



**NIBLEY CITY PLANNING AND ZONING COMMISSION AND NIBLEY CITY COUNCIL AGENDA
THURSDAY, SEPTEMBER 24, 2026 – 6:30 PM MT**

The anchor location for this meeting shall be Nibley City Hall, 455 W 3200 S, NIBLEY, UT 84321-6337. Pursuant to Utah Code Annotated §52-4-207 and Nibley City Resolution 12-04, this meeting may be conducted electronically. Members of the public may attend the meeting in person at the anchor location identified above or may observe the proceedings live via the YouTube link provided on the Nibley City website. Written public comments intended for consideration by the Planning and Zoning Commission should be submitted to talonb@nibleycity.gov no later than 5:00 PM MT on the Wednesday preceding the meeting to allow for sufficient time for distribution to the Commission. Applicants and other interested parties wishing to provide comments after the submission deadline are encouraged to present such comments during the applicable public hearing.

NIBLEY CITY PLANNING AND ZONING COMMISSION

- 1. Call to Order and Roll Call**
- 2. Discussion and Consideration:** Approval of the August 13, 2026, Meeting Minutes and the Current Agenda

NIBLEY CITY COUNCIL

- 3. Call to Order and Roll Call**
- 4. Discussion and Consideration:** Approval of the Current Agenda

JOINT NIBLEY CITY PLANNING AND ZONING COMMISSION AND NIBLEY CITY COUNCIL

- 5. Workshop:** Transportation Master Plan

Scheduled Adjournment at 8:00 PM MT for the Nibley City Council Meeting

CONTINUATION OF NIBLEY CITY PLANNING AND ZONING COMMISSION

- 6. Public Hearing:** Ordinance 26-14: Amending NCC 19.24.090 and 19.28.060, Redesignating the Appeal Authority for Certain Land-Use Applications
- 7. Discussion and Consideration:** Recommendation for Ordinance 26-14: Amending NCC 19.24.090 and 19.28.060, Redesignating the Appeal Authority for Certain Land-Use Applications
- 8. Workshop:** Home Occupation Regulations and Farm Stands
- 9. Staff Report and Action Items**

Adjourn Nibley City Planning and Zoning Commission Meeting

No agenda item shall begin after 10:00 PM MT without a unanimous vote of the Nibley City Planning and Zoning Commission. Agenda items scheduled late in the evening that are not heard may be continued to the next regularly scheduled meeting. Agenda items may be continued if the Commissioners determine that unresolved issues require further consideration before a motion is made.

Nibley City's next scheduled City Council meeting is on Thursday, October 15, 2026, at 6:30 PM MT.

Nibley City's next scheduled Planning and Zoning Commission meeting is on Thursday, October 22, 2026, at 6:30 PM MT.

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.

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**Nibley City
Planning and Zoning
Commission & City Council
Agenda Item Report
September 24, 2026**

Agenda Item #5: Transportation Master Plan

Description

Workshop: Transportation Master Plan

Department

City Planning, City Engineering

Background

The purpose of this joint workshop is to provide the City Council and Planning and Zoning Commission an opportunity to review and discuss the draft Transportation Master Plan and provide direction/comments to guide staff toward finalization of the Plan.

Topics

- Transportation Master Plan Story Map
- Transportation vision, goals, and engagement summary to date
- Travel demand model, Functional Classification and proposed roadway network and connectivity
- Proposed road cross-section recommendations
- Capital projects and cost estimates for Phase #1 roadway project recommendations
- Policy recommendations
- Discussion and directions seeking
 - Functional classification and roadway network
 - Traffic management toolbox
 - Direction and goals
- Review Transportation Master Plan Draft document

No formal action is requested at this meeting. Staff is seeking feedback and direction from both bodies to help refine the draft Plan before proceeding with the final adoption process. Staff recommends that the City Council and Planning and Zoning Commission review the draft Transportation Master Plan, discuss the proposed recommendations and priorities, and provide feedback and direction to staff. Please direct comments to the City Engineer by October 7, 2026.

