc.
5. Constrained and Sensitive Lands may be counted towards the percentage of open space and park space if public access and amenities are provided.
6. All amenities shall meet any federal, state, city, or other standards that apply.
7. Sports Courts/Fields: Sports Courts/Fields include a facility/amenity that is built for one of the following: Tennis Court, Pickleball Court, Basketball Courts, Soccer field, Volleyball pit, Baseball field, Softball field, wallball, golf course, disc golf course, or as approved by the City Council.
8. Picnic Area: Two or more picnic tables for use by 10 or more persons.
9. Pavilion: A covered picnic area. Each Pavilion must be designed for use of a minimum ten or more people.
10. Club House: A building available to community members to house a club or social organization not conducted for private profit. Club Houses shall be owned and maintained by a homeowner's association. A club house shall be at least 1000 sq. ft. in size.
11. Playground: an area provided for children to play on. Each Playground must be designed for children twelve and younger. A playground must include features to appeal to children within the above age group including some of the following: slides, monkey bars, ladders, tunnels, climbers, bridges, ramps, platforms, etc. All playground equipment must be of commercial grade. Each feature must be of commercial grade. Each playground must include a minimum of 8 features.
12. Pool: A recreation facility designed and intended for water contact activities that serves an R-PUD. No pool shall be less than 800 sq. ft.

B. Maintenance of Amenities

2. All R-PUD must establish and maintain in putridity an Owners Association if there are opens and amenity under common ownership.
3. Costs: Unless otherwise agreed to by the City, the cost and responsibility of maintaining amenities shall be borne by the Owner of the underlying land.

4. Preliminary Maintenance Plan: A Preliminary Maintenance Plan shall be submitted with the preliminary plat for proposed maintenance of amenities within the development. This plan shall outline the following:
 - a. The proposed Ownership of the amenities;
 - b. The party that will be responsible for maintenance of the amenities;
 - c. The proposed use of the amenities' and how each parcel of amenities meets the standards listed in this Chapter;
 - d. The size of each amenities parcel; and
 - e. The proposed concept plan for landscaping of the amenities.
5. Final Maintenance Plan: The developer shall submit a plan outlining maintenance and operations of the amenities and providing for and addressing the means for the permanent maintenance of the amenities within the proposed R-PUD application for the subdivision. The developer shall provide a final maintenance plan with the final plat and the plan shall contain the following:
 - a. Everything required for the preliminary maintenance plan.
 - b. A description of the use of the amenities and how that use complies with this Chapter;
 - c. The establishment of necessary regular and periodic operation and maintenance responsibilities for the various kinds of amenities (e.g., lawns, playing fields, meadow, pasture, wetlands, stream corridors, hillsides, clubhouse, pool, woodlands, etc.);
 - d. The estimated staffing needs, insurance requirements, and associated costs, and define the means for funding the maintenance of the amenities, and the operation of any common facilities located thereon, on an ongoing basis, including means for funding long-term capital improvements as well as regular yearly operating and maintenance costs; and
 - e. The landscaping plans for parcels that will be owned by an Owners Association or by the City.
6. Approval: The Final Maintenance Plan must be approved by the City Council prior to or concurrent with final plat approval for the subdivision. The Final Maintenance Plan shall be recorded against the property within the subdivision and shall include provisions for the City's corrective action rights as set forth herein. Any changes or amendments to the Final Maintenance Plan must be approved by the City Council.
7. The developer shall offer an approved letter of credit, bond or escrow for all proposed improvements.
8. Failure to Maintain: For all amenities designated under the terms of this Ordinance the Responsible Party for the maintenance of the amenities in accordance with the terms of this Ordinance, the approved Maintenance Agreement, any Conditional Use Permits, Business Licenses or any other agreements between the City and the Responsible Party, or the operation of any common facilities located thereon fails to maintain all or any portion of the amenities or common facilities in accordance with the aforementioned agreements and Ordinances, the City may assume responsibility for the

maintenance and operation of the amenities. If the City assumes responsibility under this paragraph, any remaining development escrow or bond funds may be forfeited, liens for maintenance costs shall be assessed as described herein, and any permits, licenses or operating agreements may be revoked or suspended by the City in the City’s sole discretion. The Owner shall not impede the City in their efforts to maintain the amenities.

9. **Corrective Action:** Additionally, the City may enter the premises and take corrective action, including extended maintenance. The costs of such corrective action may be charged to the property Owner and may include administrative costs and penalties. Such costs shall become a lien on said properties. Notice of such lien shall be filed by the City in the county recorder's office. The maintenance plan and all other documents creating or establishing any Association or conservation organization for the property shall reference the City's corrective action authority set forth herein and shall be recorded against the property.
10. **Implementation and Maintenance:** The developer of the subdivision shall fund implementation and maintenance of the amenities until such time as the control of the amenity is transferred to the long-term manager. The developer shall address the implementation, development, maintenance and transfer procedures in the sensitive area designation plan map or master development plan, as applicable.
11. **Maintenance Access:** The developer of the subdivision shall provide sufficient maintenance access from a dedicated right-of-way to all amenities and constrained and sensitive lands within the R-PUD.

10-16-6 General Requirements Edit

- A. The R-PUD should be compatible with surrounding land uses, building types and physical features of the site. Specific requirements are included below:
- B. **Determination of Developable Area:**
 1. In calculating what portion of the project is considered developable, areas designated as constrained and sensitive land may not be included in the project size.
 2. If the constrained and sensitive land may reasonably be turned into a publicly-accessible amenity, it may be re-included in the project size.
 3. For density purposes, road rights-of-way must first be subtracted from the gross project size.
 4. Net Developable Land must comply with the definition within this chapter.
- C. **Site Development Standards:** The following shall serve as the setback/site development standards for each proposed R-PUD.

	Single-Family Home	Townhome
--	---------------------------	-----------------

Minimum Lot Size (sq. ft.)	6,000	1,500
Minimum Frontage	50'	N/A
Primary-Use Setbacks		
Front Yard	20'	20'
Front Porches	10'	10'
Side Yard	5'	10'
Side Yard Porches, Desk, Overhands	5'	5'
Side Yard Adjacent to Streets	20'	20'
Rear Yard	15'	15'
Maximum Height	40'	40'

Accessory-Use Setbacks		
Front Yard	20'	20'
Side Yard	3'	3'
Side Yard Street	20'	20'
Rear Yard	1'	1'
Maximum Height	15'	15'

1. Setback and frontage requirements shall apply to each building, and not each dwelling unit
 2. All other setbacks shall comply with Nibley City Code.
- D. Signs: Any signs proposed for the development, other than traditional street signs, must conform to Nibley City Code.

- E. All property developed as Townhomes, must be subject to covenants, conditions and restrictions and must be subject to and governed by an owner's associations in compliance with Utah Code Annotated Title 57.
- F. Amenities: Maintenance and ownership of amenities may be provided for under one of the following options if approved by the City Council:
 - 1. Dedication of the land to Nibley City as a public park or parkway system; or
 - 2. Granting to the city a permanent amenities easement on and over the said private amenities to guarantee that the amenities remain perpetually in recreation use, with ownership and maintenance being the responsibility of a homeowners' association established with articles of association and bylaws; or
 - 3. Complying with the provisions of the condominium ownership act of 1963, Utah Code Annotated title 57, chapter 8, as amended, which provides for the payment of common expenses for the upkeep of common areas and facilities. Recreation uses, and facilities may be developed within the common amenities as part of the approved final development plan of the planned unit development.
- G. Bond: For each phase, the developer shall be required to provide a surety or cash bond in an amount equal to 100% of the estimated cost of improvements including amenities, guaranteeing the completion of the development of the amenities, or a phase thereof. When completed in accordance with the approved plan, the bond shall be released. If uncompleted at the end of one (1) year after notice to proceed, the city will review the progress and use the bond funds to make the improvements to the amenity's areas in accordance with the approved plan.
- H. Subsequent Subdivision: If the R-PUD is to be subsequently divided either as a subdivision into phase development parcels or separately owned and operated units, such division boundaries shall be indicated on the development plan and preliminary subdivision approval concurrently obtained in the case of a subdivision.
- I. Subdivision Regulations: Any part of a R-PUD that is proposed as a subdivision is subject to the provisions of the subdivision title, unless superseded for provisions listed within this ordinance.

10-16-7 Approval Process [Edit](#)

- A. An R-PUD is an overlay zone. That is, developers apply for the overlay to be applied, allowing them to receive the density bonuses outlined herein in exchange for public amenities, all while retaining the original zoning of the property. The Planning Commission and City Council may approve, deny or approve with conditions as a legislative action.
- B. Application Submission: An application for an R-PUD shall be submitted to the planning commission.
- C. Procedure:
 - 1. An R-PUD shall go through the following process to gain approval:
 - a. Overlay Zone Application: Applicants shall submit an R-PUD Overlay Zone and preliminary plat application with the following:

- i. A complete master development plan application that is duly signed by the property owner or the owner's representative and that includes a legal description of the property and a nonrefundable application fee.
- ii. A vicinity map showing the approximate location of the subject parcel in relation to other major areas of the city.
- iii. A general description of the proposed development, together with a map indicating the general development pattern, land uses, densities, intensities, open spaces, parks and recreation, and how the project is coordinating with existing and planned trails, sidewalks and pedestrian walkways and any other important elements within or adjacent to the project.
- iv. Sufficient detail to indicate how the proposed development complies with the development standards for residential and nonresidential uses according to Nibley City Cod and Design Standards.
- v. A description of architectural design standards that will apply to all buildings within the master development plan.
- vi. A data table showing the total number of lots/units, floor area ratio (FAR) calculations (for commercial space only), square footage of proposed buildings by floor, number of proposed garage parking spaces, if any, number of proposed surface parking spaces, percentage of buildable land, percentage of open space or landscaping and net density of dwelling units by acre.
- vii. Existing and proposed infrastructure including proposed roadways, utility locations and capacities and the estimated impacts of the proposed master development plan on all public utilities including culinary water, secondary water, wastewater, transportation, storm drainage, fire protection, solid waste, parks and recreation demands of the proposed project.
- viii. Existing physical characteristics of the site including all constrained and sensitive land
- ix. Identify how environmental issues, if any, will be protected or mitigated, i.e., wetlands, historical sites, endangered plants and animals.
- x. Conceptual information relating to storm drainage including 100-year 24-hour drainage flows, 10-year 24-hour stormwater flows and proposed storm drainage facilities.
- xi. Major street layout that meets Nibley City standards.
- xii. Statements of how the proposed development is compatible with surrounding land uses and other areas of the city.
- xiii. A general description of controlling entities and methods such as the use of CC&Rs, HOAs, architectural or design review committees or associations proposed to ensure that

internal compatibility related to issues such as site design and architecture will be maintained over the life of the project.

- xiv. A list of property owners' names and addresses within three hundred feet (300') of the subject property and stamped and pre-addressed envelopes (return address to be left blank) for all property owners within three hundred feet (300') of the propose development.
- xv. A list of land adjacent in the same ownership.
- xvi. An ecteronic file of all submitted plans in PDF format or other electronic format determined by city staff. Such other information shall be included as may be necessary to determine that the contemplated arrangement of uses makes it desirable to apply regulations and requirements differing from those ordinarily applicable under this title.
- xvii.
- xviii. A preliminary plat that complies with Nibley City Code §11-3 and all other applicable code for the subdivision. Preliminary plat approval may be granted at the same time of approval of the overlay zone.

b. Approval with Development Agreement:

- i. Before an R-PUD Overlay Zone can be approved, the City Council and applicant must enter into a development agreement that any development on the proposed parcel shall not exceed the number of units as listed on the preliminary plat. The development agreement shall also require the R-PUD to be developed in a way that is substantially similar to the site plan and proposed amenity improvements. The preliminary site plan and all supporting documentation shall be attached to the development agreement. Signing and recording of the development agreement shall be a condition of granting the R-PUD Overlay Zone.

c. Final Subdivision Approval: Once the rezone and development agreement have been recorded, an applicant may apply for final plat approval. An applicant shall provide the following:

- i. An applicant shall follow the standards at listed in Nibley City Code §11 for Final Plat approval of a subdivision.
- ii. An applicant must submit all construction and engineering drawings and detailed plans for all amenities. These shall include landscape drawings and details.
- iii. A maintenance plan that complies with the terms of this chapter.

D. R-PUD Considerations: In approving with conditions, denying or approving an R-PUD proposal, the Planning Commission and City Council shall consider the following in addition to all other considerations required by law:

1. Design of Buildings: The architectural design of buildings and their relationship on the site and their relationship to development beyond the boundaries of the development.
 2. Streets and Parking: Which streets shall be public, and which shall be private, the entrances and exits to the development, and the provisions for internal and external traffic circulation and off-street parking.
 3. Type, Size, and Location of amenities.
 4. Landscaping and Screening: The landscaping and screening as related to the several uses within the development and as a means of its integration into its surroundings.
 5. Signs: The size, location, design and nature of signs, if any, and the intensity and direction or area of floodlighting.
 6. Density: The residential density of the proposed development and its distribution as compared with the residential density of the surrounding lands, either existing or as indicated on the zoning map, as being a desirable future residential density.
 7. Ability to Complete Project: The demonstrated ability of the proponents of the R-PUD to financially carry out the proposed project under total or phase development proposals within the time limit established.
 8. Criteria for Issuing Conditional Use Permit: Criteria used in section 10-14-5 of this title.
- E. Planning Commission Action: The planning commission, subject to the requirements of this chapter, may recommend approval, approval with conditions, or denial of the proposed R-PUD to the city council.
- F. City Council Action: The city council, after holding a public hearing thereon, may approve or deny the application for a planned unit development. In approving an application, the city council may attach such conditions, including a limitation of time during which the permit remains valid, as it may deem necessary to secure the purposes of this chapter. Approval of the City Council, together with any conditions imposed, constitutes approval of the proposed development as a permitted use in the zone in which it is proposed.
- G. Revisions: In the event an approved preliminary or final site plan requires revision by the developer, the site plan, and its revision shall be approved by the Nibley City Council upon the recommendation of the Planning Commission. In the event revision is for a final site plan, all property owners in the development shall be notified in writing by the Planning Commission that a revision has been submitted and will be considered by the Planning Commission.
- H. Building Permit Issuance: The building inspector shall not issue any permit for the proposed building or use within the project unless such building or use is in accordance with the approved development plan and any conditions imposed, including completion of amenities. Approved development plans shall be filed with the planning commission and the city recorder.
- I. Time Limit: Unless there is substantial action leading toward completion of a R-PUD or an approved phase thereof within three years from the date of approval, such

approval shall expire unless after reconsideration of the progress of the project an extension is approved by the City Council.

10-16-7 Development Standards [Edit](#)

These standards are intended to create R-PUD developments that will establish permanent neighborhoods and provide a sense of community. To meet the intent of this section, the following provisions shall be applied to all new multi-family residential and mixed-use developments. For exterior remodels, these standards shall be required. Commercial areas of an R-PUD must comply with Nibley City Commercial design standards for commercial developments.

A. Architectural Standards.

1. General Design Concepts. New development shall be designed for its specific context with a design unique to Nibley City. Developments containing two (2) or more buildings shall possess a similar design theme, and the site shall be designed such that the overall development is cohesive. Building architecture, exterior materials, and colors shall coordinate.
2. All facades shall include architectural treatments to provide visual interest and to differentiate individual units. These design standards shall be applicable to all sides of a building, with each façade (front, rear, and side) being required to meet the terms of this Section.
3. Building Materials. The majority of each façade (51% or more of the wall area excluding windows and doors) shall be constructed of the following hard surface building materials: brick, stone, treated or split face decorative block (CMU), fiber cement siding, concrete, or other durable building material as approved by the Planning Commission. Stucco, EIFS, or untreated concrete block (CMU) may be allowed by the Planning Commission as an accent or secondary material only. The Planning Commission may approve metal as an exterior building material and as a primary material on a case-by-case basis if an applicant can show that the type of metal is of a high grade and provides architectural quality to a building. Vinyl siding is prohibited.
4. Vertical Separation. Buildings in excess of one (1) story in height shall exhibit architectural detailing that establishes a vertical separation between lower and upper stories. This may be accomplished by a mid-façade cornice or trim, a change in material, style or color, a façade step-back or roof pitch with dormer windows, or other methods
5. Building Entrances. Building entrances shall have porches and shall be oriented toward the street or an open space area and provide connecting pedestrian access between the street, parking or open space areas.



6. Variation. Townhome dwellings units shall be designed with architectural wall variations spaced at intervals of thirty (30) to fifty (50) feet in linear width, depending on the size of the project (see Figure 3). The following architectural features shall be incorporated into the design of the building:
 - a. Change in building materials;
 - b. Building projections measuring at least eighteen (18) inches to three (3) feet in depth based on the scale of the proposed building;
 - c. Roof line variations measuring at least three (3) feet in height
 - d. Awnings and lighting, or another architectural variation as approved on a case-by-case basis that creates visual interest.

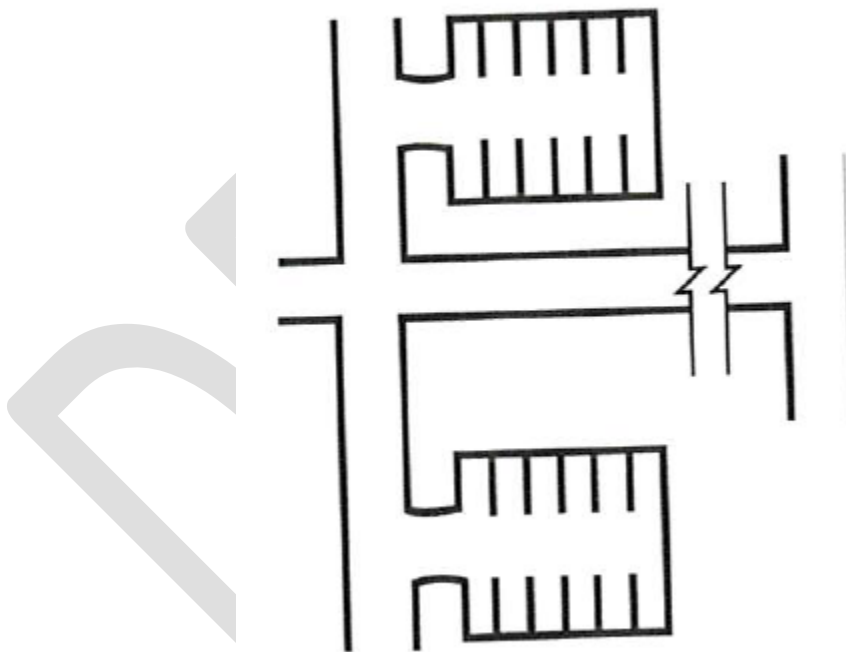


7. Garages. Townhomes shall be designed oriented toward public roads with rear loading garages accessed by a paved parking area or alleyway (see figure 4). Rear loading garages are highly encouraged for townhomes located on interior project roads with units oriented toward a road or common courtyard area. Front loading garages may be allowed for townhomes that do not have any portion of the building adjacent to a current or planned public road or street outside of the development. Multiple unit structures shall have garages incorporated into the primary structure. At least fifty percent (50%) of units shall contain a two-car garage. Detached garages are prohibited in R-PUDs



- B. Site Design Standards.
- A. Natural features. R-PUD's shall respect and maintain natural features such as existing trees, hills, drainages, wetlands, bodies of water, or other natural features.
 - B. A general landscaping plan for the front yards shall be included, which shall be installed before occupancy can be given to the home. The landscaping plan shall include at least one (1) tree for every dwelling unit, half of which shall be coniferous evergreen trees and two (2) shrub of five (5) gallon size for each dwelling units. The coniferous trees shall be at least six (6) feet in height and the deciduous trees shall be at least one and a half (1.5) inches in caliper.
 - C. Connectivity. R-PUD shall provide connectivity throughout the development. All improvements shall consider vehicle, bicycle, and pedestrian access.
 - a. Street Design: All street designs shall comply with Nibley City's street standards and the General Plan and Transportation Master Plan. Each development shall provide two working access points that provide access to an existing street right-of-way. All developments shall supply two functional access points and one additional access point that either connects to an existing right-of-way or to an additional undeveloped parcel, unless prohibited by surrounding development.
 - b. All streets are encouraged to incorporate traffic calming and beautification methods as listed in Nibley City design standards and Transportation Master Plan. This included islands, bulb-outs, roundabouts, etc. Each traffic calming measure shall be approved by the City Engineer.
 - c. All Streets shall be dedicated public streets built to Nibley City Code and standards. Private drives shall only be built to access parking courts or garages that are located directly behind each unit.
 - d. Private Drives/Alleyways provide vehicular access to parking and dwelling units but do not provide primary pedestrian access to units. Private Drives are intended to be used primarily for vehicular circulation and dwelling access and should be visually distinct from streets.
 - i. Private drives shall be a minimum width of 20 ft.
 - ii. All private drives shall be perpendicular to the street they connect to.
 - iii. Driveways that access a single dwelling unit are not considered private drives or an alleyway
 - e. Developments shall provide a pedestrian access to the development border at intervals at a minimum of 660 feet unless expressly prohibited by conflicting with previously developed subdivisions or land use. These access points shall be aligned with other trail systems, street right-of-way, or amenities and shall match the layout and size of the connection. A connection shall contain a minimum of a 5' sidewalk.
 - D. Pedestrian circulation. R-PUD shall provide a circulation plan and show the following improvements to for pedestrian circulation and safety:
 - i. Pedestrian walkways that interconnect the adjacent street(s), amenities, parking areas, building entries, adjacent sites and adjacent master planned trails where applicable. Each building located along a public road must provide a sidewalk connection from the building entrance to the public sidewalk.
 - ii. Walkways shall be hard surfaced with concrete.

- iii. Crosswalks shall be placed where pedestrian walkways cross streets and internal roads and shall be painted or made of concrete.
 - iv. The development must provide connections to the Nibley City trail system. These trails must be dedicated to the City and built to Nibley City standards as listed in the Trails Master Plan and Nibley City Design Standards.
- E. Parking: Each R-PUD shall provide 2 primary parking spaces for each unit. Primary parking must be contained in a garage, carports, driveway, or parking court. An R-PUD shall provide one guest parking spot for every three units. Guesting parking may be located in parking courts or dedicated on-street parking. On street parking may be parallel, diagonal or perpendicular. Each parking stall must be marked.
- a. Individual parking courts shall contain no more than 20 parking spaces and shall be physically and visually separated by a landscape area a minimum of 20 feet in width. The separation shall be landscaped with grass, trees, and xeriscape plants.



- b. A parking court of any length shall consist of no more than one double-loaded parking aisle.
- c. Parking courts shall be located in the interior of the development and located in the rear of buildings for townhome developments.
- d. On-street parking shall be limited to local roads only. On-street parking shall have dedicated and marked spaces and must be approved by the City Engineer,
- e. Parking Courts shall be paved and built to Nibley City parking lot standards.

- F. Landscaping: All portions of the lot not improved with structures or other impervious surfaces shall be maintained with suitable landscaping of plants, trees, shrubs, grasses, or similar landscaping materials.
- a. Landscaping shall also be installed in all park strips to the same standards as other onsite landscaping. Asphalt, concrete, bricks, pavers, railroad ties, and other nonvegetative material are not allowed in the park strip area between the curb and sidewalk. Xeriscaping is permitted. The developer should plant street trees of an approved species and size along all street. Trees should be planted at intervals of every 50 feet and must meet Nibley City Standards code.
 - b. Buffering: R-PUD developments shall provide buffering along any arterial roads, commercial, or industrial roads. Buffering shall meet the standards within this ordinance.
 - c. Natural Landscape: All open space land dedicated to natural use must maintain its natural landscaping and plant life.
- G. Fences:
- a. Permitted Fences: Dwelling units are allowed to install and construct fences in compliance with Nibley City Code 10-12-9. Vinyl fences are only permitted in an R-PUD for the purpose to mark property lines of individual dwelling units. Fencing to mark the boundary of the development or amenities must meet the following standards:
 - i. Opaque fences or walls must only be 4 feet tall. Any fencing above 4 feet must be at a minimum 80% transparent.
 - ii. Fencing and walls must be constructed out of concrete, bricks, rock, or metal bars. Chain link and vinyl fences are prohibited unless used to mark the property boundary of the dwelling unit. Wood may only be used in a rail or agricultural-type fencing. Other materials may be approved by the Planning Commission based on the longevity of the material and if the material will aesthetically enhance the property. Walls and fencing shall also comply with Nibley City Code 10-12-9 and other fencing setback requirements as contained within Nibley City Code.

10-16 Residential Planned Unit Developments (R-PUD) [Edit](#)

- 10-16-1 Purpose And Intent
- 10-16-2 Definitions And Standards
- 10-16-3 Use Regulations
- 10-16-4 Area And Density Regulations
- 10-16-5 General Requirements
- 10-16-6 Approval Process
- 10-16-7 Development Standards

HISTORY

Repealed by Ord. 11-07 on 7/7/2011

10-16-1 Purpose And Intent [Edit](#)

- A. Intent: This section provides enabling authority and standards for the review and approval of applications for Residential Planned Unit Developments (R-PUD's). The intent of this ordinance is to provide an alternative to traditional subdivision design by encouraging innovation and offering some flexibility in the design of residential developments, which may incorporate the permanent preservation of amenities, agricultural lands and other valuable natural and cultural resources, as well as providing a variety of amenities for the enjoyment and benefit of the citizens of Nibley.
- B. Purpose: An R-PUD is an overlay rezone. That is, ~~developers apply~~ applicant apply for the overlay to be applied, allowing them to receive the density bonuses outlined herein in exchange for public amenities, all while retaining the original zoning of the property. The Planning Commission and City Council may approve, deny or approve the R-PUD with conditions.
- ~~C. Compliance With Standards: Substantial compliance with the zone regulations and other provisions of this title in requiring adequate standards related to the public health, safety, and general welfare shall be observed, without unduly inhibiting the advantages of large-scale site planning for residential and related purposes.~~

10-16-2 Definitions And Standards [Edit](#)

- A. Amenity: Natural or man-made feature which enhances the develop. These included features such as picnic area, walking paths/trails outside of required sidewalks, play ground, sports field, etc.
- ~~A-B.~~ Buffer: An Buffering landscape and planted area along a public rights-of-ways, street, or neighboring developments, that buffers and must be at least thirty (30') feet wide. Buffering must be landscaped, at the sole cost of the developer, and shall provide for every hundred (100) linear feet of buffer, four (4) deciduous trees, five (5) evergreen trees, and fifteen (15) shrubs. Tree and shrub species must be approved by the City's arborist or the City's Park Director. Trees and shrubs shall be planted within thirty (30) feet of the right-of-way, neighboring development, or public park. Irrigation shall be provided by the developer and shall be designed and installed to Nibley City Standards ~~for City parks current at the time of approval of Final Plat.~~ Buffer areas shall be owned and maintained by an ~~under~~ Owners Association ~~ownership.~~
- ~~B-C.~~ Constrained and Sensitive Land: Land which is generally unbuildable without engineered ground modifications, or which contains features including, but not limited to

Commented [SN1]: Define Owners Association

Commented [SN2]: All to landscaping standards

Federal, State, or municipally designated wetlands, water bodies, floodplains, slopes greater than 20%, faults, designated canals, per Nibley Ordinance, and other geologically or environmentally sensitive features that require mitigation, special insurance, or permits from government authorities to allow development. This land may be used as amenities if it complies fully with conditions within this chapter for qualification of amenities.

Commented [SN3]: Define

D. Dwelling Unit: Any building or portion thereof which is designed for or occupied by one family for living, sleeping, and/or eating purposes. A dwelling may have one family or up to 43 unrelated people who occupy the unit.

Commented [SN4]: Check

D.E. Meadows: Land vegetated with native species of grasses, trees, forbs, and flowers, either undisturbed or constructed, that can be sustained without supplemental irrigation. Actively used pasture and agricultural land are not considered Meadows under this definition.

F.F. Net Developable Land: Net Developable land shall include the total area of the proposed development minus land that is required by Nibley City Ordinance to be dedicated to the City, including, but not limited to:

Commented [SN5]: Add to the General Requirements sections.

1. Public access rights-of-way
2. Land required to be dedicated along waterways
3. Preservation lands with infrastructure installed to City standards by the developer as part of the development process (parks, trails, etc.)
4. Constrained and Sensitive Land, as defined herein
5. Easements, lands dedicated to the City for preservation space but without public rights of access, and other utility or general rights-of-way without public access, to the public shall be included as Net Developable Land.

F.G. Open Space: Any space in an R-PUD that does not contain any amenities, as defined herein, buildings, parking lots or ~~is a~~ private yards. All Open Space must be completely landscaped with sod, trees, xeriscape, gardens or agricultural use.

Commented [SN6]: Should define

H. Private Parks: A tract of land presently owned or controlled and used by a private entity or group and to which only members of that private entity or group have access or use rights. Private Parks must contain at least one amenity as defined herein (~~picnic area, walking paths/trails outside of required sidewalks, jungle gym, sports field, etc~~). Private Parks must contain one (1) tree for every 1,000300 sq. ft. and 60% of the area must be planted with sod.

Formatted: Font:

G.I. Owners' Association: A community association which is organized within a development in which individual owners share common interest and responsibilities for open space, landscaping, or facilities.

H.J. Public Park: A publicly-owned tract of land landscaped and developed for the general public. Public Parks, as defined for R-PUD, must contain at least one amenity as defined herein (~~picnic area, walking paths/trails outside of required sidewalks, jungle gym, sports field, etc~~). Public Parks must contain one (1) tree for every 1,000300 sq. ft. and 60% of the area must be planted with sod. All landscaping must meet Nibley City Standards. Public Parks shall be placed on the boarder of each development so that it may easily be accessed by the community as a whole. Each public park must contain a public bathroom.

Commented [SN7]: Change to design standards through the whole document.

I.K. Single Family Dwelling Unit: A dwelling unit owned in fee and located on an individual lot and which is not attached to any other dwelling unit by any means.

~~J.L.~~ Townhome: A one-family dwelling unit, with a private entrance, which is part of a structure whose dwelling units are attached horizontally in a linear arrangement and having a totally exposed front and rear wall to be used for access, light, and ventilation. Each townhome unit must be on its own parcel.

~~K.M.~~ Tree Stand: A group or cluster of trees within a geographic location that are occurring naturally or artificially.

~~L.N.~~ Waterway: Surface water runoff and drainage, drainage ditches and irrigation waterways, whether surface or subsurface and natural waterways including creeks, streams, springs, rivers, ponds, and wetlands.

~~M.O.~~ Planned Unit Development: For the purpose of this chapter "residential planned unit development" (R-PUD) means an integrated design for the development of residential uses to allow flexibility and initiative in site and building design and location, in accordance with an approved plan and imposed general requirements, as specified by this chapter.

10-16-3 Use Regulations [Edit](#)

- A. Notwithstanding any other provisions as hereinafter set forth, an R-PUD may be applied for in areas whose underlying zoning is Residential R-1, R-1A, R-2 and R-2A. In all other zones, ~~an~~ R-PUD shall not be permitted.
- B. The following are permitted uses in an R-PUD:
 - a. Single Family and Townhome dwelling units ~~may~~ shall be permitted uses, as defined within this ordinance.
- C. All other uses not defined within this chapter shall comply with the underlying zone, lot size, and the land use chart in Nibley City ~~Ce~~ode, unless otherwise specified within this ordinance.
- D. Any uses not specifically permitted or conditionally permitted are prohibited.
- E. Animal Use: All animal uses shall be in accordance with Nibley City Code, ~~10-17~~ entitled "~~Animal Land Use Regulations~~".
- F. Up to 30% of the net developable area, ~~and at least a minimum of 2 acres, of the area,~~ may be approved for neighborhood commercial use as part of an R-PUD. These uses shall comply with Nibley's City's Neighborhood Commercial Zone Use Chart and standards as listed in Title 10-7A. Commercial use must be ~~cons~~concentrated in one ~~locatione~~erated, and located adjacent to the development's boundary. These parcels shall be labeled on the plat as Neighborhood Commercial.
- G. When calculating density for dwelling units, any commercial area shall be subtracted from the gross acres of the R-PUD. Acres used for neighborhood commercial may be used for the total acres to qualify for an R-PUD.

10-16-4 Area And Density Regulations [Edit](#)

- A. Housing Types: ~~Only single family homes and town homes are allowed in the R-PUD in residential areas. In addition to the traditional single family home, developers may provide a variety of housing types in the project, provided that the total units of any~~

given housing type. The density shall be based on net acres of the development as follows:

B.1. Single Family Homes: Equal to or less than 5 units per developable acre

C.2. A Mix of Single Family, and Townhomes: Equal to or less than 10 units per developable acre. Up to 70% of dwelling units can be townhomes.

D.B. The minimum gross area for a planned unit per development shall be twenty (20) acres.

E.C. No R-PUD may exceed 300 living units.

F.D. No R-PUD may be located within a half-mile of another R-PUD approved under this ordinance.

E. The City Council and Planning Commission may make an exception for developments smaller than 20 acres and/or that are within a half mile of another R-PUD developed under this ordinance if the parcel is labeled on the Future Land Use Map as a high density or multifamily use.

G. 10-16-5 Open Space and Amenities

H. A. Each R-PUD shall provide the following types and amounts of open space and amenities:

Min Open Space Requirement	
Dwelling Type	Percentage of Net Developable Acres Required to be used for Amenities and Open Space
Single Family	20%
A Mix of Single Family and Townhomes	35%

Minimum Amenity						
Number of Units	Park Area	Pavilion	Swing Set	Playground	Clubhouse, Pool, or Splash Pad	Sports Court/Fields
Less Than 100	1.5 Acres	-	-	1	-	-
101-150	2.5 Acres	-	1	1	-	-

Formatted

Formatted: No bullets or numbering

Formatted: Indent: Left: 0.75", No bullets or numbering

Commented [SN8]: Make 10-16-5 Open Space and Amenities

Formatted: Font color: Background 1

Formatted Table

Commented [SN9]: Minimum Open Space Requirements

Commented [SN10]: Add standards for swing set

151-200	3.5 Acres	-	1	2	-	1
201-250	4.5 Acres	1	1	2	-	1
251-300	5.5 Acres	1	1	2	1	1

Commented [SN11]: Name table: Minimum Amenity Requirements

- Publicly and Owners' Association-owned amenities shall be fully developed and operational in conjunction with each phase of the subdivision as a percentage of the total developed value of the subdivision (for example, if 25% of the dollar value of the development is being constructed, then a minimum of 25% of the dollar value of the built-out amenities must be developed). The determination of value, construction sequencing, and acceptance criteria shall be specified in the Development Agreement. Until ~~improvements~~ are accepted by the City for the attendant phase, no permits shall be issued for subsequent phases.
- All amenities designed and designated to be transferred to City ownership and maintenance must meet Nibley City Design sStandards. The City must review and approve any improvements that will be owned and maintained by the City as part of the construction drawing review.
- This chart does not cover all potential amenities. The applicant may apply with other amenities that would benefit the R-PUD. Any proposed amenities not listed, must be approved by the City Council.
- Park Space may be combined or spread throughout the development. Each Park Parcel shall be a minimum of .25 acres. Each dwelling unit shall be within a quarter mile of a park within the development, unless otherwise approved by the City Council. Parks may be public or private. Each public park development and placement within an R-PUD shall be agreed upon by the applicant and the City Council. Park Space may not included alleyways, back yards, gangways, front yards, forecourts, private patios, porches, driveways, etc.
- Constrained and Sensitive Lands may be counted towards the percentage of open space and park space if public access ~~is and amenities are~~ provided. ~~through trails, picnic areas, viewing areas and other interactions.~~
- All amenities shall meet any federal, state, city, or other standards that apply.
- Sports Courts/Fields: Sports Courts/Fields include a facility/amenity that is built for one of the following: Tennis Court, Pickleball Court, Basketball Courts, Soccer field, Volleyball pit, Baseball field, Softball field, wallball, golf course, disc golf course, or as approved by the City Councilete.
- Picnic Area: Two or more picnic tables for use by 10 or more persons.
- Pavilion: A covered picnic area. Each Pavilion must be designed for use of a minimum ten or more people.

Commented [SN12]: The following can not be proposed Alleyways, back yards, gangways, court yards, front yards, forecourts, patios, porches, driveways.

