



NIBLEY CITY COUNCIL MEETING AGENDA
THURSDAY, January 29, 2026 – 6:30 PM

In accordance with Utah Code Annotated §52-4-207 and Nibley City Resolution 12-04, this meeting may be conducted electronically.

The anchor location for the meeting will be Nibley City Hall, 455 W 3200 S NIBLEY UT 84321-6337. The public may also view the meeting via the YouTube link provided at www.nibleycity.gov. Public comment should be submitted to cherylb@nibleycity.gov by 6:30 PM. Public comments with names and addresses will be read into the public record.

1. Opening Ceremonies (Councilmember Laursen)
2. Call to Order and Roll Call (Chair)
3. Approval of the January 8, 2026, Meeting Minutes and the Current Agenda (Chair)
4. Public Comment Period¹ (Chair)
5. Planning and Zoning Commission Report

6. **Discussion and Consideration:** Resolution 26-03—Adopting Annual Amendments to the Nibley City Consolidated Fee Schedule (Second Reading)
7. **Discussion and Consideration:** Resolution 26-04—Amending the Nibley City Active Transportation Plan, Removing the Trail Adjacent to the Scott Farms Subdivision (Second Reading)
8. **Discussion and Consideration:** Ordinance 26-01—Adoption of the Nibley City General Plan (Second Reading)
9. **Discussion and Consideration:** Resolution 25-37—Authorizing Modifications and Traffic Control Studies for the 1200 West Corridor (Second Reading)
10. **Discussion and Consideration:** Ordinance 25-35—Amending NCC 19.24.090 Fence Regulations, Related to Fencing Restrictions Along Trail Corridors, on Corner Lots, and Inspection Requirements (First Reading)
11. **Discussion and Consideration:** Ordinance 25-36—Amending NCC 21.10.020 Open Space Subdivision, Including Requirements for Setbacks, Lot Size Standards, and Variation (First Reading)
12. **Discussion and Consideration:** Resolution 26-05—Appointing a Nibley City Personnel Appeals Board Chairperson and Board Member (First Reading)
13. **Workshop:** 2026 Goals
14. **Council and Staff Reports**

Adjourn to Closed Meeting

15. **Discussion of the Character, Professional Competence, or Physical or Mental Health of an Individual; PURSUANT to Utah Code 52-4-205**

Adjourn

¹ Public input is welcomed at all City Council Meetings. 15 minutes have been allotted to receive verbal public comment. Verbal comments shall be limited to 3 minutes per person. A sign-up sheet is available at the entrance to the Council Chambers starting 15 minutes prior to each council meeting and at the rostrum for the duration of the public comment period. Commenters shall identify themselves by name and address on the comment form and verbally for inclusion in the record. Comment will be taken in the order shown on the sign-up sheet. Written comment will also be accepted and entered into the record for the meeting if received prior to the conclusion of the meeting. Comments determined by the presiding officer to be in violation of Council meeting rules shall be ruled out of order.

In compliance with the Americans With Disabilities Act, reasonable accommodations for individuals with disabilities will be provided upon request. For assistance, please call (435) 752-0431.

Nibley City's next scheduled Council meeting will be on Thursday, February 19, 2026, at 6:30 PM

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**Nibley City Council
Agenda Report for
January 29, 2026**

Agenda Item #6

Description	Discussion and Consideration: Resolution 26-03-- Adopting Annual Amendments to the Nibley City Consolidated Fee Schedule (Second Reading)
Presenter	Amy Johnson, City Treasurer
Staff Recommendation	Move to amend and incorporate the staff recommended changes for right of way permits and road cut fee's into the CFS Move to approve Resolution 26-03- Adopting Annual Amendments to the Nibley City Consolidated Fee Schedule
Reviewed By	Larry Jacobsen, Mayor Justin Maughan, City Manager Amy Johnson, City Treasurer Department Heads

New Background:

As mentioned in the previous meeting, a couple of late-breaking fee schedule changes were suggested by City Engineer Tom Dickinson regarding right of way permit fee's and road cut fees. These changes include:

1. A change in the Right-Of-Way permit fee, from \$150.00 to \$250.00 to account for the time needed for staff review and administration.
2. A change in the Road Cut Fee, according to the age of the road. If the road is greater than 4 years old, the fee will remain the same with ½ or \$1500 able to be refunded after the 1-year warranty period. If the road is fewer than 4 years old, the Road Cut Fee will be increased to \$6500, with a \$1500 portion refundable after the 1-year warranty period. This change also remedies where those funds

are receipted, which will be changed to New Development Asphalt, GL 11-30-600.

Previous Background:

Our staff conducts an annual review of the Nibley City Consolidated Fee Schedule to ensure that all fees align with the actual cost of providing those services.

The Fee Schedule was presented to each of the department heads for their review. The City Manager Justin Maughan reviewed and approved the suggested changes.

Following is a summary of the changes for this year's Consolidated Fee Schedule:

1. Other Returned Check Fees (Not NSF): There is a need to distinguish between the type of returned checks, as fees vary. Checks can be returned for invalid bank account numbers, unable to locate account fees, as well as non-sufficient funds, and we charge according to the type of return. The fee is \$15.
2. Stop Payment Fees: We wanted to make sure that our fee schedule lists the \$30 charge for Stop Payment Fees.
3. Home Occupation Business License Application and Licensing Fees as well as our new Short-Term Rental Business License Application and Licensing Fees will increase to \$40 to better align with the actual cost of licensing.
4. Dog Registration Annually: This fee will increase by \$1 this year and possibly in future years to help us better pay for the administration and software costs associated with this licensing fee. The early bird discount for renewals will remain the same, giving on-time or early registrations a cost savings.
5. Kennel Licenses: Kennel Licenses also will have a \$1 increase with the yearly renewal and application fee.
6. Impound 1st Offense: This fee will be increased from \$40 to \$65 and is collected by the Cache County Animal Control. This fee is on our schedule for information purposes.
7. Solid Waste Charges: These waste charges have been in effect since October, due to Waste Management's annual contract price increase.
8. Preliminary Plat Fee: Verbiage changes specifying per lot or unit.
9. Final Plat Fee: Verbiage changes specifying per lot or unit.
10. Commercial Site Plan Review Fee: This fee is increasing from \$100/1000 Bldg. Sq Ft to \$150/1000 Bldg. Sq Ft, with a new minimum of \$900 per building, maximum \$3600 per building.
11. Water and Sewer Modeling Fees are increasing due to JUB's posted costs increasing. We must pass along cost increases on these services to those utilizing the services.
12. Fee in Lieu of Required Open Space: This is a new fee that allows developers to pay as an alternative to dedicating land for parks, recreation, or conservation as normally required by zoning/subdivision ordinances.

13. Deposits: Deposits will no longer be part of the cost of a building permit. This is an effort to streamline the permitting process and reduce the administrative burden on the city for tracking and returning these deposits.
14. Handling Fee for Mailing Final Plats: Fee charged by the city to pay for the cost of mailing final plats.
15. Elkhorn Park Pavilion Rental: Improved clarity regarding the rental fees of Elkhorn Park Pavilion, depending on whether it is rented during the week or weekend as well as whether the kitchen is utilized or not.
16. Virgil Gibbons Heritage North Enclosed Pavilion Rental – Improved clarity regarding the dates that it is closed or open. Cleaning and key deposits are noted in the fee schedule now.
17. Athletic Field Rental: Increased cost to \$50 per team/month from the prior 2-month period rental per team.
18. Placement of Small and Large Goals: Increase of \$5 and \$10 respectively per placement of small and large goals.
19. Field Preparation-Athletic Field Painting: New varied costs instituted for various sports, with a premium charged for requests with fewer than 15 days' notice.
20. Movie Licensing: Verbiage changes instituted regarding content above a PG13 rating not allowable.
21. Reversible Soccer Jersey: Increased fee of \$11 listed on fee schedule.
22. Youth Sports Increase: Cost increases of \$5 per sport, with an Early Bird Discount increasing to \$13, resulting in a net increase of \$2 for those who sign up early. This helps us better cover our increasing costs of sports supplies.
23. Kickball: Kickball is being phased out as an offered sport.
24. Volleyball: Jump Start Volleyball and Adult Co-Ed Volleyball are the newest offerings from the Recreation Department.
25. Parking Infractions: Parking Infractions are increasing from an initial charge of \$25 to an initial charge of \$40, with an Early Bird Discount of \$10 if paid within 14 days. This results in a net ticket cost increase of \$5 for those who pay on time. There will be a collection charge added of \$25 if the ticket goes unpaid for more than 30 days.
26. Failure to Remove Snow from Sidewalk: This \$100/day fee is charged if a resident fails to remove snow from the sidewalk within 48 hours after the end of a storm.
27. Certified Copies: This fee is removed, as we no longer offer this service.

We hope to help Nibley City run more efficiently through these fee changes. We aim to ensure that residents using city services cover the associated costs, preventing an undue burden upon other citizens.

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RESOLUTION 26-03

A RESOLUTION ADOPTING ANNUAL AMENDMENTS TO THE NIBLEY CITY CONSOLIDATED FEE SCHEDULE

WHEREAS, State Law and Nibley City Code empower the Nibley City Council to set rates and charge fees for services provided by Nibley City;

WHEREAS, the City has historically set rates and fees for services through various resolutions from time to time as needed;

WHEREAS, the City Council finds that it is in the best interest of the City and its residents to annually review and update the existing Consolidated Fee Schedule as needed;

NOW, THEREFORE, IT IS HEREBY RESOLVED BY THE NIBLEY CITY COUNCIL THAT:

1. The Consolidated Fee Schedule attached hereto as Exhibit A and the rates, fees, and charges set forth therein are hereby enacted and adopted.
2. This Resolution does not repeal, abrogate, annul, or impair in any way the existing resolutions or ordinances of the City except to modify the rates, fees, and charges reflected in the Consolidated Fee Schedule. All rates, fees, or charges not listed in the Consolidated Fee Schedule which are contained in or promulgated pursuant to any current resolution or ordinance shall remain in full force and effect, unless and until duly modified. All resolutions or ordinances which set forth rates, fees, or charges which are contained in the Consolidated Fee Schedule are hereby superseded by the Consolidated Fee Schedule.
3. This Resolution shall take effect immediately upon adoption of this Resolution by the Nibley City Council.

Adopted by the Nibley City Council this 29 Day of January 2026

Larry Jacobsen, Mayor

ATTEST:

Cheryl Bodily, City Recorder

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<u>Utility Service Fees</u>						
Item	Rate	New Rate				
Water						
Base Rate			GL	Definitions		Overseer
1" Water Service*	\$ 17.50		51-37-710	Procurement, treatment, and distribution of water by the City to user		Wendy
2" Water Service*	\$ 40.00		51-37-710	Procurement, treatment, and distribution of water by the City to user		Wendy
3" Water Service*	\$ 70.00		51-37-710	Procurement, treatment, and distribution of water by the City to user		Wendy
4" Water Service*	\$ 95.00		51-37-710	Procurement, treatment, and distribution of water by the City to user		Wendy
5" Water Service*	\$ 100.00		51-37-710	Procurement, treatment, and distribution of water by the City to user		Wendy
6" Water Service*	\$ 110.00		51-37-710	Procurement, treatment, and distribution of water by the City to user		Wendy
Rate per 1,000 gallons						
0-5,000 Gallons	Included in base rate		51-37-710	0 to 5,000 gallons of water is provided for base rate payment		Wendy
5,001 - 40,000	\$ 1.15		51-37-710	Between 5001 and 40000 gallons the water cost is \$1.05 per thousand gallons		Wendy
40,001 - 65,000	\$ 1.25		51-37-710	Between 40001 and 65000 gallons the water cost is \$1.10 per thousand gallons		Wendy
65,001 - 100,000	\$ 1.35		51-37-710	Between 65001 and 100000 gallons the water cost is \$1.15 per thousand gallons		Wendy
100,001 +	\$ 1.60		51-37-710	Beyond 100001 gallons the water cost is \$1.35 per thousand gallons		Wendy
Multifamily Base Rate						
Multifamily Base Rate per Unit billed to owner*	\$ 17.50		51-37-710	month		Wendy
Townhouse Usage Rate per 1000 gallons billed to HOA				Each Water Meter receives 5000 gallons of water per townhome unit served by the meter; incremental usage charges are charged beyond the base rate allotment.		Wendy
0-5000 Gallons	Included in base rate		51-37-710	0 to 5,000 gallons of water is provided for base rate payment for each townhome		Wendy
5001-40000 Gallons	\$ 1.15		51-37-710	Between 5001 and 40000 gallons the water cost is \$1.05 per thousand gallons usage for a HOA		Wendy
40,001-65,000 Gallons	\$ 1.25		51-37-710	Between 40001 and 65000 gallons the water cost is \$1.10 per thousand gallons for a HOA		Wendy
65,001-100,000 Gallons	\$ 1.35		51-37-710	Between 65001 and 100000 gallons the water cost is \$1.15 per thousand gallons for a HOA		Wendy
100,001+	\$ 1.60		51-37-710	Beyond 100001 gallons the water cost is \$1.35 per thousand gallons for a HOA		Wendy
Miscellaneous Water						
Water Reconnect/Disconnect Fee	\$ 50.00		51-37-780	This fee is paid to the City to cover the cost of disconnecting and reconnecting the water,		Wendy
Extra Territorial Rate	2 x base & usage		51-37-710	Water use arrangement for an area outside of city boundary. The cost is 2 times the normal base rate plus the same rate charged to the citizens		Wendy
Backflow Test Submission**	\$ 16.00	we don't collect		Fee charged to residents required to have their backflow assembly tested per Utah State Law,		Wendy
Water Charges for Contractors per 1000 gallons (NCC 15.02.140)	\$3.00 per 1000 gallons		51-37-710	Fees charged for Water Usage for contractors outside of residential or commercial use through connecting to hydrants, usually for construction or filling purposes.		Jared
Sewer						
Residential Rate	\$ 55.00		52-38-710	Residential services provided by City for collection, treatment, and disposal of wastewater		Wendy
Commercial #1 (0 - 7,000 Gal)	\$ 55.00		52-38-710	Commercial services provided by City for collection, treatment, and disposal of wastewater for 0 to 7000 gallons wintertime monthly average		Wendy
Commercial #2 (7,001 - 15,000 Gal)	\$ 110.00		52-38-710	Commercial services provided by City for collection, treatment, and disposal of wastewater for 7001 to 15000 gallons wintertime monthly average		Wendy
Commercial #3 (15,001 - 25,000 Gal)	\$ 165.00		52-38-710	Commercial services provided by City for collection, treatment, and disposal of wastewater for 15001 to 25000 gallons wintertime monthly average		Wendy
Commercial #4 (25,001 - 50,000 Gal)	\$ 220.00		52-38-710	Commercial services provided by City for collection, treatment, and disposal of wastewater for 25001 to 50000 gallons wintertime monthly average		Wendy
Commercial #5 (50,000 Gal & Up)	Manual Calculation		52-38-710	Commercial services provided by City for collection, treatment, and disposal of wastewater for 50001 gallons or greater wintertime monthly average		Wendy
Pretreatment	Pass through from Logan City		52-38-710	Pretreatment treats wastewater at a commercial facility to remove harmful pollutants before the wastewater enters the collection system.		Wendy
Stormwater						
Residential	\$ 8.00		53-37-710	Fee charged to cover the cost of complying with State MS4 regulations		Wendy
Commercial	(Sq. ft. of impervious surface/3,000) x Residential Rate		53-37-710	Fee charged to cover the cost of complying with State MS4 regulations		Wendy
Utility Billing Penalties						
Late Fee	\$ 5.00		51-37-780	Late fee charged per month for utility payments received later than the 20th of each month		Wendy

Late Fee Penalty (Calculated from past due balance)	0.0175		51-37-780	Interest charged on the past due balance for utility payments received later than the 20th of each month (balance x .0175= penalty)	Wendy
Nonsufficient Funds Fee	\$ 30.00		51-37-780	Fee charged by City when an account lacks the funds needed to cover a payment made through an agency	Amy
Other Returned Check Fee (Not NSF)	\$ 15.00	51-37-780		Fee charged by the City when an payment is returned for reasons other than NSF	Amy
Stop Payment Fee	\$ 30.00	51-37-780		Fee charged by the City when a Stop Payment is initiated.	Amy
Door Hanger Fee	\$ 25.00	51-37-780		Fee charged by City when a Door Hanger is hung.	Wendy
Hydrant Meter Rental Fee	\$1500.00, 1/2 refundable if		51-40-400	Fee charged by City when a Hydrant Meter is rented; 1/2 refundable deposit	Wendy
Contracted Emergency Services					
911 Communications Monthly Fee	\$ 3.30	10-34-410		Fee charged by City and passed to Logan City for 911 dispatch fee.	Amy
EMS Monthly Charge	\$ 5.00	24-36-603		Fee charged by City and passed to Cache County for ambulance services.	Amy

*The Water Base Rates will increase by \$1.00 each April through the year 2030 per Resolution 25-11.

**Backflow Test Submission is charged by BSI, when applicable.

<u>Business Licenses & Fees</u>					
Item	Rate	New Rate	GL	Definition	Overseer
Home Business License Application Fee	\$ 30.00	\$ 40.00	10-32-220	Fee charged to review a new application of a Business License for Home Occupation, Temporary Vendor/Solicitors, or Commercial Businesses	Amy
Home Occupation Business With Impact License Annual Fee (Jan-Dec)	\$ 30.00	\$ 40.00	10-32-220	Licensing fee charged for renewal of a Home Occupation Business License with impact for one calendar year	Amy
Home Business With Impact License 1/2 Year (July - Dec)	\$ 15.00	\$ 20.00	10-32-220	Licensing fee charged for a new Home Occupation Business License with impact for 1/2 year between July and December	Amy
Home Occupation Business With No Impact License Renewal	\$ -		-	No Licensing fee charged for a renewal of a Home Occupation Business License with no impact	Amy
Short-Term Rental Business License Application	\$ -	\$ 40.00	10-32-220	Fee charged to review a new application of a Short-Term Rental Business License.	Amy
Commercial & Industrial Business License Initial Fee (Jan-Dec)	\$ 250.00		10-32-220	Fee charged to review and license a new application received January through June of a Commercial or Industrial Business License	Amy
Commercial & Industrial Business License Initial Fee (July-Dec)	\$ 125.00		10-32-220	Fee charged to review and license a new application received July through December of a Commercial or Industrial Business License	Amy
Commercial & Industrial Business License Renewal Fee (Jan-Dec)	\$ 150.00		10-32-220	Fee charged for license renewal of a Commercial or Industrial Business License per calendar year	Amy
Temporary Vendor/Solicitors Business License (6 Months)	\$ 30.00		10-32-220	Fee charged for a Temporary Vendor/Solicitors Business License, for a term of 6 months	Amy
Class B Retail License (Jan-Dec)	\$ 250.00		10-32-220	Fee charged for a Beer License which allows for sale of beer in original containers in accordance with ordinances of the City	Amy
Late Fee after February 1	10% or \$10.00, whichever is greater		10-32-220	Late fee charged for Home Occupation and Commercial/Industrial Business License renewals unpaid prior to February 1st.	Amy
Fire Marshall Inspection Fee	\$ 45.00		10-32-225	Inspection fee charged by Cache County to ensure that Commercial/Industrial Businesses within the City are operating in accordance with fire and safety standards	Amy
Business License Appeal Request Application	\$ 750.00		10-32-220	Fee charged to initiate appeal process for denied/revoked Business/Temporary Business License Application or denied/revoked Alcoholic Beverage License	Amy
Temporary Alcohol License	\$ 150.00		10-32-220	Fee charged to review and temporarily license a vendor to sell alcohol.	Amy
Deposit for Temporary Alcohol License	\$ 500.00		10-32-220	Refundable deposit held until after event during which alcohol was dispensed according to a temporary alcohol license.	Levi/Amy
Franchise Application Fee (NCC 13.10.070) (moved from Miscellaneous Penalties)	\$ 500.00		10-35-515	Fee charged by city to offset the cost to review an application for a franchise to be located within the City	Levi

Dog Licenses & Permits					
Item	Rate	New Rate	GL	Definition	Overseer
Dog Registration Annually - Spayed/Neutered	\$ 25.00	\$ 26.00	10-32-250	Annual cost to renew registration for a spayed/neutered dog	Saige
Dog Registration Annually - Unaltered	\$ 35.00	\$ 36.00	10-32-250	Annual cost to renew registration for an unaltered dog	Saige
New Dog Registration Sept-Feb - Spayed/Neutered	\$ 12.50	\$ 13.00	10-32-250	Cost for a new registration of a spayed/neutered dog Sept-Feb	Saige
New Dog Registration Sept-Feb - Unaltered	\$ 17.50	\$ 18.00	10-32-250	Cost for a new registration of an unaltered dog Sept-Feb	Saige
Dog Registration Early Bird Discount	\$ -10.00 if paid before March 1st		10-32-250	Discount applied to payments received prior to March 1st for renewal registrations for the	Saige
Kennel License - Yearly Renewal	\$ 30.00	\$ 31.00	10-32-251	**These fees are payable to Cache County Animal Control, and are not collected by Nibley City.	Saige
Kennel License Application Fee	\$ 30.00	\$ 31.00	10-32-251	Application fee for consideration of a Kennel License	Saige
Lost Tag	\$ 5.00		10-32-250	Fee to replace a lost tag for a registered dog	Saige
Animal Control Fine Schedule*					
Item	Rate		GL	Definition	Overseer
Control of Rabies and Rabid Animals (NCC 9.02.100)	\$ 150.00		10-35-515	Fee assessed for violation of rabies and vaccine requirements as stated in Ord. 9.02.100.	Saige
Licensing Requirements (NCC 9.02.050)	\$ 150.00		10-35-515	Fee assessed for violations of City's Licensing Requirements as stated in Ord. 9.02.050.	Saige
Animal Waste (NCC 9.02.160)	\$ 150.00		10-35-515	Fee assessed for leaving animal waste in prohibited areas as stated in Ord. 9.02.160.	Saige
Prohibited Acts and Conditions (NCC 9.02.130)	\$ 150.00		10-35-515	Fee assessed for prohibited acts and conditions as contained in Ord. 9.02.130.	Saige
Dogs At Large (NCC 9.02.120)	\$ 150.00		10-35-515	Fee assessed for dogs at large, as contained in Ord. 9.02.120.	Saige
Animals At Large (NCC 9.02.110)	\$ 150.00		10-35-515	Fee assessed for animals at large, as stated in Ord. 9.02.110.	Saige
Vicious/Dangerous Animals (NCC 9.02.080)	\$ 500.00		10-35-515	Fee assessed for violations of Ord. 9.02.080, which is the regulation of dangerous animals.	Saige
Animals Attacking (NCC 9.02.150)	\$ 500.00		10-35-515	Fee assessed for violations of Ord. 9.02.150, which is about animals attacking.	Saige
Cruelty to Animals Prohibited (NCC 9.02.060)	\$ 500.00		10-35-515	Fee assessed for violations of Ord. 9.02.060, which is about Cruelty to Animals, defined in Utah	Saige
Wild Animals (NCC 9.02.070)	\$ 160.00		10-35-515	Fee assessed for violations of Ord. 9.02.070, which is about wild animals.	Saige
Interference with Impounding Prohibited (NCC 9.02.140)(D)	\$ 160.00		10-35-515	Fee assessed for violations of Ord. 9.02.150(D), which is about interfering with impounding.	Saige
Animal Land Use Regulations (NCC 19.34)	\$ 150.00 per animal		10-35-515	Fee assessed for infractions of the Animal Land Use policy found in Ord. 19.34.	Saige
**Impound 1st Offence	\$40 first day +\$18 per day thereafter	\$65.00	County Facility	Fee for a first-time dog impound plus daily expense, payable to impound facility	Saige
**Impound 2nd Offence within 12 months	\$75 first day + \$18 per day thereafter		County Facility	Fee for a second-time dog impound plus daily expense, payable to impound facility	Saige
**Impound 3rd Offence within 12 months and possible citation	\$140 first day + \$18 per day thereafter		County Facility	Fee for a third-time or greater dog impound plus daily expense, payable to impound facility	Saige
**Sterilization Deposit (mandated with 2nd impound unsterilized)	\$150.00		County Facility	Mandated fee upon 2nd impound if animal is unsterilized	Saige
**Microchip	\$35.00		County Facility	Fee to microchip an animal	
**Rabies Vaccination	\$20.00		County Facility	Fee to vaccinate an animal for rabies	
**Quarantine Boarding Dog/Cat for 10 days	\$ 350.00 Per Animal		County Facility	Fee to quarantine an animal	Saige
Court ordered Hold and Quarantines in Excess of 10 Days	\$ 35.00 Per Day		County Facility	Fee to quarantine an animal beyond 10 days	Saige

*Fees may be subject to civil enforcement by the City and shall not limit or preclude charges filed and payable to the court of jurisdiction, which is currently Hyrum City Court.

**These fees are payable to Cache County Animal Control, and are not collected by Nibley City.

<u>Solid Waste Charges</u>				
Residential Single Family	1st Container	New Rates	Add'l Container	New Rates
Refuse, 64 gallon, weekly collection	\$15.87	\$ 16.67	\$8.77	\$ 9.21
Refuse, 96 gallon, weekly collection	\$16.91	\$ 17.77	\$8.77	\$ 9.21
Recyclables, 96 gallon, every other week collection	\$5.36	\$ 5.63	\$3.25	\$ 3.41
Green Waste	\$11.14	\$ 11.70	\$11.14	\$ 11.70
Residential Ancillary Services/Charges:		Rate	New Rates	
Container Exchange - Swap old container with new	\$47.40	\$ 49.81		
Container Delivery - New starts and additional containers	\$26.38	\$ 27.72		
Removal Charge	\$26.38	\$ 27.72		
Contamination Charge	\$5.36	\$ 5.63		
Overage Charge	\$5.36	\$ 5.63		
Resume Charge	\$26.38	\$ 27.72		
Container Replacement - if damaged caused by customer	\$78.93	\$ 82.95		

*Waste Management offers dumpster services beyond what is listed here-please contact them for additional service needs.

*Waste management fees will increase annually in October based on the Consumer Price Index (CPI) adjustment for garbage services, as specified in the City's contract with Waste Management.

Charges for Development Services						
Planning Review Fees						
Item	Rate	New Rates	GL	Definition	Overseer	When Assessed?
Preliminary Plat Fee	\$700 + \$30 per lot		10-34-420	Charged to cover engineering and development review	Levi	At application
Final Plat Fee	\$1700 + \$60 per lot		10-34-420	Engineering Review for final plat and associated document submittals, including construction drawings for final subdivision plat application	Levi	At application
Public Works Inspection Fee for Development/Subdivision	.0075 x Bond Summary		10-34-420	City required inspection required to ensure compliance with City Standards and the integrity of construction of infrastructure	Tom	Prior to final approval and plat recording
Public Works Inspection Fee for Commercial Development	.0075 x Bond Summary		10-34-420	City required inspection required to ensure compliance with City Standards and the integrity of construction of infrastructure	Tom	Prior to final approval and plat recording
After Hours Inspection Fee upon availability and approval of Public Works Director	\$200/hr with 4 hr minimum		10-34-420	Fee charged by City for building inspections conducted after-hours	Tyler	Prior to final approval and plat recording by Tom/Tyler/Steve E.
Development Agreement Not Associated with Another Application	\$ 200.00		10-34-420	Fee charged by City for development agreements not tied to other applications	Levi	At application
Minor Subdivision Fee	\$700 + \$60 per lot		10-34-420	Final drawing of subdivision prepared for filing for record with the county and contains name, stamp, and signature of surveyor	Levi	At application
Commercial Site Plan Review Fee	\$100/1000 Bldg. Sq. Ft., minimum \$750 per building, maximum \$3000 per building	\$150/1000 Bldg. Sq. Ft., minimum \$900 per building, maximum \$3600 per building	10-34-420	Engineering Review for site plans and associated document submittals, including construction drawings for commercial, industrial, institutional, and other projects.	Levi	At application
Accessory Building Zoning Clearance Application	\$ 50.00		10-34-420	Application for zoning clearance building that is detached from the principal building	Levi	At application
Accessory Dwelling Unit Zoning Clearance Application	\$ 100.00		10-34-420	Application for zoning clearance for an Accessory Dwelling Unit	Levi	At application
Subdivision Amendment Application	\$200 + \$10/affected lot		10-34-420	Application required when requesting changes for a plat or subdivision that has been already approved	Levi	At application
RPUD Overlay Zone Application	\$ 500.00		10-34-420	Application for Residential Planned Unit Developments overlay zone, including review of development plans and development agreement	Levi	At application
Misc. Planning & Development Application	\$ 50.00		10-34-420	Fee charged to cover city staff review for planning and zoning applications that are not otherwise specified in listed fees.	Levi	At application
Conditional Use Permit (No Business License)	\$ 100.00		10-34-420	Application for a conditional use permit that does not require a business license. This fee covers staff review of applications.	Levi	At application
Right-Of-Way Permit	\$ 150.00		10-34-420	The privilege of the immediate use of the roadway, PUE, or other property. Assessed for review of use of or construction within a public right-of-way	Tom	At application
Rezone, Code Change, or Master Plan Change Application	\$ 500.00		10-34-420	An application requesting changes to a different category of restrictions on use and development	Levi	At application
PUE Vacation	\$ 200.00		10-34-420	Action which terminates a right of way easement when it is no longer necessary	Tom	At application
Water Modeling Fee- Residential	\$450 Base Fee + \$35/Unit	\$850 Base Fee + \$45/Unit (Max Fee \$4500)	51-36-694	of real world relationships between water use and infrastructure	Tom	As determined by City Engineer
Water Modeling Fee- Non-Residential	\$850 Base Fee + \$35/Building	\$1550 Base Fee + \$35/Building	51-36-694	Development of mathematical and logic-based representations of real world relationships between water use and	Tom	As determined by City Engineer
Sewer Modeling Fee-Residential	\$750 Base Fee + \$35/Unit	\$850 Base Fee + \$45/Unit (Max Fee \$4500)	52-38-694	Development of mathematical and logic-based representations of real world relationships between sewer use and affects on infrastructure	Tom	As determined by City Engineer
Sewer Modeling Fee- Non-Residential	\$850 Base Fee + \$35/Building	\$1,550 Base Fee + \$35/Building	52-38-694	Development of mathematical and logic-based representations of real world relationships between sewer use and affects on infrastructure	Tom	As determined by City Engineer
Parcel Boundary or Lot Line Adjustment	\$ 200.00		10-34-420	Action which changes or eliminates existing property boundaries where no additional lots/parcels are created	Levi	At application
Public Notice Fee	\$ 150.00		10-34-420	Fee charged to cover costs of noticing any application which requires a public hearing	Levi	At application
Annexation Petition Application	\$ 400.00		10-34-420	Fee charged by the City for review costs of an application for an annexation of a contiguous area to the City.	Levi	At application
Variance Request Application	\$ 1,000.00		10-34-681	Request by property owner to deviate from current zoning laws for any number of reasons	Levi	At application
Administrative Citation Appeal Application	\$ 150.00		10-34-681	Fee charged by City to cover the administrative costs of a review of a citation	Levi	At application
Stormwater Development Inspection	\$750.00 per acre of development		53-37-411	Fee charged by City to cover staff's time to review SWPPP compliance with State MS4 regulations	Tom	At Final Approval/Construction
Asphalt Preservation	\$0.284 per Sq Foot		11-30-600	Fee charged by the City to cover the cost for the first maintenance of new asphalt	Tom	Prior to final approval and plat recording
Sunrise Retention Basin	\$ 2,600.00		58-37-790	Fee charged by city to cover the cost of constructing regional pond	Tom	Prior to final approval and plat recording
Hansen/Zilles Retention Basin	\$ 2,600.00		58-37-790	Fee charged by city to cover the cost of constructing regional pond	Tom	Prior to final approval and plat recording
Land Use Appeal Application	\$ 750.00		10-34-420	Fee charged by city to cover the cost of reviewing land appeals	Levi	At application
Fee In Lieu of Required Open Space		Fair Market Value of Land + Estimated Improvement Costs	TBD	Payment made by developer as an alternative to dedicating land for parks, recreation, or conservation as normally required by zoning/subdivision ordinances.	Levi	Prior to final approval and plat recording
Handling Fee for Mailing Final Plats		\$50.00	10-34-422	Fee charged by the city to pay for the cost of mailing final plat	Levi	By request only

Building Permits & Impact Fees						
Impact Fees						
Item	Rate	New Rates	Revenue GL	Definition	Overseer	When is fee assessed?
Sewer Impact Fee 1" Service	\$ 1,425.00		57-37-790	One-time payment to offset the financial impact new development places on City sewer infrastructure	Austen	At time of permit
Sewer Impact Fee 2" Service	\$ 4,629.00		57-37-790	One-time payment to offset the financial impact new development places on City sewer infrastructure	Austen	At time of permit
Sewer Impact Fee 3" Service	\$ 8,685.00		57-37-790	One-time payment to offset the financial impact new development places on City sewer infrastructure	Austen	At time of permit
Sewer Impact Fee 4" Service	\$ 14,478.00		57-37-790	One-time payment to offset the financial impact new development places on City sewer infrastructure	Austen	At time of permit
Sewer Impact Fee Multifamily Unit/Per-Door Charge and ADU	\$ 1,189.00		57-37-790	One-time payment to offset the financial impact new development places on City sewer infrastructure, per-unit charge	Austen	At time of permit
Logan Wastewater Treatment Impact Fee for MFR's	\$ 1,703.00		57-25-000	One-time payment for MFR's that is passed-through to Logan City for impact on their Wastewater Treatment facility		
Logan Wastewater Treatment Impact Fee for 1" Water Meter (Ord. 20-15)	\$ 2,433.00		57-25-000	One-time payment for 1" that is passed-through to Logan City for impact on their Wastewater Treatment facility	Austen	At time of permit
Logan Wastewater Treatment Impact Fee for 2" Water Meter	\$ 7,786.00		57-25-000	One-time payment for 2" that is passed-through to Logan City for impact on their Wastewater Treatment facility	Austen	At time of permit
Logan Wastewater Treatment Impact Fee for 4" Water Meter	\$ 24,327.00		57-25-000	One-time payment for 4" that is passed-through to Logan City for impact on their Wastewater Treatment facility	Austen	At time of permit
Water Impact Fee 1" Service	\$ 3,363.00		55-37-790	One-time payment to offset the financial impact new development places on City water infrastructure	Austen	At time of permit
Water Impact Fee 2" Service	\$ 10,733.00		55-37-790	One-time payment to offset the financial impact new development places on City water infrastructure	Austen	At time of permit
Water Impact Fee 3" Service	\$ 20,137.00		55-37-790	One-time payment to offset the financial impact new development places on City water infrastructure	Austen	At time of permit
Water Impact Fee 4" Service	\$ 33,568.00		55-37-790	One-time payment to offset the financial impact new development places on City water infrastructure	Austen	At time of permit
Water Impact Fee Multifamily Unit/Per-Door Charge and ADU	\$ 2,757.00		55-37-790	One-time payment to offset the financial impact new development places on City water infrastructure	Austen	At time of permit
Park impact Fee per Single Family Home/ADU	\$ 9,003.00		56-37-790	One-time payment to offset the financial impact new development places on City parks	Austen	At time of permit
Park Impact Fee per Multifamily Unit	\$ 6,613.00		56-37-790	One-time payment to offset the financial impact new development places on City parks	Austen	At time of permit
Transportation Impact Fee Single Family Home	\$ 887.00 per unit		59-37-790	One-time payment to offset the financial impact new development places on City roads	Austen	At time of permit
Transportation Impact Fee Multifamily	\$ 688.00 per unit		59-37-790	One-time payment to offset the financial impact new development places on City roads	Austen	At time of permit
Transportation Impact Fee Mobile Home	\$ 470.00 per unit		59-37-790	One-time payment to offset the financial impact new development places on City roads	Austen	At time of permit
Transportation Impact Fee Shopping Center	\$ 2342.00 per 1000 Sq Ft.		59-37-790	One-time payment to offset the financial impact new development places on City roads	Austen	At time of permit
Transportation Impact Fee Office	\$ 1522.00 per 1000 Sq Ft.		59-37-790	One-time payment to offset the financial impact new development places on City roads	Austen	At time of permit
Transportation Impact Fee Light Industrial	\$ 466.00 per 1000 Sq Ft.		59-37-790	One-time payment to offset the financial impact new development places on City roads	Austen	At time of permit
Transportation Impact Fee Warehouse	\$ 164.00 per 1000 Sq Ft.		59-37-790	One-time payment to offset the financial impact new development places on City roads	Austen	At time of permit
Transportation Impact Fee Institutional	\$ 1426.00 per 1000 Sq Ft.		59-37-790	One-time payment to offset the financial impact new development places on City roads	Austen	At time of permit
Transportation Impact Fee Hotel	\$ 786.00 per 1000 Sq Ft.		59-37-790	One-time payment to offset the financial impact new development places on City roads	Austen	At time of permit
Transportation Impact Fee Food/Fast Food	\$ 11,257.00 per 1000 Sq Ft.		59-37-790	One-time payment to offset the financial impact new development places on City roads	Austen	At time of permit
Transportation Impact Fee Gas Station/ Conv	\$ 46,015.00 per 1000 Sq Ft.		59-37-790	One-time payment to offset the financial impact new development places on City roads	Austen	At time of permit
State Collected 1% Fee	1% of Building Permit Fees		10-34-422	1.0% fee collected by State on all building permit fees	Austen	At time of permit
Building Permit Fees						
Building Permit	Based on a formula below or latest State adopted IRC manual building permit fees. Valuation is according to building inspector's review.					
Total Valuation						

\$1-\$500	\$24.00		10-32-210	Cost to obtain official approval to construct a new building or expand or remodel an existing one. Its purpose is to ensure that the project follows all relevant regulations, including building standards, land use, and environmental protection.	Austen	At time of permit
\$501 - \$2,000	\$24 for the first \$500 plus \$3 for each additional \$1000, or fraction thereof, to and including \$2000.		10-32-210	Cost to obtain official approval to construct a new building or expand or remodel an existing one. Its purpose is to ensure that the project follows all relevant regulations, including building standards, land use, and environmental protection.	Austen	At time of permit
\$2,001 - \$40,000	\$69 for the first \$2,000 plus \$11 for each additional \$1000, or fraction thereof, to and including \$40,000.		10-32-210	Cost to obtain official approval to construct a new building or expand or remodel an existing one. Its purpose is to ensure that the project follows all relevant regulations, including building standards, land use, and environmental protection.	Austen	At time of permit
\$40,001 - \$100,000	\$487 for the first \$40,000 plus \$9 for each additional \$1,000, or fraction thereof, to and including \$100,000.		10-32-210	Cost to obtain official approval to construct a new building or expand or remodel an existing one. Its purpose is to ensure that the project follows all relevant regulations, including building standards, land use, and environmental protection.	Austen	At time of permit
\$100,001 - \$500,000	\$1,027 for the first \$100,000 plus \$7 for each additional \$1,000, or fraction thereof, to and including \$500,000.		10-32-210	Cost to obtain official approval to construct a new building or expand or remodel an existing one. Its purpose is to ensure that the project follows all relevant regulations, including building standards, land use, and environmental protection.	Austen	At time of permit
\$500,001 - \$1,000,000	\$3,827 for the first \$500,000, plus \$5 for each additional \$1,000, or fraction thereof, up to and including \$1,000,000.		10-32-210	Cost to obtain official approval to construct a new building or expand or remodel an existing one. Its purpose is to ensure that the project follows all relevant regulations, including building standards, land use, and environmental protection.	Austen	At time of permit
\$1,000,001 - \$5,000,000	\$6,327 for the first \$1,000,000 plus \$3 for each additional \$1,000, or fraction thereof, up to and including \$5,000,000.		10-32-210	Cost to obtain official approval to construct a new building or expand or remodel an existing one. Its purpose is to ensure that the project follows all relevant regulations, including building standards, land use, and environmental protection.	Austen	At time of permit
\$5,000,001 and over	\$18,327 for the first \$5,000,000 plus \$1 for each additional \$1,000, or fraction thereof		10-32-210	Cost to obtain official approval to construct a new building or expand or remodel an existing one. Its purpose is to ensure that the project follows all relevant regulations, including building standards, land use, and environmental protection.	Austen	At time of permit
Plan Review Fee	0.1% of valuation of the improvement. Additional fees for inspections outside of normal business hours may be charged according to IRC fee schedule.		10-34-420	This fee covers the costs to review for code compliance the drawings of the contractor or property owner.	Austen	At time of permit
Water Meter 1"	\$ 700.00		51-37-750	This fee covers the cost of the meter, installation, and fee to connect to the water system.	Austen	At time of permit
Water Meter 2"	\$ 2,200.00		51-37-750	This fee covers the cost of the meter, installation, and fee to connect to the water system.	Austen	At time of permit
Water Meter 4"	\$ 4,000.00		51-37-750	Meter provided by City and installed by contractor per City's standards.	Austen	At time of permit
Water Meter 2" - Multi-Family	\$ 2200.00/# of units		51-37-750	This fee covers the cost of the meter, installation, and fee to connect to the water system.	Austen	At time of permit
Water Meter Lid	\$ 85.00		51-36-800	The cost for City staff to replace the lid that protects and covers the water meter	Wendy	At time of permit
Water Meter Ring or Collar	\$ 85.00		51-36-800	The cost for city staff to replace a broken water meter ring or collar	Wendy	At time of permit
Water Meter Adjustment (Raise or Lower)	\$ 150.00		51-36-800	The cost for City staff to adjust the water meter cover up or down when requested by resident.	Wendy	At time of permit
4" Water Strainer	\$ 700.00		51-36-800	The strainer provides filtration to remove debris, silt, sand, etc from the water line to protect city's pipeline	Austen	At time of permit
Stormwater Inspection Fee Residential	\$350 Per Year		53-37-411	Fee charged by City to inspect construction sites for State MS4 regulation compliance	Austen	At time of permit
Stormwater Inspection Fee Commercial	\$1500/acre with minimum of \$500		53-37-411	Fee charged by City to comply with State MS4 regulations	Austen	At time of permit
Development Fees						
Water Connection Fee	\$ 550.00		51-37-750	Fee charged by City to pay for the costs of unmetered connections to the City's public water system, such as new waterlines, fire hydrants, fire system connections, meters greater than 4 inches, etc.	Tom/Austen	Prior to permit or final plan approval
Sewer Connection Fee 4"	\$ 500.00		52-38-750	Fee charged by City to pay for the costs of 4" connection to the City's public sewer system.	Tom/Austen	Prior to permit or final plan approval
Sewer Connection Fee 6"	\$ 750.00		52-38-750	Fee charged by City to pay for the costs of 6" connection to the City's public sewer system.	Tom/Austen	Prior to permit or final plan approval
Sewer Connection Fee 8"and larger	\$ 1,250.00		52-38-750	Fee charged by City to pay for the costs of 8"and larger connection to the City's public sewer system.	Tom/Austen	Prior to permit or final plan approval
Sewer Connection Fee Multi-Family	\$ 300.00 per unit		52-38-750	Fee charged by City to pay for the costs of connection to the City's public sewer system.	Tom/Austen	Prior to permit or final plan approval

Right-Of-Way Permit	\$ 150.00	\$ 250.00	10-34-420	Fee charged by the city to grant permission to applicant for permission to construct, repair, maintain roadway or services in roadway	Tom	At Application
Right-Of-Way Underground Utility and Facility Management and Inspection Fee	\$0.45 per lineal foot		10-34-420	Fee charged by the city to grant permission to applicant for permission to construct, repair, maintain roadway or services for utilities in roadway	Tom	At Application of final approval of permit
Narrow Trench Encroachment Permit Fee	\$0.45 per lineal foot		11-30-600	Fee charged for installation of utilities using micro-trench installation methods	Tom	At application
Road Cut Fee <small>for roads greater than 4 years old</small>	\$ 3,000.00 <small>(\$1500 is refundable after 1 year warranty)</small>		11-30-600	Cost of a permit to excavate in asphalt, curb & gutter, or sidewalk.	Austen/Tom	At Application of final approval of permit
Road Cut Fee for roads less than 4 years old	\$6500.00 <small>(\$1500 refundable after 1 year warranty)</small>		11-30-600	Cost of a permit to excavate in asphalt, curb & gutter, or sidewalk.	Austen/Tom	At Application of final approval of permit
Miscellaneous Items						
Online Credit Card Convenience Fee	3.2% of Total Invoice		10-32-210	Fee the City charges to cover the costs of the online processing of credit cards	Amy	At time of payment
In-Person Credit Card Convenience Fee	3.0% of Total Invoice		10-32-210	Fee the City charges to cover the costs of processing credit cards presented at the city offices	Amy	At time of payment
Reinspection Fee	\$ 50.00		10-32-210	Fee the City charges to cover the costs of a reinspection of anything related to building or permitting.	Austen	At time of reinspection
After Hours Inspection Fee upon availability and approval of Building Inspector	\$200.00 Per Hour, 4 hour minimum		10-32-210	Fee charged by City for building inspections conducted after-hours	Austen	At time of inspection

Recreation					
Facility Rentals					
Service	Rate	New Rates	GL	Definition	Overseer
Community Room Gathering - Resident	\$ 150.00		10-34-431	Cost to rent our Community Room for a Nibley Resident	Front Office Staff
Community Room Gathering - Non-resident	\$ 300.00		10-34-431	Cost to rent our Community Room for a Nibley Non-Resident	Front Office Staff
Community Room Gathering - Deposit	\$ 300.00		10-34-431	Cleaning Deposit -refundable if building is cleaned properly	Front Office Staff
Community Room Date Change Fee	\$ 10.00		10-34-431	Administrative charge to change date of event	Front Office Staff
Community Room Business, Club, & Public Meetings for Nibley Community Partnership Members	Free, With City Manager Approval		-	1 meeting per month as available at City's discretion	Front Office Staff
Community Room Business, Club, & Public Meetings Deposit for Nibley Community Partnership Members outside of Business Hours	\$ 300.00		10-34-431	Cleaning Deposit -refundable if building is cleaned properly	Front Office Staff
Community Room Building Repair/Maintenance	\$ 40/Hr + Repair Costs		10-34-431	Minimum of 1 hour charged if City needs to clean after rental	Front Office Staff
Park Pavilion Rental Monday - Friday (Virgil Gibbons Heritage East and West and Anhder, Elkhorn)	\$ 35.00		10-37-460		
Park Pavilion Rental Saturday - Sunday (Virgil Gibbons Heritage East and West and Anhder, Elkhorn)	\$ 50.00		10-37-460		
Park Pavilion Rental (Elkhorn with Kitchen)-	\$ 50.00		10-37-460		
Elkhorn Park Pavilion Rental With Kitchen Monday - Friday		\$ 50.00	10-37-460		
Elkhorn Park Pavilion Rental Without Kitchen Monday - Friday		\$ 35.00	10-37-460		
Elkhorn Park Pavilion Rental With Kitchen Saturday - Sunday		\$ 60.00	10-37-460		
Elkhorn Park Pavilion Rental Without Kitchen Saturday - Sunday		\$ 50.00	10-37-460		
Elkhorn Park Pavilion Rental Kitchen Cleaning/Damage Deposit	\$ 25.00		10-37-460		
Virgil Gibbons Heritage North Enclosed Pavilion Rental (Heated) Nov 1-Mar 31 Monday-Friday	\$ 45.00		10-37-460		
Virgil Gibbons Heritage North Enclosed Pavilion Rental (Heated) Nov 1-Mar 31 Saturday-Sunday	\$ 60.00		10-37-460		
Virgil Gibbons Heritage North Open Pavilion Rental (Unheated) April 1-Oct 31 Monday-Friday	\$ 35.00		10-37-460		
Virgil Gibbons Heritage North Open Pavilion Rental (Unheated) April 1-Oct 31 Saturday-Sunday	\$ 50.00		10-37-460		
Virgil Gibbons Heritage North Closed Pavilion Rental Key/Cleaning Deposit		\$ 25.00	10-37-460		
Firefly Outdoor Classroom Rental	\$ 20.00		10-37-460		
Park Pavilion Repair, Maintenance, and/or Cleaning	\$40/Hr + Repair/Replacement Cost		10-37-460		
Single Use Athletic Field Rental (Per Field, Per Game/Practice)	\$ 35.00		10-37-440		
Athletic Field Rental (Per Team, Per Period) Period 1 April-May, Period 2 June-August, and Period 3 September-October	\$ 50.00		10-37-440		
Athletic Field Rental (Per Team, Per Month)		\$ 50.00	10-37-440		
Placement of 1 to 4 Pairs of Small Goals	\$ 40.00		10-37-440		
Placement of 1 to 4 Pairs of Small Goals		\$ 45.00	10-37-440		
Placement of 1 Pair of Large Goals	\$ 60.00		10-37-440		
Placement of 1 Pair of Large Goals		\$ 70.00	10-37-440		
Anhder Park Field Lights (Per Day)	\$ 20.00		10-37-440		
Field Preparation - Baseball/Softball (includes base setting, dragging, and lining the field) Monday-Friday	\$ 50.00		10-37-440		
Field Preparation - Baseball/Softball (includes base setting, dragging, and lining the field) Saturday-Sunday, or Holiday	\$ 75.00		10-37-440		
Field Preparation - Athletic Field Painting (Soccer, Lacrosse, Flag Football, Ultimate Frisbee)	\$ 45.00	\$ 100.00	10-37-440		
Field Preparation - Athletic Field Painting (Tackle Football, 1/2 field 1/2 price)		\$ 300.00	10-37-440		
Field Preparation Requests with fewer than 15 days notice		\$ 80.00	10-37-440		
Personal Training 1-5 participants/mo. Field/facility use (SMALL GROUP)	\$ 35.00		10-37-440		
Personal Training 1-5 participants/3 mo. Field/facility use (SMALL GROUP)	\$ 50.00		10-37-440		
Athletic field rental per camp/clinic/day up to 6-50 participants (MEDIUM GROUP) (may require pavilion rental)	\$ 50.00		10-37-440		
Tournament fee/DAY and or (LARGE GROUP) CAMP/CLINIC/DAY per athletic field use includes: 1 Baseball or Softball field, or 2 grass athletic fields, 1 baseball/softball field prep & pavilion rental if applicable, additional bathroom cleaning/day, and additional garbage removal @ athletic field (typically 51 participants or more)	\$ 225.00		10-37-440		
Tournament athletic field layout and lining (painted) on grass/per field (soccer, lacrosse, football, etc)	\$ 50.00		10-37-440		
Tournament/Event Cleaning Deposit (applies to Medium and Large Groups)	\$ 300.00		10-37-440		
Baseball portable mound placement/occurrence (dirt mound building for tournaments is NOT available)	\$ 35.00		10-37-440		
Concessions permit/day (includes access to available onsite electrical outlets, however, a breaker reset for overloaded circuits incurs a \$25 fee per occurrence) Event/League organizers are required to have a copy of food handlers permits onsite throughout the duration of the event	\$ 20.00		10-37-440		
Amphitheatre rental/day (includes access to electricity)	\$ 45.00		10-37-440		
Pickleball court rental/day (includes both courts @ Anhder Park)	\$ 45.00		10-37-440		
Tennis court rental/day (also lined for 4 Pickleball courts @ Anhder Park portable nets NOT provided)	\$ 45.00		10-37-440		
Per day fee for use of city streets, and/or park space for a fun run/walk, includes pavilion rental. Fee also applies to parades. Route layout provided by the organizer, must be approved 14 days prior to the event.	\$ 75.00		10-37-440		
Per hour, per person of paint marking of a fun run/walk or other fitness event (painting arrows and or start & finish line, with washable paint, does NOT include directional traffic cones, road closed, detours, or other signage). Organizer pays estimate prior to event, billed the difference if actual cost more than estimate	\$ 35.00		10-37-440		
Traffic Control set up per hour per person. Cones, baracades, road closed/detour for an event (ie fun run/walk fitness events, parades or similar) Organizer pays estimate prior to event, billed the difference if actual cost more than estimate	\$ 75.00		10-37-440		

Ticketed event (including entrance fees and suggested donations for participation or entrance)	\$ 200.00		10-37-440
General Notes regarding Parks and Recreation facility rentals/use/and fees			
Tournament/Event Cleaning Deposit:			
Deposits are refundable if the facility/field is left clean and without damages. Deposits, if not refunded, are intended to cover the cost of additional cleaning or minor damage beyond normal use if such is needed. If the cost of cleaning or damage repairs resulting from use of any facility exceeds the deposit, the City reserves the right to charge the user for any additional costs incurred.			
Inclement Weather & Refund Policy			
The event/league organizer assumes the risk of cancelation due to inclement weather. If event/league organizer requests re-scheduling due to inclement weather it is based on facility availability and will be at the discretion of Nibley City only if alternate dates are available. Facility fees are non-refundable unless a refund has been requested in writing 14 days prior to the event.			
Movies:			
Use of any city property to show a movie requires proof of movie licensing, at least 7 days prior to the event. If the event organizer requires an entrance fee including a suggested donation, a ticketed event fee applies. Nibley City audio/visual equipment and movie screen are NOT available to rent. Nibley City reserves the right to prohibit an outdoor movie if the proposed event is held within 30 days of a scheduled Nibley City outdoor movie in the park. Content above a PG-13 rating—including movies, video games, and similar media—is not allowed.			
Fun Runs and outdoor fitness events:			
A pavilion rental is required (included in fee), if the start or finish line is in Nibley, traffic safety provided by the Cache County Sheriff or equivalent is NOT included in the fee. The organizer may be required to provide additional porta-potties based on estimated #'s. Nibley City reserves the right to prohibit a fun run/walk or other fitness event if it is held within 45 days of a scheduled Nibley City outdoor fun run/walk or similar Nibley City outdoor fitness event.			
Field and street marking restrictions:			
All athletic field, event space, and or street marking must be performed by Nibley City employees unless otherwise approved in writing by the Parks or Recreation Departments; otherwise renter assumes costs for damages and or cleaning. Failure to comply may also result in becoming ineligible to rent facilities.			
Ticketed events			
All ticketed events must be pre-approved by the Nibley City Special Events Committee at least 30 days prior to the event. Event insurance is required for these events and the event may require a business license. Nibley City does NOT provide any access control in the form of fencing, gates, cones, or barriers, other than permeant structures (i.e., fences) already available at facility.			
Cache County School District, Thomas Edison Charter School, and Utah State University Use			
Nibley City reserves the right to waive fees and or requirements except insurance requirement, for facility use by Thomas Edison Charter School and Cache County School District schools, and associated organizations including a school PTA. based on shared use interlocal agreements. Nibley City also reserves the right to waive fees for Utah State University Use.			
Baseball			
Classic T-Ball	\$ 40.00	\$ 45.00	10-37-442
Rookie	\$ 40.00	\$ 45.00	10-37-442
Minors	\$ 70.00	\$ 75.00	10-37-442
Majors	\$ 75.00	\$ 80.00	10-37-442
Pony	\$ 85.00	\$ 90.00	10-37-442
Early Bird Discount	\$ (10.00)	\$ (13.00)	10-37-442
Softball			
Ponytail (6-8)	\$ 40.00	\$ 45.00	10-37-442
Fast Pitch (10 & Under)	\$ 45.00	\$ 50.00	10-37-442
Fast Pitch (12 & Under)	\$ 50.00	\$ 55.00	10-37-442
Fast Pitch (14 & Under)	\$ 50.00	\$ 55.00	10-37-442
Co-Ed Softball	\$ 55.00	\$ 60.00	10-37-442
Early Bird Discount	\$ (10.00)	\$ (13.00)	10-37-442
Super Start (3 and 4 Year Olds)			
Basketball	\$ 45.00		10-37-442
T-Ball (3-4) Fee	\$ 40.00	\$ 45.00	10-37-442
Soccer (3-4) Fee	\$ 40.00	\$ 45.00	10-37-442
Reversible Soccer Jersey	\$ 7.00	\$ 11.00	10-37-442
Early Bird Discount	\$ (10.00)	\$ (13.00)	10-37-442
Flag Football			
1st & 2nd Grade League	\$ 45.00	\$ 50.00	10-37-442
3rd & 4th Grade League	\$ 45.00	\$ 50.00	10-37-442
5th & 6th Grade League	\$ 55.00	\$ 60.00	10-37-442
7th & 8th Grade League	\$ 55.00	\$ 60.00	10-37-442
9th-12th Grade League	\$ 60.00	\$ 60.00	10-37-442
Early Bird Discount	\$ (10.00)	\$ (13.00)	10-37-442
Soccer Spring & Fall			
Pre-K Outdoor Soccer	\$ 40.00	\$ 45.00	10-37-442
Kindergarten League	\$ 40.00	\$ 45.00	10-37-442
1st & 2nd Grade League	\$ 40.00	\$ 45.00	10-37-442
3rd & 4th Grade League	\$ 55.00	\$ 60.00	10-37-442
5th & 6th Grade League	\$ 55.00	\$ 60.00	10-37-442
7th & 8th Grade League	\$ 55.00	\$ 60.00	10-37-442
9th-12th Grade League	\$ 60.00	\$ 60.00	10-37-442
Early Bird Discount	\$ (10.00)	\$ (13.00)	10-37-442
Reversible Soccer Jersey	\$ 11.00		10-37-442
Kickball			
7th - 12th Grade League	\$ 55.00		
Early Bird Discount	\$ (10.00)		
Ultimate Frisbee			
Younger League 7 to 10 years old	\$ 45.00	\$ 50.00	10-37-442
Middle League 11 to 12 years old	\$ 45.00	\$ 50.00	10-37-442
Older League 13 to 15+ years old	\$ 45.00	\$ 50.00	10-37-442

Early Bird Discount	\$	(10.00)	\$	(13.00)	10-37-442
Other Youth Programs					
Pickleball					
Pickleball Lessons	\$	40.00	\$	45.00	10-37-442
Early Bird Discount	\$	(10.00)	\$	(13.00)	10-37-442
Cross-Country					
Cross Country Youth	\$	40.00	\$	45.00	10-37-442
Early Bird Discount	\$	(10.00)	\$	(13.00)	10-37-442
Nerf Tag					
Nerf Tag	\$	60.00	\$	65.00	10-37-442
Early Bird Discount	\$	(10.00)	\$	(13.00)	10-37-442
Jump Start Volleyball					
Jump Start Volleyball			\$	58.00	10-37-442
Early Bird Discount			\$	(13.00)	10-37-442
Adult Co-Ed Volleyball					
Adult Co-Ed Volleyball Free Agent			\$	58.00	10-37-442
Early Bird Discount			\$	(13.00)	10-37-442
Adult Co-Ed Volleyball Team Registration			\$	276.00	10-37-442
Early Bird Discount Team Registration			\$	(26.00)	10-37-442
Cancelation fees for all youth recreation programs					
A registration refund for cancelation is available only if the cancelation request is prior to the coach meeting/jersey order. All cancelation requests are subject to the proposed 20% (of the total registration cost) fee.		20%			10-37-442
Other NEW Youth sports, programs, camps, and or classes					
The intial fee will be established at the discretion of the Recreation Director based on an evaluation of actual and estimated costs, fees for similar programs,					
Equipment Rental					
Disc Golf Set, Spikeball, Kubb, Can Jan, Corn Hole, and or other similar (Per Set up to a 3 day rental).	\$	5.00			10-37-450
Equipment Deposit/Set	\$	20.00			10-37-450
Nibley Fit					
Day Pass	\$	3.00			10-37-444
Monthly Pass	\$	20.00			10-37-444
Quarterly Pass	\$	50.00			10-37-444
Staff has discretion to adjust pass prices for promotional events					
Heritage Days					
Approved Public service/Non-Profit Booth Fee (including schools). Fee Waiver requires no sale of products or services, and interactive activity.	\$	-			-
Standard Booth Fee	\$	35.00			10-37-660
Standard Booth Fee WITH ELECTRICITY	\$	45.00			10-37-660
Food Booth Fee	\$	45.00			10-37-660
Food Booth Fee WITH ELECTRICITY	\$	55.00			10-37-660
Heritage Days tournaments/contests/limited seating shows/experiences		Based upon actual cost			10-37-660
Mayor's Dinner (individual)		Based upon actual cost			10-37-660
Mayor's Dinner (Family)		Based upon actual cost			10-37-660
Special Event Permit Application: For commercial, for profit, pay to participate events occurring entirely in Nibley City, or using a Nibley City owned facility including parks, buildings, and streets	\$	30.00			10-37-446

Miscellaneous Penalty Fees					Overseer
Item	Rate	New Rates	GL	Definition	Overseer
Class B Misdemeanor (NCC 1.08.010)	\$ 1,000.00		10-35-515	Penalty for the violation of any city ordinance, may include fine OR term of imprisonment up to 6 months OR both	Levi
Class C Misdemeanor (NCC 1.08.010)	\$ 750.00		10-35-515	Penalty for the violation of any city ordinance, may include fine OR term of imprisonment up to 90 days OR both	Levi
Class B Misdemeanor for a Corporation (NCC 1.08.010)	\$ 5,000.00		10-35-515	Penalty for the violation by a corporation of any city ordinance; may include fine stated by the court not to exceed fee schedule	Levi
Class C Misdemeanor for a Corporation (NCC 1.08.010)	\$ 1,000.00		10-35-515	Penalty for the violation by a corporation of any city ordinance; may include fine stated by the court not to exceed fee schedule	Levi
Arborist License and Insurance (NCC 3.06.160)	\$ 25.00		10-35-515	Upon being licensed and obtaining liability insurance, permit may be obtained that allows for pruning, treating, or removing street or	Levi
Penalty for tree noncompliance (NCC 3.06.180)	\$ 500.00		10-35-515	Any person found violating the provisions of city tree ordinances may be cited and charged with a misdemeanor and subjected to this	Levi
Misuse of Recycle Bin (NCC 7.06.060)	\$ 50.00		10-35-515	Any person placing prohibited items in recycling bins or leaving litter, items, or debris on the ground near recycling bins is subject to this	Levi
Minors' Truancy (NCC 9.04.030)	\$ 500.00		10-35-515	Any person found violating the provisions of ordinances regarding the truancy of minors and the allowable defenses is subjected to this	Levi
Parking Infractions (NCC 11.02.040) Fee if paid within 14 days	\$ 25.00		10-35-515	Any person found violating the provisions of the City's parking ordinances as stated in 11.02.040 may be subjected to this fine.	Levi
Parking Infractions (NCC 11.02.040) Fee increases after 14 days	\$ 30.00		10-35-515	Any person found violating the provisions of the City's parking ordinances as stated in 11.02.040 may be subjected to this fine.	Levi
Parking Infractions (NCC 11.02.040)	\$ 40.00		10-35-515	Any person found violating the provisions of the City's parking ordinances as stated in 11.02.040 may be subjected to this fine.	Levi
Parking Infractions Early Bird Discount if Paid within 14 days of citation date	\$ (10.00)		10-35-515	A discount is applied for payment is received within 14 days of the citation date.	Levi
Parking Infraction Administrative Charge if unpaid 30 days after citation date	\$ 25.00		10-35-515	An administrative charge is assessed if payment is not received within 30 days.	Levi
Hunting on Public Property (NCC 13.08.050)	\$ 500.00		10-35-515	Penalty for the violation of Ord. 13.08.050, which protects against hunting on public property or discharging firearms within 600 feet of a	Levi
Franchise Application Fee (NCC 13.10.070) (moved to Business Licensing Fees)	\$ 500.00		10-35-515	Fee charged by city to offset the cost to review an application for a franchise to be located within the City	Levi
Sanitary Sewer not Connected (NCC 15.04.040)	\$50 per day		10-35-515	Daily penalty for any person to fail to connect to the sewer system when their property line is within three hundred feet (300') of the	Levi
Stormwater Infraction (NCC 15.10.080)(A)	\$750 or less		10-35-515	Penalty for minor stormwater violations that is consistent with the severity of the violation.	Levi
Stormwater Criminal Penalties, First Offense (NCC 15.10.080)(B)	\$750 or less per day		10-35-515	Penalty for first-time criminal violation of the provisions of stormwater code as contained within our ordinances.	Levi
Stormwater Criminal Penalties, Second Offense (NCC 15.10.080)(C)	\$1000 or less per day		10-35-515	Penalty for second-time or beyond of criminal violation of the provisions of stormwater code as contained within our ordinances.	Levi
Electronic Sign Permit (NCC 19.24.150(L)) (moved to Development Fees)	\$ 250.00		10-35-515	Prior to construction of an Electronic Message Display, the applicant shall obtain a permit issued after review by the City's Planning	Levi
Disorderly Conduct Fine for Council Members (NCC 1.10.040)(G)(4)	\$ 200.00		10-35-515	The City Council may fine or expel any member for disorderly conduct on a 2/3 vote by members of the City Council.	Levi
Failure to Obtain Permit (NCC 13.06)	2 x normal permitting fee		10-35-515	Any person found doing work in the public way without a permit is required to pay a permit fee equal to two times the normal permitting	Levi
Code Enforcement Appeal Application (NCC 1.08.040) (B)(4)	\$ 750.00		10-35-515	Charge to cover review costs for the appeal of a Code Enforcement Penalty.	Levi
Disturbing The Peace (NCC 9.06.040) 2nd Offense	\$ 500.00		10-35-515	Failure to comply with the provisions of ordinances about offenses against public peace and property.	Levi
Noise Regulations (NCC 7.16.050)	\$100.00/day		10-35-515	Failure to comply with provisions of ordinances regulating noise emission.	Levi
Business License Required; Penalty (NCC 5.02.030)	\$ 500.00		10-35-515	Failure to obtain the type of license required by the City before transacting any business, trade, profession, or operation of vending	Amy
Solicitor License Required; Penalty (NCC 5.08.020)	\$ 500.00		10-35-515	Fee charged for failure to obtain the Temporary Business License required by the City prior to engaging or attempting business within the	Amy
Unauthorized Meter Penalty (NCC 15.02.070) and (NCC 15.02.180)(D)	\$ 750.00		10-35-515	Fee charged for meter theft, fraudulent use of, interference of meter, or diversion of water services from their intended use and	Amy
Exterior Lighting Penalty (NCC 19.24.140)	\$ 100.00		10-35-515	Fee charged for exterior lighting installed in a way that directs light into adjoining residential properties, or obstructs vision	Levi
Minors' Curfew (NCC 9.04.020)	\$500.00 per day		10-35-515	Fee charged for minors loitering on City sidewalks, streets, alleys, or public places in the City.	Levi
Subdivision Violation (NCC 21.02.020)	\$ 500.00		10-35-515	Penalty fees charged for violations regarding subdivision or lot transfers that are non-compliant with Nibley City Code.	Levi
Land Use Violation (NCC 19.02.110)	\$ 500.00		10-35-515	Penalty fees charged for violations regarding land use ordinances.	Levi
Water Theft Fee (NCC 15.02.070)	\$750.00 per offense		10-35-515	Fee for stealing water through illegal connections through bypassing water meter, or an illegal connection to water hydrant, etc.	Levi
Meter Obstruction Penalty (If meter is buried or obstructed) (NCC 15.02.180)	\$ 750.00		51-37-780	Fee charged if City is unable to obtain radio read on water meter due to burial or obstruction	Jared
Failure to Remove Snow from Sidewalk (NCC 13.02.020)		\$100.00/day	10-35-515	Fees charged if resident fails to remove snow from the sidewalk within 48 hours after the end of a storm.	Levi

Nuisance Penalty Fees						Definitions	Overseer
Nuisance	1st Offense	2nd Offense	3rd Offense	New Rates	GL		
Befouling Water	\$ 125.00	\$ 250.00	\$ 500.00		10-35-515	Fee charged by the City for polluting a water source within the City	Levi
Privies, Cesspools	\$ 125.00	\$ 250.00	\$ 500.00		10-35-515	Fee charged by the City for a toilet or sewage holding receptacle not connected to a sewer system	Levi
Garbage Containers	\$ 75.00	\$ 150.00	\$ 300.00		10-35-515	Fee charged by the City for uncollected garbage containers that aren't being collected by City-offered services	Levi
Garbage Accumulation	\$ 75.00	\$ 150.00	\$ 300.00		10-35-515	Fee charged by the City for garbage accumulation not collected by City-offered services	Levi
Storage of Personal Property in Public View	\$ 25.00	\$ 50.00	\$ 100.00		10-35-515	Fee charged by the City for storage of personal property in public view that is deemed a nuisance	Levi
Parked Vehicles in Front Yard	\$25.00/vehicle	\$50.00/ vehicle	\$100.00/vehicle		10-35-515	Fee charged by the City for parked vehicles in the front yard (not in the driveway or garage)	Levi
Inoperable Vehicles & Machinery	\$25.00/vehicle	\$50.00/vehicle	\$100.00/vehicle		10-35-515	Fee charged by the City for inoperable vehicles & machinery	Levi
Manure Accumulation	\$ 125.00	\$ 250.00	\$ 500.00		10-35-515	Fee charged by the City for manure accumulation	Levi
Slaughterhouses, Feed Yards	\$ 125.00	\$ 250.00	\$ 500.00		10-35-515	Fee charged by the City for slaughterhouses and feed yards	Levi
Discharging Offensive Water or Liquid Waste	\$ 125.00	\$ 250.00	\$ 500.00		10-35-515	Fee charged by the City for discharging offensive water or liquid waste	Levi
Collecting Grease, Offensive Matter	\$ 125.00	\$ 250.00	\$ 500.00		10-35-515	Fee charged by the City for collecting grease or offensive matter	Levi
Flies and Mosquitoes	\$ 75.00	\$ 150.00	\$ 300.00		10-35-515	Fee charged by the City for creating conditions that increase the population of flies and mosquitoes	Levi
Public Drinking Vessels	\$ 125.00	\$ 250.00	\$ 500.00		10-35-515	Fee charged by the City for public drinking vessels	Levi
Ablutions Near Drinking Fountain	\$ 125.00	\$ 250.00	\$ 500.00		10-35-515	Fee charged by the City for using public drinking fountains for washing	Levi
Boarding House or Factory, Sanitary Condition	\$ 125.00	\$ 250.00	\$ 500.00		10-35-515	Fee charged by the City for boarding houses or factories	Levi
Cleaning Privy Vaults	\$ 125.00	\$ 250.00	\$ 500.00		10-35-515	Fee charged by the City for cleaning privy vaults	Levi
Stagnant Water, Offensive Substances	\$ 75.00	\$ 150.00	\$ 300.00		10-35-515	Fee charged by the City for stagnant water and/or offensive substances	Levi
Obstructing Public Ways, Watercourses, Parks	\$ 75.00	\$ 150.00	\$ 300.00		10-35-515	Fee charged by the City for obstructing public ways, watercourses, and parks	Levi
Dead or Diseased Trees	\$ 75.00	\$ 150.00	\$ 300.00		10-35-515	Fee charged by the City for dead or diseased trees that aren't being addressed	Levi
Unmaintained Structures	\$ 75.00	\$ 150.00	\$ 300.00		10-35-515	Fee charged by the City for unmaintained structures	Levi
Improper Buildings and Structures	\$ 75.00	\$ 150.00	\$ 300.00		10-35-515	Fee charged by the City for improper or unpermitted buildings and structures	Levi

Miscellaneous Nibley City Fees						
Item	Rate	New Rates	GL	Definition		Overseer
Copy	\$ 0.15		10-36-690	Cost of one copy provided by City		Amy
Postage Fee	\$ 1.00		10-36-690	Cost of a postage stamp for a standard weight letter		Amy
Certified Copies	\$ 5.00	10-36-690	Cost of a certified copy provided by the City			Cheryl
CD/DVD/Flash Drive	\$ 15.00		10-36-690	Cost of a CD/DVD/Flash Drive provided by the City		Cheryl
Notary - Residents Only	FREE		10-36-690	Free notary service for residents of Nibley		Cheryl
CC Payment Over the Phone (Waive one time if they sign up for auto pay) <small>?</small>	\$ 4.00		10-36-684	Any time a payment is made over the phone, a credit card fee is charged of \$4.00 to cover the increased card		Amy
GRAMA Request	Actual Cost		10-36-690	Actual cost of labor beyond 15 minutes, by lowest-waged employee able to process request		Cheryl
Accounts Receivable Late Fee Penalty	0.015%/month		10-36-690	Late fee assessed per month on Accounts Receivable balances overdue and unpaid		Amy

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Agenda Item #7

Description	Discussion and Consideration: Resolution 26-04: Amending the Nibley City Active Transportation Plan, Removing the Trail Adjacent to the Scott Farms Subdivision (Second Reading)
Presenter	Levi Roberts, City Planner
Staff Recommendation	Approval of Resolution 26-04: Amending the Nibley City Active Transportation Plan, Removing the Planned Trail Adjacent to the Scott Farms Subdivision with the following condition: No amendments to trail alignments be approved, while approving the proposed amendment to the Neighborhood Byway to connect 3410 S to 3480 S.
Planning Commission Recommendation	Approval of Resolution 26-04: Amending the Nibley City Active Transportation Plan, Removing the Planned Trail Adjacent to the Scott Farms Subdivision
Reviewed By	Larry Jacobsen, Mayor Justin Maughan, City Manager Tom Dickinson, City Engineer Steve Eliason, Public Works Director Levi Roberts, City Planner Planning Commission

Background:

Daniel Jackson, representative of Neal McBride, property owner of Parcel #03-023-0020, has requested amendments to the Active Transportation Plan. The proposed amendments would re-align a planned trail, which connects trails in the Nibley Meadows Subdivision to 640 W via an east/west alignment directly north of Scott Farms Subdivision, to an alignment approximately 1,300 feet (2 blocks) south. The applicant also recommends re-aligning a neighborhood byway to connect to an existing roadway in Scott Farms.