A link to the story map that describes the Transportation Master Plan and the efforts taken during its development:

<https://storymaps.arcgis.com/collections/dd52f411cd224937a3157de1932feb32?item=1>



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City Council and Planning
Commission Work Session

Nibley City Transportation Master Plan

September 2026



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I. INTRODUCTION

A. Overview

Nibley City (City) is located at the southern end of Cache Valley, bordered by Logan to the north, Hyrum to the south, and Millville to the east. The City has become one of the fastest-growing communities in the region, with population increasing from 5,440 in 2010 to an estimated 8,900 in 2026 — a roughly 65% increase driven by ongoing residential and commercial development. Significant growth is expected to continue for the foreseeable future.

This Transportation Master Plan (TMP) guides future transportation infrastructure investments by addressing goals identified by the City. Central to this effort is a clear understanding of how the roadway network operates today and how it is expected to perform in the future. Building on an assessment of existing conditions, this TMP forecasts roadway performance to future years 2036 and 2050, identifying deficiencies likely to emerge as land development and population growth continue.

Beyond capacity and infrastructure needs, this TMP establishes transportation management best practices for the City, including access management and connectivity standards, safety strategies, and traffic calming measures. An interactive online [Story Map](#) has been developed to summarize the plan's findings and recommendations.

B. Vision & Goals

In developing this TMP, Nibley City set the following vision:

“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.”

To achieve this vision, the following goals were established as a focus for these planning efforts:

-  Improve mobility and accessibility by ensuring all users can travel safely and efficiently, with equitable access to a connected transportation network.
-  Promote multimodal transportation through the development of infrastructure that supports walking, biking, and transit.
-  Improve transportation safety by reducing traffic-related injuries and fatalities through safer street designs.
-  Support economic vitality by improving access to jobs, goods movement, industrial areas, and business districts through an efficient transportation system.
-  Support safe routes to school by increasing the number of students walking and biking to school through improved sidewalk, crossing, trail connectivity, and traffic calming near schools.

This vision and subsequent goals set the tone for the proposed projects and policies established in this TMP.



C. Previous Studies

Previously completed studies were reviewed to ensure that recommendations in this TMP were consistent with previously completed plans and include the following:



Nibley City General Plan (2026)

The Nibley City General Plan outlines the City's development goals, objectives, and strategies for the future use and distribution of public and private land. It identifies the location of existing arterial, collector, and local streets, as well as existing and proposed mass transit and alternative transportation modes throughout the City. The plan also provides a high-level summary of active transportation and transit needs, and references the City's 2021 Street Master Plan as a foundation for its transportation-related recommendations. Additionally, it provides a general overview of the City's approach to meeting residents' housing needs. for future growth are included at the end of the document.

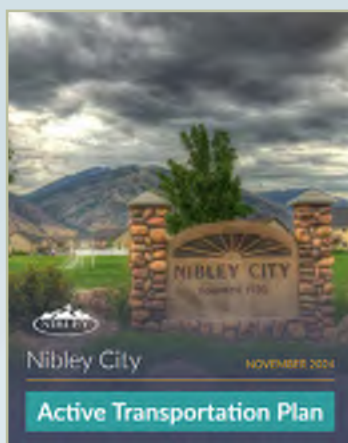
CMPO Comprehensive Safety Action Plan (2025)

The Cache Metropolitan Planning Organization (CMPO) developed this plan to improve roadway safety across the region. It identifies high-crash and high-risk locations, along with the contributing factors behind them, and provides guidance for pursuing implementation funding.



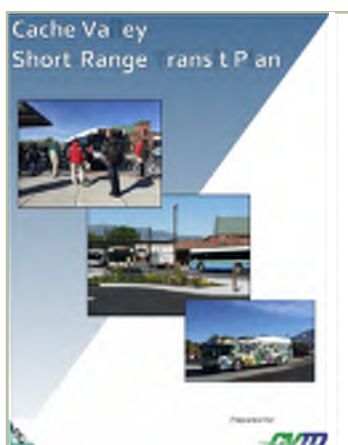
CMPO Regional Transportation Plan (2023)

The CMPO developed its Regional Transportation Plan (RTP) to guide the completion of projects addressing the region's growth and transportation needs through 2050. The plan includes an interactive map displaying the location, phase, type, and status of all RTP projects, encompassing numerous highway, transit, and active transportation improvements that are discussed in greater detail later in this report.