10. Club House: A building ~~available to community membersto house to house~~ a club or social organization not conducted for private profit, ~~and which is not an adjunct to or operated by or in connection with a public tavern, café, or other public place.~~ Club Houses shall be owned and maintained by a homeowner's association. A club house shall be at least ~~1000~~750 sq. ft. in size.
11. ~~Playground:~~ an ~~outdoor~~ area provided for children to play on. Each Playground must be designed for children twelve and younger. A playground must include features to appeal to children within the above age group including some of the following: slides, monkey bars, ladders, tunnels, climbers, bridges, ramps, platforms, etc. All playground equipment must be of commercial grade. Each feature must be of commercial grade. Each playground must include a minimum of 8 features.
12. Pool: A recreation facility designed and intended for water contact activities that serves an R-PUD. No pool shall be less than ~~800 sq. ft. 20 ft. long and 40 ft. wide.~~

J. B. Maintenance of Amenities

- ~~1.2~~ All R-PUD must establish and maintain in putridity a Owners Association if there are opens and amenity under common ownership.
- ~~2.3~~ Costs: Unless otherwise agreed to by the City, the cost and responsibility of maintaining amenities shall be borne by the Owner of the underlying land.
- ~~3.4~~ Preliminary Maintenance Plan: A Preliminary Maintenance Plan shall be ~~submitted~~turned in with the preliminary plat for proposed maintenance of amenities within the development. This plan shall outline the following:
 - a. The proposed Ownership of the amenities;
 - b. The party that will be responsible for maintenance of the amenities;
 - c. The proposed use of the amenities' and how each parcel of amenities meets the standards listed in this Chapter;
 - d. The size of each amenities parcel; and
 - e. The proposed concept plan for landscaping of the amenities.
- ~~4.5~~ Final Maintenance Plan: The developer shall submit a plan outlining maintenance and operations of the amenities and providing for and addressing the means for the permanent maintenance of the amenities within the proposed R-PUD application for the subdivision. The developer shall provide a final maintenance plan with the final plat and the plan shall contain the following:
 - a. Everything required for the preliminary maintenance plan.
 - ~~a-b.~~ A description of the use of the amenities and how that use complies with this Chapter;
 - ~~b-c.~~ The establishment of necessary regular and periodic operation and maintenance responsibilities for the various kinds of amenities (e.g., lawns, playing fields, meadow, pasture, wetlands, stream corridors, hillsides, clubhouse, pool, woodlands, etc.);

Formatted: Indent: Left: 0.75", No bullets or numbering

- ~~e.d.~~ The estimated staffing needs, insurance requirements, and associated costs, and define the means for funding the maintenance of the amenities, and the operation of any common facilities located thereon, on an ongoing basis, including means for funding long-term capital improvements as well as regular yearly operating and maintenance costs; and
- ~~e.e.~~ The landscaping plans for parcels that will be owned by an Owners Association or by the City.
- ~~5.6.~~ Approval: The Final Maintenance Plan must be approved by the City Council prior to or concurrent with final plat approval for the subdivision. The Final Maintenance Plan shall be recorded against the property within the subdivision and shall include provisions for the City's corrective action rights as set forth herein. Any changes or amendments to the Final Maintenance Plan must be approved by the City Council.
- ~~6.7.~~ The developer shall offer an approved letter of credit, bond or escrow for all proposed improvements.
- ~~7.8.~~ Failure to Maintain: For all amenities designated under the terms of this Ordinance the Responsible Party for the maintenance of the amenities in accordance with the terms of this Ordinance, the approved Maintenance Agreement, any Conditional Use Permits, Business Licenses or any other agreements between the City and the Responsible Party, or the operation of any common facilities located thereon fails to maintain all or any portion of the amenities or common facilities in accordance with the aforementioned agreements and Ordinances, the City may assume responsibility for the maintenance and operation of the amenities. If the City assumes responsibility under this paragraph, any remaining development escrow or bond funds may be forfeited, liens for maintenance costs shall be assessed as described herein, and any permits, licenses or operating agreements may be revoked or suspended by the City in the City's sole discretion. The Owner shall not impede the City in their efforts to maintain the amenities.
- ~~8.9.~~ Corrective Action: Additionally, the City may enter the premises and take corrective action, including extended maintenance. The costs of such corrective action may be charged to the property Owner and may include administrative costs and penalties. Such costs shall become a lien on said properties. Notice of such lien shall be filed by the City in the county recorder's office. The maintenance plan and all other documents creating or establishing any Association or conservation organization for the property shall reference the City's corrective action authority set forth herein and shall be recorded against the property.
- ~~9.10.~~ Implementation and Maintenance: The developer of the subdivision shall fund implementation and maintenance of the amenities until such time as the control of the amenity is transferred to the long-term manager. The developer shall address the implementation, development, maintenance and transfer procedures in the sensitive area designation plan map or master development plan, as applicable.

Commented [SN13]: Write a cause about starting a taxing discret.

~~10-11.~~ Maintenance Access: The developer of the subdivision shall provide sufficient maintenance access from a dedicated right-of-way to all amenities and constrained and sensitive lands within the R-PUD.

~~10-16-5~~ **10-16-6 General Requirements** Edit

- A. The R-PUD should be compatible with surrounding land uses, building types and physical features of the site. Specific requirements are included below:
- B. Determination of Developable Area:
 - 1. In calculating what portion of the project is considered developable, areas designated as constrained and sensitive land may not be included in the project size.
 - 2. If ~~either~~ the constrained and sensitive land may reasonably be turned into a publicly-accessible amenity, ~~it they~~ may be re-included in the project size.
 - 3. ~~Additionally, F~~ for density purposes, ~~road rights-of-way roads~~ must first be subtracted from the gross project size.
 - 4. Net Developable Land must comply with the definition within this chapter.
- C. Site Development Standards: The following shall serve as the setback/site development standards for each proposed R-PUD.

Formatted: Font: (Default) Times New Roman, 12 pt, Bold

Formatted: Indent: Left: 0.52", No bullets or numbering

Formatted: Font: (Default) Times New Roman, 12 pt

Formatted: Font: (Default) Times New Roman, 12 pt, Bold

Formatted: Font: (Default) Times New Roman, 12 pt, Bold

Commented [SN14]: Make sure align with definition.

	Single-Family Home	Town Hhome
Minimum Lot Size (sq. ft.)	6,000	1,500
Minimum Frontage	50'75'	N/A
Primary-Use Setbacks		
Front Yard	20'	20'
Front Porches	10'	10'
Side Yard	5'	10'
Side Yard Porches, Desk, Overhands	5'	5'
Side Yard Adjacent to Streets	20'	20'
Rear Yard	15'	15'

Commented [SN15]: Make sure all of them are hyfinated.

Commented [SN16]: Do a find and replace to make sure all of them are the same.

Maximum Height	40'	40'
----------------	-----	-----

Accessory Use Setbacks		
Front Yard	20'	20'
Side Yard	3'	3'
Side Yard Street	20' *	20' *
Rear Yard	1'	1'
Maximum Height	15'	15'

1. Setbacks and frontage requirements shall apply to each building, and not each dwelling unit
 2. All other setbacks shall comply with Nibley City Code ~~10-11~~.
- D. Signs: Any signs proposed for the development, other than traditional street signs, must conform to Nibley City Code ~~§10-12-15~~.
- E. All property developed as Townhomes, including duplexes, must be subject to covenants, conditions and restrictions and must be subject to and governed by an owner's associations in compliance with Utah Code Annotated Title 57.
- F. Amenities: Maintenance and ownership of amenities may be provided for under one of the following options **if approved by the City Council**:
1. Dedication of the land to Nibley City as a public park or parkway system; or
 2. Granting to the city a permanent amenities easement on and over the said private amenities to guarantee that the amenities remain perpetually in recreation use, with ownership and maintenance being the responsibility of a homeowners' association established with articles of association and bylaws; or
 3. Complying with the provisions of the condominium ownership act of 1963, Utah Code Annotated title 57, chapter 8, as amended, which provides for the payment of common expenses for the upkeep of common areas and facilities. Recreation uses, and facilities may be developed within the common amenities as part of the approved final development plan of the planned unit development.
- G. Bond: For each phase, the developer shall be required to provide a surety or cash bond in an amount equal to 100% **of** the estimated cost of improvements including amenities, guaranteeing the completion of the development of the amenities, or a phase thereof. When completed in accordance with the approved plan, the bond shall be released. If uncompleted at the end of one (1) year **after notice to proceed**, the city will review the progress and use the bond funds to make the improvements to the amenity's areas in accordance with the approved plan.

- H. Subsequent Subdivision: If the ~~R-PUD planned unit development~~ is to be subsequently divided either as a subdivision into phase development parcels or separately owned and operated units, such division boundaries shall be indicated on the development plan and preliminary subdivision approval concurrently obtained in the case of a "subdivision".
- I. Subdivision Regulations: Any part of a ~~R-PUD planned unit development that~~ which is proposed as a subdivision is subject to the provisions of the subdivision title, ~~unless superseded except~~ for provisions listed within this ordinance.

~~10-16-6~~ **10-16-7 Approval Process** Edit

- A. An R-PUD is an ~~overlay rezone~~. That is, developers apply for the overlay to be applied, allowing them to receive the density bonuses outlined herein in exchange for public amenities, all while retaining the original zoning of the property. The Planning Commission and City Council may approve, deny or approve ~~the R-PUD~~ with conditions ~~as a legislative action~~.
- B. Application Submission: An application for an ~~R-PUD planned unit development~~ shall be submitted to the planning commission, ~~and shall be accompanied by an overall development plan showing uses, dimensions and locations of proposed structures, areas reserved for public uses such as schools, playgrounds, landscaping, recreational facilities and amenities, areas reserved and proposals for accommodating vehicular and pedestrian circulation, parking, etc., and architectural drawings and sketches demonstrating the design and character of the proposed development. Such other information shall be included as may be necessary to determine that the contemplated arrangement of uses makes it desirable to apply regulations and requirements differing from those ordinarily applicable under this title.~~
- C. Procedure:
 - 1. An R-PUD shall go through the following process to gain approval:
 - a. Overlay Zone Application: Applicants shall submit an R-PUD Overlay ~~Zone~~ ~~Zone and preliminary plat~~ application with the following:
 - i. ~~A~~ complete master development plan application that is duly signed by the property owner or the owner's representative and that includes a legal description of the property and a nonrefundable application fee.
 - ii. A vicinity map showing the approximate location of the subject parcel ~~in with~~ relation to ~~the~~ other major areas of the city.
 - iii. ~~A~~ General description of the proposed development, together with a map indicating the general development pattern, land uses, densities, intensities, open spaces, parks and recreation, and how the project is coordinating with existing and planned trails, sidewalks and pedestrian walkways and any other important elements within or adjacent to the project.
 - iv. Sufficient detail to indicate how the proposed development complies with the development standards for residential and

Formatted: Indent: Left: 0.52", No bullets or numbering

Commented [SN17]: Review to make sure it is clear an overlay is an legislative actions.

- nonresidential uses according to Nibley City Cod and Design Standards within the planned area district.
- v. A description of architectural design standards that will apply to all buildings within the master development plan.
 - vi. ~~A data table showing the~~including total number of lots/units, floor area ratio (FAR) calculations (for commercial space only), square footage of proposed buildings by floor, number of proposed garage parking spaces, if any, number of proposed surface parking spaces, percentage of buildable land, percentage of open space or landscaping and net density of dwelling units by acre.
 - vii. Existing and proposed infrastructure including proposed roadways, utility locations and capacities and the estimated impacts of the proposed master development plan on all public utilities including culinary water, secondary water, wastewater, transportation, storm drainage, fire protection, solid waste, parks and recreation demands of the proposed project.
 - viii. Existing physical characteristics of the site including all constrained and sensitive land waterways, geological information, fault lines, general soils data, contour data.
 - ix. Identify how environmental issues, if any, will be protected or mitigated, i.e., wetlands, historical sites, endangered plants and animals.
 - x. Conceptual information relating to storm drainage including 100-year 24-hour drainage flows, 10-year 24-hour stormwater flows and proposed storm drainage facilities.
 - xi. Major street layout that meets Nibley City standards.
 - xii. Statements of how the proposed development is compatible with surrounding land uses and other areas of the city.
 - xiii. A general description of controlling entities and methods such as the use of CC&Rs, HOAs, architectural or design review committees or associations proposed to ensure that internal compatibility related to issues such as site design and architecture will be maintained over the life of the project.
 - xiv. A list of property owners' ~~s'~~ names and addresses within three hundred feet (300') of the subject property and stamped and pre-addressed envelopes (return address to be left blank) for all property owners within three hundred feet (300') of the propose development.
 - xv. A list of land adjacent in the same ownership adjacent land in the same ownership as the applicant must be included in the proposed master development plan area.
 - ~~xvi.~~ A Electronic file of all submitted plans in PDF format or other electronic format determined by city staff. ~~(Ord. 2013-05, 3-19-2013)~~

~~xvi.~~ Such other information shall be included as may be necessary to determine that the contemplated arrangement of uses makes it desirable to apply regulations and requirements differing from those ordinarily applicable under this title.

Formatted: Font: (Default) Times New Roman, 12 pt

Formatted: Normal

~~xvii.~~

~~xvii-xviii.~~ A preliminary plat that complies with Nibley City Code §11-3 and all other applicable code for the subdivision. Preliminary plat approval ~~may~~ shall be granted at the same time of approval of the overlay zone.

b. Approval with Development Agreement:

i. Before an R-PUD Overlay Zone can be approved, the City Council and applicant must enter into a development agreement that any development on the proposed parcel shall not exceed the number of units as listed on the preliminary plat. The development agreement shall also require the R-PUD development to be sustainably developed in a way that is substantially similar according to the site plan and proposed amenity improvements. The preliminary site plan and all supporting documentation shall be attached to the development agreement. Signing and recording of the development agreement shall be a condition of granting the R-PUD Overlay Zone.

c. Final Subdivision Approval: Once the rezone and development agreement have been recorded, an applicant may apply for final plat approval. An applicant shall provide the following:

- i. An applicant shall follow the standards at listed in Nibley City Code §11 for Final Plat approval of a subdivision.
- ii. An applicant must ~~submit~~ in all construction and engineering drawings and detailed plans for all amenities. These shall ~~in included~~ include landscape drawings and details.
- iii. A maintenance plan that complies with the terms of this chapter.

D. R-PUD Considerations: In approving with conditions, denying or approving an R-PUD proposal, the Planning Commission and City Council shall consider the following in addition ~~at~~ to all other considerations required by law:

1. Design of Buildings: The architectural design of buildings and their relationship on the site and their relationship to development beyond the boundaries of the development.
2. Streets ~~and~~ ; Parking: Which streets shall be public, and which shall be private, the entrances and exits to the development, and the provisions for internal and external traffic circulation and off-street parking.
3. Type, Size, and Location of amenities.
4. Landscaping ~~and~~ ; Screening: The landscaping and screening as related to the several uses within the development and as a means of its integration into its surroundings.

5. Signs: The size, location, design and nature of signs, if any, and the intensity and direction or area of floodlighting.
 6. Density: The residential density of the proposed development and its distribution as compared with the residential density of the surrounding lands, either existing or as indicated on the zoning map, as being a desirable future residential density.
 7. Ability to Complete Project: The demonstrated ability of the proponents of the ~~R-PUDplanned unit development~~ to financially carry out the proposed project under total or phase development proposals within the time limit established.
 8. Criteria for Issuing Conditional Use Permit: Criteria used in section 10-14-5 of this title.
- E. Planning Commission Action: The planning commission, subject to the requirements of this chapter, may recommend approval, approval with conditions, or denial of the proposed ~~R-PUDplanned unit development~~ to the city council.
 - F. City Council Action: The city council, after holding a public hearing thereon, may approve or deny the application for a planned unit development. In approving an application, the city council may attach such conditions, including a limitation of time during which the permit remains valid, as it may deem necessary to secure the purposes of this chapter. Approval of the City Council, together with any conditions imposed, constitutes approval of the proposed development as a permitted use in the zone in which it is proposed.
 - G. Revisions: In the event, an approved preliminary or final site plan requires revision by the developer, the site plan, and its revision shall be approved by the Nibley City Council upon the recommendation of the Planning Commission. In the event revision is for a final site plan, all property owners in the development shall be notified in writing by the Planning Commission that a revision has been submitted and will be considered by the Planning Commission.
 - H. Building Permit Issuance: The building inspector shall not issue any permit for the proposed building or use within the project unless such building or use is in accordance with the approved development plan and any conditions imposed, including completion of amenities. Approved development plans shall be filed with the planning commission and the city recorder.
 - I. Time Limit: Unless there is substantial action leading toward completion of a ~~R-PUD planned unit development~~ or an approved phase thereof within three years from the date of approval, ~~as determined by the city council,~~ such approval shall expire unless after reconsideration of the progress of the project an extension is approved by the City Council.

10-16-7 Development Standards [Edit](#)

These standards are intended to create R-PUD developments that will establish permanent neighborhoods and provide a sense of community. To meet the intent of this section, the following provisions shall be applied to all new multi-family residential and mixed-use developments, ~~unless otherwise modified by an approved Area Plan.~~ For exterior remodels, these standards shall be required. Commercial areas of an R-PUD must comply with Nibley City Commercial design standards for commercial developments.

A. Architectural Standards.

1. General Design Concepts. New development shall be designed for its specific context with a design unique to Nibley City. Developments containing two (2) or more buildings shall possess a similar design theme, and the site shall be designed such that the overall development is cohesive. Building architecture, exterior materials, and colors shall coordinate.
2. All facades shall include architectural treatments to provide visual interest and to differentiate individual units. These design standards shall be applicable to all sides of a building, with each façade (front, rear, and side) being required to meet the terms of this Section.
3. Building Materials. The majority of each façade (51% or more of the wall area excluding windows and doors) shall be constructed of the following hard surface building materials: brick, stone, treated or split face decorative block (CMU), fiber cement siding, concrete, or other durable building material as approved by the Planning Commission. Stucco, EIFS, or untreated concrete block (CMU) may be allowed by the Planning Commission as an accent or secondary material only. The Planning Commission may approve metal as an exterior building material and as a primary material on a case-by-case basis if an applicant can show that the type of metal is of a high grade and provides architectural quality to a building. Vinyl siding is prohibited.
4. Vertical Separation. Buildings in excess of one (1) story in height shall exhibit architectural detailing that establishes a vertical separation between lower and upper stories. This may be accomplished by a mid-façade cornice or trim, a change in material, style or color, a façade step-back or roof pitch with dormer windows, or other methods
5. Building Entrances. Building entrances shall have porches and shall be oriented towards the street or a ~~open space~~~~common courtyard~~ area and provide connecting pedestrian access between the street, parking or ~~open space~~~~courtyard~~ areas.



6. Variation. Townhome dwellings units shall be designed with architectural wall variations spaced at intervals of thirty (30) to fifty (50) feet in linear width, depending on the size of the project (see Figure 3). The following architectural features shall be incorporated into the design of the building:
- a. Change in building materials;
 - b. Building projections measuring at least eighteen (18) inches to three (3) feet in depth based on the scale of the proposed building;
 - c. Roof line variations measuring at least three (3) feet in height
 - d. Awnings and lighting, or another architectural variation as approved on a case-by-case basis that creates visual interest.



7. Garages. Townhomes shall be designed oriented toward public roads with rear loading garages accessed by a paved parking area or alleyway (see figure 4). Rear loading garages are highly encouraged for townhomes located on interior project roads with units oriented toward a road or common courtyard area. Front loading garages may be allowed for townhomes that do not have any portion of the building adjacent to a **current or planned** public road or street outside of the development. Multiple unit structures shall have garages incorporated into the primary structure. **At least Fifty percent (50%) of units shall contain a two-car garage. An external concrete parking structure attached to the principal structure**



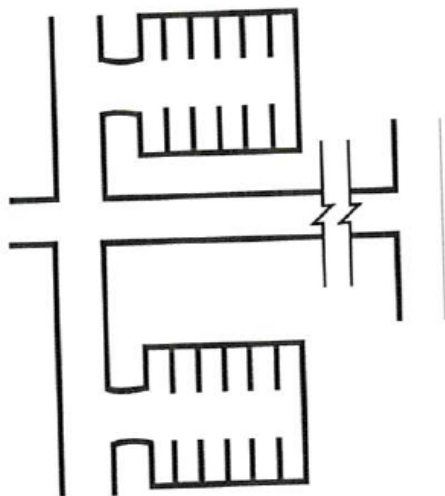
~~may be allowed in lieu of percent garage requirement.~~ Detached garages are prohibited in R-PUDs

B. Site Design Standards.

- A. Natural features. R-PUD's shall respect and maintain natural features such as existing trees, hills, drainages, wetlands, bodies of water, or other natural features.
- B. ~~A~~ General landscaping plan for the front yards shall be included, which shall be installed before occupancy can be given to the home. The landscaping plan shall include at least one (1) tree for every dwelling unit, half of which shall be coniferous evergreen trees and ~~two (2) one~~ shrub of five (5) gallon size for each dwelling units. The coniferous trees shall be at least six (6) feet in height and the deciduous trees shall be at least one and a half (1.5) inches in caliper.
- C. Connectivity. ~~R-PUD Plan Unit Developments~~ shall provide connectivity throughout the development. All improvements shall consider vehicle, bicycle, and pedestrian access.
 - a. Street Design: All street designs shall comply with Nibley City's street standards ~~and~~ ~~and comply with~~ the General Plan and Transportation Master Plan. Each development shall provide two working access points that provide access to an existing street right-of-way. All developments shall supply two functional access points and one additional access point that either connects to an existing right-of-way or to an additional undeveloped parcel, unless prohibited by surrounding development.
 - b. All streets are encouraged to incorporate traffic calming and beautification methods as listed in Nibley City design standards and Transportation Master Plan. This included islands, bulb-outs, roundabouts, etc. Each traffic calming measure shall be approved by the City Engineer.
 - c. All Streets shall be dedicated public streets built to Nibley City Code and standards. Private drives shall only be built to access parking courts or garages that are located directly behind each unit.
 - d. ~~Private Drives~~ Alleyways provide vehicular access to parking and dwelling units but do not provide primary pedestrian access to units. Private Drives are intended to be used primarily for vehicular circulation and dwelling access and should be visually distinct from streets.
 - i. ~~Two-way Private drives~~ driveways shall be a minimum width of 20 ft., ~~one-way driveways shall be a minimum width of 12 feet.~~
 - ii. All ~~driveways~~ private drives shall be perpendicular to the street they connect to.
 - iii. Driveways that access a single dwelling unit are not considered private drives or an alleyway
 - e. Developments shall provide a pedestrian access to the development border at intervals at a minimum of 660 feet unless expressly prohibited by conflicting with previously developed subdivisions or land use. These access points shall be aligned with other trail systems, street right-of-way, or amenities and shall match the layout and size of the connection. A connection shall contain a minimum of a 5' sidewalk.
- D. Pedestrian circulation. R-PUD ~~residential projects~~ shall provide a circulation plan and show the following improvements to ~~for improve~~ pedestrian circulation and safety:

Commented [SN18]: Add definition with picture

- i. Pedestrian walkways that interconnect the adjacent street(s), amenities, parking areas, building entry~~s~~, adjacent sites and adjacent master planned trails where applicable. Each building located along a public road must provide a sidewalk connection from the building entrance to the public sidewalk.
 - ii. Walkways shall be hard surfaced with concrete,~~brick pavers or asphalt.~~
 - iii. Crosswalks shall be placed where pedestrian walkways cross streets and internal roads and shall be painted or made of concrete ~~or brick pavers.~~
 - iv. The development must provide connections to the Nibley City trail system. These trails must be dedicated to the City and built to Nibley City standards as listed in the Trails Master Plan and Nibley City Design Standards.
- E. Parking: Each R-PUD shall provide 2 primary parking spaces for each unit. Primary parking must be contained in a garage, carports, driveway, or parking court. An R-PUD shall provide one guest parking spot for every three units. Guesting parking may be located in ~~driveways,~~ parking courts, or dedicated on-street parking. On street parking may be parallel, diagonal or perpendicular. Each parking stall must be marked.
- a. Individual parking courts shall contain no more than 20 parking spaces and shall be physically and visually separated by a landscape area a minimum of 20 feet in width. The separation shall be landscaped with grass, trees, and xeriscape plants.



- b. A parking court of any length shall consist of no more than one double-loaded parking aisle.

- c. Parking courts shall be located in the interior of the development and located in the rear of buildings for townhome developments.
- d. On-street parking shall be limited to local roads only. On-street parking shall have dedicated and marked spaces and must be approved by the City Engineer.
- e. Parking Courts shall be paved and built to Nibley City parking lot standards.
- F. Landscaping: All portions of the lot not improved with structures or other impervious surfaces shall be maintained with suitable landscaping of plants, trees, shrubs, grasses, or ~~and~~ similar ~~succulent~~ landscaping materials.
 - a. Landscaping shall also be installed in all park strips to the same standards as other onsite landscaping. Asphalt, concrete, bricks, pavers, railroad ties, and other nonvegetative material are not allowed in the park strip area between the curb and sidewalk. Xeriscaping is permitted. The developer should plant street trees of an approved species and size along all street. Trees should be planted at intervals of every 50 feet and must meet Nibley City Standards code.
 - b. Buffering: R-PUD developments shall provide buffering along any arterial roads, commercial, or industrial roads. Buffering shall meet the standards within this ordinance.
 - c. Natural Landscape: All open space land dedicated to natural use must maintain its natural landscaping and plant life.
- G. Fences:
 - a. Permitted Fences: Dwelling units are allowed to install and construct fences in compliance with Nibley City Code 10-12-9. Vinyl fences are only permitted in an R-PUD for the purpose to mark property lines of individual dwelling units. Fencing to mark the boundary of the development or amenities must meet the following standards:
 - i. Opaque fences or walls must only be 4 feet tall. Any fencing above 4 feet must be at a minimum 80% transparent.
 - ii. Fencing and walls must be constructed out of concrete, bricks, rock, or metal bars. Chain link and vinyl fences are prohibited unless used to mark the property boundary of the dwelling unit. Wood may only be used in a rail or agricultural-type fencing. Other materials may be approved by the Planning Commission based on the longevity ~~lifetime~~ of the material and if the material will aesthetically enhance the property. Walls and fencing shall also comply with Nibley City Code 10-12-9 and other fencing setback requirements as contained within Nibley City Code.

Agenda Item #3

Description	Workshop: Transportation Master Plan
Department	Planning
Presenter	Stephen Nelson, City Planner
Action Type	Legislative/ Review
Recommendation	Review and make recommended changes.
Reviewed By	City Planner, City Public Word Director, City Engineer, City Manager, Consulting Engineer, and Mayor Dustin. The Plan has also been sent to a Citizen Committee for their review.

Background

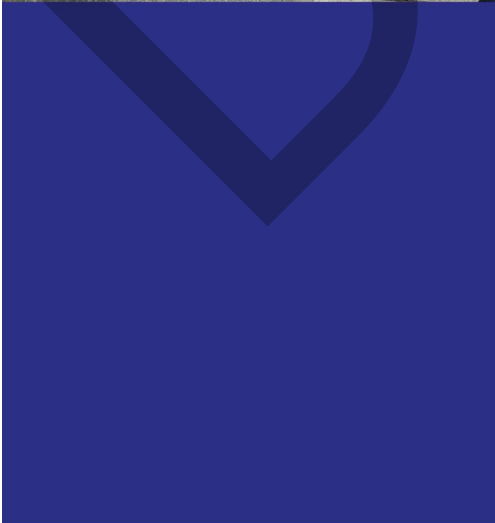
Nibley City in December of 2017 hired RSG to consult on drafting and updating the Nibley City Transportation Master Plan. The city has been working with the consultant since January of 2018 to write and update the plan. Input was given by staff, a steering committee, and a citizens advisory committee. Staff also has conducted a survey for the plan in June of 2017 at Heritage Days and hosted an open house in December of 2017. Staff and the RSG have gathered this input and have incorporated it into the proposed plan.

This is the first time this plan will be presented for the general public and is to be a reviewed, so the Planning Commission can give any feedback generally before a public hearing and an official recommendation. A full report and presentation will be given at this week's Planning Commission Meeting.



Nibley Transportation Master Plan

July 2018



EXECUTIVE SUMMARY	3
1.0 INTRODUCTION	5
1.1 BACKGROUND	5
1.2 PURPOSE	5
1.3 STEERING COMMITTEE.....	5
1.4 STUDY AREA.....	6
1.5 REPORT OUTLINE.....	8
2.0 GOALS AND POLICIES.....	9
2.1 THEMES	9
MOBILITY	10
SAFETY	10
COMMUNITY CHARACTER	10
ENVIRONMENTAL QUALITY	10
ECONOMIC DEVELOPMENT.....	11
2.2 AHP EXERCISE RESULTS.....	11
3.0 EXISTING CONDITIONS.....	12
3.1 OVERVIEW	12
3.2 SOCIOECONOMIC CONDITIONS	12
3.3 EXISTING LAND USE AND ZONING	12
3.4 STREET NETWORK.....	12
3.5 ALTERNATIVE MODES.....	14
3.6 TRAFFIC CONDITIONS.....	17
3.7 STREET CAPACITY	17
4.0 FUTURE CONDITIONS.....	21
4.1 OVERVIEW	21
4.2 FUTURE LAND USE.....	21
4.3 PLANNED STREET IMPROVEMENTS	23
4.4 TRAVEL DEMAND MODEL	23
METHODOLOGY	23
TRAFFIC ANALYSIS ZONES (TAZS).....	24
SOCIOECONOMIC DATA.....	26
HIGHWAY NETWORK.....	26
4.5 FORECAST VOLUMES	28
5.0 RECOMMENDATIONS	30
5.1 OVERVIEW	30
5.2 CROSS SECTIONS.....	30
5.3 BICYCLE INFRASTRUCTURE.....	39
5.4 STREET IMPROVEMENTS	40
BUILD MODEL RESULTS.....	40
5.5 STREET CONNECTIVITY.....	44
5.6 TRAFFIC CALMING.....	44
GENERAL RECOMMENDATIONS.....	44

TRAFFIC CALMING PLACEMENT.....	45
1200 WEST.....	46
5.7 SIGNALIZATION PLAN.....	46
5.8 POLICY RECOMMENDATIONS.....	46
6.0 CAPITAL FACILITIES PLAN	49
6.1 ASSUMPTIONS.....	49
RIGHT-OF-WAY	49
UNIT COSTS.....	49
PAVEMENT.....	49
RECONSTRUCTION OF NON-PAVED ROADS	53
ROADSIDE IMPROVEMENTS.....	53
UTILITIES	53
6.2 COST ESTIMATES.....	53
6.3 PHASING	54
APPENDIX A. TRAFFIC CALMING DETAILS.....	1
APPENDIX B. UDOT TRAFFIC SIGNAL COOPERATIVE AGREEMENT.....	2
APPENDIX C. COST ESTIMATES.....	3

LIST OF FIGURES

FIGURE 1: RECOMMENDED STREET NETWORK.....	4
FIGURE 2: STUDY AREA	7
FIGURE 3: GOALS WORKSHOP THEMES.....	10
FIGURE 4: AHP EXERCISE RESULTS.....	11
FIGURE 5: NIBLEY CITY EXISTING ZONING MAP.....	13
FIGURE 6: EXISTING STREET NETWORK CLASSIFICATION	15
FIGURE 7: CVTD BUS ROUTES WITH STOPS IN NIBLEY	16
FIGURE 8: MAJOR TRAILS MAP.....	18
FIGURE 9: EXISTING TRAFFIC VOLUMES	19
FIGURE 10: FUTURE LAND USE MAP	22
FIGURE 11: CMPO TAZ STRUCTURE AND REFINED TAZ STRUCTURE	25
FIGURE 12: ORIGINAL CMPO MODEL WITH UPDATES.....	27
FIGURE 13: FUTURE 2050 NO BUILD TRAFFIC FORECASTS.....	29
FIGURE 14: CROSS SECTIONS	31
FIGURE 15: EXAMPLE SPEED AND VOLUME THRESHOLDS FOR APPLYING BIKE LANE FACILITIES	40
FIGURE 16: RECOMMENDED STREET NETWORK	42
FIGURE 17: 2050 BUILD TRAVEL FORECASTS	43
FIGURE 18: SAMPLE TRAFFIC CALMING APPLICATIONS	47
FIGURE 19: CONCEPTUAL TRAFFIC CALMING RECOMMENDATIONS FOR 1200 WEST	48
FIGURE 20: NIBLEY CITY MASTER STREET PLAN.....	51
FIGURE 21: RECOMMENDED STREET NETWORK	52

LIST OF TABLES

TABLE 1: CAPACITY THRESHOLDS.....	20
TABLE 2: PLANNED FUTURE LAND USE ASSUMPTIONS	22
TABLE 3: SOCIOECONOMIC ASSUMPTIONS.....	26
TABLE 4: TYPICAL SECTIONS FOR ARTERIAL AND COLLECTOR STREETS.....	41
TABLE 5: ARTERIAL RIGHT-OF-WAY ASSUMPTIONS	49
TABLE 6: UNIT COSTS.....	50
TABLE 7: TYPICAL ROADSIDE IMPROVEMENTS.....	53
TABLE 8: COST ESTIMATES (2018 DOLLARS).....	54
TABLE 9: RECOMMENDED PROJECT PHASING	55



EXECUTIVE SUMMARY

Nibley City is located in Cache Valley, between US-91 and SR-165, and is approximately 4 square miles in size. Nibley is bordered to the north by Logan, to the north and east by Millville, and to the south by Hyrum. Much of neighboring land is unincorporated Cache County. Nibley's population has grown significantly over the last few decades and is currently estimated to be approximately 7,000. Limited commercial land use exists within the city boundaries, but there is a desire for increased economic development, which could affect travel patterns.

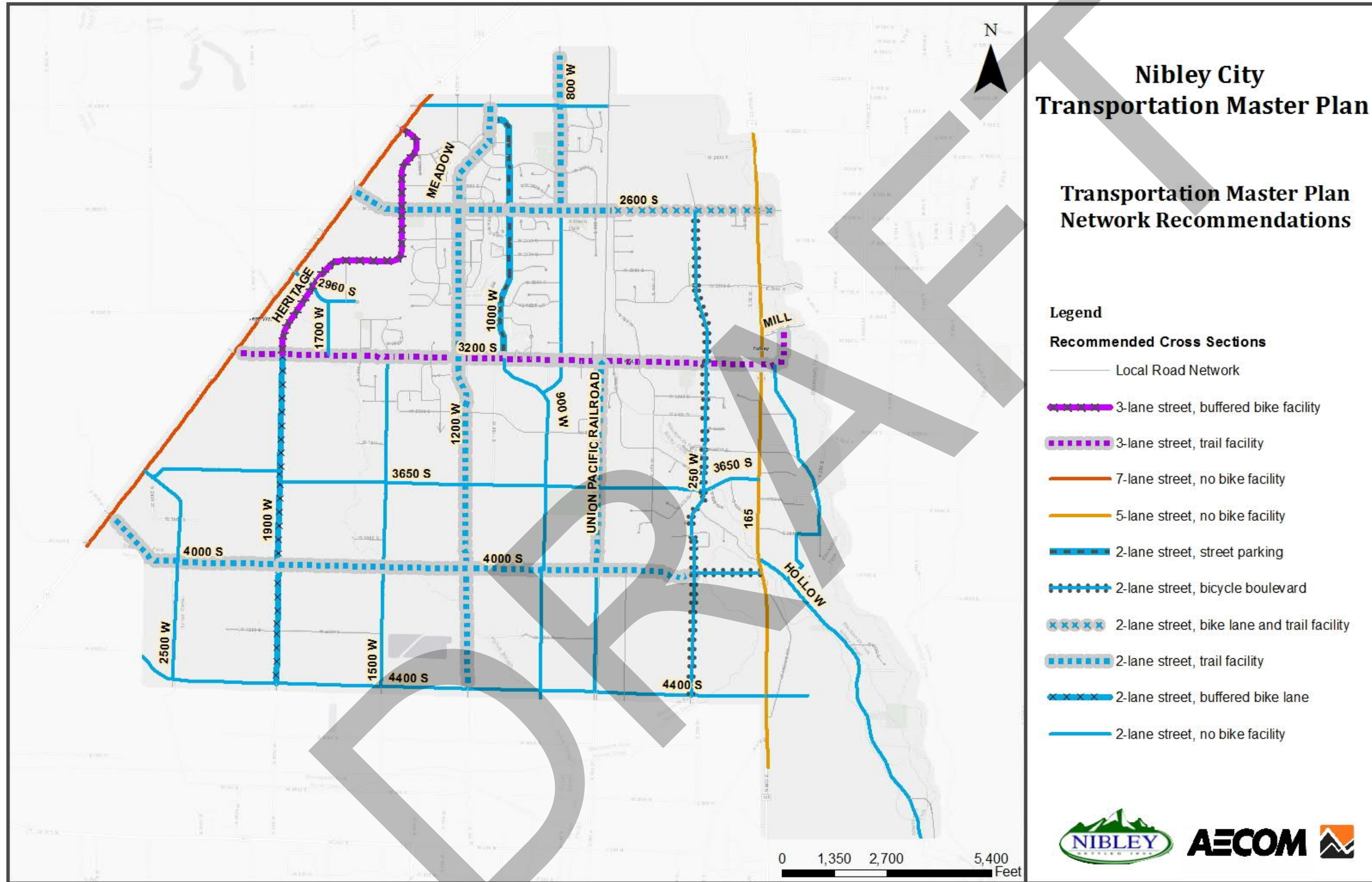
The purpose of this Transportation Master Plan is to ensure that a coordinated, master-planned effort is undertaken to plan for the transportation needs of the City, given the future land use planning efforts. Because of growth in the City, it becomes necessary to update this master transportation plan periodically.

In addition to planned street improvements, this master plan includes a capitol facilities plan which will serve as a foundation for an Impact Fee Facilities Plan (IFFP) and Impact Fee Analysis (IFA).