The applicant has provided a justification for this request, which is included in the packet. Specifically, the applicant touts improved access and connectivity while improving privacy and balanced regulation to affected property owners.

Staff Analysis

NCC 21.12.060(F) requires that subdivider provide trails in accordance with the City Trails Master Plan (Active Transportation Plan). The majority of Nibley City's trail network has been built in conjunction with development in accordance with this provision.

The recently adopted Active Transportation Plan focuses on improving community accessibility and connectivity, while developing a safer, more attractive network for bicyclists and pedestrians. This proposed network focuses on connecting neighborhoods, schools, parks and other destinations in the community.

The existing trail alignment would provide a direct connection between the Nibley Meadows development and planned park to future development toward 640 West. The connection to 640 West would allow connections to the planned Regional Park to the South and several community destinations to the North via 3200 S for residents. Unfortunately, there is unlikely to be an approved railroad crossing between 3200 S and 3650 S in the foreseeable future that would further enhance this connectivity. Although there would be additional utility for trail users by adding an additional trail connection to the south, the trail connection demarcated in the existing plan, which was recently adopted, provides a more direct connection for existing and future residents in this area.

The proposal for the Neighborhood Byway that the applicant has proposed would provide a more reasonable connection to an existing street. Staff is supportive of this recommendation. However, Staff recommends not amending the trail alignment for the reasons noted above.

RESOLUTION 26-04

AMENDING THE NIBLEY CITY ACTIVE TRANSPORTATION PLAN, REMOVING THE PLANNED TRAIL ADJACENT TO THE SCOTT FARMS SUBDIVISION

WHEREAS, Utah law allows municipalities to create and plan for local infrastructure and transportation needs; and

WHEREAS, Nibley City seeks to create a safe, connected, and convenient network for walking and cycling throughout the community; and

WHEREAS, amendments to the plan are necessary to improve future trail connectivity and acknowledge the context of existing conditions.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF NIBLEY CITY, STATE OF UTAH, AS FOLLOWS:

1. That the attached modified alignments to Map 4-1: Proposed Active Transportation Network of the Active Transportation Plan is adopted by the Nibley City Council.

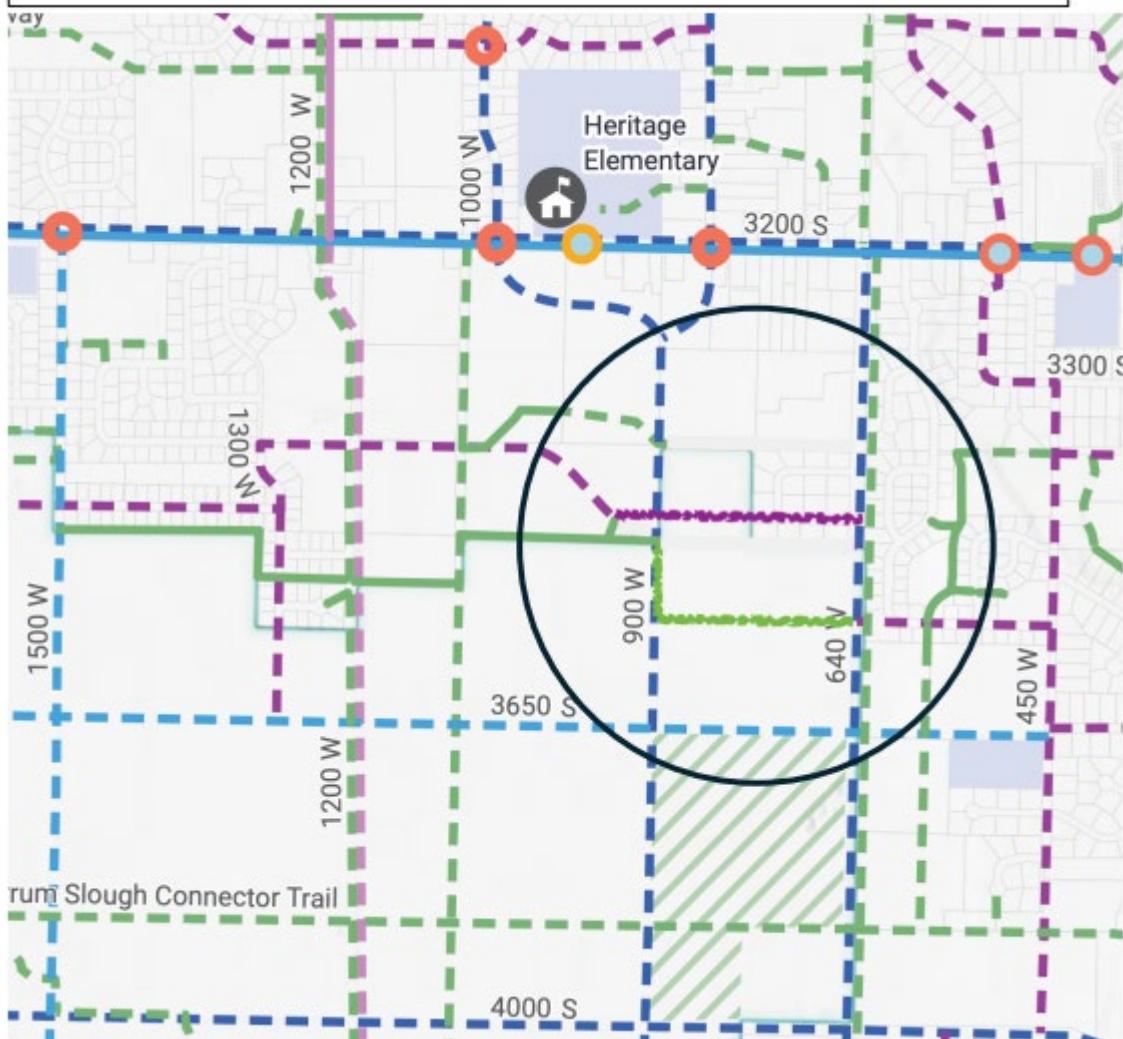
Dated this ____ day of _____ 2025

Larry Jacobsen, Mayor

ATTEST

Cheryl Bodily, City Recorder

Figure 2 – Proposed Amendment to the Active Transportation Plan



Nibley

Printed: 12/05/2025

McBride

Permit/License #

11/03/2025 - 11/02/2125

7916014

Rezone, Code Change, or Master
Plan Change Application

Reference Number

4c686780-b8fe-11f0-85f6-933247428cb7

Plan Check

Status

Application Status

Active

New

Application Review Status

Final-Review	Not Reviewed	Date Submitted 11/03/2025
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Fees

Payments

Plan Check	\$500.00	11/03/2025	Online	\$650.00
Public Notice Fee	\$150.00	Total Paid		\$670.80
Subtotal	\$650.00			
Processing Fee	\$20.80			
Total	\$670.80			
Amount Paid	\$670.80			
Total Due	\$0.00			

Application Form Data

(Empty fields are not included)

First Name

Neal

Last Name

McBride

Address Street

3343 S 640 W

City

Nibley

State

UT

Zip Code

84321

Phone

(435) 760-0285

Email

dcjackmain@gmail.com

Is the property owner representative different from the listed property owner

yes

First Name

Daniel

Last Name

Jackson

Address Street

667 W 3430 S

City

Nibley

State

UT

Zip Code

84321

Phone

4357400630

Email

dcjackmain@gmail.com

Request Type:

Master Plan Change

Attach requested code change or master plan change here.

Petition signatures - Nov 3 2025.pdf

What is the need for the proposed zone change, code change or master plan change?

Removal of unnecessary, unwarranted, unaffordable, and unwanted trails from the Nibley City Master Plan

What will the public benefit be if the zone change, code change or master plan change is granted?

Affordable living by removal if unnecessary expense, deserved and guaranteed right to privacy, long term public safety, and keeping our Nibley heritage.

How does the proposal comply with the goals and policies of the Nibley City General Plan?

Affordable housing, public safety, and keeping with public opinion and taxpayer desires for the future. See Petition with 100% approval by signers

Signature

I certify under penalty of perjury that this application and all information submitted as a part of this application are true, complete, and accurate to the best of my knowledge. I also certify that I am the owner of the subject property and that the authorized agent noted in this application has my consent to represent me concerning this application. Should any of the information or representations submitted in connection with this application be incorrect or untrue, I understand that Nibley may rescind any approval, or take any other legal or appropriate action. I understand that any cost of engineering, legal, fire, or other review incurred by the City shall be my responsibility to pay. I also acknowledge that I have reviewed the applicable sections of the Nibley City Code and that items and checklists contained in this application are basic and minimum requirements only and that other requirements may be imposed that are unique to individual projects or uses.

Posting. Not less than ten (10) days before the public hearing, Applicant is responsible for posting a sign in a prominent place on the property containing, in lettering that may be reasonably read by passersby, the time, date, and location of the public hearing. The posting shall not be required before the application being accepted. However, the City shall require that, not less than ten (10) days before the public hearing, the Applicant provides the City with evidence of compliance with this requirement.

With my signature, I give consent to receive service of process at the email listed on this application.

Electronically Signed

Neal W McBride - Daniel C Jackson - 11/03/2025 2:44 pm

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Proposal to Amend Nibley City's Active Transportation Plan

Dear Mayor, City Council, Planning Commission, and City Staff,

We are writing to respectfully propose an adjustment to Nibley City's Active Transportation Plan that would better serve both Nibley City's objectives and the needs of its residents. This proposal does not seek to remove trails, but rather to realign them so they connect more efficiently supporting the City's goals of connectivity and enhancing the overall network. In doing so, it also addresses concerns raised by long-term residents about privacy, safety, and zoning impacts.

Alignment with City Goals

- **Pedestrian Access:** By aligning the Neighborhood Byways and Paved Pathways the system gains connectivity from 1500 West to 640 West and a potential connection to the paved pathways and byways east of the railroad tracks, encouraging greater use and supporting the City's vision of walkable neighborhoods.
- **Connectivity:** This adjustment strengthens the overall trail network, ensuring that residents have safe, continuous routes to community amenities.
- **Ease of Access:** Linking the network across the city enhances recreational opportunities and promotes healthy lifestyles. Adjusting the paved pathway to align with a point on the railway where an agricultural crossing existed enhances the potential for a future active transportation crossing.

Benefits for Residents

- **Privacy:** Relocating the trail away from existing residential parcels reduces intrusion into private living spaces and respects the concerns of long-term residents.
- **Safety:** Pathways and byways that provide clear utility are more likely to be actively used, which enhances safety for all.
- **Balanced Regulation:** Adjusting the alignment achieves the City's planning goals without imposing unnecessary burdens on property owners and respects residents' concerns about privacy, over-regulation and zoning impacts.

Proposed Changes (See Figure 1 & 2)

1. **Neighborhood Byway at Scott Farms Subdivision:** Adjust the byway on the plan to connect to the existing infrastructure on 3480 South. Doing this eliminates backyard impacts and creates a continuous byway without requiring additional infrastructure.
2. **Paved Path from 1500 W to 640 W:** The paved pathway currently starts at 1500 W and travels east adjacent to the back fence line of homes located on the south side of 3410 South to 1300 W where it moves south 320 feet, and then continues east to 1200 W. At 1200 W it moves north 320 feet where it continues east and terminates at the point it joins the Neighborhood Byway at 900 West, and along the south side of Scott Farms Subdivision. Adding a section to this pathway from 900 West to 640 West enhances the utility of the Paved Pathway. Since the pathway already makes a diversion south and then north on the western portion of the pathway, we propose to move the pathway to the south 600 feet (280 feet more than the existing diversion) along 900 West and then go east along the northern borders of parcels 03-045-0001 and 03-046-0004. By doing this

it aligns the pathway to an agricultural rail crossing and with the network on the east side of the railroad tracks (See Pictures 1.1 – 1.4). We recognize that negotiating a crossing with the railroad can be very complex, however, we believe there is a better likelihood of success due to the existence of an agriculture crossing than where the pathways and byways currently terminate. (See Pictures 2.1 – 3.2)

3. **Pathway Adjustment:** With the continuation of the pathway described in point 2, the current number of pathways and byways are kept the same and network is enhanced providing better utility and connectivity. Due to this we propose that the Paved Pathway from 1000 West to 640 West adjacent to the north side of Scott Farms subdivision be adjusted to terminate at 900 West. The continuation of the trail to 640 West provides no additional utility than what is provided from the proposed pathway in point 2. This also resolves the concerns of the owners of parcel 03-023-0020 and the long-term residents living along the north side of Scott Farms Subdivision.

A Collaborative Path Forward

This proposal offers a balanced solution: Nibley City achieves its long-term objectives of connectivity, pedestrian, and bike access, while residents enjoy the benefits of a thoughtfully designed trail system that enhances community life without diminishing privacy or property rights of current long-term residents. It also aligns the density and directionality of the trails with those planned on both sides of the railway, ensuring consistency across the broader network.

We respectfully request that the City Planner, Planning Commission, City Council, and Mayor consider this adjustment of the Active Transportation Plan. We welcome the opportunity to work together on refining the alignment and integrating this proposal into Nibley's long-term vision for connectivity and livability.

Thank you for your time and consideration.

Sincerely,

Danny Jackson – on behalf of the Residents of Nibley City

(435) 740-0630

dcjackmain@gmail.com

Figure 1 – Excerpt from Current Active Transportation Plan

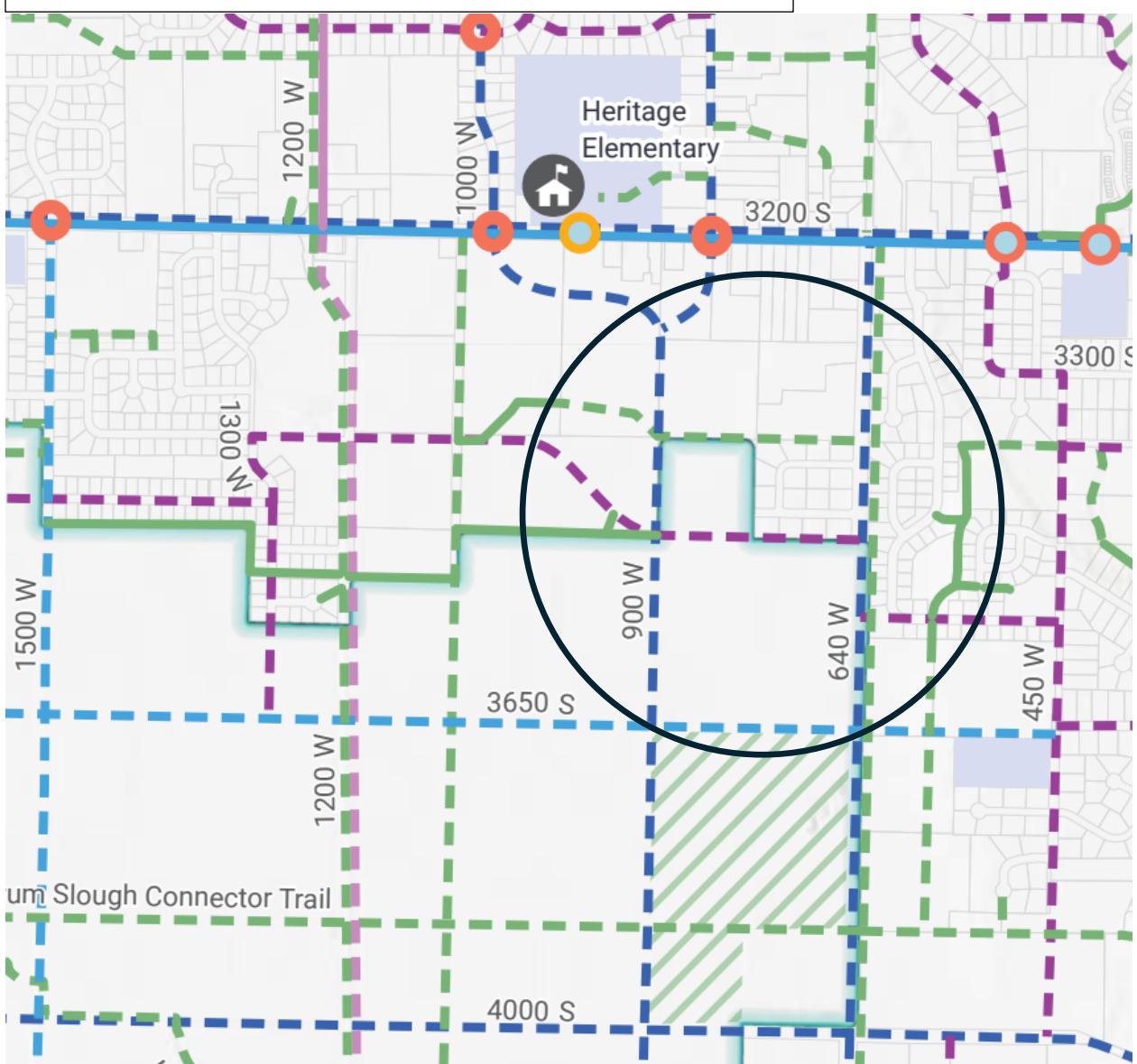
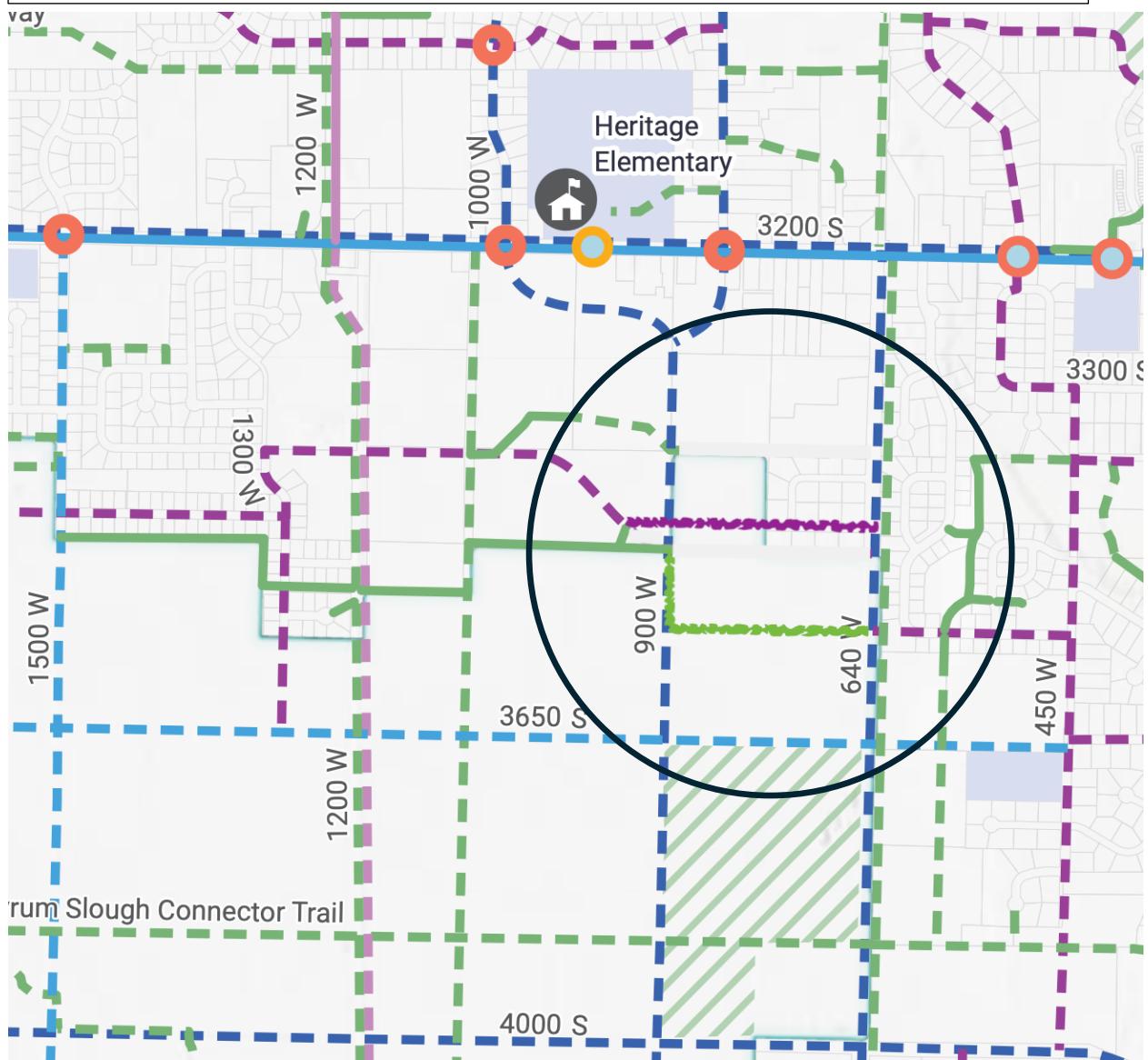


Figure 2 – Proposed Amendment to the Active Transportation Plan



Picture 1.1- Looking East across 640 West at proposed pathway connection point.



Picture 1.2- Looking East across rail crossing at proposed pathway connection point and gate.



Picture 1.3- Looking East over the gate at Neighborhood Byway on 3600 S.



Picture 1.4- Looking West across 640 West toward new development between 1200 and 1500 West.



Picture 2.1- Looking East across 640 West at current pathway termination with no option for future connection.



Picture 2.2- Looking West across 640 West at current pathway termination.



Picture 3.1- Looking East across 640 West at current byway termination with no option for future connection.



Picture 2.2- Looking West across 640 West at current byway termination.



Petition to Request Change in Nibley City Master Plan for Future Trails

To: Nibley City Mayor, Nibley City Council, and Nibley City Planning Commission

Date: October 20, 2025

We the undersigned taxpaying residents and landowners of Nibley City, respectfully petition the Mayor, City Council, and City Planning Commission to remove both “Future Connecting 8’ Trails” adjacent to the Scott Farms Subdivision and traversing current agricultural properties from the Nibley City Parks and Recreation Master Plan.

Whereas the Declaration of Independence of the United States of America includes the unalienable right to “the pursuit of Happiness”,

Whereas the 5th Amendment of Constitution of the United States includes “nor shall private property be taken for public use, without just compensation”, and can be extended to over regulation and excessive zoning,

Whereas the 9th Amendment of Constitution of the United States has been interpreted in modern case law to protect fundamental personal privacy, including privacy in home environments and protection from excessive foot traffic, noise, or visibility into private areas,

Whereas safety and affordable housing are stated objectives of Nibley City and supported by public opinion,

Whereas the Nibley City Master Plan provides safe and adequate connectivity using sidewalks along roadways in the public domain,

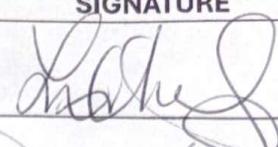
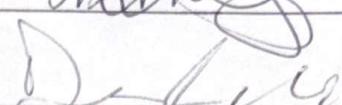
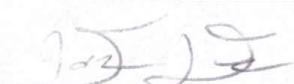
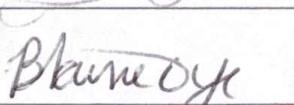
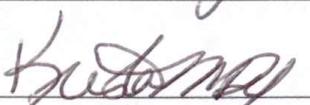
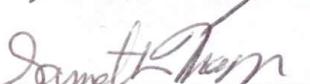
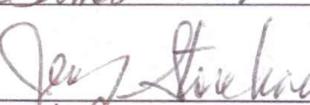
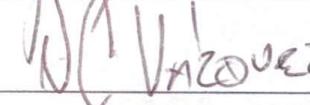
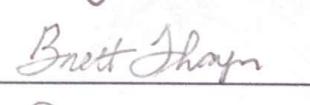
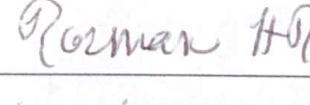
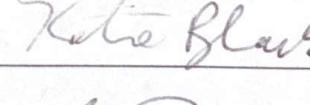
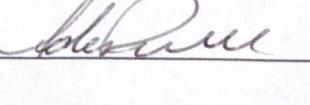
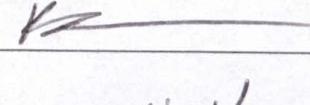
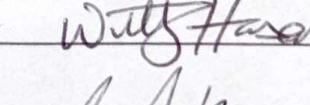
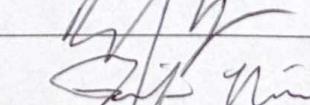
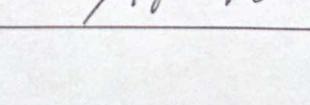
Whereas there are currently such sidewalks within 140 linear feet of the proposed trails,

Whereas these sidewalks are planned to have similar connection and termination points as the proposed trails,

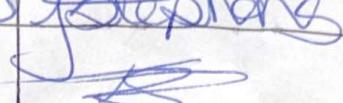
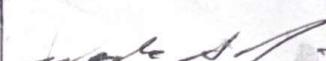
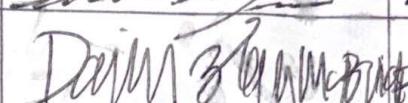
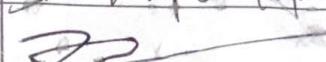
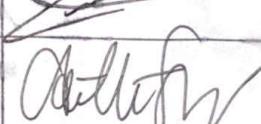
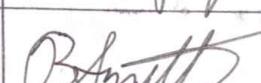
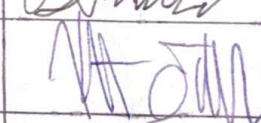
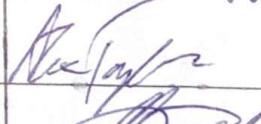
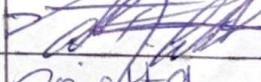
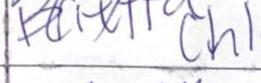
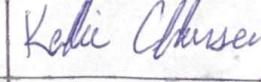
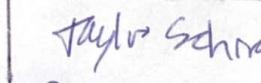
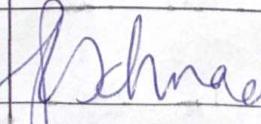
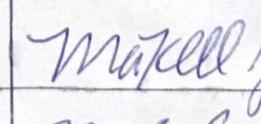
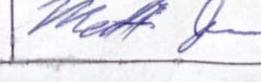
And whereas the voice of current taxpaying citizens should be prioritized over speculation of future potential desires.

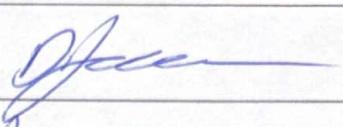
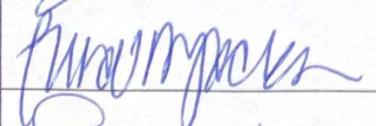
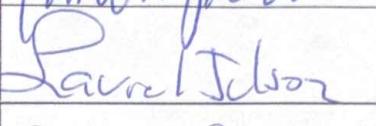
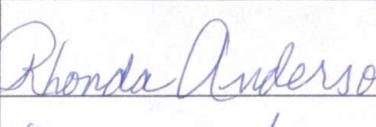
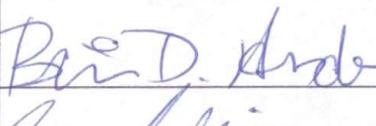
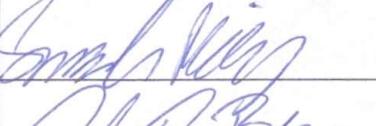
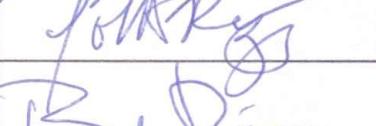
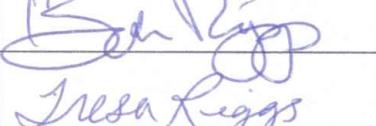
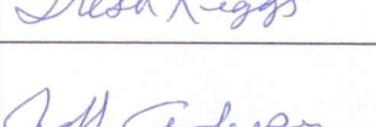
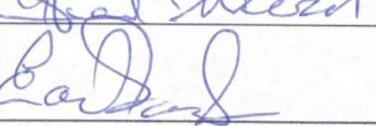
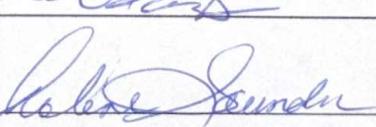
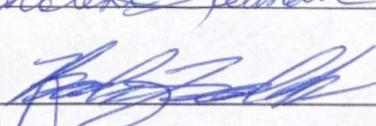
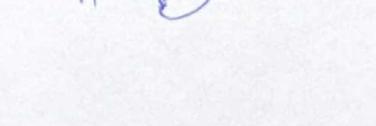
We declare the proposed trails to be unnecessary due to the proximity of public pedestrian access, unwanted by the current taxpayers and long term residents, in violation of our personal privacy protected by the 9th Amendment, contrary to the protections guaranteed to landowners regarding excessive zoning regulation in the Constitution of the United States, unaffordable by current and future residents as construction costs and the long term tax and/or HOA fees are absorbed by residents, and ultimately opposing our pursuit of happiness and the heritage of Nibley City as a safe and pleasant rural community.

We, the undersigned petition and urge the responsible elected officials, appointed officials, and staff of Nibley City to take immediate action regarding our reasonable and sensible request.

NAME	ADDRESS	SIGNATURE	DATE
Luisa Nichols	3360 S. 600 W Nibbley		10/20/25
Daniel Mabey	648 W 3480 S Nibbley UT		10/28/25
TATE FULLER	3444 S 720 W Nibbley		10/28/25
Daniel Davis	693 West 3480 South Nibley		10/28/25
Blaine Dye	3443 S 720 W Nibbley		10/28/25
Kristen May	3443 S. 720 W Nibbley, UT		10/28/25
Samantha Thayn	3456 S. 720 S Nibbley UT		10/28/25
Jay Storhouse	750 W 3480 S		10/28/25
VC Vazquez	710 W. 3480 S. Nibley UT		10/28/25
Brett Thayn	720 W. 3455 S. Nibbley UT		10/28/25
Norman H. Nold	690 W 3480 S NIBBLEY, UT		10/28/25
Katie Black	681 W 3480 S Nibbley UT		10/28/25
Adam Fawcett	668 W 3480 S Nibbley UT		10/28/25
Brandi	Nibbley		10/28/25
Willy Hansen	667 W 3480 S Nibley		10/28/25
Breden Day	664 W. 3430 S		10/25/25
Jennifer Nielsen	645 W. 3300 S.		10/28/25

NAME	ADDRESS	SIGNATURE	DATE
Jami Stokes	3340 S 600 W Nibley, UT	Jami Stokes	10/28/25
London Van Leuven	3479 S 620 W Nibley, UT 84321	LV	10/28/25
Stefani Willie	623 W 3430 S Nibley, UT 84321	Stef Willie	10/28/25
Amy Webb	3240 S. 600 W Nibley, UT	Amy Webb	10/28/25
Wanda Banham	3202 S 600 W Nibley	Wanda Banham	10/28/25
Dustin Nichols	3300 S. 600 W Nibley	Dustin Nichols	10/28/25
Courtney Walker	3225 S. 600 W. Nibley	Courtney Walker	10/28/25
Nick Walker	3225 S. 600 W Nibley	Nick Walker	10/28/25
Shantel Gonzalez	545 W. 3500 S. Nibley	Shantel Gonzalez	10/28/25
Gentri Fairbourn	3526 S. 500 W. Nibley	Gentri Fairbourn	10/28/25
Arianne Murray	619 W 3430 S Nibley, UT 84321	Arianne Murray	10/28/25
Earn Murray	619 W 3430 S Nibley, UT 84321	Earn Murray	10/28/25
Bethany Reed	3559 S 600 W Nibley, UT 84321	Bethany Reed	10/28/25
Jamie Page	3105 S 700 W Nibley, UT	Jamie Page	10/28/25
Allison Stewart	3322 S. 180 W Nibley, UT	Allison Stewart	10/28/25
Jennifer Krebs	6065 West 3420 South Nibley	Jennifer Krebs	10-28-25
Pat Krebs	195 W 3300 S Nibley	Pat Krebs	10-29-25
Shane Krebs	195 W 3300 S Nibley	Shane Krebs	10-29-25

NAME	ADDRESS	SIGNATURE	DATE
Jan Stephens	3299 S 1640 W Jan Stephens		19 OCT 2025
KELTON STEPHENS	3766 S 450 W		10-19-25
Wade Coons	615 W. 3300 S.		10/21/2025
Danielle Zerull McBride	3343 South 640 West		10-22-25
Zane McBride	3343 South 640 west		10-22-25
Caitlin Foy	1330 W 3410 S Nibbley, UT 84321		10-24-25
Bowen Smith	1330 W 3410 S Nibbley UT 84321		24 Oct 25
Kirsten Taylor	2786 S. 1150 W. Nibley UT 84321		10-26-25
Alex Taylor	2286 South 1150 West Nibley UT 84321 2774 S 1150 WEST		10-26-25
NATHAN CHIARSON	NIBBLEY, UT 84321		10/26/2025
Brietta Chiarsen	2774 S. 1150 W. Nibley, UT 84321		10/26/25
KELLIE CHIARSON	2774 S 1150 WEST NIBBLEY, UT 84321		10/26/25
Taylor Schirado	2730 S 1100 W Nibley UT 84321		10/26/25
Kelly Schirado	2730 S 1100 W nibley UT 84321 2730 S 1100 W		10/26/25
David Schirado	Nibley ut 84321		10-26-25
Makell Jensen	2740 S. 1150 W. Nibley UT 84321		10-26-25
MATT JENSEN	2760 S. 1150. W. Nibley UT, 84321		10-26-25

NAME	ADDRESS	SIGNATURE	DATE
Daniel Jackson	667W 3430S		13 Oct 25
Trina Jackson	667W 3430S		10/13/25
Laurel Julian	740W 3200S		10/16/25
Rhonda Anderson	780 W. 3200S		10/18/25
Barb D. Andrae	780 W 3200S		10/18/25
Savannah Birky	435-764-4656		10/18/25
Dalton Birky	435-890-9538		10-18-25
JOHN RIGGS	435-890-7833		10/18/25
Bob Riggs	435-770-3153		10/18/25
Tresa Riggs	435-770-3251		10/18/25
Jeff Anderson	435-770-1633		10/18/25
Abel Anderson	435-770-1634		10/18/25
EARL Saunders	435-752-9634		10-18-25
Arlene Saunders	435-752-9634		10-18-25
Burr Fennesbeck	435-752-2482		10-18-25
Carrie Fennesbeck	435-751-2402		10-18-25
Kent Stephens	435-881-4690		10-18-25

Agenda Item #8

Description	Discussion and Consideration: Ordinance 26-01: Adoption of the Nibley City General Plan (Second Reading)
Presenter	Levi Roberts, City Planner
Staff Recommendation	Approval of Ordinance 26-01: Adoption of the Nibley City General Plan
Planning Commission Recommendation	Approval of Ordinance 26-01: Adoption of the Nibley City General Plan
Reviewed By	Larry Jacobsen, Mayor Justin Maughan, City Manager Tom Dickinson, City Engineer Levi Roberts, City Planner General Plan Steering Committee Planning Commission

Background:

The City has been working with Wall Consultant Group (WCG) throughout the course of 2025 to update the General Plan. The General Plan was last updated in 2016. UCA 10-20-401 requires that all municipalities prepare and adopt a “comprehensive, long-range general plan for present and future needs of the municipality growth and development of all or any part of the land within the municipality.” The General Plan provides guidance for the implementation and coordination of land use, transportation, housing, parks and open space, water resources and municipal services. The process has been informed by extensive public engagement to formulate the community’s vision and a thorough analysis of existing and needed community resources to improve quality of life as the community grows. The Plan provides actionable strategies to guide the City’s formulation of its ordinances, zoning and capital projects.

A project steering committee provided direction on the process and development of the plan throughout its inception and was made up of the following individuals:

Larry Jacobsen, Mayor
Nathan Laursen, City Council
Garrett Mansell, City Council
Nick Kenzcka, Planning Commission
Clair Schenk, Planning Commission
Justin Maughan, City Manager
Tom Dickinson, City Engineer
Levi Roberts, City Planner

The proposed General Plan includes the following elements:

- **Introduction** which provides the City's Mission Statements, History, Projected Growth, the community's values and general vision.
- **Public Engagement** summary, including findings from a community survey, the USU Wellbeing survey, stakeholder interviews, a growth scenarios workshop, future land use open house.
- **Land Use** element, which describes the principles and direction for the City's future land use pattern, a description of land use designations, an update the Future Land Use Map and recommended implementation items.
- **Transportation** element, which provides policy direction for the City's transportation system to support the updated Land Use element, including recommended implementation items.
- **Housing** element, which provides an updated analysis on the City's housing needs, a Moderate-Income Housing Element, including direction on updated strategies.
- **Parks, Recreation & Open Space** element, which supports the recently adopted Parks, Recreation & Open Space Master Plan and provides additional direction for park access and distribution and implementation items.
- **Public Facilities** element which refers to ongoing master planning efforts of the City's public facilities, including water, sewer, stormwater, natural gas, electric power, police, fire and first responders.
- **Water Conservation & Preservation** element that analyses the City's water supply needs, provides an analysis about how the City's land use plans will impact water needs and provides recommendations for reducing water demand for future development. This element is required by State statute for communities that are greater than 10,000 in population. Although Nibley has not reached this threshold, this was included in the scope of work so that this requirement would be met if/when we grow to 10,000 population.
- **Economic Development** element, which provides an analysis of the City's current and projected market conditions, supportable zoning framework, a SWOT (strengths, weaknesses, opportunities and threats) analysis, and recommended implementation items.

ORDINANCE 26-01

ADOPTION OF THE NIBLEY CITY GENERAL PLAN

WHEREAS, Utah Code 10-20-401 requires all municipalities in the State of Utah to adopt a comprehensive, long-range general plan for present and future needs of the municipality and growth and development of all or any part of the land within the municipality.

WHEREAS, the General Plan sets forth Nibley City's vision, community-wide goals, while acting as a decision-making guide for development and a framework for more specific planning.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF NIBLEY CITY,
STATE OF UTAH, AS FOLLOWS:

1. That the attached Nibley City General Plan is adopted by the Nibley City Council. This document, including the Future Land Use Map, stands as an update to the previously adopted General Plan.

Dated this ____ day of _____ 2026

Larry Jacobsen, Mayor

ATTEST

Cheryl Bodily, City Recorder

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Nibley City **GENERAL PLAN**

December 2025



photo | gallowayus.com

LRB | PUBLIC
FINANCE
ADVISORS
LEWIS | ROBERTSON | BURNINGHAM

CG
WALL CONSULTANT GROUP

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I. INTRODUCTION

“

**Nibley is a great place to live! We
moved here over 30 years ago when it
was quiet, peaceful, and farm ground.**

”

— General Plan Survey Response

I. INTRODUCTION

Nibley is located at the southern end of Cache Valley and is bordered by Logan to the north, Hyrum to the south and Millville to the east. Nibley has become one of the fastest-growing cities in the region, having increased from a population of 5,438 in 2010 to approximately 9,000 in 2025, an estimated 65% increase.

The rapid growth Nibley is experiencing calls for a renewed examination of current conditions, community values, and a reaffirmed or revised direction for the future of the City. This General Plan serves as a guiding framework to help the City respond thoughtfully to change by identifying what residents value most while finding opportunities to adapt and plan for a sustainable, connected, and vibrant future. The Nibley City General Plan was last updated in 2016.

Nibley City History

Nibley was incorporated in 1935, driven by community concerns over future water supply. Originally part of the Millville Ward, the area west of the Blacksmith Fork River became Nibley Ward in 1920 and a separate political precinct in 1925, named after early Church of Jesus Christ of Latter-day Saints leader and settler Charles Wilson Nibley. When federal funding for water improvements was denied to private companies, residents voted to incorporate in order to qualify. Nibley's favorable conditions for agriculture, proximity to job centers, businesses, and Utah State University in Logan and Highway 89 have attracted growth and development.

Why Plan?

Planning helps Nibley grow in a way that makes sense for the community. With more people moving in and new development happening, it's important to have a clear vision for how the city should change over time. The General Plan guides decisions about where homes, parks, roads, and businesses should go, and how to keep Nibley a safe, connected, and welcoming place to live. It also helps protect the things residents care about—like open space, mountain views, and a strong sense of community—while making room for the future.

THE GENERAL PLAN IS:

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

THE GENERAL PLAN IS NOT:

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

City Mission Statement

The mission of Nibley City is to make life better for its citizens by fostering community cooperation so residents, businesses, and government work together to develop the City in harmony with its natural environment, historical surroundings, and in accordance with the values and vision of the community as set forth in the General Plan. The City will provide fiscally sound municipal services for a safe, attractive, creative, and viable community.

Nibley's Values and Vision

The General Plan process included extensive public involvement through interviews, surveys, and three public events to gather input on community needs, values, and vision. A Steering Committee, the City Council, and Planning and Zoning Commission also played key roles in shaping the process. The 2024-2025 Nibley City Budget outlines a recent effort to identify core values and formulate goals surrounding city issues.

Nibley values fiscally sound municipal services for a safe, attractive, creative and viable community.

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

Residential Development and Housing - While retaining the character and form of established neighborhoods, residential development in Nibley will prioritize the inclusion of open space and incorporate a variety of housing forms. Future growth will balance the rights of property owners to develop with the community's desire to maintain the overall character and identity of the city.¹

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

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

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

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

Previous Plans

This General Plan updates the 2016 Nibley City General Plan, and incorporates data, analyses and recommendations from previous planning efforts relevant to this general plan update. Exceptions to this general statement are noted in the text, but the intent of this General Plan is to update information and consolidate and reconcile the visions statements, goals and policies of all the City's planning efforts to date.

These previous plans can be found on the [Nibley City website](#), and include:

- Moderate Income Housing Annual Report - 2024
- Active Transportation Plan - 2024
- Parks, Recreation, and Open Space Master Plan - 2024
- Moderate Income Housing Plan - 2023
- Future Land Use Map - 2022
- Street Master Plan - 2021
- Sewer Master Plan - 2021
- Water Master Plan - 2020
- Transportation Master Plan - 2019
- Emergency Operations Plan - 2018
- Stormwater Master Plan - 2015
- Economic Development Strategic Plan - 2013



¹ The values and vision for the residential development and housing section was updated as a part of this general plan update.

Population Growth

Population growth estimates for Nibley were developed using a combination of historic and forecasted data from multiple sources. Historic growth trends were derived from U.S. Census data and local building permit records to establish a baseline of how the city has grown over time. Future projections were then informed by county-level demographic forecasts and the Utah Unified Transportation Plan (informed by the Cache MPO), which provides regionally coordinated population and employment projections. Each of these sources was evaluated for consistency with Nibley's updated Future Land Use Map, recent development patterns, and remaining land capacity. Through this process, a set of population projections was developed for the future planning year 2050 that reflects both the community's historic growth and the realistic potential for future development within the city's future land use plan. It is important to note that Nibley retains significant greenfield areas within its annexation boundary, where a single large development could generate population growth at a rate higher than projected.

TABLE 1: HISTORIC AND FUTURE POPULATION PROJECTIONS

Year	1990	2000	2010	2020	2025	2030	2040	2050
Population	1,220	2,111	5,564	7,168	9,000	10,300	13,600	17,600

Historic and Forecasted Population Growth

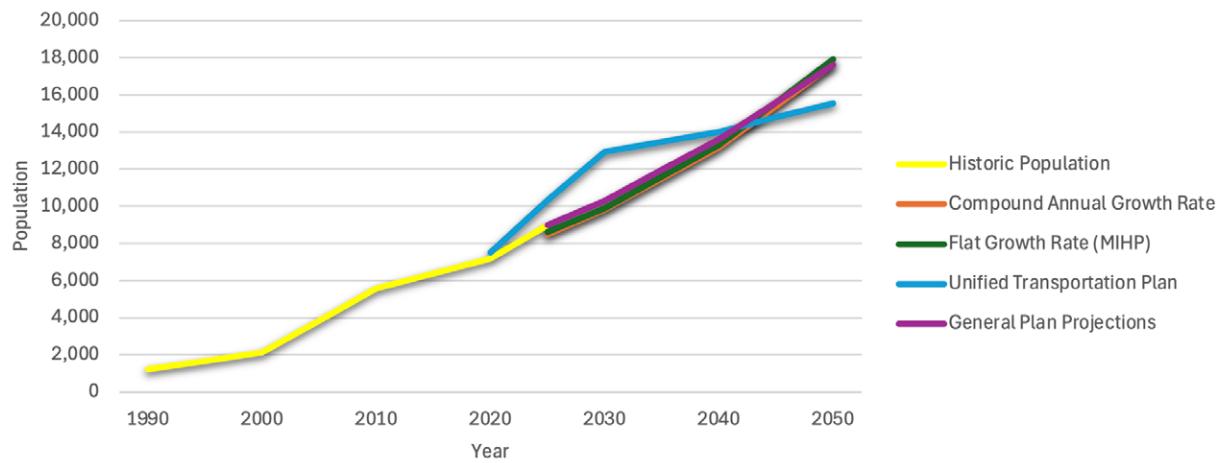


FIGURE 1: Historic and Future Population Projections



II. PUBLIC ENGAGEMENT

“

I love living in Nibley! Open minded growth and continued community involvement are keys for me.

”

— General Plan Survey Response

II. PUBLIC ENGAGEMENT

Survey

Introduction

The General Plan process was shaped by extensive public input gathered through one-on-one interviews, a city-wide survey, interactive online website, a growth scenarios community workshop and booth at Nibley Heritage Days, and a future land use open house.

Interactive Website

An interactive website was launched to inform the public about the project and gather community input. It featured educational content, a survey, and an open comment map where residents could share feedback on topics such as housing, economic development, open space, transportation, infrastructure, and a potential town center. Between May 1st and October 31st the site attracted over 500 visits and helped generate comments and survey responses.



Over 440 residents participated in the Nibley General Plan community survey, providing clear and actionable feedback to guide the city's long-term vision and policy direction. The responses represent a strong cross-section of the community, with 98% of respondents living in Nibley, 9% working locally, and 3% owning a business in the city. The following is a summary of survey results, the complete survey results can be found in **Appendix C**.

Top Priorities for Nibley's Future

Residents expressed a clear consensus on what matters most for Nibley's future. The top five priorities ranked were:

1. Preserving the small-town feel
2. Managing growth and development
3. Expanding parks, open space, and recreation opportunities
4. Improving roads and traffic flow
5. Supporting local businesses and economic growth

These results highlight a shared community desire to balance growth with preservation, ensuring that Nibley continues to feel like home while enhancing quality of life through open space, recreation, and thoughtful development.

When asked to rank Nibley's future priorities (1 = most important, 5 = least important), residents clearly emphasized outdoor recreation and preservation of agricultural roots and heritage:

- **#1 Trails, Parks & Recreation** – Average score **2.02**; ranked first by **36%**
- **#2 Agricultural Roots & Heritage** – Average score **2.23**; ranked first by **38%**
- **Lower priorities:** Economic Growth & Local Business **(3.12)** and Housing & Affordability **(3.39)**

Overall, feedback highlights a strong desire to maintain Nibley's small-town feel and outdoor-oriented identity.

Influence the future of Nibley - Join us and share your vision!



Online Survey

If you live, work, or have a stake in Nibley, we encourage you to complete the Online Survey to help shape the General Plan by sharing your insights on key city issues and opportunities.

[Click here to access the online survey.](#)



Community Meetings

The City needs to hear what you have to say! The Nibley General Plan relies on community participation, your input and ideas are essential.

[Click here to view upcoming community meetings.](#)



Leave a Comment

Drop a point and leave your comment concerning issues and opportunities in Nibley.

[Click here to access the open comment map.](#)

Growth Vision

When asked about their preferred approach to future growth:

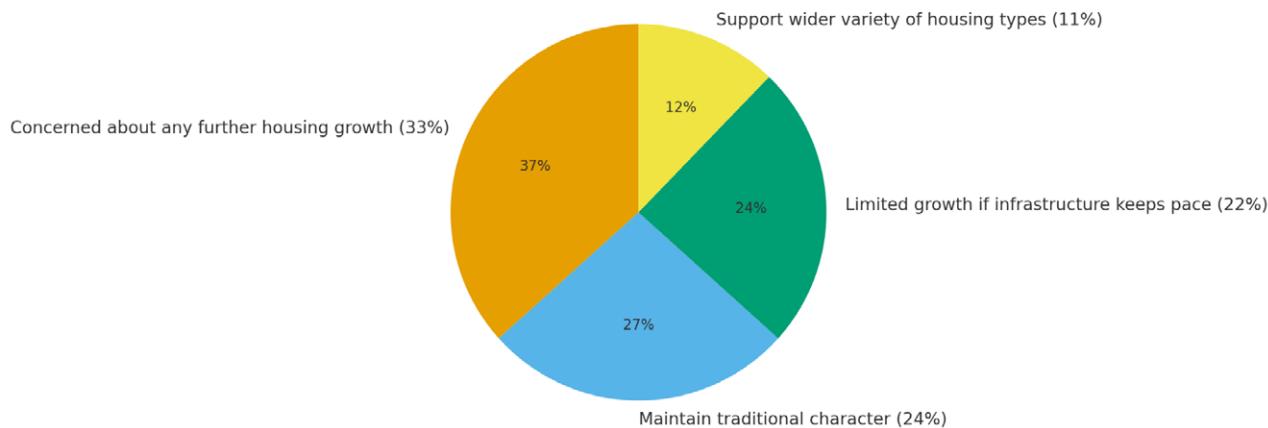
- The top-rated preference was “Low Growth” (average score: 2.06 of 5), emphasizing limits on new development to preserve Nibley’s existing character.
- The next most supported vision was “Growth through Connected and Active Neighborhoods” (average score: 2.14 of 5), suggesting residents favor walkable, community-centered growth that integrates parks, trails, and local gathering spaces.

Together, these findings reflect a strong preference for measured, intentional growth that complements existing neighborhoods and supports active and connected communities.

Housing Perspectives

Housing affordability and growth management emerged as major themes. When asked which of the following statements best reflects your view on future housing in Nibley, residents responded as follows:

Community Views on Future Housing in Nibley



Survey results show that residents value preserving Nibley’s traditional, owner occupied character while considering limited, well-planned efforts to improve housing affordability. The community values quality over quantity in housing, preferring development that aligns with infrastructure capacity and the city’s established character while still offering flexibility for future needs.

Economic Development

When asked which of the following approaches to economic development do you most support for our community, **61% of respondents selected “a balanced approach that allows for some commercial development while preserving key aspects of the community’s rural character.”**



Which of the following approaches to economic development do you most support for our community?

Maintain rural character without pursuing significant development, by increasing taxes if needed to fund services and infrastructure. **89 (20.27%)**

Pursue more commercial development to broaden the tax base, with the goal of potentially lowering property taxes over time. **54 (12.3%)**

A balanced approach that allows for some commercial development while preserving key aspects of the community's rural character. **271 (61.73%)**

None of the above / Unsure **25 (5.69%)**

Economic development preferences highlight a strong community desire for amenities that enhance quality of life while maintaining Nibley's small-town feel. Overall residents expressed strong support for recreation, dining, and retail options that serve the local community but limited enthusiasm for large-scale or industrial development.

Town Center

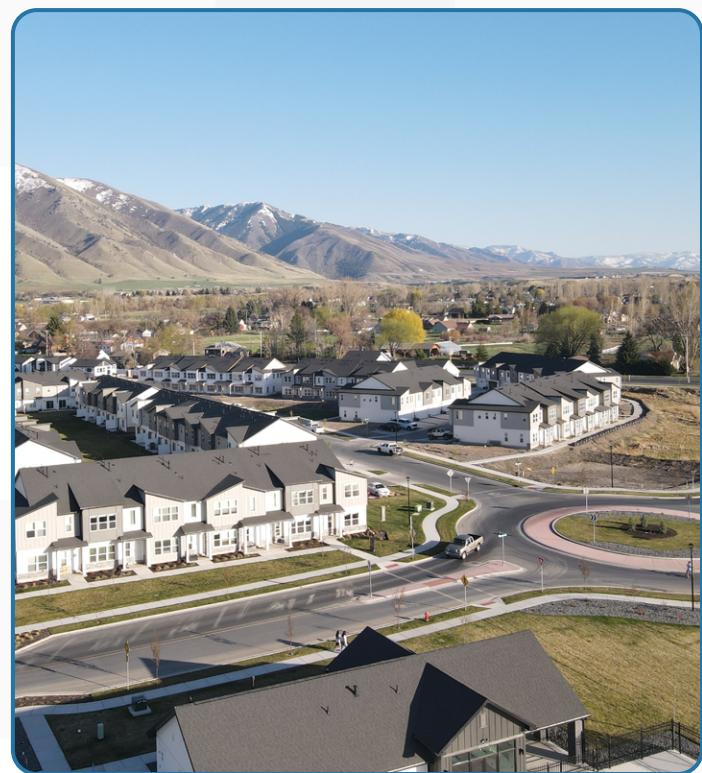
The planned town center would serve as a community hub for local commerce, gatherings, and seasonal activities. Residents showed strong support for creating a town center centered around small, locally grown businesses with 59% strongly supporting or supporting this concept and 10% of residents opposing or strongly opposing the concept.

Residents envision the town center as an active, family-friendly space with their most desired activities:

- 78% want farmers markets
- 75% want kids and family activities
- 74% support holiday or seasonal festivities
- 51% favor outdoor concerts or movies and food truck nights
- 42% support art fairs or craft markets
- 41% would like fitness or wellness events such as yoga in the park

While residents welcome community activity, they are more cautious about higher-density housing near the town center. The concept of adding townhomes or apartments was strongly opposed or opposed by 49% of residents while 23% support or strongly support the idea.

Overall, residents strongly favor a vibrant, locally focused town center with community events but are cautious about introducing higher-density housing nearby.



Open Space

Community feedback shows mixed opinions on what types of open space should be prioritized in Nibley. When asked which types of open space should be prioritized in Nibley (1 = most important, 5 = least important), residents responded as follows:

- Agricultural preservation ranked as the highest priority (average 2.70), with 26% of respondents selecting it as their top choice.
- Undisturbed natural areas and conservation lands followed closely (average 2.91, 22% ranked #1).
- Developed recreation areas such as playgrounds, parks, and sports fields were also valued (average 2.95, 21% ranked #1)
- Trial corridors for walking and biking (average 3.07) and scenic open lands and view corridors (average 3.38) ranked lower but still showed consistent community interest.

While agricultural preservation received the highest average ranking and scenic open lands or view corridors were ranked lower, the results suggest there is a desire for a diversity of open spaces.



Transportation & Mobility

Transportation feedback reinforces the need for infrastructure investment and connectivity:

- Pedestrian and bike safety was cited by 22% of respondents as the top concern.
- Traffic congestion (16%) and road maintenance (14%) followed closely.
- Public transit options were mentioned less frequently but present a future opportunity.

Residents want Nibley to remain safe, accessible, and family-friendly, with clear interest in improving traffic flow, walkability, and trail connections across the city.

Key Takeaways for the General Plan

- **Growth Strategy:** Residents want development that protects the City's character while supporting connected, walkable neighborhoods.
- **Parks and Recreation:** Trails, parks, and outdoor recreation remain top community priorities, reflecting a shared love of Nibley's natural setting and outdoor-oriented identity.
- **Housing:** Focus on preserving Nibley's charm while planning for targeted, infrastructure-supported housing diversity.
- **Economic Development:** Support for a balanced, locally focused approach by encouraging small businesses, local dining, and retail that serve residents without sacrificing city character.
- **Open Space:** Indicated a desire for diverse, balanced open space that protects the city character and enhances access to nature.
- **Transportation:** Address pedestrian safety, traffic flow, and connectivity through targeted design and infrastructure improvements.