Nibley Active Transportation Plan (2024)

Nibley's Active Transportation Plan (ATP) evaluates the current state of pedestrian and bicycle infrastructure within the City. It evaluates potential opportunities to improve existing street and trail corridors to better suit pedestrians and bicyclists. It also establishes policies and plans to ensure the creation and preservation of an accessible, connected, and safe active transportation network. The plan proposes expanding the existing active transportation network from 8.5 miles to more than 75 miles.



CVTD Short-Range Transit Plan (2017)

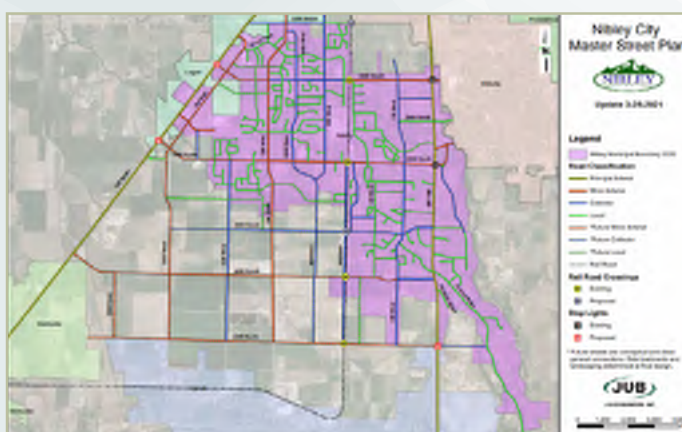
The Cache Valley Transit District (CVTD) prepared this short-range transit plan (SRTP) to allow them to better meet the needs of Cache Valley. This SRTP includes a five-year plan that identifies unmet needs and provides recommendations for how to best meet these needs. Additionally, it includes both short-term service changes and long-term service priorities.

Nibley Transportation Master Plan (2019)

This plan provides a brief history of Nibley City and documents existing (2019) socioeconomic conditions as a foundation for planning the City's transportation system. It evaluates existing and future roadway network conditions and traffic volumes, and establishes a plan for traffic calming, street improvements, and capital facilities. Projects are organized into Phase II (2025–2034), Phase III (2035–2040), and Unfunded (beyond 2040) categories to mitigate the effects of population growth through 2050; Phase I (2015–2024) projects are assumed to have been completed.

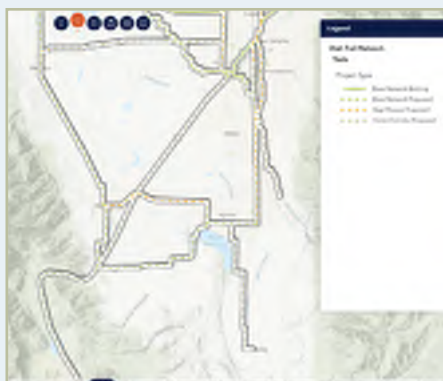


How does this TMP relate to previous plans? This Transportation Master Plan builds directly on Nibley City's previous TMP, Active Transportation Plan, and General Plan, carrying forward and updating their recommendations based on current data and community input. Where prior plans identified goals such as reducing speeds, improving connectivity, and calming key corridors, this update translates those goals into specific, prioritized projects and strategies.



Nibley Street Master Plan Update (2021)

This updated street master plan map illustrates the functional classification of existing and future Nibley roadways, including their locations, along with existing and proposed railroad crossings and traffic signals.



Utah Trail Network Master Plan (2025)

This plan, provided by the UDOT Trails Division, outlines existing and future trails that will be part of the Utah Trail Network. This network is made up of trails that operate as the “interstates” of regional active transportation networks.

Cache County Trails & Active Transportation Master Plan (2018)

The Cache County Trails & Active Transportation Master Plan documents existing and future trails that will help to connect Cache communities and public lands. Recommendations are provided regarding the trail system and trail amenities, and a plan is put forth for maintenance and implementation.



D. TMP Development

To help ensure existing and future needs are met while providing a clear vision for Nibley to grow and change, METHODS Consulting facilitated a TMP project team, coordinated with neighboring jurisdictions, met with the planning commission and city council, conducted public engagement, and held coordination meetings with additional entities. Each of these efforts are summarized below.

Project Team

A project team was established consisting of City personnel, a Planning Commission member, a City Council member, the mayor and staff from METHODS. This group met throughout the planning process, beginning with a kickoff meeting and continuing through monthly coordination meetings, coordination with neighboring jurisdictions, and coordination with the Planning Commission and City Council.