A Goals Workshop was held at the beginning of this master planning process, and group responses weighted safety as the highest priority to transportation improvements in Nibley City. Safety scored significantly above other prioritization elements including mobility, community character, environmental quality, and economic development. Therefore, this plan also focuses on implementing safe bicycle facilities and traffic calming elements.

Future traffic forecasts were estimated using the Cache Metropolitan Planning Organization (CMPO) travel demand model. The model was edited to reflect the latest land use plans for Nibley. Bicycle facility recommendations were made in order to create a high comfort facility taking into account future traffic volumes and anticipated speed limits for each road. The resulting recommended cross sections for each collector and arterial road are shown in Figure 1.

FIGURE 1: RECOMMENDED STREET NETWORK



1.0 INTRODUCTION

1.1 BACKGROUND

Nibley City is located in Cache Valley between US-91 and SR-165, and is approximately 4 square miles in size. Nibley is bordered to the north by Logan, to the north and east by Millville, and to the south by Hyrum. Much of neighboring land is unincorporated Cache County.

The population of Nibley has doubled every decade in recent years growing from just over 1,000 people in 1990, to 2,000 people in 2000, to over 5,000 people in 2010. The current population is estimated to be approximately 7,000. Limited commercial land use exists within the city boundaries, but there is a desire for increased economic development which will also affect travel patterns.

The purpose of this Transportation Master Plan is to ensure that a coordinated, master-planned effort is undertaken to plan for the transportation needs of the City, given the future land use planning efforts. Because of growth in the City, it becomes necessary to update this master transportation plan periodically.

The most recent transportation master plan was adopted in 2011, although updates to the street map have occurred since then. A Parks, Trails, Recreation, and Open Space Master Plan was also recently completed in 2017.

1.2 PURPOSE

This transportation master plan is an update to previous planning efforts and subsequent revisions to incorporate updated land use information, new streets, and other planned improvements. It also utilizes the latest travel forecasting methodologies, including version 2.0 of the travel demand model used by the Cache Metropolitan Planning Organization (Cache MPO). The model has been adjusted to reflect 2050 socioeconomic conditions and “build out” conditions in Nibley.

In addition to planned street improvements, this master plan includes a capitol facilities which and will serve as a foundation for an Impact Fee Facilities Plan (IFFP) and Impact Fee Analysis (IFA).

1.3 STEERING COMMITTEE

A steering committee was established for this transportation master plan including elected and appointed officials and staff from Administration, Planning, Engineering, and Public Works.

A transportation committee was also formed, and city staff utilized this committee for valuable feedback during the process.

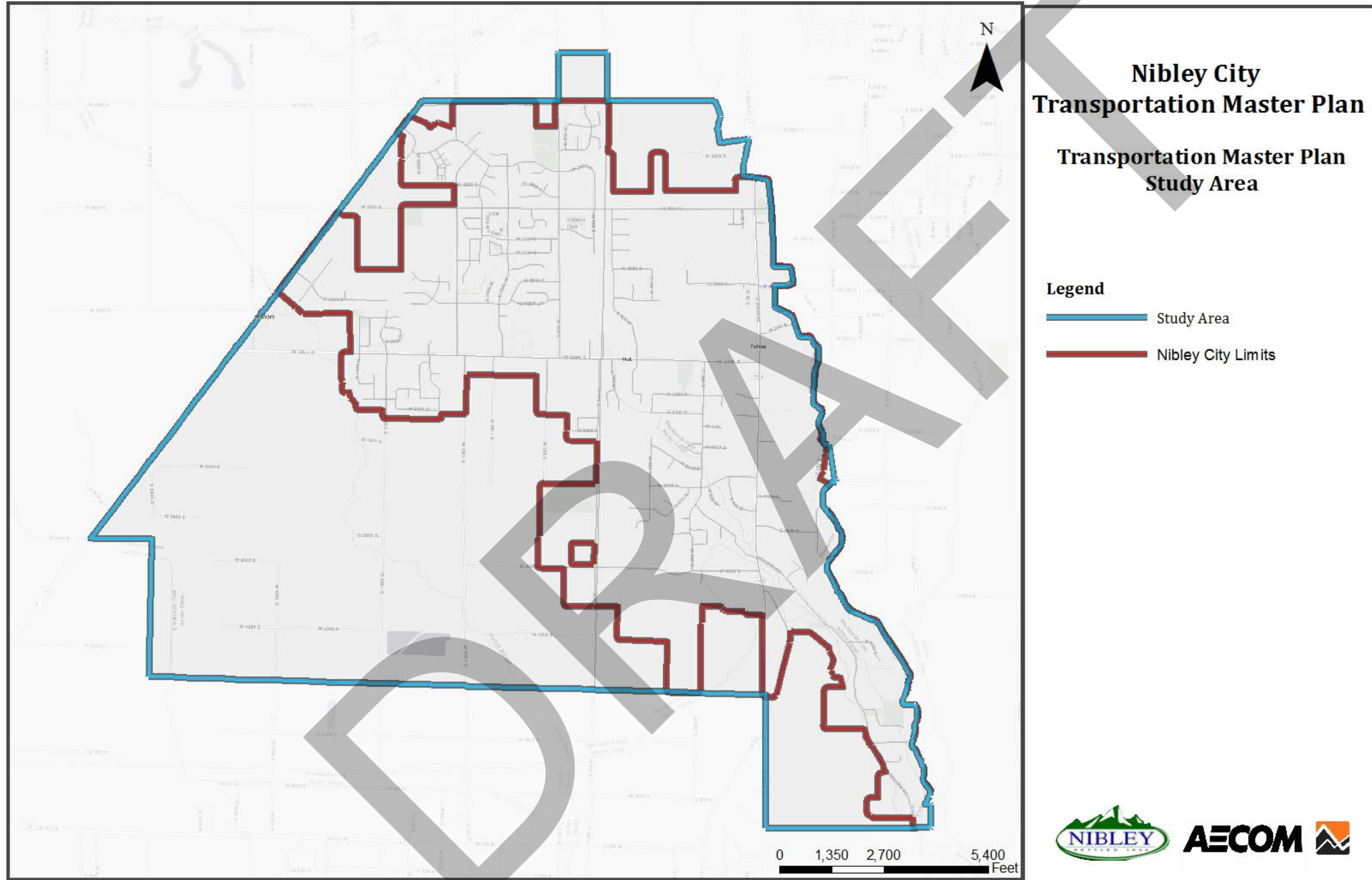
1.4 STUDY AREA

The study area was established based on existing incorporated land as well as land likely to be annexed in the future. Figure 2 shows the study area for this transportation master plan.

DRAFT



FIGURE 2: STUDY AREA



1.5 REPORT OUTLINE

This report is organized into the following sections:

1. **Introduction**—This section provides background information and the purpose of the transportation master plan along with a report outline.
2. **Goals and Policies**—This section details the vision, goals, and priorities of Nibley City with respect to transportation infrastructure.
3. **Existing Conditions**—This section details existing land use and transportation conditions in Nibley City.
4. **Future Conditions**— This section details anticipated changes to land use and how they affect transportation demand.
5. **Recommendations**—This section makes recommendations for achieving Nibley City’s goals for future streets based on anticipated growth in the city.
6. **Capital Facilities Plan**—This section outlines projected costs and phasing associated with recommended streets.

The Impact Fees Facilities Plan (IFFP) and Impact Fee Analysis (IFA) are contained in a separate report.

2.0 GOALS AND POLICIES

The transportation master planning process for Nibley City began with an effort to gather relevant data from research and from a stakeholder kick-off meeting to discuss the visions, goals, and priorities of Nibley City.

A goals workshop was hosted at Nibley City Hall on November 30, 2017 with the objective of merging ideas taken from the 2016 Nibley City General Plan, concerns identified, and public input to drive the direction of the transportation master plan process. Five themes taken from the 2016 General Plan were presented at the goals workshop as they relate to transportation infrastructure and operations in the City. The themes, described in detail below from excerpts in the 2016 General Plan, are: *Mobility, Safety, Community Character, Environmental Quality and Economic Development*. In addition to the consultant team, nine people attended the goals workshop, including various Nibley City staff, and elected and appointed officials.

An analytic hierarchy process (AHP) method was used to measure respondents' prioritization of a theme in relation to another theme. The method was used to quantify the weight of importance of each individual theme to the development of transportation improvements in the city.

2.1 THEMES

The following themes and key discussion points, which were derived from the Nibley City 2016 General Plan and shown in Figure 3, were used to guide discussion with Nibley City workshop attendees. The themes were used to help determine community priorities for their transportation network. Quoted text comes from the Nibley General Plan (June 2016).

FIGURE 3: GOALS WORKSHOP THEMES



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."

Efficiency, connectivity of various travel facilities and multi-modal mobility were central to this discussion.

Safety

"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."

Discussion points included multi-modal infrastructure and design, safety for all users of various travel facilities and reduction or mitigation of crashes. Attendees also remarked on school zone safety as a priority.

Community Character

"... The Nibley community is characterized to a large extent by its open residential layout, recreational opportunities, rural development patterns, community feeling, and connections to surrounding communities."

Environmental Quality

"... Nibley City is home to wide open space, dramatic mountain views of the Wellsville Mountains... and the Blacksmith Fork River."

This discussion linked air quality, open space and mitigating environmental impacts with the development of desired transportation facilities and networks.

Economic Development

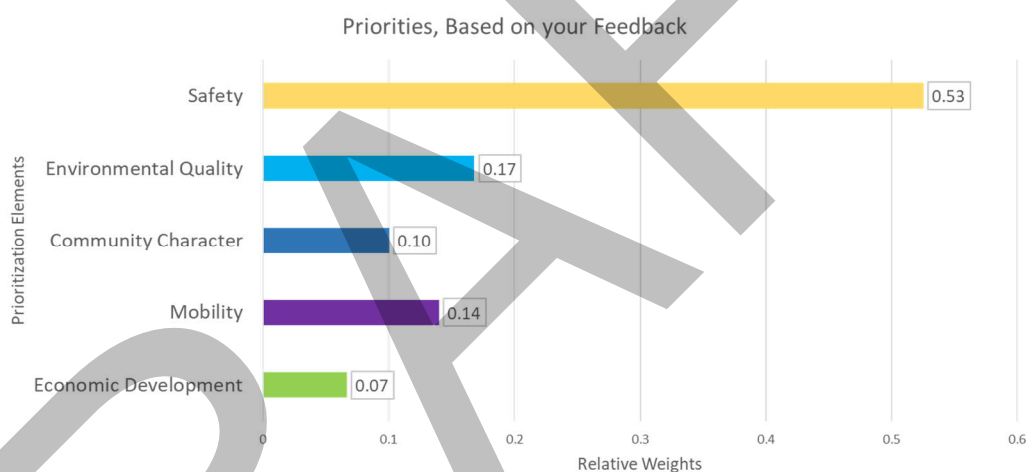
"... nearly everyone has to commute for employment. A key long-term goal for Nibley is to establish commercial services... [that] could diversify the economy of the City and generate sales tax revenue in a sustainable manner..."

Economic development was tied to improved connectivity, transportation to support jobs and business and the importance of linking local and regional activity centers.

2.2 AHP EXERCISE RESULTS

Seven members of the committee provided responses to the prioritization exercise, the results of which are illustrated in Figure 4.

FIGURE 4: AHP EXERCISE RESULTS



Responses weighted safety as the highest priority to transportation improvements in Nibley City, significantly above the four other prioritization elements.

Following the goals workshop, Nibley City conducted local surveys to gather residents' input on transportation concerns and opportunities for improvement. Additionally, Nibley City invited residents to join a transportation master plan advisory committee to interface with the mayor and city staff to provide input on safety, mobility, active transportation, safe routes to school, future projects, and other concerns. On February 7, 2018, RSG met with the transportation master plan advisory committee to gather input on preliminary recommended improvements to the transportation network. Nibley City then transmitted ongoing comments and feedback from the advisory committee to RSG for use in refining modeling considerations and recommendations.

3.0 EXISTING CONDITIONS

3.1 OVERVIEW

Existing transportation, land use, and socioeconomic data for Nibley City are essential to characterizing base year 2017 conditions to investigate constraints and opportunities that will impact future transportation in the city.

3.2 SOCIOECONOMIC CONDITIONS

Socioeconomic data for Nibley are derived from a variety of data sources. According to the U.S. Census Bureau, Nibley City's current population is estimated to be 6,747 people and the total number of households is 1,488. The estimated median household income in Nibley is \$76,250 based on data obtained from the CMP travel demand model. The number of jobs in Nibley City and adjacent Millville combined is 1,760 according to Department of Workforce Services statistics. There are 915 jobs in Nibley City according to U.S. Census Bureau Longitudinal Employer-Household Dynamics data.

3.3 EXISTING LAND USE AND ZONING

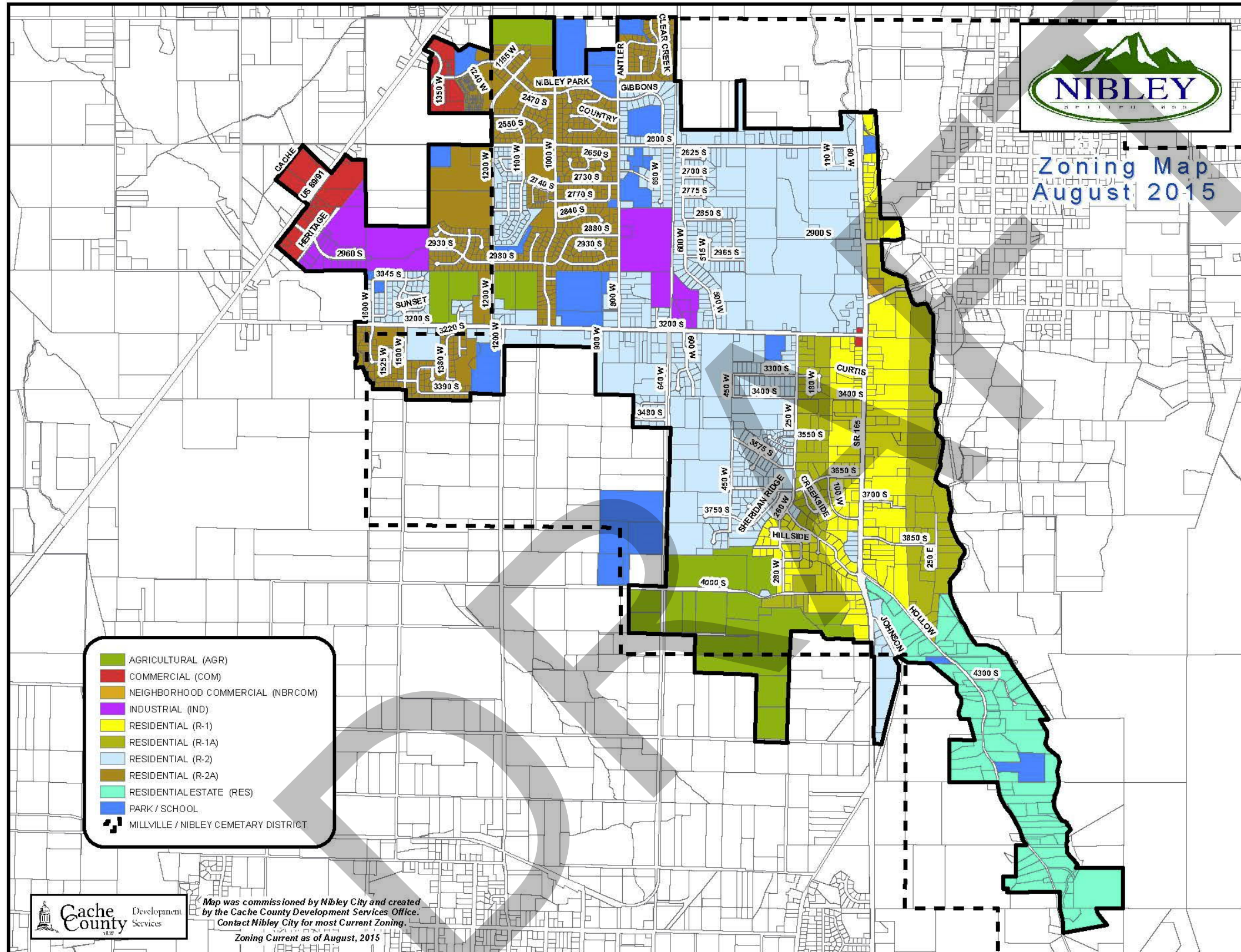
Existing zoning in Nibley City is depicted in Figure 5. As shown in Figure 5, most of Nibley City is currently zoned for residential use, with some agricultural uses on the south side of Nibley and some commercial uses on the west side of Nibley. Nearby unincorporated portions of the study area are composed primarily of agricultural uses.

3.4 STREET NETWORK

Functional classification of roadways is one attribute to describe the use of a street segment in relationship to a larger transportation system. Factors to consider when classifying roadways may include examining the extent to which the road segment provides a mobility function or an accessibility function, the efficiency of travel on the street and the frequency of access points, the posted speed limit, vehicle miles traveled and the spacing of facilities in relation to facilities of other functional classes within a transportation network. Functional classification categories applied to streets in Nibley City are described as follows in order of highest to lowest functional classification:

- **Principal Arterial:** Principal arterials provide high mobility in connection with major activity centers and may serve abutting land uses, access points, and at-grade roadways. Only state highways are Principal Arterials within Nibley City.

FIGURE 5: NIBLEY CITY EXISTING ZONING MAP



- **Minor Arterial:** Minor arterials may connect higher-level arterials, intersect with roadways of all classifications, and provide access to abutting land uses that are not discrete residential neighborhoods. Minor arterials are planned to have rights-of-way of 80 or 99 feet.
- **Collector:** Collectors may connect local streets to arterials and thus traverse dense commercial areas or residential neighborhood areas. Collectors have planned rights-of-way of 66 feet.
- **Local Street:** Local streets provide the highest level of access to abutting land uses and are not intended to move through traffic. Local streets are planned to have rights-of-way of 60 feet.

Figure 6 depicts the existing Nibley City street network. With the exception of Principal Arterials US-91 and SR-165, all other streets within Nibley City limits are under the jurisdiction of Nibley City.

Most intersections within Nibley City are uncontrolled or two-way stop controlled. There are no traffic signals located on city streets, only on UDOT facilities.

3.5 ALTERNATIVE MODES

Cache Valley Transit District (CVTD) serves the Cache Valley region and is the sole provider of public transit in Nibley City. Three CVTD routes connect Nibley City to the regional CVTD transit system. Route 11 provides a looped route connection which runs along Nibley City Parkway, 1000 West, 3200 South, Elkhorn Ranch Road, 600 West and 2600 South, connecting local neighborhoods and Nibley City Hall. The route operates with one-hour headways (the time between successive busses) from 5:30 AM to 5:30 PM Monday through Friday and from 10:30 AM to 5:30 PM on Saturdays. Route 12 has termini in Logan and Hyrum, serving stops in Nibley along SR-165. The bus operates with one-hour headways from 4:50 AM to 6:00 PM Monday through Friday with no weekend service. Like Route 12, Route 13 has termini in Logan and Hyrum, serving stops in Nibley City along SR-165. Unlike Route 12, however, Route 13 passes through Providence and Millville City along city streets. The Route 13 bus operates with one-hour and fifteen-minute headways from 9:00 AM to 12:45 PM Monday through Friday and from 10:15 AM to 5:45 PM on Saturdays. A park-and-ride lot is informally designated at an LDS Church located at 360 West 3200 South. Figure 7 shows the current CVTD system in Nibley City.

FIGURE 6: EXISTING STREET NETWORK CLASSIFICATION

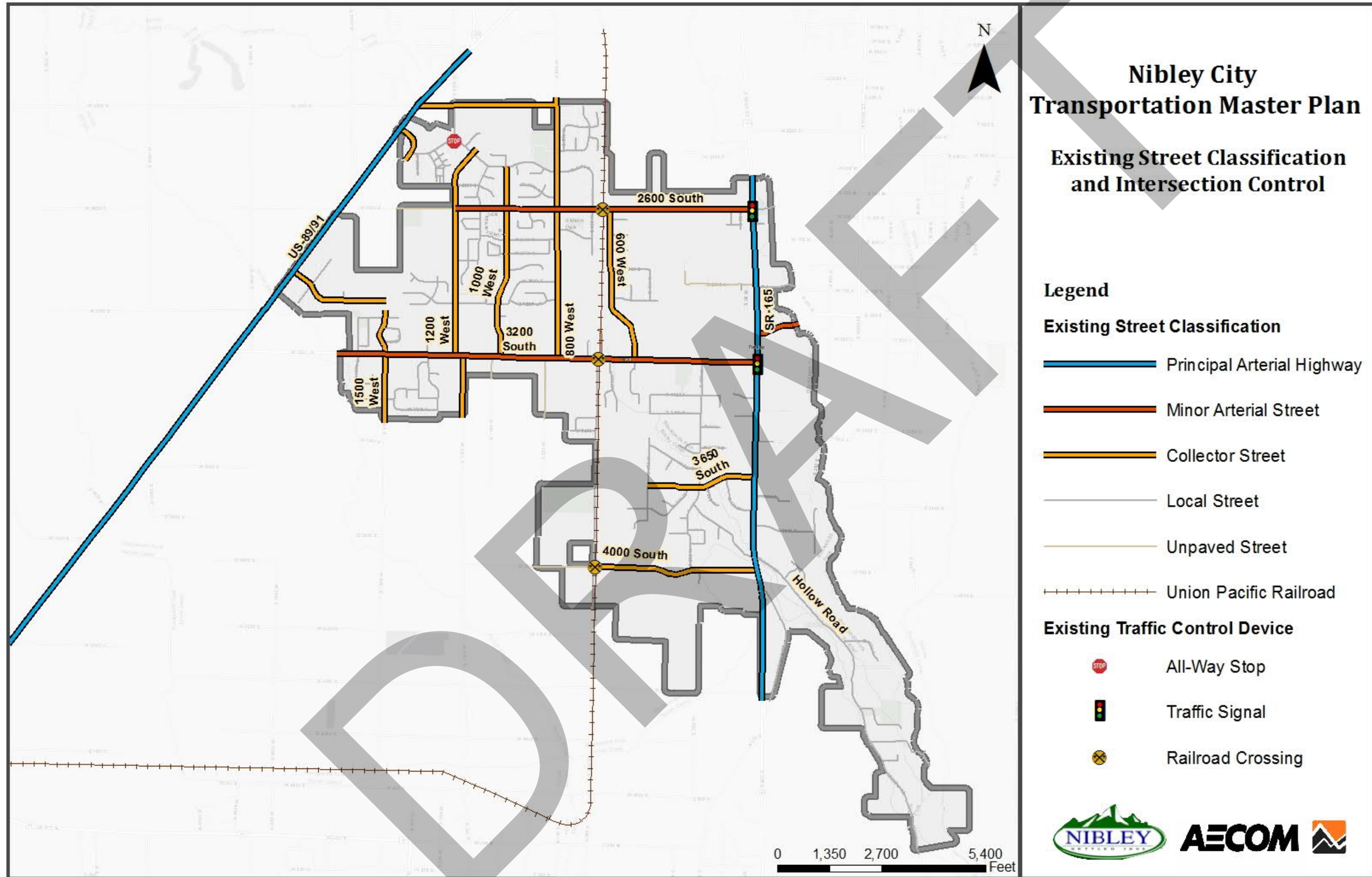
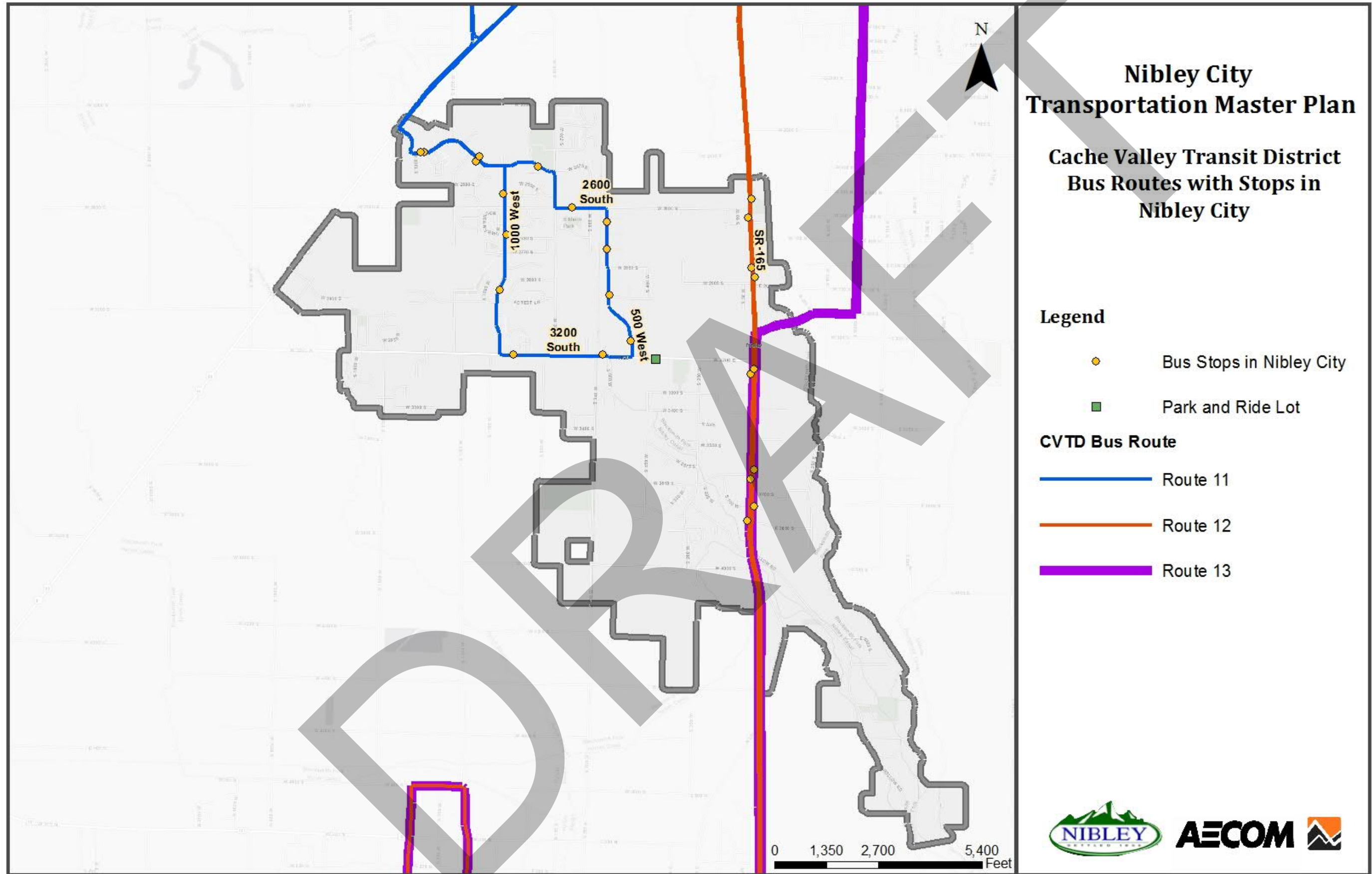


FIGURE 7: CVTD BUS ROUTES WITH STOPS IN NIBLEY



Bike lanes are signed and delineated along 3200 South. No other signed and striped bike lanes currently exist in the City. Hollow Road is a shared street for active transportation users and vehicles and is identified as a recreational route in Nibley City. Nibley Heritage Loop is a signed path along quiet streets and neighborhood sidewalks in Nibley. As outlined in the Nibley City Parks, Trails, Recreation and Open Space master plan, a network of sidewalks and park pathways serve as facilities for active transportation modes such as walking, rolling or biking. Existing sidewalk facilities are most dense in the northwest area of Nibley City west of 600 West and north of 3200 South connecting residential areas. Ongoing expansion of bike lanes, trails, and pathways is an expressed desire of Nibley City and an essential element of this Transportation Master Plan for Nibley City. The Major Trails Map from the currently adopted Parks, Trails, Recreation, and Open Space Plan is shown in Figure 8.

3.6 TRAFFIC CONDITIONS

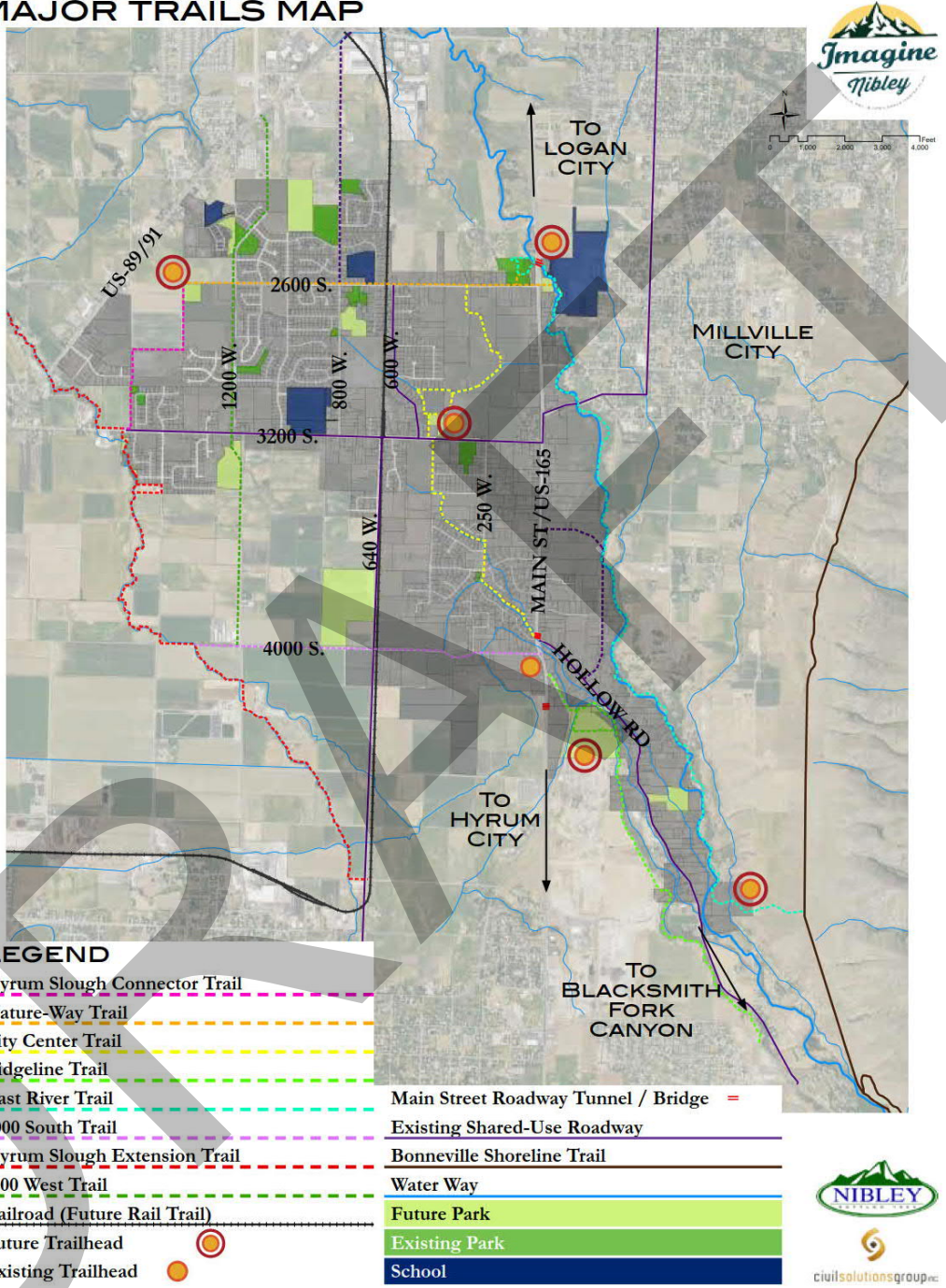
Recent traffic counts were obtained for a few selected city streets for purposes of validating the travel demand model (discussed later in Section 4.4 of this master plan). Figure 9 shows existing traffic volumes on Nibley City streets.

3.7 STREET CAPACITY

Level of service (LOS) is a complex concept for transportation systems as it is dependent upon an estimation of demand (which can vary from day-to-day) and capacity (which is based on prevailing roadway, traffic, and control conditions) both of which can be very difficult to precisely define. Capacity is essentially the amount of traffic that can theoretically be serviced by a road while LOS (often described as quality of service) defines under what operating conditions this occurs (e.g., the amount of congestion, queuing, etc.). Conditions where demand exceeds capacity are usually defined as LOS F (the worst), while conditions with near free-flow operations are LOS A (the best). In the United States, capacity and LOS are both defined based on extensive research by the Transportation Research Board (TRB) found in the Highway Capacity Manual (HCM). The most current edition of the HCM is the 2010 edition.

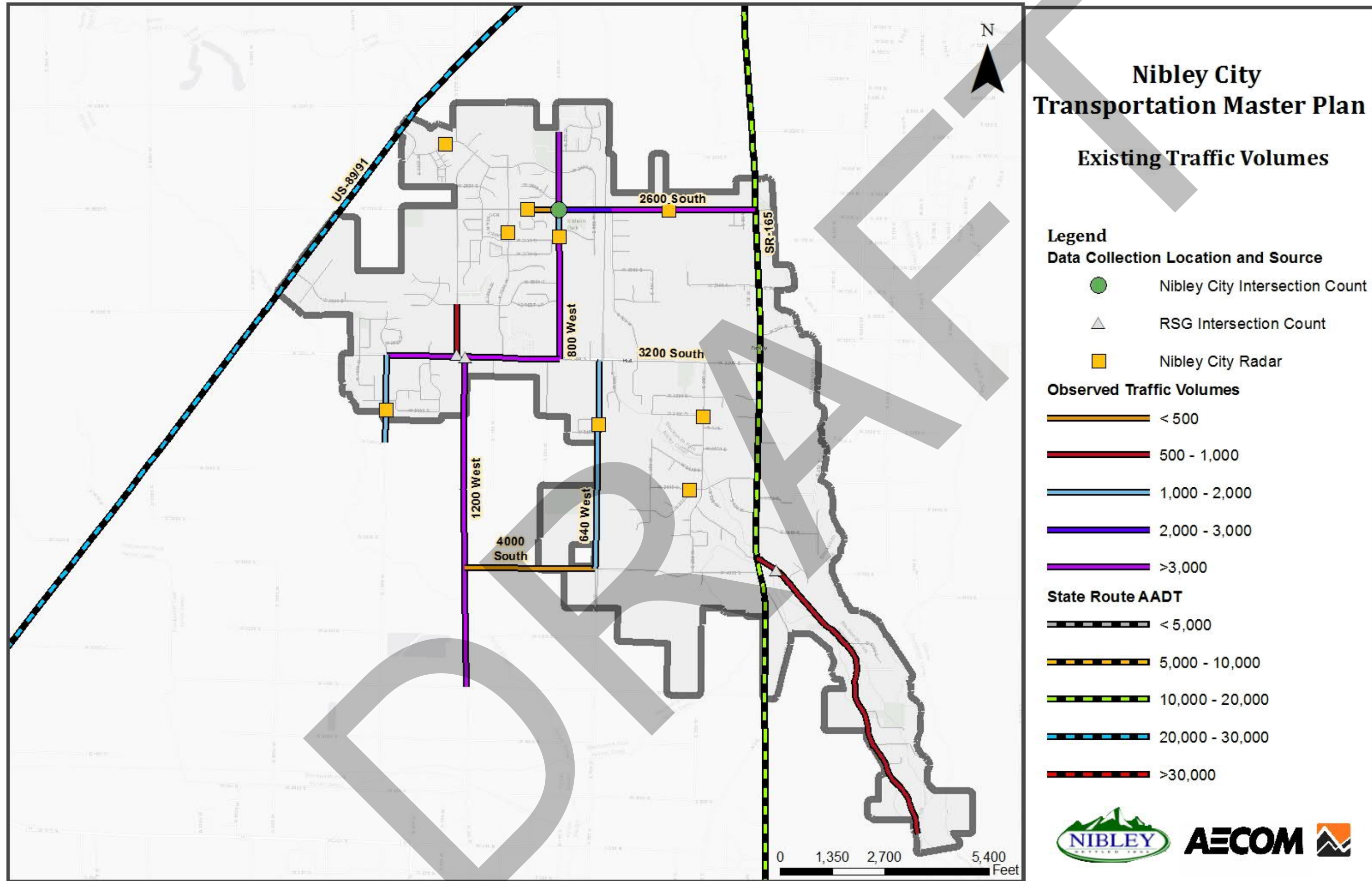
FIGURE 8: MAJOR TRAILS MAP¹

MAJOR TRAILS MAP



¹ Nibley City Parks, Trails, Recreation, and Open Space Master Plan, September 2017, page 37.