Stakeholder Interviews

Several key Nibley stakeholders were individually interviewed from April 2025 through October 2025. Individuals with a variety of backgrounds were selected, ranging from developers and residents, to community leaders and City officials including:

- Shawn Milne (BRAG)
- Russ Holley (Logan City)
- Skarlett Bankhead (Providence City)
- Katie Haslam, Jordy Guth (Utah State University)
- Aaron Robertson, Blaine Hamblin (Heritage Land Development)
- Dan Larsen (Kartchner Homes)
- Travis Taylor (Westates)

Interviews with local stakeholders, developers, and city representatives revealed broad agreement on the need for Nibley to define a clearer long-term vision for growth, land use, and community character. Participants emphasized the importance of moving from reactive to proactive planning - particularly through well-defined zoning, density expectations, and design guidelines to reduce uncertainty in the development process. Many expressed support for diverse housing options, including higher-density and smaller-lot developments, to improve affordability and meet the needs of younger residents.

There was consensus that future growth should balance residential, commercial, and employment uses, with intentionally planned nodes of mixed-use and commercial activity to strengthen Nibley's economic base and reduce reliance on neighboring cities. Stakeholders also encouraged the City to pursue strategic economic development through targeted recruitment, branding, and coordination with regional partners.

Nibley Forward Growth Scenarios Workshop

A growth scenarios public workshop was held the evening of June 17th, 2025 from 6:00pm to 8:00pm at the Nibley City Offices. A booth was also set up at Nibley Heritage Days Saturday, June 21st to gather additional public participation and input. The purpose of the workshop was to engage community members in shaping Nibley's future by exploring a range of potential growth scenarios: Growth As-Is, Compact / Centered Growth, Low Intensity Growth, and Connected and Active Communities. Through a combination of presentation, discussion, and visual preference exercises, participants were invited to consider how different approaches to growth could affect housing, transportation, open space, and the overall character of the city. The workshop aimed to gather feedback on community values, priorities, and preferences to inform the development of the city's General Plan and ensure future decisions reflect the needs and aspirations of residents. The workshop had approximately 15-20 attendees including facilitators and the Heritage Days booth had about 30 residents engage in the exercise. Results from the exercise are shown below, and indicate a desire for connected and active communities and compact / centered growth with some preferring low intensity growth.

The information presented for each of these growth scenarios can be found in **Appendix A**.

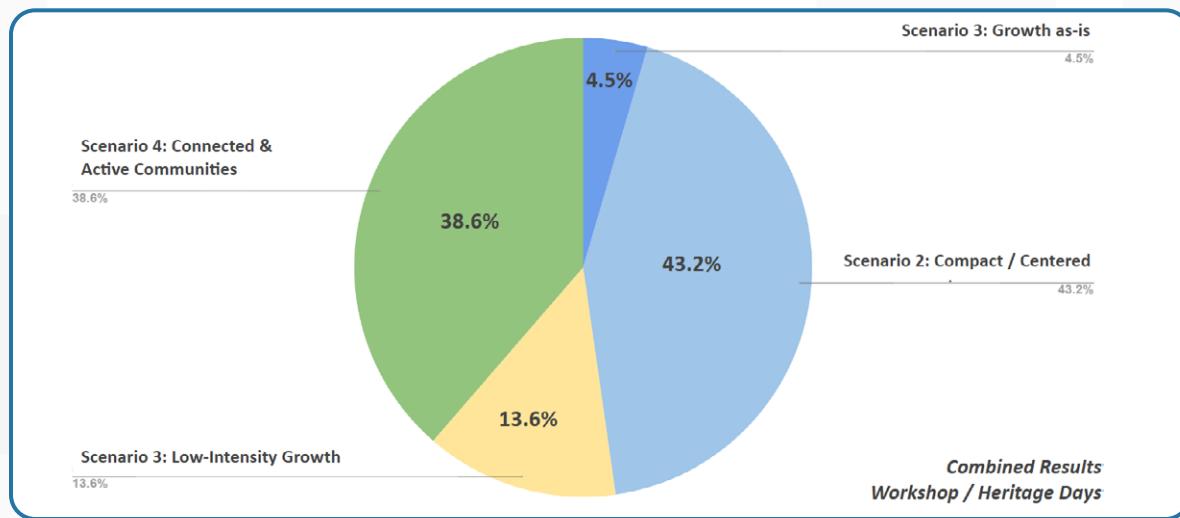


FIGURE 2: Growth Scenarios Exercise Results

Additional key takeaways from the exercise include:

- Support for increased housing density in targeted areas to preserve open spaces in other parts of the city
- Desire to maintain intergenerational opportunities, allowing families to stay and grow in Nibley
- Interest in the preservation of farmland in the southern part of town
- Desire for a balanced dispersion of parks and passive recreation areas integrated into neighborhoods
- Desire for neighborhood commercial nodes at key intersections (e.g. 3200 S. & Main , US-89 & 2600 S.)
- Support for “third places” like small cafes and gathering spots
- Interest in a “multi-nodal” approach - not just one commercial core
- Desire for a balance of preservation and development - protect agriculture land on edges while accommodating future targeted residential and commercial growth
- Support for a connected network of multi-use paths - e.g. 640 West
- Interest in safer bike infrastructure along major roads
- Desire for improved pedestrian and bike connectivity across railroad and highways



Future Land Use Open House

On November 13, 2025, the City hosted a Future Land Use Map Open House to share information about the General Plan update and present the future land use map. During the event, staff presented an overview of the planning process, key data findings, and a summary of public involvement efforts completed to date. Attendees had the opportunity to review and provide feedback on the draft Future Land Use Map, ask questions about proposed land use categories, and offer additional comments through an online comment application. The event was well-attended with approximately 40 residents from the community. A wide variety of concerns and opinions were expressed. Some were concerned with the impacts of additional growth, including traffic and retaining community identity. Others expressed the need to provide a variety of housing options to a diverse, growing community. Some expressed the need to focus on good design to create an attractive town center with increased commercial opportunities.

2024 Nibley Wellbeing Survey

The [2024 Utah Wellbeing Survey](#) provides meaningful insight into how Nibley residents perceive their quality of life, the strengths of their community, and the issues that most affect their wellbeing. Conducted in partnership with Utah State University, the survey gathered responses from 319 residents (about seven percent of Nibley's adult population) offering a snapshot of local sentiment and priorities.

Overall, Nibley residents report a high level of personal wellbeing, with most rating their quality of life as "good" or "excellent." Family life, safety, and living standards emerged as the city's greatest strengths, reflecting the family-oriented and secure environment that continues to draw residents to Nibley. Physical health scored

somewhat lower in satisfaction, suggesting a need for continued investment in recreation opportunities, access to open spaces, and community health resources.

Resident participation in local life is relatively high. Most citizens reported walking or biking in their neighborhoods, gardening at home, visiting parks, or attending community events. This level of engagement underscores the importance of maintaining accessible public spaces, recreational amenities, and walkable infrastructure that support active lifestyles and social connection.

The survey reveals growing concerns about the pace of development and its effects on community character and resources. A large majority of respondents (over 80 percent) believe Nibley is growing too quickly. Commonly cited issues include loss of open space, traffic, public safety, and water supply. These issues directly inform the city's land use, transportation, and infrastructure planning strategies.



What Respondents Value Most in Nibley

III. LAND USE

“

**A big concern for Nibley and our state
is having attainable housing for our
children to live in. If we don't address
this issue then Utah and Nibley will not
have vibrant thriving communities
with people in all stages of life.**

”

— General Plan Survey Response

III. LAND USE

Introduction & Background

As Nibley prepares for a future that could see its population double in the coming decades, decisions about how and where to grow will shape everything from housing opportunities and economic development to infrastructure investments and the careful management of open space.

This section provides a framework for managing future land use decisions within the city in a way that reflects the Nibley community's values and ensures that infrastructure and city services can keep pace. It is informed by community input, an understanding of existing conditions, and projected needs looking towards the future. The land use framework in this section offers guidance for future zoning, annexation, and development review decisions in a fashion that steers the city closer to its established vision.

Nibley's land use pattern today reflects its history as a settlement surrounded by farmland and early industry. Over time, development has transitioned toward a more suburban form, with newer subdivisions emerging alongside traditional agricultural parcels and undeveloped land. Today, the city faces the challenge - and opportunity - of guiding this change in a manner that preserves Nibley's small-town identity while accommodating current demands for housing, jobs, parks, and increased mobility options.

In the following sections, you will find:

- A snapshot of existing land use and development patterns
- Key trends and issues that were documented throughout the General Plan Update process
- A Future Land Use Map illustrating the desired long-term development pattern
- Land use categories and descriptions to guide decisions

Best Practices

- Direct growth to areas with existing or planned infrastructure to reduce costs and ensure long-term serviceability
- Focus higher-intensity and mixed-use developments near key corridors and future nodes, such as along US-89, Highway 165 and potential town center areas

- Integrate parks, trails, and greenways within all areas of the city, providing recreational amenities within walking distance of homes
- Plan for logical future annexation areas, ensuring consistent development standards and thoughtful integration into the city
- Preserve existing parks and open spaces by encouraging compact development forms and clustering where appropriate

Principles

Throughout the public engagement process, several key themes and ideas emerged. Feedback from the growth scenarios workshop found the following:

- Support for increased housing density in targeted areas to preserve open spaces and the look and feel of other parts of the city
- Desire to maintain intergenerational opportunities, allowing families to stay and grow in Nibley
- Interest in the preservation of farmland in the southern part of town
- Desire for a balanced dispersion of parks and passive recreation areas integrated into neighborhoods
- Desire for neighborhood commercial nodes at key intersections (e.g. 3200 S. & Main, US-89 & 2600 S.)
- Support for "third places" like small cafes and gathering spots
- Interest in a "multi-nodal" approach - not just one neighborhood commercial core
- Desire for a balance of preservation and development - protect desirable open spaces while accommodating future targeted residential and commercial growth
- Support for a connected network of multi-use paths - e.g. 640 West
- Interest in safer bike infrastructure along major roads
- Desire for improved pedestrian and bike connectivity across railroad and highways

Element

The general land use vision from residents was to guide future growth in an intentional and connected manner. Some in the community expressed concern about the pace and intensity of new development - particularly high-density housing - and emphasized the importance of maintaining some of the cherished open spaces and preserving a strong system of parks and trails. Many acknowledged the inevitability of growth and the overwhelming sentiment was that affordability and a family-supportive environment that Nibley has historically provided is key to preserve in the future.

Residents supported the idea of neighborhood-scaled commercial areas and a modest town center that could house local businesses, gathering spaces, and community amenities—so long as it is thoughtfully planned for and doesn't drastically alter Nibley's existing character. Several comments pointed to a desire for a well balanced dispersion of park access across the city and a focus on bike and pedestrian safety as future development occurs. Taken together, these perspectives point to a land use approach that prioritizes smart growth that respects the character of existing neighborhoods, accommodates affordability - particularly for young families, and is aligned with Nibley's capacity for growth.

Future Land Use Definitions

Civic / Institutional

This designation identifies areas used for schools, government facilities, churches, libraries, and other public institutions that provide essential services, education, cultural opportunities, or community gathering spaces. These uses play a vital role in supporting the social, educational, and civic life of the community. While not typically intended for private commercial activity, civic and institutional areas are important anchors within neighborhoods and the city as a whole, often serving as community landmarks and centers of activity.

Related Zoning: Park/School (P/S)

Commercial

This designation identifies areas for community-wide retail, services, dining, and office uses that meet the needs of residents, employees, and visitors. These areas tend to be larger community destinations and attract customers from a broader area. These areas are mostly located along US-89 and State Highway 165, providing destinations

that support community life and complement nearby residential and employment districts.

Related Zoning: Commercial (C)

Neighborhood Commercial

This designation supports small-scale commercial areas that serve the daily needs of surrounding neighborhoods. Typical uses include cafés, small shops, personal services, offices, and other neighborhood-supportive businesses, designed to be compatible in scale with adjacent residential areas. Flexibility is provided for incorporating residential uses, either in a horizontal format (on adjacent sites) or vertical format (above ground-floor commercial). These areas are intended to support community destinations and gathering places that provide convenient access to goods and services in neighborhoods.

Related Zoning: Neighborhood Commercial (CN)

Employment

This land use is intended to plan for employment-supportive commercial uses such as professional offices, corporate campuses, research and development, and flex/light industrial spaces. Areas depicted on the map as Employment areas are oriented toward sustaining and attracting businesses that bring long-term economic benefits to the community.

Related Zoning: Commercial (C), Neighborhood Commercial (CN), Industrial (I)

Industrial

This land use provides suitable areas that will accommodate the need for manufacturing and industrial-related goods and services.

Related Zoning: Industrial (I)

Open Space

This land use enables the city to preserve natural open spaces and other lands that are conserved for agricultural use only. This designation also provides for the protection of wetlands and other environmentally sensitive areas where development is limited, unfeasible, or prohibited. Several of these open space areas may be suitable for recreation uses such as trails and trailheads.

Related Zoning: Agriculture (A), TDR, Floodplain Overlay zone

Parks

This designation encompasses the community's system of parks, recreational facilities, and key trail corridors. It includes everything from small neighborhood parks and playgrounds to large community and regional parks that host sports fields, gathering spaces, and natural areas. Parks and recreation areas provide opportunities for play, fitness, and social connection, while also contributing to the community's identity. While the Park/School zone is generally provided for many of these uses, several uses, including churches and schools are allowed and integrated in neighborhoods across the City and may not be specifically noted on the Future Land Use Map.

Related Zoning: Park/School (P/S)

Detached Residential

This designation accommodates a variety of single-family housing types with a range of lot sizes, generally $\frac{1}{4}$ acre or smaller. Detached residential units do not share walls with neighboring homes, offering more private living environments and maintaining neighborhood character.

Related Zoning: Residential (R-2), (R-2A), Residential Planned Unit Development Overlay Zone (R-PUD)

Attached Residential

This designation accommodates a variety of housing types where units share at least one common wall, such as duplexes, townhomes, condominiums, and apartments. Attached residential areas provide opportunities for a broader range of household types and income levels, supporting both housing affordability and neighborhood diversity. These developments are often located near commercial centers or community centers to promote high access to daily needs.

Related Zoning: Residential -Mixed (R-M), Residential Planned Unit Development Overlay Zone (R-PUD)

Mixed Residential

This designation accommodates a blend of detached and attached housing types within the same neighborhood. Mixed residential areas are intended to provide greater housing variety, affordability, and choice while maintaining a cohesive community character. Typical housing types may include single-family homes on lot sizes $\frac{1}{2}$ acre or smaller, duplexes, townhomes, and low- to medium-density multifamily buildings.

Related Zoning: Residential (R-2A), Residential -Mixed (R-M), Residential Planned Unit Development Overlay Zone (R-PUD)

Detached Residential - Large Lot

This designation applies to areas with single-family homes on lot sizes generally larger than $\frac{3}{4}$ acre. Large-lot residential areas provide a lower-density living environment, often characterized by more open space, larger yards, and a semi-rural or estate-like character.

Related Zoning: : Rural Estate (R-E), Residential (R-1), (R-1A)

Mixed-Use (Commercial, Neighborhood Commercial and Employment)

The mixed-use designation is intended to allow for a well-integrated mix of residential and commercial and employment development with the primary use being the underlying land use shown on the Future Land Use Map. This land use category aims to enhance residential access to small goods and services and cultivate community gathering places at key neighborhood nodes.

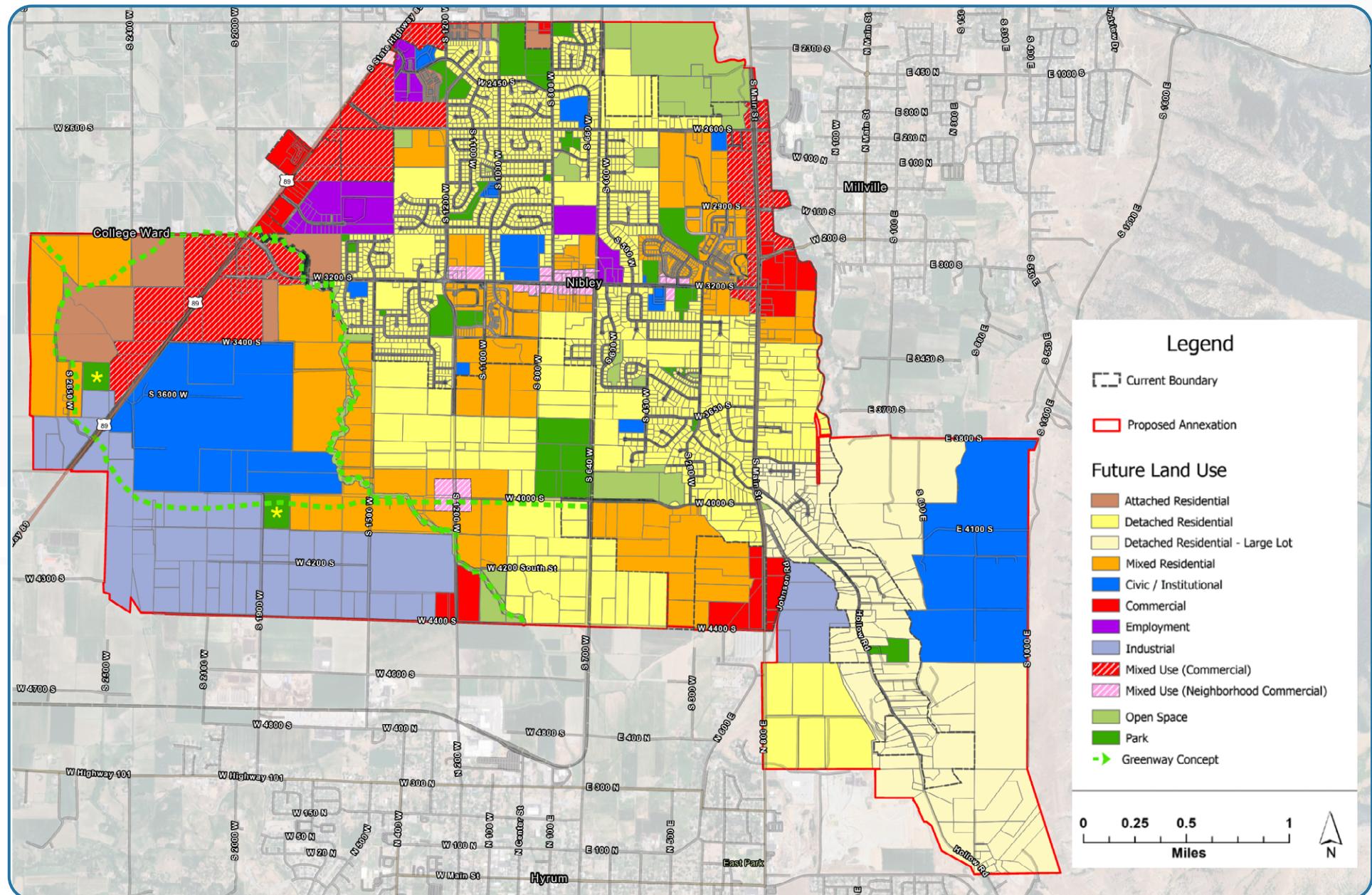
Related Zoning: Mixed Residential (R-M), Residential Planned Unit Development Overlay Zone (R-PUD), Commercial (C), Neighborhood Commercial (C-N)

Future Land Use Map

The land uses depicted on the Future Land Use Map reflect the general development type envisioned for different areas of the city and suggest a corresponding zoning designation that fits within Nibley's zoning ordinance. These land use categories are intended for planning reference and do not grant property owners an automatic right to rezone their property to any of the associated zones that fit with the land uses shown on the map. Any rezoning must first be reviewed and approved by the Planning Commission and City Council.

City Boundary Adjustments

The area east of 2800 West and south of 2200 South to the existing Nibley City border is identified as a potential expansion of the city's current annexation declaration. This particular area has strong economic potential as it is situated along US-89/91 and contains crucial economic development nodes at the intersections of 2600 South and 3200 South / 2000 West, the latter of which will serve as a regional arterial roadway. This area can further be supported by future residential development that supports the city's moderate income housing goals. Nibley is well positioned to efficiently serve this area's future development potential with its utility network, making it a key aspect of the future land use vision.



Implementation

The following steps should be taken upon approval of the Nibley City General Plan Update:

1. Adjust Zoning as indicated on the Future Land Use Map

- a. Several locations on the map have been identified that would modify the existing zoning of the land. These changes may occur in the near term or as new development or redevelopment takes place. Areas where zoning intensity is increased may help the City meet specific State requirements related to moderate-income housing.

2. Update City Zoning Code to accommodate the proposed mixed use overlay areas shown on the Future Land Use Map

- a. Several mixed use commercial and neighborhood commercial overlay areas were created on the future land use map. These areas should be added to the City Zoning Code and Zoning Map following approval of the General Plan Update to clearly define the intent, allowable uses, and desired form of mixed use developments.
- b. The zoning provisions shall require a meaningful mix of commercial and residential uses—ensuring that commercial components are constructed as part of the initial phases of development. A requirement to include commercial uses as a part of a development proposal may be guaranteed through development agreements and clearly defined phasing plans.

3. Update City zoning code to accommodate open space designated areas shown on the Future Land Use Map that don't fit in the agricultural zone or floodplain overlay zone

- a. Several open space areas are shown on the future land use map that do not function as an agricultural use. These areas should be added to the City Zoning Ordinance and Map following approval of the General Plan Update to reflect the long-term intended use either as a natural open space or for resource conservation.
- b. Explore opportunities to expand the City's open space preservation tools beyond the existing Open Space Subdivision provision.

Consider expanding density bonus programs to incentivize developers to conserve priority open space areas—such as natural features and trail corridors—in exchange for increased development potential on the remainder of the property

4. Encourage a wider range of residential uses, specifically in attached residential and mixed-use designated areas to accommodate future population growth

- a. Update the City's zoning code to establish a framework with clearly defined residential land use categories that align with the community's vision, market realities, and evolving household needs. This framework should encourage innovative and desirable residential development types.
- b. Product types to consider providing an updating definition and intent for may include townhomes, duplexes, cottage courts, accessory dwelling units (ADUs) on smaller lots, condos and apartments in mixed-use areas. Aspects to consider include a reevaluation of the existing minimum and maximum densities for each zone, building height, lot size/ coverage, setback requirements, building form and design, parking requirements, and transitions/ adjacent land use compatibility.

5. Encourage the establishment of a “Nibley Gateway” at 3200 South as the “heart of the community”

- a. Integrated with the future town center, emphasize the creation of additional gathering places for residents, practical neighborhood services in a small business environment, and a pedestrian/bicycle friendly streetscape.
- b. Consider completing a Small Area Plan for the 3200 South / US-89 node that defines a cohesive vision for land use, transportation access, design elements, infrastructure requirements, and funding strategies. This effort should proactively explore strategies to attract and support commercial investment, coordinate transportation improvements, and establish urban design standards that create a distinctive, high-quality gateway experience for Nibley residents and visitors.

6. Pursue increased commercial development along major thoroughfares and key nodes in the city

- a. Encourage regional and community-serving commercial development along highway corridors US-89 and US-165 where visibility and traffic volumes support uses such as retail, dining, employment, and hospitality.
- b. Coordinate with UDOT to identify access management improvements, intersection enhancements, and gateway treatments that balance traffic flow with commercial viability.
- c. Explore potential targeted incentives for development projects that will deliver desired uses like retail, dining, employment, or hospitality services

8. Revise the Nibley City boundary

- a. Update the city's annexation declaration to include land to the northwest of the current city boundary (east of 2800 West and south of 2200 South to the existing Nibley City border). Including the northwest expansion area within the City's annexation declaration positions the city to accommodate future economic development. The area's visibility and direct access to US-89 make it ideal for highway-adjacent commercial, employment, and residential uses to support, capturing sales-tax leakage and diversifying the tax base.

7. Encourage more convenient access to goods and services for residents citywide.

- a. Support the creation of small scale, neighborhood-serving commercial nodes along 3200 South and 4000 South that provide convenient daily services and local gathering spaces within walking or biking distance of nearby neighborhoods.



IV. TRANSPORTATION

“

Continued growth in Nibley requires substantial upgrading of the infrastructure (roads, sewers, water, etc). Improvements to the transportation grid and increasing public transportation opportunities are essential.

”

— General Plan Survey Response

IV. TRANSPORTATION

Introduction & Background

Nibley is surrounded by several regional transportation corridors, including US-89/91 to the west and SR-165 to the east. These corridors serve as key connections between Nibley and employment, education, and other services in the greater Cache Valley area. As Nibley continues to experience growth, the City faces the challenge of developing a safe and efficient transportation network that enhances livability. This transportation element supports Nibley's vision by identifying strategies to maintain and improve a multimodal transportation network that meets the needs of current and future residents, with a focus on safety, connectivity, and quality of life by:

- Improving mobility and accessibility by ensuring all users can travel safely and efficiently, with equitable access to a connected transportation network.
- Promoting multimodal transportation through the development of infrastructure that supports walking, biking, and transit.
- Improving transportation safety by reducing traffic-related injuries and fatalities through safer street designs.
- Supporting economic vitality by improving access to jobs, goods movement, industrial areas, and business districts through an efficient transportation system.

Best Practices

Connectivity

A roadway system with excellent connectivity allows people multiple options when traveling between points within a City. Strong collector and arterial road connectivity distributes traffic between corridors, and a well-connected local street network allows short-trips to be completed on local roadways rather than relying on regional collectors and arterials. A connected road network improves access and reduces travel times for all users and can reduce the need for future roadway widening. Good network connectivity also improves emergency access and response times, and allows multiple exit routes in the event of emergencies.

It is recommended that the use of cul-de-sacs be minimized where possible and that infill projects connect

to all possible stub roads. Disconnected streets, which oftentimes include cul-de-sacs and dead ends, are a major factor in increasing auto dependency and traffic on collectors and arterials.



Traffic Calming

The 2019 Nibley Transportation Master Plan states that "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". 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:

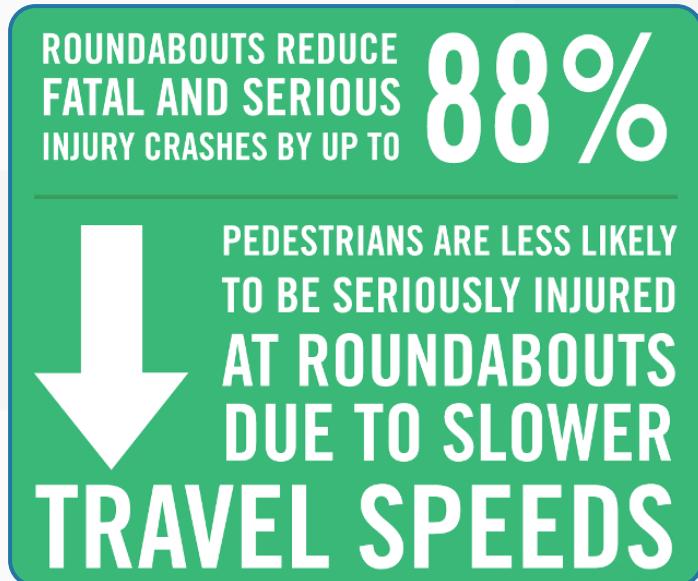
- Horizontal and Vertical Deflection: Examples included lateral shifts, medians and roundabouts
- Narrowing: Examples include bulb-outs and medians
- Restricting Access

Several potential traffic calming measures were reviewed by city staff and the following measures were determined to be feasible for use in Nibley City. Additional detail for each measure is included in the 2019 Nibley Transportation Master Plan:

- Bulb-outs (Curb extensions)
- Mid-block Pedestrian Crossing
- Lateral Shifts
- Roundabouts

Roundabouts

At unsignalized intersections expected to perform poorly, the City should consider roundabouts as a preferred solution over installing traffic signals. According to the Federal Highway Administration (FHWA), numerous international studies show that roundabouts significantly improve overall safety. In particular, single-lane roundabouts are safer than two-way stop-controlled intersections, with fewer crashes and less severe injuries.



UDOT Safety Countermeasure Fact Sheets (February 2021)

Roundabouts excel in areas where traffic is evenly dispersed in all directions due to their design, which promotes a continuous flow of vehicles without the need for traffic signals or stop signs. When traffic is evenly distributed, vehicles can enter and exit the roundabout smoothly, minimizing congestion and delays. However, if one direction experiences significantly higher traffic volume than the others, it can overwhelm the roundabout, disrupting the flow and causing congestion. This occurs because vehicles from the high-traffic direction need more time to enter and exit the roundabout, leading to longer queues and delays for other directions. As a result,

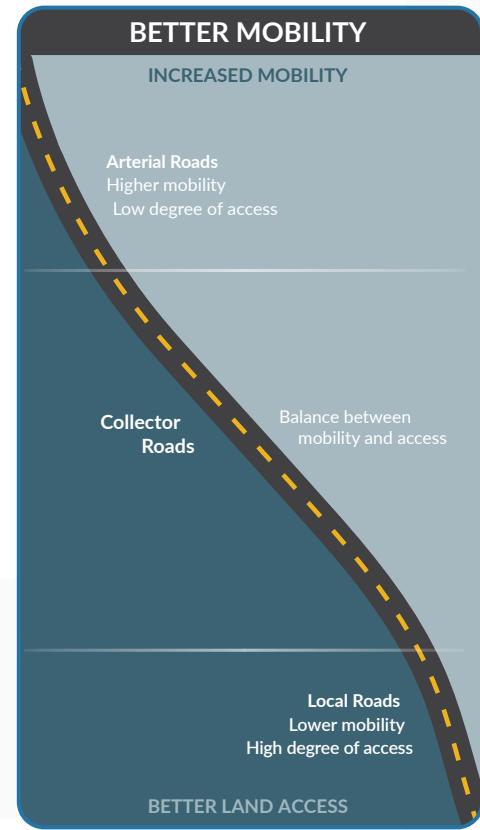
the efficiency of the roundabout diminishes, and traffic may come to a standstill, resulting in failure.

Mini-roundabouts AKA traffic circles are a type of roundabout characterized by a small diameter and traversable islands (central island and splitter islands). Mini-roundabouts offer most of the benefits of regular roundabouts with the added benefit of a smaller footprint. As with roundabouts, mini-roundabouts are a type of intersection rather than merely a traffic calming measure, although they may produce some traffic calming effects. They are best suited to environments where speeds are already low and environmental constraints would preclude the use of a larger roundabout with a raised central island.

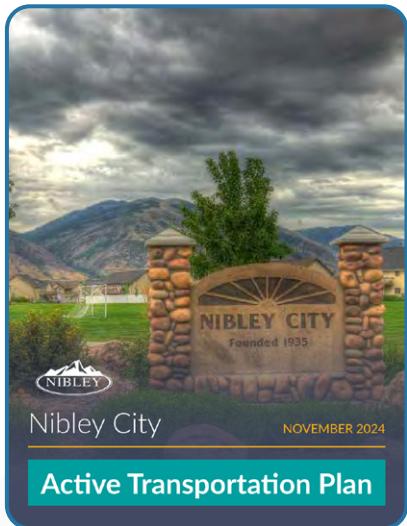
Element

Street Master Plan

The roadway functional classification system has a hierarchy based on roadway attributes such as speed and access. The higher a street classification, the more mobility it provides with limited access. Lower street classifications have less mobility, but more access. The functional classification of a roadway indicates the road's function within the transportation system, which in turn helps determine when increased travel demand or change in the road's use could lead to negative impacts on its intended function in terms of speed, capacity, and relationship to existing and future land use (FHWA, 2013).



The Nibley Street Master Plan, last updated on March 25, 2021, identifies the city's existing and future functional street classifications as well as existing and proposed intersection controls, providing a framework for coordinated roadway improvements and long-term transportation planning. Opportunities exist to improve upon the existing Master Street Plan future roadway networks to improve connectivity by designing a well-spaced grid system, with arterial streets spaced approximately 0.5 to 1 mile apart and collector streets spaced 0.25 to 0.5 miles apart, in accordance with ITE guidelines. This approach promotes efficient traffic distribution, multiple route options, and enhanced access for all users.



Active Transportation

Active transportation includes any way people move under human power, including walking, running, riding a bicycle or scooter, or using a wheelchair. Research from the [National Association of Realtors](#) shows that an increasing number of Americans would like to live in walkable and bikeable communities, and that there is a positive correlation between those who perceive their community as walkable and increased satisfaction with one's quality of life.

Adopted in 2024, Nibley's first Active Transportation Plan establishes a vision for a safe, connected, and convenient network for walking and cycling throughout the community. Building on the city's Parks, Trails, Recreation and Open Space Master Plan and the bicycle and pedestrian elements of the Transportation Master Plan, this plan outlines strategies to enhance safety, accessibility, and connectivity for all users. It emphasizes safe routes linking neighborhoods with schools, parks, and key destinations, promotes a culture of walking and biking, and guides future development toward a more integrated and sustainable transportation network.

Transit

Public transit provides shared transportation options that connect residents to key destinations without relying on private vehicles. In Nibley, transit service is provided by Connect Transit, which currently operates Route 11, a fixed-route service running between Nibley and Logan every 60 minutes during weekdays and Saturdays, with no service on Sundays. In addition, Route 12 offers 30 minute service along Main St, which connects Hyrum the Logan Transit Center via Nibley. The figure illustrates proposed future transit expansions identified by the Cache MPO, including three additional transit lines—two of which remain unfunded—as well as the introduction of microtransit service that will provide flexible, on-demand transit access to portions of the city.

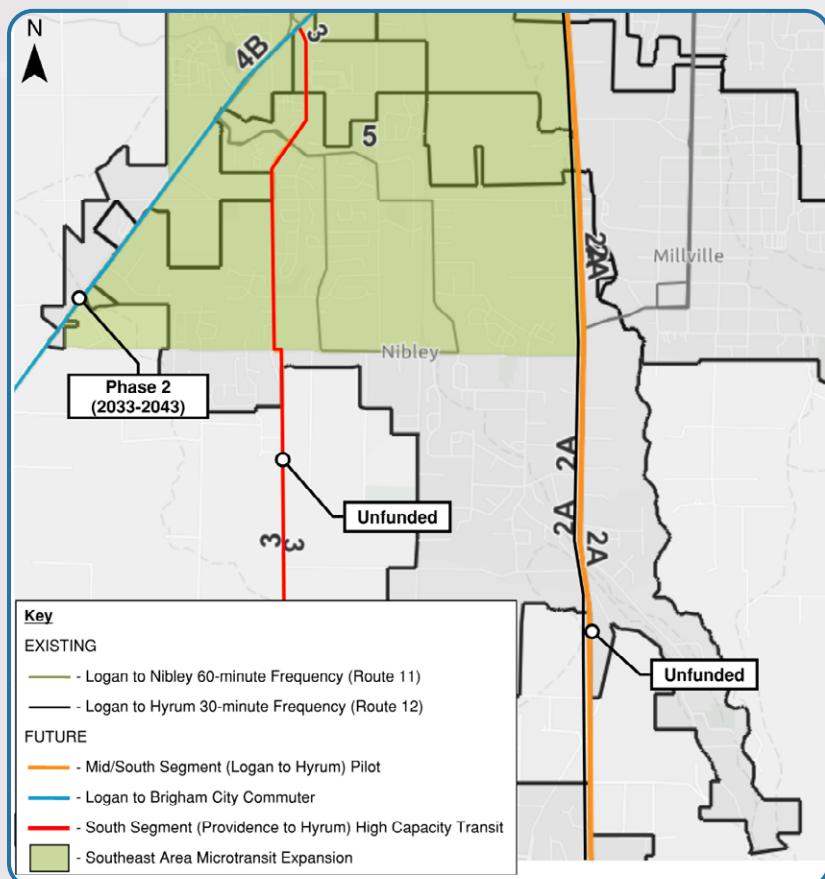


FIGURE 4: Nibley City Existing and Future Transit

Nibley City Master Street Plan



Update 3-25-2021

Legend

Nibley Municipal Boundary 2020

Road Classification

Principal Arterial

Minor Arterial

Collector

Local

*Future Minor Arterial

*Future Collector

*Future Local

Rail Road

Rail Road Crossings

Existing

Proposed

Stop Lights

Existing

Proposed

* Future streets are conceptual and show general connections. Side treatments and landscaping determined at final design.



0 1,200 2,400 3,600 4,800
Feet

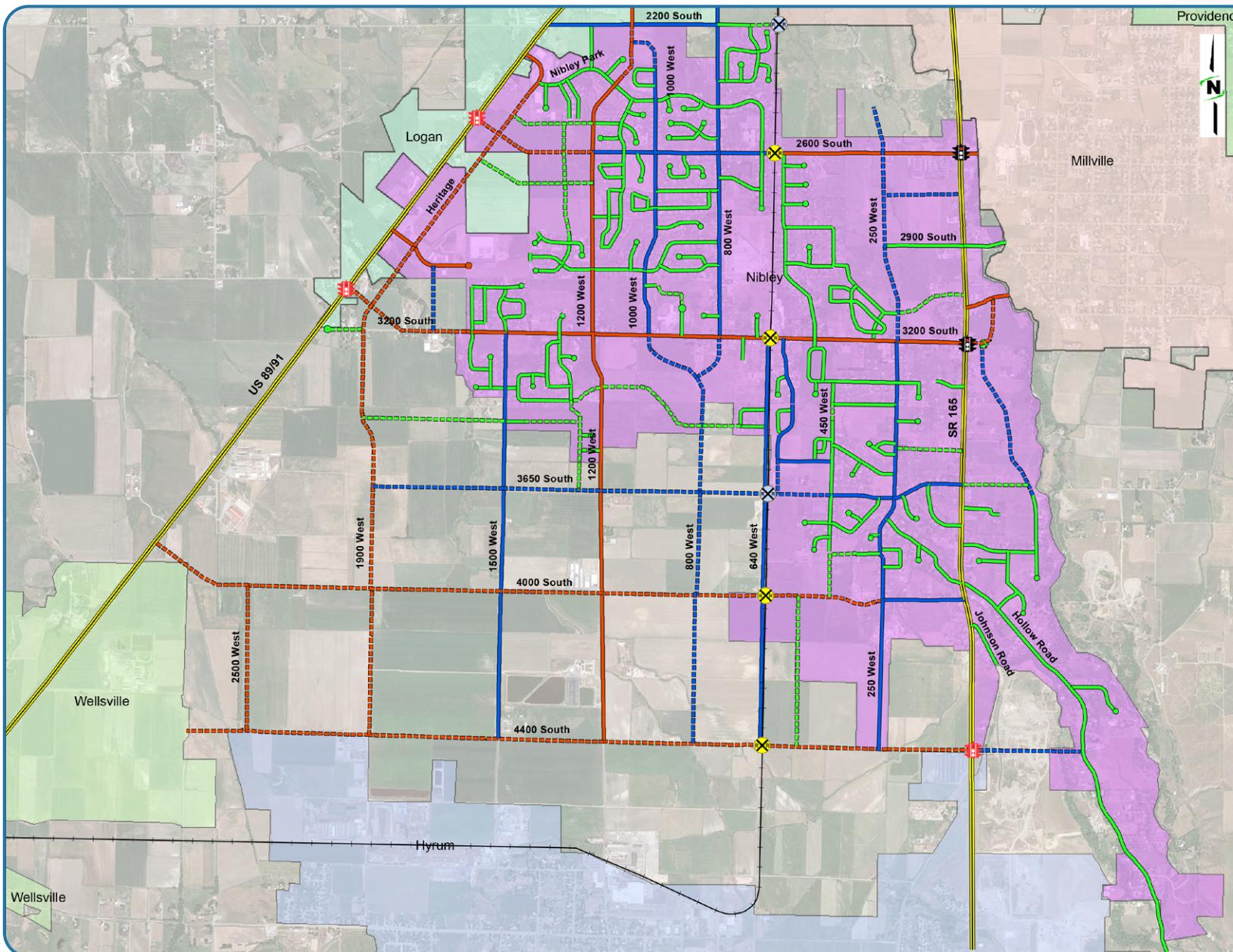
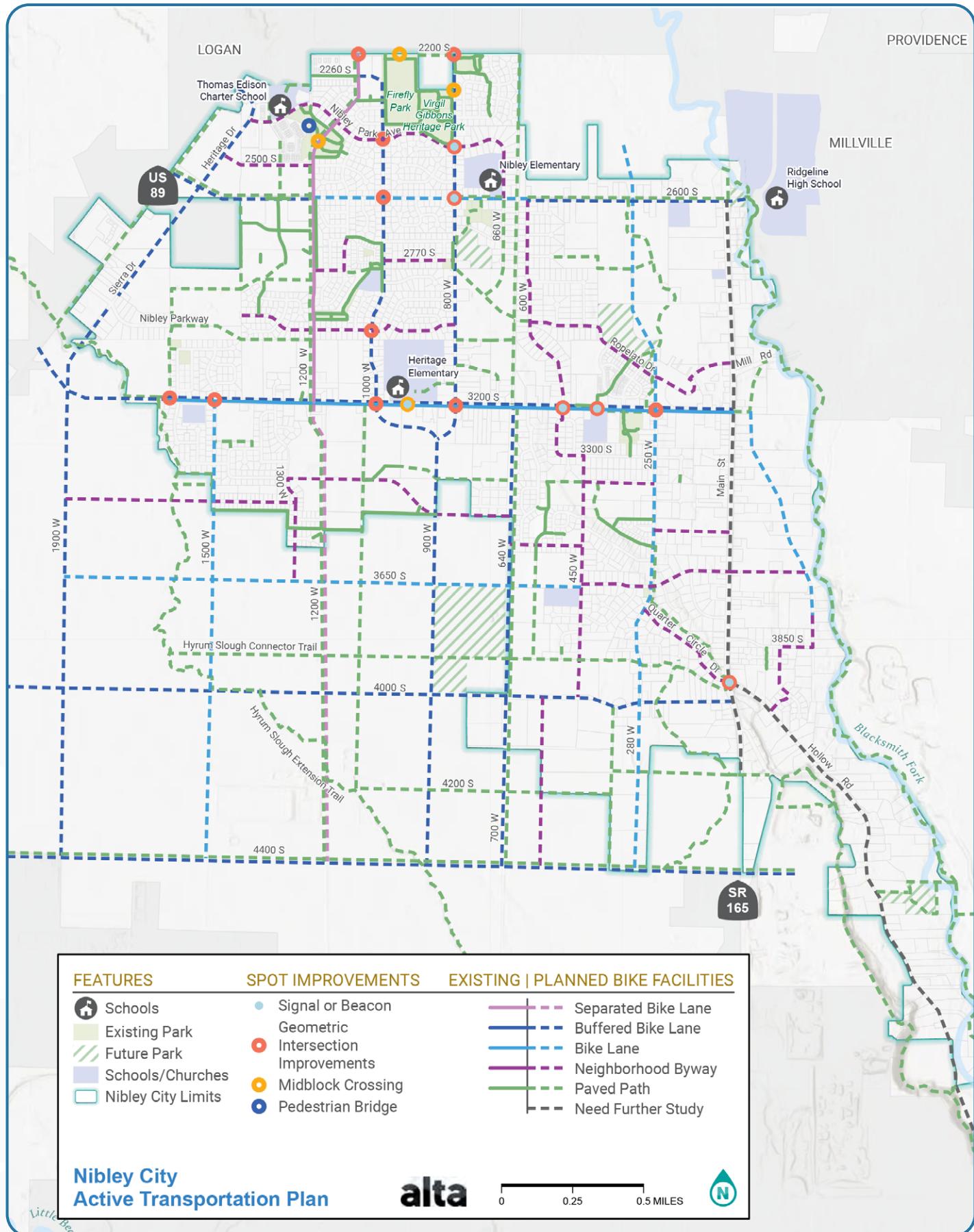


FIGURE 5: Nibley City Street Master Plan



Traffic Circulation and Senate Bill 195

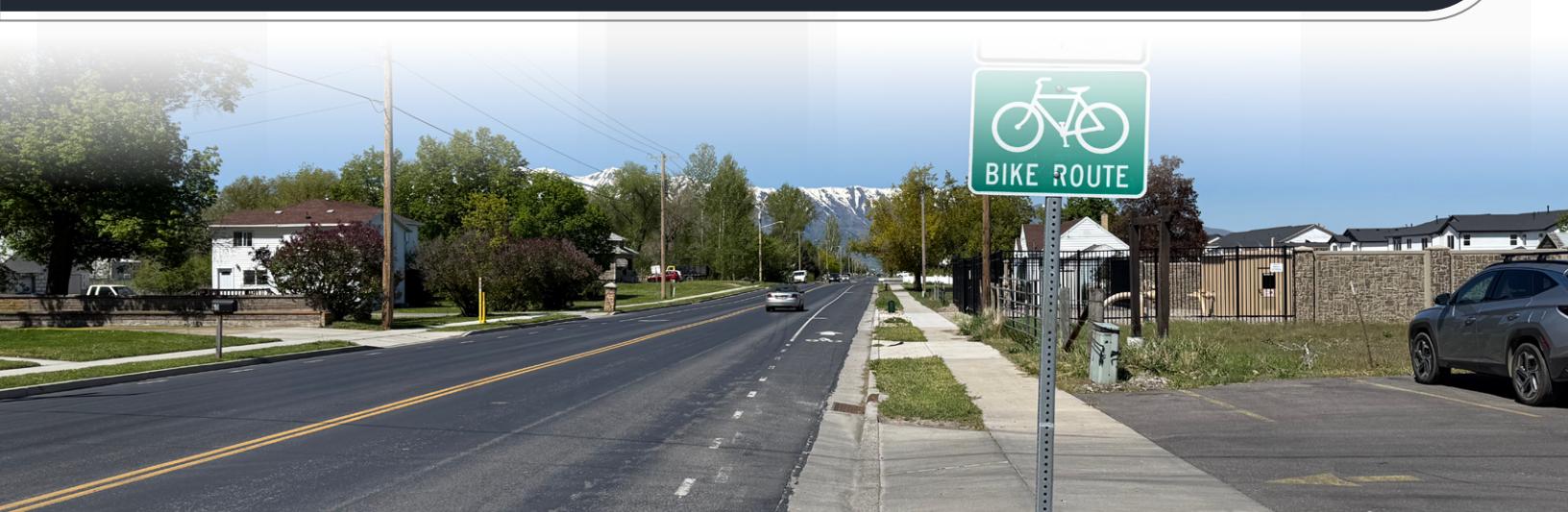
Senate Bill 195 requires that cities in MPO boundaries update their general plan transportation and traffic circulation element to identify priority connections to remedy physical transportation circulation impediments (including canals) to significant destinations (schools, employment centers, etc.) and to determine the cost estimate, potential funding sources, and impediments to constructing the connections. Significant physical transportation impediments in Nibley include US-89/91, SR-165, the union pacific rail line, the Hyrum Slough canal, and the Blacksmith Fork River. Possible projects to remedy these physical transportation impediments are listed in the table below. As there aren't many impediments to vehicular transport, the solutions suggested in this plan emphasize active transportation impediments.

TABLE 2: TRAFFIC CIRCULATION SENATE BILL 195

Project Location	Improvement Description	Physical Impediment	Significant Destination	Cost Estimate, Potential Funding	Impediments to Construction
2600 South & SR-165	Undermast Lighting, Leading Pedestrian Interval	SR-165	Ridgeline High School	~\$5k, UDOT Safe Routes to School	Coordination with UDOT
Union Pacific Rail Line Crossings	Pedestrian Crossing Improvements (Improved Signing)	Rail Line	Various	\$10k - \$25k, UPRR / FRA Section 130 Railway-Highway Crossings program	Cost, Coordination with Union Pacific
Blacksmith Fork River	Active Transportation Crossings	Blacksmith Fork	Various	\$750k - \$2.0M , UDOT Active Transportation Fund or CMAQ	Cost, Coordination with UDOT, Environmentally Sensitive Area
3200 South / 2000 West & US-89/91 Hyrum Slough	Pedestrian Underpass	US-89/91	Future Employment / Commercial Center	\$5.0M – \$10.0M, UDOT Active Transportation Fund or CMAQ	Cost, Implementation, Coordination with UDOT
4000 South & US-89/91	Above / Below Grade Crossing	US-89/91	Future Employment / Commercial Center	\$5.0M – \$10.0M, UDOT Active Transportation Fund or CMAQ	Cost, Implementation, Coordination with UDOT

\$ = <20k dollars, \$\$ = 20k to 1 million dollars, \$\$\$ = > 1 million dollars

Nibley supports an efficient circulation system that will allow traffic flow on major streets and create a safe atmosphere that encourages pedestrians and bicyclists.



Implementation

The following implementation items help translate Nibley City's transportation goals into specific, actionable steps by focusing on improving safety, connectivity, and multimodal access.

Transportation Policy

1. Adopt a Zero Fatalities policy as the City's guiding principle for roadway planning and design, prioritizing roadway safety in all designs.
2. Require the installation of curb extensions (bulb-outs) at all local street intersections to enhance pedestrian safety and reduce vehicle speeds.
3. Encourage or require new residential subdivisions to incorporate alley-loaded lot designs, where garages and service access are located off alleys rather than the street, to reduce driveway interruptions, enhance pedestrian safety, and create more walkable, connected streetscapes.

Street Connectivity

1. Update the City's Transportation Master Plan to include clear connectivity standards for new developments. Require developments to align streets with adjacent parcels, provide pedestrian and bicycle connections, and ensure new local streets integrate with the City's long-term roadway grid.
2. Plan future roadway networks to improve connectivity by designing a well-spaced grid system, with arterial streets spaced approximately 0.5 to 1 mile apart and collector streets spaced 0.25 to 0.5 miles apart that supports the future land use plan.
3. Encourage grid-like or modified-grid street layouts in new developments to enhance connectivity and reduce pressure on major corridors.

4. Minimize the use of cul-de-sacs and ensure infill projects connect to existing stub streets whenever possible.
5. Require new subdivisions to provide multiple access points for emergency and neighborhood circulation.
6. Address major physical barriers such as US-89/91, SR-165, the Union Pacific Rail Line, the Blacksmith Fork River, and the Hyrum Slough through targeted crossing improvements as listed in **Table 2** above and according to Senate Bill 195.

Street Master Plan

1. Regularly update the functional classification map to reflect built conditions, planned developments, and Cache MPO projects.
2. Use roundabouts or mini-roundabouts as the preferred intersection control at unsignalized intersections expected to experience safety or delay concerns, especially where traffic volumes are balanced among approaches.

Active Transportation and Transit

1. Incorporate pedestrian and bicycle facilities into all new roadway and development projects in coordination with the 2024 Active Transportation Plan.
2. Work with Connect Transit to improve pedestrian access and amenities near existing and future transit stops, including sidewalks, crossings, shelters, and lighting, including recommended projects of the CVTD First and Last Mile Study.
3. Support continued partnership with Connect Transit to maintain and expand route service and future microtransit (Pool) service in areas of the community that are under-served by fixed-route service.

V. HOUSING

“

I don't see myself being able to afford
a home in Nibley soon, but I love
the character, family feel, and
spacing that Nibley provides.

”

— General Plan Survey Response

V. HOUSING

Demographics Analysis

Historic Population

The US Census Bureau ACS Population Estimates report Nibley City has experienced an average annual growth rate ("AAGR") in population of 3.03 percent from 2010 through 2020. This growth is higher than Cache County's growth at 1.69 percent and higher than the State of Utah's at 1.7 percent. Nibley's growth represents about 9.2 percent of the total growth within Cache County. The table below shows a comparison of neighboring communities.

TABLE 3: COMPARISON CITY HISTORIC POPULATION & AAGR

	ACS													DEC				
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	10 YR. AAGR	2021	2022	2023	2010	2020	10 YR. AAGR
Hyrum	7,284	7,435	7,579	7,663	7,751	7,820	7,866	7,926	8,065	8,224	8415	1.45%	9,330	9,680	10,022	7,609	9,362	2.09%
Logan	46,408	47,275	47,970	48,565	48,933	49,400	49,539	49,957	50,478	50,863	51,266	1.00%	52,420	53,246	53,923	48,174	52,778	0.92%
Millville	1,475	1,495	1,756	2,014	1,888	2,080	2,014	1,912	1,911	2,054	1,895	2.54%	1,844	1,827	1,820	1,829	2,326	2.43%
Nibley	4,763	5,064	5,392	5,641	5,866	6,060	6,256	6,438	6,655	6,819	6,993	3.92%	7,160	7,373	7,651	5,438	7,328	3.03%
North Logan	7,765	7,994	8,248	8,635	9,007	9,380	9,820	10,140	10,457	10,711	10,978	3.52%	10,705	10,981	11,228	8,269	10,986	2.88%
Providence	6,502	6,773	6,941	7,009	7,026	7,043	7,122	7,173	7,300	7,407	7,732	1.75%	8,199	8,418	8,675	7,075	8,218	1.51%
Smithfield	8,957	9,209	9,508	9,879	10,233	10,413	10,629	10,832	11,102	11,373	11,670	2.68%	13,263	13,658	14,033	9,495	13,571	3.64%
Wellsville	3,265	3,342	3,409	3,453	3,557	3,593	3,612	3,641	3,698	3,757	3,847	1.65%	4,036	4,078	4,120	3,432	4,060	1.69%
Cache	107,078	109,752	112,095	114,181	115,954	117,449	118,824	120,288	122,336	124,165	126,336	1.67%	131,703	134,428	137,031	112,656	133,154	1.69%
Utah	2,657,236	2,715,379	2,766,233	2,813,673	2,858,111	2,903,379	2,948,427	2,993,941	3,045,350	3,096,848	3,151,239	1.72%	3,231,370	3,283,809	3,331,187	2,763,885	3,271,616	1.70%

Source: US Census Bureau, 2010 and 2020 Census Redistricting Data (PL 94-171)

US Census Bureau, American Community Survey 5-Year Estimates (DP05)

US Census Bureau, Population Estimates Program (PEP)

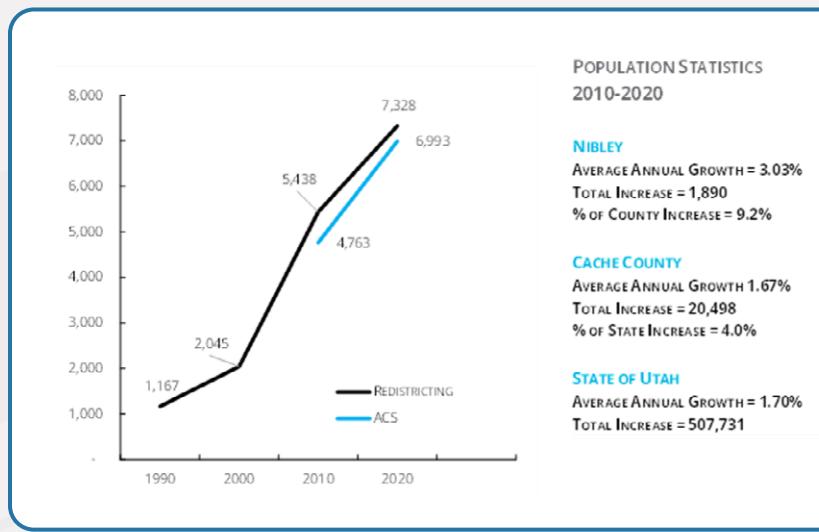


FIGURE 7: Nibley City Historic Population Growth

Based on the historic Census Bureau AAGR, the 2025 population estimate is 8,779. An analysis of the Traffic Area Zone data compiled by the Wasatch Front Regional Council results in a 2025 population estimate of 10,308. The TAZ projections start higher than the Census and Master Plan estimate, however the AAGR utilized in the Census and Master Plan data is notably higher than the TAZ AAGR. In 2030, the population estimates from the Census Bureau and the TAZ data diverge by 2,728 residents as shown in **Table 4**.

The City's population is projected to continue to increase through 2050, reaching approximately 17,600 people per Master Plan estimates. The population in Cache County will continue to grow with the increase in population largely occurring at and around the areas that are already more developed.

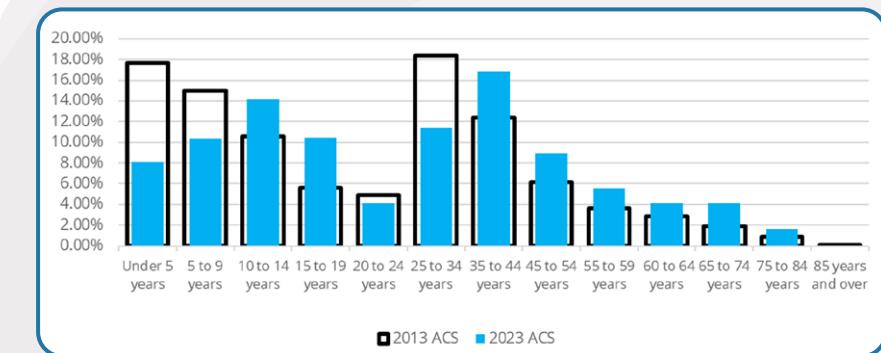


FIGURE 8: Age Distribution

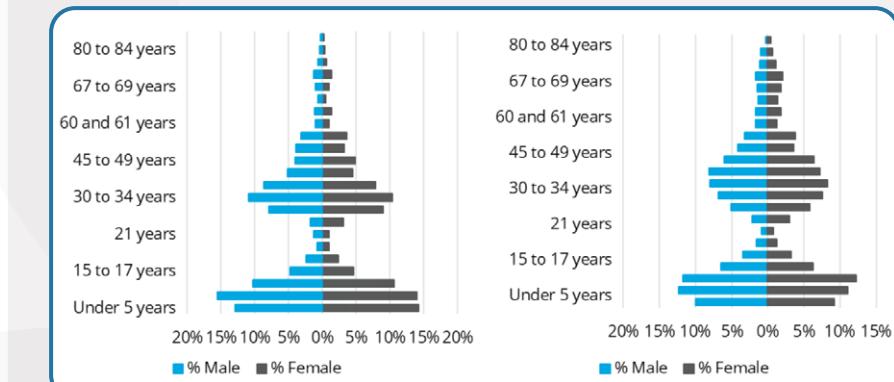


FIGURE 9: Age Distribution by Sex (2020 Left, 2010 Right)

TABLE 4: POPULATION PROJECTIONS

	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	AAGR	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	AAGR	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	AAGR
Census Bureau	7,529	7,925	8,271	8,521	8,779	9,045	9,319	9,601	9,892	10,192	3.03%	10,500	10,818	11,146	11,483	11,831	12,189	12,558	12,938	13,330	13,734	3.03%	14,150	14,578	15,019	15,474	15,943	16,425	16,923	17,435	17,963	18,507	3.03%
TAZ	8,070	8,620	9,182	9,747	10,308	10,859	11,397	11,920	12,427	12,920	4.81%	13,023	13,127	13,235	13,346	13,455	13,564	13,673	13,781	13,887	13,994	0.80%	14,162	14,328	14,490	14,648	14,803	14,956	15,107	15,254	15,398	15,538	1.04%
Master Plan					9,000					10,300	2.74%											13,600	2.82%									17,600	2.61%

Source: WFRC TAZ, Census ACS, Unified Transportation Master Plan

Households

The total number of households in Nibley as of the 2023 American Community Survey is 2,113. Of the total housing units, 97.9 percent are occupied with 2.1 percent unoccupied. Cache County has approximately 94.9 percent housing occupancy rate, which is higher than the State at 91.8 percent.

Building Permits

The building permit data was compiled and provided by city officials. Nibley's permit activity has generally increased over the past ten years with a sharp increase after 2020. 2024 shows a significant decrease in single family residential building permit activity with an increase in condo and townhomes permits. After recent efforts to ease ADU restrictions, a small number of units were added in 2024, though overall growth remains limited. There is very little non-residential building activity.

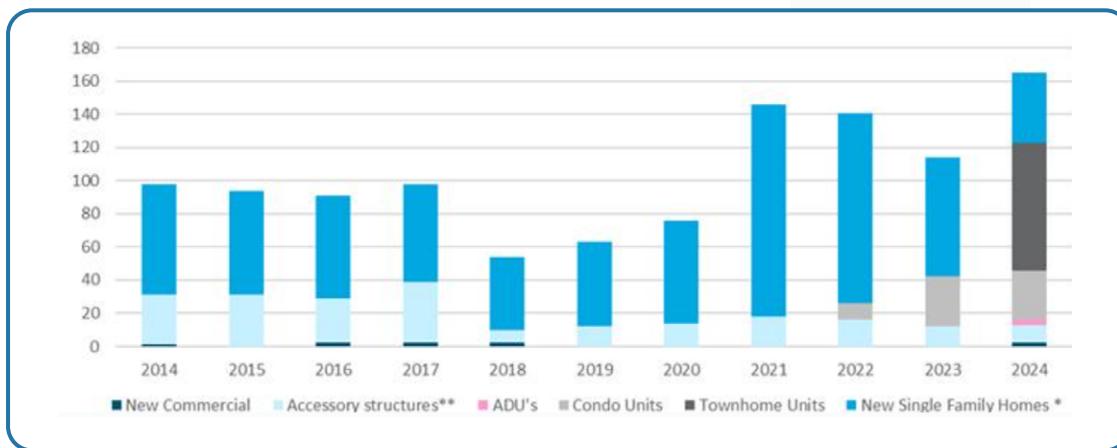


FIGURE 10: Building Permits Issues

Income

Utah median adjusted gross income (MAGI) represents an individual's total gross income minus specific tax deductions. MAGI in Nibley is higher than both the County and State average. A comparison of 2022 data shows that Nibley ranks slightly above the median of all cities in the state.

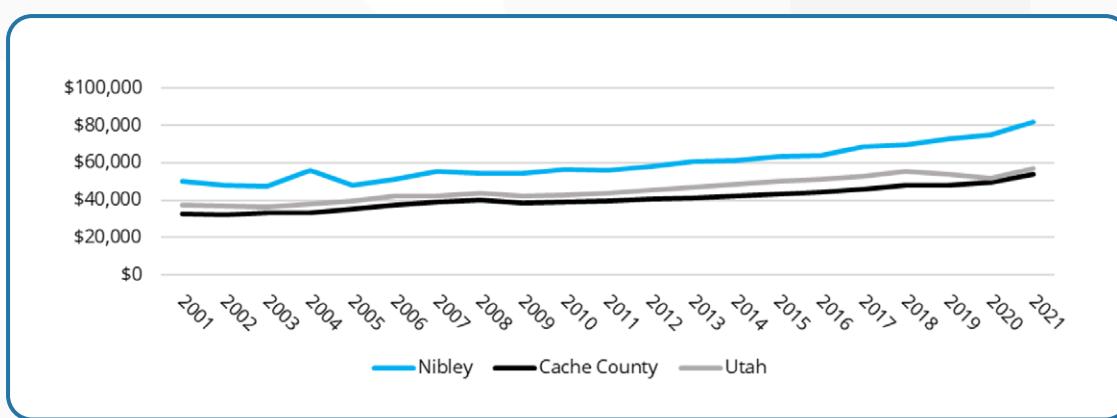


FIGURE 11: Median Adjusted Gross Income

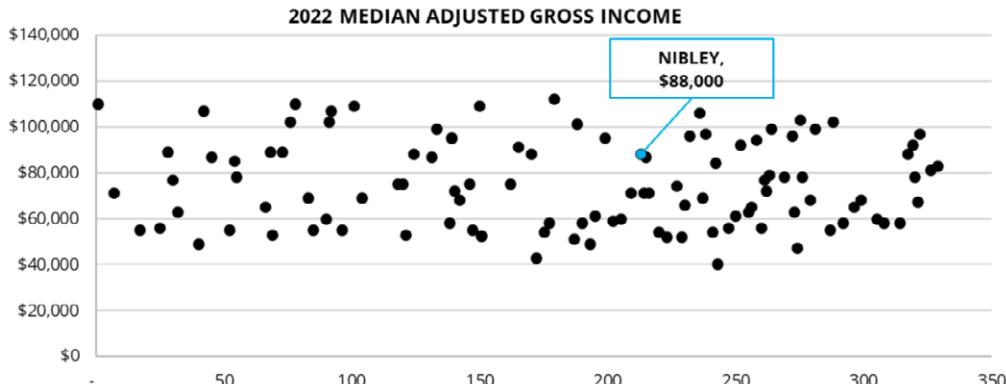


FIGURE 12: Utah Cities Median Adjusted Gross Income²

Education

According to the US Census 2023 ACS five-year estimates, approximately 49 percent of Nibley's population has an associate degree or higher similar to the Cache County average with 50 percent and the State of Utah at 48 percent.