Technical Advisory Committee (TAC) Coordination

On Wednesday, April 29th, 2026, Nibley City hosted a working lunch with the TAC, including prominent stakeholders, neighboring cities, UDOT, Connect Transit, and CMPO, to coordinate the update of the City's TMP with surrounding jurisdictions. The consultant facilitated a review of each agency's existing and future transportation plans.

The following organizations were invited:

- Nibley City
- Logan City
- Millville City
- Wellsville City
- Hyrum City
- Cache County
- Connect Transit
- Nibley Elementary School
- Thomas Edison Charter School
- Cache County School District
- Bear River Health Department
- Cache County Fire District
- UDOT
- CMPO



Meeting topics included regional transit plans, regional and local active transportation plans, and future roadway projects planned in nearby cities. Additionally, representatives from schools within the City shared transportation priorities and concerns, including speed control, accessibility, and opportunities to increase active transportation. Notes from the TAC coordination luncheon can be found in [Appendix X](#).

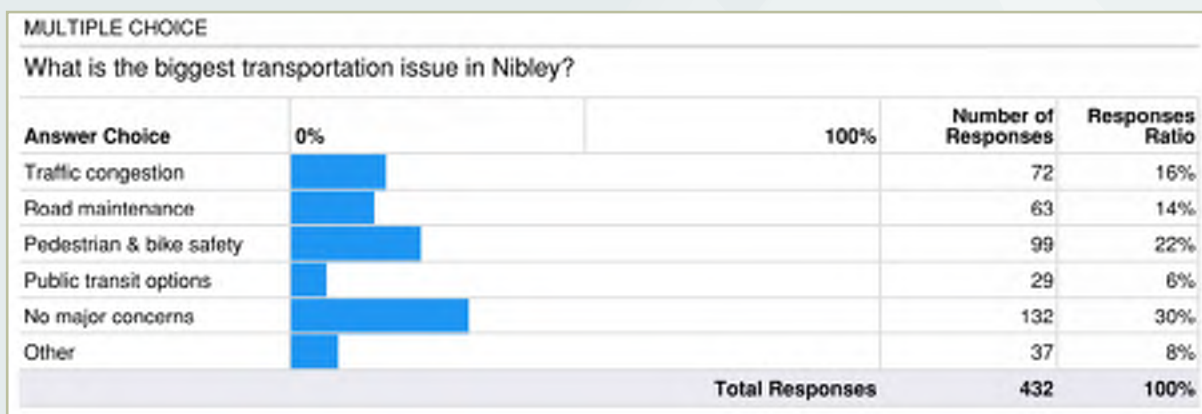
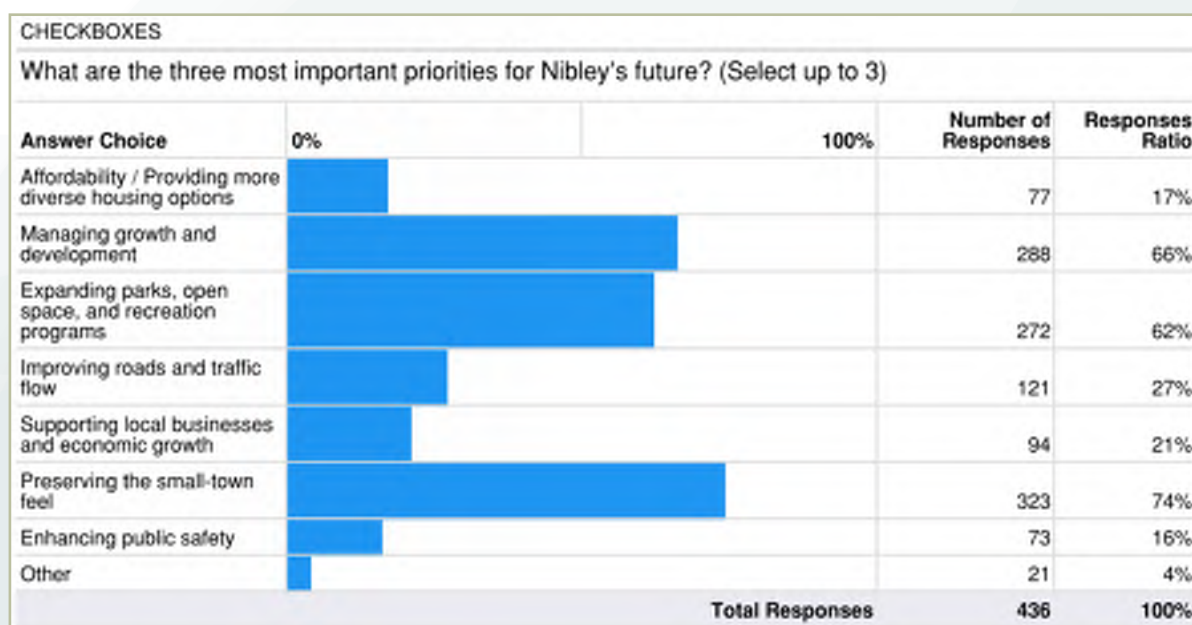