FIGURE 9: EXISTING TRAFFIC VOLUMES



While the capacity describes the theoretical limit of traffic on a road, conditions at capacity (service flow rate E) are often very poor and most municipalities and agencies set a goal to achieve a better LOS. The HCM 2010 states that “[f]or cost, environmental impact, and other reasons, roadways are not typically designed to provide LOS A” (Volume 1, pg. 5-3). However, there is no universally-accepted LOS standard. The HCM 2010 further states that “...it is up to local policy makers to decide the appropriate LOS for a given system element in their community” (Volume 1, pg. 5-3). According to the Institute of Transportation Engineers (ITE) Traffic Engineering Handbook (5th Edition, 1999), “[f]or most design or planning purposes...service flow rates D or C are usually used because they ensure a more acceptable quality of service to facility users” (pg. 95).

According to the UDOT Roadway Design Manual of Instruction (May 2007, updated August 2011), LOS D is the threshold for state roads in urbanized areas (Section 7 – Page 4).

While a transportation master plan typically analyzes demand and capacity of links (i.e., for roadways and streets, not intersections), the HCM outlines methodologies for determining intersection-level LOS and not link LOS (except for uninterrupted facilities such as freeways). Therefore, a correlation must be made between an intersection LOS and roadway/street LOS.

The volume-to-capacity (v/c) ratio can be calculated for a given segment which provides a reasonable method to estimate the operations of a roadway. Roadway capacities are complex and depend on variables such as number of lanes, access spacing, traffic signal timing and coordination, the proportion of left and right turns, pedestrian activity, and several other factors. For purposes of this transportation master plan, a v/c ratio less than 0.75 was considered LOS “C” or better.

The estimated LOS C Capacity for roadways in Nibley are established as shown in Table 1. Based on these thresholds and the counts obtained in 2017, it does not appear that any city streets currently operate above capacity.

TABLE 1: CAPACITY THRESHOLDS

Cross Section	Lane Configuration	LOS D Capacity (vpd)
Minor Arterial	5 Lanes	27,000
Minor Arterial	3 Lanes	13,000
Minor Arterial	2 Lanes	9,000
Collector	3 Lanes	13,000
Collector	2 Lanes	9,000

4.0 FUTURE CONDITIONS

4.1 OVERVIEW

Future conditions are studied to determine transportation improvements that may be necessary to achieve long-range transportation goals in Nibley. While the actual date for “build-out” is unknown, a 2050 horizon year was selected, as it represents the most current long-range planning horizon in the Cache Valley area. This 2050 horizon year is assumed to have build-out of the currently adopted Nibley City General Land Use Plan. In order to project future conditions, future land use plans and estimated demographics are combined with the currently planned future street network, as identified by the Cache MPO. Together, these data are used in a travel demand model that estimates future traffic volumes on the collector and arterial streets throughout the region. An anticipated level of service (LOS) can then be calculated for each roadway segment to determine which transportation improvements are required to bring the system to the city’s preferred LOS.

4.2 FUTURE LAND USE

An understanding of anticipated future land use is key to the master planning efforts of a transportation system. City staff provided future land use data as shown in Figure 10 from the 2007 General Plan Update. Based on discussions with city staff, several assumptions regarding land use intensity, as well as adjustments based on more recent planning efforts, were used to establish the future land use scenario.

Nibley City future land use extents, as illustrated in Figure 2, were refined to terminate at the westernmost boundaries of Nibley City at US-89/US-91. Northern extents were also refined based on discussions with city staff. The 2016 Nibley General Plan including future land use map, parcel data for Nibley City from November 2017, and current zoning ordinances were reviewed to assess planned land use densities. Table 2 details assumptions for land use types used to model future land use elements, refined following feedback from Nibley City Planning & Zoning and from the transportation master plan advisory committee meeting held February 7, 2018.

FIGURE 10: FUTURE LAND USE MAP

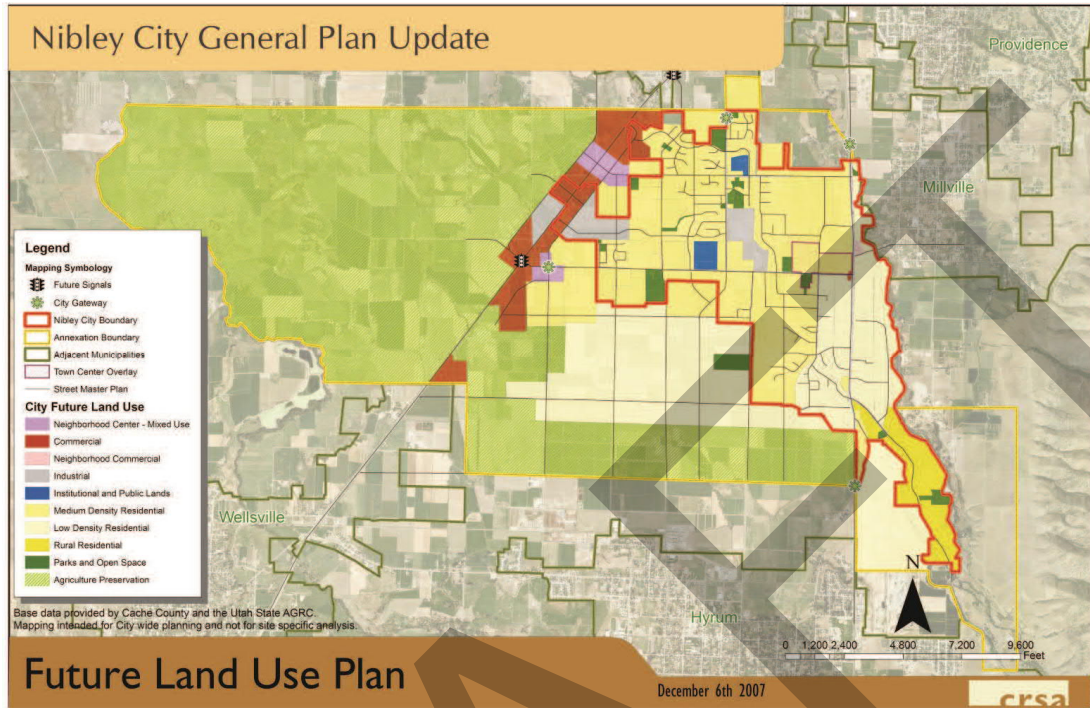


TABLE 2: PLANNED FUTURE LAND USE ASSUMPTIONS

Land Use	Minimum Lot Area (acres)	Floor-to-Area Ratio	Employment Density (employees per square feet)
AGRICULTURAL PRESERVATION	1.00		
COMMERCIAL	1.53	0.3	1/400
INDUSTRIAL	3.25	0.2	1/500
NEIGHBORHOOD COMMERCIAL	1.29	0.3	1/400
NEIGHBORHOOD CENTER	1.29	0.3	1/400
PARK AND OPEN SPACE	6.54		
INSTITUTIONAL AND PUBLIC LANDS	6.54	0.3	1/12,000
LOW DENSITY RESIDENTIAL	1.37		
MEDIUM DENSITY RESIDENTIAL	0.40		
RURAL RESIDENTIAL	1.41		

Future land use areas in the 2016 General Plan were modified to reflect updated visions for Nibley City in select areas.

Lewis Young Robertson & Burningham, Inc. developed a study to determine the appropriate amount of commercial zoning within Nibley City. The study reports that the range of likely supportable commercial zoning is between 150 and 300 acres at buildout. Future land use assumptions involved in developing the CMPO refined model for Nibley City estimated 298 acres of commercial development at full buildout.

Refinement to assumed land use densities occurred with ongoing communication with Nibley Planning and Zoning staff and from stakeholders present at in-person meetings gathering feedback on the transportation master plan.

4.3 PLANNED STREET IMPROVEMENTS

The following projects in Nibley City are included in the *Cache County Regional Transportation Plan 2040*:

Phase I (2015-2024):

- Mill Road: Realign to 3200 South as a two-lane street with median.

Phase II (2025-2034):

- 800 West: Construct from 3200 South to US-91 as a two-lane street with median.

Phase III (2035-2040):

- US-91: Widen between 3200 South (Nibley) and 100 West (Logan) from four lanes plus median to six lanes plus median.
- 1200 West: Widen/construct between Hyrum and Logan as a two-lane street with median.

Unfunded Needs (beyond 2040):

- 4000 South: Construct as a two-lane street with median.
- 800 West: Construct from 4000 South to 3200 South as a two-lane street with median.

All city streets, whether included in the CMPO plan or on the previous transportation master plan, were not considered for inclusion in the “no build” analysis.

4.4 TRAVEL DEMAND MODEL

The following sections discuss the future travel demand forecasting used for this MTP.

Methodology

CMPO maintains a regional travel demand forecasting model for Cache County. The travel demand model predicts future travel demand based on projections of land use, socioeconomic patterns, and transportation system characteristics. At its core, it uses

the common “four-step” modeling process which consists of trip generation, trip distribution, mode split, and trip assignment. The model is run using the TP+/Cube software. References to “the model” in this master plan refer to the scripts and data maintained by CMPO, not to the Cube software.

The current official version of the CMPO travel demand model is version 2.0, which is calibrated to represent 2008 base year travel conditions. Version 2.0 was used by the Cache MPO for the development of the Cache County Regional Transportation Plan 2040. Additional socioeconomic data and networks included with the official model include the years 2024, 2034, 2040, and 2050. The model version used for this transportation master plan was current as of July 7, 2017.

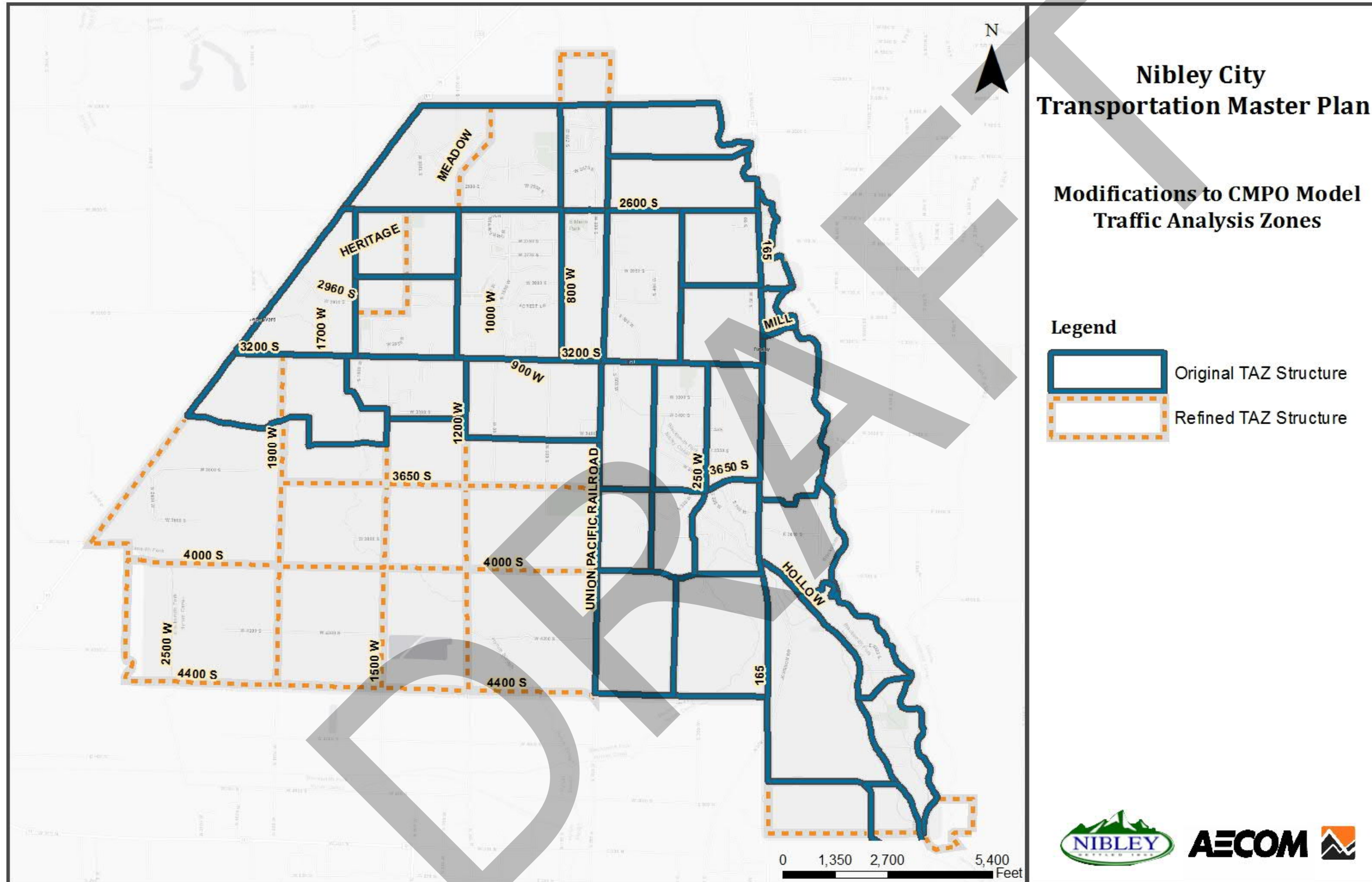
Traffic Analysis Zones (TAZs)

TAZs are geographical areas in the model which specify socioeconomic data such as population, households, and employment. The model uses the information in each TAZ for trip generation, trip distribution, and mode split. Trips generated by each TAZ are loaded onto the roadway network using special links called centroid connectors. The model then uses the roadway network in an iterative process to assign routes for each trip destination.

The original TAZs in the model are well suited for regional traffic forecasts but do not provide adequate detail for a smaller-scale study, such as this master plan. Smaller TAZs can provide a better loading of traffic onto the roadway network. For these reasons, many of the original TAZs within the Nibley City boundaries were split into smaller zones. In most instances, the TAZs were split along barriers such as existing or planned streets, waterways, railroads, and/or major land-use changes. After the splits, the socioeconomic data from the original TAZs were distributed into the new zones. It was assumed that variables such as income and household size for the edited TAZs were the same as the original TAZs.

Figure 11 shows the TAZ structure used in the travel demand modeling process.

FIGURE 11: CMPO TAZ STRUCTURE AND REFINED TAZ STRUCTURE



Socioeconomic Data

Changes to socioeconomic data were made based on the future land use analysis discussed above. Table 3 compares key demographic data within the Nibley City study area for the existing CMPO model and the adjusted model used for this transportation master plan.

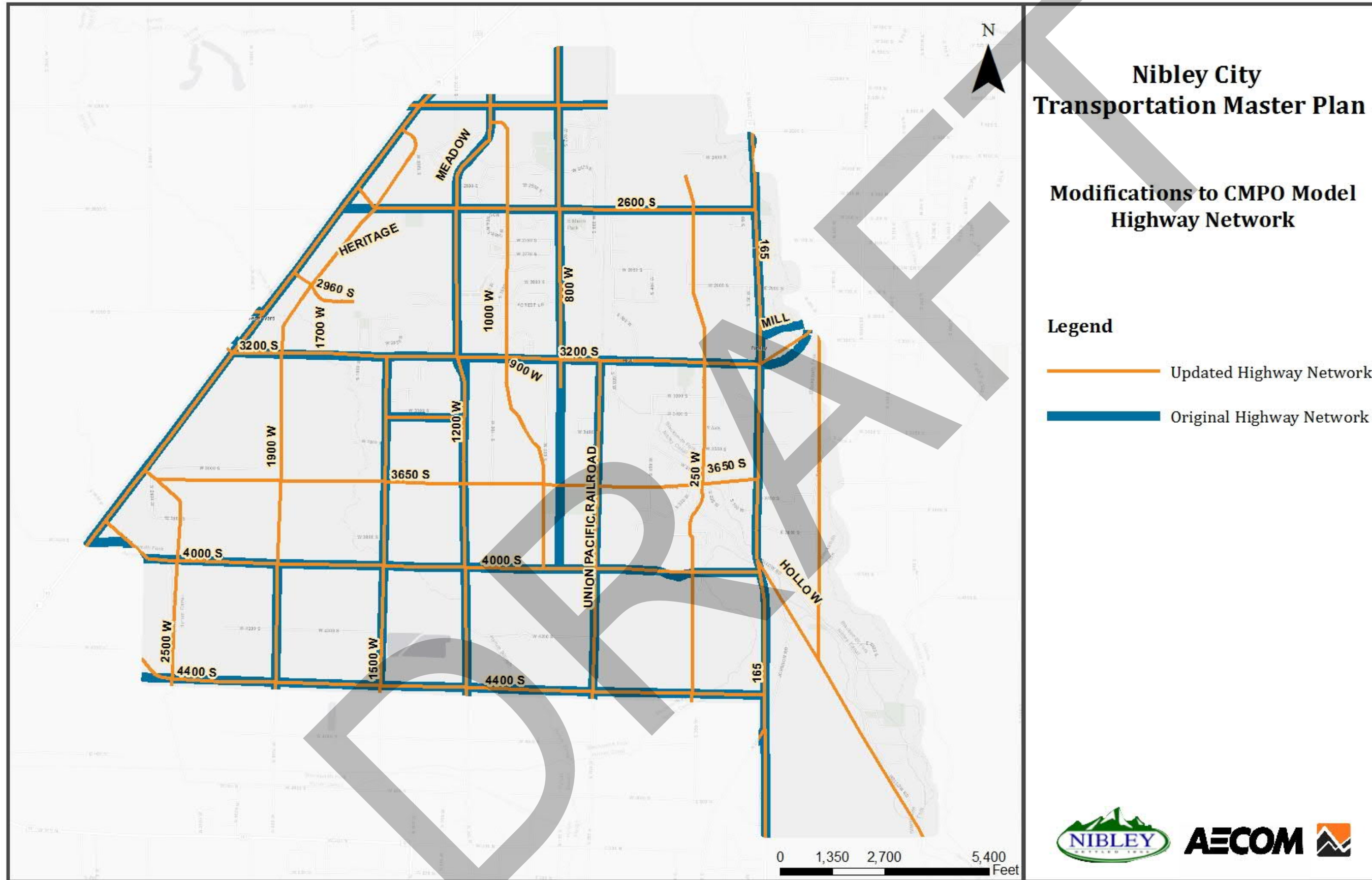
TABLE 3: SOCIOECONOMIC ASSUMPTIONS

Year	Households	Population	Jobs
2017 (CMPO Model)	1,983	7,527	1,228
2017 Modified	2,139	8,128	2,548
2050 (CMPO Model)	6,976	22,017	4,073
2050 Modified	5,092	19,350	6,020

Highway Network

Edits made to the travel demand model's highway network are shown in Figure 12. All future city streets, whether included in the CMPO plan or on the previous transportation master plan, were not considered for inclusion in the "no build" analysis but are included in the "build" analysis.

FIGURE 12. ORIGINAL CMPO MODEL WITH UPDATES



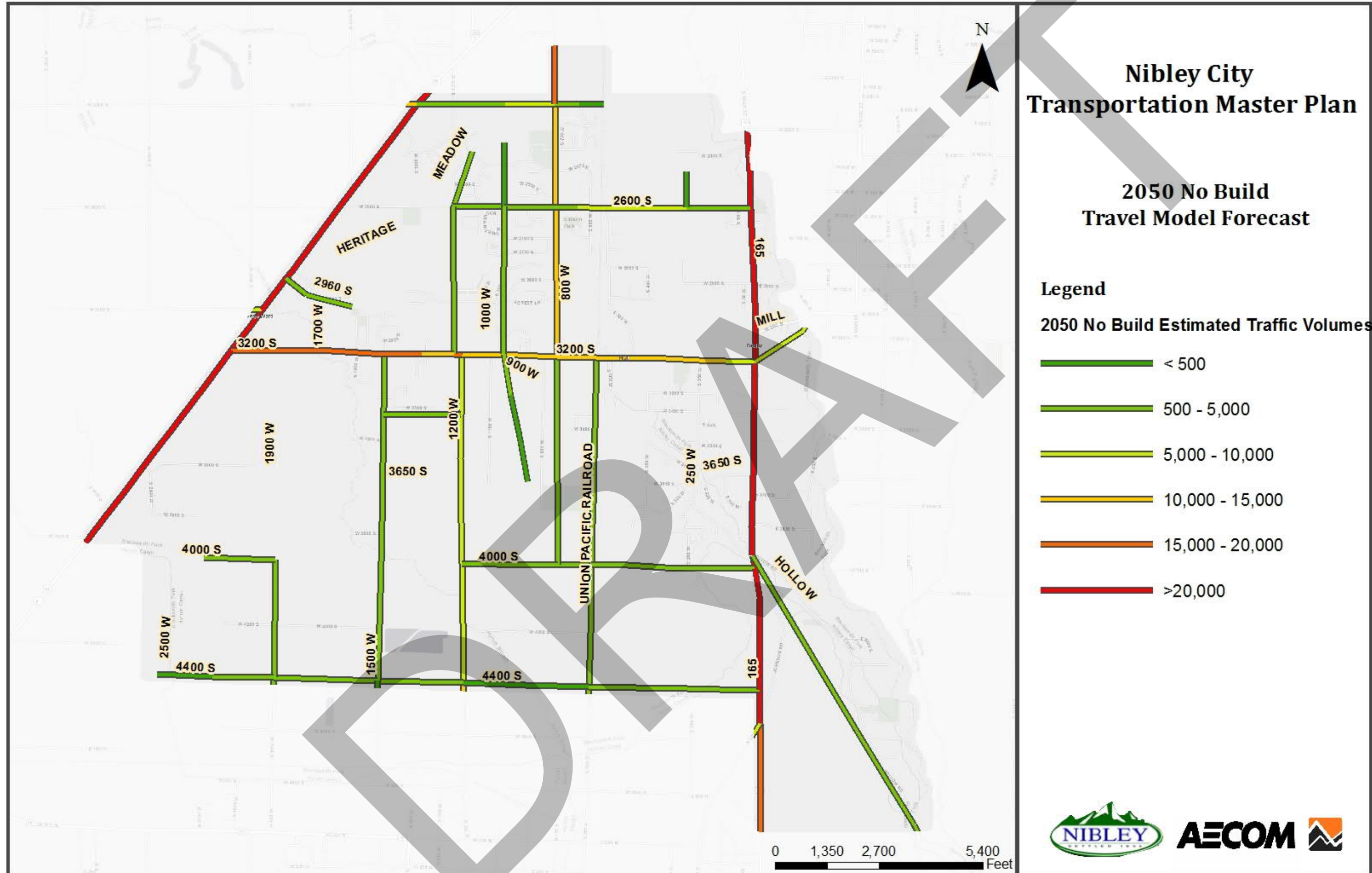
4.5 FORECAST VOLUMES

The CMPO travel demand model was run using the edits discussed above. Figure 13 shows future (2050) traffic volumes for “no build” conditions. “No build” is defined as build out of future land uses but only with the existing street network.

Capacity thresholds were discussed in Section 3.7 and shown in Table 1. As shown in Figure 13, several streets have anticipated traffic demands that will exceed existing capacity. Examples include 3200 South on the west end of Nibley, 800 West in north Nibley, and 1200 West south of 3200 South. Capacity constraints may also exist on the state highways.

Recommendations for mitigating this anticipated congestion are found in the next chapter.

FIGURE 13: FUTURE 2050 NO BUILD TRAFFIC FORECASTS



5.0 RECOMMENDATIONS

5.1 OVERVIEW

This chapter discusses recommended improvements to the transportation system required to achieve the City's transportation goals for build-out conditions as previously discussed. These include changes to cross sections to accommodate vehicular and bicycle traffic, as well as traffic calming recommendations.

5.2 CROSS SECTIONS

Several cross sections have been developed to accommodate a range of vehicular, bicycle, and pedestrian traffic. Based on the results of the travel demand forecasts described in Section 4.5, no streets will need to be more than one lane in each direction. Some streets will need a continuous two-way left-turn lane (or other full median), but most streets can handle anticipated demand as a two-lane cross section. Sufficient right-of-way exists for turn lanes to be accommodated as needed at major intersections.

Other elements of the cross sections provided include:

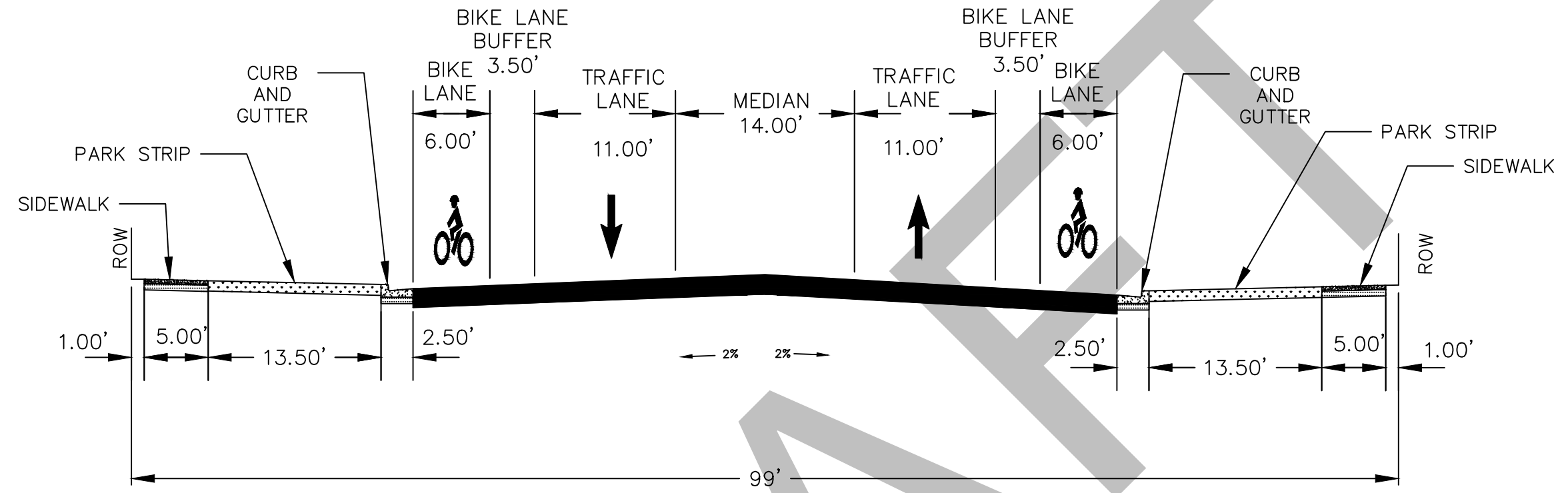
- Curb, gutter, and sidewalk (assumed to be 2.5 feet for curb and gutter plus 5-foot sidewalk).
- Multi-use trails (10 feet wide plus 2-foot buffer on each side).
- Buffered bike lanes (most are assumed to be 6 feet wide with a 3.5-foot buffer).
- Drainage swales are optional on all cross sections assuming sufficient right-of-way exists. Swales shall be designed according to Nibley City Design Standards and approved by the City.

The difference between the right-of-way required for these improvements and the overall available right-of-way as established by the city's right-of-way plan is planned to be used as planting strips between the sidewalk and the edge of the street. This extra space can be used for turning lanes at intersections.

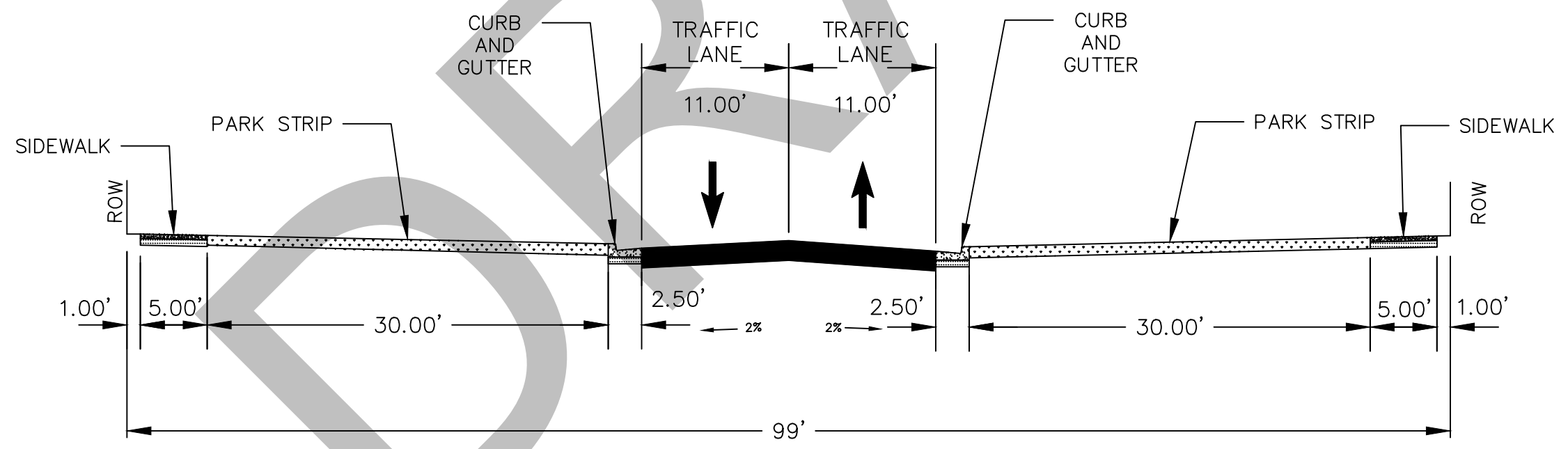
Figure 14 shows the proposed typical sections.

PRINT DATE/TIME: 21/5/2018 4:27 PM

PROJECT FILE LOCATION: G:\Projects\60561713_Nibley Transportation MasterPlan\401 - Technical\roadway\TypicalSections.dwg



TS-1: ARTERIAL: 3-LANE STREET, BUFFERED BIKE LANE, 99' ROW
N.T.S.



TS-2: ARTERIAL: 2-LANE STREET, NO BIKE FACILITY, 99' ROW
N.T.S.

SHEET NO:

1

SCALE

N.T.S.

REVISION BLOCK:

DATE: 21 May 18

DESIGNED: DAN

DRAFTED: DAN

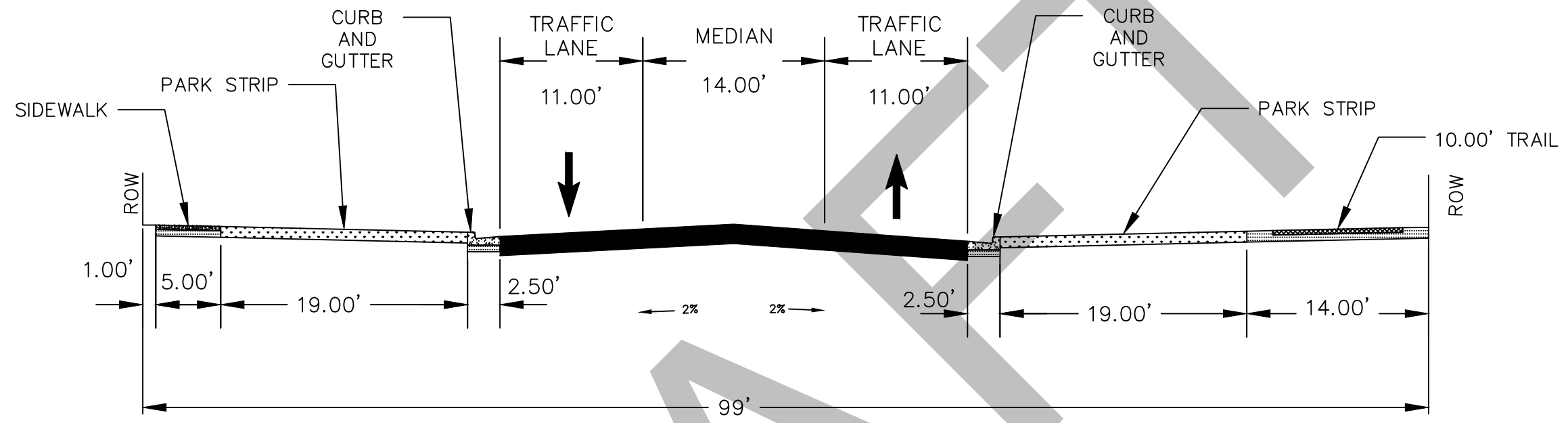
CHECKED: JW

NIBLEY CITY
MASTER TRANSPORTATION PLAN

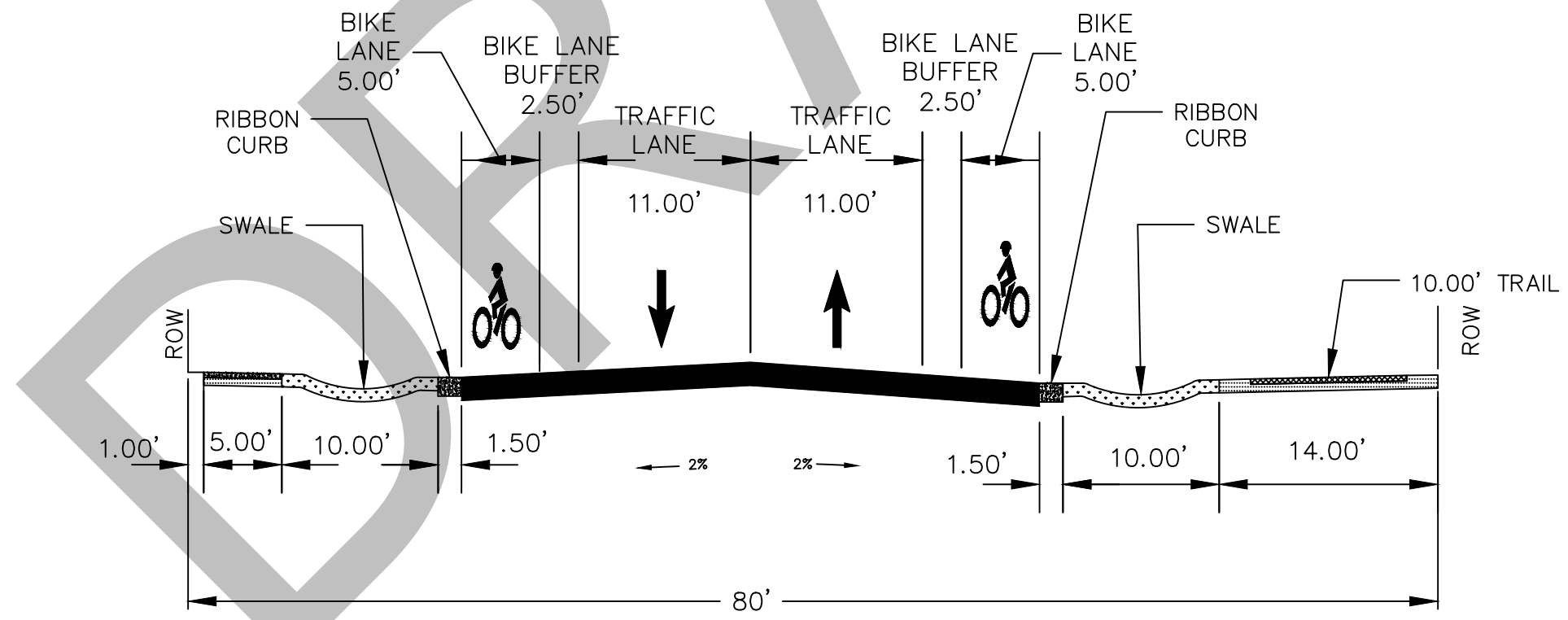
NIBLEY CITY
455 W 3200 S
NIBLEY, UTAH 84321

PRINT DATE/TIME: 21/5/2018 4:27 PM

PROJECT FILE LOCATION: G:\Projects\60561713_Nibley Transportation MasterPlan\401 - Technical\roadway\TypicalSections.dwg



TS-3: ARTERIAL: 3-LANE STREET, TRAIL FACILITY, 99' ROW
N.T.S.

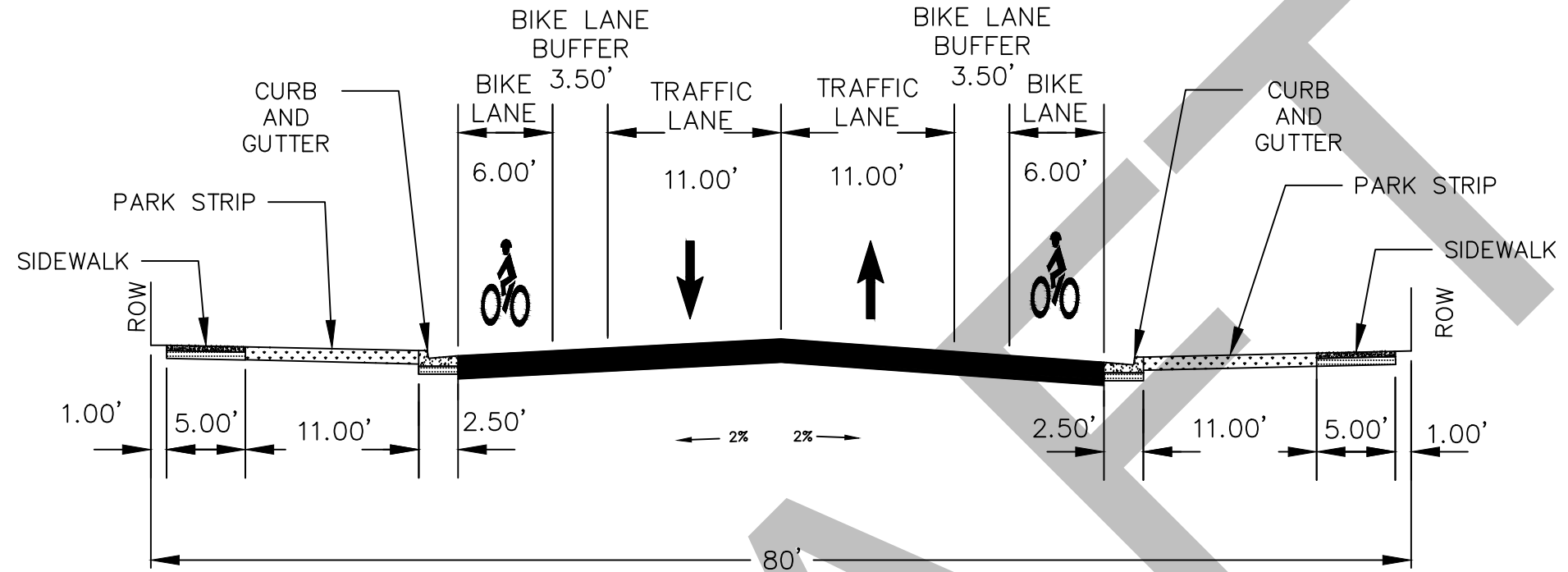


TS-4: ARTERIAL: 2-LANE STREET, BUFFERED BIKE LANE AND TRAIL FACILITY, 80' ROW
N.T.S.