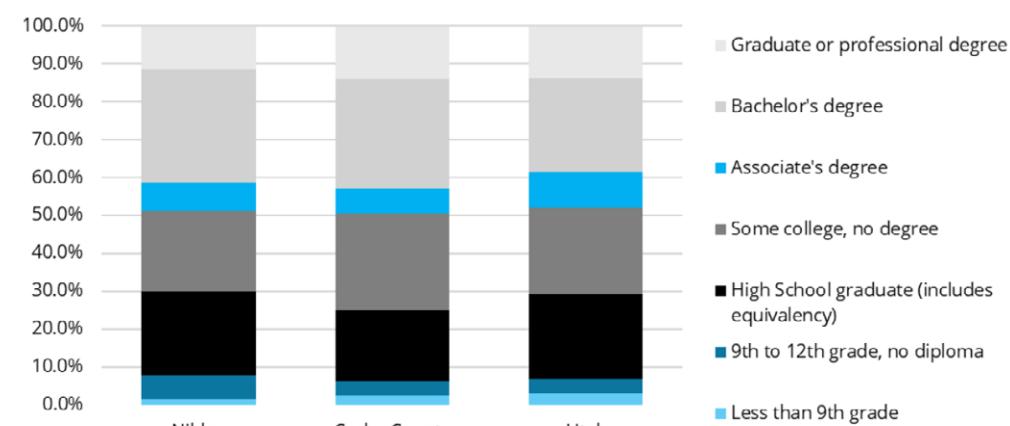


FIGURE 13: Educational Attainment as a % of Total

Employment

As of June 2025, the unemployment rate in Cache County was 2.9 percent, as shown in **Figure 14**. This is notably lower than the national average of 4.1 percent and slightly below the State of Utah's rate of 3.2 percent.

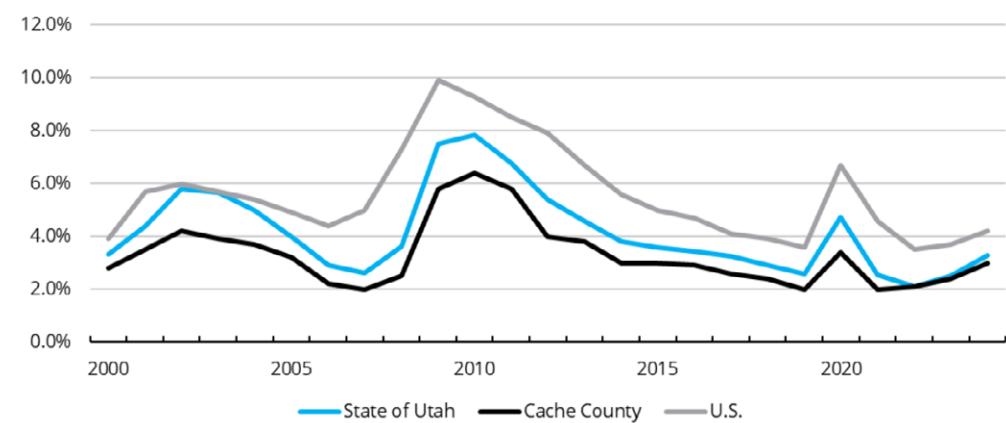


FIGURE 14: Historic Unemployment

² Utah cities are displayed alphabetically with arbitrary numeric values assigned to prevent the data points from overlapping on the graph.

Housing Analysis

Under Utah Code 10-9a-403 (2)(b)(iii) municipalities are required to include a moderate income housing plan as a component of the General Plan. This housing plan includes an overview of existing conditions and a realistic set of strategies to meet the needed housing demand. The “focus is to facilitate a reasonable opportunity for a variety of housing, including moderate income housing... to meet the needs of people of various income levels, living, working, or desiring to live or work in the community”. An additional objective is to allow residents at different income levels to participate in the community.

Existing Housing Stock

The 2023 US Census Bureau ACS reports that the City has 2,113 housing units in total, of which 2,069 are occupied units. There are more homeowners than renters in Nibley, with 89.4 percent of all homes owner-occupied. This is due to a higher amount of single-family homes than multi-family housing units. As of 2023, the City has 1,890 owner occupied units and 179 renter occupied units. Occupied housing has grown at an AAGR of 4.07 percent from 2013 through 2023, with owner-occupied housing units growing at 4.2 percent and renter-occupied units growing at 2.79 percent. The average household size as of 2023 is 3.1.

TABLE 5: NIBLEY EXISTING HOUSING UNITS

	2013	2023	AAGR
Total Housing Units	1,431	2,113	3.97%
Occupied Housing Units	1,389	2,069	4.07%
Owner-occupied Units	1,253	1,890	4.20%
Renter-occupied Units	136	179	2.79%

Source: US Census Bureau, American Community Survey 5-Year Estimates (B25001, B25032)

As shown in **Table 6**, 99.4 percent of Nibley's housing stock is single family with 0.6 percent multi-family, mobile home, and other housing types. This distribution is based on the most recent Census data from 2023, and the recent townhome and condo building permits indicate that the share of multifamily housing has increased from 0 percent.

TABLE 6: NIBLEY OCCUPIED HOUSING UNITS

Type	Owner Occupied		Renter Occupied		Total	% of Total
Single Family	1,878	99.4%	155	86.6%	2,033	98.3%
2 to 4 Units	-	0.0%	-	0.0%	0	0.0%
5 to 9 Units	-	0.0%	-	0.0%	0	0.0%
10 or more Units	-	0.0%	-	0.0%	0	0.0%
Mobile Home & Other	12	0.6%	24	13.4%	36	1.7%
Total Units	1,890	91.3%	179	8.7%	2069	100.0%

Source: US Census Bureau, American Community Survey 5-Year Estimates (B25032)

The City has issued building permits for 849 units over the last 10 years. These include 698 single-family units and 147 condominiums or townhomes. With the exception of one townhome development in 2011, condominiums or townhomes have only been constructed in the past 3 years, with a high of 107 in 2024, and may be an important high density residential option to address moderate income housing needs within the City. **Table 7** provides an annual breakdown of City residential building units from 2014-2024.

TABLE 7: NIBLEY CITY RESIDENTIAL BUILDING PERMITS

Year	Single Family Units	Condominiums	Townhome Units	Other Residential Units	Total Constructed Units
2014	67	-	-	-	67
2015	63	-	-	-	63
2016	62	-	-	-	62
2017	59	-	-	-	59
2018	44	-	-	-	44
2019	51	-	-	-	51
2020	62	-	-	-	62
2021	128	-	-	-	128
2022	115	10	-	-	125
2023	72	30	-	-	102
2024	42	30	77	3	152
Total	698	70	77	3	849

Source: City Provided Building Permits

Housing Cost Burden

The median adjusted household gross income in Nibley is \$88,000. The median adjusted household gross income has grown at an AAGR of 3.8 percent from 2012 through 2022. The Nibley owner-occupied income (unadjusted) in 2023 was \$107,957 while renter-occupied income was \$49,523.

The average monthly housing costs for all owner-occupied housing in Nibley is \$1,185. Monthly costs for owner-occupied housing units with a mortgage is \$1,839 while those without a mortgage is \$541. The median gross rent in the City is \$1,472. The ratio of the City's median rent to renter income is 35.7 percent as seen in **Table 8**. This high rent to renter income ratio could be attributed to the limited availability of rental and high-density housing, leaving fewer, larger, and units with higher rent on the market. The ratio of the City's median mortgage to median household owner income is 20.4 percent. Ratios greater than 30 percent indicate the average renter or household owner is burdened by housing costs. Ratios greater than 50 percent suggest a severe burden. Currently, the overall renter income to rent ratio in Nibley is considered a burden. The housing cost burden ratios in Nibley are rising, and may continue to rise, due to the current housing crisis throughout the State of Utah.

TABLE 8: HOUSING COST BURDEN RATIO (2022)

	Nibley City	Cache County	Utah
Median Adjusted Gross Income*	\$88,000	\$60,000	\$61,172
Median Income	\$105,726	\$78,292	\$91,750
Owner-occupied Median Income	\$107,957	\$100,246	\$109,588
Renter-occupied Median Income	\$49,523	\$48,541	\$58,038
Median Gross Rent	\$1,472	\$1,137	\$1,405
Median Owner-occupied w/ Mortgage Cost	\$1,839		\$1,978
Median Owner-occupied w/o Mortgage Cost	\$541		\$561
Median Rent to Renter Income	35.7%		29.0%
Median Mortgage to Owner Income	20.4%		21.7%

*Utah State Tax Commission, 2023 Statistics of Income

Source: US Census Bureau, American Community 2023 5-Year Estimates (B25119, B25064, B25088)

The U.S. Department of Housing and Urban Development annually reviews fair market rents to determine a standard for various housing programs to publish HOME Investment Partnership Program (HOME) rent limits. The rent limits for the Logan Metro Area for 2025 are found in **Table 9**. The Fair Market Rent shows what people are paying in the market, while the High HOME Rent Limit is based on what low to moderate income households can afford. Since the HOME limit is lower, it shows that market rent is higher than what is considered affordable.

TABLE 9: LOGAN, UT-ID MSA HUD METRO RENT LIMITS

Program	Efficiency	1 Bedroom	2 Bedrooms	3 Bedrooms	4 Bedrooms
Low HOME Rent Limit	\$905	\$920	\$1,163	\$1,344	\$1,500
High HOME Rent Limit	\$914	\$920	\$1,169	\$1,638	\$1,893
Fair Market Rent	\$914	\$920	\$1,169	\$1,638	\$1,963
50% Rent Limit	\$905	\$970	\$1,163	\$1,344	\$1,500
65% Rent Limit	\$1156	\$1,241	\$1,491	\$1,714	\$1,893

Source: U.S. Department of Housing and Urban Development, HOME Rent Limits - Utah

Moderate-Income Housing Element

Utah Code 10-9a-403 requires that municipalities include within their General Plan a Moderate-Income Housing element. Nibley City completed a Moderate Income Housing Plan in 2023, the strategies from that document are summarized here. When drafting the moderate-income housing element, the planning commission should facilitate a reasonable opportunity for a variety of housing, including moderate income housing to meet the needs of people of various income levels living, working, or desiring to live or work in the community; and to allow people with various incomes to benefit from and fully participate in all aspects of neighborhood and community life.

Housing Strategies and Recommendations

To qualify for State transportation funding, the State requires municipalities to select three housing affordability strategies to implement in their community. In addition, the legislature is giving priority funding designation to those communities that adopt two additional strategies. Nibley City has selected the following strategies for implementing moderate-income housing in the community.

1. Rezone for densities necessary to facilitate the production of moderate-income housing (Strategy A).
2. Create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones (Strategy E)
3. Zone or rezone for higher density or moderate-income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers (Strategy F).
4. Implement zoning incentives for moderate income units in new developments (Strategy J).
5. Apply for or partner with an entity that applies for state or federal funds or tax incentives to promote the construction of moderate income housing, an entity that applies for programs offered by the Utah Housing Corporation within that agency's funding capacity, an entity that applies for affordable housing programs administered by the Department of Workforce Services, an entity that applies for affordable housing programs administered by an association of governments established by an interlocal agreement under Title 11, Chapter 13, Interlocal Cooperation Act, an entity that applies for services provided by a public housing authority

to preserve and create moderate income housing, or any other entity that applies for programs or services that promote the construction or preservation of moderate income housing (Strategy O).

6. Demonstrate utilization of moderate-income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing (Strategy P).
7. Eliminate impact fees for any accessory dwelling unit that is not an internal accessory dwelling unit as defined in Section 10-9a-530 (Strategy Q).

Strategy 1: Rezone for Necessary Densities

Nibley has collaborated with developers and property owners to reduce barriers and implement appropriate rezones that support R-PUD developments (Strategy A).

IMPLEMENTATION

- Continued collaboration with developers (ongoing)
- Transfer of Development Rights (TDR) which allows higher density in exchange for transferring development rights (ongoing)
- Residential Planned Unit Development (R-PUD) amendment was approved for Nibley Meadows, density increased by 8% (2023)
- Proposed annexation area has potential for a major R-PUD (future)

Strategy 2: Create or Allow For, and Reduce Regulations Related to Internal or Detached Dwelling Units

Nibley will monitor and record the number of ADUs constructed and identify barriers that limit ADU development. Research on these barriers was completed in 2023 and amendments to ordinances are open to consideration (Strategy E).

IMPLEMENTATION

- Researched barriers to building ADUs (2023)
- Reduced regulations and potential for reduced impact fees already adopted (2024)
- Continue to track number of ADU building permits (2023, ongoing)
- Pending ordinance adoption that would reduce cost of ADUs with additional parking (2025)

Strategy 3: Zone or Rezone for high density in commercial or mixed-use zones

The City is planning for optimal residential uses near planned employment centers to promote a balanced mix of land uses. Planning efforts will focus on developing a comprehensive plan for the future 4400 South Industrial Corridor (Strategy F).

IMPLEMENTATION

- Updated General Plan with new land use map allowing for mixed-use areas (2025)
- Planning efforts focus on the future 4400 S industrial corridor (2025, ongoing)
- Evaluating residential units near the corridor to support future growth (2025, ongoing)

Strategy 4: Implement Zoning for Incentives for Developing Moderate Income Units

Nibley will continue to assess appropriate density bonuses and incentive thresholds for the R-PUD and other applicable zones. Based on the results of current P-RUD, potential ordinances establishing zoning incentives for moderate-income housing will be prepared for consideration.

IMPLEMENTATION

- Amendment to the R-PUD for Nibley Meadows allowed 22 additional housing units, requiring that 50% be priced at or below 80% of Area Median Income (AMI) (2023)
- Potential incentives to be implemented elsewhere based on success of Nibley Meadows projects (2025, ongoing)

Strategy 5: Partner with BRAG and HUD for funds and incentives

The City will meet annually with representatives from the Neighborhood Nonprofit Housing Corporation to identify

opportunities for affordable housing development. Staff will also be trained to refer residents to housing assistance programs offered by BRAG and HUD, and information about these programs will be actively publicized (Strategy O).

IMPLEMENTATION

- The City has met with BRAG to increase awareness of available opportunities and increase utilization of resources (2023)
- Active communication taking place with Neighborhood Non-profit Housing Corporation (2023, ongoing)

Strategy 6: agency to create or subsidize Moderate income Housing

The City has an established Community Reinvestment Project area that is expected to generate money in tax increment financing over 15 years. (Strategy P). Funds from this project can be allocated by the city, potentially through partnerships to develop moderate-income housing.

IMPLEMENTATION

- 10% of Malouf Community Reinvestment Project Area is allocated for affordable housing (2023 - 2038)

Strategy 7: Eliminate Impact Fees For Accessory Dwelling Unit

Nibley allows attached, internal, and detached ADUs. Recent coding has reduced regulations to reduce barriers for ADU construction. The City has eliminated impact fees for detached ADUs to encourage production (Strategy Q).

IMPLEMENTATION

- The City has implemented this strategy, limited applicability with limited ADU building permits (2024, ongoing)



Additional State Support

The City could benefit from additional training related to MIHR requirements and data collection. An example of this is the Land Use Academy of Utah's (LUAU) Missing Middle Housing (MMH) Toolkit. This service helps communities in Utah learn about, consider, plan for, and implement more housing options tailored to their city or town. In addition to this resource, training related to the 24 identified strategies and how to implement these strategies could be beneficial.

Potential Additional Housing Strategies

In addition to the moderate-income housing strategies already in place, the following list highlights additional strategies that are currently being explored or may be valuable for future implementation. Additional housing development and analysis resources can be found in the **Appendix**.

Reduce parking requirements

- Amend land use regulations to eliminate or reduce parking requirements for residential development where a resident is less likely to rely on the resident's own vehicle such as senior living or near major transit. (Strategy H).
- The City has recently updated the Parking Code.

Amend land use regulations to allow for single room occupancy developments.

- Requirements regarding how many unrelated people can live in one house could be further explored to increase housing affordability (Strategy I).
- May lack market applicability or may not be worth the time.

Incentives and deed restrictions

- Support and maintain moderate-income and subsidized housing by offering landlord incentives, providing deed-restricted units through grants, or creating a housing loss mitigation fund (Strategy K).
- Nibley could serve as an active participant in supporting deed restriction. For example, a partner organization assists in building affordable units, and the City could participate in deed restriction and enforcement.

Impact Fee Reduction

- Reduce, waive, or eliminate impact fees related to moderate income housing (Strategy L) Already Implemented with ADUs that are moderate income
- Create a Program to Transfer Development Rights
- Create a program to transfer development rights for moderate income housing (Strategy R).
- The city has TDR ordinance for density and could shift it to cover moderate income housing.

Zone for Walkable Mixed Use

- Create or allow multifamily housing that is compatible in scale with single-family homes and located in walkable communities with residential or mixed-use zones (Strategy V).
- This strategy would pair well with the development of a town center.

Implement Programs or Strategies to Assist Low Income

- Specific programs or strategies to assist residents earning less than 80% of the area median income, such as dedicating local funds or requiring a portion of new residential developments to be moderate income housing. (Strategy W).
- This strategy is in line with the moderate income requirement in the Nibley Meadows development.

VI. PARKS, RECREATION, & OPEN SPACE

“

I would love to see some more parks
and playgrounds in Nibley!
Especially walking distance for
the west side of town!

”

— General Plan Survey Response

VI. PARKS, RECREATION, & OPEN SPACE

Introduction & Background

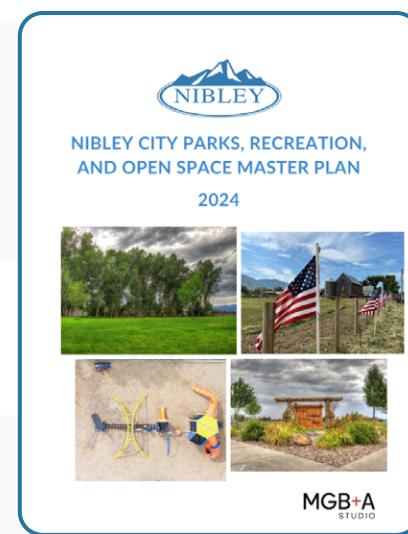
Parks, open space, and recreation are central to Nibley's community identity and quality of life. The community places a strong emphasis on access to recreation, preserving natural open spaces, and using parks as a catalyst for bringing residents together and fostering a sense of belonging.

Nibley has long recognized the value of a park and trail system that supports daily life, strengthens community identity, and connects residents with the City's natural landscapes. Residents consistently demonstrate their appreciation for the many paths and trails that offer opportunities for alternative transportation and recreation. Nibley's vision for a coordinated system of parks, trails, community facilities, and culture destinations linking neighborhoods internally and outward to regional networks remains central to Nibley's identity today. The continued evolution of the park and trail system, informed by updated data, refined community priorities, and national best practices will ensure the network grows alongside the City and continues to serve as a defining asset that enhances quality of life.

2024 Parks, Recreation, and Open Space Master Plan

In 2024, Nibley adopted an updated Parks, Recreation, and Open Space Master Plan that builds on the City's 2017 plan and reflects extensive community participation. The Master Plan was built on robust public engagement - nearly 1,800 total responses or approximately a quarter of the population of Nibley participated in the online survey. Residents voiced a strong desire to preserve the unique ecological and cultural features of Nibley (such as the Firefly Park and Morgan Farm), while also expanding opportunities for youth sports, trails, and indoor recreation. Importantly, the community emphasized that maintaining and upgrading existing parks should be prioritized before building new facilities.

The 2024 Master Plan serves as a comprehensive foundation for establishing detailed inventories, level-of-service standards, capital improvement strategies, and funding options. The General Plan offers a high-level policy framework informed by the Master Plan's findings and robust community input.



Through the Master Plan's process, Nibley identified a clear vision: to motivate, inspire, and guide the development of recreational and open spaces that provide leisure and a high quality of life for residents. **Supporting goals include the following:**

- Plan for projected increase & growth
- Provide high-quality recreation amenities
- Coordinate with regional goals
- Preserve critical natural and cultural resources
- Promote responsible financial, maintenance, and management practices
- Match community interests
- Sustain a high quality of life for Nibley's residents

The plan provides a coordinated roadmap for delivering a high quality parks and recreation system and new investments that reflect Nibley's identity. The plan identified specific amenity needs at existing park facilities as a part of the capital improvement inventory process. Overall, Nibley's parks system performs well in terms of the number of individual parks available to residents, currently exceeding the national median for "residents per park" and projected to remain above that threshold even as the community grows.

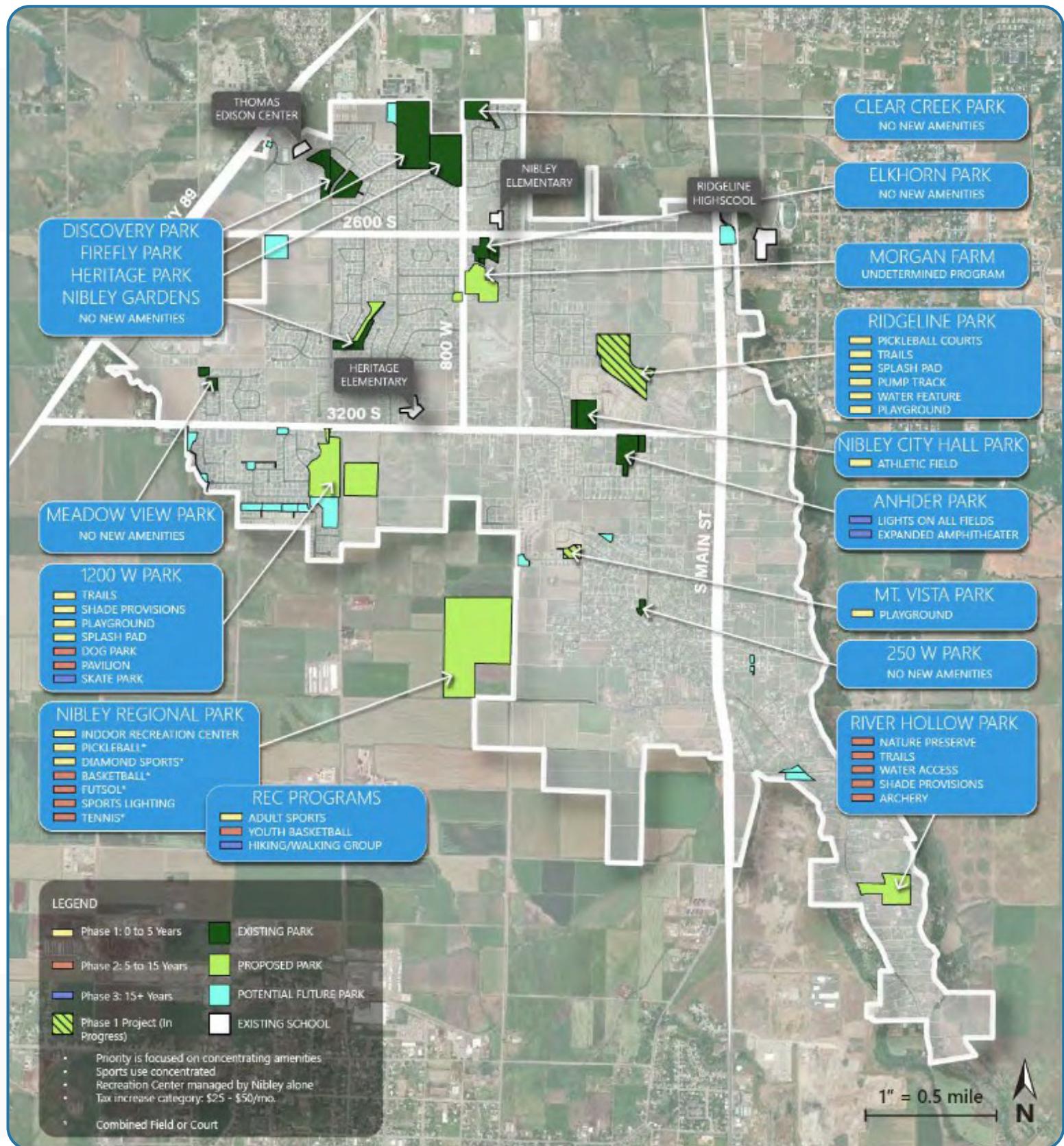


FIGURE 15: Parks and Recreation Master Plan

While Nibley's 10.6 acres of parkland currently exceeds national medians, the range of amenities fall short of national benchmarks and are projected to decline further without strategic investments as the community grows. Additional parkland, trails, and recreation features will be needed to sustain high-quality access and meet future demand. Findings in the 2024 Master Plan provide a clear foundation for identifying the future areas of improvement and how to invest in the city's parks, trails, and open space system strategically.

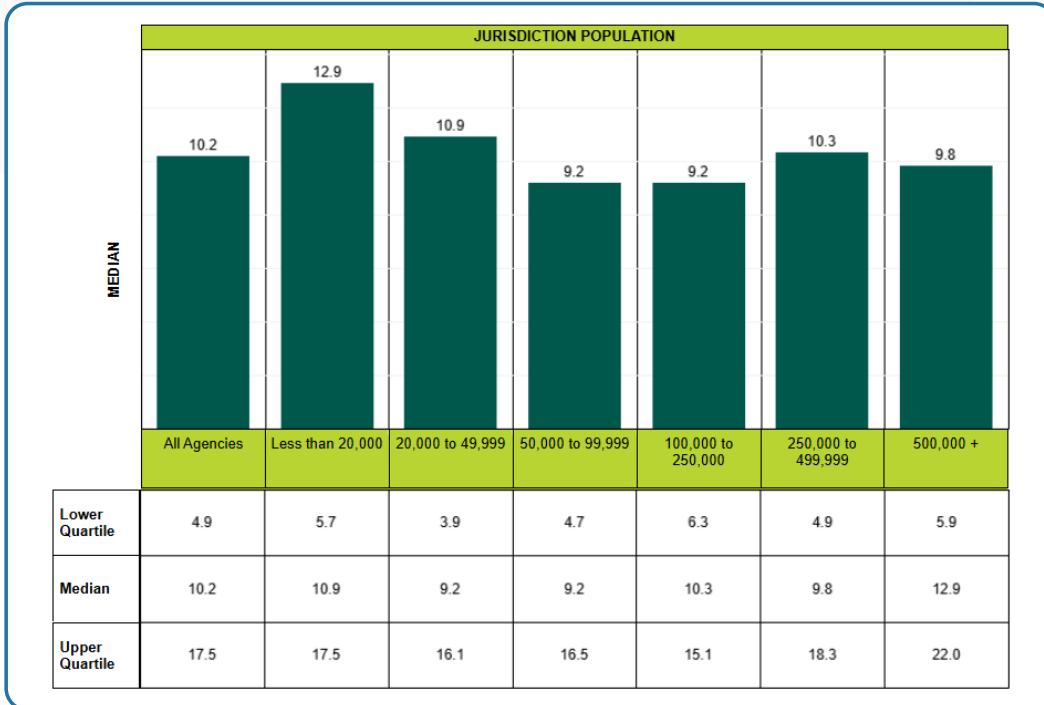


FIGURE 16: NRPA National Averages

Best Practices and Recommendations

The following principles reflect best practices in creating an inclusive, connected, and high-quality network of parks, open space, and recreation opportunities:

- Ensure that parks, trails, and natural areas are planned alongside neighborhoods and mixed-use areas early in the development process rather than added after the fact
- Maintain up-to-date records of all public and private open spaces categorized by purpose and available amenities
- Strive to locate parks within a short walking distance of most homes (approximately $\frac{1}{4}$ mile) to maximize daily use and community benefit
- Orient park facilities toward public streets and ensure good lighting and multiple access points ensuring usability and safety
- Incorporate local history, community heritage, waterways, and natural features into park and open space design to strengthen Nibley's identity and character
- Tailor park and open space enhancements to the needs of nearby neighborhoods, informed by direct resident feedback

- Balance active uses such as sports fields with passive options like natural trails and pathways, landscaped areas, and scenic rest areas
- Anticipate the needs of Nibley's future population—families, youth, older adults—by reserving and programming open spaces accordingly
- Whenever possible, provide separated multi-use paths and natural corridors that minimize conflicts with vehicle traffic and enhance connectivity between neighborhoods

Together, these principles help guide the continued evolution of Nibley's parks and recreation system as the community grows and priorities shift over time. As growth occurs, taking action on these best practices and recommendations will help preserve access, expand opportunities, and maintain the strong sense of community that Nibley residents value. The City's continued commitments to supporting high-quality public spaces will be essential to supporting health, social connectivity, and community resilience.

Element

Building on community priorities and national best practices, the following recommendations represent key opportunities to elevate Nibley's park, open space, and recreation network as the city grows. Each focuses on enhancing daily access to recreation, bolstering the community's outdoor identity, and embedding nature amenities into the lived experience of Nibley's neighborhoods.

Connected Greenway

A cornerstone of Nibley's long term parks and open space vision is to have a park system interconnected by trails, community facilities, and cultural features, which are connected to neighboring systems and communities. Greenways provide more than a route from point A to point B, they function as linear corridors that offer daily access to nature, physical activity, stress reduction and a comfortable route for walking and biking. A concept of the proposed location of the greenway is shown in the Future Land Use Map, and the network could be extended beyond what is shown to include future trails in the latest Active Transportation Plan.

Building off the existing network of trails and parks, the City envisions a transformative greenway loop that connects through frequent trails and pathways, park spaces, and comfortable biking and walking routes throughout the existing core of Nibley and extends into future annexation areas. This greenway facility can capitalize on existing corridors, waterways, and canals such as the Hyrum Slough and 1200 West trail as potential connections to begin shaping the Greenway.

Strategically aligning a potential greenway with future areas that are likely to accommodate additional residential, commercial, and mixed-use development ensures that Nibley as a whole maintains high access to nature amenities, alternative mobility options, and desirable public spaces. With intentional design and integration, a greenway becomes the social spine of the city. By tying the city together through a health-supportive, environment-supportive, and community-supportive network, a Nibley Greenway Loop will serve as both a signature element and vital connector, ensuring that as Nibley grows, the community preserves its identifiable features.

Multi Functional Corridor

The greenway should be designed with the intention to support multiple community benefits.

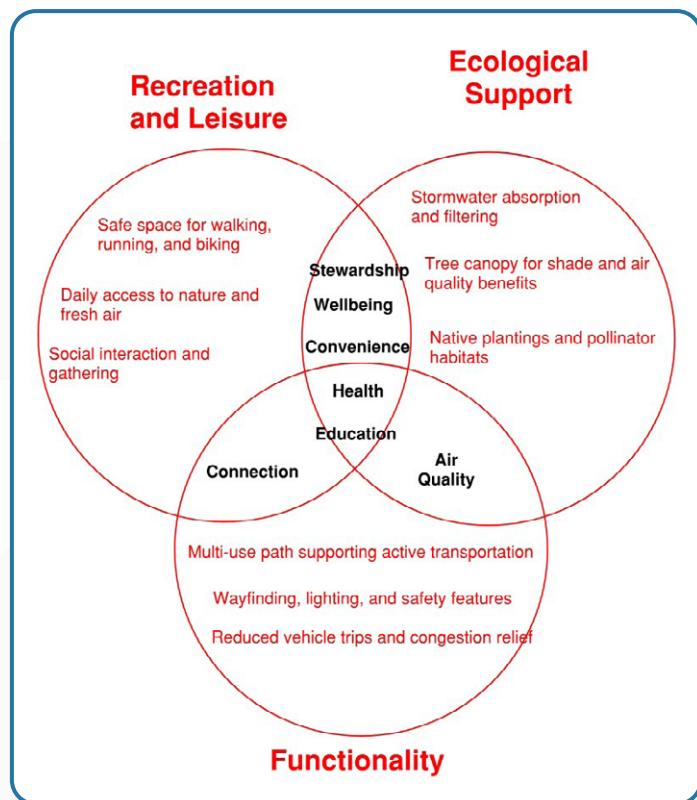


FIGURE 17: Greenway Benefits

Design Elements

To ensure a connected greenway fulfills its function as a vibrant community space, the following design elements should guide its development and integration into Nibley's existing fabric:

Total Corridor Width (50-100 feet)

A recommended total width of 50-100 feet allows ample space for planting, seating, habitat areas, and other features that support activated spaces and enhance the overall experience. A 30 foot corridor is the minimal width, however 50 plus feet of corridor width will ensure it becomes an amenity.

Multi-Use Path (10-14 feet)

The path itself should be no less than 10 feet in width. A comfortable path should serve as the core function of this corridor and support travel for walkers, runners, and cyclists of all ages and abilities.

Active Building Frontage

Whenever possible, homes and businesses should face the greenway to maximize synergy between various types of community activities. Orienting building frontages toward the greenway helps create lively shared spaces, strengthen the community's everyday interaction with the corridor, and solidifies a social spine at the heart of the city.



Indoor Recreation

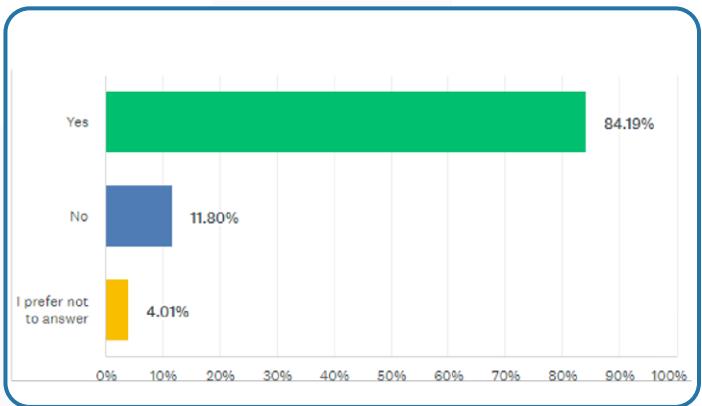
Indoor recreation plays a vital role in supporting year-round health, social connection, and community life in Nibley. While parks and trails provide extensive outdoor opportunities, community feedback shows strong support for an indoor recreation center. A growing need exists for spaces that offer recreation, gathering, and wellness programming regardless of weather or season. As a part of the 2024 Parks, Recreation, and Open Space Master Plan Survey, when asked if they support an Indoor Recreation Center, 84% of residents indicated yes.

Neighborhood Park Access and Distribution

Proximity to parks plays a significant role in community health, livability, and resident satisfaction. National data from the National Recreation and Park Association's (NRPA) 2023 Engagement with Parks Report shows that 71 percent of U.S. residents live within walking distance of a park, playground, open space, or recreation center. This data also highlights a growing emphasis on park proximity, with nearly one-third of American rating close access to a nearby park or recreation area as extremely important when choosing where to live, a figure that has steadily increased in recent years.

As shown in the Existing and Potential Future Parks map in the Masterplan, Nibley is planning for future parks distributed throughout the City. As development occurs in future annexation areas, the city's park and open space distribution will need to be evaluated every few years to ensure that the planned park facilities are accessible and highly utilized by the community.

In alignment with national best practices, Nibley City should strive to ensure each resident has robust access to a park, trail, or open space amenity – ideally within a $\frac{1}{4}$ mile – or roughly five-minute walk. Maintaining this standard reflects the community's vision for daily, convenient access to recreation and nature while supporting public health, sustainability initiatives, and neighborhood cohesion.



2024 Parks, Recreation, and Open Space Master Plan Survey

A future indoor recreation center in Nibley could serve a broader regional role. Surrounding communities such as Hyrum, Millville, and Wellsville face many of the same needs for year-round recreation opportunities. A shared regional facility would allow the broader area to benefit from a centrally located resource while also distributing costs including development, operations, and maintenance among multiple partners rather than Nibley alone.



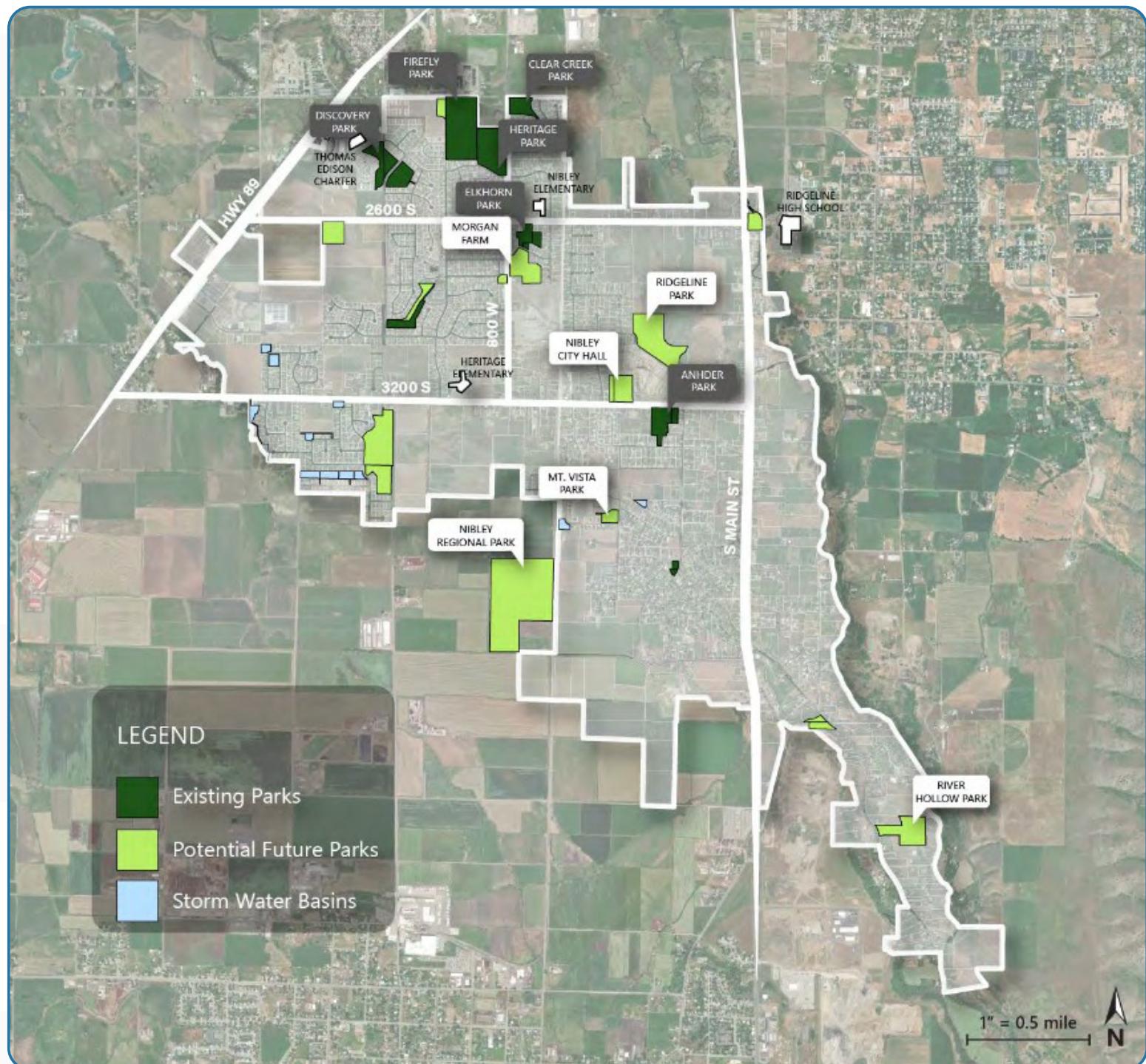


FIGURE 18: Nibley City Existing and Future Parks

Implementation

The following implementation items help translate Nibley City's Parks, Recreation, and Open Space goals into specific, actionable steps by focusing on coordinating investment, maximizing access, and facilitating long-term stewardship of the community's assets. These implementation actions emphasize maintaining a high quality of service, expanding connectivity through trails and greenways, preserving priority open spaces and supporting programs that align with the city's vision.

1. Follow the direction established in the 2024 Nibley City Parks, Recreation, and Open Space Master Plan

- a. Use the adopted Master Plan—and its supporting components including the Maintenance Strategy, Parks Facilities Management Plan, Recreation Plan, Trails Plan, Open Space Strategic Plan, Funding Strategy, and Action Plan—as the guiding framework for prioritizing investments in park development, open spaces, and trail connectivity. Implement these components through coordinated capital improvement planning, partnership development, and pursuit of grants and other funding sources to ensure a well-maintained, accessible, and financially sustainable parks and recreation system.

2. Maintain and enhance the City's level of service for parks and recreation amenities

- a. Use the National Recreation and Parks Association (NRPA) benchmarks to evaluate the quantity, quality, and diversity of park and recreation amenities.
- b. Complete a regular inventory and performance review against NRPA standards to identify park or recreation amenity gaps.

3. Promote and utilize open space subdivision to incentivize open space preservation within newly developed subdivisions

- a. Refine open space and R-PUD subdivision design standards to ensure newly dedicated open space reflects community values and long-term sustainability.

4. Promote Transfer of Development Rights (TDR) ordinance as a tool to preserve planned open space land

- a. Educate property owners and developers about TDR options

5. Prioritize park development in underserved areas

- a. Seek to provide or secure additional park space for residents in areas outside the $\frac{1}{4}$ mile radius of an existing facility
- b. When new parks are planned, identify strategic locations to help facilitate equitable parks and open space access in areas that are currently underserved in terms of proximity.

6. Provide an accessible and connected trail system of open space, natural areas, parks, recreation facilities, trails, and greenbelts.

- a. Preserve planned trail, multi-use path, and bike corridors and natural open space and greenways as established by the Nibley City Active Transportation Plan
- b. Utilize appropriate opportunities to develop public access along rivers, irrigation canals, and drainage corridors in order to provide additional trail linkages throughout the community. Design trail corridors to include wildlife buffer zones, particularly along streams and rivers.

7. Protect and expand public facilities and programmed events in Nibley that promote and enhance the quality of life.

- a. Establish a location for a community recreation center. Partner with neighboring communities on the south side of Cache Valley for a Special Service District to provide a community amenity with broader benefits.
- b. Strengthen organizations that sponsor and support public activities, business, and social networks. Support new programmed events, such as Heritage Days, nature/science education programs, fairs, festivals, markets, and performing arts events in the City.

VII. PUBLIC FACILITIES

“

**Nibley needs to increase the tax base
and relieve the pressure on residents.**

**Eventually Nibley needs to be
self-supporting with utilities,
waste management etc.**

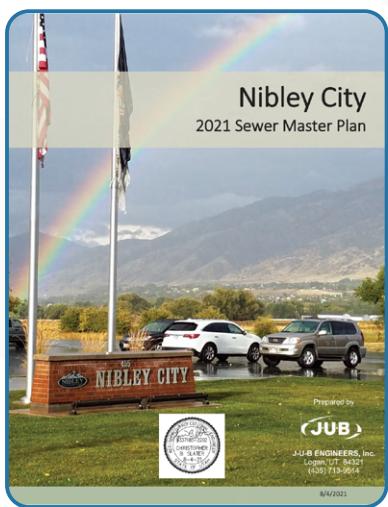
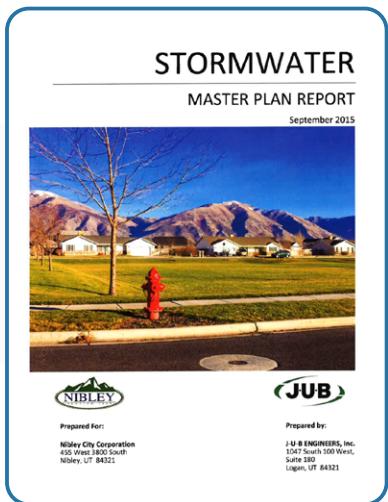
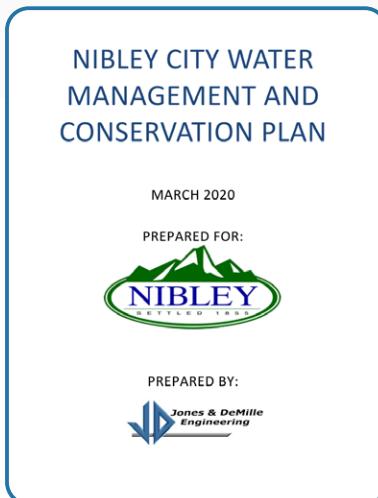
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— General Plan Survey Response

PUBLIC FACILITIES

Introduction & Background

The Public Facilities section catalogs existing facilities and outlines future plans for infrastructure and services that support the community's quality of life.



Element

Water

Nibley City's Water Management and Conservation Plan was adopted in March of 2020 and provides a current assessment of water use, projects future demand, and outlines five-year recommendations to meet the requirements of the Utah Water Conservation Plan Act. The plan guides the expansion and upgrading of the City's culinary water system, which is supplied by three wells and supported by three storage tanks with a combined capacity of 3.35 million gallons. The distribution system includes 6" to 18" pipes of varying materials.

The Water Conservation Plan sets a goal of reducing water loss in the system by 10%, which is achievable without impacting revenue since it targets unaccounted water rather than residential use. Lower water loss will also reduce system operating costs. To further support conservation, the plan recommends adopting incentive-based (tiered) water rates that increase with higher consumption, encouraging more efficient water use.

The plan also recommends expanding public education on water conservation through classroom visits, city information booths, mailers, and digital outreach, with simple messaging such as watering lawns outside peak heat hours and turning off sprinklers during rain. It also calls for system water audits, leak detection, and repair to address the City's higher-than-average water loss, beginning with a field water loss study. Based on findings, Nibley may implement a pipeline replacement program to address aging or faulty infrastructure, particularly older steel and PVC pipes prone to leaks.

Stormwater/Flood Control

Nibley City adopted their Storm Water Master Plan in September of 2015 which evaluated the existing collection system and identified improvements needed to support projected growth. An update to this plan is currently in development. The plan mapped the system using GIS, modeled current and future storm events, and sized future pipes and detention ponds to ensure adequate capacity at build-out.

Sewer

Nibley City completed a Sewer System Master Plan update in 2021 to address rapid growth, higher land-use densities, and the need to revise sewer impact fees. The plan identified deficiencies, outlined capital facility projects needed before 2031 and through build-out, updated the trunk line system for undeveloped areas, and prepared an updated Impact Fee Facility Plan. At the time of adoption, the sewer system had adequate capacity with no modeled deficiencies, but continued inspection for infiltration and inflow is recommended. Existing lines can serve roughly 400 additional Equivalent Residential Units (ERUs), and new developments should submit projected flows so the City can verify capacity before permitting. Regular updates to the master plan and impact fees every 5-7 years are recommended to prevent deficiencies.

Solid Waste Removal

As part of the Cache Waste Consortium, Nibley City contracts with Waste Management for solid waste removal as of November 2025. Recycling pickup happens once every two weeks. Green waste is an optional service and is offered between April 1st and October 31st.

Natural Gas

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

Electric Power

Rocky Mountain Power provides electricity to all areas of Nibley City, according to the State of Utah Broadband Project. To preserve existing viewsheds, future electric infrastructure should be placed underground where feasible. Rocky Mountain Power plans to construct a major transmission line across southern Cache Valley, which may pass through Nibley. The City should collaborate with the utility to route the line in a way that minimizes impacts on residents while potentially supporting future commercial or industrial development. Additionally, the City should explore the possibility of creating a trail along

the transmission line corridor.

Police, Fire, and First Responders

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



VIII. WATER CONSERVATION & PRESERVATION

“
Support agriculture and local
businesses and the natural beauty
of Nibley. Thank you!
”

— General Plan Survey Response

VIII. WATER CONSERVATION & PRESERVATION

Introduction & Background

As the second driest state in the nation, Utah faces frequent periods of drought and water insecurity. It is imperative that public agencies develop robust plans to address water challenges and prepare for the future; to this end, the State adopted S.B. 110: Water as Part of the General Plan in 2022. This legislation requires municipalities to amend their general plan to consider how land use planning impacts water use ([Utah Code Annotated §10-9a-408](#)). The Water Conservation and Preservation element of the Nibley General Plan meets legislative requirements by:

- Documenting regional goals for water conservation
- Examining the City's current policies and practices relating to water conservation and recommending additional policies
- Examining how the proposed land use plans from this general plan will impact water needs in the city.

This element of the general plan will not constitute a comprehensive plan, but will instead serve as a foundation for the City's upcoming update to its Water Conservation Plan. The updated document will reexamine the facilities plan to reflect current and future needs.

Nibley City Water Profile

Water Supply and Needs

By law, water of the state belongs to the public and the permission from the state to divert and beneficially use a certain amount of water is granted to parties through the allocation of water rights. Nibley City's water rights are currently classified under the "Interim Cache Valley Ground-Water Management Plan" for Area 25 (Bear River/Cache Valley) created by the Utah Division of Water Rights (DWR). Nibley City's water comes from three active sources: the 4000 South Well, Nelson Well, and the 640 West Well.

The 2020 Update to the Culinary Water Master Plan documented the state of the City's water system at the time. Nibley City had three storage tanks with a combined capacity of 3.35 million gallons, which was projected to become deficient in 2023. The maximum combined safe yield of all wells was about 7,600 gallons per minute (gpm). The culinary water master plan identified several priority concerns for the City:

- It was estimated that by 2025 an additional 1,000 gpm of yield would be required for the system. The city is currently drilling a new well that will provide at least 2,000 gpm of safe yield. It should be online by the end of 2026.
- By 2030 the City will need additional source water. The new well mentioned above will address this concern.
- It was estimated that more wet water rights would need to be acquired by 2025. In addition to acquiring them through development, it was proposed that the City shift water rights from the Yeates well—which has contamination concerns—to other wells. The City recently combined water rights into an "any and all" status for the majority of its water rights. Other rights that were contested in the past were reconfirmed and proven to be of beneficial use. The City is maintaining Yeates Spring as a potential source, but it is registered with the State as inactive.
- It was recommended that the City consider conducting a feasibility study for installing a secondary water system. Such a study is not planned for the near future.
- It was recommended that a new culinary storage tank be studied and installed by 2022. Such a tank has been evaluated, and through extensive rate study and financial forecasts, the new storage tank is being budgeted for construction in approximately 2035.
- It was recommended that 10% water conservation be achieved by 2025. The per-capita consumption in the City has dropped by about 20% since 2020.

Pursuant to the legislative requirement, the Project team met with the [Division of Water Resources](#) (DNR) to discuss regional water consumption goals and how implementation of the land use element and the water use and preservation element may affect the Great Salt Lake on Monday, July 7th 2025. The DNR has set the following per-capita consumption reduction goals for Cache County in future years, measured from the baseline year of 2015:

- **2030: 18% reduction - 176 GPD (gallons per day)** in Nibley
- **2040: 24% reduction - 163 GPD in Nibley**
- **2065: 28% reduction - 155 GPD in Nibley**

Growth of Water Demand

Between 2000 and 2020, Nibley grew in population from 2,085 to 7,328 (U.S. Census), and the estimated population is 8,615 as of 2024 (U.S. Census). As illustrated in [Figure 1](#), the City's population is expected to reach approximately 17,600 by 2050, which represents an increase of 104 percent relative to the 2024 population. Ensuring that the water supply is sufficient to meet existing and future demand is an essential function of the City.

Water needs vary across land use types and intensities. The gallons per capita per day (GPCD) for an area represents system losses plus the average amount of water delivered daily by the system to each person who works or lives there, whether it's for washing, the production of goods, landscape cultivation, or for recreation. GPCD is calculated by dividing the total annual water use by the resident population and then averaging that amount to a daily value. The Division of Water Rights records data about culinary and secondary water use as reported by each utility company in the state. [Figure 19](#) plots the total and per-capita water consumption in Nibley City from 2016 to 2024. Both the amount of water diverted at the source and metered deliveries to customers are represented.

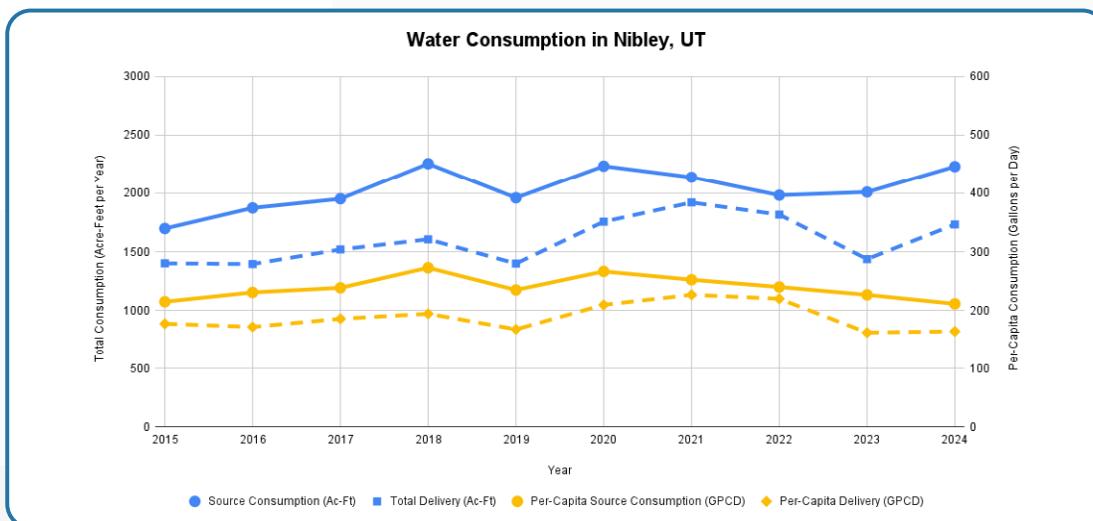


FIGURE 19: 2016 to 2024 Water Consumption

By comparing water diverted at the source to the amount of water actually delivered to customers, the City can monitor system losses that occur during transmission to end users. Some of these losses are due to unmetered, but authorized, use, including use for fire hydrants, maintenance flushing of the system, cleaning water tanks and reservoirs, etc.; other losses occur due to leakage, theft, or meter inaccuracies. The City has a particular interest in minimizing the latter, as system losses drive up costs for both the utility and consumers, as well as increasing the difficulty of meeting water consumption goals.

As shown above, the City has seen a small decline in per-capita consumption since 2015, with some increase up to the year 2020, and then a steady decrease since them. With current water use already below the DNR's 2030 goal for the county of 233 GPCD, if the City can continue its current trend it will comfortably meet the goal of reducing consumption to 204 GPCD by 2065.

Secondary Water System

Outdoor watering accounts for up to, and possibly more than 50% of the system use. Water used for outdoor

purposes does not need to meet the same treatment standards as water used for human consumption, so a secondary water system can save the City and its customers money by providing water for outdoor use that has been screened, but not treated. This allows the more expensive water that has undergone the full treatment process to be reserved for culinary purposes.

The 2020 Culinary Water Master Plan discussed the potential benefits of installing a secondary water system, but observed that the significant up-front capital investment required for installation in an established community may negate cost savings for the end user. A feasibility study was recommended to weigh the costs and benefits associated with installing such a system.

Some properties in the city have access to secondary water supplied by irrigation canals. Secondary water use is not currently measured and reported to the state database. All users should be aware if their outdoor water is from a secondary source, as this water can be hazardous for human consumption and it is important to avoid ingestion by children or cross-contamination with culinary water.

Effect of Permitted Development On Water Demand and Infrastructure

Each proposed land use in the City is expected to consume a certain amount of water. The amount consumed varies by land use type and intensity. To safeguard the sustainability of the water supply, the City needs to understand how much water is required to support development before it is permitted. As part of this General Plan, a forecast has been developed to project the growth that is likely to occur by 2050.

To support long-term housing needs and responsible water use, the General Plan encourages a variety of lot sizes and housing types in select locations that make efficient use of land and resources. Allowing some flexibility in how new neighborhoods are designed can help reduce the amount of irrigated landscape per household, lowering overall water demand while maintaining green space. As discussed above, the City is already making strong progress on meeting regional per-capita consumption goals, and structuring future residential development in this way will allow that trend to continue.

Water-Use Projections Based on Land Use

For this General Plan, future water demand projections were developed based on historic growth patterns and planned future land use. Research consistently shows that smaller lot sizes and higher housing densities result in lower per-capita water use. This reduction is largely due to less landscaped area and greater infrastructure efficiency. A study by Envision Utah found that per-capita water use declines as residential density increases, with the most significant reduction occurring between 2 and 5 housing units per acre. **Figure 20** illustrates this relationship as documented by Envision Utah.

Included in the figure is a trendline fit to the data observed by Envision Utah. Although the true shape of this curve will vary from community to community, this served as a starting point to estimate how the per-capita residential water use would change under different development scenarios. A deeper level of analysis will be conducted as part of the development of the new Water Conservation Plan.

To project future water use in the City, historic consumption rates were separated into residential uses, which comprised between 80 and 90 percent of all deliveries, and other uses (including commercial, industrial, etc.). The regression curve for estimating per-capita residential use as a function of the average units per acre was adjusted upward to intersect the observed consumption rate in 2024 (145 GPCD), paired with the current average units per acre (4.6). This produced the curve depicted in **Figure 21**.

Residential Water Use - Gallons Per Capita Per Day vs. Average Residential Density (Adjusted for Nibley)

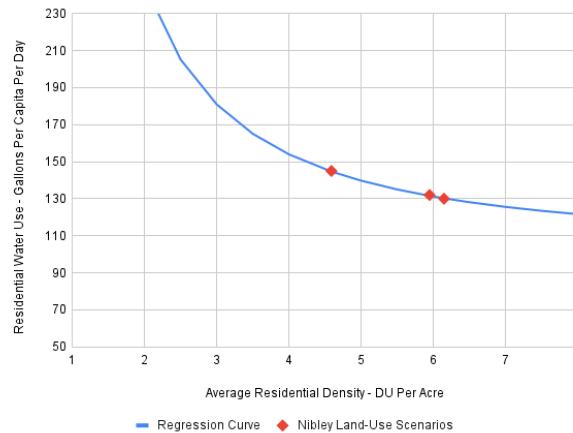


FIGURE 21: Per-Capita Water Use as a Function of Residential Density - Adjusted for Observed Nibley Trend

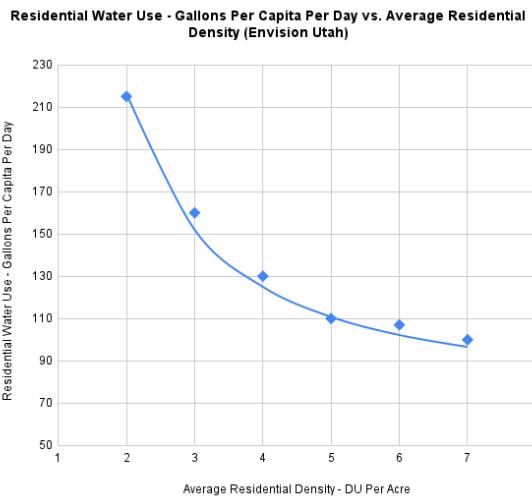


FIGURE 20: Per-Capita Water Use as a Function of Residential Density (Source: Envision Utah, 2003)



Using this curve, annual water deliveries were projected through 2050 for a number of scenarios. Each scenario assumes that a total of 1800 acres in the City will be occupied by residential development in 2050. The scenarios are as follows:

- The Historic Residential Mix scenario assumes that per-capita residential water use remains at its current level of 145 GPCD, with all new development matching the current average density of 4.6 units per acre.
- The Compact and Centered Growth Scenario assumes that more development is composed of attached units, or a mixture of attached and detached units. The composition of densities examined produced an average of 6.2 units per acre, resulting in a residential use rate of 130 GPCD by 2050.
- The Connected and Active Communities Scenario assumes 2050 average density of 6 units per acre, which falls between the two other scenarios. This results in a residential use rate of 132 GPCD by 2050.
- The DWR Goal scenario shows the projected deliveries based on population if DWR-defined targets are to be met in 2030, 2040, and 2065.

Table 10 includes the projected breakdown of residential units in the City under each density scenario. This is based on the permitted density of 4 units per gross acre for detached dwellings, 18 units per gross acre for detached dwellings, and an average of 9 units per gross acre for mixed-density areas.

TABLE 10: PROJECTED DWELLING UNITS FOR EACH DENSITY SCENARIO

Land-Use Type	Existing 2025	Total Dwelling Units		
		2050 Scenarios		
		Historic Residential Mix	Compact and Centered Growth	Connected and Active Communities
Detached	1,970	4,020	3,350	3,127
Attached	114	45	447	223
Mixed Detached and Attached	-	402	670	1,117
Total Units	2,084		4467	

Additionally, the historical average of 30 GPCD consumed by non-residential uses was added onto all scenarios to obtain a total consumption rate in 2050. This assumes that total commercial use will increase at the same rate as the population, which may not be the case, but this assumption was determined to be sufficient for this high-level analysis. The projected 2050 use rates were paired with population estimates for 2025, 2050, and years between to project the total deliveries in each year. Although it's inaccurate to assume that development-driven reductions in per-capita use will be realized immediately, it was found that interpolating intermediate rates between now and 2050 produced only a marginal difference in the projections, so this was ignored for simplicity. The Water Conservation Plan will include a more detailed analysis. **Figure 22** plots all scenarios.

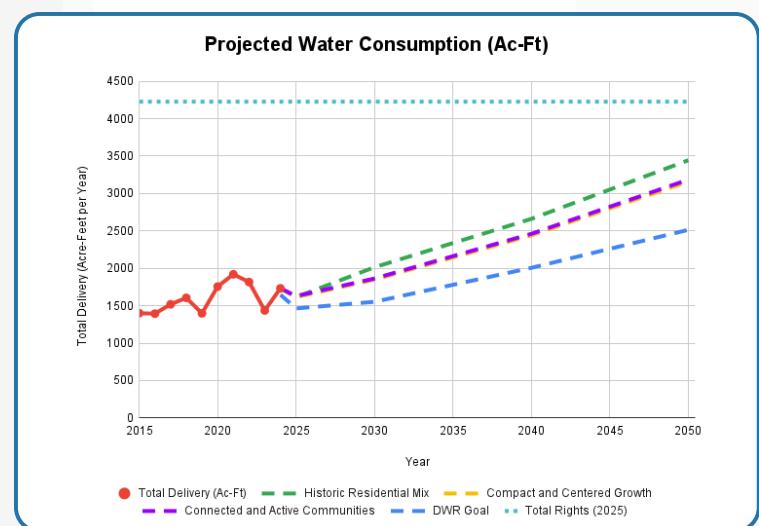


FIGURE 22: Water Consumption Projections (Based on Land Use)

Based on these projections, it is expected that the City's water system will require between **3900** and **4250 acre-feet** of available water per year by 2050 (after adjusting for system losses). The 2020 Culinary Water Master Plan conducted by the City projected that the City would have the following water rights available:

- 682.44 Acre-Feet per year collected from Development
- 5,368 Acre-Feet per year owned by the City.

These amounts were included in **Figure 22**, both adjusted downward using the average historical loss rate in the system (21%) to reflect the water that could be delivered to customers under the current conditions. **As shown, the City's policies for acquiring water rights will ensure that enough water is available to meet projected demand through 2050, provided that water rights are developed sufficiently. However, the City's current trajectory places it above the targets the DWR has set. Implementing additional measures for water conservation as discussed later in this report will be necessary to meet these goals and defer costly supply expansions.** It should be noted that these projections are high-level, and they will be explored in more detail in the City's upcoming Water Conservation Plan update.

Water-Use Projections Based on Population

A series of high-level projections were developed to predict future water demand based on expected population growth alone, in addition to the land-use-based projections discussed earlier. Total water use was projected in each analysis year using the following scenarios for per-capita consumption:

- Assuming per-capita use remains constant at 2024 levels (164 GPCD).
- Assuming per-capita use returns to the level seen in the baseline year of 2015 (177 GPCD) and remains there. This is the most conservative (highest) projection.
- Assuming per-capita use is reduced from 2015 levels to meet the target set by the DWR for Cache County (145 GPCD from 2025 to 2030, 135 GPCD by 2040 and 132 GPCD by 2050—a value obtained through interpolation between the goals for 2040 and 2065).

Given the above scenarios, the projected growth in water consumption through 2050 is as shown in **Figure 23**.