Nibley General Plan Survey

The 2025 Nibley General Plan community survey drew participation from over 440 residents, providing clear and actionable feedback to guide the City's long-term vision and policy direction. The following summarizes results from the priorities and transportation sections of the survey; complete results are available in the appendix of the Nibley General Plan.

Among the eight priorities identified for Nibley's future, improving roads and traffic flow ranked fourth, behind preserving the small-town feel (74%), managing growth and development (66%), and expanding parks, open space, and recreation programs (62%).

When asked about the biggest transportation issue facing the City, 30% of respondents indicated no major concerns, the most common response. **Among those who identified a specific issue, pedestrian and bike safety was the leading concern at 22%**, followed by traffic congestion (16%) and road maintenance (14%). Public transit options were cited least frequently (6%).

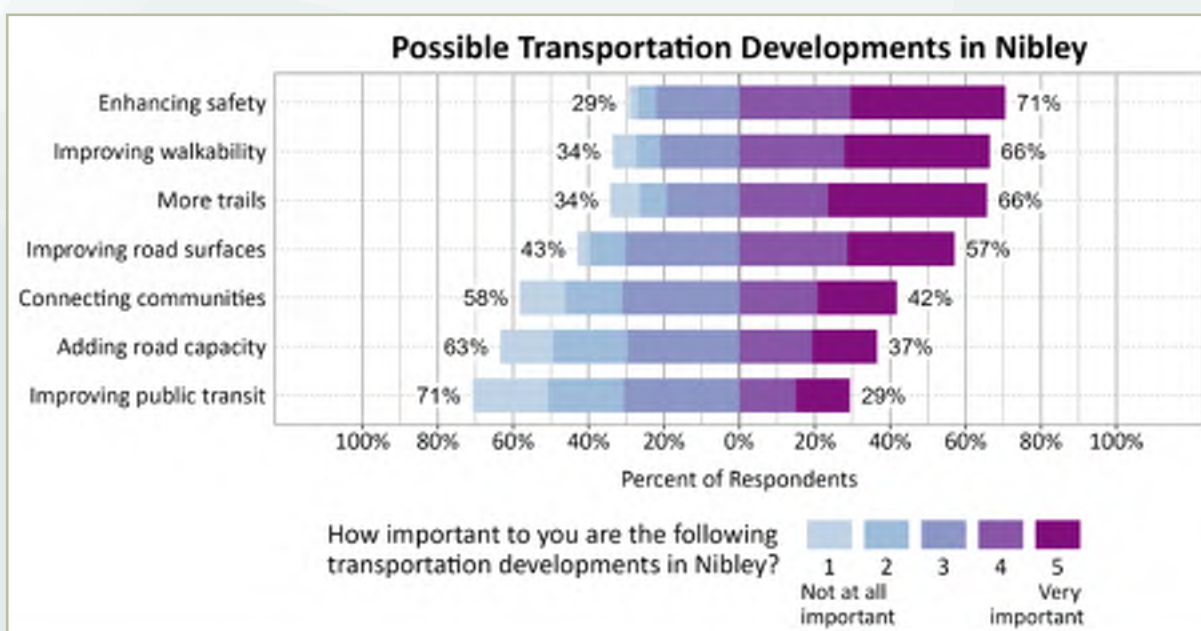


Nibley Wellbeing Survey (2024)

The [Nibley Wellbeing Survey](#) is part of the Utah Wellbeing Project, a statewide effort led by Utah State University in which 51 Utah cities participate to assess resident wellbeing and local perspectives to inform city planning. Nibley's 2024 survey received 319 viable responses, representing about 7.3% of the City's adult population with a margin of error of roughly 5.3%.