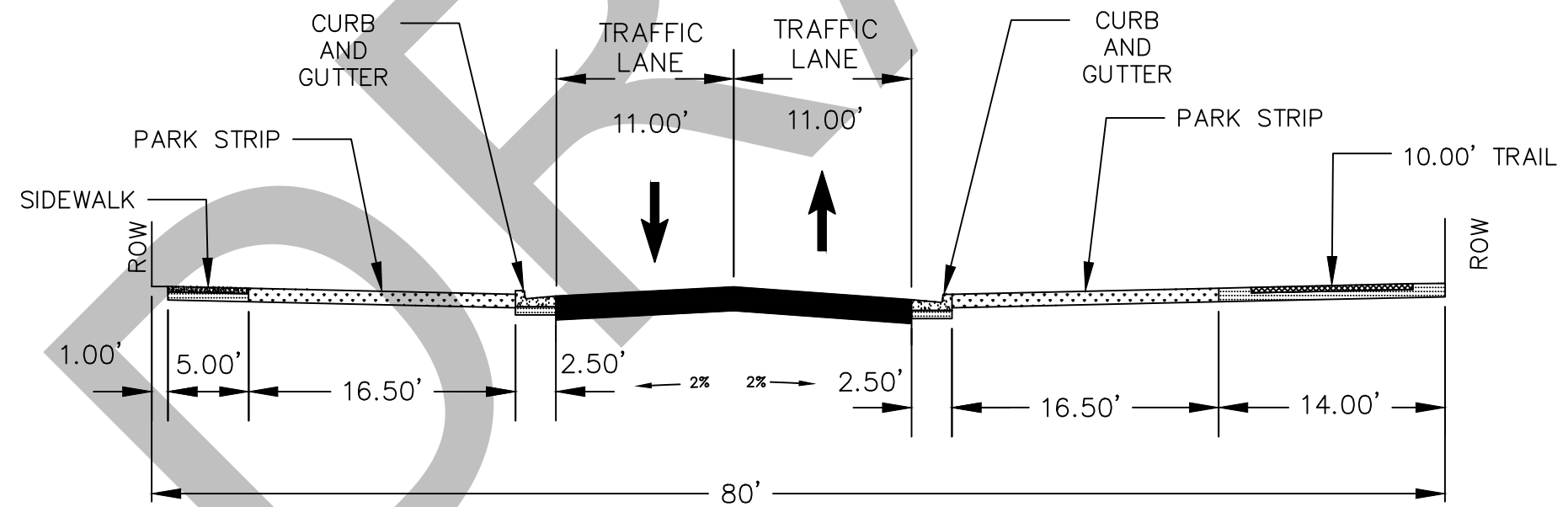
SHEET NO: 2	
SCALE: N.T.S.	SCALE: 1/8" = 1'-0" SHOWN SCALE P PLOTTED ON 11" X 17" PAPER
DESIGNED: DAN	DATE: 21 May 18
DRAFTED: DAN	ENG #: ---
CHECKED: JW	
NIBLEY CITY MASTER TRANSPORTATION PLAN	
NIBLEY CITY 455 W 3200 S NIBLEY, UTAH 84321	

PRINT DATE/TIME: 21/5/2018 4:27 PM

PROJECT FILE LOCATION: G:\Projects\60561713_Nibley Transportation MasterPlan\401 - Technical\roadway\TypicalSections.dwg



TS-5: ARTERIAL: 2-LANE STREET, BUFFERED BIKE LANE, 80' ROW
N.T.S.



TS-6: ARTERIAL: 2-LANE STREET, TRAIL FACILITY, 80' ROW
N.T.S.

SHEET NO:

3

SCALE

N.T.S.

REVISION BLOCK:

DATE: 21 May 18

DESIGNED: DAN

ENG #:

DRAFTED: DAN

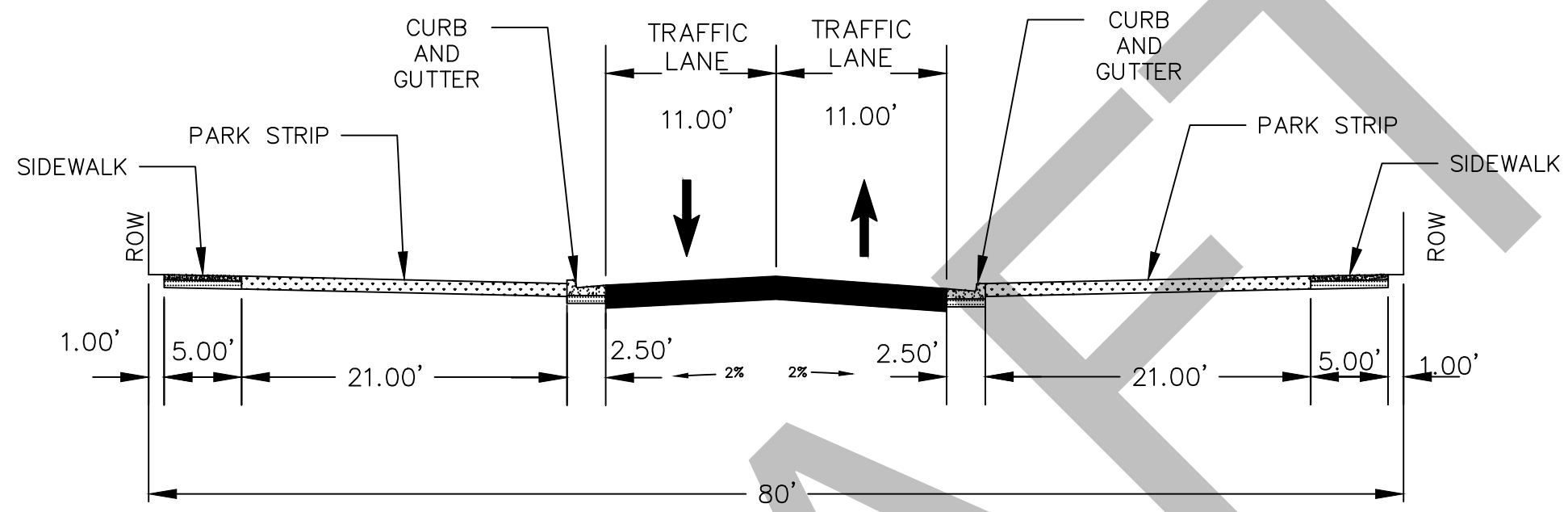
CHECKED: JW

NIBLEY CITY
MASTER TRANSPORTATION PLAN

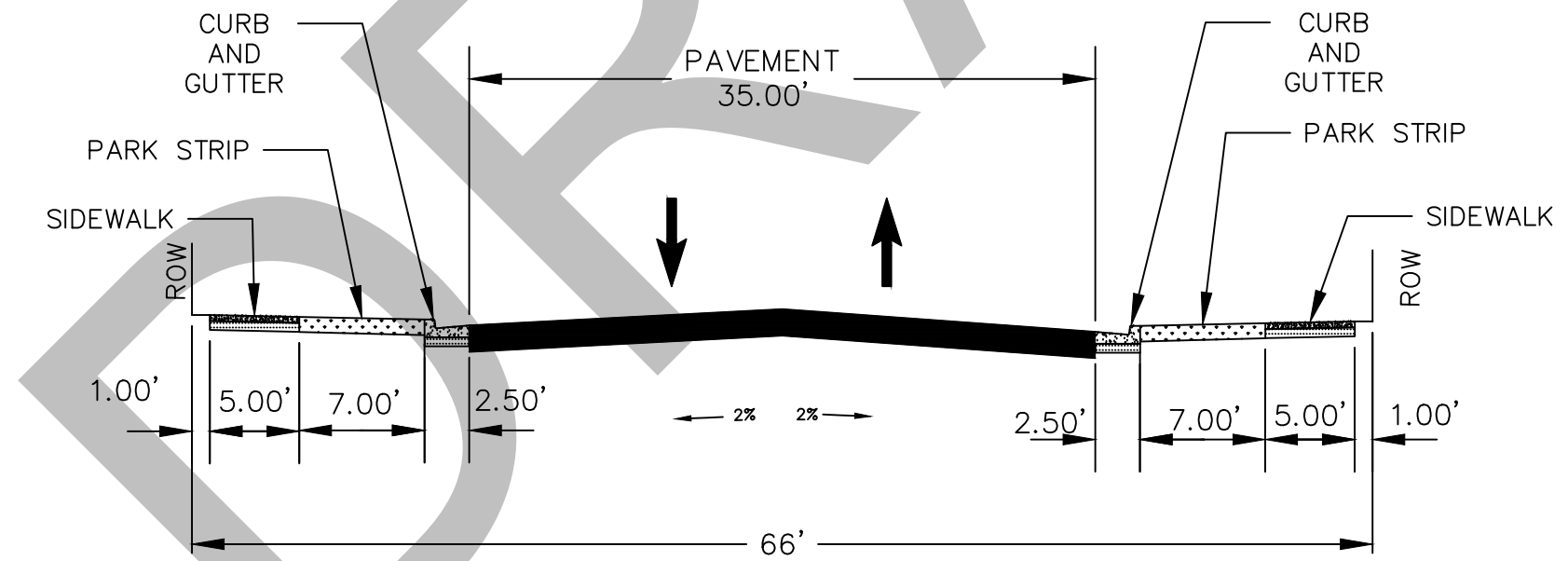
NIBLEY CITY
455 W 3200 S
NIBLEY, UTAH 84321

PRINT DATE/TIME: 21/5/2018 4:27 PM

PROJECT FILE LOCATION: G:\Projects\6056713_Nibley Transportation MasterPlan\401 - Technical\roadway\TypicalSections.dwg



TS-7: ARTERIAL: 2-LANE STREET, NO BIKE FACILITY, 80' ROW
N.T.S.

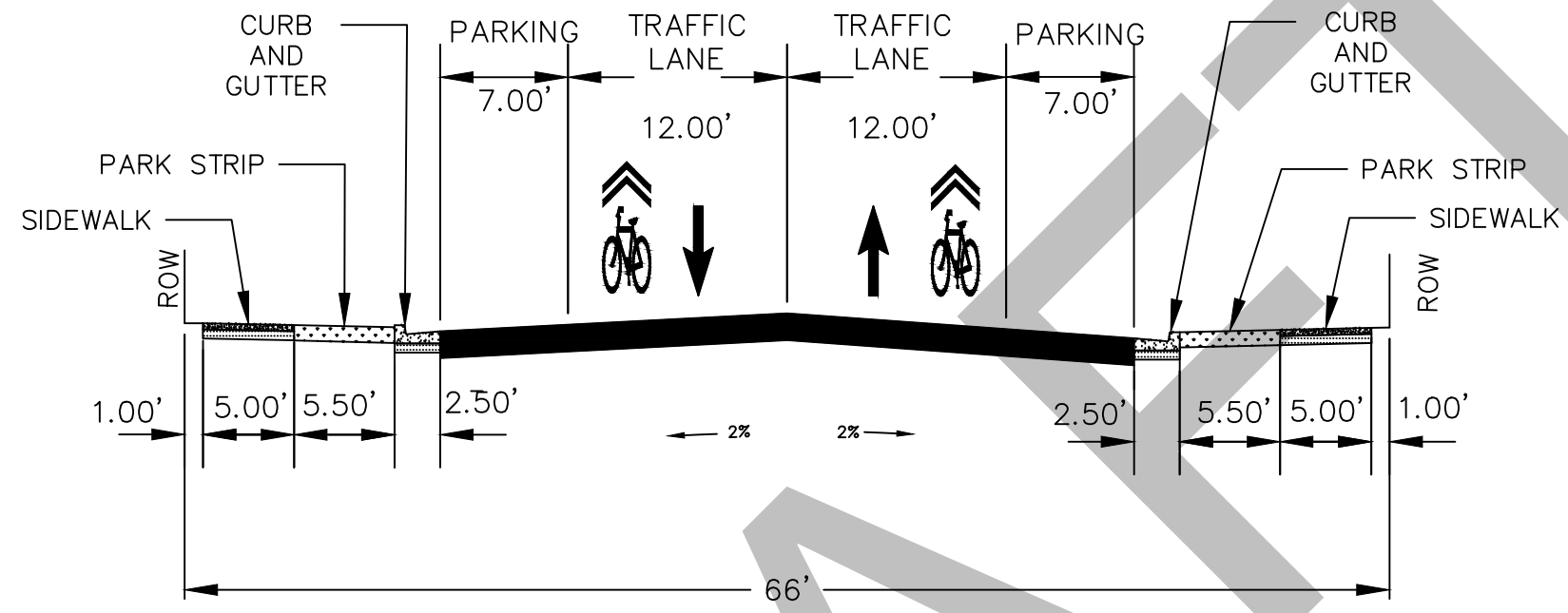


TS-8: COLLECTOR: 2-LANE STREET, ON-STREET PARKING PERMITTED, 66' ROW
N.T.S.

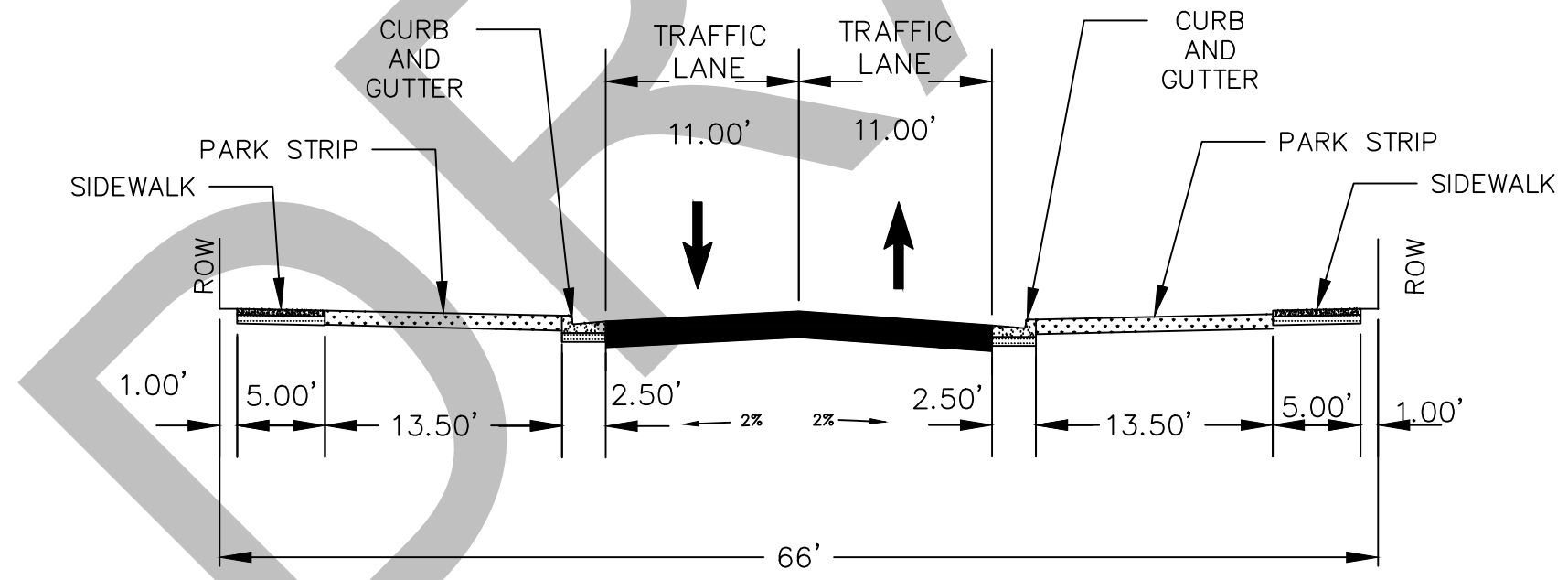
DESIGNED: DAN	DATE: 21 May 18	REVISION BLOCK:	SCALE: N.T.S.	SHEET NO: 4
DRAFTED: DAN	ENG #: ---	SCALE: 1/8" SHOWN SCALE # PLOTTED ON 6" SIZE PAPER		
CHECKED: JW				
NIBLEY CITY MASTER TRANSPORTATION PLAN				
NIBLEY CITY 455 W 3200 S NIBLEY, UTAH 84321				

PRINT DATE/TIME: 21/5/2018 4:27 PM

PROJECT FILE LOCATION: G:\Projects\60561713_Nibley Transportation MasterPlan\401 - Technical\roadway\TypicalSections.dwg



TS-9: COLLECTOR: 2-LANE STREET, BICYCLE BOULEVARD, 66' ROW
N.T.S.

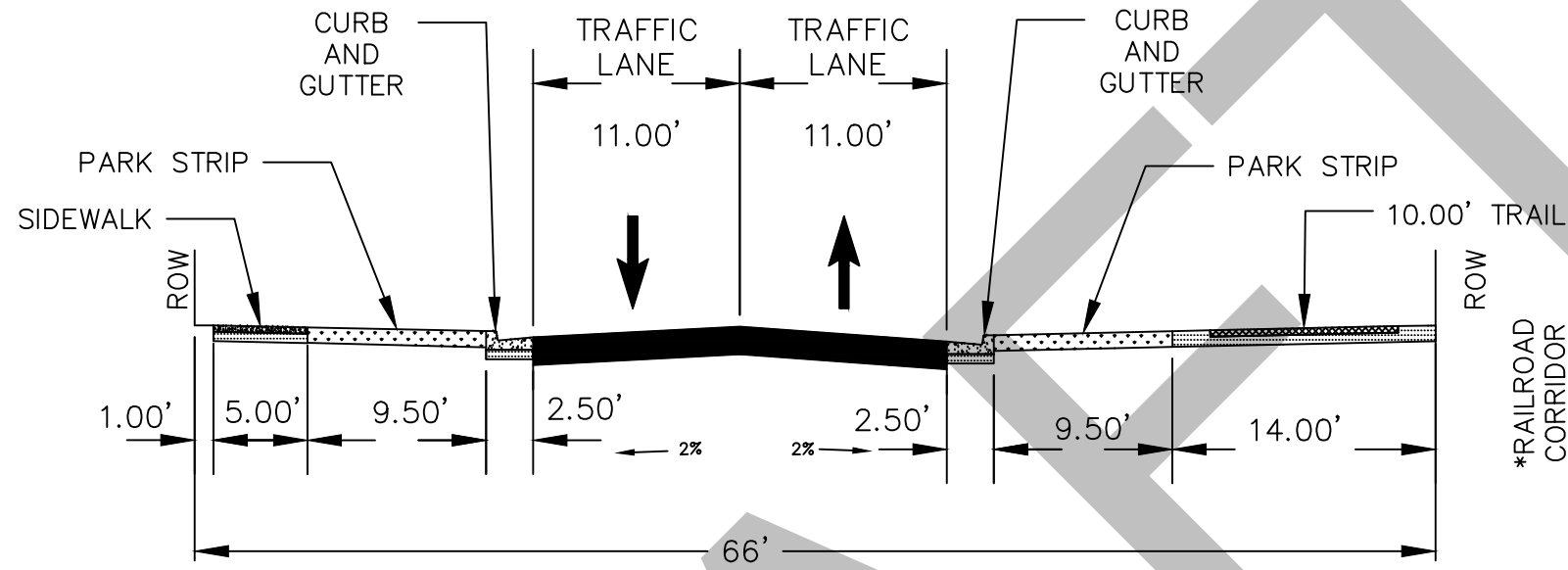


TS-10: COLLECTOR: 2-LANE STREET, NO BIKE FACILITY, 66' ROW
N.T.S.

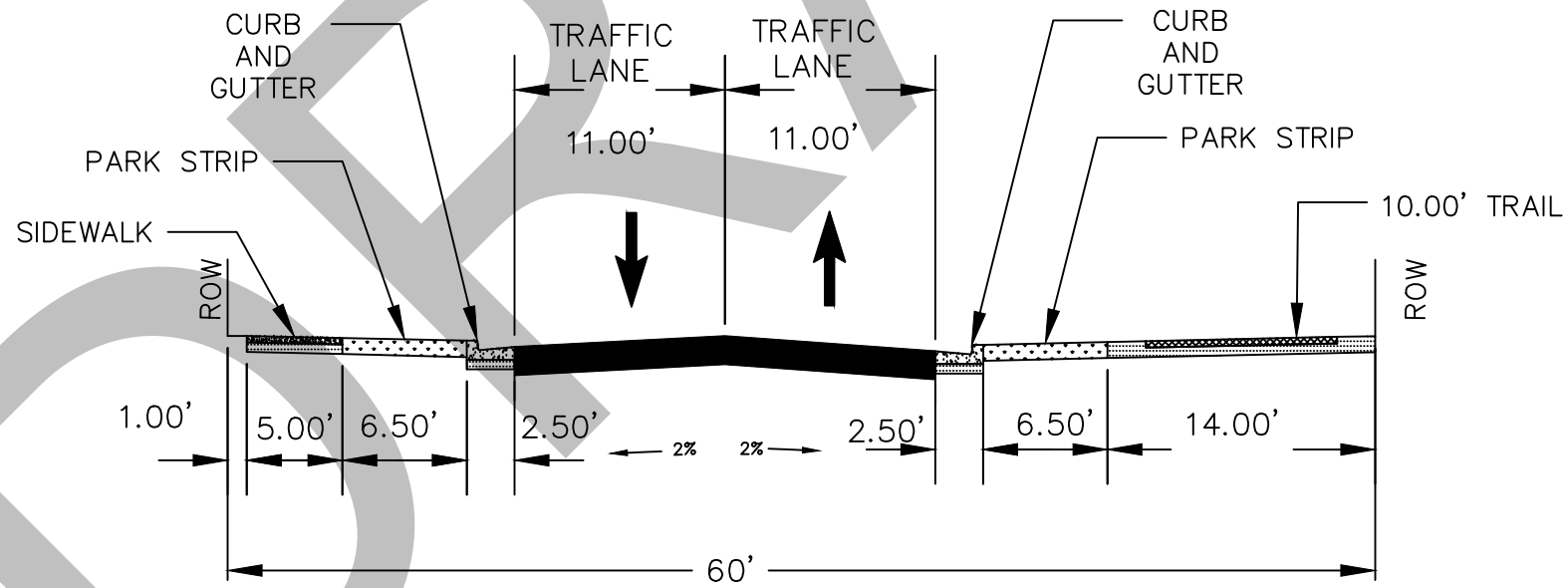
DESIGNED: DAN		DATE: 21 May 18	REVISION BLOCK:	SCALE: N.T.S.	SHEET NO: 5
DRAFTED: DAN		ENG #:		SCALE: 1/8" SHOWN SCALE # PLOTTED ON 6" X 9" PAPER	
CHECKED: JW					
NIBLEY CITY MASTER TRANSPORTATION PLAN					
NIBLEY CITY 455 W 3200 S NIBLEY, UTAH 84321					

PRINT DATE/TIME: 21/5/2018 4:27 PM

PROJECT FILE LOCATION: G:\Projects\6056713_Nibley Transportation MasterPlan\401 - Technical\roadway\TypicalSections.dwg



TS-11: COLLECTOR: 2-LANE STREET, TRAIL FACILITY, 66' ROW
N.T.S.



TS-12: LOCAL: 2-LANE STREET, TRAIL FACILITY, 60' ROW
N.T.S.

SHEET NO: 6

SCALE: N.T.S.

REVISION BLOCK

DESIGNED: DAN	DATE: 21 May 18
DRAFTED: DAN	ENG #: -
CHECKED: JW	

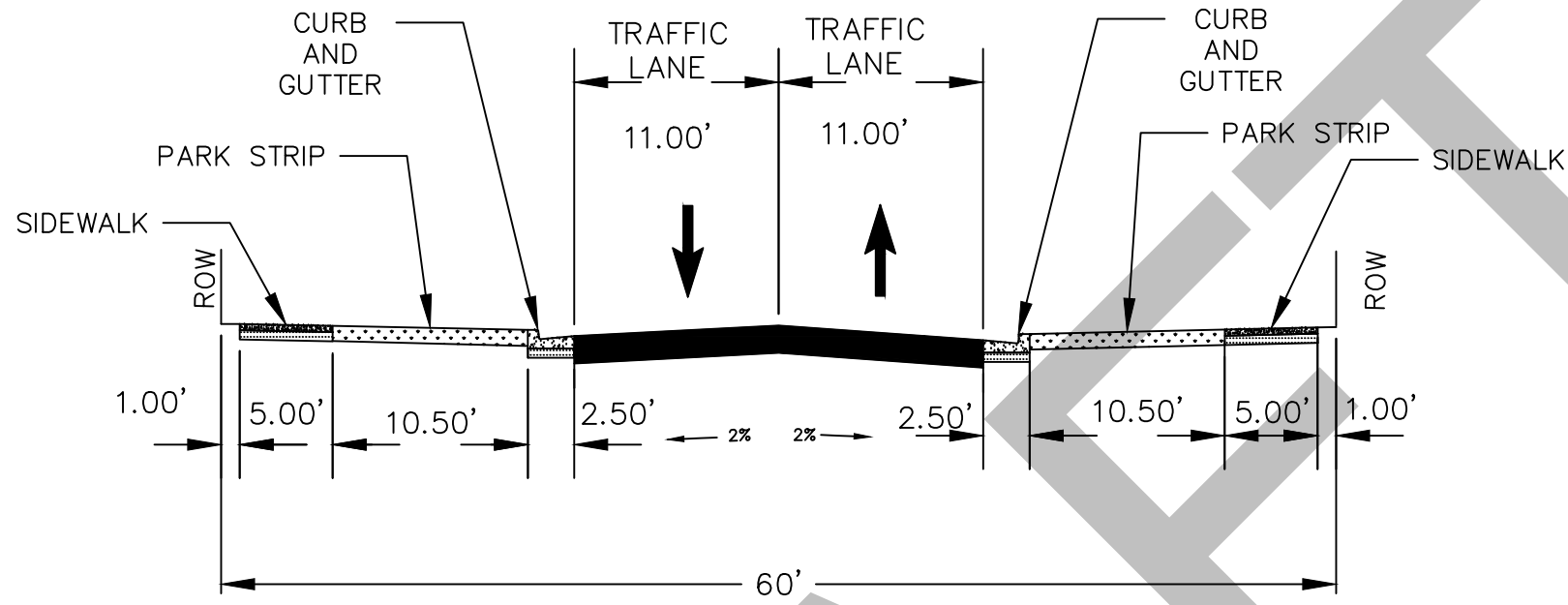
NIBLEY CITY
MASTER TRANSPORTATION PLAN

NIBLEY CITY
455 W 3200 S
NIBLEY, UTAH 84321

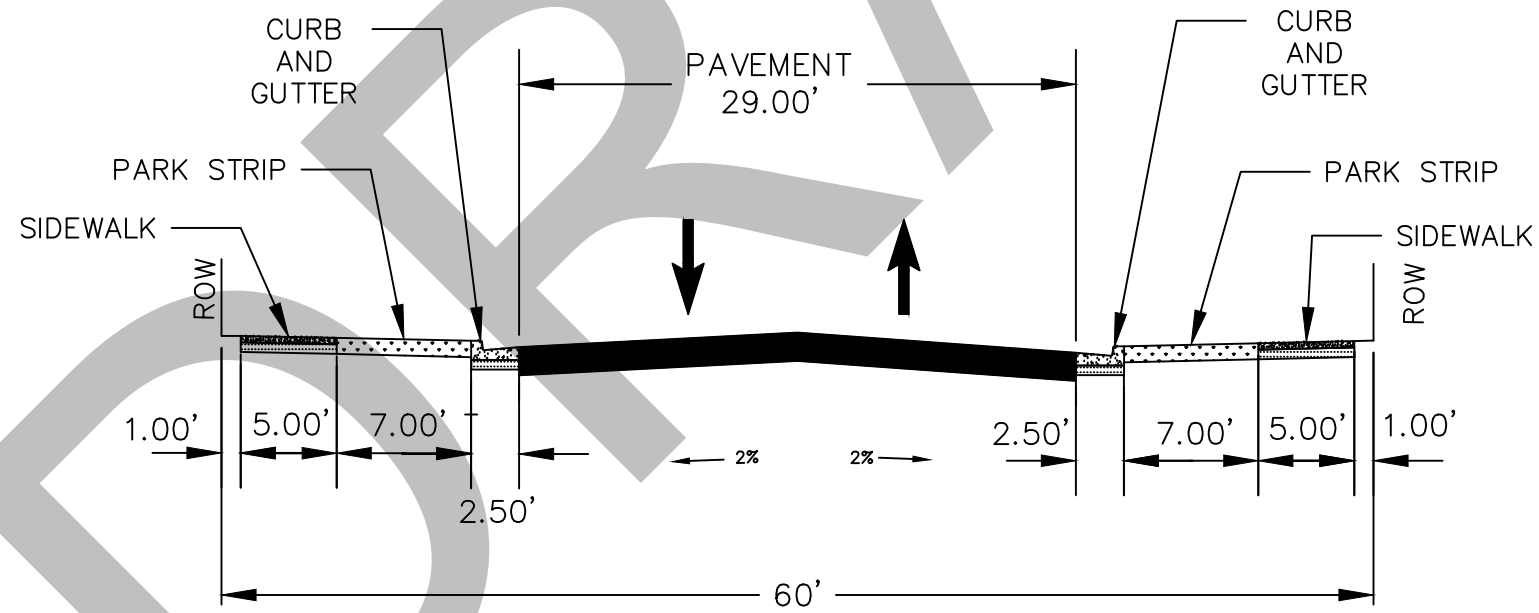
SCALE: 1/8" SHOWN SCALE
PLOTTED ON 8 1/2" X 11" PAPER

PRINT DATE/TIME: 21/5/2018 4:27 PM

PROJECT FILE LOCATION: G:\Projects\60561713_Nibley Transportation MasterPlan\400 - Technical\roadway\TypicalSections.dwg



TS-13: LOCAL: 2-LANE STREET, NO BIKE FACILITY, 60' ROW
N.T.S.



TS-14: LOCAL: 2-LANE LOCAL, 60' ROW
N.T.S.

SHEET NO:

7

SCALE

N.T.S.

REVISION BLOCK:

DATE: 21 May 18

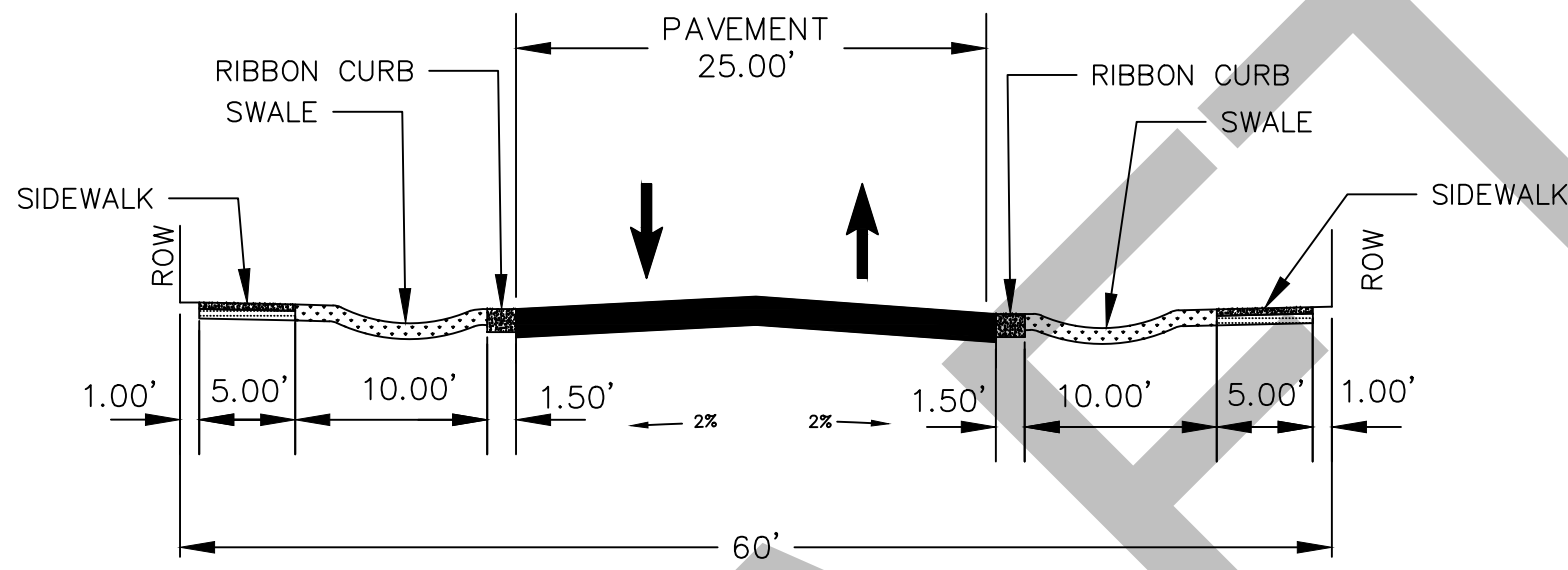
DESIGNED: DAN

DRAFTED: DAN

CHECKED: JW

NIBLEY CITY
MASTER TRANSPORTATION PLAN

NIBLEY CITY
455 W 3200 S
NIBLEY, UTAH 84321



TS-15: LOCAL: 2-LANE LOCAL WITH SWALES, 60' ROW
 N.T.S.

DRAFT

NIBLEY CITY
 455 W 3200 S
 NIBLEY, UTAH 84321

NIBLEY CITY
 MASTER TRANSPORTATION PLAN

DESIGNED:	DAN	DATE:	21 May 18
DRAFTED:	DAN	ENG #:	
CHECKED:	JW		

REVISION BLOCK:	

SCALE: N.T.S.
SCALE = 1/8" SHOWING SCALE
 IF PLOTTED ON 1/8" SIZE PAPER

SHEET NO: **8**

5.3 BICYCLE INFRASTRUCTURE

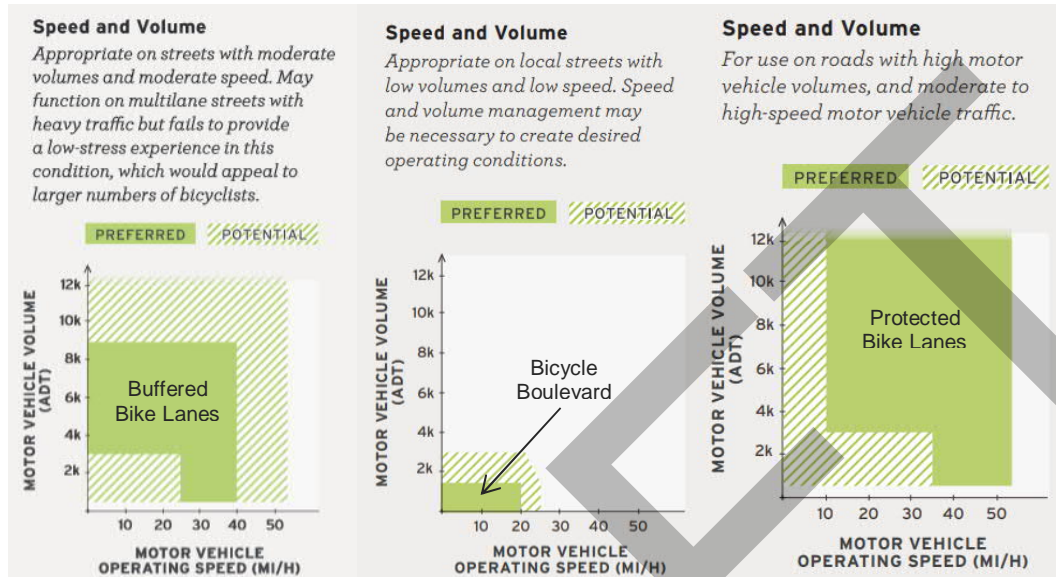
Considerations for active transportation recommendations build on top of the City's envisioned trail plans² and design guidelines in the Federal Highway Administration (FHWA)'s *Small Towns and Rural Multimodal Networks*. *Small Towns and Rural Multimodal Networks* adapts methodologies and design guidelines for active transportation in urban contexts to small town/rural contexts.