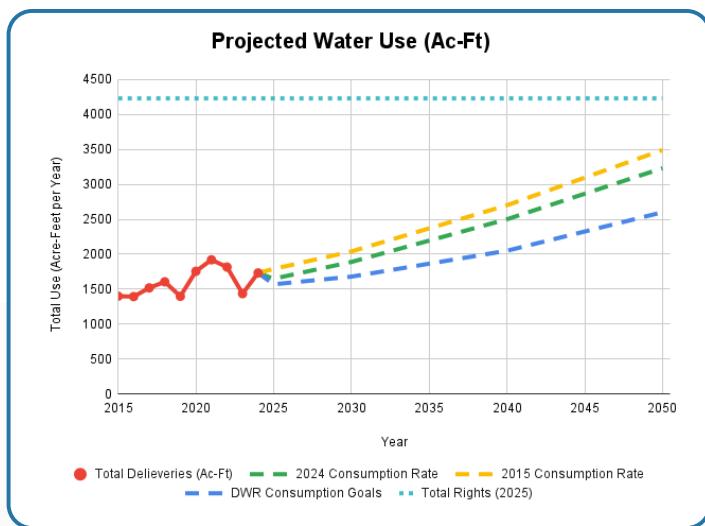


FIGURE 23: Water Consumption Projections (Based on Population)

Based on these projections, it is expected that the City's water system will require between **3900** and **4300 acre-feet** of available water per year by 2050 (after adjusting for system losses). **As shown in Figure 23, the available water rights in the City should be sufficient for the City's needs through 2050; however, this analysis confirms that conservation measures are needed to meet the consumption goals set by the DWR.**

Reducing Water Demand and Per-Capita Consumption for Future Development

Indoor Water Use

New development presents an opportunity to move towards water efficiency as the standard for construction in the city. Water-efficient shower heads, toilets, and other plumbing fixtures save residents money and reliably conserve water without requiring additional effort from users. When combined with good habits (discussed below), water-efficient construction standards can move the needle on water conservation in the City. It is recommended that the City continue to adopt requirements for water-efficient plumbing and infrastructure in its building code.

Outdoor Water Use and Sustainable Landscapes

In Utah, outdoor residential water use is the largest single category of municipal water use, averaging 45-percent of statewide municipal use. Approximately 65-percent of culinary water is applied, often inefficiently, to landscapes. For this reason, many communities are focused on promoting water-efficient and sustainable landscaping to help conserve water.

Reducing outdoor water use has been at the center of the City's own conservation efforts; to this end, the City has adopted a number of programs and policies to encourage the cultivation of greenspace that is attractive and water-efficient. Foremost among these are the landscaping requirements defined in the City Code section 19.24.170. These include minimum requirements for landscape coverage on residential and commercial lots, while capping the proportion of landscaping that can be used for turf grass, outside of that with an active recreational use. Turf grass is prohibited in park strips, and the City is participating in a turf buyback program to provide rebates to property owners who replace park strip turf with trees and other landscaping. All of these policies will help ensure that new development adopts water-wise practices from the beginning.

Reducing Water Demand and Per-Capita Consumption for Existing Development

For developments that already exist, the primary mechanism to decrease water use is through public education and financial incentives to change behaviors and retrofit inefficient systems.

Indoor Water Use, Incentives, and Public Education

Public education and incentive structures are important elements of a water conservation program. Many members of the public may be concerned about inefficient water use, and providing educational materials can help them learn new habits that can have a positive impact for very little effort. The following principles should be shared with the public:

- 1. Do not use the toilet as a wastebasket** - Put all items such as tissues, wrappers, diapers, and cigarette butts in the trash can.

- 2. Check the toilet for leaks** - Is the water level too high? Put a few drops of food coloring in the tank. If the bowl water becomes colored without flushing, there is a leak.
- 3. In the absence of a low-water flush toilet, put a plastic bottle full of sand and water to reduce the amount of water used per flush.**
 - However, be careful not to over conserve to the point of having to flush twice to make the toilet work. Also, be sure the containers used do not interfere with the flushing mechanism.
- 4. Take short showers with the water turned up only as much as necessary** - Turn the shower off while soaping up or shampooing.
- 5. Install low flow showerheads and/or other flow restriction devices.**
- 6. Do not let the water run while shaving or brushing teeth** - Fill the sink or a glass instead.
- 7. When doing laundry, make sure you always wash a full load or adjust the water level appropriately if possible** - Most machines use 40 gallons or more for each load, whether it is two socks or a week's worth of clothes.
- 8. Repair any leak within the household** - Even a minor slow drip can waste up to 15 to 20 gallons of water a day.
- 9. Know where the main shutoff valve is and make sure that it works** - Shutting the water off immediately when a pipe breaks or a leak occurs will not only save water, but also eliminate or minimize damage to personal property.
- 10. Keep a jar of water in the refrigerator for a cold drink instead of running water from the tap until it gets cold** - This avoids the need to put several glasses of water down the drain for one cold drink.
- 11. Plug the sink when rinsing vegetables, dishes, or anything else** - use only a sink full of water instead of continually running water down the drain.

Further, aligning incentive structures with conservation best practices can help encourage more efficient water use. This can include adopting and advertising variable rates to discourage outdoor use during the hottest parts of the day. This topic, including efficient metering practices, can be explored more in-depth during the development of the water conservation plan.

Outdoor Water Use and Sustainable Landscapes

It is recommended that the City monitor the implementation and impacts of these ordinances and make adjustments as necessary; in particular, the City wishes to consider instituting a permitting process for new landscaping to ensure compliance and avoid the need to enforce costly tear-outs of non-compliant landscaping post-construction. To further the efforts the City has been making to promote efficient landscaping practices in new developments, it can provide education to residents on the following principles of sustainable landscaping, as well as implementing these principles in the maintenance of public green spaces:

Principles of Sustainable Landscaping

- 1. Use turf grass efficiently** - Turf grass can be a practical and beneficial component of a water-wise landscape when properly applied; however, turf-grass-heavy landscapes are often designed and maintained inefficiently. Inefficient practices include overwatering, placing grass in areas that are inefficient to irrigate such as on steep slopes or in narrow spaces, and planting in areas where the grass isn't useful.
- 2. Employ adequate soil preparation** - Best practices vary from plant to plant, and it is important to plan accordingly.
- 3. Plan to place the right plants in the right places**
 - The placement of plants in a landscape should be chosen to maximize their desired usefulness and ensure that their water, light, and space needs are met. A water-efficient landscape provides shade, privacy, and beauty while minimizing waste, with the added benefit of decreasing yard maintenance.
- 4. Select Trees with Reasonable Water Requirements.**
- 5. Retain soil moisture with mulch** - mulching around trees, shrubs, and flower beds can result in a ten-fold reduction in evaporative water loss from the soil.
- 6. Employ efficient irrigation techniques** - plants with similar water needs should be grouped together ("hydrozoning"). Then each zone can be watered on a schedule that meets its needs.
- 7. Consider seasonal weather patterns** - for example, cut back on watering times in the spring and fall, when temperatures are cooler.
- 8. Do not water on windy days and/or rainy days.**
- 9. Do not water between the hours of 10:00 AM and 6:00 PM.**
- 10. Sweep sidewalks and driveways instead of using the hose to clean them.**
- 11. Wash cars using a bucket of soapy (biodegradable) water and rinse while parked on or near the grass or landscape** - ensure that the water running off goes to beneficial use instead of running down the gutter to waste.
- 12. Check for and repair leaks in all pipes, valves, faucets, and hoses on secondary and culinary systems**
 - Verify there are no leaks by turning everything off and checking the water meter and valves to see if it is still running. Some underground leaks may not be visible due to draining off into storm drains, ditches, or traveling outside the property.
- 13. Adjust and repair sprinkler heads** - maintain proper spray patterns and eliminate waste.
- 14. Periodically check and adjust timers on sprinkling systems.**
- 15. Cut lawns at the highest setting on the mower and keep all other landscaped areas free of weeds to reduce overall water needs.**
- 16. The use of water fountains is discouraged.**
- 17. Encourage low water landscaping at intersections, planting strips and similar locations in the city.**
- 18. Continue to implement and monitor low-impact development practices** (see page 36 of the [City's Engineering Standards](#)) in all new developments, with a focus on minimizing the need for City water by capturing stormwater for productive use.

Modifying Operations to Eliminate Water Waste

One of the most impactful ways to reduce overall water consumption is to minimize waste that occurs due to theft, leakage, and other factors. Where relying on individual behavior changes presents uncertainty, the system loss between source and consumer is something that the City can directly control. The following are policies and practices that the City can adopt to reduce system waste:

- Continue to update and implement the projects outlined in the 2020 Culinary Master Plan - this plan tracks the condition of each asset and makes recommendations to keep the system in good repair.
- Conduct leak-detection testing for all waterlines - this should be done during trenching activities and annually on all main pipelines and services, especially in older areas of the system.
- Implement a program to replace galvanized steel water lines with copper and polyethylene pipe - these are less prone to corrosion and mineral buildup.
- Consider conducting regular water audits - these help to accurately quantify waste and identify targeted solutions.
- Install water meters on secondary connections to eliminate waste and monitor use.
- Encourage compact development; minimizing the length of water delivery systems while serving the same number of residents means less infrastructure that will deteriorate and leak.

Implementation

1. Establish a Clear and Realistic Vision for Nibley's Water Resources, Rights, and Delivery Systems.

- a. Ensure access to the culinary water system is available for future developments in the City.
- b. Meter secondary connections.
- c. Educate the public on best practices for indoor and outdoor water use, as well as the City's current progress on meeting water conservation targets.
 - Develop educational materials such as brochures, online resources, and social media posts.
 - Include materials with water bills.
 - Provide school classrooms with lesson materials on water conservation and environmental stewardship.
- d. Update the Culinary Water Master Plan to provide updated information to water providers and stakeholders on changes that need to take place.
- e. Continue to require developers to provide needed water rights as development occurs.

2. Adopt Water Use Targets that Meet Local Needs While Reducing Unnecessary Consumption of Water Resources

- a. Continue to adopt land use policies and practices that compliment ongoing water conservation efforts.

- b. Continue to implement and encourage the City's water conservation ordinances with regards to landscape development.

- c. Consider requiring single-family developments and similar uses to set measurable water conservation targets.

- d. Implement the following measures as commercial centers develop:

- Consider water use in the decision process regarding licensing of new commercial businesses
- Consider requiring businesses to incorporate efficient water practices in their operations.
- Consider giving lower-water use applicants priority over higher-water users.
- Consider adopting tiered water rates to encourage compliance with planned water use.

3. Collaborate with Neighboring and Regional Communities in Joint Water Preservation Efforts

- a. Emphasize and fund education related to the Utah Division of Water Resources M&I Report.

- b. Ensure the M&I Report is incorporated into future master plans.

- c. Support improvements to local water rate structures to align incentives with continued conservation efforts.

- d. Support programs to install higher-efficiency toilets, faucets, and shower heads.
- e. Promote programs to repair indoor leaks and encourage good indoor water use habits.
- f. Implement improved water timing systems for outdoor water applications that increase efficiency by adjusting irrigation schedules based on weather, landscaping needs, and drip irrigation systems.
- g. Discuss water conservation efforts regularly with nearby communities, the County, and the Division of Water Resources.

4. Implement Policies to Protect the Watershed and Drinking Water Resources

- a. Continue implementing low-impact development to recharge groundwater, minimize outdoor use, and preserve the natural water cycle to the highest extent possible.
- b. Allow compact development and redevelopment that minimizes impacts on hillsides and the watershed by slowing urban sprawl.
- c. Implement policies and practices to minimize waste and system losses in the water delivery system as described above.



IX. ECONOMIC DEVELOPMENT ANALYSIS

“

I would love to see more restaurants and a grocery store, but still maintain the rural vibe of Nibley. A city center would help provide both options.

”

— General Plan Survey Response

ECONOMIC DEVELOPMENT ANALYSIS

Analysis of Taxable Sales

Taxable sales within Nibley provide an important metric to assess the general economic health of the City. A sales gap (or “leakage”) analysis is used to identify economic development opportunities for a community by evaluating the total purchases made by residents inside and outside the community (hence, the term “leakage” for sales lost outside the community). This type of analysis first identifies sales within the County for each major NAICS code category and then calculates the average sales per capita in each NAICS category. Per capita sales in the City are compared to average per capita sales countywide in order to estimate what portion of resident purchases are being made within City boundaries, and what amount is leaving the City. The resident purchases being made outside of the City represent an opportunity to recapture some of these lost sales. The analysis divides taxable sales into three major categories: retail sales, industry sales and sales related to services.

Retail Taxable Sales

Retail accounts for the largest share of taxable sales, making up 62% of total sales. Nibley's greatest retail strength is the Non-Store Retailers, accounting for 33 percent of total taxable sales, followed by sales at Motor Vehicle & Parts Dealers, Gasoline Stations, and Durable Goods (Wholesale Trade).

TABLE 11: RETAIL SPENDING BY PERCENT OF TOTAL RETAIL AND SERVICE TAXABLE SALES

NAICS Category	2020	2021	2022	2023	2024
Building Material & Garden Equip	1.7%	2.1%	2.0%	2.2%	1.3%
Clothing & Accessories	1.7%	1.8%	1.8%	1.7%	1.7%
Electrical & Appliance	0.9%	0.9%	0.9%	0.7%	0.8%
Food & Beverage	0.0%	0.0%	0.0%	0.0%	0.0%
Furniture & Home Furnishing	2.5%	0.7%	0.4%	1.1%	1.2%
Gas Station	10.2%	9.3%	9.6%	8.9%	8.2%
General Merchandise	1.4%	1.8%	1.9%	2.1%	2.6%
Health & Personal	0.4%	0.4%	0.8%	2.8%	1.2%
Miscellaneous Retail Trade	5.9%	2.5%	2.0%	1.8%	1.9%
Motor Vehicle & Parts Dealers	17.5%	23.6%	23.2%	21.6%	21.8%
Non-Store Retailers	41.4%	37.5%	35.8%	33.0%	32.8%
Sporting Good	0.8%	0.8%	1.0%	0.9%	1.6%
Wholesale Trade-Durable Goods	6.8%	6.6%	5.6%	6.1%	6.3%
Wholesale Trade-Nondurable Goods	0.5%	0.4%	0.5%	0.5%	0.5%
Wholesale Trade-Agent & Brokers	0.4%	0.5%	0.4%	0.6%	0.2%

Services Taxable Sales

Services represent 14 percent of the City's total taxable sales. Professional, Scientific and Technical Services represent the largest spending category in this group. Industries in this spending category consist of varied professions in both commercial spaces and home businesses. The second largest category is Motor Vehicle & Parts Dealers.

TABLE 12: SERVICES SPENDING BY PERCENT OF TOTAL RETAIL AND SERVICE TAXABLE SALES

NAICS Category	2020	2021	2022	2023	2024
Accommodation	0.3%	0.4%	0.6%	0.5%	0.6%
Administrative Support, Waste Management & Remediation Services	0.4%	0.4%	0.1%	0.1%	0.1%
Arts, Entertainment, And Recreation	0.0%	0.1%	0.1%	0.0%	0.3%
Educational Services	0.0%	0.0%	1.3%	2.0%	2.3%
Finance & Insurance	0.4%	0.4%	0.1%	0.2%	0.3%
Food Services & Drinking Places	0.2%	0.4%	1.3%	0.9%	1.7%
Health Care & Social Assistance	0.0%	0.0%	0.0%	0.0%	0.0%
Management of Companies & Enterprises	0.0%	0.0%	0.0%	0.0%	0.0%
Other Services, Except Public Administration	1.9%	1.4%	1.4%	1.9%	2.7%
Professional, Scientific, & Technical Services	3.3%	6.2%	7.8%	9.2%	8.1%
Public Administration	0.0%	0.0%	0.0%	0.0%	0.0%
Real Estate, Rental, & Leasing	1.5%	1.6%	1.3%	1.3%	1.6%

Industry Taxable Sales

Seventeen percent of Nibley's taxable sales are industry related. Utilities sales represent the largest spending category.

TABLE 13: INDUSTRY SPENDING BY PERCENT OF TOTAL RETAIL AND SERVICE TAXABLE SALES

NAICS Category	2020	2021	2022	2023	2024
Agriculture, Forestry, Fishing & Hunting	0.0%	0.0%	0.0%	0.0%	0.0%
Construction	0.8%	0.8%	2.1%	2.9%	1.5%
Information	5.8%	5.6%	5.3%	5.4%	6.2%
Manufacturing	0.5%	1.9%	3.1%	1.9%	2.6%
Mining, Quarrying, & Oil & Gas Extraction	0.0%	0.0%	0.0%	0.0%	0.1%
Transportation & Warehousing	0.0%	0.0%	0.0%	0.0%	0.0%
Utilities	10.2%	10.0%	11.7%	12.7%	11.7%

Sale Leakage Analysis

The table below provides a general overview of leakage and retention by major category. Negative numbers estimate the approximate leakage of taxable sales from Nibley City to other communities. The population and taxable sales numbers used in this analysis are from 2024. When leakage is occurring, the capture rate is below 100 percent, indicating the City is not collecting the average sales expected based on a per capita basis relative to the State average. While few categories are present for Nibley, positive numbers indicate that Nibley City is attracting more than the State average relative to that category, suggesting shoppers from outside the City are attracted to the area for certain types of purchases or that there is a high concentration of this type of spending. This is reflected in the capture rate as a number above 100 percent.

TABLE 14: 2024 RETAIL SALES LEAKAGE

NAICS Category	City Direct Taxable Sales	Per Capita Spending	County Per Capita Spending	Capture rate	Per Capita Leakage	Total Leakage
RETAIL						
Building Material & Garden Equip	\$565,569	\$74	\$1,477	5%	(\$1,403)	(\$10,732,463)
Clothing & Accessories	\$722,746	\$94	\$471	20%	(\$377)	(\$2,883,883)
Electrical & Appliance	\$349,146	\$46	\$321	14%	(\$275)	(\$2,107,661)
Food & Beverage	\$4,942	\$1	\$2,333	0%	(\$2,332)	(\$17,844,664)
Furniture & Home Furnishing	\$525,480	\$69	\$193	36%	(\$125)	(\$952,697)
Gas Station	\$3,500,000	\$457	\$398	115%	\$59	\$454,545
General Merchandise	\$1,096,449	\$143	\$2,420	6%	(\$2,277)	(\$17,419,827)
Health & Personal	\$498,129	\$65	\$257	25%	(\$192)	(\$1,466,617)
Miscellaneous Retail Trade	\$815,500	\$107	\$627	17%	(\$521)	(\$3,984,186)
Motor Vehicle	\$9,329,986	\$1,219	\$2,009	61%	(\$790)	(\$6,042,052)
Non-Store Retailers	\$14,018,533	\$1,832	\$1,747	105%	\$85	\$649,403
Sporting Good	\$702,997	\$92	\$489	19%	(\$397)	(\$3,036,912)
Wholesale Trade-Durable Goods	\$2,675,131	\$350	\$1,417	25%	(\$1,068)	(\$8,167,761)
Wholesale Trade-Nondurable Goods	\$220,083	\$29	\$266	11%	(\$237)	(\$1,814,803)
Wholesale Trade-Agent & Brokers	\$100,619	\$13	\$36	37%	(\$23)	(\$173,879)
Subtotal Retail	\$35,125,310	\$4,591	\$14,462	32%	(\$9,871)	(\$75,523,457)
INDUSTRY						
Agriculture, Forestry, Fishing & Hunting	\$12,282	\$2	\$19	9%	(\$17)	(\$130,289)
Construction	\$621,648	\$81	\$494	16%	(\$413)	(\$3,160,176)
Information	\$2,631,355	\$344	\$886	39%	(\$542)	(\$4,150,450)
Manufacturing	\$1,117,164	\$146	\$941	16%	(\$795)	(\$6,084,205)
Mining, Quarrying, & Oil & Gas Extraction	\$25,000	\$3	\$80	4%	(\$77)	(\$589,487)
Transportation & Warehousing	\$8,000	\$1	\$36	3%	(\$35)	(\$268,316)
Utilities	\$5,000,000	\$654	\$589	111%	\$65	\$494,086
Subtotal Industry	\$9,415,449	\$1,231	\$3,046	40%	(\$1,815)	(\$13,888,836)

TABLE 14: 2024 RETAIL SALES LEAKAGE (continued)

NAICS Category	City Direct Taxable Sales	Per Capita Spending	County Per Capita Spending	Capture rate	Per Capita Leakage	Total Leakage
SERVICES						
Accommodation	\$250,000	\$33	\$250	13%	(\$218)	(\$1,665,669)
Admin. & Sup & Waste Man. & Remed. Ser	\$49,002	\$6	\$81	8%	(\$75)	(\$571,652)
Arts, Entertainment, and Recreation	\$118,232	\$15	\$165	9%	(\$150)	(\$1,147,227)
Educational Services	\$996,938	\$130	\$95	138%	\$36	\$272,767
Finance & Insurance	\$135,713	\$18	\$45	39%	(\$27)	(\$208,466)
Food Services & Drinking Places	\$734,728	\$96	\$1,562	6%	(\$1,466)	(\$11,217,542)
Health Care & Social Assistance	\$3,000	\$0	\$37	1%	(\$36)	(\$277,584)
Management of Companies & Enterprises	\$1,000	\$0	\$1	13%	(\$1)	(\$6,659)
Other Services-Except Public Administration	\$1,139,644	\$149	\$570	26%	(\$421)	(\$3,221,509)
Professional, Scientific, & Technical Serv	\$3,480,454	\$455	\$427	106%	\$28	\$211,108
Public Administration	\$1,000	\$0	\$269	0%	(\$269)	(\$2,058,515)
Real Estate, Rental, & Leasing	\$675,719	\$88	\$433	20%	(\$345)	(\$2,640,051)
Subtotal Services	\$7,585,430	\$991	\$3,936	25%	(\$2,945)	(\$22,531,000)
OTHER						
Subtotal Other	\$4,619,580	\$604	\$615	98%	(\$11)	(\$84,636)
ALL TAXABLE SALES						
TOTAL	\$56,745,769	\$7,417	\$22,059	34%	(\$14,642)	(\$112,027,929)

*Income Adjusted



The City is leaking in most of all the major categories relative to County average spending. The per capita spending in Nibley is approximately \$7,417, compared to the County average of \$22,059. The total taxable sales leaking to other communities is estimated at \$112M. Assuming a sales tax levy of 0.5 percent based on point of sale, this equates to a loss of \$571K in tax revenues for 2024 sales.

The sales leakage from neighboring communities shown in **Figure 25** highlights that Logan serves as the core economic and commercial engine of the Cache Valley area. Logan captures a substantial share of regional taxable sales from the surrounding cities



FIGURE 24: Neighboring Communities Per Capita Income

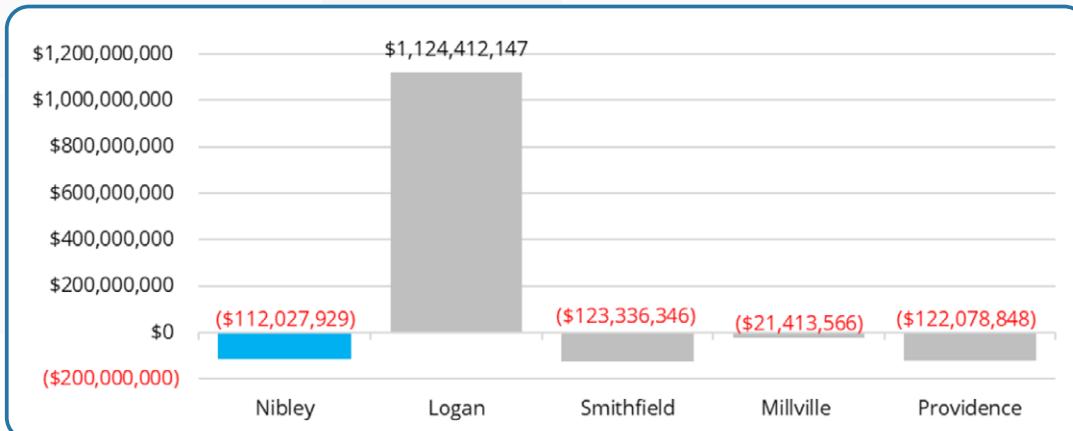


FIGURE 25: 2024 Neighboring Communities Taxable Sales Net Capture

Figure 26 illustrates the taxable sales over the past 10 years. With the increase in taxable sales, there has been an even larger increase in leakage. The annual estimated lost revenue increased by **401%** while the taxable sales occurring in Nibley only increased by **174%**. Per Capita spending increased by 51% .

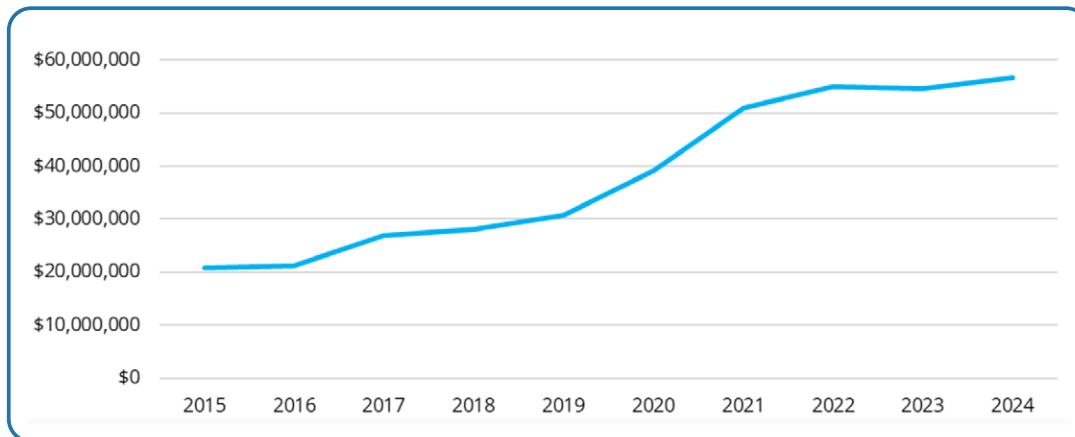


FIGURE 26: Historic Taxable Sales

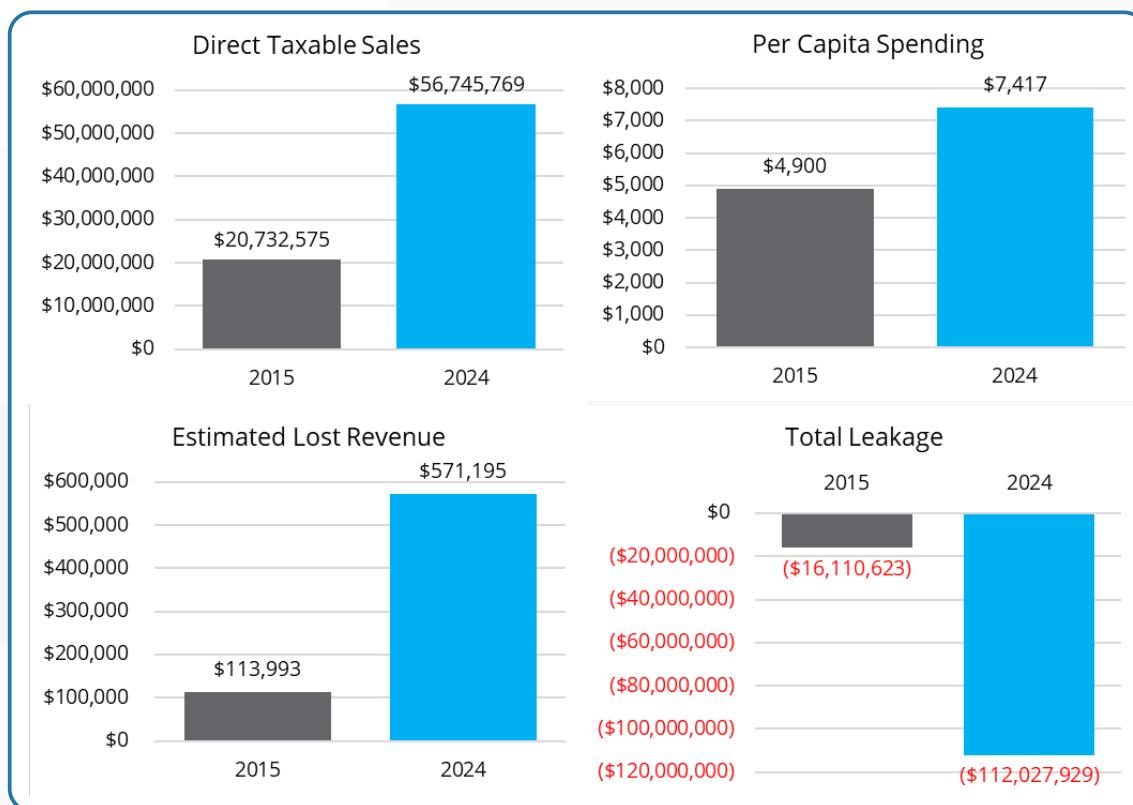


FIGURE 27: Historic Taxable Sales Comparison

Existing Market Conditions

The following section will address existing market conditions within the City including taxation, land uses and zoning, and an illustration of competitive market sites.

Property Tax

The total Nibley tax rate is made up of levies by Cache County, Multicounty and County Assessing, Cache County School District, Nibley City, the Millville-Nibley Cemetery Maintenance District, the Cache Mosquito Abatement District, and the Cache Water District. As shown in **Figure 28** the Cache County School District has historically accounted for approximately between 65 and 67 percent of the tax rate. The Nibley City municipal tax rate as a percentage of the total tax rate has fluctuated historically between 14 percent and 17 percent as shown in **Figure 29**.

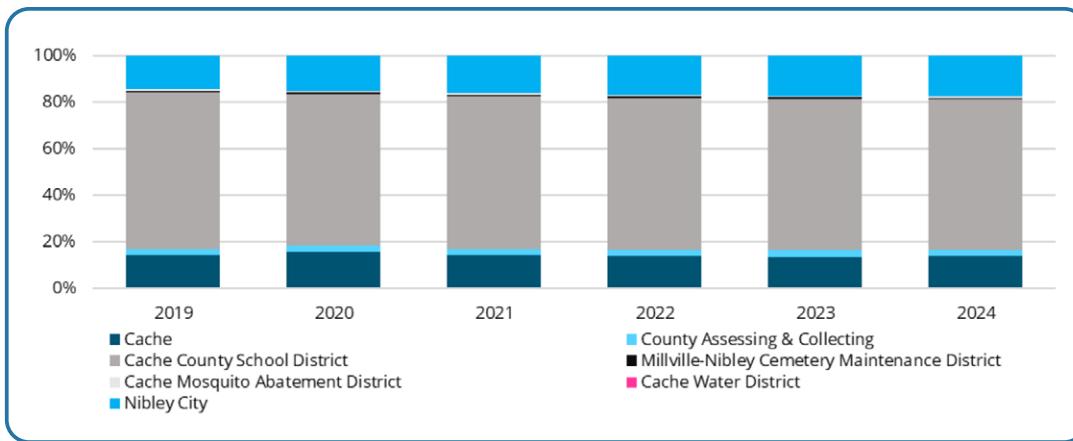


FIGURE 28: Historic Total Tax Rate For Nibley City

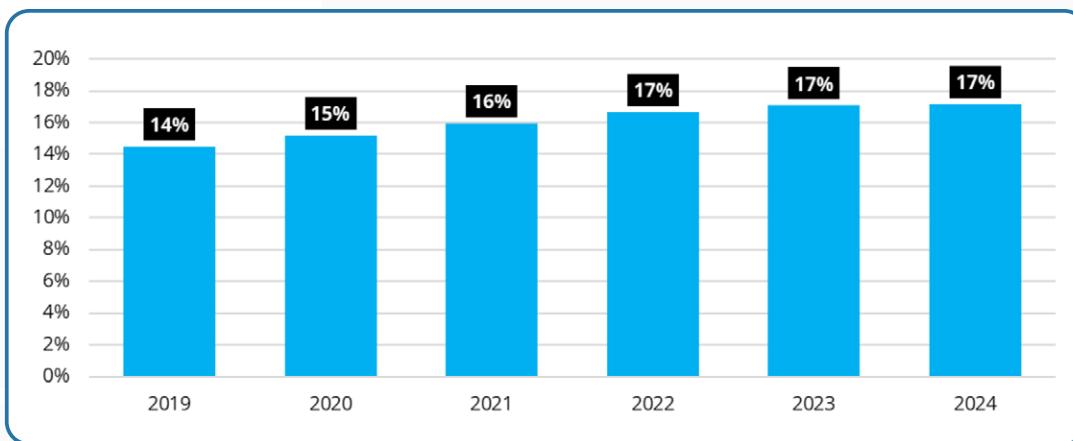


FIGURE 29: Historic Total Tax Rate For Nibley City

Land Use Analysis

The distribution of land uses in the City illustrates a concentration of residential development, with almost 83.7 percent of the City's Square footage attributed to residential properties. There are approximately 281 acres of vacant land, as shown below.

TABLE 15: NIBLEY CITY LAND USE DISTRIBUTION

Category	Total Market Value	Parcel Acres	SQFT	Land Market Value	% of Total SQFT	Parcel Count
Residential	\$1,394,317,485	1,812	\$4,442,095	\$467,593,278	83.7%	2,714
Agricultural	\$57,753,483	693	36,817	\$56,884,686	0.7%	83
Commercial	\$95,316,006	217	781,702	\$27,664,436	14.7%	78
Tax Exempt	\$1,251,000	203	2,690	\$1,251,000	0.1%	121
Unknown	\$1,931,000	1	18,740	\$1,931,000	0.4%	23
Vacant	\$23,379,572	281	23,918	\$23,368,079	0.5%	163
Blank	0	0	0	0	0%	14
Grand Total	\$1,573,948,546	3,206	5,305,962	\$578,692,479	100%	3,182

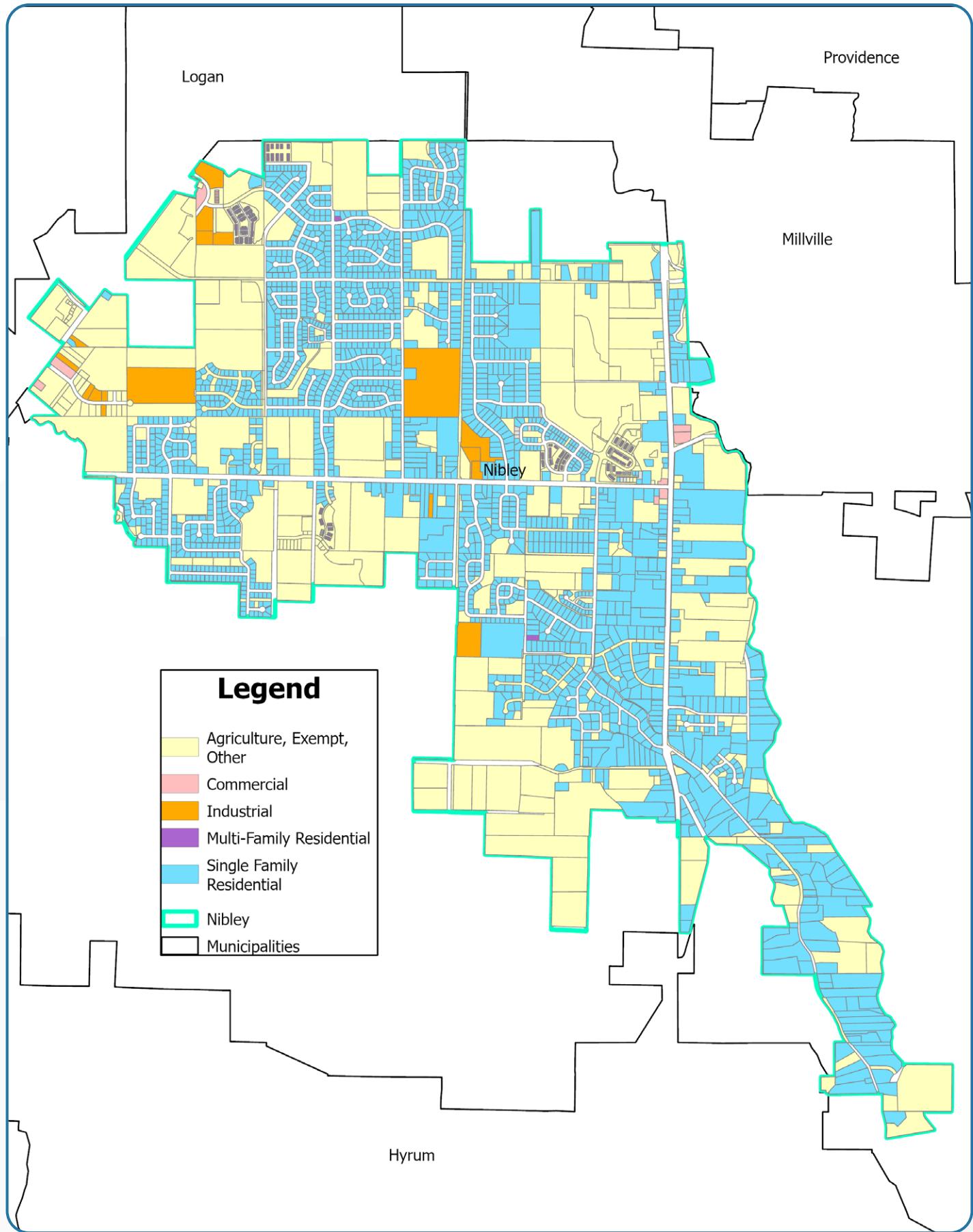


FIGURE 30: Existing Property Types within Nibley City

Competitive Market Sites

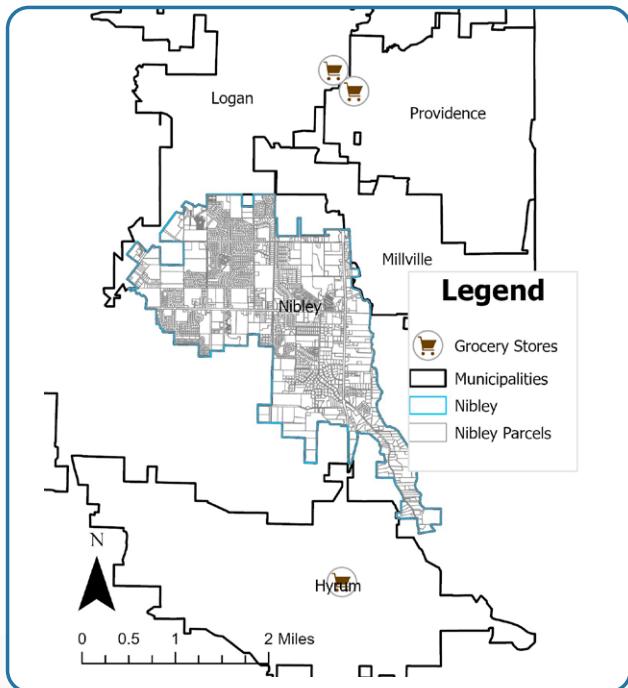


FIGURE 31: Competitive Market Sites

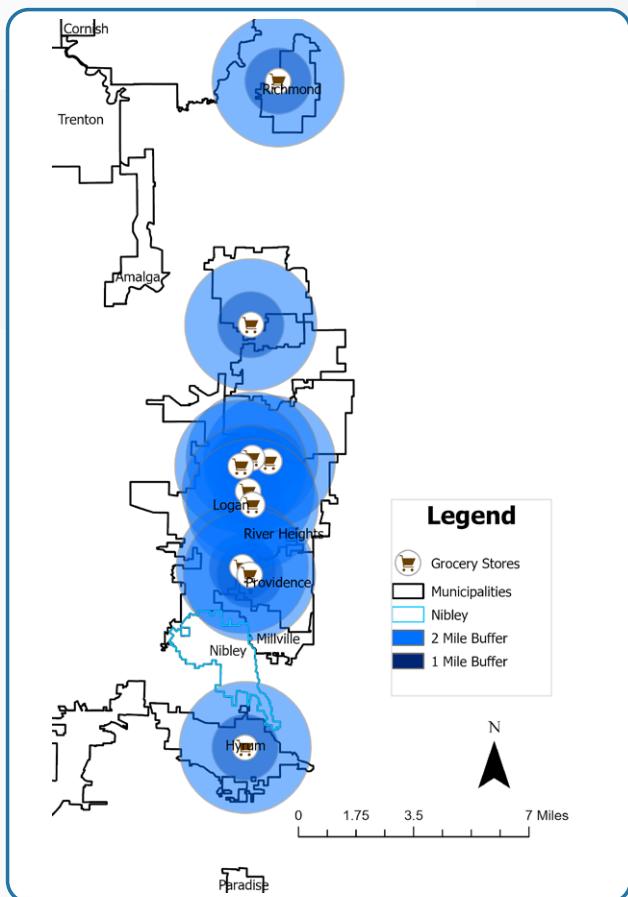


FIGURE 32: Cache County Grocery Sites

There are several competitive markets in the communities surrounding Nibley. **Figure 31** includes three neighborhood scale retail sites containing grocery stores. Logan and Providence both hold competitive sites. Just south of Nibley, Hyrum has a small competitive market. It is important to note that there are other competitive sites other than the grocery sites depicted in the figure below for the purposes of this analysis.

A one- and two-mile buffer of grocery sites in the valley is shown in **Figure 32**. This illustrates that existing competitive markets barely reach Nibley and highlights the City's growth potential. Future commercial growth will continue to follow rooftops.

Employment

US Census On the Map data for 2022 illustrates 195 residents both live and are employed within Nibley while 1,451 of those who work in the City live elsewhere and 3,060 residents of the City are employed outside of the City, demonstrating a larger proportion of residents leaving the City for work.

2025 WFRC TAZ employment projections estimate the total job count in Nibley is 2,816 which is notably higher than the Census estimate. The TAZ data illustrates that the City will experience an increase in the percentage of total employment. All categories of jobs will experience an increase with non-typical jobs (agriculture, construction, mining, and home-based jobs) increasing the most. Office jobs (office, health care, government, and education) are expected to increase at the smallest margin.

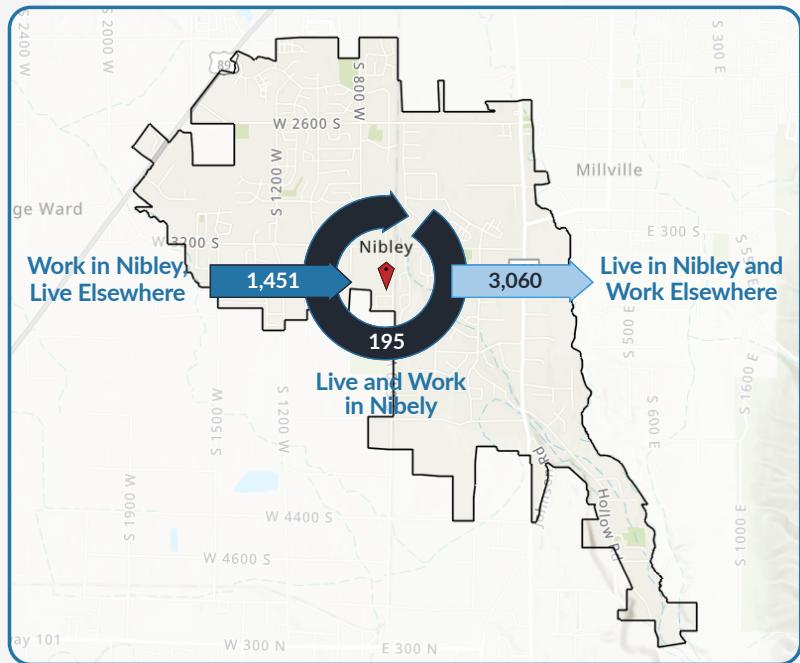


FIGURE 33: US Census 2022 On the Map Data Illustration

TABLE 16: NIBLEY PROJECTED EMPLOYMENT BY CATEGORY

	Employment				Growth (2025–2050)	
	2025	2030	2040	2050	Numeric Increase	Percent Increase
Industrial Jobs	714	721	787	857	143	16.7%
Non-Typical Jobs	854	940	1,100	1,252	398	31.8%
Office Jobs	526	558	577	560	34	6.1%
Retail Jobs	722	918	505	759	37	4.9%
Nibley Total	2,816	3,137	2,969	3,428	612	17.9%

Source: Wasatch Front Regional Council, Traffic Area Zone Projections

Regional Growth and Employment

As shown in [Figure 1](#), the City's population is projected to continue to increase through 2050, reaching 17,800 persons per General Plan estimates

The population and employment in Cache County will also continue to grow. Although employment in Nibley is projected to grow by 21.7%, the total growth makes up 2.3% of the county's employment growth. Many of the less populated cities in Cache Valley will also see their workforce grow by a high percentage, but the majority of the growth in employment will happen in Logan City. It is important to note that this data represents employment populations within a community and not the amount of workforce living within a community.

TABLE 17: CACHE COUNTY CITIES PROJECTED EMPLOYMENT

	Employment				Growth	
	2025	2030	2040	2050	Numeric	%
Amalga	646	688	782	1,037	390	60.4%
Clarkston	71	74	85	89	19	26.5%
Cornish	102	102	104	130	28	27.6%
Hyde Park	2,030	2,174	2,500	2,554	524	25.8%
Hyrum	4,687	4,973	5,587	6,389	1,702	36.3%
Lewiston	1,030	1,087	1,210	1,488	458	44.4%
Logan	53,826	57,006	64,799	70,931	17,104	31.8%
Mendon	259	284	288	250	(9)	-3.6%
Millville	823	873	968	1,259	436	53.0%
Newton	131	131	172	189	58	44.4%
Nibley	2,816	3,138	2,969	3,427	611	21.7%
North Logan	10,159	10,836	11,822	12,611	2,451	24.1%
Paradise	98	104	127	163	65	66.1%
Providence	3,859	4,143	4,557	4,987	1,128	29.2%
Richmond	1,110	1,166	1,313	1,562	452	40.7%
River Heights	1,186	1,234	1,368	1,517	331	27.9%
Smithfield	4,455	4,766	5,474	5,150	695	15.6%
Trenton	119	123	135	150	31	26.4%
Wellsville	1,079	1,150	1,298	1,515	436	40.4%
Total	88,487	94,051	105,557	115,398	26,911	30.4%

Source: WFRC TAZ All job projections

Supportable Commercial Zoning

To determine the supportable commercial zoning within Nibley, this analysis evaluates future taxable sales growth and per capita spending by sector. This analysis provides an estimate of supportable acreage by the following categories: general retail, industry, services, and total commercial acreage.

The supportable commercial zoning methodology employed in this analysis utilizes estimated per capita spending of \$7,417 in Nibley. Assuming a new population of 9,549 residents (2024 – 2050) within the City using the General Plan estimates, the total supportable commercial zoning is estimated at approximately 177K – 236K SF. There are several factors that go into the sales volume Per SqFt of gross living area. It can vary by community or nature of the business. Because of this, 2 different numbers for sales volume have been used to estimate a range of supportable commercial square footage as shown in **Table 18**. This analysis assumes a median sales volume of \$300 and \$400 per square foot of gross leasable area (GLA) and floor area ratios (FAR) of 0.20 and .18.



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TABLE 18: SUPPORTABLE COMMERCIAL ZONING BASED ON PER HOUSEHOLD SPENDING HIGH VOLUME ESTIMATE

Analysis Based on Per Capita Spending	General Retail	Industry	Services	Other	Total
Per Capita Spending (County Income Adjusted)	\$4,591	\$1,231	\$991	\$604	\$7,417
New Population Growth (2050)	9,549	9,549	9,549	9,549	9,549
Total New Spending	\$43,838,921	\$11,751,160	\$9,467,164	\$5,765,569	\$70,822,814
Median Sales Volume Per Sq.Ft. of GLA	\$400	\$400	\$400	\$400	\$400
Supportable SF	109,597	29,378	23,668	14,414	177,057
General Commercial Floor to Area Ratio	0.20	0.20	0.20	0.20	0.20
Acres Supportable (Based on State per HH Spending)	12.6	3.4	2.7	1.7	20.3
Median Sales Volume Per Sq.Ft. of GLA	\$300	\$300	\$300	\$300	\$300
Supportable SF	146,130	39,171	31,557	19,219	236,076
General Commercial Floor to Area Ratio	0.18	0.18	0.18	0.18	0.18
Acres Supportable (Based on State per HH Spending)	18.6	5.0	4.0	2.5	30.1

It is likely that commercial growth will develop around existing neighborhood scale retail, which provides personal services, food services, gas and lodging and general retail purchases. It is expected that the area will continue to see development in small-scale office development as well, as shown in the comparison of average retail development requirements in **Table 19**. With a population of less than 20,000 residents and competition from neighboring communities, expansion will be limited to neighborhood scale developments.

TABLE 19: TYPICAL RETAIL DEVELOPMENT REQUIREMENTS

Type of Center	Leading Tenant	Typical GLA	General Range in GLA	Usual Minimum Size in Acres	Approximate Minimum Population Required
Neighborhood	Supermarket	60,000	30,000 – 100,000	3 – 10	3,000 – 40,000
Community	Supermarket, drugstore/pharmacy, discount department store, mixed apparel	180,000	100,000 – 400,000	10 – 30	40,000 – 150,000
Regional	One or two full line department stores	600,000	300,000 – 900,000	10 – 60	150,000 or more
Super Regional	Three or more full line department stores	1,000,000	600,000 – 2,000,000	15 – 100 or more	300,000 or more

Source: Urban Land Institute, Retail Development, 4th ed.

Barriers to Entry

Some commercial development may be impacted by factors that serve as barriers toward unconstrained commercial growth within the community. These barriers may include growth in online sales, City ordinances, development costs, or geographic challenges. Future commercial development in Nibley may be hindered by these types of barriers. The following paragraphs discuss some of the barriers to entry that may exist within the City.

Shift to Online Sales

Online sales will continue to impact the traditional brick-and-mortar approach. The US Census Bureau's estimate of retail e-commerce sales as percent of total quarterly retail sales continues to rise, increasing from nearly 6.9 percent in 2015 to 16.1 percent during the first quarter in 2025.²

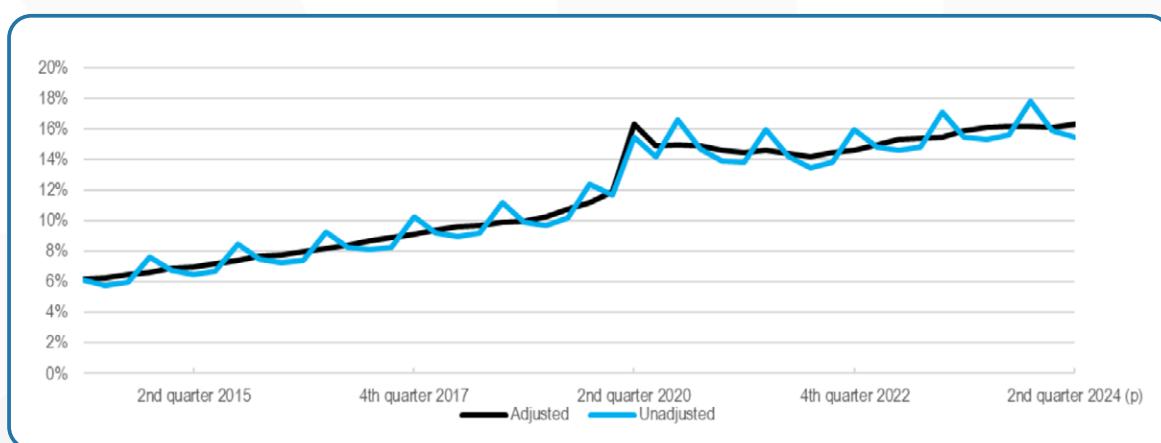


FIGURE 34: Quarterly U.S. Retail E-commerce Sales as a % of Total Quarterly Retail Sales

² Source: 2015 Annual Retail Trade Report <https://www.census.gov/retail/index.html>

Monthly retail sales figures by the Census Bureau show sales from non-store retailers like Amazon, eBay, QVC, and Alibaba increased 6.9 percent from 2023 to 2024.³ This will likely result in a shift from location-based retail to online purchases. Methods to promote increased commercial development include:

- Allow for more residential development and population growth;
- Provide development incentives;
- Promote niche markets that will capture sales from surrounding communities;
- Remove barriers to entry; and,
- Promote other types of commercial development (industrial, tech, office, etc.).

Although taxable sales in Nibley and Cache County are following the national trend of shifting toward online sales, a significant portion still occurs through traditional retailers. Non-store retailers account for only 7.92% of the County's total sales, ranking as the 4th largest sales category. The categories listed in **Table 20** continue to contribute to local sales, highlighting potential sectors for future economic development initiatives. Retail - food and beverage stores consist of grocery stores and supermarkets while food services & drinking places encompass restaurants, bars, and catering establishments.

TABLE 20: TOP TAXABLE SALES SECTORS IN CACHE COUNTY

	Detailed Sector	Taxable Sales CY 2024	% Total Sales
1	Retail-General Merchandise Stores (452,455)	\$362,637,623	10.97%
2	Retail-Food & Beverage Stores (445)	\$349,581,013	10.58%
3	Retail-Motor Vehicle & Parts Dealers (441)	\$301,058,335	9.11%
4	Retail-Nonstore Retailers (454)	\$261,831,782	7.92%
5	Food Services & Drinking Places (722)	\$234,082,860	7.08%

Source: Taxable Sales

Land Cost

Another barrier to entry may be the cost of land. A comparison of the total market value of land within Cache County versus Nibley City may illustrate the land value disparity. The total market value of all land within Cache County is approximately \$13.9B. With a total of 487K acres of land, this equals around \$28K per acre. This data may be impacted by higher ratios of undevelopable, exempt, government, forest or other lower valued lands that are not as prevalent within a City. Nibley's estimated market land value per acre is \$180K.

Although Nibley's land value is higher than the county average, it remains cheaper than the neighboring cities Logan and Providence offering a potential economic development advantage. While Hyrum has a slightly lower land value, Nibley's closer proximity to larger populations strengthens its position for supporting commercial development.

TABLE 21: COMPARISON OF MARKET LAND VALUES

2024	Total Acres	Market Land Value	Market Value Per Acre
Cache County	487,264	\$13,918,129,882	\$28,564
Nibley	3,206	\$578,692,479	\$180,502
Logan	12,002	\$3,559,971,480	\$296,615
Providence	2,741	\$791,181,104	\$288,647
Hyrum	5,219	\$886,013,016	\$169,767

Source: UGRC Cache County Parcels

³ Source: U.S. Census Bureau, Retail Indicators Branch

Development Cost: Impact Fees

Many communities within Utah assess impact fees to offset the cost of needed infrastructure related to growth. Total impact fees vary from community based on level of service, age of infrastructure, proportional allocation of buy-in to new facilities, and the inclusion of financing mechanisms and inflation. While impact fees can be a barrier to limiting economic growth, municipalities have tools to mitigate this impact. These include waiving or reducing impact fees, establishing redevelopment areas to fund infrastructure, or allowing development to provide information that may result in a reduced fee.

Location

The City is located along Highway 89 and SR-165.⁴ Average Annual Daily Trips (AADT) along these roadways range from 27,000 trips on Highway 89 and 21,000 trips on Main St (SR-165). However, the City is not adjacent to a major interstate. Proximity to a regional transportation network allows communities to attract larger developments like distribution centers or industrial centers, which in turn stimulate job growth and spending.

Lower Population and Rooftops

The City's population is projected to continue to increase through 2050, reaching 17,600 persons⁵. The population in Cache County is projected to reach 201,573⁶ with the concentration increasing in the Logan vicinity.

SWOT Analysis

Strengths

Nibley's primary strengths lie in its ongoing growth and residential development, supported by a high level of service (LOS) for parks, recreation, water, and sewer. The flat and developable land offers potential for future expansion, while proximity to Utah State University, recreation areas, and other amenities increase Nibley's appeal. The City has a strong sense of community with a rich history and a younger population with higher-than-average education and income levels. Additionally, the location along state roads provides accessibility, and the presence of a diverse economy that includes home-based businesses contributes to its resilience.

Weaknesses

Despite these strengths, there are identifiable weaknesses. The lack of a defined downtown area limits commercial identity and activity. The continued growth places pressure on services and facilities. There is limited industrial land available for development, which restricts non-residential growth opportunities. Economic development has been slow to match the pace of residential growth, and competition from nearby communities has further challenged the City's efforts to expand its commercial base. Additionally, the high number of residential units along major routes has created potential issues with traffic, safety, and land use ratios.

Opportunities

Nibley has several opportunities to pursue. Economic development, programs, and incentives could attract new businesses and diversify the local economy. Enhancing partnerships with community service providers and developers could strengthen growth management and improve amenities. Downtown revitalization efforts would help establish a more defined commercial core and create a community area that fosters engagement and identity. The future annexation planning could strategically guide future expansion and available opportunities. The City also has opportunities to strengthen relationships with regional organizations such as BRAG.

Threats

With all the growth and opportunities, there are also potential threats that Nibley must address. A high-water table presents a flooding threat and challenges for construction and infrastructure. The predominance of residential land use could limit fiscal sustainability, and economic competition from the established surrounding communities may inhibit growth. Continued residential development without adequate balance could strain local services and infrastructure.

Rising housing costs risk reducing affordability, and uncertainty from state legislation or one-size-fits-all policy approaches could disrupt local planning efforts.

⁴ UDOT

⁵ Master plan

⁶ WFRC TAZ

Implementation

1. Ensure Financial Sustainability

- a. Address revenue and expenses in the City's general fund and financial plan. Economic development directly influences the ability and sources used to generate revenue.

2. Coordinate with Economic Development Entities

- a. Increase coordination with economic development and planning entities (BRAG) with a focus on the local workforce (USU & Bridgerland).

3. Focus Commercial Growth in Key Nodes, with Buffers

- a. Existing and future key development areas include Highway 89, Main Street, the Town Center, 3200 South, and the 4400 South corridor. Positioned between Nibley and Hyrum, 4400 South offers rail access and potential for industrial or mixed-use development. Existing users already generate significant truck traffic.

4. Maintain Economic Development Focus

- a. Complete and update Economic Development Strategic plan with established resources and partnerships.

5. Increase Housing Supply to Match Demand

- a. Increase housing through higher densities near commercial areas with mixed-use and other residential as indicated in the proposed future land use map.
- b. City should promote housing options to ensure sustainable growth.

Additional Economic Development Financing Tools

There are a wide variety of tools and incentives available to help achieve economic development goals. Below is a brief description of several resources available to the City.

Redevelopment Areas – Tax Increment Financing

Tax increment financing ("TIF") is the most widely used tool for economic development in the State of Utah. The creation of CRAs, or historically URA, EDA or CDAs, provides a source of financing redevelopment through the creation of tax increment. Redevelopment agencies negotiate with taxing entities to share a portion of the property tax that is generated by new development in a certain area for a specific length of time.

Tax Increment Revenue Bonds

Tax Increment Revenue Bonds allow redevelopment agencies to pledge tax increment funds to repay the debt service. The projected tax increment is often discounted by the bond market, as the tax increment is the only source to repay the bonds, and project areas have little to no tax increment at the beginning of a new project. These bonds are generally more difficult to sell, due to the risk of repayment.

Revolving Loan Funds and Grants

A revolving loan fund is a source of money from which loans are made for small business development projects. A loan is made to a business and as repayments are made, funds become available for future loans to other businesses. This tool is mainly used to finance local, expanding, or small businesses within the community.

The funds used to create a revolving loan fund may have rules governing the program design. For example, the Department of Housing and Urban Development has specified rules for Community Development Block Grants. Matching grants or revolving loan funds have been very successful in various communities throughout Utah. Dilapidated areas within the City may benefit from creating a revolving loan fund that would encourage the upgrade of facades and other building renovations. Most businesses see increased traffic from improvements to their properties.

Business Improvement Districts

A business improvement district (BID) is a public-private partnership that allows for additional taxes to be collected from businesses within a designated area. The taxes generated by a BID are used for public improvements based on the concept that well-maintained public spaces will increase commerce. BIDs are managed by nonprofit corporations created by the district. BIDs allow

businesses to share the costs to increase business activity within the community through joint ventures including 1) joint marketing, 2) ad campaigns, 3) events in the district area, and 4) planning for parking and facility improvements. The City may contribute through facilitation of meetings at municipal buildings, advertising on municipal websites, etc.

Sales Tax Incentives

For strong destination retail anchors, the City may offer a sales tax incentive for a period of time. The City should consider sales tax incentives on a case-by-case basis. This should only be considered for a major tax-generating retailer or to retain a current major tax-generating business.

Special Assessment Bonds

Special Assessment Bonds allow a governmental entity to designate a specific area which will be benefited by public improvements and levy a special assessment, like a tax lien, to finance the public improvements. This assessment is then used to repay the debt service. Usually, only the property owners receiving the benefit from the improvements are assessed the costs.

Special Assessment Bonds may not be created if 50 percent or more of those liable for the assessment payment protest its creation. These bonds usually have a higher interest rate than the other bonds discussed in this

section. All improvements must be owned by the issuer and repayment cannot exceed twenty years. The main advantage to these bonds is: 1) no bond election required, 2) only benefited owners pay for the improvements, and 3) limited risk to the City.

Municipal Building Authority Lease Revenue Bonds ("MBA")

Cities, counties, and school districts are allowed to create a non-profit organization solely for the purpose of accomplishing the purpose of acquiring, constructing, improving, and financing the cost of a project on behalf of a public body that created it. Normally, MBA bonds are used to construct municipal buildings, however MBA bonds have been used to finance parks and recreation facilities as well. The legal limitation on MBA bonds issued is 40 years.

Sales Tax Revenue Bonds

Sales tax revenues can be utilized as a sole pledge for the repayment of debt. These bonds do not require a bond election and are often used for the acquisition and construction of any capital facility owned by the issuing entity. The bond market usually requires a higher debt service ratio of at least two or three times the revenue to debt.



X. APPENDICES

Appendix A – Growth Scenarios

Appendix B – Housing Development and Analysis Resources

Appendix C – Nibely General Plan Survey Results

Appendix A – Growth Scenarios

SCENARIO 1: GROWTH AS-IS

OVERVIEW

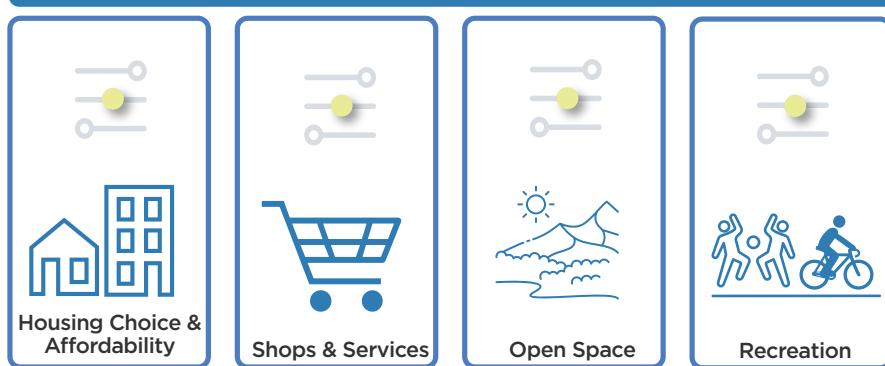
DESCRIPTION:

Continue current pattern of growth.

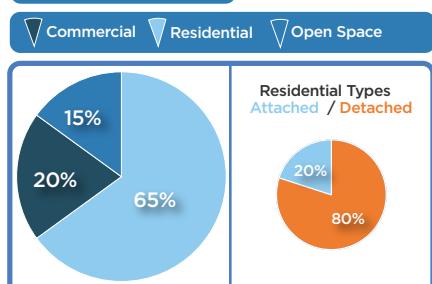
CONSIDERATIONS:

- ✓ Familiar development pattern
- ✓ Supports demand for single-family housing
- ✗ Leads to land sprawl and fewer open space preservation opportunities
- ✗ Limits economic development and future shops and services

QUALITY OF LIFE METRICS



LAND USE MIX



TAX IMPACT



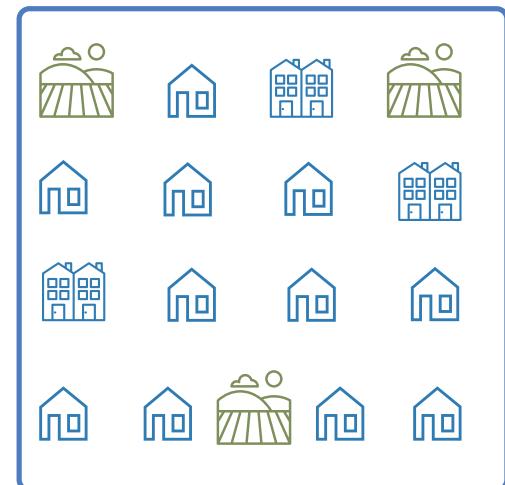
SCENARIO ELEMENTS

HOUSING

Blend of detached and attached units



GROWTH PATTERN



ACCESS TO AMENITIES

DAILY NEEDS AND ESSENTIALS

Groceries, pharmacies, banks



HEALTHCARE

Clinics, childcare, senior services



DINING AND RETAIL

Restaurants, shops, and local businesses



RECREATION AND CULTURAL

Gyms, parks, arts and entertainment



OPEN SPACE

Emphasis on opportunistic open space preservation as future growth occurs.