Transportation-related takeaways:

- **Travel modes:** Nearly all respondents (100%) rely on a personal car as a primary mode of transportation, while 42% also walk, 26% bike, 8% carpool, and only 6% use public transportation regularly.
- **Barriers to travel:** Travel time (47%) and cost (32%) were identified as the most common barriers to personal travel, followed by lack of routes (30%) and safety concerns (24%).
- **Priorities for improvement:** Enhancing safety (71%), improving walkability (66%), and adding more trails (66%) ranked as the most important transportation developments to residents, while improving public transit (29%) and adding road capacity (37%) ranked lowest in importance.
- **Community concerns:** Traffic ranked among the top four community concerns overall (75%), behind open space/ green space (80%) and public safety (76%).



Together, these findings reinforce a consistent resident priority on safety, walkability, and trail connectivity over expanding vehicle capacity or transit. This pattern aligns with the TMP's emphasis on active transportation and safe routes to school.



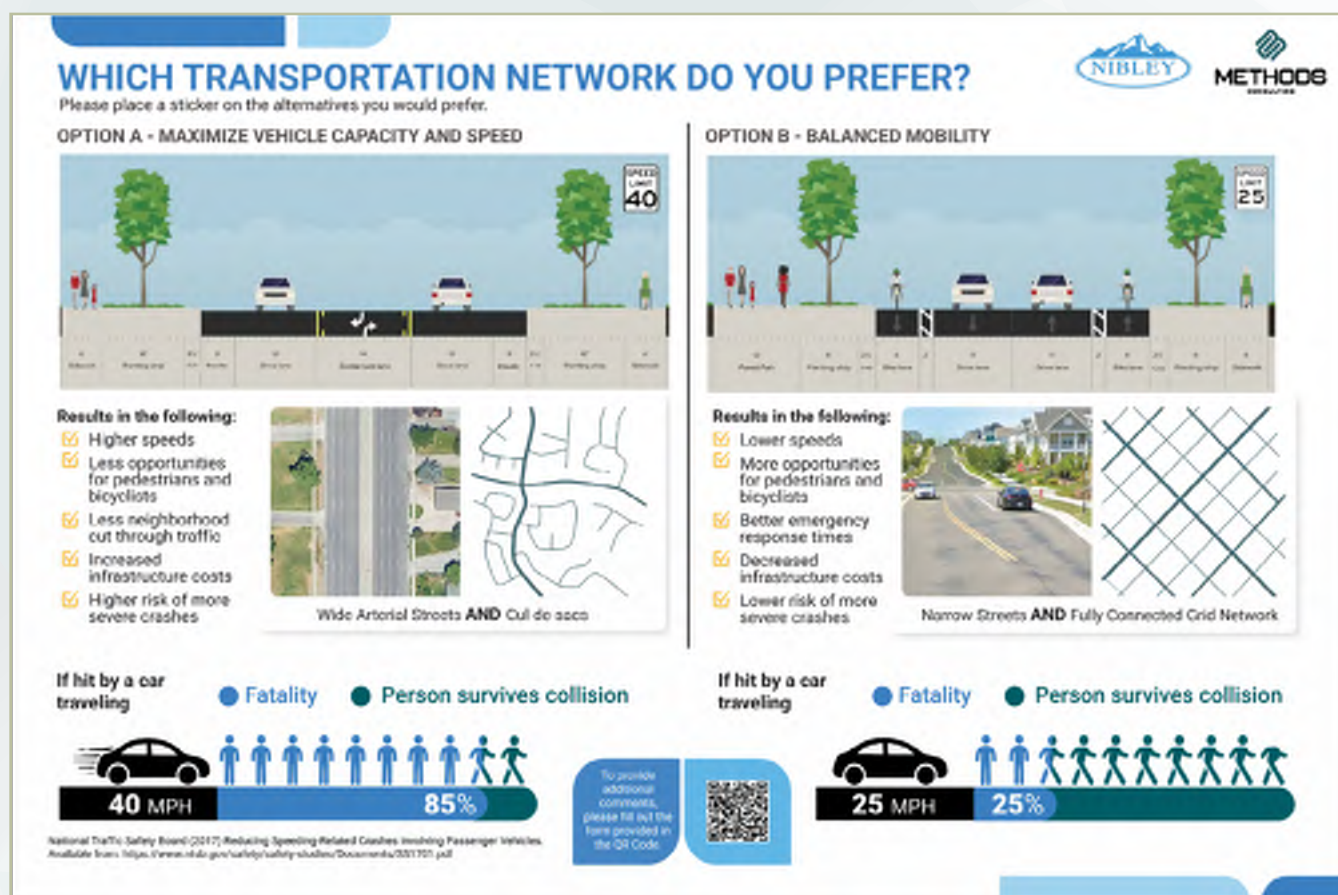
Heritage Days Visual Survey

On June 20, 2026, Nibley residents completed interactive visual surveys at Heritage Days to provide input for the Transportation Master Plan. Three survey boards collected preferences on transportation networks, infrastructure treatments, and safety concerns.

Key Findings:

- Overwhelming Balanced Mobility Support: 73.5% prefer Balanced Mobility with narrow streets, lower speeds, and connected networks, versus 26.5% for maximizing vehicle capacity/speed.
- Top Infrastructure Requests: Single Lane Roundabouts (67), Radar Speed Signs (37), Paved Paths (33), Pedestrian Crossing Art (32), Sidewalks (31), and Raised Crosswalks (23).