FHWA guidelines encourage designers to consider speed, volume, network, and land use characteristics of a corridor segment. Speed and volume comparisons assess appropriate degrees of separation between motorized and active transportation travel ways at various motorist speed and volume thresholds. For example, in general, the higher speed and volume are on a corridor, the greater the amount of separation is needed between motor vehicle travel ways and active transportation travel ways to maintain a sense of comfort and safety for more vulnerable road user types. Network in the guidebook refers to the functional class of the corridor segment under study. Land use characteristics are called into question to assess the appropriateness of a travel way facility type given adjacent land use and land use intensities. With Nibley City safety priorities and active transportation goals in mind, combined with the desire to make the network accessible to a diverse set of ages and abilities, methodologies for recommending active transportation facilities erred on the side of providing high-comfort facilities where possible with guidance from *Small Towns and Rural Multimodal Networks*. Figure 15 provides an example of speed-volume thresholds in relation to bike lane application for a roadway.

While most of the recommended changes provide a high comfort network of bicycle facilities, one street would need to have protected bike lanes instead of buffered bike lanes (Heritage Drive). Protected bike lanes have similar right-of-way requirements as buffered bike lanes, except they provide curbing or other physical barriers or delineation from the travelled way. Buffered bike lanes could be retrofitted to protected bike lanes in the future without requiring additional right-of-way.

² Nibley City Parks, Trails, Recreation, and Open Space Master Plan, (September 2017), http://nibleycity.com/images/Nibley_Parks_Trails_Recreation_and_Open_Space_Master_Plan_Digital_Version.pdf

FIGURE 15: EXAMPLE SPEED AND VOLUME THRESHOLDS FOR APPLYING BIKE LANE FACILITIES³



5.4 STREET IMPROVEMENTS

Based on the results of the travel demand forecasts described in Section 4.5, the methodology for bicycle infrastructure in Section 5.3, the planned multi-use trails already established by the City, and feedback from steering committee members, recommended cross sections are provided for each collector and arterial within the city. These recommendations are shown in Figure 16. Changes to cross sections should be considered in the future based on changes to land use plans in Nibley as well as adjacent cities.

Table 4 correlates all of the typical sections shown in Figure 14 with each street as shown in Figure 16.

Phasing of future streets projects is discussed in Chapter 6.

Build Model Results

Additional forecasts were created using the model with the recommended streets included. Figure 17 shows the results of this analysis. As shown in Figure 17, all streets have sufficient capacity for anticipated demand.

³ *Small Town and Rural Multimodal Networks*, Federal Highway Administration, December 2016, https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/fhwahep17024_lg.pdf

TABLE 4: TYPICAL SECTIONS FOR ARTERIAL AND COLLECTOR STREETS

Typical Section	Description	Street Classification	Right-of-way Width (feet)	Applicable Streets
TS-1	3-Lane Street with Buffered Bike Lane	Arterial	99	Heritage Drive
TS-2	2-Lane Street with No Bike Facility	Arterial	99	4400 South
TS-3	3-Lane Street with Trail Facility	Arterial	99	3200 South
TS-4	2-Lane Street with Buffered Bike Lane And Trail Facility	Arterial	80	2600 South (East of Railroad)
TS-5	2-Lane Street with Buffered Bike Lane	Arterial	80	1900 West
TS-6	2-Lane Street with Trail Facility	Arterial	80	4000 South (West of 250 West); 1200 West; 2600 South (West of 1200 West)
TS-7	2-Lane Street (No Bike Facility)	Arterial	80	2500 West
TS-8	2-Lane Street with On-Street Parking	Collector	66	1000 West
TS-9	2-Lane Street with Bicycle Boulevard	Collector	66	250 West; 4000 South (East of 250 West)
TS-10	2-Lane Street (No Bike Facility)	Collector	66	3650 South; Nibley Parkway; 2200 South; 1700 West; 1500 West; 900 West (South of 3200 South); 800 West (2600 South to 900 West); 700 West (South of 4000 South); 250 East
TS-11	2-Lane Street with Trail Facility	Collector	66	800 West (North of 2600 South); 640 West (4000 South to 3200 South)

FIGURE 16: RECOMMENDED STREET NETWORK

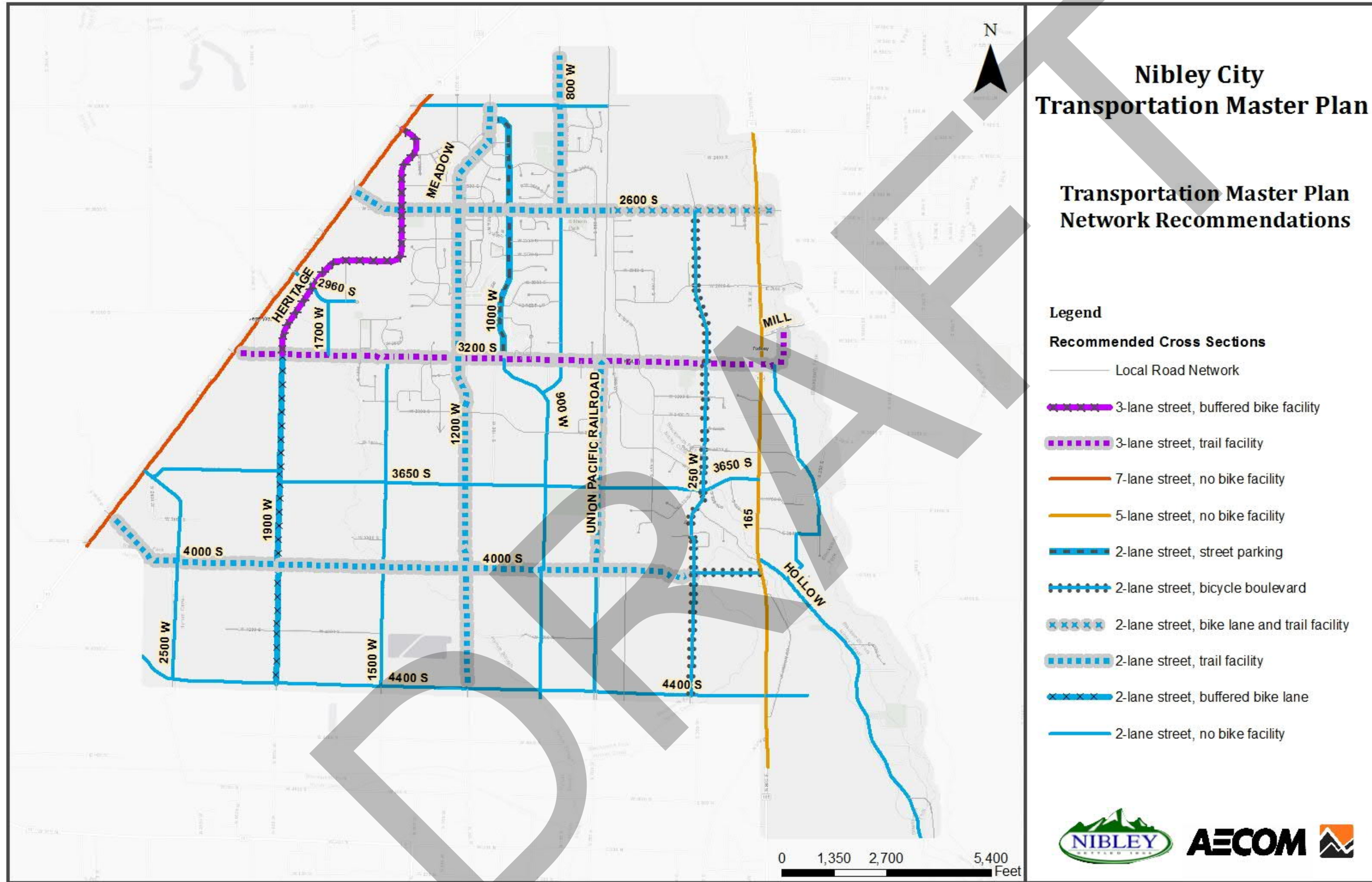
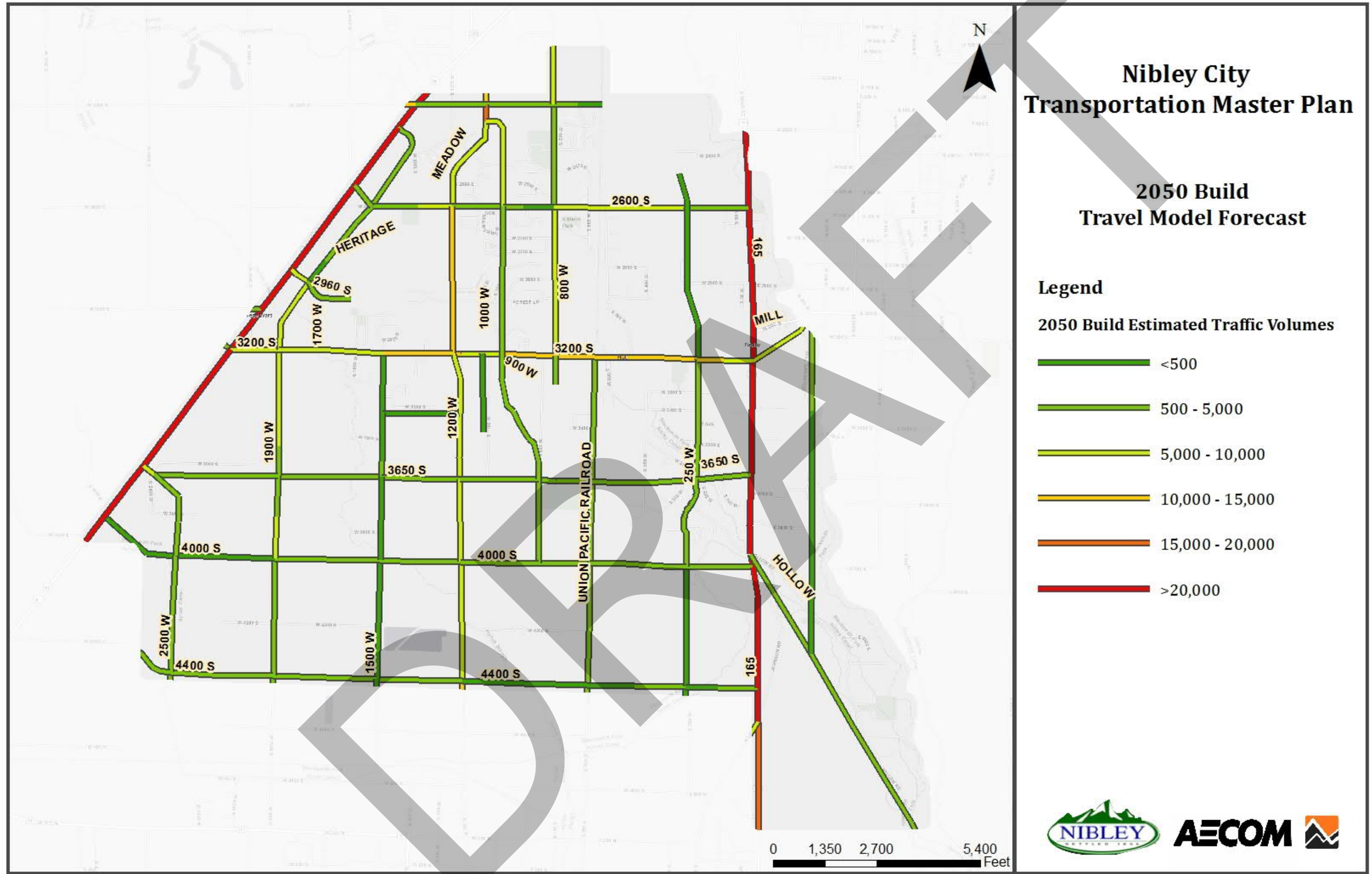


FIGURE 17: 2050 BUILD TRAVEL FORECASTS



5.5 STREET CONNECTIVITY

Street connectivity is recommended in order to provide for safe and efficient movement of vehicles, bicyclists, and pedestrians. Good street connectivity has been associated with improved traffic safety, reduced vehicle miles travelled (VMT), and positive health and environmental impacts. The Utah Street Connectivity Guide⁴ is a resource available to assist the city with defining, justifying, and implementing street connectivity. Some cities have implemented connectivity standards into their development code which quantify connectivity for new development.⁵ Nibley should ensure it adopts ordinances that require connectivity.

5.6 TRAFFIC CALMING

This transportation master plan includes recommendations on traffic calming features that can be implemented throughout the city as opportunities and funding arise. Conceptual recommendations for 1200 West north of 3200 South are also provided.

Nibley City's policy is to utilize traffic calming as its default method of addressing compliance with posted speed limits and desired driver behavior. In design, engineers will design roadways with this as their guiding principle.

General Recommendations

Traffic calming includes features added to the design of a street to improve safety and livability of the neighborhood by reducing speeds and cut-through traffic. These features usually directly reduce speed through physical changes in the alignment of the road that require or encourage a vehicle to slow down, visual features causing drivers to voluntarily slow down, or completely blocking access to a street from a certain direction. Major categories include:

- Horizontal Deflection
- Vertical Deflection
- Narrowing
- Restricting Access

Several potential traffic calming measures were reviewed by city staff and the following measures were determined to be feasible for use in Nibley City (see also Figure 18):

Bulb-outs (Curb extensions)

Bulb-outs or curb extensions are effective measures to visually narrow a street to reduce speed, as well as provide a shorter crosswalk with protection to the pedestrian as they

⁴ *Utah Street Connectivity Guide*, WFRC, UDOT, UTA, MAG, March 2017, <http://wfr.org/Studies/UtahStreetConnectivityGuide-FINALAndAppendix.pdf>

⁵ For example, Lehi City (Lehi Development Code Chapter 37.050): <https://www.lehi-ut.gov/wp-content/uploads/2013/09/Chapter-37-Design-Standards..pdf>

wait to cross. They also can reduce the turning radius at intersections requiring slower right-turn movements which further enhance pedestrian safety. These measures are recommended for locations with wide cross sections or shoulders and are placed at intersections.

Mid-block Pedestrian Crossing

A mid-block pedestrian crossing is similar to a bulb-out but is located at a mid-block location and could include a center refuge island in addition to, or in place of, curb extensions on the side of the street. These treatments provide refuge for mid-block crossings and also provide visual cues for drivers to slow down. Signing or other enhanced traffic control measures (such as flashers or signals) are sometimes recommended based on engineering study. These measures are recommended for locations with wide cross sections or shoulders where pedestrian crossings are likely to occur. Pedestrian crosswalks should be located at intersections where possible, but when mid-block crossings are needed, these mitigation measures will help reduce speeds and increase pedestrian safety.

Lateral Shifts

Lateral shifts using chicanes require vehicles to slow down in order to comfortably drive by them. These shifts can also be accomplished with center medians. Taper rates of 15:1 and 20:1 should be used to obtain a design speed of 30 and 35 mph, respectively. “Fog lines” (white pavement markings on the outside of travel lanes) can also be used to visually narrow the street. Medians can be used in conjunction with left-turn lanes at major intersections.

Roundabouts

Roundabouts create lateral deflection and eliminate the need for stop signs or traffic signals. Roundabouts can be used for intersection control of fairly high traffic volumes, although engineering study and design is recommended before installing them. Mini roundabouts take up less right-of-way (usually within the footprint of a normal intersection) and can be used at lower volume intersections.

Additional schematic drawings are provided in Appendix A.

Traffic Calming Placement

Traffic calming is recommended on city streets that will have pedestrian or bicyclists present and that are likely to have higher traffic volumes and speeds. Recommended streets to focus traffic calming features on include:

- Streets adjacent to schools, parks, churches, and neighborhood oriented commercial establishments.
- Streets such as Heritage Way, 1900 West, and 250 West which are planned to have on-street bicycle facilities.

- Approaches to intersections with trail crossings such as roads that intersect with 4000 South, 3200 South, 2600 South, 1200 West, 800 West, and 640 West.

Traffic calming features should be incorporated into future design. For existing streets, an engineering study is recommended that would evaluate prevailing speeds, traffic volumes, pedestrian and bicycle activity, crash history, and other relevant factors in order to recommend appropriate traffic calming mitigation measures. A formal program for implementing traffic calming is recommended to create a process to receive requests, perform evaluations, create design alternatives, and get feedback and buy-in from neighbors and elected officials, and fund and implement changes.

1200 West

Several recommendations for the 1200 West Corridor are shown in Figure 19. This corridor includes a mix of built-out sections and narrow county street sections. The built sections are over 50 feet wide and will require retrofit with traffic calming features to prevent high speeds along the corridor.

5.7 SIGNALIZATION PLAN

Most future traffic signals will likely be located on state routes, and therefore be under the jurisdiction of UDOT. Cooperative agreements showing future traffic signal locations for US-89/91 is included in Appendix B.

Based on future traffic volumes, two future signals on Nibley City streets are assumed including 3200 South at Heritage Drive and 3200 South at 800 West. Traffic signals will also likely be warranted at intersections in close proximity to railroad crossings including 640 West at 4400 South, 4000 South, 3650 South, and 3200 South.

5.8 POLICY RECOMMENDATIONS

The following transportation policies should be considered in order to incorporate recommendations contained in this transportation master plan:

1. Update Nibley City's design standards and municipal code to reflect changes to cross sections, traffic calming, trail design, swale design, and city-owned park strips.
2. Update subdivision code and connectivity standards to include requirements for a grid system as well as to require trail access for all subdivisions.
3. Update swale standards.
4. Review and update operations and maintenance plan for all streets and trails.
5. Create an access management ordinance including a variance process for all public streets.
6. Create a traffic calming implementation program.
7. Review and update the Streets Master Plan, as required for updating impact fees, when large changes to land use are proposed and/or when significant changes to streets occur.

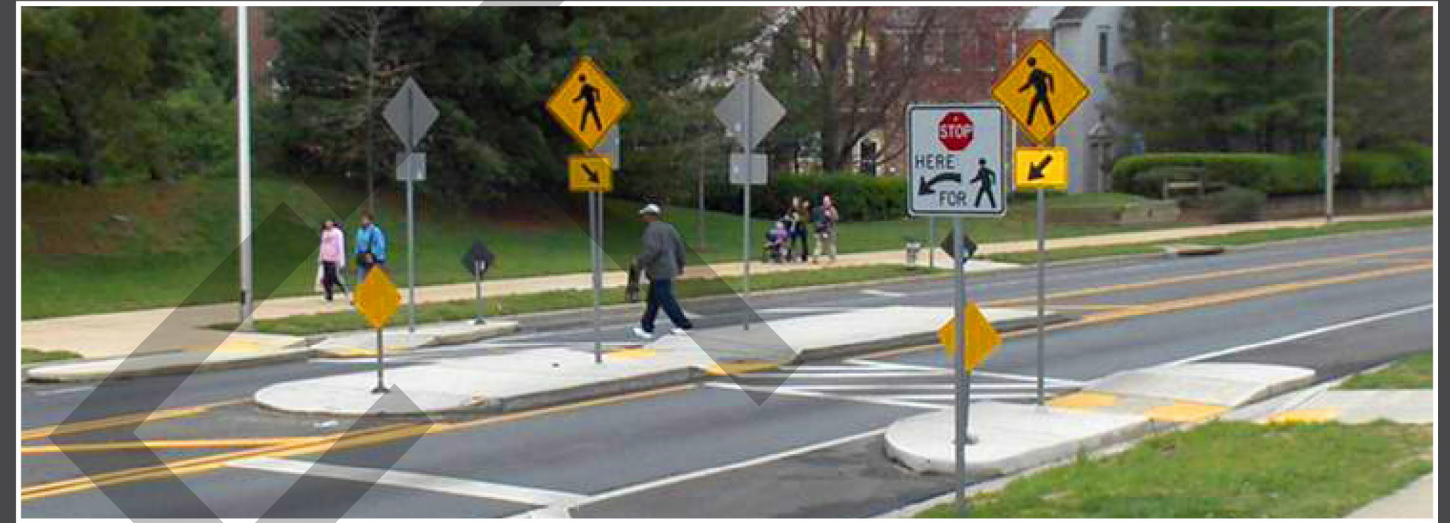
FIGURE 18: SAMPLE TRAFFIC CALMING APPLICATIONS



BULB-OUTS



MID-BLOCK PEDESTRIAN CROSSING



MID-BLOCK CROSSING WITH CENTER PEDESTRIAN REFUGE



CHICANES TO CREATE LATERAL SHIFTS



MEDIANS TO CREATE LATERAL SHIFTS OR IN CONJUNCTION WITH LEFT-TURN LANES

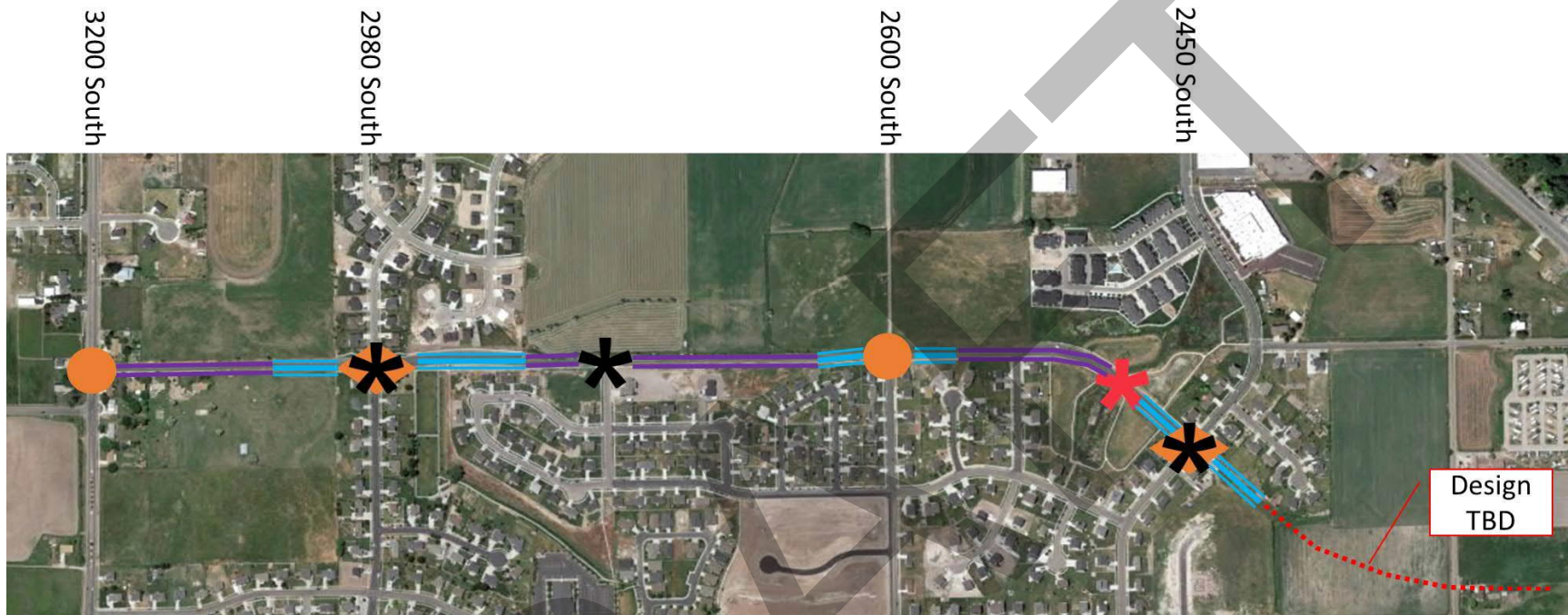


ROUNDBOUT





MINI ROUNDABOUT

FIGURE 19: CONCEPTUAL TRAFFIC CALMING RECOMMENDATIONS FOR 1200 WEST



-  Bulb-outs
-  Left-turn lanes
-  Mid-block pedestrian crossing with curb extensions
-  Roundabout

-  2 – 11' lanes, no median, occasional lateral deflection
-  2 – 11' lanes, with median

Notes:

- Parking optional
- Lane shifts use 15:1 to 20:1 (30/35 mph)



6.0 CAPITAL FACILITIES PLAN

Cost estimates were prepared for each of the recommended street projects included in Figure 16 and based on the cross sections shown in Figure 14.

6.1 ASSUMPTIONS

The following assumptions were made for cost estimates.

Right-of-way

Nibley City has previously developed a Master Street Plan which shows planned right-of-way widths for all future streets (see Figure 20; for convenience recommended cross sections are shown again in Figure 21). These widths were used to select the appropriate cross section for cost estimating. Table 5 shows assumed right-of-way widths for arterials, since the Master Street Plan indicates that arterials are 80 or 99 feet wide. All collectors are assumed to have a right-of-way width of 66 feet, and local streets have a right-of-way width of 60 feet. For cost estimating purposes, it was assumed that the city already owns all right-of-way.

TABLE 5: ARTERIAL RIGHT-OF-WAY ASSUMPTIONS

80 Feet	99 Feet
4000 South	4400 South
2600 South	3200 South
2500 West	Heritage Drive
1900 West	
1200 West	

Unit Costs

Unit costs were based on UDOT’s average unit bid prices on recent construction projects and are shown in Table 6. Unit costs were obtained from UDOT in May and June 2018.

Pavement

All existing pavement is assumed to be left in place. For locations where streets need to be widened, it was assumed that the edge of the streets would be saw cut and new full-depth pavement added.

Pavement cross section depths were obtained from Nibley City staff. Normally, a 3-4-12 cross section is required, unless a geotechnical report indicates a different

depth is needed.⁶ The city may consider building a thicker cross section for 1200 West, 3200 South and 4400 South. However, for purposes of this capital facilities plan, the city standard was used for all streets.

TABLE 6: UNIT COSTS⁷

DESCRIPTION	UNIT	UNIT PRICE
Roadway Design Items		
<i>General</i>		
Mobilization	Lump	15.0%
Traffic Control	Lump	7.0%
Survey	Lump	7.0%
<i>Roadway</i>		
SMA - 1/2 Inch (Widening)	Ton	\$95.00
HMA - 1/2 Inch	Ton	\$85.00
Untreated Base Course (Plan Qty)	cu yd	\$45.00
Granular Borrow (Plan Qty)	cu yd	\$30.00
Concrete Curb and Gutter Type B1	ft	\$25.00
Concrete Sidewalk	sq ft	\$6.50
Turf Sod	sq ft	\$0.80
Tree - 2 inch Caliper	each	\$300.00 - 350.00
Irrigation System	sq ft	\$1.50
<i>Traffic Signal</i>	Lump	\$150,000
<i>Railroad Crossing Upgrade</i>	Lump	\$200,000
<i>New Railroad Crossing</i>	Lump	\$600,000
<i>Preliminary Engineering</i>	Lump	8%
<i>Construction Engineering</i>	Lump	10%
<i>Utility Contingency</i>	Lump	6%
<i>GENERAL CONTINGENCY</i>	Lump	20%

⁶ See Nibley City Design Standards, May 9, 2016, Section 8.6: Pavement Structural Design.

⁷ Source: UDOT unit costs obtained in May and June 2018.

FIGURE 20: NIBLEY CITY MASTER STREET PLAN

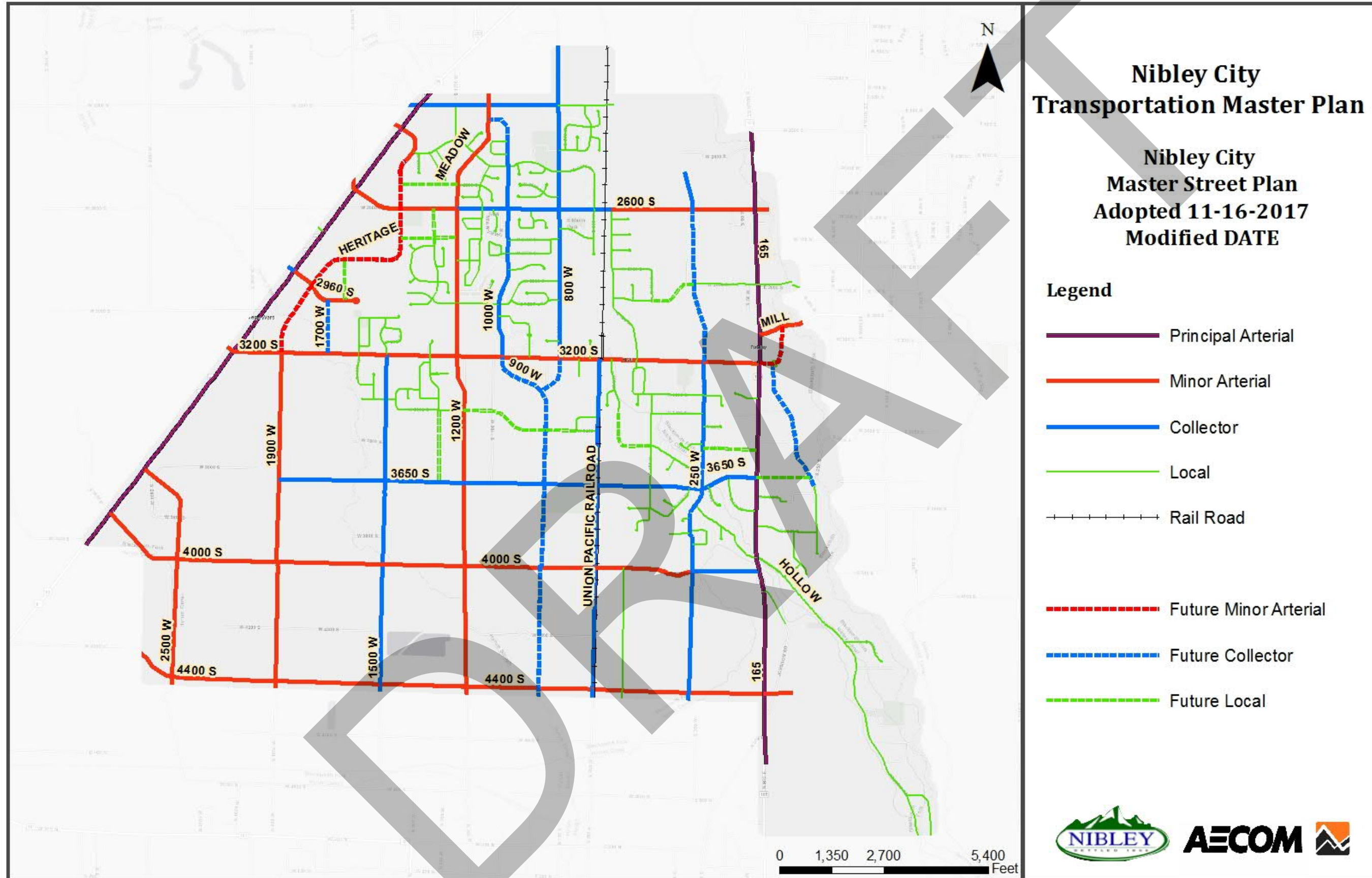
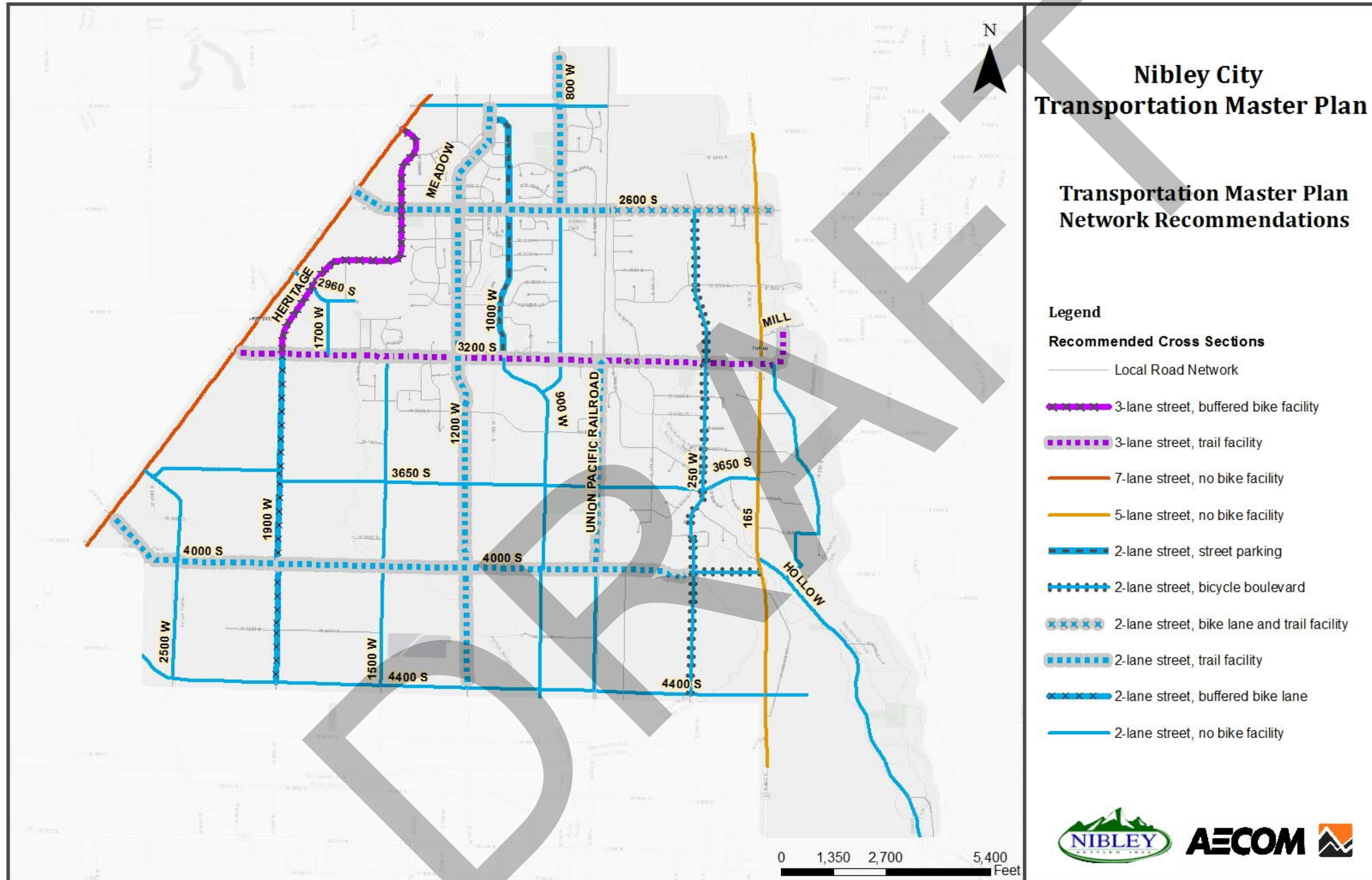


FIGURE 21: RECOMMENDED STREET NETWORK



Reconstruction of Non-paved Roads

All non-paved roads were assumed to be full-depth reconstruction because their existing condition is generally considered to be poor by Nibley City staff.

Roadside Improvements

Typical roadside features are included in Table 7. Design standards were obtained from Nibley City staff.

TABLE 7: TYPICAL ROADSIDE IMPROVEMENTS

Feature	Dimension	Notes
Curb and Gutter	2.5 feet	Each side unless swales are present.
Sidewalk	5 feet	Each side unless a trail is present, in which case there is trail only on the opposite side of the trail.
Trail	10 feet	Plus 2 feet buffer on each side for a total of 14 feet.
Outer buffer	1 foot	Provided behind sidewalk.
Park Strip	Varies	Varies depending on total ROW, pavement width, and other side treatments. Assumed to be turf sod and irrigation system with trees every 50 feet.
Drainage Swales	Varies	10 feet minimum to accommodate drainage. Assumed to be turf sod and irrigation system but no trees in swales.

Utilities

There is a 6% contingency for the utilities. Roadway projects should be coordinated with major utility work.

6.2 COST ESTIMATES

Based on the previously discussed recommendations and assumptions, cost estimates for each road segment are shown in Table 8. Detailed cost estimate sheets are shown in Appendix C.

TABLE 8: COST ESTIMATES (2018 DOLLARS)

Street	Extents	Cost Estimate
4300/4400 South	US-89/91 to SR-165	\$ 12,993,000
4000 South	US-89/91 to SR-165	\$ 8,829,000
Hollow Road	SR-165 to City Boundary	\$ 3,109,000
3650/3700 South	2500 West to SR-165	\$ 7,077,000
3200 South	US-89/91 to SR-165	\$ 5,188,000
2600 South	US-89/91 to SR-165	\$ 2,415,000
2200 South	US-89/91 to Railroad	\$ 1,779,000
2500 West	4400 South to US-89/91	\$ 2,634,000
Heritage Drive	3200 South to US-89/91	\$ 3,624,000
1900 West	4400 South to 3200 South	\$ 5,394,000
1700 West	3200 South to 2960 South	\$ 953,000
1500 West	4400 South to 3200 South	\$ 2,923,000
1200 West	4400 South to 2200 South	\$ 5,720,000
900/1000 West	4400 South to 1200 West	\$ 5,062,000
800 West/3400 South	900 West to 2000 South	\$ 2,175,000
640/700 West	4400 South to 3200 South	\$ 2,771,000
250 West	4400 South to 2600 South	\$ 2,204,000
250 East	3700 South to 3200 South	\$ 5,626,000

6.3 PHASING

Project phasing was determined by evaluating short term (2024), interim (2034), and long term (2050) travel demand forecasts as well as overall connectivity. Street projects that are required to prevent congestion through the short term planning horizon were considered Phase I projects and are recommended to be constructed within the next five years.