SCENARIO 2: COMPACT / CENTERED GROWTH



OVERVIEW

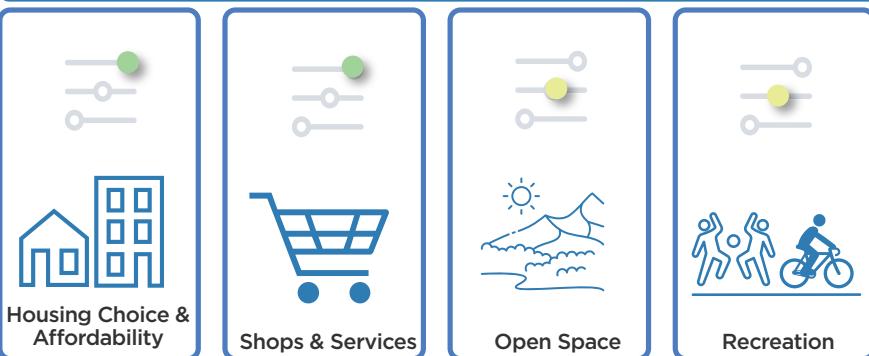
DESCRIPTION:

Focus growth into a town center that supports walkability, housing variety, and local businesses.

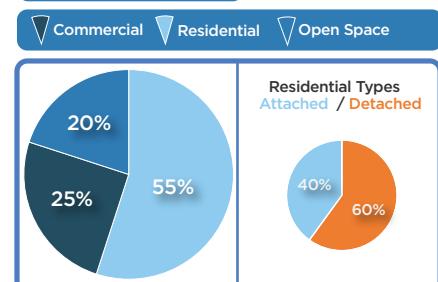
CONSIDERATIONS:

- ✓ Supports community building
- ✓ Encourages growth of local business
- ✓ Preserves open space and rural edges
- ✗ Less familiar patterns of development
- ✗ Requires major zoning and policy change

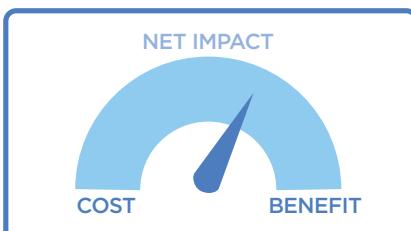
QUALITY OF LIFE METRICS



LAND USE MIX



TAX IMPACT



SCENARIO ELEMENTS

HOUSING

Blend of detached and attached housing with retail services integrated



GROWTH PATTERN



ACCESS TO AMENITIES

DAILY NEEDS AND ESSENTIALS

Groceries, pharmacies, banks



HEALTHCARE

Clinics, childcare, senior services



DINING AND RETAIL

Restaurants, shops, and local businesses



RECREATION AND CULTURAL

Gyms, parks, arts and entertainment



OPEN SPACE

Emphasis on open space preservation at edges of city. Large swaths of land preserved for agricultural use.



SCENARIO 3: LOW INTENSITY GROWTH



OVERVIEW

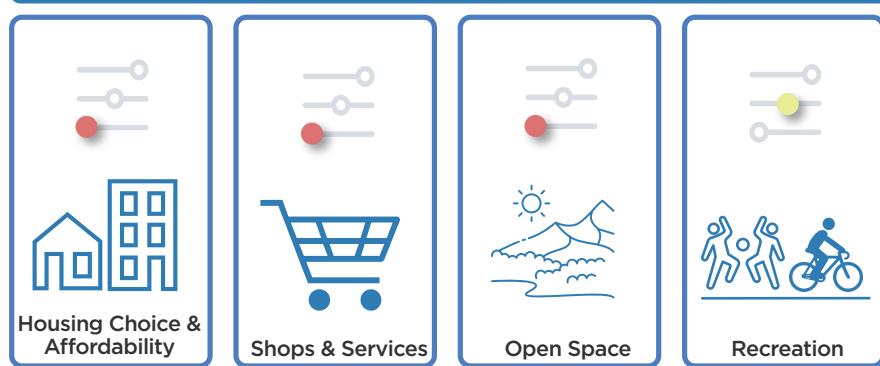
DESCRIPTION:

Limit density to preserve Nibley's rural character and minimize additional growth.

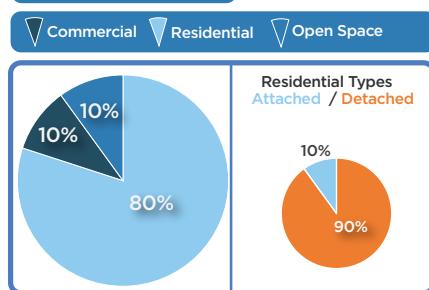
CONSIDERATIONS:

- ✓ Preserves rural character
- ✓ Maintains low traffic on local roads
- ✗ Limits housing supply and affordability
- ✗ Limits close access to shops, services, and local jobs

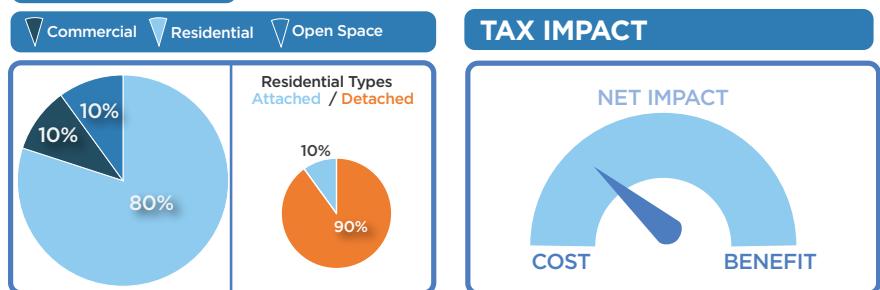
QUALITY OF LIFE METRICS



LAND USE MIX



TAX IMPACT



SCENARIO ELEMENTS

HOUSING

Emphasis on detached housing units



GROWTH PATTERN



ACCESS TO AMENITIES

DAILY NEEDS AND ESSENTIALS

Groceries, pharmacies, banks



HEALTHCARE

Clinics, childcare, senior services



DINING AND RETAIL

Restaurants, shops, and local businesses



RECREATION AND CULTURAL

Gyms, parks, arts and entertainment



OPEN SPACE

Reduced land available for agricultural preservation and open space as residential development occurs at lower densities.



SCENARIO 4: CONNECTED & ACTIVE COMMUNITIES



OVERVIEW

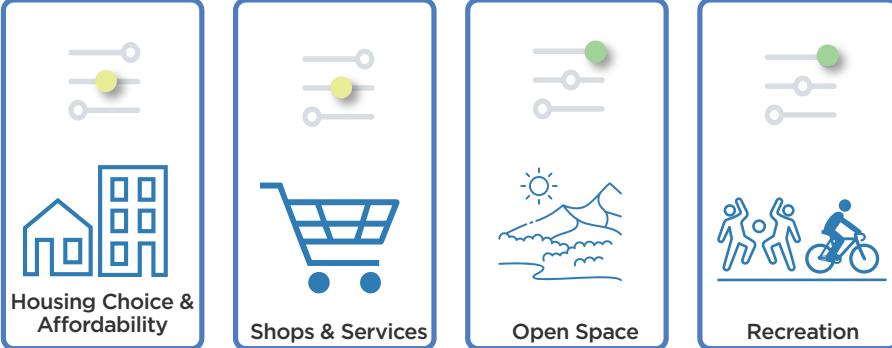
DESCRIPTION:

Grow through neighborhoods built around parks, trails, and local gathering places.

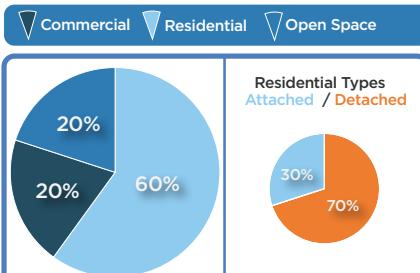
CONSIDERATIONS:

- ✓ Fosters a strong sense of community by supporting active living
- ✓ Provides walkable and bikeable neighborhoods with high access to open spaces and recreation
- ✗ Requires complex planning and coordination
- ✗ Less emphasis on a concentrated town center

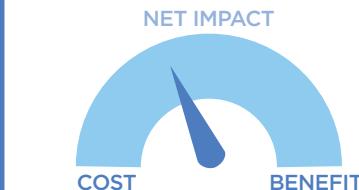
QUALITY OF LIFE METRICS



LAND USE MIX



TAX IMPACT



SCENARIO ELEMENTS

HOUSING

Blend of detached and attached housing clustered in neighborhood centers



GROWTH PATTERN



ACCESS TO AMENITIES

DAILY NEEDS AND ESSENTIALS

Groceries, pharmacies, banks



HEALTHCARE

Clinics, childcare, senior services



DINING AND RETAIL

Restaurants, shops, and local businesses



RECREATION AND CULTURAL

Gyms, parks, arts and entertainment



OPEN SPACE

Preservation for public use. Emphasis on trails, pathways and outdoor recreation access.



WHAT IS A GENERAL PLAN?

A guiding document for the future of our community.

TOPIC AREAS:

- Growth Management
- Housing
- Transportation
- Environmental
- Water Preservation
- Land Use
- Open Space
- Economic Development



WHAT DOES THE GENERAL PLAN AIM TO ESTABLISH?

- A Statement of Vision
- A Set of Community-Wide Goals
- A Preferred Scenario for Future Growth
- A Decision-Making Guide for Development
- An Implementable Framework for More Specific Planning

WHAT IS INCLUDED IN A GENERAL PLAN?

GOALS: What the community hopes to achieve.

POLICIES: Guidelines for how decisions should be made.

OBJECTIVES: Measurable steps to reach each goal.

MAPS & DIAGRAMS: Illustrating future land use and growth.

STRATEGIES FOR IMPLEMENTATION: A guide for realizing the vision over time.

Appendix B – Housing Development and Analysis Resources

APPENDIX B - HOUSING DEVELOPMENT AND ANALYSIS RESOURCES

Numerous programs are available to encourage the development and preservation of affordable housing at all income levels. The following are resources available to the City to facilitate housing strategies, evaluate housing initiatives, and develop new perspectives on housing affordability. Some tools may require the City to identify funding sources to support local programs, and while these programs are available in the region, specific implementation and eligibility may vary.

Bear River Association of Governments (BRAG)

BRAG is a Multicounty association serving Box Elder, Cache and Rich Counties. BRAG provides programs and services for low-income households, seniors, and people with disabilities. They also offer regional economic planning and emergency assistance. Funding for these programs is primarily provided by federal and state grants.

Example Programs:

- Heat utility assistance
- Housing choice voucher program
- Homelessness services
- Self-reliance through employment and training

Community Development Block grant (CDBG) via Brag

The Community Development Block Grant (CDBG) is federally funded by HUD and administered by the State and regional associations such as BRAG. The program benefits low to moderate-income renters, first-time buyers, and community infrastructure. Objectives of the program include housing rehabilitation, down payment assistance, and infrastructure that supports housing. This funding helps the City improve housing conditions, availability, and affordability.

Housing Choice Voucher Program via Brag

The Housing Choice Voucher (HCV) program (often called "Section 8") is HUD's primary rental assistance for low-income households. Vouchers are federally funded but administered locally by Public Housing Agencies (PHAs). In Cache Valley, BRAG has a housing authority that administers the program.

Eligible households rent units in the private market. BRAG pays a subsidy directly to the landlord, and tenants pay about 30 percent of their adjusted income toward rent. At the start of a lease, they may pay up to 40 percent if the rent is above the payment standard. Public Housing Agencies set payment standards, usually between 90 and 110 percent of HUD Fair Market Rents or Small Area Fair Market Rents.

Eligibility is based on income limits, household size, and citizenship/eligible immigration status. By federal rule, at least 75% of households admitted each year must be extremely low-income ($\leq 30\%$ of area median). Waitlists are common, and applicants may apply to multiple PHAs.

Other State/Federal Programs

Olene Walker Housing Loan Fund

The Olene Walker Housing Loan Fund (OWHLF) is Utah's state affordable-housing fund. It's administered by the Department of Workforce Services' Housing & Community Development Division and governed by the OWHLF Board. The board has 14 voting members representing local government, lending, builders, rental housing, advocacy, manufactured/modular housing, rural interests, and transit-oriented development.

By law, OWHLF can fund acquisition, new construction, rehabilitation, land purchase, preservation of existing affordable units, predevelopment grants, mediation programs to prevent evictions, and certain pilots (e.g., low-income ADU loan guarantees; subordinate shared-appreciation loans). It provides grants or below-market loans, with interest based on ability to pay.

Example Programs:

- Multifamily Program: gap financing for 5+ unit rental projects (plus predevelopment grants).
- Rural Single-Family Home Land Revolving Loan: 0% subordinated land/lot-dev loans up to \$25k per home for households $\leq 80\%$ AMI in rural Utah.
- Rural Single-Family Rehabilitation Assistance Grant (forgivable), SFRRP, and HomeChoice (for eligible disabled homebuyers via a partner nonprofit).

USDA Home Loans/ Rural Development

The majority of Cache County (Excluding Logan, Providence, and North Logan) is eligible for USDA home loans. The Section 502 Guaranteed Loan Program provides financing without requiring down payment in qualifying areas.

Neighborhood nonprofit organizations housing corporation (NNHC)

NNHC is a nonprofit based in Logan that focuses on providing affordable housing to people in Cache Valley and surrounding areas

Example programs

- Owner-builder program - Families build their own home and earn “sweat-equity” from the savings of doing the work themselves. Financed through USDA Rural Development.
- HomeChoice- offers a second mortgage to reduce payment of households with a resident who has a disability, 1% interest rate. It is funded by OWHLF.
- Counseling services before purchase, reverse mortgage counseling, and credit counseling
- Developed communities with affordable rental properties for individuals, families, people with disabilities, and senior citizens

Land Use Academy of Utah (LUAU)

Missing Middle Housing Toolkit

The Land Use Academy of Utah (LUAU), is a statewide uniform and comprehensive online land use website resource to train, inform, and educate elected and appointed officials in statutory land issues and best planning practices. LUAU provides the Missing Middle Housing (MMH) Toolkit, where all communities in Utah can learn about, consider, plan for, and implement more housing options tailored to their city or town. The Toolkit is continually updated with new and enhanced resources.

Appendix C – Nibley General Plan Survey Results

Constant Contact Survey Results

Campaign Name: Nibley General Plan Survey Draft

Survey Starts: 945

Survey Submits: 440

Export Date: 08/16/2025 12:29 AM

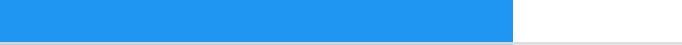
CHECKBOXES

What is your connection to Nibley? (Check all that apply)

Answer Choice	0%	100%	Number of Responses	Responses Ratio
I live here		100%	433	98%
I work here		100%	39	8%
I own a business here		100%	14	3%
I visit regularly		100%	9	2%
Other		100%	3	0%
Total Responses		441	100%	

CHECKBOXES

What are the three most important priorities for Nibley's future? (Select up to 3)

Answer Choice	0%	100%	Number of Responses	Responses Ratio
Affordability / Providing more diverse housing options		100%	77	17%
Managing growth and development		100%	288	66%
Expanding parks, open space, and recreation programs		100%	272	62%
Improving roads and traffic flow		100%	121	27%
Supporting local businesses and economic growth		100%	94	21%
Preserving the small-town feel		100%	323	74%
Enhancing public safety		100%	73	16%
Other		100%	21	4%
Total Responses		436	100%	

RANK ORDER

Please rank the following statements as a reflection of your priorities for Nibley's future (1 most important, 5 least important)

Answer Choice	Average Rank	Ranked 1	Ranked 2	Ranked 3	Ranked 4	Ranked 5
Trails, Parks & Recreation "A connected, family-friendly community with safe walking and biking routes, quality parks, and access to open space for all residents."	2.03	160 (36%)	161 (37%)	66 (15%)	33 (7%)	13 (3%)
Housing & Affordability "A city that provides a range of housing choices for all ages and incomes, allowing families to stay, grow, and thrive in Nibley."	3.38	40 (9%)	68 (15%)	99 (22%)	138 (31%)	88 (20%)
Economic Growth & Local Business "A city that supports local businesses, brings in new commercial opportunities, and offers more ways to live, work, and shop within Nibley."	3.12	40 (9%)	77 (17%)	139 (32%)	145 (33%)	32 (7%)
Agricultural Roots & Heritage "A community that preserves its agricultural heritage and open spaces while welcoming thoughtful, small-scale growth that fits Nibley's rural character."	2.23	168 (38%)	103 (23%)	71 (16%)	77 (17%)	14 (3%)
None of the Above	4.24	25 (5%)	24 (5%)	58 (13%)	40 (9%)	286 (66%)
Total Responses	433					

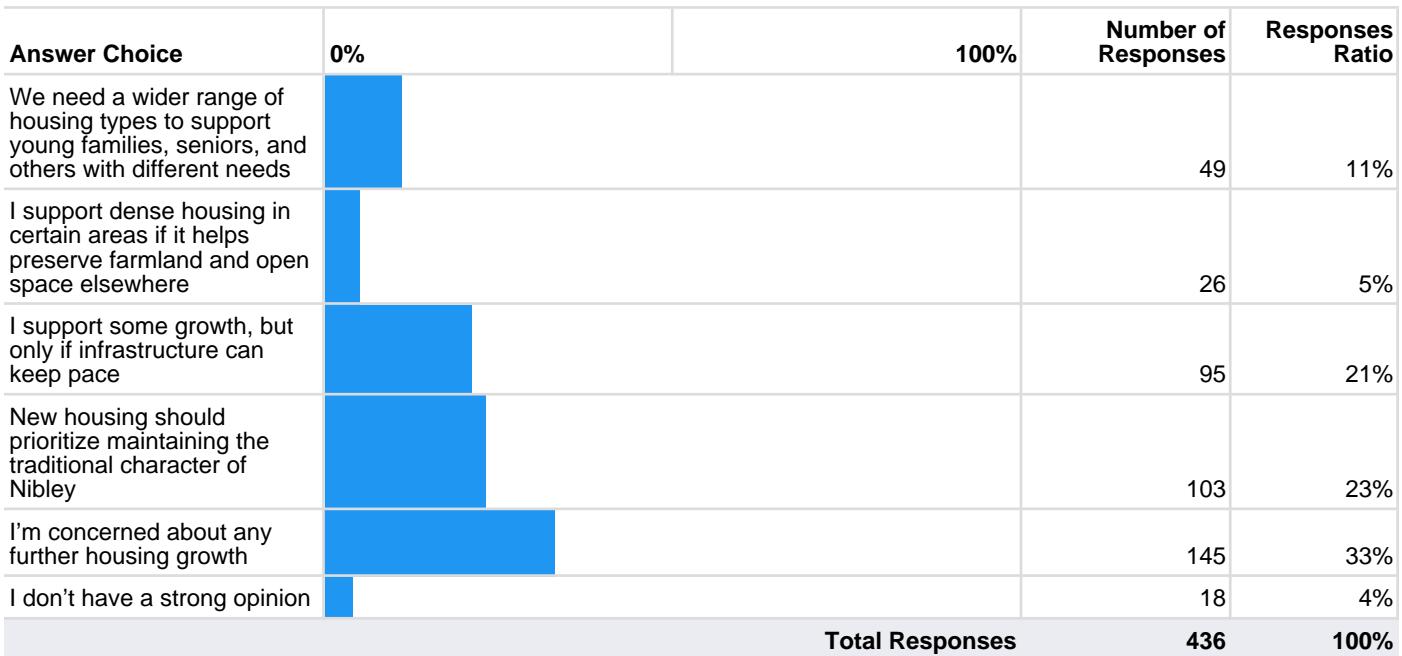
RANK ORDER

Nibley is projected to continue to grow substantially in the coming years. Please rank which of the following best reflects your vision for growth in Nibley's future? (1 best, 5 least)

Answer Choice	Average Rank	Ranked 1	Ranked 2	Ranked 3	Ranked 4	Ranked 5
Growth As Is "Continue current growth patterns"	3.65	14 (3%)	37 (8%)	126 (29%)	162 (37%)	91 (21%)
Compact / Centered Growth "Focus growth into a town center that supports walkability, housing variety, and local businesses"	3.00	44 (10%)	106 (24%)	130 (30%)	104 (24%)	46 (10%)
Growth through Connected and Active Neighborhoods "Grow through neighborhoods built around parks, trails, and local hubs"	2.14	124 (28%)	181 (42%)	82 (19%)	26 (6%)	17 (3%)
Low Growth "Limit growth to preserve Nibley's rural character and minimize new development"	2.06	228 (53%)	66 (15%)	40 (9%)	74 (17%)	22 (5%)
None of the above	4.14	20 (4%)	40 (9%)	52 (12%)	64 (14%)	254 (59%)
Total Responses	430					

MULTIPLE CHOICE

Which of the following statements best reflects your view on future housing in Nibley?



NUMERIC SCALE

Allow for a higher concentration and wider variety of housing types near commercial services.

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Oppose)			151	34%
2			93	21%
3			103	23%
4			49	11%
5 (Strongly Support)			38	8%
Mean	2.38			
Median	2.00			
		Total Responses	434	100%

NUMERIC SCALE

Allow smaller lot sizes for certain areas for starter homes

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Oppose)			117	27%
2			74	17%
3			108	25%
4			80	18%
5 (Strongly Support)			53	12%
Mean	2.72			
Median	3.00			
		Total Responses	432	100%

NUMERIC SCALE

Requiring a majority of housing to be owner occupied, with a portion dedicated as affordable to moderate income households

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Oppose)			27	6%
2			44	10%
3			109	25%
4			119	27%
5 (Strongly Support)			136	31%
Mean	3.67			
Median	4.00			
		Total Responses	435	100%

NUMERIC SCALE

Reduce, waive, or eliminate impact fees related to moderate income housing

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Oppose)			71	16%
2			59	13%
3			190	43%
4			62	14%
5 (Strongly Support)			50	11%
Mean	2.91			
Median	3.00			
		Total Responses	432	100%

NUMERIC SCALE

Rezone areas which allow for the production of housing which is affordable to households earning a moderate income

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Strongly Oppose)			97	22%
2			84	19%
3			159	36%
4			62	14%
5 (Strongly Support)			31	7%
Mean	2.64			
Median	3.00			
		Total Responses	433	100%

NUMERIC SCALE

Restaurants & Cafes

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1			44	10%
2			51	11%
3			103	23%
4			120	27%
5			117	26%
Mean	3.49			
Median	4.00			
		Total Responses	435	100%

NUMERIC SCALE

Grocery Stores & Retail Stores

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Negative Impact)			73	16%
2			54	12%
3			95	21%
4			104	23%
5 (Positive Impact)			109	25%
Mean	3.28			
Median	3.00			
		Total Responses	435	100%

NUMERIC SCALE

Office & Professional Services

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Negative Impact)			77	17%
2			89	20%
3			141	32%
4			68	15%
5 (Positive Impact)			58	13%
Mean	2.86			
Median	3.00			
		Total Responses	433	100%

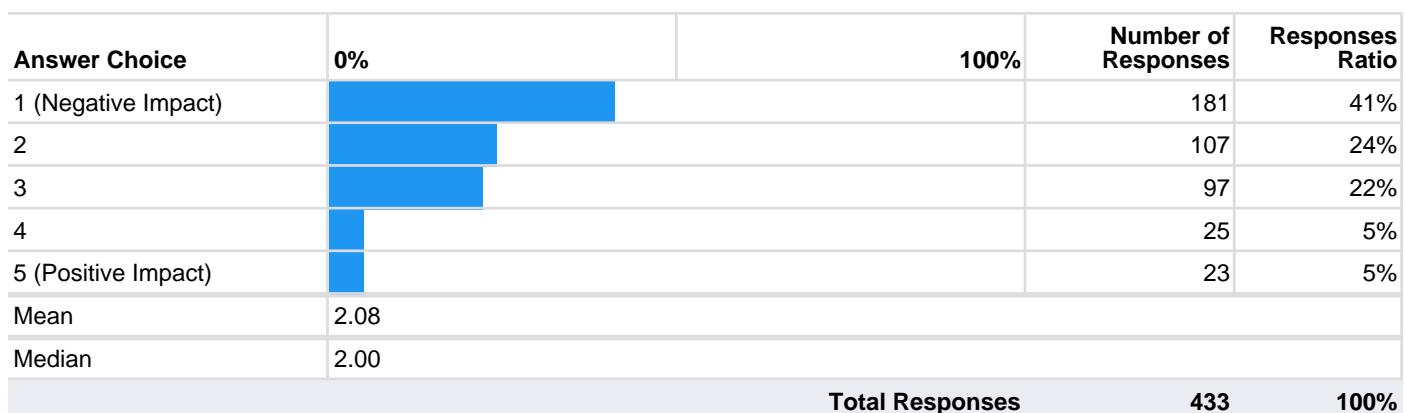
NUMERIC SCALE

Recreation & Entertainment

Answer Choice	0%	100%	Number of Responses	Responses Ratio
1 (Negative Impact)			22	5%
2			30	6%
3			86	19%
4			117	26%
5 (Positive Impact)			182	41%
Mean	3.93			
Median	4.00			
		Total Responses	437	100%

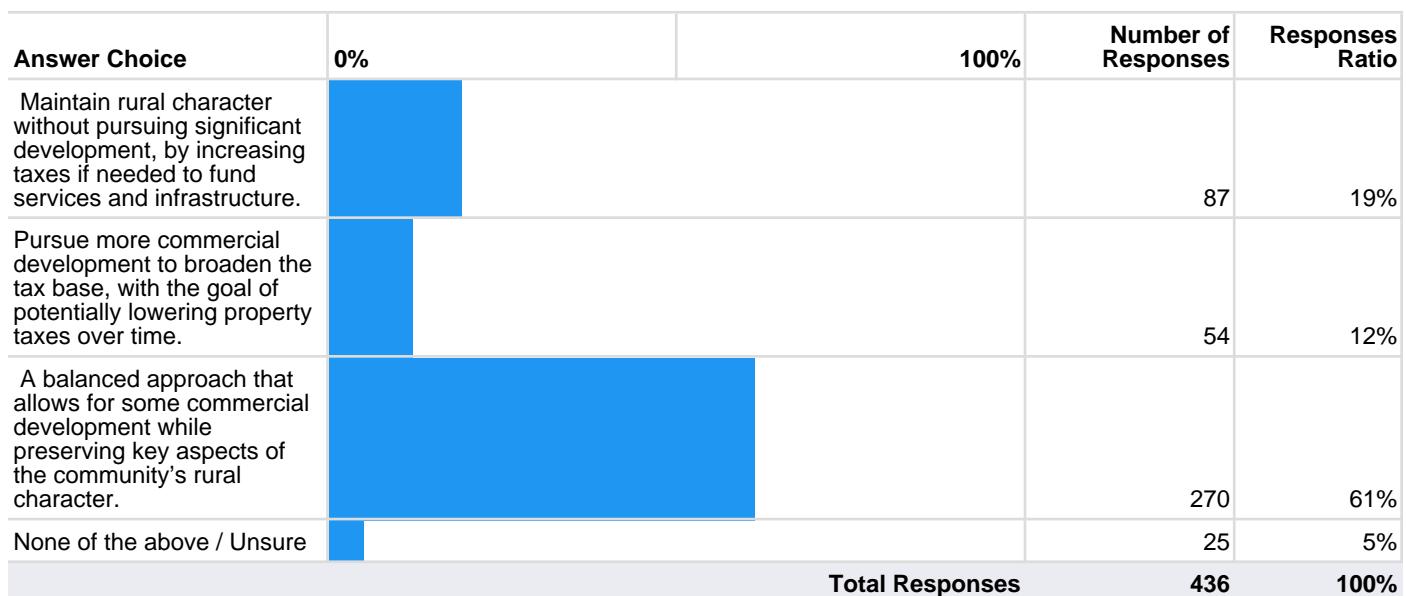
NUMERIC SCALE

Industrial Park



MULTIPLE CHOICE

Which of the following approaches to economic development do you most support for our community?



OPEN QUESTION

What types of stores or services, if located in a Nibley Town Center, would reduce your need to travel to nearby cities?

Restaurants, Grocery store, Hardware store, Car mechanic

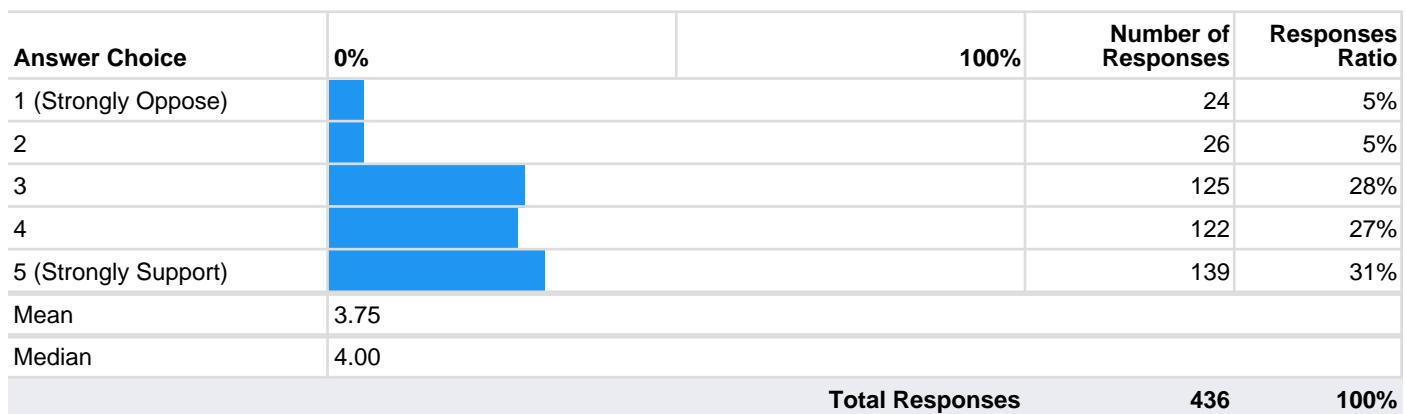
Trader Joe's, grocery store

Groceries. Hardware .Otherwise all services are within 10 minutes
 The idea of focusing on local business vs chains I'd ridiculous. Clearly whoever wrote the question has never been an owner of a business. You have to get a return on the investment.

304 Response(s)

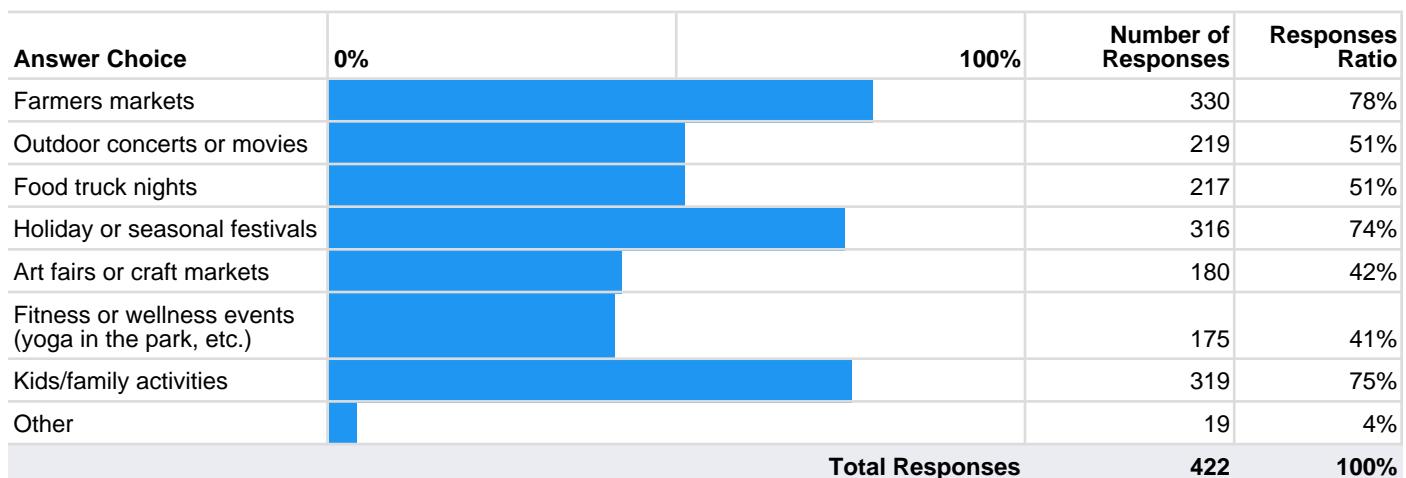
NUMERIC SCALE

How supportive would you be of a town center that primarily features small, locally-grown businesses that originate in Nibley, rather than chains or businesses from outside the city?



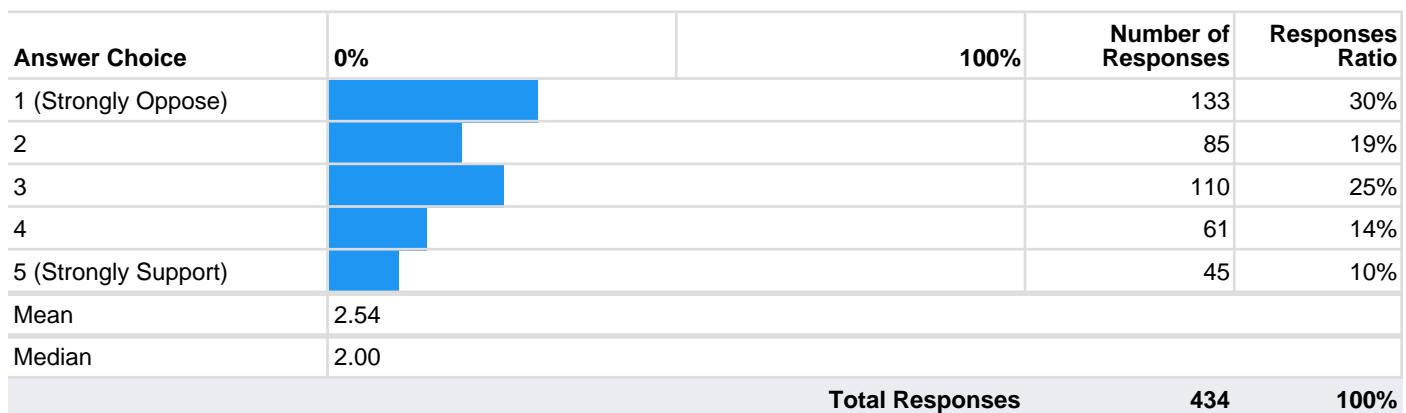
CHECKBOXES

What kinds of recurring events would you like to see in a town center to keep it active and thriving year-round?



NUMERIC SCALE

What is your level of comfort with including a mix of residential housing (such as townhomes or apartments) within or near the town center that also includes businesses, parks, and other amenities?



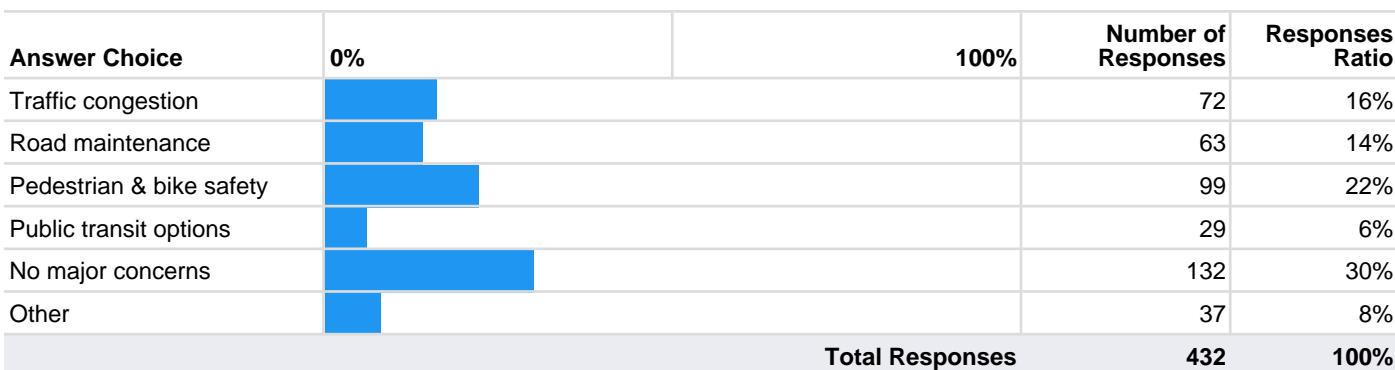
RANK ORDER

Rank in order of importance, which types of open space would you most like to see prioritized in Nibley? (1 most, 5 least)

Answer Choice	Average Rank	Ranked 1	Ranked 2	Ranked 3	Ranked 4	Ranked 5
Undisturbed natural areas/conservation lands for wildlife and environmental protection	2.92	98 (22%)	99 (22%)	68 (15%)	73 (16%)	93 (21%)
Agricultural preservation (fields, pastures, and working farms)	2.70	113 (26%)	103 (23%)	74 (17%)	84 (19%)	57 (13%)
Developed areas for outdoor recreation (i.e. playgrounds and other park amenities, large grass areas for play and organized sports, etc.)	3.07	95 (22%)	65 (15%)	88 (20%)	80 (18%)	103 (23%)
Scenic open lands and view corridors	3.38	33 (7%)	68 (15%)	128 (29%)	106 (24%)	96 (22%)
Trail corridors for walking, biking, etc.	2.94	92 (21%)	96 (22%)	73 (16%)	88 (20%)	82 (19%)
Total Responses	431					

MULTIPLE CHOICE

What is the biggest transportation issue in Nibley?



OPEN QUESTION

Provide us with your comments concerning issues and opportunities in Nibley.

I like the idea of a recreation center in Nibley

You can't legislate local farms and local business. Economics will dictate what happens there.

Most of Nibley issues would be solved by eliminating lot size and frontage restrictions and garage rules.

The council members don't listen to the people who voted them.

Test

223 Response(s)**OPEN QUESTION**

Please include your name, phone number, and email if you would like the chance to win one of ten \$25 Amazon Gift Cards. If selected, you will be notified to pick up the Gift Card at Nibley City Offices during regular Office hours.

Ryan Cowley
435-232-4577
ryanmcowley88@gmail.com

Pea00007@gmail.com

Jamie Pearce
208-351-2838
Kni04005@gmail.com

258 Response(s)

APPENDIX C - NIBLEY GENERAL PLAN SURVEY RESULTS

What is your connection to Nibley?

- I live here – 433 responses
- I work here – 39 responses
- I own a business here – 14 responses
- I visit regularly – 9 responses
- Other – 3 responses
 - “My dad works for Nibley City” (1)
 - “I worked here” (1)
 - “I have kids here” (1)

What are the three most important priorities for Nibley's future? (Select up to 3)

- Preserving the small-town feel – 323
- Managing growth and development – 288
- Expanding parks, open space, and recreation – 272
- Improving roads and traffic flow – 121
- Supporting local businesses and economic growth – 94
- Affordability / more diverse housing options – 77
- Enhancing public safety – 73
- Other – 21
 - “Stop high density housing.”
 - “None. My house is in the ‘town center.’ I don’t want a whole bunch of people swarming by my house regularly.”
 - “More police! Speeding on side streets not just 3200.”
 - “Nothing. Stop wasting our tax dollars!!”
 - “Speeding issues through residential streets. No police! Everyone knows and no one cares!!”
 - “Better internet. Only xfinity is available where I live and it is having major issues. Google Fiber would be awesome.”
 - “Trees in the middle of the road making turn lanes way too short.”
 - “Speeding through neighborhoods. Would like 4-way stops at 2600 S 1000 W and Nibley Park Ave and 1000 W, as well as speed humps along 1000 W.”

- “The width of the roads are decided by the different builders which causes confusing patterns and half finished roads. Dangerous and confusing.”
- “The ugly concrete barriers and mountable islands at each intersection along 1200 W. They’re still a safety hazard and do nothing to deter speeding on that road as they were intended to.”
- “Stop building apartments and condos! Valley is over populated.”
- “Walkable cities are a terrible idea and have not worked. They don’t provide enough parking for people that will have at the least 2 cars with no space for visitors.”
- “Improving roads, public safety, growth and development, open space, and pedestrian/ bike friendly neighborhoods to me are all one package. They build on each other...”
- “Not interested”
- “None”

Transportation

Top transportation issues (open-ended): 432 responses

- Pedestrian & bike safety
- Traffic congestion at key intersections
- School zone safety on 2600 S
- Limited east-west connectivity

All Responses:

- “Pedestrian & bike safety”
- “Make school zone on 2600 s and 800 west safer”
- “training needs to be done, in the newsletter and social media posts on using the roundabout during the school zone hours”
- “The road barriers at the intersections and all along 1200 West are dangerous and terrible and should be removed ASAP. The whole road was poorly designed.”
- “Pedestrian & bike safety”
- “The roads aren’t safe for biking. However, there are people in our community that depend on biking to get to work, school, etc. we need protected bike

lanes that connect neighborhoods and businesses. Utah county has excellent examples!"

- "Traffic congestion"
- "The traffic at 2600 and 800 is horrendous and dangerous for the school kids.... Also the stupid cement triangle things on 1200. Those are wrecking cars and it's so hard to see children on the paths behind the barriers."
- "Traffic congestion"
- "I'd love to have a cafe to sit at and do work/home-work. It's also hard to know what's going on and when. I read the newsletters, but there are so many things I hear about after the fact that I wish always publicized better. I'd love a farmers market."
- "Traffic congestion"
- "The road barriers at the intersections and all along 1200 West are dangerous and terrible and should be removed ASAP. The whole road was poorly designed."
- "Road maintenance"
- "Pedestrian & bike safety"
- "Road maintenance"
- "The high bump on the intersections on 12th west are a joke for turning onto the other roads and need to be taken out !!!"
- "Traffic congestion"
- "Stop building high density housing and allowing smaller lots. We don't want them. We want to keep the small town feel and it's disappearing with every apartment or townhouse community you allow. Please stop we don't have the water or infrastructure."
- "Pedestrian & bike safety"
- "The ugly concrete barriers and mountable islands at each intersection along 1200 W. They're still a safety hazard and do nothing to deter speeding on that road as they were intended to."
- "Road maintenance"
- "The road on 1200 with the cement barriers and cement blocks on the ground is absolutely awful and a huge eye sore for this city. All the cement needs to be removed from that road other than the round about."
- "The width of the roads are decided by the different builders which causes confusing patterns and half finished roads. Dangerous and confusing."
- "Hurry up and open 10th to 12th west!"
- "More police! Speeding on side streets not just 3200."

- "Speeding through neighborhoods. Would like 4-way stops at 2600 S 1000 W and Nibley Park Ave and 1000 W, as well as speed humps along 1000 W."
- "None. Nibley is so centrally located to such a wide variety of businesses and services, there is no need to radically change the city's footprint."
- "No more apartments in our city. Reduce rental homes, or at least enforce laws that are on the books. There are multiple rentals in Nibley where there are 5-6 cars outside and the yards are full of weeds (probably not owner occupied)."
- "Make sure Logan doesn't spread into surrounding unincorporated land. Work closer with other small towns."
- "Traffic congestion, Dog licensing fees are silly to me. I shouldn't have to pay a government institution to have a pet. Taxes on top of taxes etc."
- "Public transit options"
- "Road maintenance"
- "Traffic at 2600 S and 800 W... it is hard to cross at certain times of day. A roundabout or 4 way stop would help a lot!"
- "People run bus stops all the time. It's scary"
- "The road and bike lanes by Stonebridge neighborhood cause a lot of confusion and congestion as not more than 1 car can go through the barriers at a time"
- "the dependence on 3200 creates big issues when it needs to close down for maintenance especially for neighborhoods on the west side of town. They lack roads going east to west that can get them to and from their homes via a different route than 3200"
- "Trees in the middle of the road making turn lanes way too short."
- "Mountable islands are confusing and frustrating to all drivers. They are a terrible distraction to every driver who has to drive around or over them."
- "I walk a lot through Nibley and it seems like there is a lot of speeding happening through residential areas. Since there are so many young families, it is dangerous."

Additional Comments

223 respondents provided comments on Nibley's opportunities and challenges.

Key themes include:

- Maintaining rural/small-town character
- Concerns about high-density housing
- Road safety and walkability
- Need for more local businesses and family activities
- Parks, trails, and open space preservation

All Quotes:

- "Make school zone on 2600 s and 800 west safer training needs to be done, in the newsletter and social media posts on using the roundabout during the school zone hours."
- "The road barriers at the intersections and all along 1200 West are dangerous and terrible and should be removed ASAP. The whole road was poorly designed. The roads aren't safe for biking. However, there are people in our community that depend on biking to get to work, school, etc. we need protected bike lanes that connect neighborhoods and businesses. Utah county has excellent examples!"
- "The traffic at 2600 and 800 is horrendous and dangerous for the school kids."
- Also the stupid cement triangle things on 1200. Those are wrecking cars and it's so hard to see children on the paths behind the barriers."
- "I'd love to have a cafe to sit at and do work/home-work. It's also hard to know what's going on and when. I read the newsletters, but there are so many things I hear about after the fact that I wish always publicized better. I'd love a farmers market."
- "I would love for Nibley to be an outlier in valley when it comes to growth. I flew over the valley and looked down and loved seeing the open fields and green areas. There are enough commercial areas nearby, no more are necessary."
- "There's got to be incentives either from the city or county level to keep much of the ag in ag business."
- "I love living in Nibley. I also understand the need for dense housing like townhomes. However condos and/or apartments are crazy. Way to dense for a city like Nibley."
- "Stop building high density housing and allowing smaller lots. We don't want them. We want to keep the small town feel and it's disappearing with every apartment or townhouse community you

allow. Please stop we don't have the water or infrastructure."

- "Trash cans being overfilled and blowing down the streets during windy days."
- "There are plenty of options for businesses that are wicked close to Nibley. We don't need businesses in the town."
- "I would really appreciate the city council members look into and consider attracting residential fiber optic internet like google fiber or strata networks. This is a really big attractor that will effect economic growth."
- "The high bump on the intersections on 12 th west are a joke for turning onto the other roads and need to be taken out !!!"
- "None at this time. Thank you."
- "Hurry up and open 10th to 12th west!"
- "I am concerned with the number of high density housing units Nibley is allowing. We need bigger lots with open space."
- "Please stop trying to turn us into Logan. Small and local is why we moved here please preserve that feel, we are close enough to gas stations and grocery stores, we don't need more."
- "Previous council members' development decisions have destroyed my confidence in representative local government. I don't follow current meetings and members; I would rather not get stressed and waste my breath trying to fight getting screwed again."
- "I'm sad to see all the farmland and ranches being bought up for development. Nibley is quickly losing its small town appeal."
- "I'm concerned with the drivers in Nibley that drive in the bike lane or swerve to scare runners and bikers. I would love to see more business development in Nibley to help reduce property taxes."
- "I understand growth needs to happen but my heavens at the rate the city is putting in mass housing is unbelievable. The school are busting at the seems. Traffic is just getting worse and Church's are struggling too. When is enough enough?"
- "The road and bike lanes by Stonebridge neighborhood cause a lot of confusion and congestion as not more than 1 car can go through the barriers at a time."
- "I love the commitment to the small town feel- keep it up!"
- "We need parks on the West side of town. (Glorified retention ponds don't count!). Would love a trail system."

- “Internet issues. I hope we can get Google Fiber. The 12th W to 10th W connection being finished will be nice. A traffic circle at 8th W by Heritage Park would be great.”
- “The south valley needs a full recreation center! Indoor outdoor swimming pool for young families and a lap pool for swimmers. Weight rooms, cardio rooms. Track.”
- “I love living in Nibley! Open minded growth and continued community involvement are keys for me.”
- “Stop trying to make Nibley be like Logan. If people wanted to live in the congestion and bustle of Logan they wouldn’t have picked to live in Nibley. I wanted to live here because it was still small/rural but not so far from everything.”
- “I’d love to see a city center with shops and businesses around Ridgeline Park.”
- “The road on 1200 with the cement barriers and cement blocks on the ground is absolutely awful and a huge eye sore for this city. All the cement needs to be removed from that road other than the round about.”
- “I would love to see more restaurants and a grocery store, but still maintain the rural vibe of Nibley. A city center would help provide both options. And more walking paths between neighborhoods and parks would be nice.”
- “the dependence on 3200 creates big issues when it needs to close down for maintenance especially for neighborhoods on the west side of town. They lack roads going east to west that can get them to and from their homes via a different route than 3200.”
- “I’ve watched too many UT communities encourage growth for short-sighted economic ‘gains.’ Nibley’s a true unicorn, offering the peace & serenity we all came here seeking w/ proximity to every possible good/service needed. More is sometimes just more.”
- “Enough with the multi-unit housing low income housing...though I recognize that the city of Logan will allow them to use our land and then receive the tax revenue if we don’t.”
- “No more apartments in our city. Reduce rental homes, or at least enforce laws that are on the books. There are multiple rentals in Nibley where there are 5-6 cars outside and the yards are full of weeds (probably not owner occupied).”

- “Nibley needs to increase the tax base and relieve the pressure on residents. Eventually Nibley needs to be self-supporting with utilities, waste management etc.”
- “We are a small town next to a larger city. Leave us a small town. Quit trying to make us larger. If you want to live in a city, MOVE!”
- “Dog licensing fees are silly to me. I shouldn’t have to pay a government institution to have a pet. Taxes on top of taxes etc.”
- “People run bus stops all the time. It’s scary.”
- “Fire Justin Maughn, Tom Dickerson and Evan. Nibley city does not want to be like logan.”
- “I love Nibley as a small town, and concerned that the feeling will be lost with all the development without the infrastructure adapting to accommodate it. This development will make it hard to leave our neighborhood in any direction.”
- “More stop lights needed, particularly at the 2600 intersection by Nibley Elementary.”
- “This survey is important, but some of the questions are set up with guided/led answers. Nibley is a wonderful place to live. 1200 W should be fixed. We need more parks and open space. We need a splash pad, tennis courts etc.”
- “Why ask our opinion when you will just bow down to the latest developer.”
- “I like the idea of a recreation center in Nibley.”
- “The schools are overcrowded, and the planned middle school is not going to fix the problem considering the massive population growth from current multifamily housing developments in progress. We need more schools.”
- “I would love to see some more parks and playgrounds in Nibley! Especially walking distance for the west side of town! The closest one to me is at least a mile away, and it’s hard to walk that far with a toddler.”
- “I put pedestrian and bike safety as the most important transportation issue, but a close second is public transit options. I would also love more commercial growth as the population expands. Studies have shown that public ridership is proportionally linked with service frequency. Nibley’s bus only comes once an hour and meanders too much.”
- “My biggest current concern is that the fees are higher than normal. \$55 per month for sewer fees is pretty outrageous.”
- “Please reduce high density housing, it will not benefit Nibley long term.”

- “I didn’t move to Nibley for retail opportunities. Once in car driving into Logan or Hyrum is great with me and my wife. We want to keep Nibley a single resident community with at least 1/4 acre lots. No more Townhouses or apartments.”
- “Would love a comprehensive urban trail system.”
- “This no longer has a small town feel. Way too many apartments and they just keep on building. Homes to close, and Nibley city codes need to be looked at and adjusted. Were these codes open to public comment before they were written and enforced.”
- “I would love to see more commercial development to help supplement taxes. This can help in many areas and take some of the burden off residents. (City center, rec center, etc).”
- “Why is Nibley still called rural it is no longer that. It has changed to much to be called rural.”
- “1200 west is weird, but otherwise, nicely done from what I can tell.”
- “Enforce codes.”
- “I moved from Logan to Nibley because I liked the open space and rural feel. I know that growth is inevitable and others like me want to experience this feeling too, but it makes me sad to see all the farmland being replaced by development.”
- “I don’t want much more housing development.”
- “A big concern for Nibley and our state is having attainable housing for our children to live in. If we don’t address this issue then Utah and Nibley will not have vibrant thriving communities with people in all stages of life.”
- “For the last 20 or so years Nibley has been far to interested growing this city to the detriment of things that used to make Nibley a great place to live.”
- “Keep nibley for the locals. Not trying to become a mini logan. why can’t our kids play on our own rec teams. Because they are filled with kids from other townships. Our kids should have priority first. Not be turned away.”
- “The are no parks that have shaded play areas. Would love to have at least one play structure (Heritage Park maybe?) that has a shade cover. Also, a splash pad would be awesome for all aged kiddos. More marked walking trails away from traffic.”
- “You should add a permanent Gaga pit.”
- “You say you listen to the people who live in Nibley, but I have NEVER heard someone say “please bring in a bunch of apartments and condos”. We want small town!”

- “Bike lane and sidewalk need to be fixed and put in place on 2600 S. from Nibley elementary going west out to the roundabout circle.”
- “You can’t legislate local farms and local business. Economics will dictate what happens there. Most of Nibley issues would be solved by eliminating lot size and frontage restrictions and garage rules.”
- “I don’t want Nibley to lose our comfortable, peaceful feel.”
- “More walking trails.”
- “800 W needs widened and a bike pathway. 2600 S and 800 W probably needs a light.”
- “Connect Nibley Business Park off Hwy 89 to the rest of Nibley. Forcing highway use is dangerous, adds commute time, and prevents safe walking or biking. A short connecting road would fix this.”
- “We are starting to see way too many homes crammed into spaces. Town homes and small lots (less than .5 acres) are not supposed to be in Nibley! Please stop approving these types of developments.”
- “Nibley really needs some sort of grocery store.”
- “Nibley is an amazing place to live.”
- “The growth rate is too large to maintain the small town atmosphere, people who live in nibley do so because of the community feel that it has and the current growth plan is taking away from that.”
- “Fix 1200 W. Cars in the bike lane, no where for snow to go, crosswalk lights at 2600 S roundabout don’t work half the time. Wasting water on grass strip on 1200 while Nibley Garden park is dry & full of thistles.”
- “STOP WITH THE ORDINANCE ABOUT PARKING OUTSIDE YOUR HOME DURING THE WINTER! I DON’T KNOW WHO IMPLEMENTED IT. IT’S BASICALLY A TAX ON FAMILIES WITH MORE THAN TWO VEHICLES. NEEDS TO STOP!”
- “I dislike the new road built on 1000 West.”
- “1200 west is lame.”
- “The parking nazi needs to stop! We were ticketed at 12:01 November 1st. Ridiculous. I get the importance of clearing for the plow but has been handled poorly. Get rid of firefly nature reserve. it looks horrible, and stinks. Not worth tax money.”
- “Our sports recreation teams are being filled up by individuals who do not live in Nibley but other surrounding cities which eliminates the opportunity for Nibley children to play on local teams. Nibley is too focused in becoming another Logan.”

- “I recognize that affordable housing has to be part of Nibley’s growth, and farm land will be hard to protect. I’d support commercial development away from neighborhoods. We really need some indoor sport facilities. A covered pool would be awesome.”
- “Support agriculture and local businesses and the natural beauty of Nibley. Thank you!”
- “Infrastructure keeping up with development. Outdoor walking biking paths. Rec center with pool. indoor entertainment and opportunity to stay active in the colder months.”
- “It’s hard to take the time to provide feedback because I feel like every time I do my comments fall upon deaf ears.”
- “No more high density housing. More Bike/walking paths, parks would be nice.”
- “Make sure Logan doesn’t spread into surrounding unincorporated land. Work closer with other small towns.”
- “Spend less on recreation to save tax money. No rec center! Reduce park impact fee to make housing more affordable.”
- “800 isn’t bike friendly, more crossing guards for Nibley Elementary at 800 and Nibley Parkway.”
- “I moved to Nibley because it had a small town feel and I am extremely worried about its growth! Houses are being built on top of each other and all the beautiful fields are turning into housing developments. It is very disappointing and sad.”
- “Nibley is losing its rural feeling. Need to limit future building of high density housing. It only takes a few years for high density housing to become rundown & trashy.”
- “No more apartments! Keep the fields please! IF there is a city center keep it to one location and only allowing apartments where the city center is located. Please Do Not add a city center without plans and budget for traffic control!”
- “Make Logan take back strata, also I’m fine with lower income housing if it is sparse, well maintained, but most importantly keeps Nibley for Nibley. No more of these Californians turning our town into a cesspool.”
- “I’m concerned about high rise development and apartment or townhome style rather than housing.”
- “Please stop approving condescend housing like ridgeline park. We are losing the small town love of Nibley.”
- “There are enough houses in Utah. The problem is people buying up multiple and then renting out some. We don’t need to build more, we need to

- limit purchasing multiple houses.”
- “The council members don’t listen to the people who voted them.”
- “I feel that there are some parts of Nibley that get more love than others. Some green spaces are well taken care of and others are dead, filled with weeds, and an after thought. We moved here for the green and open spaces, please keep it that way.”
- “Runners and walkers in the road when we have sidewalks everywhere is a problem.”
- “1200 w is dangerous! Parks are not maintained. Park on 1600 w is a joke. Grass area isn’t even usable.”
- “To much growth with very little infrastructure to support it. Loss of agricultural lands and over restrictions on agriculture in community. 10th w road layout, hard to navigate, not accessible and not necessary.”
- “I would just like to see sidewalks allowing safe biking or running/walking anywhere in town. I just find when I’m out sidewalks aren’t always consistently available. This also applies to roads that connect to neighboring cities.”
- “I’d love to see more growth with shops, markets, etc.”
- “I don’t see myself being able to afford a home in Nibley soon, but I love the character, family feel, and spacing that Nibley provides. I think higher density housing could potentially take away from that, but maybe not if done correctly?”
- “Continued growth in Nibley requires substantial upgrading of the infrastructure (roads, sewers, water, etc). Improvements to the transportation grid and increasing public transportation opportunities are essential. Improvements to snow removal.”
- “Why do we not have a water park? All other cities around us do.”
- “We love Nibley! However the theory behind affordable housing (aka teeny tiny lots with mini homes) only work when those homes are affordable. The prices for those small houses are far too high to make them affordable.”
- “Nibley was truly great before all of the growth. Missing all of the open space and farmland and agricultural feel already. It’s not what it was nor what we chose to live here for, anymore. Would love to see the ‘growth’ chill out and leave things be.”
- “Keep the area peaceful and safe.”

- “You keep approving high density housing, now you want to bring businesses and you have no infrastructure plan! This is obvious from the drunken stupor of 3200 S and 1200 W traffic will only get worse.”
- “Nibley’s past dev of large lots is bad for the city’s future costs and has contributed to the lack of commercial goods and services here. Also makes it an isolating place for kids to go places alone. Public transit is a bigger issue but is CV wide.”
- “We have seen this or variants of this survey so many times over the last 5 years. Data collection time is over. Move on to analysis and execution of some of these ideas.”
- “There is very little oversight from law-enforcement to enforce traffic laws. With the new roads that have been built on the north end of the city there are many violations daily: speeding, running, stop signs, etc. Somebody is going to get hurt.”
- “If adding new businesses they should be ones that are backed by a large corporation, so that it doesn’t go out of business super fast... it will take time for people to get use to shopping here. Small town mentality and saving money.”
- “To concerned with becoming more like Logan.”
- “The changes made on 1200 W between 2600 and 3200 S are both unsafe and aesthetically dull and disappointing.”
- “Nibley is a great place to live! We moved here over 30 years ago when it was quiet, peaceful, and farm ground. The housing growth in Nibley is out of control! There has to be a limit to growth. There is no way the infrastructure can keep pace.”
- “The new light onto the highway needs a blinking yellow light from highway to 3200. Slows down traffic dramatically.”
- “1200 West is the absolute worst road design I have ever seen or driven on. I cannot believe the amount of money the city has wasted on that ridiculous road design. It is so obnoxious to drive on and turn on and off of.”
- “I think that we are building too fast for the infrastructure.”
- “Having more professional business for growth would be great for jobs locally. To much shopping or fast food would lead to traffic congestion.”

Summary:

These results represent the collective input of 442 community members and provide clear, actionable priorities for the city’s General Plan update. The most consistently supported themes center on preserving Nibley’s character, managing growth, expanding parks and trails, and encouraging local business development.

Agenda Item #9

Description	Discussion and Consideration: Resolution 25-37 - Authorizing Modifications and Traffic Control Studies for the 1200 West corridor (Second Reading)
Presenter	Justin Maughan, City Manager
Staff Recommendation	Approval of Resolution 25-37
Reviewed By	Larry Jacobsen, Mayor Justin Maughan, City Manager

Background since 12-4-25:

Staff met with the Hyrum and Cache County Fire Department a number of times to discuss 1200 West. A small team met on site and drove 1200 West in a fire truck and an ambulance, with special emphasis on turning at the intersections. The Fire Department provided a letter in support of the proposed ordinance (#15.7 & #15.8 in the packet). Staff has also been gathering information on costs for other proposed alterations, and hopes to have them prior to the meeting. Alterations considered are: rumble strip down the centerline, curbing and pilons instead of jersey barrier at intersections, and removal and replacement of the mountable islands.

Background:

Resolution 25-37 authorizes Nibley City staff to implement specific modifications to the traffic calming measures on the 1200 West corridor. The resolution also authorizes city staff to contract a licensed, independent engineering consultant to conduct an Intersection Control Warrant Analysis for the intersections of Nibley Park Avenue and 2980 South. The resolution provides budgeting restrictions for the actions and grants the city manager authority to approve minor, non-substantive adjustments deemed necessary for effective implementation of the approved traffic calming measures.

The initial traffic calming measures on 1200 West were authorized for a one-year assessment period by Resolution 24-24, passed by the City Council on October 24, 2024. Resolution 24-24 mandated multiple public comment opportunities and educational campaigns, and it authorized the City Manager to authorize minor adjustments during the evaluation period. In accordance with this, city staff, the City Council, and residents have participated in multiple public comment periods, educational campaigns, and data collection spanning more than a year. Discussions on the 1200 West corridor were most recently held during the October 16, 2025, City Council Workshop, where the council suggested placing the 1200 West traffic calming measures

on the agenda within three to six weeks. This resolution fulfills that request and provides guidance for city staff on future modifications to 1200 West.