- Travel to School Transportation Mode: 47 kids driven to school vs. 36 walking/31 biking

In addition to the visual preference survey, participants were able to place markers on a city map and write comments to indicate where and why they feel unsafe while traveling in Nibley. Safety concerns cluster around 800 West, 1200 South, 1200 West, and school zones. Top infrastructure requests at these locations include roundabouts, speed management, and sidewalks. A detailed summary of these results are found in **Appendix X**.



WHICH TRANSPORTATION NETWORK DO YOU PREFER?

Option A: Maximize Vehicle Capacity & Speed	26	26.5%
Option B: Balanced Mobility	72	73.5%

What type of transportation solutions do you support in Nibley?

Residents were invited to participate in a visual dot survey by placing a colored dot on the transportation infrastructure types they would like to see more of in Nibley. The results below reflect the total number of votes each option receives, along with their corresponding percentages.

INTERSECTIONS	COUNT	%
Single Lane Roundabout	67	59.3%
Mini Roundabout	12	10.6%
Raised Intersection	2	1.8%
Roundabout Art	19	16.8%
Painted Intersection Bike Crossing	13	11.5%

PEDESTRIAN CROSSINGS	COUNT	%
Pedestrian Safety Island	12	13.5%
Raised Crosswalk	23	25%
Flashing Beacons	22	23.9%
Curb Extension	3	3.3%
Pedestrian Crossing Art	32	34.8%

WALKING & BIKING	COUNT	%
Bike Lane	10	8.1%
Buffered Bike Lane	27	22%
Two-Way Cycle Track	22	17.9%
Sidewalk	31	25.2%
Paved Path	33	26.8%

SPEED MANAGEMENT	COUNT	%
Speed Tables	21	26.6%
Roadway Narrowing	6	7.6%
Radar Speed Sign	37	46.8%
Chicane (Curve in Road)	6	7.6%
Neighborhood Traffic Circle	9	11.4%

FOR KIDS: HOW DO YOU GET TO SCHOOL?	COUNT	%
Walking	36	29%
Biking	31	25%
Parents Drive Me	47	37.9%
Bus	10	8.1%