Projects that achieve overall connectivity of the main grid system, as well as those projects that prevent longer term congestion, were considered Phase II projects and are recommended to be constructed within 5 to 15 years.

Projects that enhance existing narrower cross sections into full width cross sections are generally considered Phase III projects.

While Phase I projects are prioritized based on more immediate needs, Phase II and Phase III projects are generally prioritized higher if they have a bicycle facility component, and by anticipated future travel demand (streets with higher traffic are prioritized higher). Recommended project phasing is shown in Table 9.



TABLE 9: RECOMMENDED PROJECT PHASING

Priority	Street	Extents
<i>Phase I (0-5 Years)</i>		
1	1200 West	2450 South to 2200 South
2	2600 South	US-89/91 to 1200 West
3	1000 West	2450 South to future 1200 West connection
<i>Phase II (5-15 Years)</i>		
4	3200 South	US-89/91 to 1500 West
5	Heritage Drive	3200 South to 2600 South
6	4000 South	US-89/91 to 1200 West
7	250 West	4400 South to 2600 South
8	250 East	3650 South to 3200 South
9	3650 South	2500 West to SR-165
10	900 West	4400 South to 3200 South
11	1700 West	3200 South to Nibley Pkwy (2960 South)
12	800 West/3400 South	900 West to 3200 South
13	1500 West	4400 South to 3390 South
14	4400 South	US-89/91 to 1900 West
<i>Phase III (15-25 Years)</i>		
15	3200 South	1500 West to SR-165
16	1200 West	4400 South to 2450 South
17	2600 South	1200 West to SR-165
18	1900 West	4400 South to 3200 South
19	Heritage Drive	2600 South to US-89/91
20	4000 South	1200 West to SR-165
21	700 West	4400 South to 3200 South
22	800 West	3200 South to 2000 South
23	2500 West	4400 South to US-89/91
24	2200 South	US-89/91 to UPRR
25	Hollow Road	SR-165 to City Boundary
26	1500 West	3390 South to 3200 South
27	4400 South	1900 West to SR-165

A key assumption made for the intermediate year (2024 and 2034) traffic forecasts is that land use develops uniformly and linearly around the city. In reality, growth could occur faster or slower in different parts of the city. Therefore, future street needs could change. Furthermore, some lower phase projects could be constructed earlier than planned with adjacent development, or based on other circumstances that make earlier construction more efficient. This could also affect phasing of future projects. Therefore, project phasing should be frequently reevaluated.

APPENDIX A. TRAFFIC CALMING DETAILS

DRAFT

**APPENDIX B. UDOT TRAFFIC SIGNAL
COOPERATIVE AGREEMENT**

DRAFT

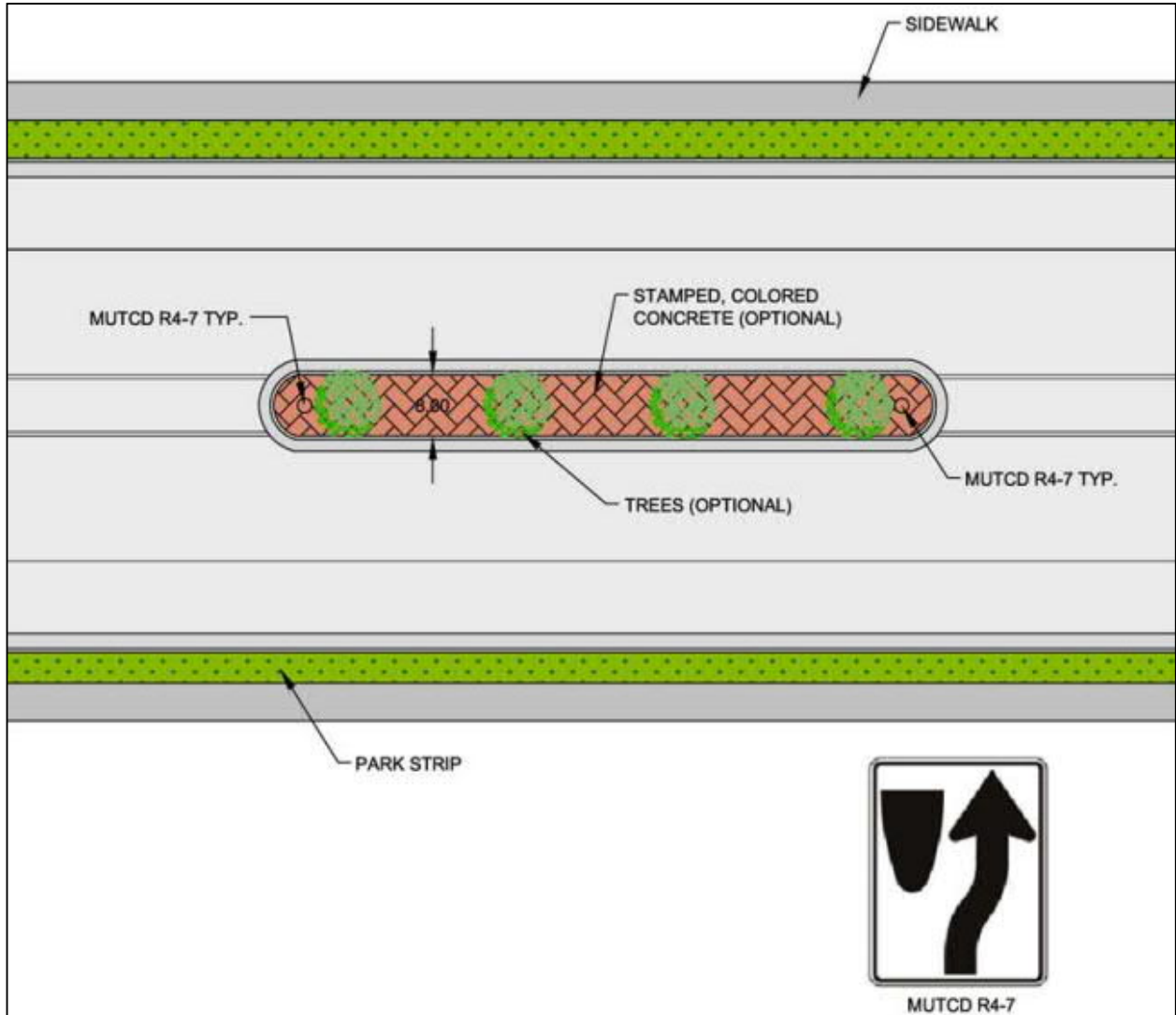
APPENDIX C. COST ESTIMATES

DRAFT

Source: Cottonwood Heights Traffic Calming Procedures¹

Not to Scale

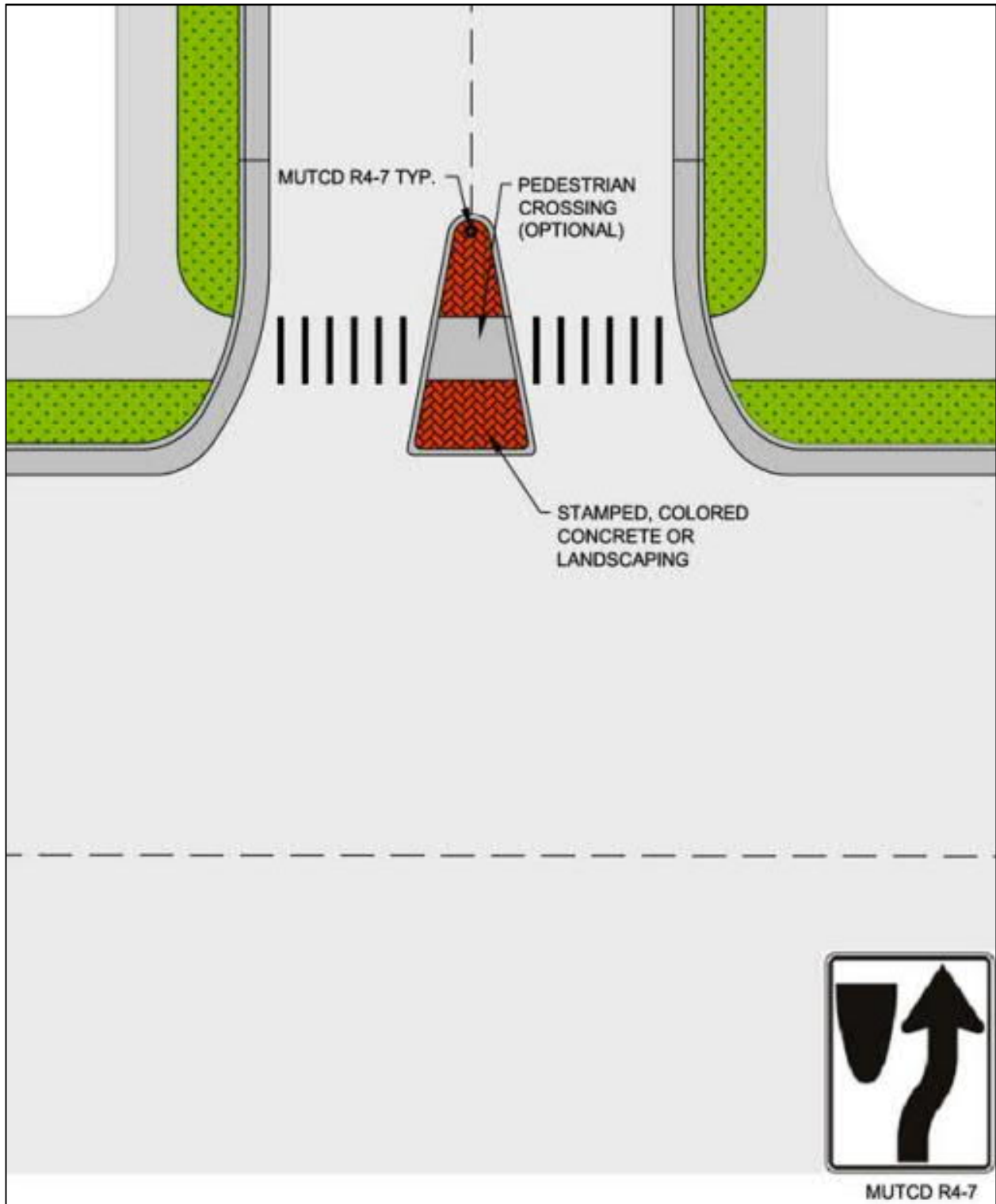
Sample Center Island Detail



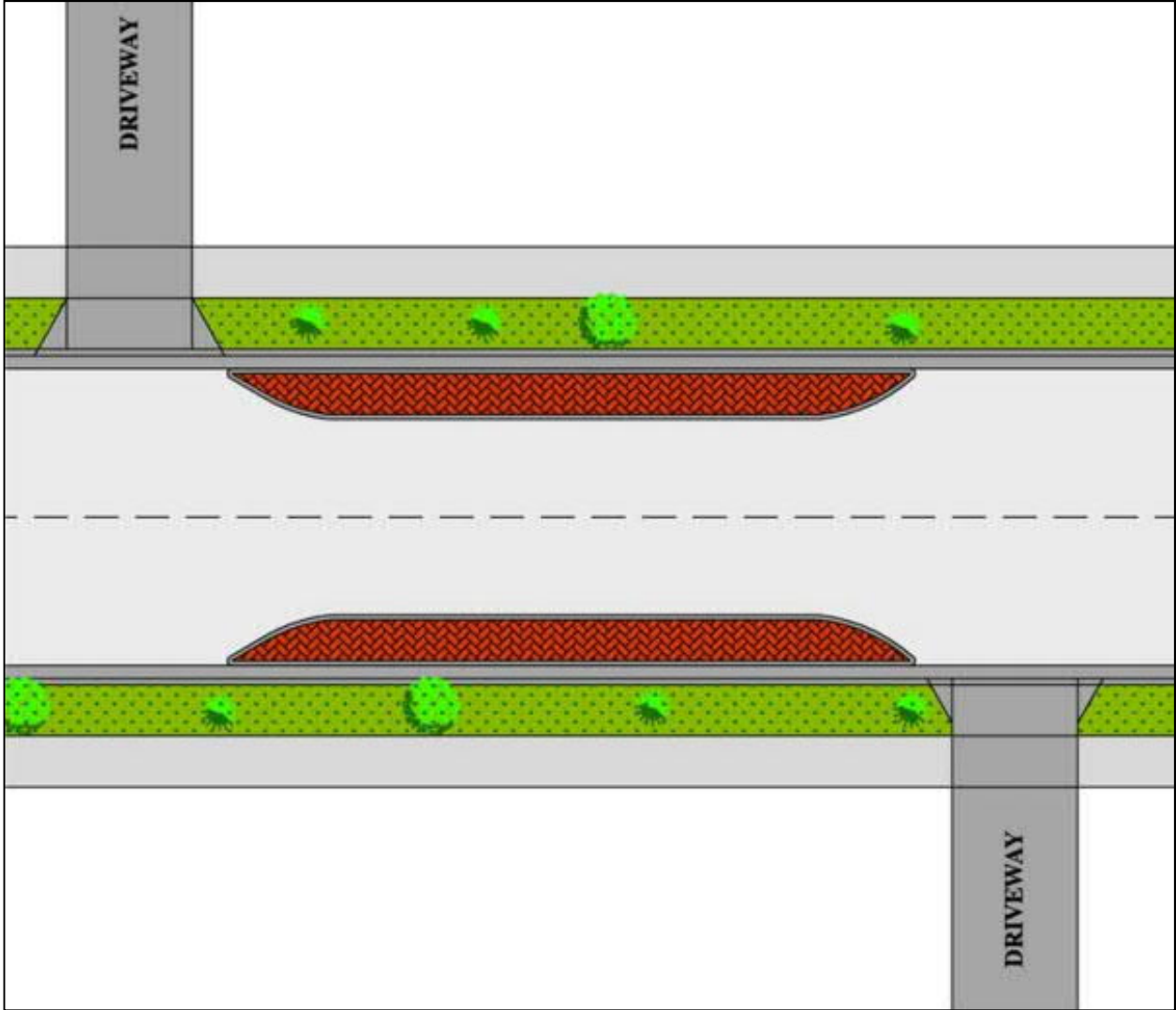
1

http://cottonwoodheights.utah.gov/UserFiles/Servers/Server_109694/File/Departments/Public%20Works/Traffic%20Calming%20Procedures%20Rev%204_4_29_13.pdf

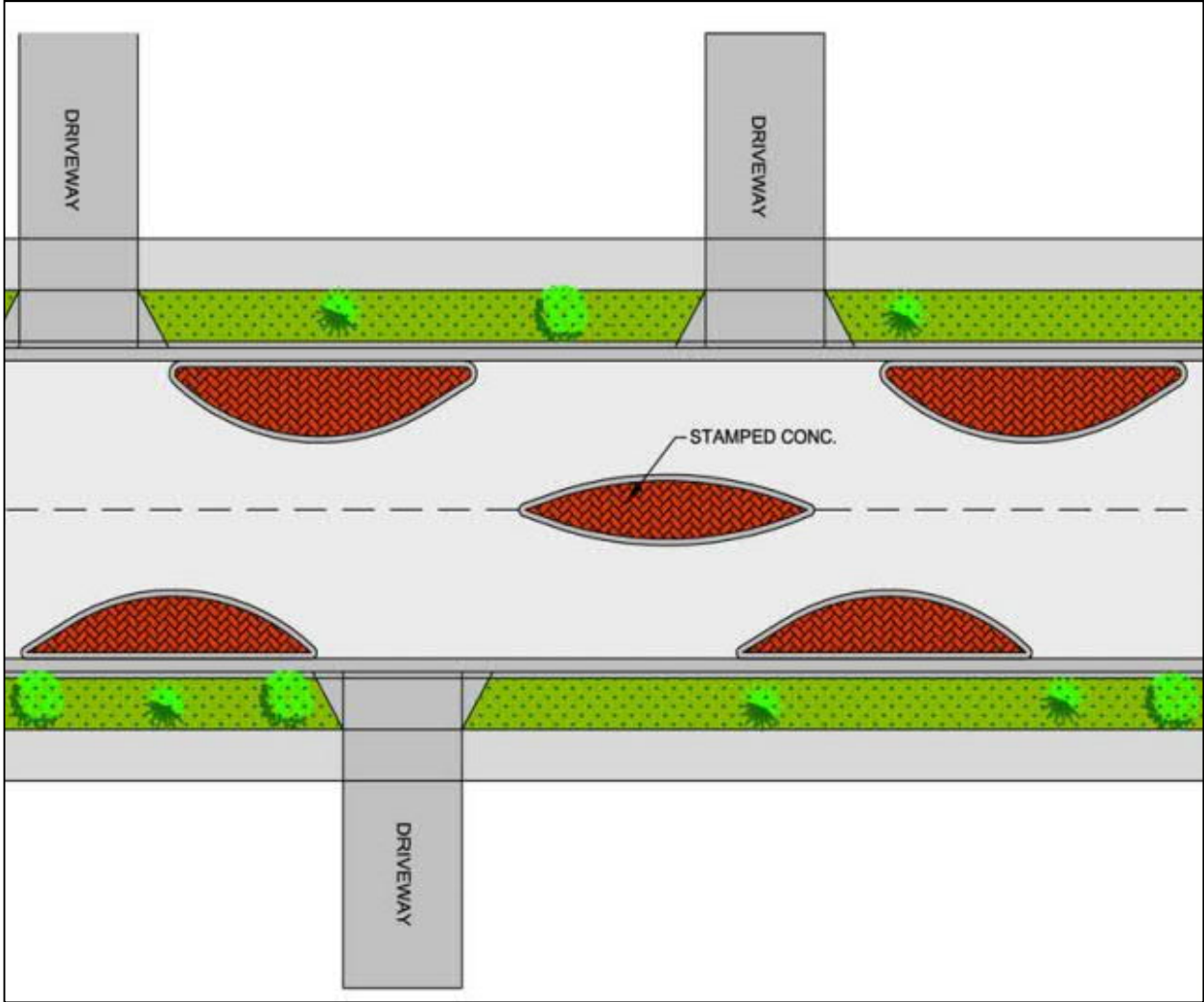
Sample Island Diverter Detail



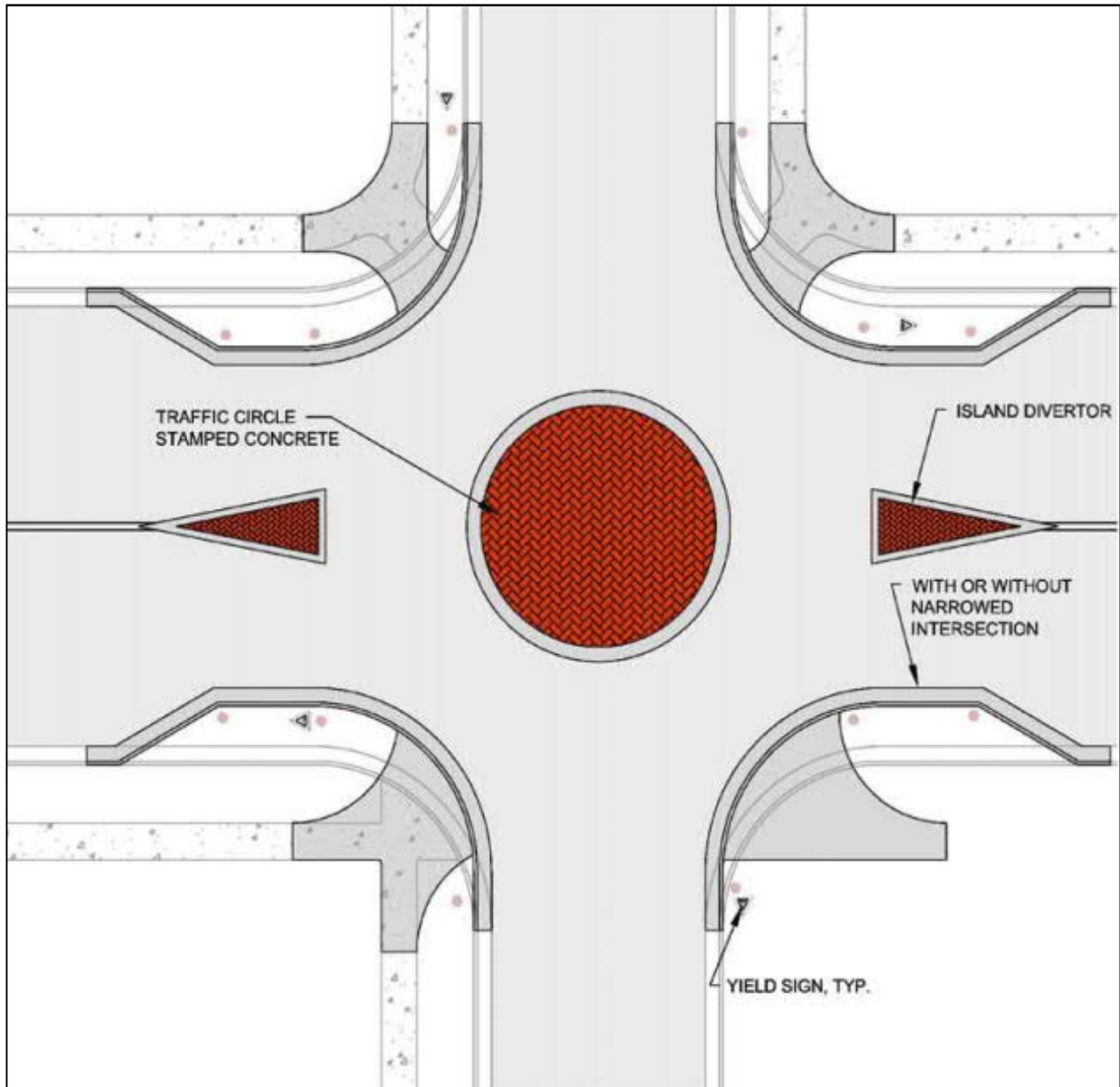
Sample Neck Down/Choker Detail



Sample Chicane Detail



Sample Traffic Circle Detail



4992

COOPERATIVE AGREEMENT

This COOPERATIVE AGREEMENT made and entered into this 27th day of Feb, 2006, by and between the UTAH DEPARTMENT OF TRANSPORTATION, hereinafter referred to as "UDOT," and the cities of LOGAN, NIBLEY, WELLSVILLE, HYRUM, and CACHE COUNTY, hereinafter referred to as the "municipalities."

WITNESSETH:

WHEREAS, based on the findings of the South US-89/91 Transportation Corridor Study, UDOT and the MUNICIPALITIES desire to facilitate traffic flow along the US-89/91 Corridor in Cache County, Utah, by identifying and stipulating the locations of existing and future traffic signal installations and access point curb cuts; and

WHEREAS, in order to manage traffic flow and improve safety, other considerations will be necessary within the corridor as described herein; and

WHEREAS, UDOT and each Municipality agree to enter into this COOPERATIVE AGREEMENT to accomplish this common goal; and

WHEREAS, UDOT has determined by formal finding said work on public right-of-way is not in violation of the laws of the State of Utah or any legal contract with the Municipalities.

This COOPERATIVE AGREEMENT is made to set out the terms and conditions where under said corridor preservation shall be accomplished.

NOW THEREFORE, it is agreed by and between the parties hereto as follows:

1. The Parties hereto agree that the following intersections are identified as locations for existing or future traffic signal installations:
 - US-89/91 and 1000 West (future),
 - US-89/91 and 3200 South (future),
 - US-89/91 and SR-101.
2. The Parties hereto agree that the following intersections are identified for future traffic signals after the signals identified in Part 1. of this agreement are implemented and after faithful pursuit of all other elements identified in this agreement upon mutual agreement between UDOT and the appropriate Municipalities with full land use approval at the subject intersection;
 - US-89/91 and Either 2600 South (1600 West) or 2300 South (Single Location),
 - US-89/91 and Approximately 4300 South where the Caine Dairy Access exists.
3. The Parties hereto agree that traffic signals will only be installed at those intersections within the US-89/91 South Corridor limits that are listed above subject to meeting minimum traffic signal warrants defined by the *Manual of Uniform Traffic Control Devices* and a UDOT field review and a traffic signal will not be installed at any intersection not listed above.
4. Other intersections on the US-89/91 Corridor south of 1000 West in Logan and within the Municipal jurisdiction of each Municipality will not be considered for future signalization.
5. The Municipalities acknowledge that, at UDOT's discretion, it may become necessary due to compelling public safety concerns to restrict certain types of movements at any and all

unsignalized intersections or access points within the corridor to right in and right out only or similar restrictions based on an engineering study.

6. Each **Municipality** agrees to master plan and pursue roadway projects to fulfill the Preferred Options and Key Recommendations as outlined in the above mentioned South US-89/91 Transportation Corridor Study, dated December 30, 2005.
7. The **Municipalities** and **UDOT** acknowledge the benefits and limitations of long range planning and agree to review and update the Cache South US-89/91 Transportation Corridor Study and this Cooperative Agreement based on the results of a comprehensive engineering review of zoning, land use planning, traffic safety, traffic operations, environmental issues, and related technical considerations 15 years from the approval of this agreement.
8. Except for the 15 year update, approval of any amendment to this agreement requires two thirds majority approval of all **Municipalities** and **UDOT**. Any signatory to this agreement can request amendment to elements of this agreement at any time based on appropriate engineering studies. Upon two thirds majority approval of a Technical Advisory Committee (TAC) made up of one voting member appointed from each **Municipality** and **UDOT**, any study required to implement the amendment before the 15 year update will be funded 60% by **UDOT** and 8% from each **Municipality** (subject to any budgetary approvals required by each **Municipality**).
9. Each **Municipality** agrees to support Administrative Rule R930-6 and the Cache Access Management Policy, including revisions based on this agreement, with respect to development occurring within the subject corridor, variance requests which are not defined in this study, and related issues beyond the scope of the Cache South US-89/91 Transportation Corridor Study. The **Municipalities** acknowledge a willingness to plan for land use consistent with Rule R930-6, which at present, requires at least 1000 foot access spacing on US 89/91 for much of the subject area.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their duly authorized officers as of the day and year first above written.

ATTEST:

Logan City Corporation,
a Municipal Corporation of the State of Utah

Lois Luce 2/22/06
Name Date

Randy White 2/22/06
Name Date

City Recorder
Title
(Impress Seal)

Mayor
Title

ATTEST:

Cache County,
a Municipal Corporation of the State of Utah

Justin Zollinger 1/26/06
Name Date

M. Lynn Larson 1/26/06
Name Date

County Clerk
Title
(Impress Seal)

County Executive
Title

ATTEST:

Nibley City,
a Municipal Corporation of the State of Utah

Amy Abel
Name Date

Marshall K. Kight 2/2/06
Name Date

City Recorder
Title
(Impress Seal)

Mayor
Title

ATTEST:

Wellsville City,
a Municipal Corporation of the State of Utah

Natlie 1/18/06
Name Date

Brett P. Naughton 1-18-06
Name Date

City Manager/Recorder
Title
(Impress Seal)

Mayor
Title



ATTEST:

Hyrum City,
a Municipal Corporation of the State of Utah

Stephanie Inoke 1/24/2006
Name Date

Dean Howard 1/24/06
Name Date

City Recorder
Title
(Impress Seal)

Mayor
Title

RECOMMENDED FOR APPROVAL:

**UTAH DEPARTMENT OF
TRANSPORTATION**

James F. Anush 2/23/06
Region Traffic and Safety Engineer Date

[Signature] 2/27/06
Region One Director Date

APPROVED AS TO FORM:

Approved:

As evidenced by the signature below, the Attorney General's Office has reviewed this Agreement pursuant to Utah Code Annotated, Section 11-13-9, and authorizes and approves it.

Cherise Young
UDOT Comptroller's Office,
Contract Administrator

**UTAH ATTORNEY GENERAL
MARK L. SHURTLEFF**

[Signature]

Jim Beadles,
Assistant Attorney General

3/1/06
Date

NIBLEY TRANSPORTATION MASTER PLAN (250 E)

Cost Estimate

15-Oct-18

Description	Quantity	Unit	Unit Price	Total
Roadway Design Items				
<i>General</i>				
Mobilization	1	Lump	15.0%	\$ 580,000.00
Traffic Control	1	Lump	7.0%	\$ 271,000.00
Survey	1	Lump	7.0%	\$ 271,000.00
General Subtotal				\$ 1,122,000.00
<i>Roadway</i>				
HMA - 1/2 Inch	4,945	Ton	\$ 85.00	\$ 420,282.50
Untreated Base Course (Plan Qty)	3,368	cu yd	\$ 45.00	\$ 151,555.56
Granular Borrow (Plan Qty)	10,104	cu yd	\$ 30.00	\$ 303,111.11
Concrete Curb and Gutter Type B1	21,400	ft	\$ 25.00	\$ 535,000.00
Concrete Sidewalk	107,000	sq ft	\$ 6.50	\$ 695,500.00
Turf Sod	224,700	sq ft	\$ 0.80	\$ 179,760.00
Tree - 2 inch Caliper	428	each	\$ 300.00	\$ 128,400.00
Irrigation System	224,700	sq ft	\$ 1.50	\$ 337,050.00
Roadway Subtotal				\$ 2,750,659.17
CONSTRUCTION SUBTOTAL				\$ 3,872,659.17
Preliminary Engineering (8%)				\$ 310,000.00
Construction Engineering (10%)				\$ 388,000.00
Utility Contingency (6%)				\$ 233,000.00
20% CONTINGENCY				\$ 822,000.00
Subtotal				\$ 1,753,000.00
TOTAL PROJECT COST				\$ 5,626,000.00
Programmed Amount				

NIBLEY TRANSPORTATION MASTER PLAN (250 W)

Cost Estimate

15-Oct-18

Description	Quantity	Unit	Unit Price	Total
Roadway Design Items				
<i>General</i>				
Mobilization	1	Lump	15.0%	\$ 227,000.00
Traffic Control	1	Lump	7.0%	\$ 106,000.00
Survey	1	Lump	7.0%	\$ 106,000.00
General Subtotal				\$ 439,000.00
<i>Roadway</i>				
HMA - 1/2 Inch	2,686	Ton	\$ 85.00	\$ 228,320.63
Untreated Base Course (Plan Qty)	1,830	cu yd	\$ 45.00	\$ 82,333.33
Granular Borrow (Plan Qty)	5,489	cu yd	\$ 30.00	\$ 164,666.67
Concrete Curb and Gutter Type B1	7,800	ft	\$ 25.00	\$ 195,000.00
Concrete Sidewalk	39,000	sq ft	\$ 6.50	\$ 253,500.00
Turf Sod	42,900	sq ft	\$ 0.80	\$ 34,320.00
Tree - 2 inch Caliper	156	each	\$ 350.00	\$ 54,600.00
Irrigation System	42,900	sq ft	\$ 1.50	\$ 64,350.00
Roadway Subtotal				\$ 1,077,090.63
CONSTRUCTION SUBTOTAL				\$ 1,516,090.63
<i>Preliminary Engineering (8%)</i>				\$ 122,000.00
<i>Construction Engineering (10%)</i>				\$ 152,000.00
<i>Utility Contingency (6%)</i>				\$ 91,000.00
<i>20% CONTINGENCY</i>				\$ 322,000.00
<i>Subtotal</i>				\$ 687,000.00
TOTAL PROJECT COST				\$ 2,204,000.00
<i>Programmed Amount</i>				

NIBLEY TRANSPORTATION MASTER PLAN (640 W)

Cost Estimate

15-Oct-18

Description	Quantity	Unit	Unit Price	Total
Roadway Design Items				
<i>General</i>				
Mobilization	1	Lump	15.0%	\$ 285,000.00
Traffic Control	1	Lump	7.0%	\$ 133,000.00
Survey	1	Lump	7.0%	\$ 133,000.00
General Subtotal				\$ 551,000.00
<i>Roadway</i>				
HMA - 1/2 Inch	225	Ton	\$ 85.00	\$ 19,103.75
Untreated Base Course (Plan Qty)	153	cu yd	\$ 45.00	\$ 6,888.89
Granular Borrow (Plan Qty)	459	cu yd	\$ 30.00	\$ 13,777.78
Concrete Curb and Gutter Type B1	16,350	ft	\$ 25.00	\$ 408,750.00
Concrete Sidewalk	54,750	sq ft	\$ 6.50	\$ 355,875.00
Trail (HMA - 1/2 Inch)	1,541	Ton	\$ 90.00	\$ 138,656.25
Trail (Untreated Base Course)	2,054	Ton	\$ 26.00	\$ 53,408.33
Turf Sod	106,275	sq ft	\$ 0.80	\$ 85,020.00
Tree - 2 inch Caliper	327	each	\$ 350.00	\$ 114,450.00
Irrigation System	106,275	sq ft	\$ 1.50	\$ 159,412.50
Roadway Subtotal				\$ 1,355,342.50
CONSTRUCTION SUBTOTAL				\$ 1,906,342.50
<i>Preliminary Engineering (8%)</i>				\$ 153,000.00
<i>Construction Engineering (10%)</i>				\$ 191,000.00
<i>Utility Contingency (6%)</i>				\$ 115,000.00
20% CONTINGENCY				\$ 405,000.00
<i>Subtotal</i>				\$ 864,000.00
TOTAL PROJECT COST				\$ 2,771,000.00
<i>Programmed Amount</i>				

NIBLEY TRANSPORTATION MASTER PLAN (800 W/3400 S)

Cost Estimate

15-Oct-18

Description	Quantity	Unit	Unit Price	Total
Roadway Design Items				
<i>General</i>				
Mobilization	1	Lump	15.0%	\$ 224,000.00
Traffic Control	1	Lump	7.0%	\$ 105,000.00
Survey	1	Lump	7.0%	\$ 105,000.00
General Subtotal				\$ 434,000.00
<i>Roadway</i>				
HMA - 1/2 Inch	1,323	Ton	\$ 85.00	\$ 112,465.63
Untreated Base Course (Plan Qty)	901	cu yd	\$ 45.00	\$ 40,555.56
Granular Borrow (Plan Qty)	2,704	cu yd	\$ 30.00	\$ 81,111.11
Concrete Curb and Gutter Type B1	9,650	ft	\$ 25.00	\$ 241,250.00
Concrete Sidewalk	41,750	sq ft	\$ 6.50	\$ 271,375.00
Trail (HMA - 1/2 Inch)	236	Ton	\$ 90.00	\$ 21,206.25
Trail (Untreated Base Course)	314	Ton	\$ 26.00	\$ 8,168.33
Turf Sod	99,075	sq ft	\$ 0.80	\$ 79,260.00
Tree - 2 inch Caliper	167	each	\$ 350.00	\$ 58,450.00
Irrigation System	99,075	sq ft	\$ 1.50	\$ 148,612.50
Roadway Subtotal				\$ 1,062,454.38
CONSTRUCTION SUBTOTAL				\$ 1,496,454.38
<i>Preliminary Engineering (8%)</i>				\$ 120,000.00
<i>Construction Engineering (10%)</i>				\$ 150,000.00
<i>Utility Contingency (6%)</i>				\$ 90,000.00
20% CONTINGENCY				\$ 318,000.00
<i>Subtotal</i>				\$ 678,000.00
TOTAL PROJECT COST				\$ 2,175,000.00
<i>Programmed Amount</i>				

NIBLEY TRANSPORTATION MASTER PLAN (900/1000 W)

Cost Estimate

15-Oct-18

Description	Quantity	Unit	Unit Price	Total
Roadway Design Items				
<i>General</i>				
Mobilization	1	Lump	15.0%	\$ 524,000.00
Traffic Control	1	Lump	7.0%	\$ 245,000.00
Survey	1	Lump	7.0%	\$ 245,000.00
General Subtotal				\$ 1,014,000.00
<i>Roadway</i>				
HMA - 1/2 Inch	3,589	Ton	\$ 85.00	\$ 305,043.75
Untreated Base Course (Plan Qty)	2,444	cu yd	\$ 45.00	\$ 110,000.00
Granular Borrow (Plan Qty)	7,333	cu yd	\$ 30.00	\$ 220,000.00
Concrete Curb and Gutter Type B1	22,630	ft	\$ 25.00	\$ 565,750.00
Concrete Sidewalk	90,000	sq ft	\$ 6.50	\$ 585,000.00
Turf Sod	243,000	sq ft	\$ 0.80	\$ 194,400.00
Tree - 2 inch Caliper	360	each	\$ 350.00	\$ 126,000.00
Irrigation System	243,000	sq ft	\$ 1.50	\$ 364,500.00
Roadway Subtotal				\$ 2,470,693.75
CONSTRUCTION SUBTOTAL				\$ 3,484,693.75
<i>Preliminary Engineering (8%)</i>				<i>\$ 279,000.00</i>
<i>Construction Engineering (10%)</i>				<i>\$ 349,000.00</i>
<i>Utility Contingency (6%)</i>				<i>\$ 210,000.00</i>
<i>20% CONTINGENCY</i>				<i>\$ 739,000.00</i>
<i>Subtotal</i>				<i>\$ 1,577,000.00</i>
TOTAL PROJECT COST				\$ 5,062,000.00
<i>Programmed Amount</i>				