RESOLUTION 25-37
AUTHORIZING MODIFICATIONS AND TRAFFIC CONTROL STUDIES FOR THE 1200 WEST CORRIDOR

WHEREAS, Utah State law authorizes municipalities to plan for and develop local infrastructure and transportation corridors; and the 1200 West corridor has been designated for decades as a minor arterial roadway, completing a critical transportation link between the City of Hyrum and the Logan-Cache Airport; and

WHEREAS, the Nibley City Transportation Master Plan emphasizes the desire and need for comprehensive multi-modal transportation systems; and

WHEREAS, Nibley City residents have consistently expressed concerns regarding traffic speed and bicycle and pedestrian safety, and have voiced support for the development of trails and walkways; and

WHEREAS, Nibley City has contracted with industry experts for the study, design, and construction the roadway in compliance with federal and state guidelines; and

WHEREAS, the Nibley City Council has held numerous public hearings and provided opportunities for citizen involvement regarding the 1200 West project, consistent with the requirements of Resolution 24-24;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF NIBLEY CITY, STATE OF UTAH, AS FOLLOWS:

City Staff is hereby authorized to implement the following design changes and studies to the 1200 West corridor at an appropriate time, as determined by the City Manager to be most efficient and beneficial:

1. Alter the mountable traffic islands installed at 2980 South, 2800 South, and 2500 South to match the height and setback location of the shorter, existing Phase 5 islands. The cost for this alteration shall not exceed \$100,000.
2. Enhance the visibility of all mountable traffic islands by applying highly reflective paint. The cost for this enhancement shall not exceed \$500.
3. Contract a licensed, independent engineering consultant to conduct an Intersection Control Warrant Analysis for the intersections of Nibley Park Avenue and 2980 South. The cost for this analysis shall not exceed \$25,000.
4. Enhance visibility at intersections by removing barriers and installing high curb island and pylon delineators
5. Install center rumble strip throughout and install transverse rumble strip at northbound lane south of 3200 South roundabout

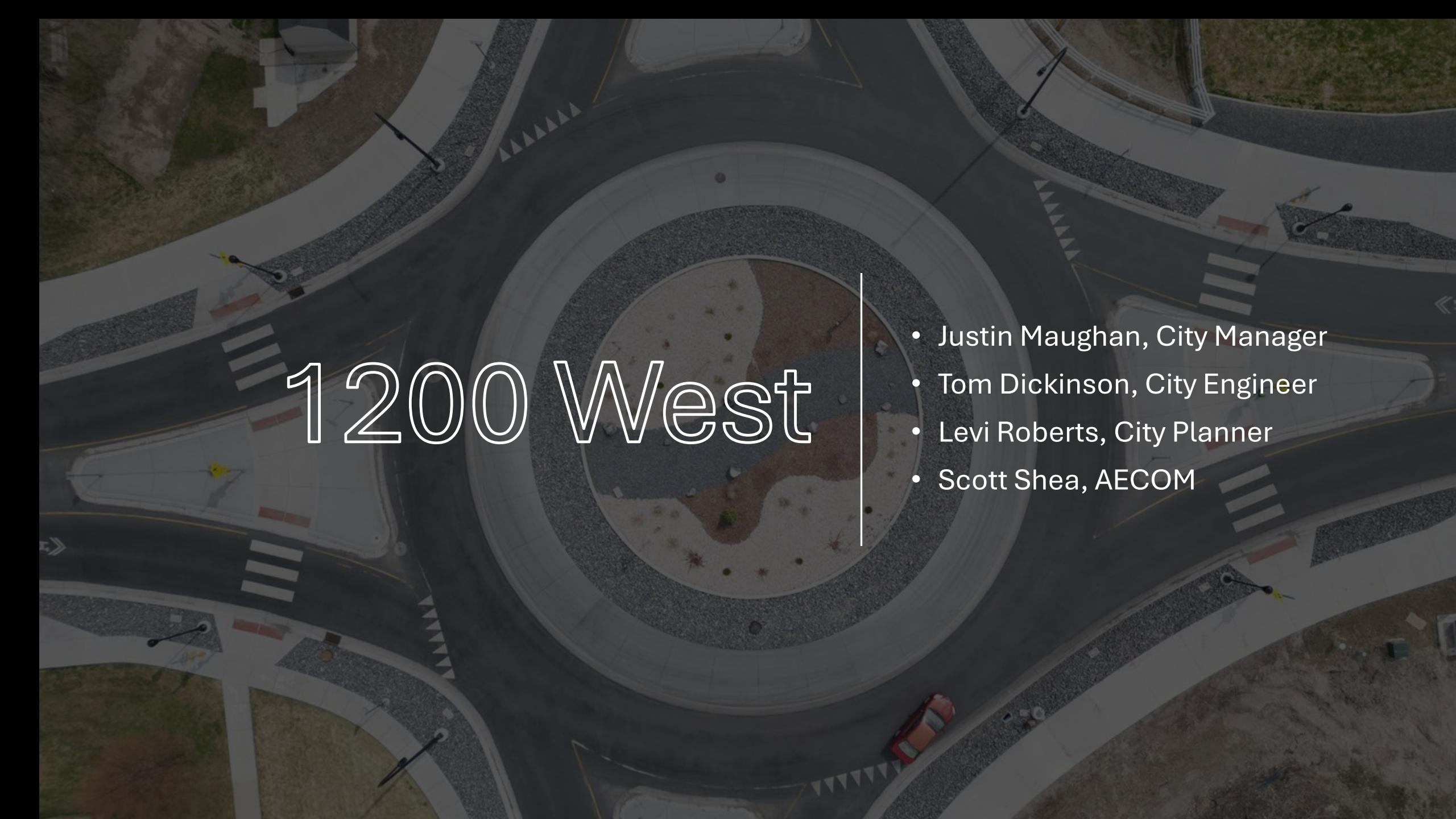
The Nibley City Manager is hereby authorized to approve minor, non-substantive adjustments to the approved traffic calming measures as deemed necessary for effective implementation.

Dated this _____ day of _____, 2026

Larry Jacobsen, Mayor

ATTEST

Cheryl Bodily, City Recorder

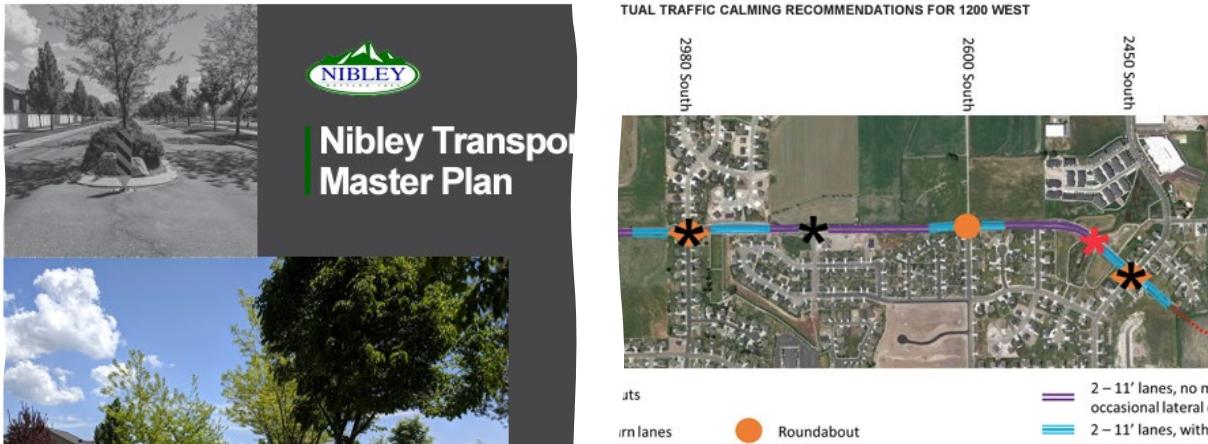


1200 West

- Justin Maughan, City Manager
- Tom Dickinson, City Engineer
- Levi Roberts, City Planner
- Scott Shea, AECOM

History – How we got to where we are

- 1200 West on Master Plan for decades
- 2019 Master Plan emphasizes traffic calming on 1200 West



5.4 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.

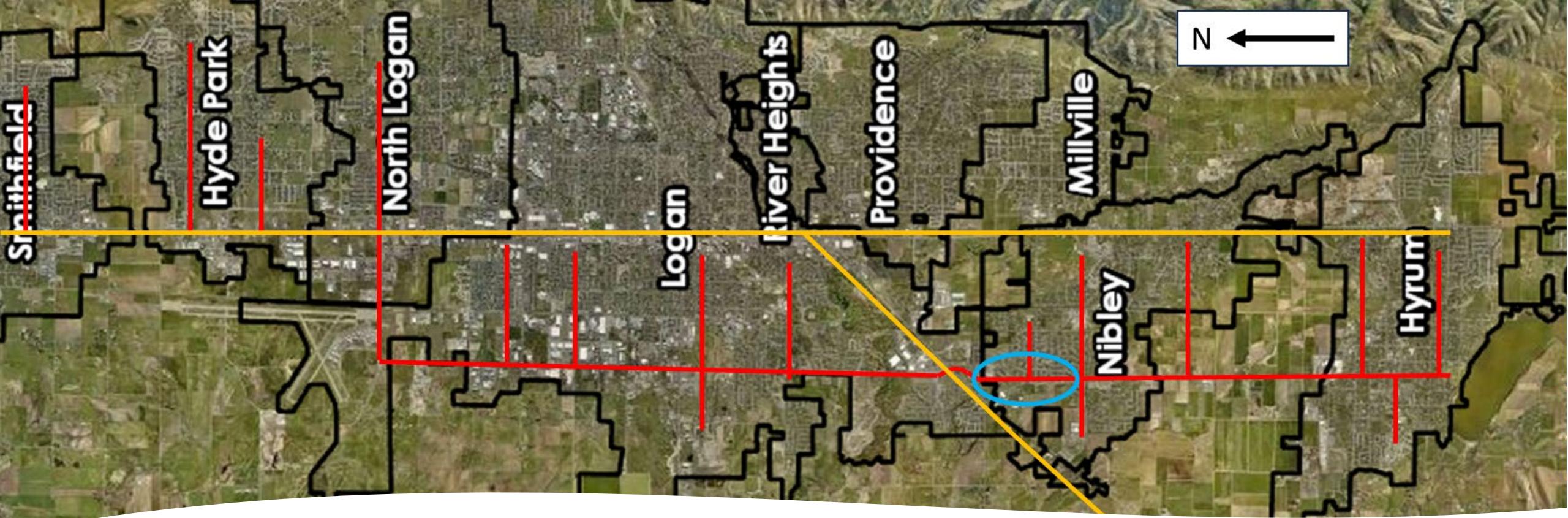
General Recommendations

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 and Vertical Deflection: Examples included lateral shifts, medians and roundabouts
- Narrowing: Examples include bulb-outs and medians
- Restricting Access

Why Traffic Calming, is there really a problem? 800,1000 West and 2600 South

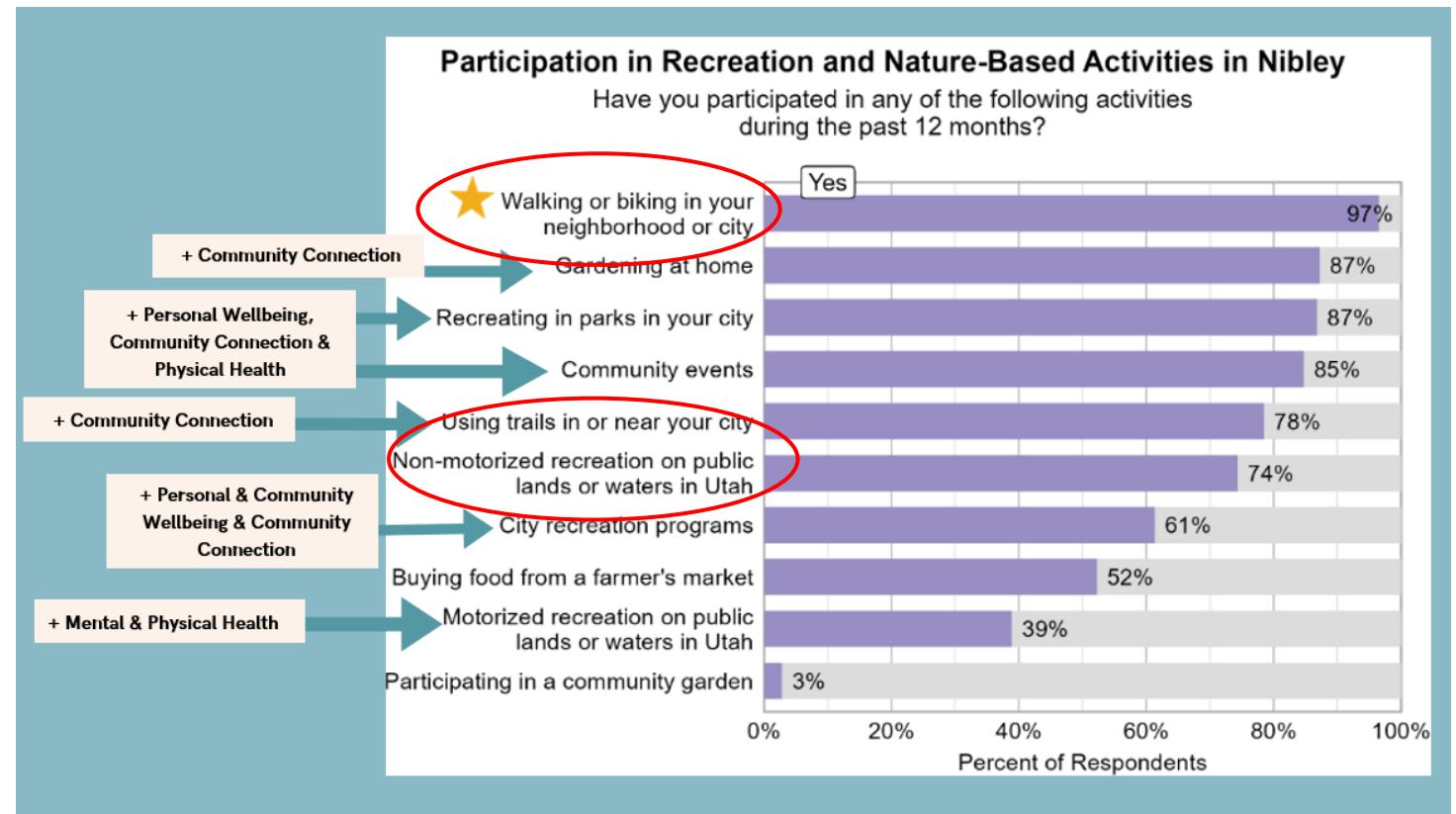
- Posted speed is 25 mph
- 75% of drivers are speeding
- 15% of drivers are driving faster than 32 mph
- 800 West (May 2024)
 - 18 Crashes from 2019-2023- 4 with injuries
 - Student hit by vehicle while in a crosswalk with a crossing guard
 - ADT = 3500
- 1000 West (June 2016)
 - 5 Crashes from 2020 to 2023- no reported injuries
 - ADT = 1000
 - Residents along and surrounding corridor are concerned with traffic speeds and pedestrian safety- roundtable meeting on June 24, 2024
- 2600 South
 - 21 Crashes from 2019 to 2023 with 3 reported injuries
 - ADT = 2200



- 1200 West
 - CMPO Model Project 6,000 to 7,000 cars on 1200 West in 2035 (which is twice the current 3200 South traffic)
 - May 6, 2021: Westbound bicyclist hit by a southbound vehicle and thrown 20-30 feet.
- 1200 West will function more like 3200 South
 - 28 crashes since 2019 with 5 reported injuries

History – How we got to where we are

- Survey of Active Transportation value to the community



History – How we got to where we are

- Survey of Active Transportation value to the community

What could be done to improve wellbeing in Nibley?

- More recreation opportunities
 - Indoor and outdoor
- Growth and housing
 - Rural atmosphere
- Transportation
 - Walking and biking paths
 - School crossing infrastructure
 - Reduced traffic

Additional Comments

- Transportation
- Growth

History – How we got to where we are

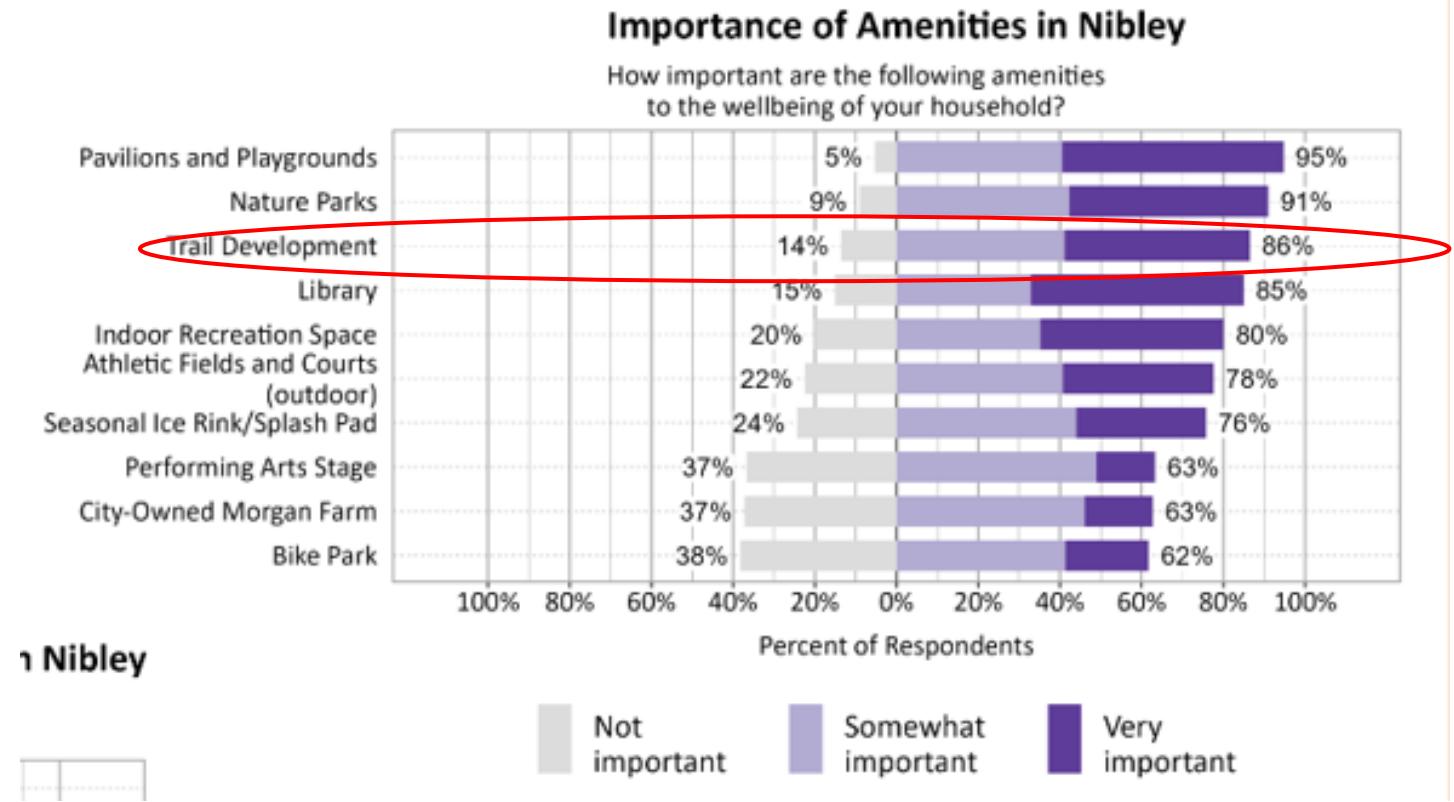
- Survey of Active Transportation value to the community



A word cloud composed of various words representing survey responses, with several words circled in red. The words include: family friendly, mountains, rural feeling, community feel, developments, town feel, living, traffic, environment, school, beautiful, neighbors, open space, safety, trails, losing, amenities, beauty, sense, easy access, sky events, low, people, close, trails, losing, amenities, fields, clean, live, nice, raise, home, quiet safe, peace, distance, peaceful, small town, activities, roads, rec programs, recreation, parks, love, enjoy, roads, walking, strong, children, open spaces, valley, green space, neighborhoods, country feel, opportunities, safe neighborhood, rural atmosphere.

The words circled in red are: **family friendly**, **town feel**, **neighbors**, **open space**, **safety**, **trails**, **walking**, and **neighborhoods**.

History – How we got to where we are



- Survey of Active Transportation value to the community

Due to:

- Data Driven Safety Concerns
- Perceived Safety Concerns
- Public desire for trails and alt modes of travel
- Regional impact of north south traffic through Nibley

RFP for Technical Expert to Help

- Hired CRS – Scott Shea to conduct a study of traffic calming alternatives along 1200 West Corridor



CRS ENGINEERS

Scott Shea, Phd



Nibley Transportation Master Plan

December 2018

EXECUTIVE SUMMARY

A Goals Workshop was held at the beginning of this master planning process, and group responses weighted safety as the highest priority for 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.



Safe Streets and Roads for All





SAFE SYSTEM

APPROACH

Zero is our goal. A Safe System is how we get there.



U.S. Department of Transportation
Federal Highway Administration

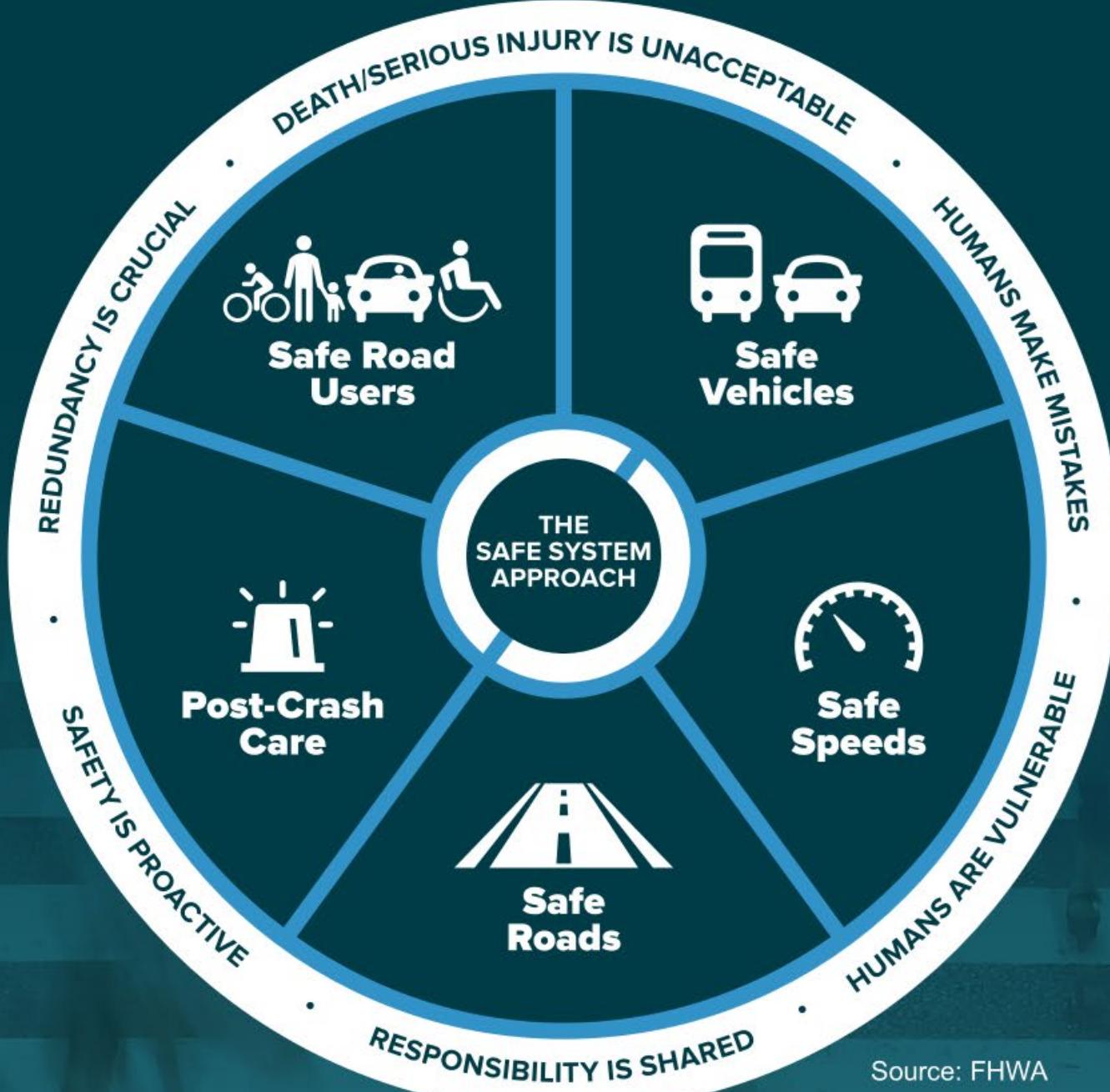
ZERO IS OUR
GOAL
A SAFE SYSTEM IS HOW WE GET THERE

WHERE TO START ON THE ROAD TO VISION ZERO

The Cache Metropolitan Planning Organization (CMPO) Executive Council supports a goal of achieving **ZERO fatalities and serious injuries through a 2.5% percent yearly reduction** (based on three year rolling average) in Cache County.



THE SAFE SYSTEM APPROACH



Source: FHWA



DRIVE FOCUSED

TURN OFF THOSE DISTRACTIONS,
WHATEVER THEY MAY BE.

DISTRACTED DRIVING

Driving distracted is dangerous. In fact, 80% of drivers identified distracted driving as a top factor contributing to traffic deaths and injuries in Utah. Driving is a privilege and with that privilege comes responsibilities. As a driver, you are responsible to pay attention and focus on driving. Be determined to turn off those distractions whatever they may be. Those little distractions are costing lives on our roads and the truth is, we can all drive better behind the wheel. Drive focused.

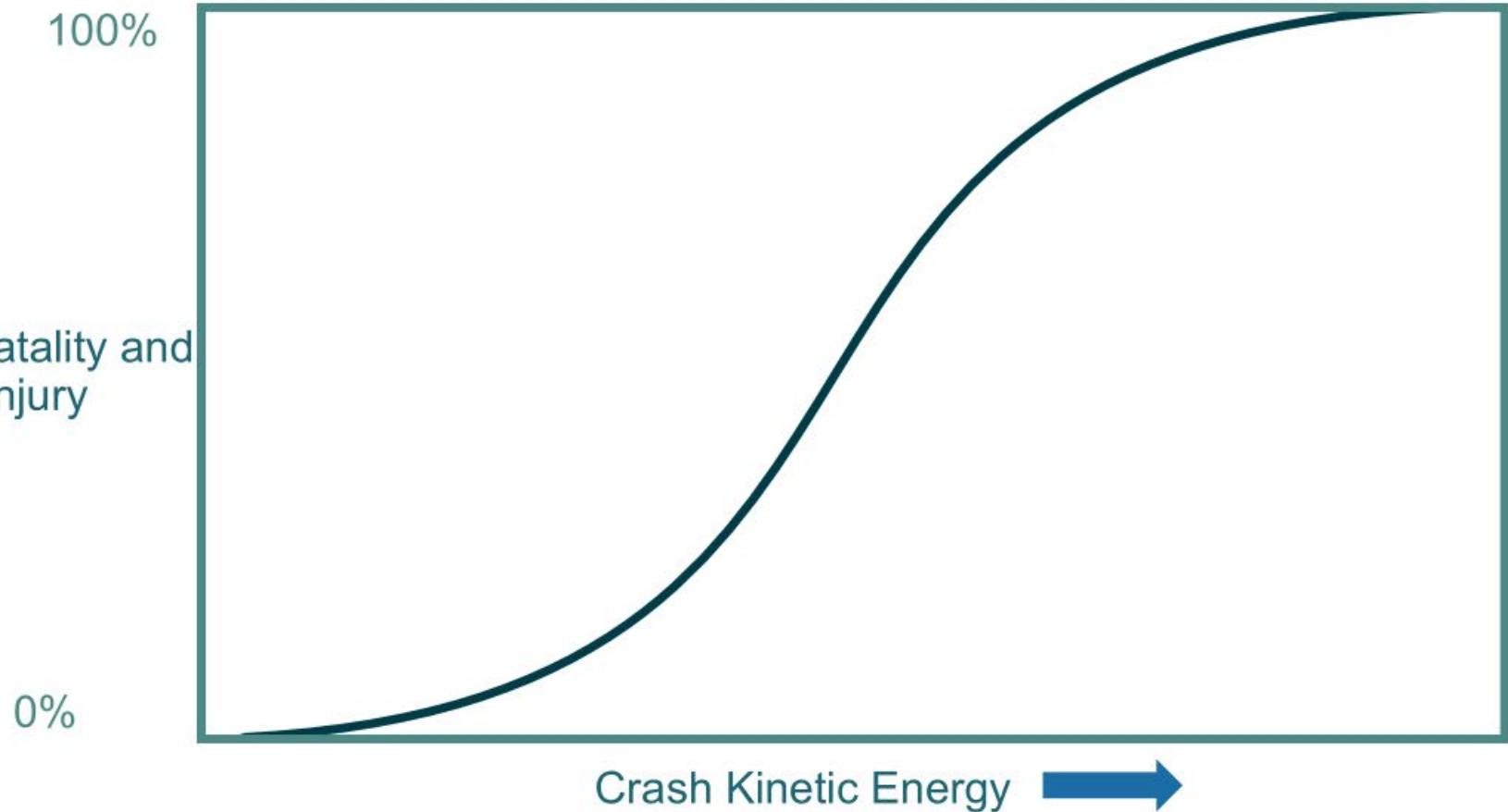
<https://zerofatalities.com/>



Prioritize Safety – A Safe System



Risk of Fatality and
Serious Injury

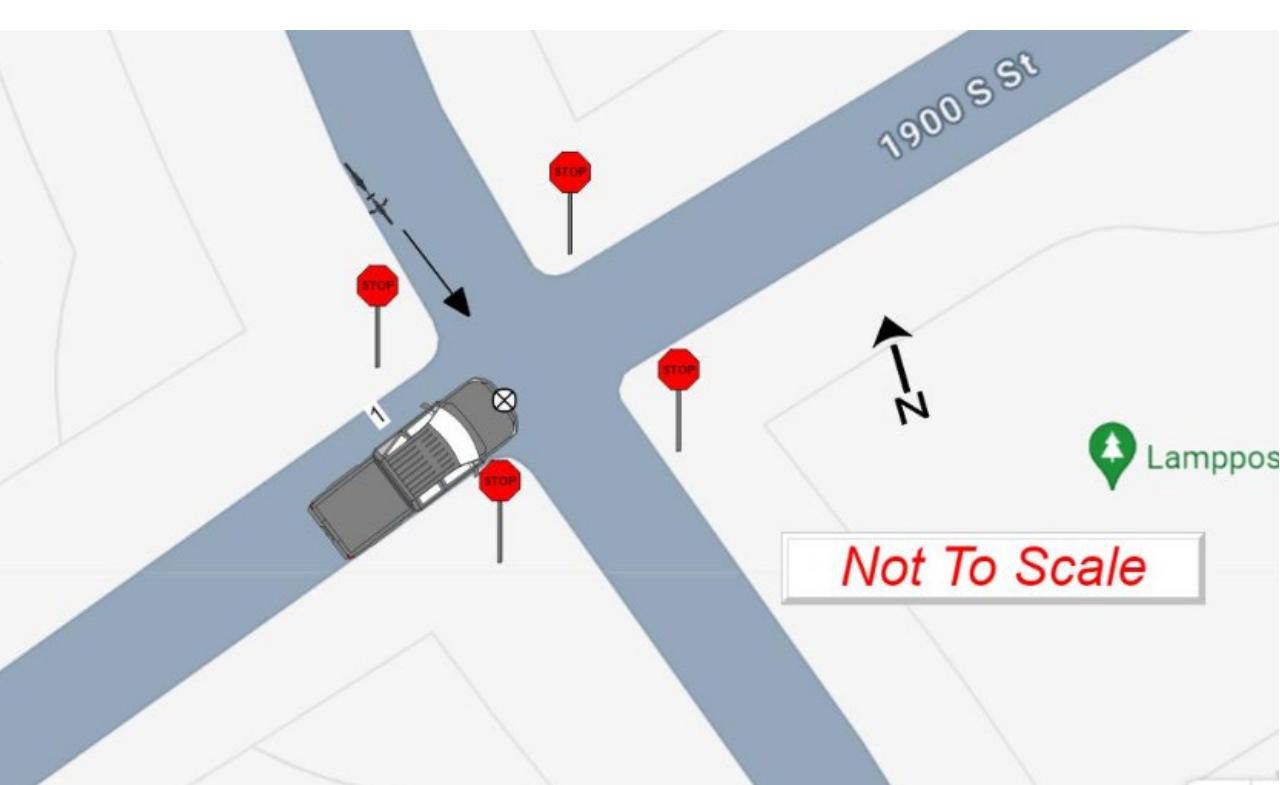
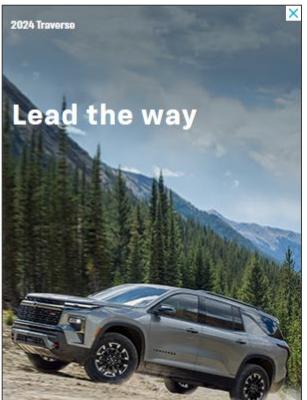


Source: FHWA



Layton boy on bicycle hit, killed by truck over the weekend

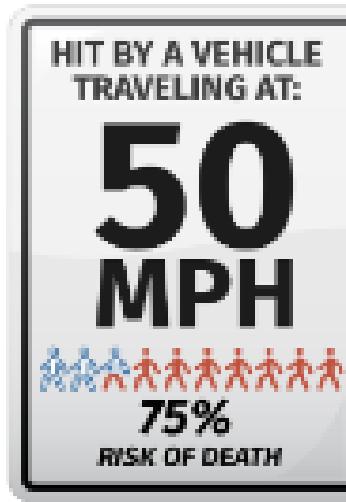
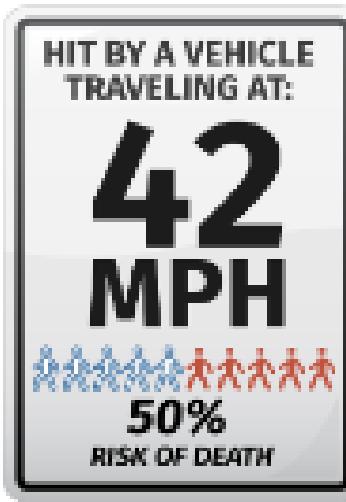
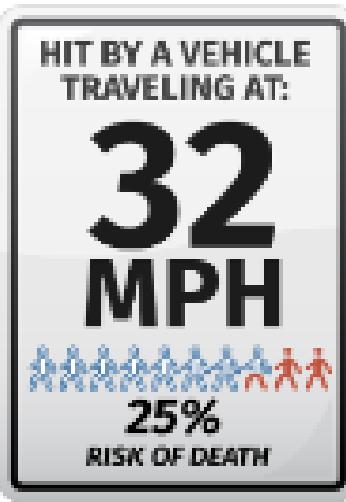
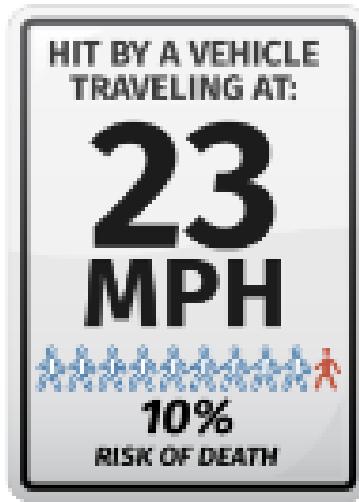
By Pat Reavy, KSL.com | Posted - Aug. 26, 2024 at 12:53 p.m.



Dom Boudreux, 10, was hit and killed by a vehicle while riding his bicycle in Clearfield on Saturday. (GoFundMe)

<https://www.ksl.com/article/51109925/layton-boy-on-bicycle-hit-killed-by-truck-over-the-weekend>

Effect of Speed on Injury



"A driver may not see or be aware of the conditions within a corridor and may drive at a speed that feels **reasonable for themselves but may not be for all users** of the system, especially vulnerable road users, including children and seniors."

<https://highways.dot.gov/safety/proven-safety-countermeasures/appropriate-speed-limits-all-road-users#psc-footnote>
Pilkinton, Paul. [Reducing the speed limit to 20 mph in urban areas: Child deaths and injuries would be decreased](#). BMJ, Published April 29, 2000.

Self-Explaining / Self-Enforcing Roadway

"...encourage drivers to select operating speeds consistent with the posted speed limit."

"Nibley City's policy is to use traffic calming measures to address compliance with posted speed limits and desired driver behavior."

- Nibley City Transportation Master Plan



<https://www.fhwa.dot.gov/publications/research/safety/17098/17098.pdf>

Why Traffic Calming?

**Reduces
Vehicle Speeds**

User experience
is NOT just the
motor vehicle



Walk



Bike



Drive



Transit



Other

"The primary purpose of traffic calming is to support the livability and vitality of residential and commercial areas through improvements in **non-motorist safety, mobility, and comfort**. These objectives are typically achieved by reducing vehicle speeds..."

<https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer/module-2-traffic-calming-basics#2.1>

FIGURE 18: SAMPLE TRAFFIC CALMING APPLICATIONS



BULB-OUTS



MID-BLOCK
PEDESTRIAN CROSSING



MID-BLOCK CROSSING WITH
CENTER PEDESTRIAN REFUGE



CHICANES TO
CREATE LATERAL SHIFTS



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



ROUNDABOUT



MINI ROUNDABOUT

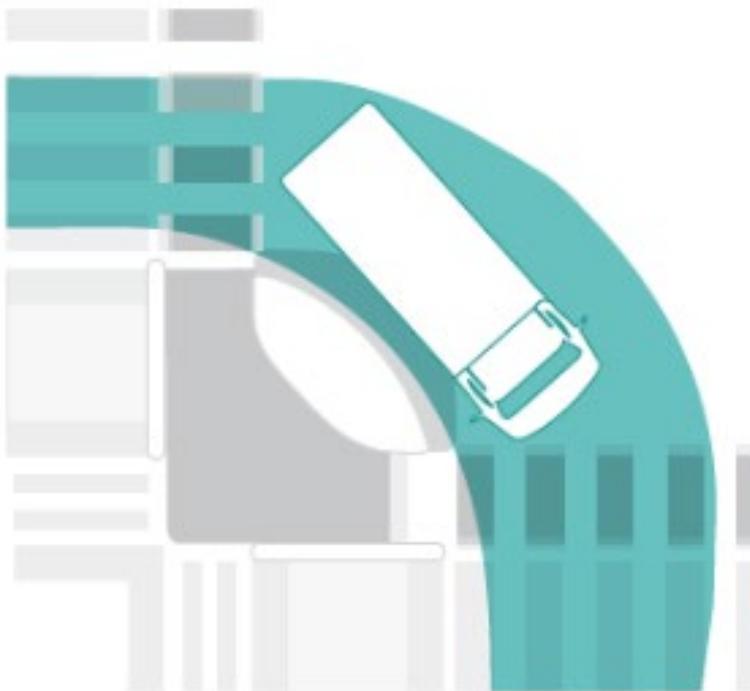


Why Mountable Islands?

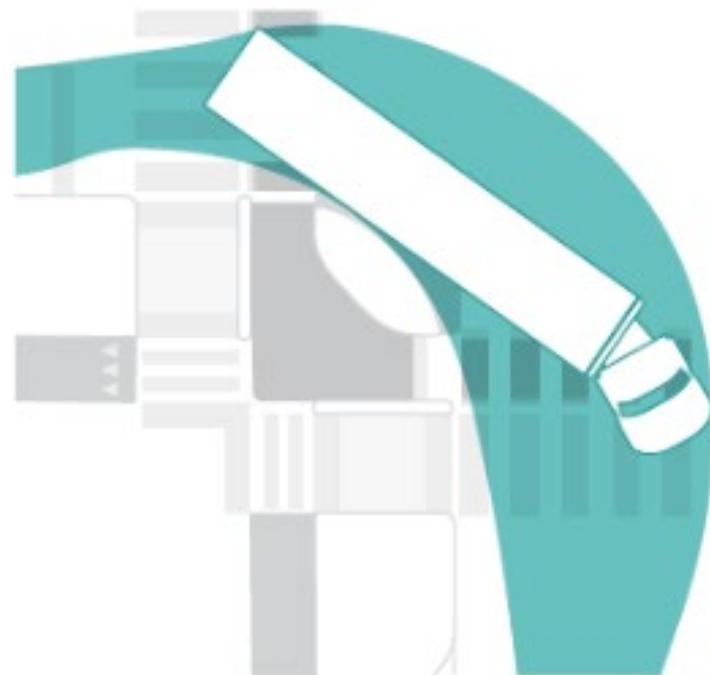
Effectiveness:

Directs the **managed vehicle** into a sharper radius curb, requiring slower speeds.

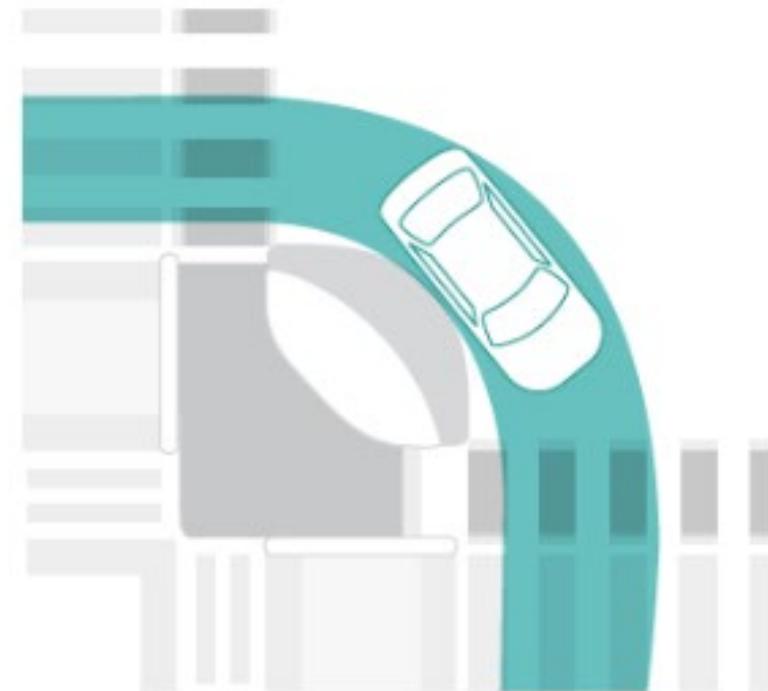
Design Vehicle



Control Vehicle



Managed Vehicle



Frequent Large Vehicle.

Turn speeds at 3-5 mph.

- School bus
- Delivery truck

Infrequent Vehicle.

Turn speeds at 1-5 mph.

- Semi-truck
- Trailers

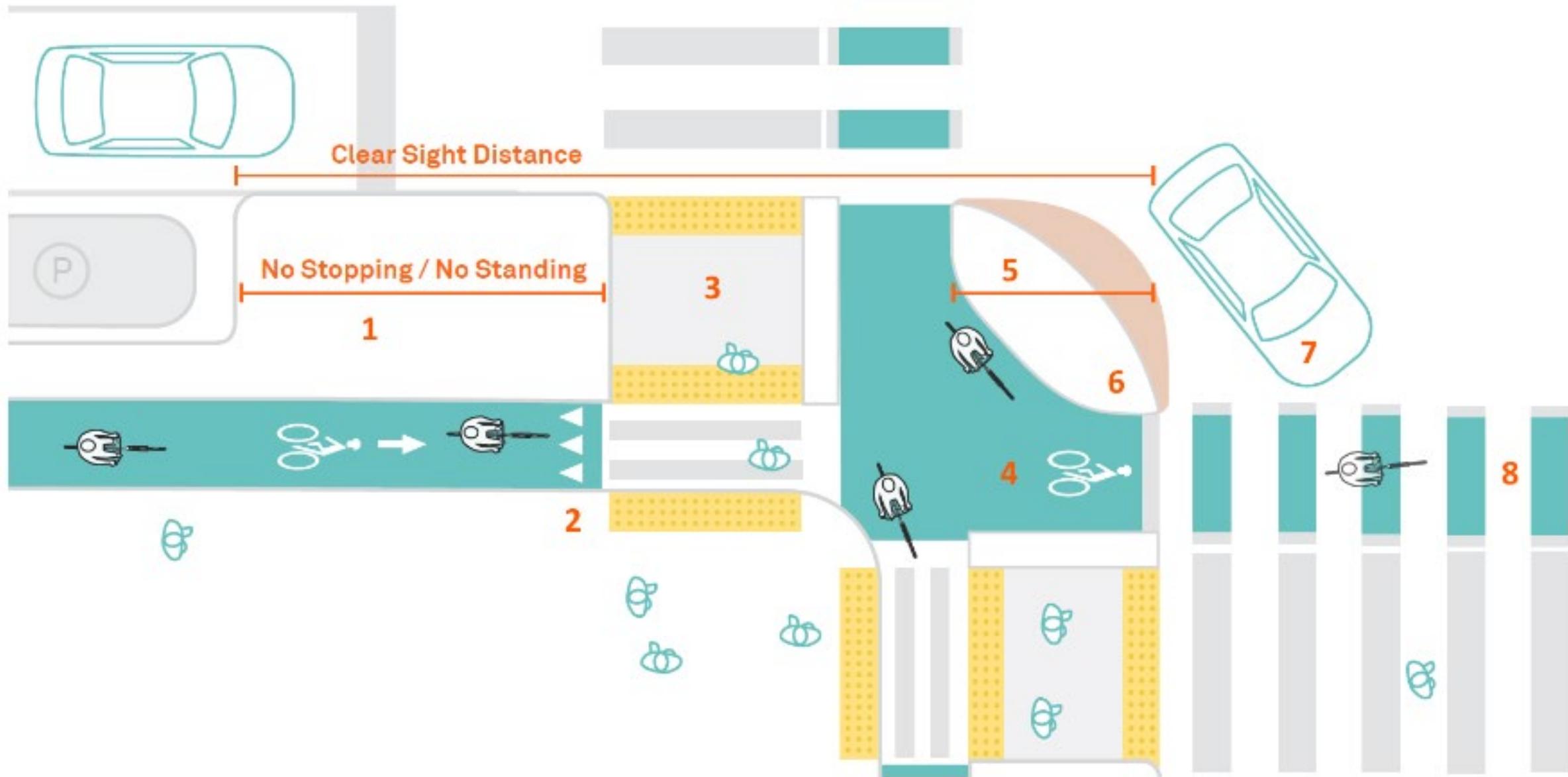
Most Common Vehicle.

Turn speeds at 10 mph.

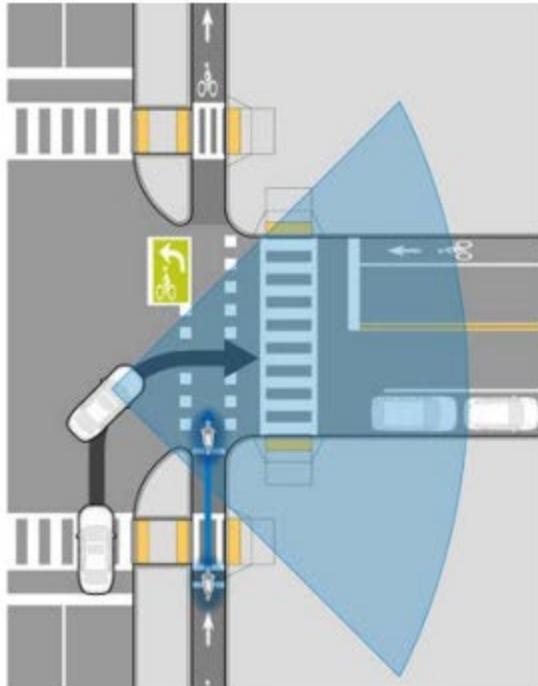
- Cars
- Pickup

National Association of City Transportation Officials





Why mountable islands and curb extensions?



Why chicanes / horizontal shifts?

Effectiveness:

Speed Bump: 7 mph reduction

Chicane: 9 mph reduction

https://highways.dot.gov/sites/fhwa.dot.gov/files/2022-06/eng_ctm_spd_14.pdf

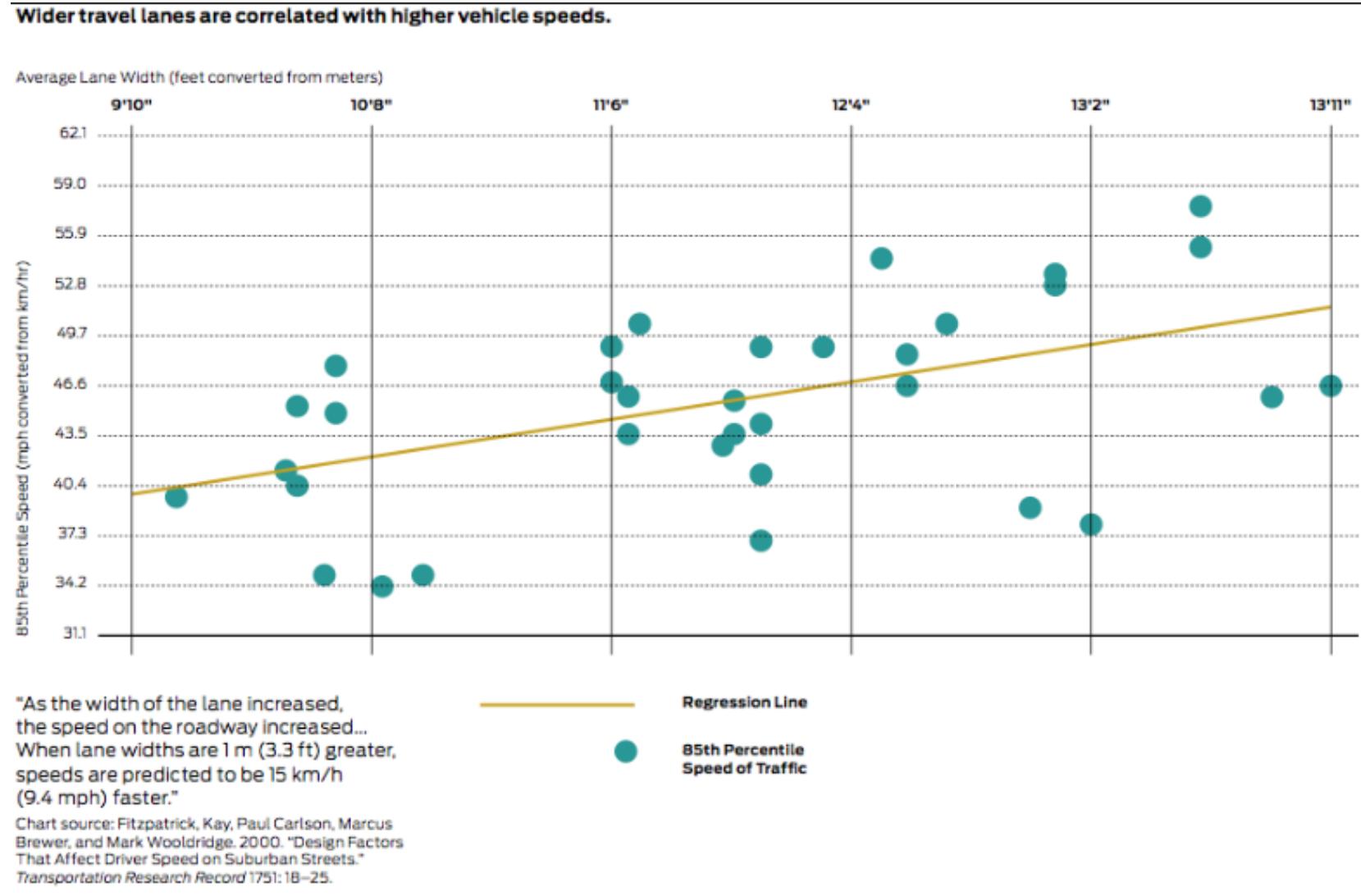
- Less Maintenance
- Snowplow compatible



Why narrow lanes?

Up to **26%** reduction
of Fatal and Injury
Crashes on Major
Collectors

CMF Clearinghouse 4810, 5413, 4813
[https://cmfclearinghouse.fhwa.dot.gov/
/detail.php?facid=4810](https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=4810)



Why NOT Stop Signs?

4-leg intersection: 40% **more** crashes

3-leg intersection: 18% **more** crashes



"Drivers go faster between signs to make up for 'lost' time."

USING A RELIABILITY PROCESS TO REDUCE UNCERTAINTY IN PREDICTING CRASHES AT UNSIGNALIZED INTERSECTIONS, HALEEM ET AL., 2010

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=2970>

<https://cmfclearinghouse.fhwa.dot.gov/detail.php?facid=2966>



The Paradox of Street Design: If It Feels a Bit Dangerous, It's Probably Safer

<https://www.strongtowns.org/journal/2021/8/6/the-key-to-slowing-traffic-is-street-design-not-speed-limits>

1200 West planning discussions at City Council

- 03/31/2016 – Council Member expressed his and public concern with truck traffic
- 04/21/2016 – Safety concerns presented
- 05/19/2016 – Safety concerns presented
- 09/01/2016 – Proposed updates to Master Plan between 1200 West and RR tracks on 2600 S
- 01/05/2017 – Public Hearing on transportation Master Plan
- 05/17/2018 – Safety concerns presented
- 12/20/2018 – Public Hearing on updating Transportation Master Plan
- 01/03/2019 – Public Hearing, 1200 West traffic calming and design features were presented
- 03/11/2021 – Public Hearing Master Plan Amendments
- 08/12/2021 - Traffic calming design presentation
- 03/10/2022 – Abandonment of portions of easements along 1200 West
- 08/24/2023 – Public Hearing on 1200 West Concept and financial responsibility
- 07/11/2024 – Public Hearing 1200 West Phase 5 improvements

History – How we got to where we are

- Traffic Calming study by CRS for 1200 West



Public Concerns Expressed at Public Comment Period

- Cache County School District Transportation Manager –Jaren Gunnell
 - “Won’t be an issue for us, no concerns as far as busing goes”
- Cache County Sheriff’s Office
 - “no issue’s enforcing the law”
 - “cities need to do things like this, or speeds will be too high”
- Hyrum Fire Department
 - "No issue's maneuvering the intersections"
- Snow Removal
- Keeping cars out of bike lanes on South End (phase 5)
- Parking at the Detention Pond Park



1200 West

- Justin Maughan, City Manager
- Tom Dickinson, City Engineer
- Levi Roberts, City Planner
- Scott Shea, AECOM

Place Holder: Drone Video

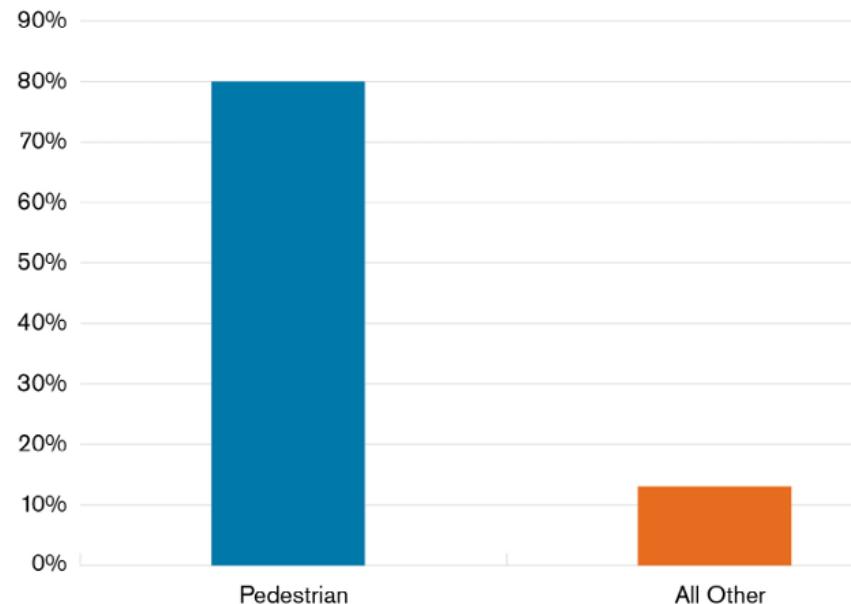
Show:

1. Northbound left turn into Stonebridge, including eastbound car that is waiting to exit Stonebridge.
2. Northbound right turn onto 2980 South, including westbound car that is waiting on 2980 South.
3. Southbound left turn from 2980 South onto 1200 West, including waiting for northbound left turning vehicle turning into Stonebridge to clear
4. Southbound right turn from Stonebridge onto 1200 West, including waiting for northbound left turning vehicle turning into Stonebridge to clear (if necessary)

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Trend in US Pedestrian Deaths and Other Vehicle-Related Deaths

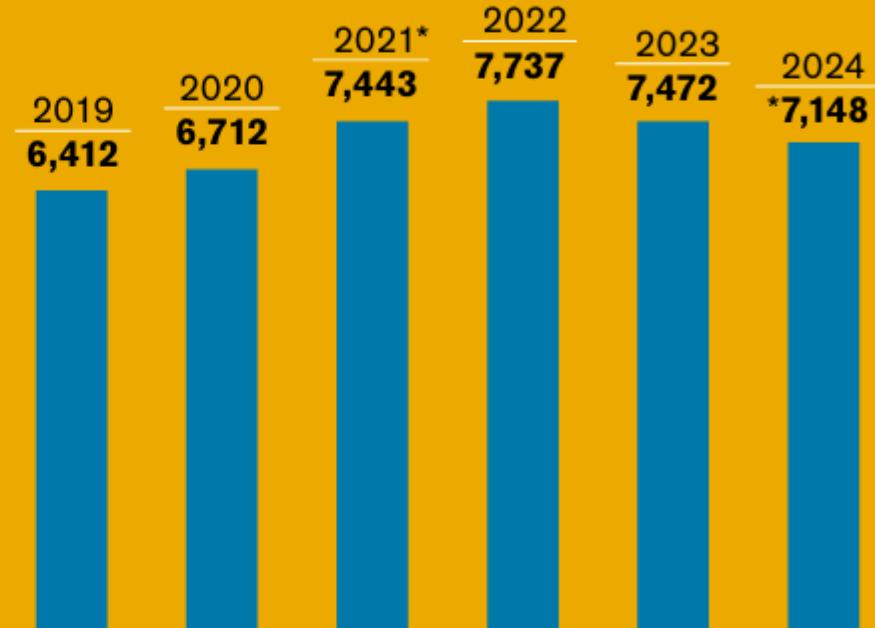
Figure 1 Percent Increase in Number of U.S. Traffic Deaths, 2009 to 2023



Source: FARS

National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS)
Governor's Highway Safety Association, ghsa.org

GHSA projects drivers struck and killed 7,148 pedestrians in 2024 – down 4.3% from the year before and the second consecutive year with a decline.

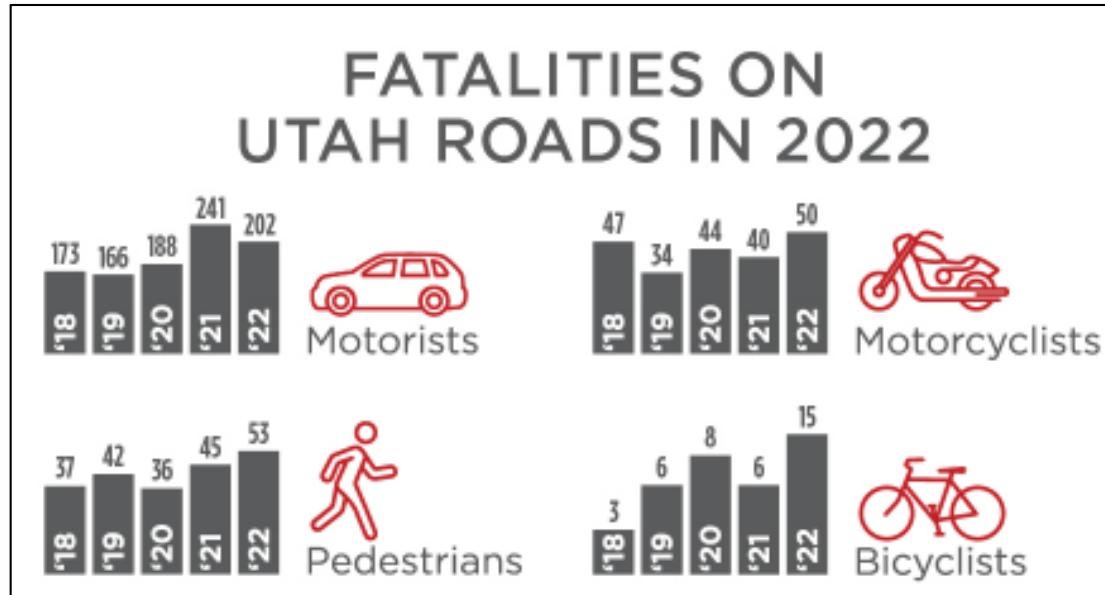


Note: *Due to a reporting issue, Oklahoma did not provide final 2021 data.

*Projected

2024 improved to 7,148 fatalities. Are we done making improvements?

What about Utah?



<https://connect.udot.utah.gov/2023/01/05/udot-and-dps-release-2022-traffic-fatality-numbers/>

Pedestrian Safety: Who is at Risk?

Fox 13 News

April 30, 2025

Numbers show how dangerous Utah roads can be for children



By: Mya Constantino

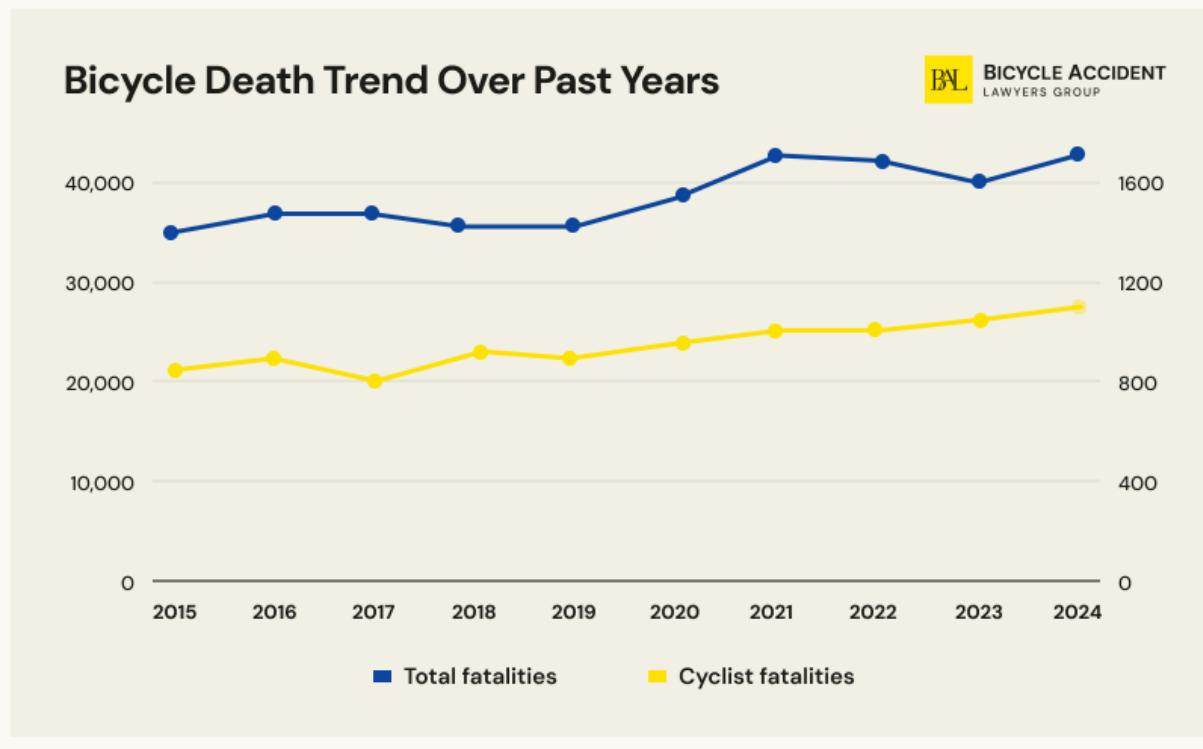
Posted 5:55 PM, Apr 30, 2025 and last updated 11:48 AM, May 01, 2025

SALT LAKE CITY — The numbers are alarming.

According to the Utah Department of Public Safety, 11 people under the age of 20 have been seriously injured or killed by vehicles in the first four months of 2025. They said that twenty percent of pedestrian-related crashes involve people under age 20.

Over the past few weeks, FOX 13 News has reported on young children — an 11-year-old in Roy and a 9-year-old in Pleasant Grove — getting hit by cars while in crosswalks. DPS said people under 20 make up the largest age group of people hit by cars.

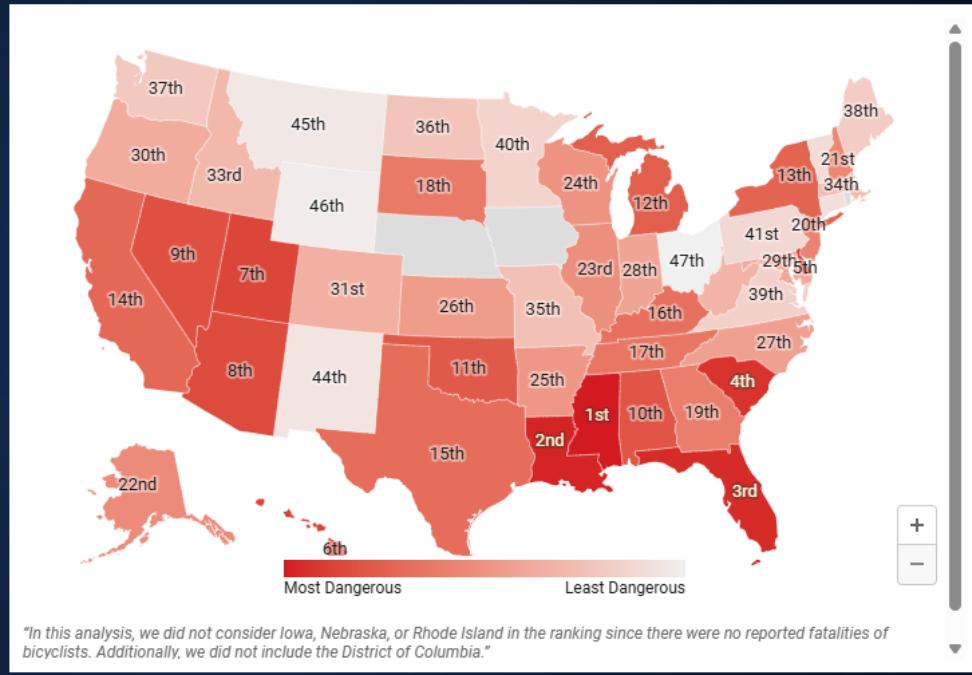
Lt. Cameron Roden shared that some contributing factors for drivers are failure to yield the right of way and disregarding traffic signals. Officials have also found that in 46 percent of these cases, pedestrians were entering or using the crosswalk, just like they're supposed to.



In 2024, there were 1,109 cyclist fatalities and 42,968 total traffic fatalities
Cycling trips account for 1% of all trips in the US

Per trip, cyclists are more likely to be killed than other road users by a factor of 2.6

Most and Least Dangerous States for Bicyclists, 2025 (Map)



Utah 2025 Data

Rank: 7
Score: 32.53 out of 100

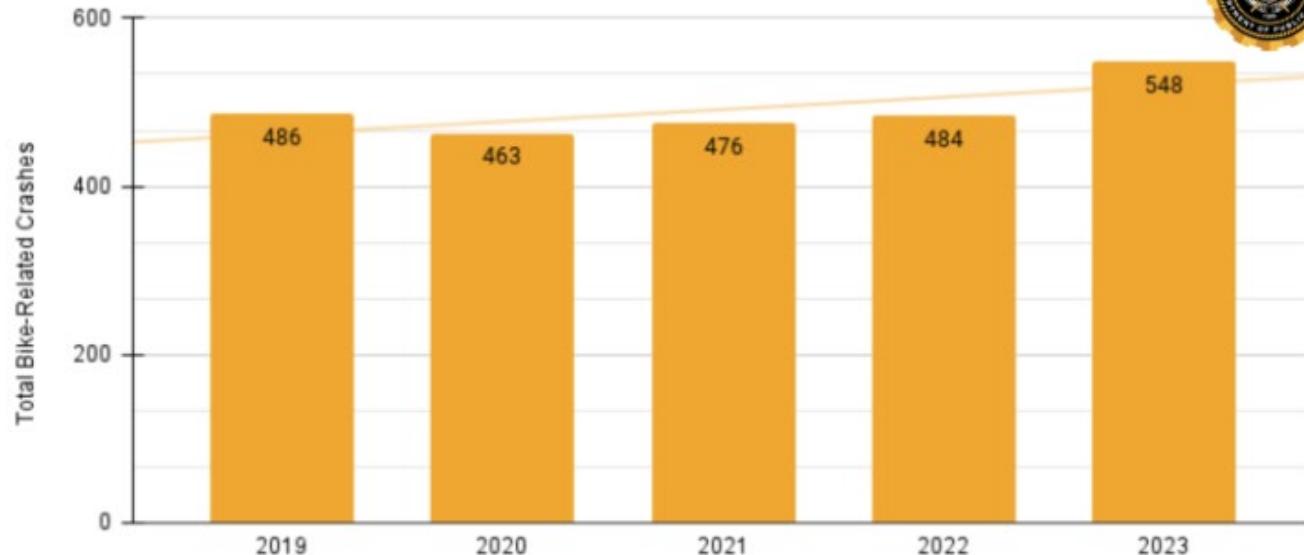
319
People Killed in Fatal Crashes

15
Bicyclists Killed in Fatal Crashes

4.7%
of Bicyclists Killed in Fatal Crashes

1.9
Bicyclists Killed/1000 Bicycle
Commuters

Total Bike-Related Crashes (Utah, 2019-2023)



(credit: Utah Department of Public Safety)

Video: 1200 east #3-#4-A.mp4

How does this not work?

Utah Code

Effective 5/5/2021

41-6a-902. Right-of-way -- Stop or yield signals -- Yield -- Collisions at intersections or junctions of roadways -- Evidence.

- (1) Preferential right-of-way may be indicated by stop signs or yield signs under Section [41-6a-906](#).
- (2) (a) Except as provided in Section [41-6a-1105](#), or when directed to proceed by a peace officer, every operator of a vehicle approaching a stop sign shall stop:
 - (i) at a clearly marked stop line;
 - (ii) before entering the crosswalk on the near side of the intersection if there is not a clearly marked stop line; or
 - (iii) at a point nearest the intersecting roadway where the operator has a view of approaching traffic on the intersecting roadway before entering it if there is not a clearly marked stop line or a crosswalk.

Vehicle-pedestrian and vehicle-bicycle accidents (not near-misses) in Nibley (not on 1200 West)

- Does coming to a different conclusion on a topic of discussion mean “not listening”?
- Who are we protecting with the 1200 West traffic calming and intersection design?
- Do those users deserve that protection?
- How will we protect those users with modifications to the current design?

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CACHE COUNTY FIRE DISTRICT

1020 East 600 North, Hyrum UT 84319
Tel: (435) 755-1670
www.cacheounty.gov/fire

Executive Summary

1200 West Fire Code and Apparatus Access Evaluation

December 22, 2025

The Cache County Fire District conducted a fire apparatus access evaluation along 1200 West in Nibley to better understand how existing traffic calming device configurations interact with fire and emergency medical response operations. The evaluation focused on typical first-due response movements and assessed turning performance using representative fire and ambulance apparatus under routine operating conditions.

Based on observed turning movements, lower-profile traffic calming devices with reduced height, increased separation, and placement closer to the curb line demonstrated improved consistency and maneuverability for emergency apparatus, while continuing to support traffic calming objectives. Locations where these design characteristics are already in place, including 2260 South and Nibley Park Avenue, provided effective reference points for corridor-wide consistency.

Based on these observations, the Fire District supports the resolution before the Nibley City Council to standardize the traffic calming devices along the 1200 West corridor to the lower profile design currently in use at the aforementioned intersections. The District appreciates the City's proactive approach and looks forward to continued coordination as the City evaluates options for improving public safety.

Respectfully,

A handwritten signature in blue ink, appearing to read "Jason Winn".

Jason Winn
Fire Marshal
Cache County Fire District

A handwritten signature in blue ink, appearing to read "Brady L. George".

Brady L. George
Fire Chief
Cache County Fire District

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CACHE COUNTY FIRE DISTRICT

1020 East 600 North, Hyrum UT 84319
Tel: (435) 755-1670
www.cachecounty.gov/fire

December 22, 2025

Mayor Larry Jacobsen
Nibley City
455 West 3200 South
Nibley, Utah 84321

Dear Mayor Jacobsen,

On behalf of the Cache County Fire District, I would like to extend my sincere thanks for your assistance and engagement during our recent fire code and apparatus access evaluation along 1200 West in Nibley.

Your willingness to participate in this review and to collaborate with District staff reflects a strong commitment to public safety and sound community planning. This evaluation was conducted collaboratively, with participation from members of the Nibley City administration and the Hyrum Fire Department, ensuring that the findings reflect a shared, multi-agency perspective. Ensuring adequate emergency apparatus access is a critical component of effective fire and emergency response, and your leadership in supporting this effort demonstrates Nibley City's proactive approach to protecting its residents, businesses, and visitors.

As part of this evaluation, District personnel assessed the ability of standard fire and emergency medical apparatus to safely and efficiently negotiate turning movements at multiple intersections along 1200 West, with specific attention to the requirements of International Fire Code (IFC) Section 503.2.4 (Turning Radius) and Section 503.4.1 (Traffic Calming Devices).

The evaluation was conducted using representative emergency response vehicles, including Hyrum Engine 80, a 2015 Rosenbauer CMDR3000 Type 1 pumper, with a wheelbase of 208 inches, and Cache County Ambulance 150, a 2016 Ford F450 Type 1 ambulance, with a wheelbase of 190 inches. These apparatus were selected to reflect typical fire suppression and emergency medical response configurations operating within the area at the time the traffic calming devices were initially installed. Larger emergency vehicles have been placed into service since that time but were not included in this evaluation. The results of this assessment, however, may warrant further review of apparatus access for those vehicles.

All test data associated with this evaluation was gathered from emergency apparatus making right-hand turns from northbound 1200 West into the adjacent intersections and neighborhoods. Multiple attempts were made at each tested intersection to confirm and validate the results. The specific direction of travel and turn configuration was selected because it most closely reflects the typical response routes and turning movements used by first-due emergency apparatus servicing the area in question.

Findings

As part of this evaluation, the Cache County Fire District reviewed traffic calming devices along 1200 West to better understand how different device configurations interact with fire and emergency medical apparatus during routine response operations.

Based on the observed turning movements, lower-profile traffic calming devices with reduced height, increased separation, and placement closer to the curb line provided improved consistency and maneuverability for emergency apparatus. These configurations allowed responding vehicles to negotiate turns with fewer operational constraints while continuing to support the intended traffic calming function.

Locations where these lower-profile devices are already in place, including 2260 South and Nibley Park Avenue, demonstrated favorable emergency access characteristics and provided a useful reference point for evaluating consistency along the corridor.

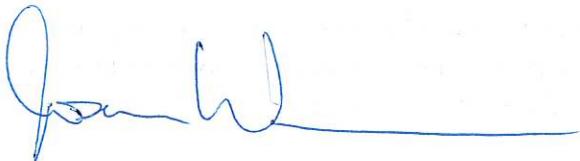
Recommendations

Based on the observations from this evaluation, the Cache County Fire District supports the City of Nibley's consideration of lower-profile traffic calming devices along the 1200 West corridor.

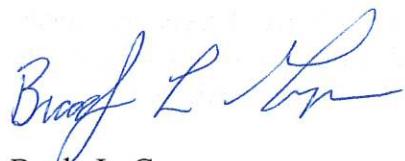
Standardizing traffic calming devices using the lower-profile design currently in place at 2260 South and Nibley Park Avenue is expected to promote consistent emergency apparatus access throughout the corridor while continuing to support neighborhood traffic calming and safety objectives.

The District appreciates the City's proactive consideration of these design approaches and looks forward to continued coordination as the City evaluates options for traffic calming along the 1200 West corridor.

Respectfully,



Jason Winn
Fire Marshal
Cache County Fire District



Brady L. George
Fire Chief
Cache County Fire District

RESOLUTION 25-37
AUTHORIZING MODIFICATIONS AND TRAFFIC CONTROL STUDIES FOR THE 1200 WEST CORRIDOR

WHEREAS, Utah State law authorizes municipalities to plan for and develop local infrastructure and transportation corridors; and the 1200 West corridor has been designated for decades as a minor arterial roadway, completing a critical transportation link between the City of Hyrum and the Logan-Cache Airport; and

WHEREAS, the Nibley City Transportation Master Plan emphasizes the desire and need for comprehensive multi-modal transportation systems; and

WHEREAS, Nibley City residents have consistently expressed concerns regarding traffic speed and bicycle and pedestrian safety, and have voiced support for the development of trails and walkways; and

WHEREAS, Nibley City has contracted with industry experts for the study, design, and construction the roadway in compliance with federal and state guidelines; and

WHEREAS, the Nibley City Council has held numerous public hearings and provided opportunities for citizen involvement regarding the 1200 West project, consistent with the requirements of Resolution 24-24;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF NIBLEY CITY, STATE OF UTAH, AS FOLLOWS:

City Staff is hereby authorized to implement the following design changes and studies to the 1200 West corridor at an appropriate time, as determined by the City Manager to be most efficient and beneficial:

1. Remove the traffic islands at all intersections between 3200 south and 2200 south on 1200 west within 6 months. Cost shall not exceed \$10,000
2. Add a sign in the bike lane to prevent any cars from accidentally entering bike lane and put signage as needed to clarify bike lane for cars and caution for bikers entering intersection as staff deems appropriate. Cost shall not exceed \$5,000
3. Contract a licensed, independent engineering consultant to conduct an Intersection Control Warrant Analysis for the intersections of Nibley Park Avenue and 2980 South. The cost for this analysis shall not exceed \$25,000.
4. Enhance visibility at intersections by removing barriers and installing high curb island and pylon delineators as presented by staff.
5. Install center rumble strip throughout and install transverse rumble strip at northbound lane south of 3200 South roundabout

The Nibley City Manager is hereby authorized to approve minor, non-substantive adjustments to the approved traffic calming measures as deemed necessary for effective implementation.

Dated this _____ day of _____, 2026

Larry Jacobsen, Mayor

ATTEST

Cheryl Bodily, City Recorder

Agenda Item #10

Description	Discussion and Consideration: Ordinance 25-35: Amending NCC 19.24.090 Fence Regulations, Related to Fencing Restrictions Along Trail Corridors, on Corner Lots, and Inspection Requirements (First Reading)
Presenter	Levi Roberts, City Planner
Staff Recommendation	Approval of Ordinance 25-35: Amending NCC 19.24.090 Fence Regulations, Related to Fencing Restrictions Along Trail Corridors, on Corner Lots, and Inspection Requirements
Planning Commission Recommendation	Approval of Ordinance 25-35: Amending NCC 19.24.090 Fence Regulations, Related to Fencing Restrictions Along Trail Corridors, on Corner Lots, and Inspection Requirements
Reviewed By	Levi Roberts, City Planner Larry Jacobsen, Mayor Justin Maughan, City Manager Tom Dickinson, City Engineer Joel Yellowhorse, City Attorney Planning Commission

Background:

NCC 19.24.090 includes regulations for the construction of fences. Staff has observed some issues with fences that have been constructed and, after consultation with the Planning Commission, is recommending specific modifications to the existing Code. Specifically, Staff is recommending the following changes:

- For fences along public trails, raise the height limit for the opaque portion of the fence from 4' to 5'. This recommended modification is a compromise of retaining privacy, while ensuring that trail corridors are visible from beyond the corridor. Staff has observed several fences that approach this 5' threshold and found that they would generally still contribute to the safety of trail corridors.
- In addition to trail corridors, Staff recommends extending these requirements to fences along public streets to enhance the visibility of sidewalks adjacent to fences.
- Added provision to adhere to AASHTO standards for intersection visibility, as in some cases the current provisions are not sufficient to ensure safe visibility on corners.
- Allowance for agricultural fences in the front yard area for lots that permit large animals (greater than 0.5 acre).
- Allowance and restrictions for temporary fencing for construction sites and special events.

- Requirement for fence inspection, in addition to permit to ensure compliance.
- Allowance to provide fee for fence permit, if authorized by the Nibley City Council

ORDINANCE 25-35

AMENDING NCC 19.24.090 FENCE REGULATIONS, RELATED TO FENCING RESTRICTIONS ALONG TRAIL CORRIDORS, ON CORNER LOTS, AND INSPECTION REQUIREMENTS

WHEREAS, Nibley City regulates land use within Nibley City boundaries; and

WHEREAS, Nibley City promotes Crime Prevention Through Environmental Design, while acknowledging the privacy and individual property rights of individual property owners; and

WHEREAS, Nibley City strives for safe travel along its public streets.

NOW, THEREFORE, BE IT ORDAINED BY THE NIBLEY CITY COUNCIL OF NIBLEY, UTAH THAT:

1. The attached amendments to Nibley City Code 21.10.020 be adopted.
2. All ordinances, resolutions, and policies of the City, or parts thereof, inconsistent herewith, are hereby repealed, but only to the extent of such inconsistency. This repealer shall not be construed as reviving any law, order, resolution, or ordinance, or part thereof.
3. Should any provision, clause, or paragraph of this ordinance or the application thereof to any person or circumstance be declared by a court of competent jurisdiction to be invalid, in whole or in part, such invalidity shall not affect the other provisions or applications of this ordinance or the Nibley City Municipal Code to which these amendments apply. The valid part of any provision, clause, or paragraph of this ordinance shall be given independence from the invalid provisions or applications, and to this end the parts, sections, and subsections of this ordinance, together with the regulations contained therein, are hereby declared to be severable.
4. This ordinance shall become effective upon posting as required by law.

PASSED BY THE NIBLEY CITY COUNCIL THIS ____ DAY OF _____ 2026.

Larry Jacobsen, Mayor

ATTEST: _____

Cheryl Bodily, City Recorder

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19.24.090 Fence Regulations

A. Definitions

1. **Fence:** A tangible barrier or obstruction, with the purpose, intent, or effect of obstructing passage or view. Includes wooden posts, wire, iron, aluminum, vinyl, shrubs, bushes, hedges, walls, chain-link, rails, and any other material used as a boundary, means of protection, privacy screening, enclosure, or confinement.
2. **Opaque Fence:** A Fence, including any gates, that permits direct vision through less than 75% of any one section/panel including posts. Examples include vinyl, wood, cement, brick or blocks.
3. **Public Trail:** A corridor of property designated by the City for the purposes of non-motorized transportation, such as hiking, walking, jogging, running, horseback riding, cycling, or other similar uses, including any trails identified in the City's Active Transportation Plan or in a recorded subdivision plat, whether now constructed or planned for future construction.
4. **Transparent/Open Fences:** A Fence, including any gates, that permits direct vision through at least 75% of any one section/panel fence including posts. Examples include chain link, hog wire, metal rod, and some post and rail fences.

B. General Requirement

1. **Front Yards:** No fence shall be erected in any front yard setback area to a height in excess of four feet (4') with the exception of the following:
 - a. As allowed under section C.
 - b. Agricultural fencing on properties that are 0.5 acre or larger. Such fencing is limited to five feet (5') in height and must meet the transparent/open fence definition of Section A.
2. **Back and side yards:** No fence shall be erected or maintained in any side or rear yard to a height in excess of seven feet (7') for an opaque fence, and eight feet (8') for a transparent fence, subject to the limitations identified herein for fences bordering Public Trails, Streets and Corner lots.
3. Under all circumstances, no structure or landscaping element may interfere with property address identification. Landscaping elements exclude varieties of trees approved by the City Planner or Planning Department. Any conflicts

between this Chapter and NCC 19.22.010, NCC 19.24.230, and any other provision of the Nibley City Code shall be governed by the more restrictive or limiting provision.

C. Corner Lots and sight distance:

1. **Corner Lot Restrictions:**

- a. No fences in excess of four feet (4') shall be placed on any corner lot within a triangular area formed by the intersecting points of the street 40 feet from the intersection of the streets or roadway, except trees pruned appropriately to permit automobile drivers an unobstructed view; and
- b. All erected fences on corner lots shall adhere to minimum intersection sight distance standards of the American Association of State Highway and Transportation Officials (AASHTO).

2. **Driveways:** Fencing in the street side or rear yards within ten feet (10') of a driveway shall not exceed four feet (4') for a distance of fifteen feet back from the intersection of driveway and sidewalk, or driveway and property line where no sidewalk exists.
3. This section shall apply to all fences as defined herein; other obstructions shall comply with NCC 19.24.110.

D. Fencing or landscaping elements along Public Trails and Public Streets: All fences or landscaping elements adjacent to Public Trails or Public Streets, shall be limited to the following:

1. Fencing or hedges that may exceed five feet (5') but not be more than six feet (6') in height:
 - a. Any other fencing or landscaping elements that meet the transparent/open fence definition contained within this chapter.
2. Fencing or hedges that may not exceed five feet (5') in height:
 - a. Any Opaque Fences.
3. Fencing types and materials may be combined so long as non-permitted elements do not exceed five feet (5') in height.
4. Nothing in this subsection shall be interpreted to limit the height of fences or hedges that are adjacent to a street as identified in subsection (E) below.

5. Public Trails located in Public or Private Parks, within or adjacent to a private street right-of-way, or located adjacent to existing railroad tracks are excluded from the fence regulations, conditions and provisions of this subsection.
6. If a fence is subject to more than one provision in this ordinance then the more controlling or narrow provision shall apply.

E. Elevation Changes: Where there is a difference in the elevation on either side of a fence or a wall, the height of the fence shall be determined by the difference between the top of the fence and the average of two points that are perpendicularly ten feet (10') on either side of the fence.

F. Fences installed adjacent to a street shall have the finished side facing the street. All gates that adjoin public property or public easements shall open inward (toward the property owner's yard).

G. Fences shall not be built within one foot (1') of a sidewalk or the projected location of a future sidewalk.

H. All fences in rear yards shall provide access for emergency purposes, which access shall be at least four feet wide.

I. A permit is required to build a fence. Nibley City staff shall have the authority to review and grant applications for fences. A fence permit shall be valid for two years from the day it is issued. An inspection of the completed fence may be conducted to ensure adherence to the approved fence permit specifications. Citizens disagreeing with City staff decisions may appeal those decisions to the Nibley City Planning Commission within (10) calendar days after approval or denial of a permit.

1. A permit is not required for a repair to a fence to its prior location, height and opacity.

Agenda Item #11

Description	Discussion and Consideration: Ordinance 25-36: Amending NCC 21.10.020 Open Space Subdivision, Including Requirements for Setbacks, Lot Size Standards, and Variation (First Reading)
Presenter	Levi Roberts, City Planner
Staff Recommendation	Approval of Ordinance 25-36: Amending NCC 21.10.020 Open Space Subdivision, Including Requirements for Setbacks, Lot Size Standards, and Variation
Planning Commission Recommendation	Approval of Ordinance 25-36: Amending NCC 21.10.020 Open Space Subdivision, Including Requirements for Setbacks, Lot Size Standards, and Variation
Reviewed By	Levi Roberts, City Planner Larry Jacobsen, Mayor Justin Maughan, City Manager Joel Yellowhorse, City Attorney Planning Commission

Background:

The Planning and Zoning Commission has been discussing potential changes to the Open Space Subdivision Ordinance. Based upon that discussion, Staff has drafted some amendments that incorporate some of the recommendations from this discussion. These amendments are designed to provide more variety of lot sizes, while allowing for creativity in design, while mitigating effects of locating in close proximity to established neighborhoods.

Specifically, the following changes have been drafted:

- Increase setbacks for side and rear yards that abuts property with greater setback requirements. Side yards would increase to 10'. Rear yards would increase to 25'.
- Require variation in lot sizes for all subdivisions with 40 or greater lots. No more than 40% of lots could fall within a range of 1,500 sq ft.
- Remove minimum lot size and frontage requirements. This was necessary to allow for flexibility in design to facilitate variation in lot sizes. The same number of lots would be allowed but with flexibility in design of lot configuration.
- Adopt a minimum buildable area standard of 1,500 sq ft for all lots to ensure lots are buildable considering setback requirements.

City Staff shared these draft amendments with several developers and subdivision designers in the area. Two detailed responses to this inquiry are included in the packet.

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ORDINANCE 25-36

AMENDING NCC 21.10.020 OPEN SPACE SUBDIVISION, INCLUDING REQUIREMENTS FOR SETBACKS, LOT SIZE STANDARDS, AND VARIATION

WHEREAS, Nibley City regulates land use within Nibley City boundaries; and

WHEREAS, Nibley City promotes variation in housing options to serve the needs of existing and future residents; and

WHEREAS, Nibley City strives to mitigate impacts of new development upon existing neighborhoods.

NOW, THEREFORE, BE IT ORDAINED BY THE NIBLEY CITY COUNCIL OF NIBLEY, UTAH THAT:

1. The attached amendments to Nibley City Code 21.10.020 be adopted.
2. All ordinances, resolutions, and policies of the City, or parts thereof, inconsistent herewith, are hereby repealed, but only to the extent of such inconsistency. This repealer shall not be construed as reviving any law, order, resolution, or ordinance, or part thereof.
3. Should any provision, clause, or paragraph of this ordinance or the application thereof to any person or circumstance be declared by a court of competent jurisdiction to be invalid, in whole or in part, such invalidity shall not affect the other provisions or applications of this ordinance or the Nibley City Municipal Code to which these amendments apply. The valid part of any provision, clause, or paragraph of this ordinance shall be given independence from the invalid provisions or applications, and to this end the parts, sections, and subsections of this ordinance, together with the regulations contained therein, are hereby declared to be severable.
4. This ordinance shall become effective upon posting as required by law.

PASSED BY THE NIBLEY CITY COUNCIL THIS ____ DAY OF _____ 2026.

Larry Jacobsen, Mayor

ATTEST: _____

Cheryl Bodily, City Recorder

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21.10.020 Open Space Subdivision

A. Purpose: The purpose of this section is to provide for subdivision development within Nibley City in a manner that:

1. Helps preserve the rural feeling of Nibley City as outlined in the General Plan;
2. Provides Open Space Land with a specific purpose that provides visual and physical access to the public.
3. Supports adopted City policies to conserve a variety of irreplaceable and environmentally sensitive resources and agricultural lands as set forth in the General Plan;
4. Protects constrained and sensitive lands, including, but not limited to, those areas containing sensitive features such as steep slopes, floodplains, and wetlands, by setting them aside from development;
5. Provides Open Space Land, including those areas containing unique or natural features such as meadows, grasslands, tree stands, streams, stream corridors, berms, waterway, farmland, wildlife corridors and/or habitat, historical buildings and/or sites, archeological sites, and green space, by setting them aside from development;
6. Reduces erosion and sedimentation by the retention of existing vegetation and the minimization of development on steep slopes and other constrained and sensitive lands;
7. Provides for a diversity of lot sizes to accommodate a variety of age and income groups and residential preferences, so that the community's population diversity may be enhanced;
8. Provides incentives for the creation of greenway systems and Open Space Land within the City for the benefit of present and future residents.
9. Creates neighborhoods with direct visual and/or physical access to Open Space Land;
10. Maintains and creates scenic views and elements of the City's rural and scenic character and minimizes perceived density by maintaining views of new development from existing roads.

B. Definitions: For the purpose of this section, the following words shall have the meanings set forth herein:

1. OPEN SPACE LAND: Any parcel or area of land dedicated under this section as indicated on an Open Space Subdivision Plat for the access and/or visual enjoyment of the public. Open Space Land must meet the standards and requirements of this section. Open Space Land may not be contained in the privately-owned parcel except as specifically allowed in this ordinance. Open Space Land must have 25% of its border adjacent to public access right-of-way, easement, or City park or contain a trail open to the public which traverses or runs adjacent to the Open Space Land. Open Space Land area shall not be included in setback areas calculations for principal or accessory uses.
2. CONSTRAINED AND SENSITIVE LAND: Land which is generally unbuildable without engineered ground modifications, or which contains features including, but not limit to Federal, State, or municipally designated wetlands, 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 Open Space Land if it complies fully with conditions within this ordinance for qualification of Open Space.
3. 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.
4. TREE STAND: A group or cluster of trees within a geographic location that are occurring naturally or artificially.
5. 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.
6. PASTURE: A fenced enclosure or confined area used for the grazing of livestock or small animals which contains sufficient vegetation to serve as the principle food source for the livestock confined therein.
7. 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:
 - a. Public access rights-of-way

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

8. Net Developable Land may be calculated for the purposes of concept review and preliminary plat approval based on either rule of thumb as outlined in the Lot Standards chart for the underlying zone of the proposed subdivision or based on actual measurements derived from the proposed plat. Calculation of Net Developable Land for final plat approval shall use actual measured Net Developable Land area. The proponent shall demonstrate compliance with this provision by calculation based on values demonstrably derived from the proposed final plat.

C. Applicability:

1. The election to develop the property as an Open Space Subdivision is voluntary and provided to developers as an alternative to the standard subdivision process codified in NCC 19 and NCC 21. The intent of this section and the Open Space Subdivision options is to encourage the creation and development of flexible designed Open Space Land and variety in lot size and conformation. Open Space Subdivisions may be developed within applicable residential zones of the City. Open Space Subdivisions shall be developed in accordance with and subject to the development standards, conditions, procedures and regulations of this section and with all other applicable subdivision ordinances and zoning regulations of the City which are not otherwise in conflict with the provisions of this section.
2. In cases of conflict with other Nibley City ordinances, the terms of this section shall govern.

3. Development Options: In R-1, R-1A, R-2, and R-2A zones in Nibley City, developers may elect to develop an Open Space Subdivision. If the zone is not listed above, it does not qualify for an Open Space Subdivision.
4. Developers desiring to develop the property as Open Space Subdivision are subject to the development standards, conditions procedures and regulations of this section.

D. Application Process:

1. Applications for an Open Space Subdivision shall be submitted and processed in accordance with the requirements and procedures set forth in the City Subdivision Ordinance, including submission and approval of schematic, preliminary and final plans or plats, and any additional procedural requirements set forth in this section, including, but not limited to, submission of a sensitive area designation plan and maintenance plan.
2. Pre-application Meeting: Applicants for an Open Space Subdivision may request a pre- application meeting with the Development Committee as established in NCC 21.06.030. To assist with this review the developer may submit the draft plan of the proposed subdivision with such details as the following:
 - a. Zoning and parcel location
 - b. Total gross acres
 - c. Estimated right-of-way dedication
 - d. Estimated Constrained and Sensitive Land
 - e. Estimated Net Developable Land
 - f. Estimated Open Space Dedication and proposed uses
 - g. Total number of lots based on density bonus
 - h. Estimated lot sizes and subdivision layout.

3. Sensitive Area Designation Plan Map: All applications for a Open Space Subdivision shall include a sensitive area designation plan map prepared in accordance with the provisions set forth herein and submitted with the preliminary plat. The sensitive areas designation plan map shall identify all constrained and sensitive lands within the property boundaries as set forth in this section. The sensitive area designation plan map shall also clearly identify all natural or cultural resources present on the property, including, but not limited to those defined in this ordinance (geographic features, meadows, tree stands, streams, stream corridors, floodwalls, berms, waterways, canals, irrigation ditches, farmland, pastures, wildlife corridors and/or habitat; historic buildings and/or sites; archeological sites; cultural features and green space). Applicants are solely responsible for the accuracy and designation of constrained and sensitive lands as defined in this ordinance, and natural and cultural resources as defined by the United States, State of Utah, Cache County, and Nibley City on the sensitive area designation plan map for their project and applicable adjacent property. The applicant shall include all sensitive areas within four hundred feet (400') of the developments property boundaries as noted in City, County, State, and Federal records.
4. Maintenance Plan for preserved Open Space Land: The developer must submit a Preliminary Maintenance Plan in accordance with subsection M,2 of this section and with the preliminary plat. For final plat application, the developer must submit a Final Maintenance Plan in accordance with subsection M,3 of this section. The Final Maintenance Plan shall be attached to the Development Agreement required by NCC 21 and recorded with the Final Plat for the property.

E. Dimensional Standards:

1. Incentive Multiplier: The incentive multiplier within an Open Space Subdivision shall be determined in accordance with the Incentive Multiplier Chart.

Incentive Multiplier Chart

Zone	Open Space Ratio¹ (OSR)	Incentive Multiplier			
R-1	0.25 ≤ OSR < 0.30	1.25			
	0.30 ≤ OSR < 0.35	1.30			
	0.35 ≤ OSR < 0.40	1.35			
	0.40 ≤ OSR	1.40			
R-1A	0.25 ≤ OSR < 0.30	1.25			
	0.30 ≤ OSR < 0.35	1.30			
	0.35 ≤ OSR < 0.40	1.35			
	0.40 ≤ OSR	1.40			
R-2	0.25 ≤ OSR < 0.30	1.25			
	0.30 ≤ OSR < 0.35	1.30			
	0.35 ≤ OSR < 0.40	1.35			
	0.40 ≤ OSR	1.40			
R-2A	0.25 ≤ OSR < 0.30	1.25			

	0.30 ≤ OSR < 0.35	1.30			
	0.35 ≤ OSR < 0.40	1.35			
	0.40 ≤ OSR	1.40			
Notes: 1. The OSR is the ratio of the area of the Open Space Land divided by the area of the Net Developable Land.					

2. Variation of Lot sizes Requirement: For Subdivisions with 40 or greater lots, a variation in lot sizes is required. No more than 40% of lots within a subdivision may be composed of any one lot size category according to the following chart:

Lot size category	Lot size range
1	3,000 – 4,500 ft ²
2	4,501 – 6,000 ft ²
3	6,001 – 7,500 ft ²
4	7,501 – 9000 ft ²
5	9,001 – 10,500 ft ²
6	10,501 – 12,000 ft ²
7	12,001 – 13,500 ft ²
8	13,501 – 15,000 ft ²
9	15,001 – 17,500 ft ²
10	17,501 – 20,000 ft ²
11	20,001 ft ² or greater

3. Minimum Setback Standards: Minimum setbacks for principal buildings within an Open Space Subdivision shall be determined in accordance with the Minimum Setback Standards Chart. Minimum setbacks of accessory buildings shall be determined in accordance with the underlying zone.

Minimum Setback Chart					
Zone	Open Space Ratio (OSR)	Front yard	Side Yard, interior	Side Yard, street	Rear yard
R-1	As per underlying zone (see NCC 19.22.010)			25	
R-1A	As per underlying zone (see NCC 19.22.010)			25	
R-2	0.25 ≤ OSR < 0.30		As per underlying zone (see NCC 19.22.010)	25	
	0.30 ≤ OSR < 0.35		As per underlying zone (see NCC 19.22.010)	25	
	0.35 ≤ OSR < 0.40	25(35) ¹	8 (10) ²	25(35) ¹	20 (25) ³
	0.40 ≤ OSR	25(35) ¹	8 (10) ²	25(35) ¹	20 (25) ³
R-2A	0.25 ≤ OSR < 0.30	25(35) ¹	8 (10) ²	25(35) ¹	20 (25) ³

	0.30 ≤ OSR < 0.35	25(35) ¹	8 (10) ²	25(35) ¹	20 (25) ³
	0.35 ≤ OSR < 0.40	20(35) ¹	5 (10) ²	20(35) ¹	15 (25) ³
	0.40 ≤ OSR	20(35) ¹	5 (10) ²	20(35) ¹	15 (25) ³

¹ Greater distance required where yard faces arterial road.

² Greater distance required for any side yard which abuts existing property with residential zoning that requires a minimum setback of 10 feet or greater for side yard, interior.

³ Greater distance required for any rear yard which abuts existing property with residential zoning that requires a minimum setback of 25 feet or greater for rear yard.

4. Minimum buildable area standard: No lot within an Open Space Subdivision may have a buildable area that is less than 1,500 ft² after subtracting minimum setback areas.

5. Procedure for Calculating Allowed Number of Lots: The Allowed Number of Lots including the density bonus for a Open Space Subdivision shall be determined as follows using the appropriate Incentive Multiplier from the Lot Standards Chart. The developer shall follow the process outlined below to determine allowable properties of the proposed subdivision and use these properties in developing the preliminary and final plats. All calculations and measurements shall be clearly documented in order and following the process outlined below and submitted with the plat applications:
 - a. The subdivision must be in one of the approved zones as listed within the Open Space Subdivision requirements, and all calculation will be based on the parcel's current zone at the time of application and the associated Lot Standards Chart.

- b. Provide to the City the total area contained within the subdivision plat.
- c. Provide to the City the total area being dedicated to rights-of-way.
- d. Provide to the City the total acres of Constrained and Sensitive Land.
- e. Provide the City the total Net Developable Land area as defined within this section.
- f. State the area of proposed Open Space Land.
- g. Calculate Open Space Ratio.
- h. Calculate the Base Number of Lots per zone:
 - 1) Base Number of Lots R-1 = Net Developable Land / 1 acre
 - 2) Base Number of Lots R-1A = Net Developable Land / .75 acres
 - 3) Base Number of Lots R-2 = Net Developable Land / 0.5 acres
 - 4) Base Number of Lots R-2A = Net Developable Land / 0.32 acres
- i. Determine Incentive Multiplier
 - 1) Determine Incentive Multiplier based on the Lot Standards Chart, the applicable zone, and the Open Space Ratio.
- j. Calculate total allowed
 - 1) Total allowed lots = Base number of lots multiplied by the Incentive Multiplier

F. Lot Area, Frontages, and Zoning Regulations:

- 1. Except for lot size and frontage requirements, the Zoning Regulations (NCC 19) for the underlying zone shall apply to Open Space Subdivisions, unless otherwise noted within this section.

G. Conservancy Lots:

1. Open Space Land and Constrained and Sensitive Land may be included within individual residential lots when such areas can be properly protected and preserved in accordance with the intent and purpose of this section. Such lots shall be known and referred to as "conservancy lots". These lots must contain a minimum of 0.5 acres of Open Space Land, except for areas approved by Nibley City as defined Landscape Buffers, and that Open Space Land must meet the design standards and use standards within this section.
2. Regulations: Open Space Land and Constrained and Sensitive land within a Conservancy Lot shall remain subject to all regulations and requirements for such land as set forth herein, including, but not limited to, use, design, maintenance, ownership and permanent protection. Open Space Land must be developed and maintained within the first year of the date of issuance of a Notice to Proceed under NCC 21.
3. The portion of each Conservancy Lot that is not Open Space Land must meet the minimum lot size on the applicable Lot Standards Chart and shall be the portion of the Conservancy Lot used to calculate the average and minimum lot size within the subdivision.

H. Use Regulation: Use of the land in an Open Space Subdivision that is not Open Space Land is subject to any restrictions set forth in NCC 19, unless otherwise specified within this section, for the zone in which the land is located. Use of Open Space Land within an Open Space Subdivisions is subject to the following:

1. Permitted Uses on Open Space Land: The following uses are permitted in Open Space Land areas:
 - a. Street rights-of-way may traverse Open Space Land if permitted under City ordinances; provided, areas encumbered by such facilities and/or rights-of-way shall not be counted as Open Space Land when computing the Open Space Ratio in the Lot Standards Chart.
 - b. Utility rights-of-way or easements, including above ground and underground utilities may traverse Open Space Land if permitted by City ordinance; areas encumbered by such facilities and/or rights-of-way may be counted as Open Space Land when computing the Open Space Ratio in the Lot Standards Chart so

long as the rights-of-way and easements otherwise meet the requirements of this ordinance for Open Space Land.

- c. Agricultural and horticultural uses, including raising crops wholesale nurseries and associated buildings that are specifically needed to support active, viable horticultural operations. Wholesale nurseries must obtain an operating permit and business license from the City and must comply with all fencing and maintenance requirements of this ordinance.
- d. Conservation of open land in its natural state, e.g., meadows, tree stands, wetlands, forestland.
- e. Waterways along with dedicated public access rights-of-way or easements along one or both sides.
- f. Underground utility easements for drainage, access, sewer or water lines, electric lines or other public purposes.
- g. Active noncommercial recreation areas, such as trails, playing fields, playgrounds, courts, and multipurpose trails. These parcels shall be maintained by the City or an owners' association and shall be open to the public if maintained by the City, or residents within the Open Space Subdivision if maintained by a functional owners association.
- h. Agricultural uses excluding livestock operations involving swine, poultry, and mink. Open Space Land of less than one-half (0.5) acre may be used as landscaped buffers for roadways, landscaped entrances to subdivisions, neighborhood "pocket parks" or similar amenities that meet standards and uses listed herein.
- i. Fencing that is rural in character. All fencing must be transparent, such as rail fences, post fences, or wire fences and architecturally appropriate to the use as determined by the City Planner. Chain link fences are not permitted on Open Space Land. All applicants must receive a fence permit from the City before construction of any proposed fence.

- j. Golf courses, not including commercial miniature golf. A development plan must be turned in as part of the approval process that outlines ownership, development, and building plans.
- k. Neighborhood Open Space Land uses such as village greens, commons, picnic areas, community gardens, trails, and similar low-impact passive recreational uses. Neighborhood Open Space Land must be owned and maintained by an owners' association or the City.
- l. Pasture for sheep, goats, cows, horses or other animals approved by Nibley City code. Pasture and animal density must conform with Nibley City Animal Land Use Regulations and be enclosed with appropriate fencing.
- m. Silviculture, in keeping with established standards for selective harvesting and sustained yield forestry.
- n. Water supply and sewage disposal systems, and stormwater detention areas designed, landscaped, and available for use as an integral part of the Open Space Land. These facilities must be built to Nibley City Engineering design standards and specifications, must contain a tree for every 300 square feet and planted around the perimeter, an irrigation system must be installed, and be planted with grass or natural vegetation

2. Prohibited Uses on Open Space Land: The following uses shall be considered prohibited in Open Space Land areas:

- a. Motor vehicles are prohibited except as necessary to maintain and operate the property and/or utility facilities within the property. Recreational motorized off-road vehicle usage including but not limited to motorcycles, dirt bikes, go-carts, OHVs, dune buggies, side-by-sides and their derivatives, and snowmobiles are prohibited.
- b. Firearm ranges, and other uses similar in character and potential impact are prohibited.
- c. Advertising of any kind and any billboards or signs; provided, directory and information signs may be displayed describing the easement and prohibited or authorized the use of the same.

- d. Any cutting of trees or vegetation, except as reasonably necessary for fire protection, thinning, elimination of diseased growth, control of non-native plant species, maintenance of landscaped areas, and similar protective measures or those activities relating to permitted agricultural uses or other uses allowed within this section.
- e. Any development, construction or location of any manmade modification or improvements such as buildings, structures, roads, parking lots, or other improvements, except as may be necessary to support a permitted use.
- f. Any dumping or storing of ashes, trash, garbage, vehicles, trailers, recreational vehicles or other equipment except for equipment needed to maintain the land.
- g. Any filling, dredging, excavating, mining, drilling, or exploration for and extraction of oil, gas, minerals or other resources from the property.
- h. Any residential, commercial or industrial activity except as specifically permitted in this ordinance.
- i. Burning of any materials, except as necessary for agricultural, drainage and fire protection purposes.
- j. Changing the topography of the property by placing on it any soil, dredging spoils, landfill, or other materials, except as necessary to conduct specifically permitted purposes.
- k. Hunting or trapping for any purpose other than predatory or problem animal control.
- l. The change, disturbance, alteration, or impairment of significant natural ecological features and values of the property or destruction of other significant conservation interests on the property.
- m. The division, subdivision or de facto subdivision of the property.
- n. The use of motor vehicles, including snowmobiles, all-terrain vehicles, motorcycles and other recreational vehicles.

- o. All other uses and practices inconsistent with and detrimental to the stated objectives and purpose of this section.
- 3. Constrained and Sensitive Lands: Except for passive recreational activities, no development or residential uses shall be permitted within Constrained and Sensitive Lands
- 4. Open Space Land Coordination: When directed by the Planning Commission, Open space land shall be consolidated and located on the border of proposed subdivision and be located adjacent to undeveloped or open space land. In consideration of open space consolidation, design standards described in this chapter shall be maximized, including the preservation of significant areas and natural landscape, and adequate pedestrian access.
- 5. Open Space Lands: Standards pertaining to the quantity, quality, configuration, use, permanent protection, ownership, and maintenance of the Open Space Land within an Open Space Subdivision shall be complied with as provided herein.

I. Open Space Land Design Standards: Open Space Land shall be located and designed within the Open Space Subdivision to add to the visual amenities of neighborhoods and the surrounding area by maximizing the visibility of Open Space Land. Designated Open Space Land within an Open Space Subdivision shall also comply as defined in this section, permitted uses as listed in this section, and meet three (3) or more of the following standards:

- 1. Significant Areas and Natural Landscape: Open Space Land shall include the most unique and sensitive resources and locally significant features of the property within the subdivision. Specifically, meadows, waterways and wetlands as defined in this Ordinance, and tree stands and contain a minimum of 0.5 acres. Other uses include berms, wildlife corridors and/or habitat and must extend a minimum of 15' on each side of the feature. This Open Space Land may also contain historic buildings and/or sites, archeological sites, and cultural features. The maintenance plan shall outline how the property will be preserved and maintained. The maintenance plan must specify what type of feature(s) that is being preserved and how the property will be maintained.

2. Contiguous Land: Open Space Land within an Open Space Subdivision shall be contiguous within the subdivision, or to other Open Space Land in adjacent subdivisions or developments to provide for large and integrated Open Space Land areas within the City.
3. Agricultural Land: Privately held Open Space Land that is used for agricultural purposes as defined in this Ordinance and is 0.5 acre or greater in size.
4. Buffering: Open Space Land shall be designed to provide buffers and to protect scenic views as seen from existing public rights-of-way and from public parks or trails. Buffering area along public rights-of-way or street 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, six (6) 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 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. Open Space buffer areas shall be under single ownership.
5. Pedestrian Access: Developer shall provide pedestrian access to Open Space Land which is open to public or owners' association member use. Access methods can be a trail, park, recreation space, or neighborhood gathering space.
6. Recreation Space: Open Space Land may be designated as recreation space or park space, including maintained grass, trails, picnic areas, playgrounds, sports fields or other recreation and park amenities. Any recreation spaces that are to be dedicated to Nibley City are conditional upon the City Council's approval, and amenities must be approved by the City Council before final approval of the preliminary plat or maintenance plan can be given. Publicly and owners' association owned open spaces 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 Recreation Space 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.

J. Permanent Protections of Open Space Land:

1. Conservation Easement: All Open Space Land shall be permanently restricted from future development by a conservation easement or other method of protection and preservation acceptable to the City. Under no circumstances shall any development be permitted in the Open Space Land at any time, except for those permitted or conditional uses listed herein and approved in conjunction with the Open Space Subdivision. All conservation easements, or another acceptable method of protection and preservation of the Open Space Land within a Open Space Subdivision, shall be approved by the City Council and recorded prior to or concurrent with the recording of the final plat for the Open Space Subdivision.
2. Terms and Conditions: All conservation easements, or another acceptable method of protection and preservation of the Open Space Land within a Open Space Subdivision, shall be in substantially the same form as the standard conservation easement form provided by the City and shall include, at a minimum, the following terms and/or conditions:
 - a. Legal description of the easement;
 - b. Description of the current use and condition of the property;
 - c. Permanent duration of easement;
 - d. Permitted and conditional uses;
 - e. Prohibited development and/or uses;
 - f. Maintenance responsibilities and duties; and
 - g. Enforcement rights and procedures.

3. **Marking of Open Space Land:** Open space land shall be marked at each corner and property line intersection with a minimum 4" diameter x 3' deep concrete monument provided with an aluminum or brass cap cast or epoxied into the monument. Caps shall be stamped "Nibley Conservation Marker, Do Not Remove", and an arrow stamped into the cap perpendicular to the Open Space boundary line and pointing into the Open Space. Monuments shall be placed such that the top 6" of the monument is above finished grade at the monument location.
4. **Grantee:** Unless otherwise approved by the City Council, the grantee of a conservation easement shall consist of one of the following acceptable entities which entity shall be qualified to maintain and enforce such conservation easement: land trust, conservation organization, or governmental entity. The City may, but shall not be required to, accept, as grantee, a conservation easement encumbering Open Space Lands within a Open Space Subdivision, provided there is no cost of acquisition to the City for the easement and sufficient access to and maintenance responsibilities regarding the Open Space Land are provided.

K. Ownership of Open Space Land:

1. **Undivided Ownership:** Unless otherwise approved by the City Council and subject to the provisions set forth in this section, the underlying fee Ownership of the Open Space Land shall remain in single Ownership and may be owned and maintained by one of the following entities: homeowners' association, land trust, conservation organization, governmental entity, or private individual.
2. **Property Not Subject to Subdivision:** Property subject to a conservation easement, or another acceptable method of protection and preservation, shall not be subdivided.
3. Nibley City may at its sole discretion opt to take ownership of Open Space Land prior to the preliminary plat approval stage. In the event that the applicant requests or the Planning Commission recommends that Open Space land be dedicated to Nibley City, the City Council must approve the development agreement which includes dedication of open space prior to preliminary plat approval. The developer shall landscape the property with sod, grass, trees and an irrigation system or other natural landscape features as appropriate as determined by the City Council.

4. Owners Association: Open Space Land may be held in common ownership by a Home Owners or other acceptable Owners Association, subject to all the provisions for Owners Associations set forth in state law, the City Code, and the following:
 - a. A description of the organization of the proposed Association, including its bylaws, and all documents governing ownership, maintenance, and use restrictions for Open Space Land, including restrictive covenants for the subdivision, shall be submitted by the developer with the final plat application.
 - b. The proposed association shall be established, funded and operating (with financial subsidization from the Developer, if required by the City in the development agreement) prior to or concurrent with the recording of the final plat for the subdivision;
 - c. Membership in the association shall be mandatory for all purchasers of property within the subdivision and their successors in title.
 - d. The association shall be the responsible party for maintenance and insurance of its Open Space Land under the Final Maintenance Plan for the subdivision;
 - e. The bylaws of the association and restrictive covenants for the subdivision shall confer legal authority on the association to place a lien on the real property of any member who falls delinquent in dues. Such dues shall be paid with the accrued interest before the lien may be lifted; and
 - f. Written notice of any proposed transfer of Open Space Land by the Association or the assumption of maintenance for the Open Space Land must be given to all members of the Association and to the City no less than thirty (30) days prior to such event.
 - g. The owners' association shall be required to provide a bond or line of credit to the City for the cost of one year of maintenance of property owned by the Association, to be maintained by the Association for as long as the Association owns the Open Space.

- h. In the event of a failure of the owners' association to maintain the properties in accordance with the requirements of the development agreement, the City shall revoke the owners' association's bond, determine an appropriate assessment for the operation and maintenance of the open space, and assess all properties of the Subdivision on a monthly basis for said maintenance.
- 5. Private Ownership: A conservation parcel may be owned by a private individual or entity. Such parcels shall have a defined purpose and restrictions recorded in the maintenance plan and comply with this section.

L. Maintenance of Open Space Lands:

- 1. Costs: Unless otherwise agreed to by the City, the cost and responsibility of maintaining Open Space Land shall be borne by the owner of the underlying fee of the Open Space Land.
- 2. Preliminary Maintenance Plan: A Preliminary Maintenance Plan shall be turned in with the preliminary plat for proposed maintenance of Open Space Land within the subdivision. This plan shall outline the following:
 - a. The proposed Ownership of the Open Space Land;
 - b. The party that will be responsible for maintenance of the Open Space Land;
 - c. The proposed use of the Open Space Land and how each parcel of Open Space Land meets the standards listed within this section;
 - d. The size of each Open Space Land parcel; and
 - e. The proposed concept plan for landscaping of the Open Space Land.
- 3. Final Maintenance Plan: The developer shall submit a plan outlining maintenance and operations of the Open Space Land and providing for and addressing the means for the permanent maintenance of the Open Space Land within the proposed Open Space Subdivision application for the subdivision. If the maintenance plan addresses Open Space Land that is to be owned or dedicated to Nibley City, the maintenance plan shall conform to all conditions and terms of the development agreement approved by the City Council that includes

the dedication of open space. The developer shall provide a final maintenance plan with the final plat and the plan shall contain the following:

- a. Ownership agreements for Open Space Land;
- b. A description of the use of the Open Space Land and how that use complies with this section;
- c. The establishment of necessary regular and periodic operation and maintenance responsibilities for the various kinds of Open Space Land (e.g., lawns, playing fields, meadow, pasture, wetlands, stream corridors, hillsides, cropland, woodlands, etc.);
- d. The estimated staffing needs, insurance requirements, and associated costs, and define the means for funding the maintenance of the Open Space Land, 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.
- f. Approval: The Final Maintenance Plan must be approved by the Administrative Land Use Authority 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 Administrative Land Use Authority.

4. The developer shall offer an approved letter of credit, bond or escrow for all proposed improvements and must complete all proposed open space improvements within the first three years of approval. If a designated open space parcel is planned to be maintained by a single property owner, the developer shall maintain that property until title is transferred to a new property owner.
5. Failure to Maintain: For all open space designated under the terms of this Ordinance, including privately held Open Space Lands, the responsible party for the maintenance of the Open Space Land 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 Open Space Land or common facilities in accordance with the aforementioned agreements and ordinances, the City may assume responsibility for the maintenance and operation of the Open Space Land. 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 open space.

6. **Corrective Action:** 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.
7. **Implementation and Maintenance:** The developer of the subdivision shall fund implementation and maintenance of the conservation easement until such time as the control of the easement is transferred to the long-term manager. The developer shall address implementation, development, maintenance and transfer procedures in the sensitive area designation plan map or master development plan, as applicable.
8. **Maintenance Access:** The developer of the subdivision shall provide sufficient maintenance access from a dedicated right-of-way to all Open Space Land and constrained and sensitive lands within the Open Space Subdivision.

M. Fee in-lieu of Open Space

1. For Open Space Subdivision developments that are within 1/2 mile of a dedicated or master-planned City Park which is two (2) acres or greater, as identified in the Nibley City Parks, Recreation and Open Space Master Plan,

a developer may pay a fee in-lieu of amenities and open space required. The fee in-lieu of open space required shall be based upon the acreage of the open space that is not provided and shall be set by the Consolidated Fee Schedule, adopted by the City Council.

2. All fees in-lieu of open space shall supplement the improvement and maintenance of parks and recreation facilities in Nibley City.
3. If the developer pays a fee-in-lieu of open space requirements, the developer may develop the commensurate additional number of housing units that the fee-in-lieu offsets. For example, if the developer pays a fee-in-lieu of open space that is equal to 0.25 Open Space Ration, an additional 0.25 Incentive Multiplier shall be allotted to the development, as noted in the Lot Standards Chart of this Section.
4. Any fee in-lieu of open space must be approved by City Council as part of a development agreement approval.

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Outlook

Re: Nibley City Open Space Subdivision Update

From Michael Taylor <mtaylor@civilsolutionsgroup.net>

Date Wed 11/5/2025 1:42 PM

To Levi Roberts <levir@nibleycity.gov>

Cc Clay Schaffner <cschaffner@civilsolutionsgroup.net>

---CAUTION--- This email originated from outside of the organization.

Levi,

This is an interesting proposal. It could help produce a range of home sizes, but it could also result in some even denser, more clustered developments. A few things to consider:

- The 40 lot threshold may have some unintended results. An extreme example: if I were to develop a subdivision with 39 lots with all category 1 size lots of 3,000sf that were 40'x75', I would need ~780lf of roadway. At \$400/lf of road, that's \$312K. When I go to 40 lots, and only 40% can be 3,000sf (40x75), 4,501sf (45x100), and 6,001sf (60x100), then my length of roadway becomes 920lf, or rather \$368K. That one additional house resulted in a price jump of 18% in infrastructure costs. I think this could end up discouraging developments in the 40-50 lot range, because the developer's overall profits are going to be greater by staying below that threshold.
- I did some quick numbers on the Fields at Nibley job and it appears that under this ordinance, the subdivision could have been even more dense with about 30% less roadway. Of course, what would they do with the extra 3-acres? Dedicate it perhaps? Or maybe they fit it into the lots to try to get some higher per lot sale prices, as long as the price of additional roadway frontage from bigger lots doesn't exceed the expected gains in home sales values. Keeping in mind that from what I understand from real estate agents, the size of a yard does not make a proportionate difference in the sale value of the home; most of the difference is in the size of the home itself. So as long as the lot is big enough for the desired home product, the developer is always going to be incentivized to keep the lots as small as possible...

This is outside of the present political discussion, but for what it's worth, I would recommend the council consider some of the insights from the Strong Towns team. I just don't think the tax base is there in Nibley to support a robust parks system + all sorts of random open spaces throughout the City. And I think some of the elected officials get that, and that's why they don't want most of this random open space dedicated to them. But even if you form an HOA, then the cost is still passed on to the homebuyer for maintenance, and home affordability gets further out of reach. Plus, studies show that MORE open space is not necessarily the solution, but the quality of it. Location, accessibility, and programming all matter. If Nibley is going to be a City, I would support the "Keep the City, City; and the Country, Country" approach, which would seem to suggest you locate open space where it provides the most benefit and then zone for enough density to create a tax base that can support said open space. I'll stop there...

Regards,

Michael E. Taylor, PE, Vice President
 Civil Solutions Group
www.civilsolutionsgroup.net
CELL 435.890.4498
CACHE VALLEY | SALT LAKE | UTAH VALLEY

On Tue, Nov 4, 2025 at 3:18 PM Levi Roberts <levir@nibleycity.gov> wrote:

Hello,

Nibley City is working on an update to the Open Space Subdivision Code. Attached is what is being considered by the Planning Commission next week on November 13. These are intended to result in more variety of lot sizes and mitigate some effects of locating a subdivision with smaller lot sizes and less restrictive setbacks to those with larger lots and more restrictive setbacks.

As a developer or designer of residential subdivisions, we value any feedback you might have. We are particularly interested in learning whether these changes would present any challenges or opportunities for development. Please let me know if you have any comments on these proposed changes.

Thanks,

Levi Roberts, AICP
City Planner
455 West 3200 South
Nibley, Utah 84321
O: 435-752-0431 ext. 105
C: 435-760-8459
Email: levir@nibleycity.gov

MEMORANDUM

To: Nibley City Council and Planning Commission

From: Heritage Land Development, LLC & Alliance Engineering

Date: November 6, 2025

Subject: Joint Policy and Technical Review – Nibley City Code §21.10.020 “Open Space Subdivision”

1. Introduction

Heritage Land Development and Alliance Engineering appreciate the opportunity to jointly review and provide professional input on Nibley City’s Open Space Subdivision ordinance (§21.10.020).

Collectively, our firms have significant experience in Utah’s municipal planning and development processes, including the preparation, design, and implementation of conservation-oriented subdivisions. We view this ordinance as a **strong, forward-looking framework** that aligns well with best practices in community design, land conservation, and sustainable development.

Our intent in this memorandum is to (1) acknowledge the ordinance’s strengths, (2) highlight opportunities to improve clarity and administration, and (3) recommend refinements that enhance the balance between **developer incentives** and **public benefit**.

2. Overall Assessment

The Open Space Subdivision ordinance represents one of the most well-structured local frameworks we’ve seen for rural and semi-rural municipalities in Utah.

It provides:

- **Predictable developer incentives** through a quantified bonus system,
- **Protection of sensitive environmental features**, and
- **Clear expectations for open space usability and maintenance.**

The structure is consistent with national standards such as those promoted by the **American Planning Association (APA)** and **Randall Arendt’s Conservation Design** principles, as well as best practices in comparable Utah cities like Farmington, Lehi, and Midway.

3. Key Strengths and Best Practices

A. Incentive-Based Density System

The ordinance's **Open Space Ratio (OSR) and Incentive Multiplier** table provides a direct and transparent formula for determining allowable lot yields.

This mechanism:

- Rewards projects that preserve higher levels of open space;
- Promotes flexible design without arbitrary negotiation; and
- Allows developers to incorporate meaningful open areas early in the design phase.

Joint Observation:

The incentive system provides an excellent framework for balancing land conservation with project feasibility. The City could further enhance this model by granting **incremental bonuses** for designs that achieve multiple community objectives such as trail linkages, public access to open space, or integration with city park systems.

B. Preservation of Constrained and Sensitive Lands

The ordinance correctly excludes sensitive lands (wetlands, floodplains, steep slopes) from the **Net Developable Land** calculation while still allowing them to be preserved as open space.

This is a critical distinction that ensures:

- Density is earned only from *buildable* land; and
- Sensitive features are protected and incorporated meaningfully into site design.

This approach mirrors conservation subdivision models widely adopted throughout the Intermountain West.

C. Maintenance, Bonding, and Enforcement

The required **Preliminary and Final Maintenance Plans**, along with **bonding and corrective action provisions**, demonstrate foresight and administrative discipline.

The ability for the City to assume maintenance and recover costs through liens ensures accountability and long-term quality of the open space.

Recommendation:

Consider requiring a brief **annual compliance certification** from HOAs or easement holders verifying ongoing maintenance and compliance with the recorded plan. This proactive step helps prevent deterioration before it becomes an enforcement issue.

D. Fee-In-Lieu Option

Allowing a **fee-in-lieu** of on-site open space provides valuable flexibility, particularly for infill projects or those near existing city parks.

This option maintains the public benefit while preventing the creation of small or isolated “leftover” spaces.

Recommendation:

Tie the fee-in-lieu rate to the **City’s current per-acre park improvement cost**, ensuring that collected funds are commensurate with the value of the open space not provided on-site.

E. Lot Diversity and Neighborhood Character

The required **lot size variation** standard (no more than 40% in one lot size category) promotes both architectural diversity and neighborhood quality.

This approach supports the City’s goal of maintaining visual variety and providing a range of housing opportunities, a key principle of balanced community design.

4. Areas for Clarification or Enhancement

Topic	Current Provision	Joint Recommendation	Purpose
Connectivity & Contiguity	Open space “should” be consolidated or adjacent, but not mandatory.	Require open space to connect to adjacent greenways or planned trail corridors when feasible.	Creates continuous systems and higher community value.
Usable vs Passive Open Space	Ordinance does not distinguish between types of open space.	Define a minimum percentage (25–30%) of open space that must be usable, accessible, and improved (trails, play areas, etc.).	Ensures practical and functional community spaces.
Net Developable Land Definition	Certain easements may be counted toward Net Developable Land.	Clarify that only buildable, accessible easements may be included in Net Developable Land.	Prevents inflated density calculations.
Enhanced Incentive Opportunities	Bonuses are based solely on OSR thresholds.	Allow modest additive bonuses (+0.05 multiplier) for achieving multiple benefits such as trail	Encourages higher-quality design outcomes.

Topic	Current Provision	Joint Recommendation	Purpose	
Maintenance Oversight	Reactive enforcement through City lien authority.	connectivity, habitat restoration, or public access.	Require periodic HOA reporting or City inspection prior to bond release.	Ensures proactive maintenance oversight.
Administrative Implementation	Relies heavily on interpretation and individual plan review.	Develop a standardized Open Space Subdivision Checklist for staff and applicants.	Increases consistency and review efficiency.	

Agenda Item #12

Description	Discussion & Consideration – Resolution 26-05 Resolution Appointing a Chair and Board Member to the City Personnel Appeal Board (First Reading)
Presenter	Justin Maughan, City Manager
Recommendation	Discuss and select two members of Council, one to be a chair, and the other a board member, amend the resolution to include those names and then; Move to approve Resolution 26-05 Resolution a Resolution Appointing a Chair and Board Member to the Nibley City Personnel Appeal Board (and wave second reading).
Reviewed By	Mayor Larry Jacobsen Justin Maughan, City Manager

Background:

Nibley City Personnel policy provides for an employee to appeal a disciplinary action decision made by the City Manager. This process is outlined in Section 6.F of the Personnel policy, and provides an opportunity for an employee to appeal to an Appeals Board. The Board is made up of three people, two of which should be members of the City Council. The Chair of the Board should be a member of the City Council. The third member shall be a full-time employee, which shall be elected by the rest of the full-time employees of the City. The election shall take place at the time when an employee appeals a disciplinary action decision.

There are currently no disciplinary actions under consideration for any employees. This appointment will be for a two-year term.

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RESOLUTION 26-05

A RESOLUTION APPOINTING A CHAIR AND BOARD MEMBER TO THE NIBLEY CITY PERSONNEL APPEAL BOARD

WHEREAS, Nibley City Personnel Policy allows for an appeal process for disciplinary decisions; and

WHEREAS, The policy requires the Chair and one board member to be a sitting City Council member.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF NIBLEY CITY, STATE OF UTAH, AS FOLLOWS:

1. _____ is hereby appointed to serve as the Chair of the Nibley City Personnel Appeals Board beginning January 29, 2026 to December 31, 2028.
2. _____ is hereby appointed to serve on the Nibley City Personnel Appeal Board beginning January 29, 2026 to December 31, 2028.

PASSED BY THE NIBLEY CITY COUNCIL THIS _____ DAY OF _____, 2026.

Larry Jacobsen, Mayor

ATTEST:

Cheryl Bodily, City Recorder

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Agenda Item #13

Description	Workshop: 2026 Goals
Presenter	Justin Maughan, City Manager
Recommendation	
Reviewed By	Mayor Larry Jacobsen Justin Maughan, City Manager

Background:

Previous 2025 Goals:

1. Are assets still assets, do we need to sell some of it, specifically next to City Hall?
2. Take a general look at Code Enforcement, both actual code and enforcement policies.
3. Focus Council on legislating and let PZ deal with land use.
4. Participate and be active in Cache Fire District.
5. Continue being the leader in In-Door recreation, and work towards a bond.
6. Increase economic development in the City.
7. Better public notice for code changes.
8. Advertise and let people know about Utah Public Notice Website.
9. Review Emergency plan and policies.
10. Look at water and stormwater rates.
11. Clean up section 19 and 21 of code.
12. Coordinate better with other municipalities and state agencies.

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Nibley City 2026 Goal Workshop

Justin Maughan, PE

29 January 2026

2025 Goals:

1. Are assets still assets, do we need to sell some of it, specifically next to City Hall?
2. Take a general look at Code Enforcement, both actual code and enforcement policies.
3. Focus Council on legislating and let PZ deal with land use.
4. Participate and be active in Cache Fire District.
5. Continue being the leader in In-Door recreation, and work towards a bond.
6. Increase economic development in the City.
7. Better public notice for code changes.
8. Advertise and let people know about Utah Public Notice Website.
9. Review Emergency plan and policies.
10. Look at water and stormwater rates.
11. Clean up section 19 and 21 of code.
12. Coordinate better with other municipalities and state agencies.

2026 Goals:

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