NIBLEY TRANSPORTATION MASTER PLAN (1200 W)

Cost Estimate

15-Oct-18

Description	Quantity	Unit	Unit Price	Total
Roadway Design Items				
<i>General</i>				
Mobilization	1	Lump	15.0%	\$ 589,000.00
Traffic Control	1	Lump	7.0%	\$ 275,000.00
Survey	1	Lump	7.0%	\$ 275,000.00
General Subtotal				\$ 1,139,000.00
<i>Roadway</i>				
HMA - 1/2 Inch	1,312	Ton	\$ 85.00	\$ 111,541.25
Untreated Base Course (Plan Qty)	894	cu yd	\$ 45.00	\$ 40,222.22
Granular Borrow (Plan Qty)	2,681	cu yd	\$ 30.00	\$ 80,444.44
Concrete Curb and Gutter Type B1	28,750	ft	\$ 25.00	\$ 718,750.00
Concrete Sidewalk	67,500	sq ft	\$ 6.50	\$ 438,750.00
Trail (HMA - 1/2 Inch)	2,737	Ton	\$ 90.00	\$ 246,318.75
Trail (Untreated Base Course)	3,649	Ton	\$ 26.00	\$ 94,878.33
Turf Sod	400,950	sq ft	\$ 0.80	\$ 320,760.00
Tree - 2 inch Caliper	486	each	\$ 300.00	\$ 145,800.00
Irrigation System	400,950	sq ft	\$ 1.50	\$ 601,425.00
Roadway Subtotal				\$ 2,798,890.00
CONSTRUCTION SUBTOTAL				\$ 3,937,890.00
<i>Preliminary Engineering (8%)</i>				\$ 316,000.00
<i>Construction Engineering (10%)</i>				\$ 394,000.00
<i>Utility Contingency (6%)</i>				\$ 237,000.00
20% CONTINGENCY				\$ 835,000.00
<i>Subtotal</i>				\$ 1,782,000.00
TOTAL PROJECT COST				\$ 5,720,000.00
<i>Programmed Amount</i>				

NIBLEY TRANSPORTATION MASTER PLAN (1500 W)

Cost Estimate

15-Oct-18

Description	Quantity	Unit	Unit Price	Total
Roadway Design Items				
<i>General</i>				
Mobilization	1	Lump	15.0%	\$ 302,000.00
Traffic Control	1	Lump	7.0%	\$ 141,000.00
Survey	1	Lump	7.0%	\$ 141,000.00
General Subtotal				\$ 584,000.00
<i>Roadway</i>				
HMA - 1/2 Inch	500	Ton	\$ 85.00	\$ 42,521.25
Untreated Base Course (Plan Qty)	341	cu yd	\$ 45.00	\$ 15,333.33
Granular Borrow (Plan Qty)	1,022	cu yd	\$ 30.00	\$ 30,666.67
Concrete Curb and Gutter Type B1	14,015	ft	\$ 25.00	\$ 350,375.00
Concrete Sidewalk	70,075	sq ft	\$ 6.50	\$ 455,487.50
Turf Sod	189,203	sq ft	\$ 0.80	\$ 151,362.00
Tree - 2 inch Caliper	281	each	\$ 350.00	\$ 98,350.00
Irrigation System	189,203	sq ft	\$ 1.50	\$ 283,803.75
Roadway Subtotal				\$ 1,427,899.50
CONSTRUCTION SUBTOTAL				\$ 2,011,899.50
<i>Preliminary Engineering (8%)</i>				\$ 161,000.00
<i>Construction Engineering (10%)</i>				\$ 202,000.00
<i>Utility Contingency (6%)</i>				\$ 121,000.00
<i>20% CONTINGENCY</i>				\$ 427,000.00
<i>Subtotal</i>				\$ 911,000.00
TOTAL PROJECT COST				\$ 2,923,000.00
<i>Programmed Amount</i>				

NIBLEY TRANSPORTATION MASTER PLAN (1500 W)

Cost Estimate

15-Oct-18

Description	Quantity	Unit	Unit Price	Total
Roadway Design Items				
<i>General</i>				
Mobilization	1	Lump	15.0%	\$ 98,000.00
Traffic Control	1	Lump	7.0%	\$ 46,000.00
Survey	1	Lump	7.0%	\$ 46,000.00
General Subtotal				\$ 190,000.00
<i>Roadway</i>				
HMA - 1/2 Inch	966	Ton	\$ 85.00	\$ 82,115.31
Untreated Base Course (Plan Qty)	658	cu yd	\$ 45.00	\$ 29,611.11
Granular Borrow (Plan Qty)	1,974	cu yd	\$ 30.00	\$ 59,222.22
Concrete Curb and Gutter Type B1	2,600	ft	\$ 25.00	\$ 65,000.00
Concrete Sidewalk	13,000	sq ft	\$ 6.50	\$ 84,500.00
Turf Sod	54,600	sq ft	\$ 0.80	\$ 43,680.00
Tree - 2 inch Caliper	52	each	\$ 350.00	\$ 18,200.00
Irrigation System	54,600	sq ft	\$ 1.50	\$ 81,900.00
Roadway Subtotal				\$ 464,228.65
CONSTRUCTION SUBTOTAL				\$ 654,228.65
<i>Preliminary Engineering (8%)</i>				\$ 53,000.00
<i>Construction Engineering (10%)</i>				\$ 66,000.00
<i>Utility Contingency (6%)</i>				\$ 40,000.00
20% CONTINGENCY				\$ 139,000.00
<i>Subtotal</i>				\$ 298,000.00
TOTAL PROJECT COST				\$ 953,000.00
<i>Programmed Amount</i>				

NIBLEY TRANSPORTATION MASTER PLAN (1900 W)

Cost Estimate

15-Oct-18

Description	Quantity	Unit	Unit Price	Total
Roadway Design Items				
<i>General</i>				
Mobilization	1	Lump	15.0%	\$ 556,000.00
Traffic Control	1	Lump	7.0%	\$ 260,000.00
Survey	1	Lump	7.0%	\$ 260,000.00
General Subtotal				\$ 1,076,000.00
<i>Roadway</i>				
HMA - 1/2 Inch	6,298	Ton	\$ 85.00	\$ 535,328.67
Untreated Base Course (Plan Qty)	4,290	cu yd	\$ 45.00	\$ 193,041.67
Granular Borrow (Plan Qty)	12,869	cu yd	\$ 30.00	\$ 386,083.33
Concrete Curb and Gutter Type B1	16,950	ft	\$ 25.00	\$ 423,750.00
Concrete Sidewalk	84,750	sq ft	\$ 6.50	\$ 550,875.00
Turf Sod	186,450	sq ft	\$ 0.80	\$ 149,160.00
Tree - 2 inch Caliper	339	each	\$ 350.00	\$ 118,650.00
Irrigation System	186,450	sq ft	\$ 1.50	\$ 279,675.00
Roadway Subtotal				\$ 2,636,563.67
CONSTRUCTION SUBTOTAL				\$ 3,712,563.67
<i>Preliminary Engineering (8%)</i>				\$ 298,000.00
<i>Construction Engineering (10%)</i>				\$ 372,000.00
<i>Utility Contingency (6%)</i>				\$ 223,000.00
<i>20% CONTINGENCY</i>				\$ 788,000.00
<i>Subtotal</i>				\$ 1,681,000.00
TOTAL PROJECT COST				\$ 5,394,000.00
<i>Programmed Amount</i>				

NIBLEY TRANSPORTATION MASTER PLAN (HERTIAGE DR)

Cost Estimate

15-Oct-18

Description	Quantity	Unit	Unit Price	Total
Roadway Design Items				
<i>General</i>				
Mobilization	1	Lump	15.0%	\$ 373,000.00
Traffic Control	1	Lump	7.0%	\$ 174,000.00
Survey	1	Lump	7.0%	\$ 174,000.00
General Subtotal				\$ 721,000.00
<i>Roadway</i>				
HMA - 1/2 Inch	5,229	Ton	\$ 85.00	\$ 444,470.31
Untreated Base Course (Plan Qty)	3,562	cu yd	\$ 45.00	\$ 160,277.78
Granular Borrow (Plan Qty)	10,685	cu yd	\$ 30.00	\$ 320,555.56
Concrete Curb and Gutter Type B1	9,600	ft	\$ 25.00	\$ 240,000.00
Concrete Sidewalk	48,000	sq ft	\$ 6.50	\$ 312,000.00
Turf Sod	113,400	sq ft	\$ 0.80	\$ 90,720.00
Tree - 2 inch Caliper	101	each	\$ 350.00	\$ 35,350.00
Irrigataion System	113,400	sq ft	\$ 1.50	\$ 170,100.00
Roadway Subtotal				\$ 1,773,473.65
CONSTRUCTION SUBTOTAL				\$ 2,494,473.65
<i>Preliminary Engineering (8%)</i>				\$ 200,000.00
<i>Construction Engineering (10%)</i>				\$ 250,000.00
<i>Utility Contingency (6%)</i>				\$ 150,000.00
<i>20% CONTINGENCY</i>				\$ 529,000.00
<i>Subtotal</i>				\$ 1,129,000.00
TOTAL PROJECT COST				\$ 3,624,000.00
<i>Programmed Amount</i>				

NIBLEY TRANSPORTATION MASTER PLAN (2500 W)

Cost Estimate

15-Oct-18

Description	Quantity	Unit	Unit Price	Total
Roadway Design Items				
<i>General</i>				
Mobilization	1	Lump	15.0%	\$ 271,000.00
Traffic Control	1	Lump	7.0%	\$ 127,000.00
Survey	1	Lump	7.0%	\$ 127,000.00
General Subtotal				\$ 525,000.00
<i>Roadway</i>				
HMA - 1/2 Inch	2,193	Ton	\$ 85.00	\$ 186,415.63
Untreated Base Course (Plan Qty)	1,494	cu yd	\$ 45.00	\$ 67,222.22
Granular Borrow (Plan Qty)	4,481	cu yd	\$ 30.00	\$ 134,444.44
Concrete Curb and Gutter Type B1	11,000	ft	\$ 25.00	\$ 275,000.00
Concrete Sidewalk	55,000	sq ft	\$ 6.50	\$ 357,500.00
Turf Sod	82,500	sq ft	\$ 0.80	\$ 66,000.00
Tree - 2 inch Caliper	220	each	\$ 350.00	\$ 77,000.00
Irrigation Pipe	82,500	sq ft	\$ 1.50	\$ 123,750.00
Roadway Subtotal				\$ 1,287,332.29
CONSTRUCTION SUBTOTAL				\$ 1,812,332.29
<i>Preliminary Engineering (8%)</i>				\$ 145,000.00
<i>Construction Engineering (10%)</i>				\$ 182,000.00
<i>Utility Contingency (6%)</i>				\$ 109,000.00
<i>20% CONTINGENCY</i>				\$ 385,000.00
<i>Subtotal</i>				\$ 821,000.00
TOTAL PROJECT COST				\$ 2,634,000.00
<i>Programmed Amount</i>				

NIBLEY TRANSPORTATION MASTER PLAN (2200 S)

Cost Estimate

15-Oct-18

Description	Quantity	Unit	Unit Price	Total
Roadway Design Items				
<i>General</i>				
Mobilization	1	Lump	15.0%	\$ 183,000.00
Traffic Control	1	Lump	7.0%	\$ 86,000.00
Survey	1	Lump	7.0%	\$ 86,000.00
General Subtotal				\$ 355,000.00
<i>Roadway</i>				
HMA - 1/2 Inch	324	Ton	\$ 85.00	\$ 27,515.56
Untreated Base Course (Plan Qty)	220	cu yd	\$ 45.00	\$ 9,922.22
Granular Borrow (Plan Qty)	661	cu yd	\$ 30.00	\$ 19,844.44
Concrete Curb and Gutter Type B1	8,765	ft	\$ 25.00	\$ 219,125.00
Concrete Sidewalk	43,825	sq ft	\$ 6.50	\$ 284,862.50
Turf Sod	108,810	sq ft	\$ 0.80	\$ 87,048.00
Tree - 2 inch Caliper	162	each	\$ 350.00	\$ 56,700.00
Irrigation Pipe	108,810	sq ft	\$ 1.50	\$ 163,215.00
Roadway Subtotal				\$ 868,232.73
CONSTRUCTION SUBTOTAL				\$ 1,223,232.73
<i>Preliminary Engineering (8%)</i>				\$ 98,000.00
<i>Construction Engineering (10%)</i>				\$ 123,000.00
<i>Utility Contingency (6%)</i>				\$ 74,000.00
<i>20% CONTINGENCY</i>				\$ 260,000.00
<i>Subtotal</i>				\$ 555,000.00
TOTAL PROJECT COST				\$ 1,779,000.00
<i>Programmed Amount</i>				

NIBLEY TRANSPORTATION MASTER PLAN (2600 S)

Cost Estimate

15-Oct-18

Description	Quantity	Unit	Unit Price	Total
Roadway Design Items				
<i>General</i>				
Mobilization	1	Lump	15.0%	\$ 249,000.00
Traffic Control	1	Lump	7.0%	\$ 117,000.00
Survey	1	Lump	7.0%	\$ 117,000.00
General Subtotal				\$ 483,000.00
<i>Roadway</i>				
HMA - 1/2 Inch	1,513	Ton	\$ 85.00	\$ 128,642.19
Untreated Base Course (Plan Qty)	1,031	cu yd	\$ 45.00	\$ 46,388.89
Granular Borrow (Plan Qty)	3,093	cu yd	\$ 30.00	\$ 92,777.78
Concrete Curb and Gutter Type B1	5,895	ft	\$ 25.00	\$ 147,375.00
Concrete Curb and Gutter Type B3	8,140	ft	\$ 12.00	\$ 97,680.00
Concrete Sidewalk	44,975	sq ft	\$ 6.50	\$ 292,337.50
Trail (HMA - 1/2 Inch)	480	Ton	\$ 90.00	\$ 43,228.13
Trail (Untreated Base Course)	640	Ton	\$ 26.00	\$ 16,650.83
Turf Sod	116,950	sq ft	\$ 0.80	\$ 93,560.00
Tree - 2 inch Caliper	126	each	\$ 350.00	\$ 44,100.00
Irrigation Pipe	116,950	sq ft	\$ 1.50	\$ 175,425.00
Roadway Subtotal				\$ 1,178,165.31
CONSTRUCTION SUBTOTAL				\$ 1,661,165.31
<i>Preliminary Engineering (8%)</i>				\$ 133,000.00
<i>Construction Engineering (10%)</i>				\$ 167,000.00
<i>Utility Contingency (6%)</i>				\$ 100,000.00
20% CONTINGENCY				\$ 353,000.00
<i>Subtotal</i>				\$ 753,000.00
TOTAL PROJECT COST				\$ 2,415,000.00
<i>Programmed Amount</i>				

NIBLEY TRANSPORTATION MASTER PLAN (3200 S)

Cost Estimate

15-Oct-18

Description	Quantity	Unit	Unit Price	Total
Roadway Design Items				
<i>General</i>				
Mobilization	1	Lump	15.0%	\$ 483,000.00
Traffic Control	1	Lump	7.0%	\$ 226,000.00
Survey	1	Lump	7.0%	\$ 226,000.00
General Subtotal				\$ 935,000.00
<i>Roadway</i>				
HMA - 1/2 Inch	1,363	Ton	\$ 85.00	\$ 115,824.19
Untreated Base Course (Plan Qty)	928	cu yd	\$ 45.00	\$ 41,766.67
Granular Borrow (Plan Qty)	2,784	cu yd	\$ 30.00	\$ 83,533.33
Concrete Curb and Gutter Type B1	24,435	ft	\$ 25.00	\$ 610,875.00
Concrete Sidewalk	61,150	sq ft	\$ 6.50	\$ 397,475.00
Trail (HMA - 1/2 Inch)	2,748	Ton	\$ 90.00	\$ 247,297.50
Trail (Untreated Base Course)	3,664	Ton	\$ 26.00	\$ 95,255.33
Turf Sod	261,915	sq ft	\$ 0.80	\$ 209,532.00
Tree - 2 inch Caliper	276	each	\$ 350.00	\$ 96,600.00
Irrigation Pipe	261,915	sq ft	\$ 1.50	\$ 392,872.50
Roadway Subtotal				\$ 2,291,031.52
CONSTRUCTION SUBTOTAL				\$ 3,226,031.52
<i>Railroad Crossing Upgrade & 2 Traffic Signals</i>				\$ 500,000.00
<i>Preliminary Engineering (8%)</i>				\$ 259,000.00
<i>Construction Engineering (10%)</i>				\$ 323,000.00
<i>Utility Contingency (6%)</i>				\$ 194,000.00
<i>20% CONTINGENCY</i>				\$ 685,000.00
<i>Subtotal</i>				\$ 1,961,000.00
TOTAL PROJECT COST				\$ 5,188,000.00
<i>Programmed Amount</i>				

NIBLEY TRANSPORTATION MASTER PLAN (3650/3700 S)

Cost Estimate

15-Oct-18

Description	Quantity	Unit	Unit Price	Total
Roadway Design Items				
<i>General</i>				
Mobilization	1	Lump	15.0%	\$ 668,000.00
Traffic Control	1	Lump	7.0%	\$ 312,000.00
Survey	1	Lump	7.0%	\$ 312,000.00
General Subtotal				\$ 1,292,000.00
<i>Roadway</i>				
HMA - 1/2 Inch	3,945	Ton	\$ 85.00	\$ 335,332.44
Untreated Base Course (Plan Qty)	2,687	cu yd	\$ 45.00	\$ 120,922.22
Granular Borrow (Plan Qty)	8,061	cu yd	\$ 30.00	\$ 241,844.44
Concrete Curb and Gutter Type B1	26,110	ft	\$ 25.00	\$ 652,750.00
Concrete Sidewalk	130,550	sq ft	\$ 6.50	\$ 848,575.00
Turf Sod	352,485	sq ft	\$ 0.80	\$ 281,988.00
Tree - 2 inch Caliper	523	each	\$ 300.00	\$ 156,900.00
Irrigation Pipe	352,485	sq ft	\$ 1.50	\$ 528,727.50
Roadway Subtotal				\$ 3,167,039.60
CONSTRUCTION SUBTOTAL				\$ 4,459,039.60
<i>Railroad Crossing</i>				\$ 600,000.00
<i>Preliminary Engineering (8%)</i>				\$ 357,000.00
<i>Construction Engineering (10%)</i>				\$ 446,000.00
<i>Utility Contingency (6%)</i>				\$ 268,000.00
<i>20% CONTINGENCY</i>				\$ 946,000.00
<i>Subtotal</i>				\$ 2,617,000.00
TOTAL PROJECT COST				\$ 7,077,000.00
<i>Programmed Amount</i>				

NIBLEY TRANSPORTATION MASTER PLAN (HOLLOW RD)

Cost Estimate

15-Oct-18

Description	Quantity	Unit	Unit Price	Total
Roadway Design Items				
<i>General</i>				
Mobilization	1	Lump	15.0%	\$ 320,000.00
Traffic Control	1	Lump	7.0%	\$ 150,000.00
Survey	1	Lump	7.0%	\$ 150,000.00
General Subtotal				\$ 620,000.00
<i>Roadway</i>				
HMA - 1/2 Inch	0	Ton	\$ 85.00	\$ -
Untreated Base Course (Plan Qty)	0	cu yd	\$ 45.00	\$ -
Granular Borrow (Plan Qty)	0	cu yd	\$ 30.00	\$ -
Concrete Curb and Gutter Type B1	17,140	ft	\$ 25.00	\$ 428,500.00
Concrete Sidewalk	85,700	sq ft	\$ 6.50	\$ 557,050.00
Turf Sod	179,970	sq ft	\$ 0.80	\$ 143,976.00
Tree - 2 inch Caliper	343	each	\$ 350.00	\$ 120,050.00
Irrigation Pipe	179,970	sq ft	\$ 1.50	\$ 269,955.00
Roadway Subtotal				\$ 1,519,531.00
CONSTRUCTION SUBTOTAL				\$ 2,139,531.00
<i>Preliminary Engineering (8%)</i>				\$ 172,000.00
<i>Construction Engineering (10%)</i>				\$ 214,000.00
<i>Utility Contingency (6%)</i>				\$ 129,000.00
<i>20% CONTINGENCY</i>				\$ 454,000.00
<i>Subtotal</i>				\$ 969,000.00
TOTAL PROJECT COST				\$ 3,109,000.00
<i>Programmed Amount</i>				

NIBLEY TRANSPORTATION MASTER PLAN (4000 S)

Cost Estimate

15-Oct-18

Description	Quantity	Unit	Unit Price	Total
Roadway Design Items				
<i>General</i>				
Mobilization	1	Lump	15.0%	\$ 850,000.00
Traffic Control	1	Lump	7.0%	\$ 397,000.00
Survey	1	Lump	7.0%	\$ 397,000.00
General Subtotal				\$ 1,644,000.00
<i>Roadway</i>				
HMA - 1/2 Inch	5,559	Ton	\$ 85.00	\$ 472,540.50
Untreated Base Course (Plan Qty)	3,787	cu yd	\$ 45.00	\$ 170,400.00
Granular Borrow (Plan Qty)	11,360	cu yd	\$ 30.00	\$ 340,800.00
Concrete Curb and Gutter Type B1	32,885	ft	\$ 25.00	\$ 822,125.00
Concrete Sidewalk	16,700	sq ft	\$ 6.50	\$ 108,550.00
Trail (HMA - 1/2 Inch)	5,568	sq ft	\$ 90.00	\$ 501,120.00
Trail (Untreated Base Course)	7,424	sq ft	\$ 26.00	\$ 193,024.00
Turf Sod	525,250	sq ft	\$ 0.80	\$ 420,200.00
Tree - 2 inch Caliper	682	each	\$ 300.00	\$ 204,600.00
Irrigation Pipe	525,250	sq ft	\$ 1.50	\$ 787,875.00
Roadway Subtotal				\$ 4,021,234.50
CONSTRUCTION SUBTOTAL				\$ 5,665,234.50
<i>Railroad Crossing</i>				\$ 600,000.00
<i>Preliminary Engineering (8%)</i>				\$ 454,000.00
<i>Construction Engineering (10%)</i>				\$ 567,000.00
<i>Utility Contingency (6%)</i>				\$ 340,000.00
20% CONTINGENCY				\$ 1,202,000.00
<i>Subtotal</i>				\$ 3,163,000.00
TOTAL PROJECT COST				\$ 8,829,000.00
<i>Programmed Amount</i>				

NIBLEY TRANSPORTATION MASTER PLAN (4300/4400 S)

Cost Estimate

15-Oct-18

Description	Quantity	Unit	Unit Price	Total
Roadway Design Items				
<i>General</i>				
Mobilization	1	Lump	15.0%	\$ 1,277,000.00
Traffic Control	1	Lump	7.0%	\$ 596,000.00
Survey	1	Lump	7.0%	\$ 596,000.00
General Subtotal				\$ 2,469,000.00
<i>Roadway</i>				
HMA - 1/2 Inch	4,813	Ton	\$ 85.00	\$ 409,097.56
Untreated Base Course (Plan Qty)	3,278	cu yd	\$ 45.00	\$ 147,522.22
Granular Borrow (Plan Qty)	9,835	cu yd	\$ 30.00	\$ 295,044.44
Concrete Curb and Gutter Type B1	39,340	ft	\$ 25.00	\$ 983,500.00
Concrete Sidewalk	196,700	sq ft	\$ 6.50	\$ 1,278,550.00
Turf Sod	1,180,200	sq ft	\$ 0.80	\$ 944,160.00
Tree - 2 inch Caliper	787	each	\$ 300.00	\$ 236,100.00
Irrigation Pipe	1,180,200	sq ft	\$ 1.50	\$ 1,770,300.00
Roadway Subtotal				\$ 6,064,274.23
CONSTRUCTION SUBTOTAL				\$ 8,533,274.23
<i>Railroad Crossing</i>				\$ 600,000.00
<i>Preliminary Engineering (8%)</i>				\$ 683,000.00
<i>Construction Engineering (10%)</i>				\$ 854,000.00
<i>Utility Contingency (6%)</i>				\$ 512,000.00
<i>20% CONTINGENCY</i>				\$ 1,810,000.00
<i>Subtotal</i>				\$ 4,459,000.00
TOTAL PROJECT COST				\$ 12,993,000.00
<i>Programmed Amount</i>				

Agenda Item #4

Description	Training: Annual Review of the Utah Municipal Officers Ethics Act
Department	Planning
Presenter	Stephen Nelson, City Planner
Action Type	Training/ No action required
Recommendation	N/A
Reviewed By	

Background

Utah has several laws that govern the general conduct of government officials. One of the primary ones that apply to city officials is the Utah Municipal Officers' and Employees' Ethics Act, which has been attached. The Land Use Academy of Utah in conjunction with the Utah League of Cities and Town has produced a seven-minute video review which provides a summary of the main points of the act.

A link to the video can be found here: [Part 1 of The Fantastic Four! Utah Municipal Officers Ethics Act](#)

The Planning Commission will watch the video and have the opportunity to discuss or ask questions about the contents of the act.

Part 13

Municipal Officers' and Employees' Ethics Act

10-3-1301 Short title.

This part is known as the "Municipal Officers' and Employees' Ethics Act."

Amended by Chapter 147, 1989 General Session

10-3-1302 Purpose.

- (1) The purposes of this part are to establish standards of conduct for municipal officers and employees and to require these persons to disclose actual or potential conflicts of interest between their public duties and their personal interests.
- (2) In a metro township, as defined in Section 10-2a-403, the provisions of this part may not be applied to an appointed officer as that term is defined in Section 17-16a-3 or a county employee who is required by law to provide services to the metro township.

Amended by Chapter 352, 2015 General Session

10-3-1303 Definitions.

As used in this part:

- (1) "Appointed officer" means any person appointed to any statutory office or position or any other person appointed to any position of employment with a city or with a community reinvestment agency under Title 17C, Limited Purpose Local Government Entities - Community Reinvestment Agency Act. Appointed officers include, but are not limited to, persons serving on special, regular, or full-time committees, agencies, or boards whether or not such persons are compensated for their services. The use of the word "officer" in this part is not intended to make appointed persons or employees "officers" of the municipality.
- (2) "Assist" means to act, or offer or agree to act, in such a way as to help, represent, aid, advise, furnish information to, or otherwise provide assistance to a person or business entity, believing that such action is of help, aid, advice, or assistance to such person or business entity and with the intent to assist such person or business entity.
- (3) "Business entity" means a sole proprietorship, partnership, association, joint venture, corporation, firm, trust, foundation, or other organization or entity used in carrying on a business.
- (4) "Compensation" means anything of economic value, however designated, which is paid, loaned, granted, given, donated, or transferred to any person or business entity by anyone other than the governmental employer for or in consideration of personal services, materials, property, or any other thing whatsoever.
- (5) "Elected officer" means a person:
 - (a) elected or appointed to the office of mayor, commissioner, or council member; or
 - (b) who is considered to be elected to the office of mayor, commissioner, or council member by a municipal legislative body in accordance with Section 20A-1-206.
- (6) "Improper disclosure" means disclosure of private, controlled, or protected information to any person who does not have both the right and the need to receive the information.
- (7) "Municipal employee" means a person who is not an elected or appointed officer who is employed on a full- or part-time basis by a municipality or by a community reinvestment agency

under Title 17C, Limited Purpose Local Government Entities - Community Reinvestment Agency Act.

- (8) "Private, controlled, or protected information" means information classified as private, controlled, or protected under Title 63G, Chapter 2, Government Records Access and Management Act, or other applicable provision of law.
- (9) "Substantial interest" means the ownership, either legally or equitably, by an individual, the individual's spouse, or the individual's minor children, of at least 10% of the outstanding shares of a corporation or 10% interest in any other business entity.

Amended by Chapter 350, 2016 General Session

10-3-1304 Use of office for personal benefit prohibited.

- (1) As used in this section, "economic benefit tantamount to a gift" includes:
 - (a) a loan at an interest rate that is substantially lower than the commercial rate then currently prevalent for similar loans; and
 - (b) compensation received for private services rendered at a rate substantially exceeding the fair market value of the services.
- (2) Except as provided in Subsection (4), it is an offense for an elected or appointed officer or municipal employee to:
 - (a) disclose or improperly use private, controlled, or protected information acquired by reason of the officer's or employee's official position or in the course of official duties in order to further substantially the officer's or employee's personal economic interest or to secure special privileges or exemptions for the officer or employee or for others;
 - (b) use or attempt to use the officer's or employee's official position to:
 - (i) further substantially the officer's or employee's personal economic interest; or
 - (ii) secure special privileges for the officer or employee or for others; or
 - (c) knowingly receive, accept, take, seek, or solicit, directly or indirectly, for the officer or employee or for another, a gift of substantial value or a substantial economic benefit tantamount to a gift that:
 - (i) would tend improperly to influence a reasonable person in the person's position to depart from the faithful and impartial discharge of the person's public duties; or
 - (ii) the person knows or that a reasonable person in that position should know under the circumstances is primarily for the purpose of rewarding the person for official action taken.
- (3) Subsection (2)(c) does not apply to:
 - (a) an occasional nonpecuniary gift having a value of less than \$50;
 - (b) an award publicly presented in recognition of public services;
 - (c) any bona fide loan made in the ordinary course of business; or
 - (d) a political campaign contribution.
- (4) This section does not apply to an elected or appointed officer or municipal employee who engages in conduct that constitutes a violation of this section to the extent that the elected or appointed officer or municipal employee is chargeable, for the same conduct, under Section 76-8-105.

Amended by Chapter 445, 2013 General Session

10-3-1305 Compensation for assistance in transaction involving municipality -- Public disclosure and filing required.

- (1) As used in this section, "municipal body" means any public board, commission, committee, or other public group organized to make public policy decisions or to advise persons who make public policy decisions.
- (2) Except as provided in Subsection (6), it is an offense for an elected officer, or an appointed officer, who is a member of a public body to receive or agree to receive compensation for assisting any person or business entity in any transaction involving the municipality in which the member is an officer unless the member:
 - (a) files with the mayor a sworn statement giving the information required by this section; and
 - (b) discloses the information required by Subsection (5) in an open meeting to the members of the body of which the officer is a member immediately before the discussion.
- (3) It is an offense for an appointed officer who is not a member of a public body or a municipal employee to receive or agree to receive compensation for assisting any person or business entity in any transaction involving the municipality by which the person is employed unless the officer or employee:
 - (a) files with the mayor a sworn statement giving the information required by this section; and
 - (b) discloses the information required by Subsection (5) to:
 - (i) the officer or employee's immediate supervisor; and
 - (ii) any other municipal officer or employee who may rely upon the employee's representations in evaluating or approving the transaction.
- (4)
 - (a) The officer or employee shall file the statement required to be filed by this section 10 days before the date of any agreement between the elected or appointed officer or municipal employee and the person or business entity being assisted or 10 days before the receipt of compensation by the officer or employee, whichever is earlier.
 - (b) The statement is public information and shall be available for examination by the public.
- (5) The statement and disclosure shall contain:
 - (a) the name and address of the officer or municipal employee;
 - (b) the name and address of the person or business entity being or to be assisted or in which the appointed or elected official or municipal employee has a substantial interest; and
 - (c) a brief description of the transaction as to which service is rendered or is to be rendered and of the nature of the service performed or to be performed.
- (6) This section does not apply to an elected officer, or an appointed officer, who is a member of a public body and who engages in conduct that constitutes a violation of this section to the extent that the elected officer or appointed officer is chargeable, for the same conduct, under Section 76-8-105.

Amended by Chapter 445, 2013 General Session

10-3-1306 Interest in business entity regulated by municipality -- Disclosure statement required.

- (1) Every appointed or elected officer or municipal employee who is an officer, director, agent, or employee or the owner of a substantial interest in any business entity which is subject to the regulation of the municipality in which he is an elected or appointed officer or municipal employee shall disclose the position held and the nature and value of his interest upon first becoming appointed, elected, or employed by the municipality, and again at any time thereafter if the elected or appointed officer's or municipal employee's position in the business entity has changed significantly or if the value of his interest in the entity has increased significantly since the last disclosure.

- (2) The disclosure shall be made in a sworn statement filed with the mayor. The mayor shall report the substance of all such disclosure statements to the members of the governing body, or may provide to the members of the governing body copies of the disclosure statement within 30 days after the statement is received by him.
- (3) This section does not apply to instances where the value of the interest does not exceed \$2,000. Life insurance policies and annuities may not be considered in determining the value of any such interest.

Amended by Chapter 378, 2010 General Session

10-3-1307 Interest in business entity doing business with municipality -- Disclosure.

- (1) Every appointed or elected officer or municipal employee who is an officer, director, agent, employee, or owner of a substantial interest in any business entity which does or anticipates doing business with the municipality in which he is an appointed or elected officer or municipal employee, shall publicly disclose to the members of the body of which he is a member or by which he is employed immediately prior to any discussion by such body concerning matters relating to such business entity, the nature of his interest in that business entity.
- (2) The disclosure statement shall be entered in the minutes of the meeting.
- (3) Disclosure by a municipal employee under this section is satisfied if the employee makes the disclosure in the manner required by Sections 10-3-1305 and 10-3-1306.

Amended by Chapter 147, 1989 General Session

10-3-1308 Investment creating conflict of interest with duties -- Disclosure.

Any personal interest or investment by a municipal employee or by any elected or appointed official of a municipality which creates a conflict between the employee's or official's personal interests and his public duties shall be disclosed in open meeting to the members of the body in the manner required by Section 10-3-1306.

Amended by Chapter 147, 1989 General Session

10-3-1309 Inducing officer or employee to violate part prohibited.

It is a class A misdemeanor for any person to induce or seek to induce any appointed or elected officer or municipal employee to violate any of the provisions of this part.

Amended by Chapter 241, 1991 General Session

10-3-1310 Penalties for violation -- Dismissal from employment or removal from office.

In addition to any penalty contained in any other provision of law, any person who knowingly and intentionally violates this part, with the exception of Sections 10-3-1306, 10-3-1307, 10-3-1308, and 10-3-1309, shall be dismissed from employment or removed from office and is guilty of:

- (1) a felony of the second degree if the total value of the compensation, conflict of interest, or assistance exceeds \$1,000;
- (2) a felony of the third degree if:
 - (a) the total value of the compensation, conflict of interest, or assistance is more than \$250 but not more than \$1,000; or

- (b) the elected or appointed officer or municipal employee has been twice before convicted of violation of this chapter and the value of the conflict of interest, compensation, or assistance was \$250 or less;
- (3) a class A misdemeanor if the value of the compensation or assistance was more than \$100 but does not exceed \$250; or
- (4) a class B misdemeanor if the value of the compensation or assistance was \$100 or less.

Amended by Chapter 147, 1989 General Session

10-3-1311 Municipal ethics commission -- Complaints charging violations.

- (1) A municipality may establish by ordinance an ethics commission to review a complaint against an officer or employee subject to this part for a violation of a provision of this part.
- (2)
 - (a) A person filing a complaint for a violation of this part shall file the complaint:
 - (i) with the municipal ethics commission, if a municipality has established a municipal ethics commission in accordance with Subsection (1); or
 - (ii) with the Political Subdivisions Ethics Review Commission in accordance with Title 63A, Chapter 15, Political Subdivisions Ethics Review Commission, if the municipality has not established a municipal ethics commission.
 - (b) A municipality that receives a complaint described in Subsection (2)(a) may:
 - (i) accept the complaint if the municipality has established a municipal ethics commission in accordance with Subsection (1); or
 - (ii) forward the complaint to the Political Subdivisions Ethics Review Commission established in Section 63A-15-201:
 - (A) regardless of whether the municipality has established a municipal ethics commission; or
 - (B) if the municipality has not established a municipal ethics commission.
- (3) If the alleged ethics complaint is against a person who is a member of the municipal ethics commission, the complaint shall be filed with or forwarded to the Political Subdivisions Ethics Review Commission.

Amended by Chapter 461, 2018 General Session

10-3-1312 Violation of disclosure requirements -- Penalties -- Rescission of prohibited transaction.

If any transaction is entered into in connection with a violation of Section 10-3-1305, 10-3-1306, 10-3-1307, or 10-3-1308, the municipality:

- (1) shall dismiss or remove the appointed or elected officer or municipal employee who knowingly and intentionally violates this part from employment or office; and
- (2) may rescind or void any contract or subcontract entered into pursuant to that transaction without returning any part of the consideration received by the municipality.

Amended by Chapter 147, 1989 General Session