Open Survey

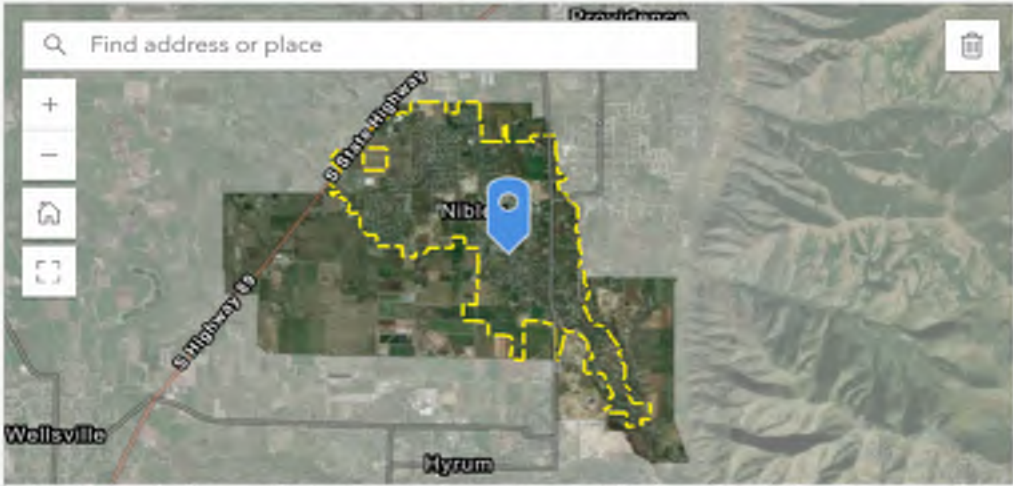
From May to September 2026, Nibley City collected 67 open-ended, map-based comments as part of the TMP public engagement process. This survey provided residents with the opportunity to select a location and describe the issue or opportunity at this location and any suggestions or ideas for improvement.

Help Shape Transportation in Nibley

Nibley City is planning for the future of its transportation system, and your input is essential. Whether you walk, bike, drive, or roll, your experiences help us better understand what is working well and where improvements are needed.

1. Select a Location

Click on the location that best represents your comment



Pedestrian and school-related safety emerged as the most consistent theme, with numerous residents identifying specific intersections and corridors — including 2450 South, 1200 West, 3200 South, and areas near Thomas Edison and Heritage Elementary — where inadequate crosswalks, poor lighting, and speeding vehicles create hazards for children walking or biking to school. Speeding was the second most frequently cited concern, raised on residential streets such as 2600 South, 600 West, and 1500 West, where residents reported vehicle speeds well above posted limits and requested countermeasures.

Feedback on existing traffic calming infrastructure, particularly the concrete barriers and narrowed bike lanes on 1200 West, was notably mixed: several residents praised recent modifications (e.g., removed concrete barriers) while others argued the current design creates its own safety hazards and should not be repeated elsewhere in the City. The full text of all open-ended survey comments is provided in [Appendix X](#).

Public Open House

Text to be completed

E. Nibley Characteristics

This section discusses the existing and future land use and demographics of the City. The land use and demographic characteristics are used in the travel demand modeling process to project traffic volumes and determine future transportation needs.

Land Use

As land-use directly drives the quantity and location of new trips, it is essential to identify changes in future land-use to understand the needs of the future transportation network. As new areas develop and existing areas redevelop over time, changes to the transportation network are often needed to accommodate the associated growth and changes in travel demand. The zoning and future land use maps can be found on the [City's website](#). The most recent future land use map was adopted in 2026 and was referenced for this TMP.

Demographics

This section discusses the demographics of Nibley City and provides statistical characteristics of human populations, such as income, employment, household size, and journey to work. These characteristics have a direct impact on the transportation needs of the City.

Population

Nibley has experienced steady population growth over the past 20 years. The most recent 2020 census showed Nibley with a population of 7,328 (an increase of approximately 1,890 since the previous 2010 survey). The estimated population in 2026 is 8,940. Historical population census data is shown below in **Table 1**.

The population in Nibley is expected to increase by approximately 9,500 by 2050, or more than double the 2026 estimated population. This growth projection reflects local refinements to future population forecasts initially developed by Cache Metropolitan Planning Organization (CMPO) planning staff for the Cache Travel Demand model using data and analysis from the Kem C. Gardner Policy Institute. Refinements for this study account for recently permitted projects including Maple View Middle School, and analysis of previous growth patterns performed by City planning staff. **Table 2** below shows a breakdown of projected population growth between 2026 and 2050.

TABLE 1: HISTORIC POPULATION GROWTH	
Year	Population
1980	1,036
1990	1,236
2000	2,045
2010	5,438
2020	7,328

TABLE 2: PROJECTED POPULATION FORECAST		
Year	Population	% Change
2026	8,900	22% (2020 to 2026)
2036	14,900	67% (2026 to 2036)
2050	18,400	24% (2036 to 2050)

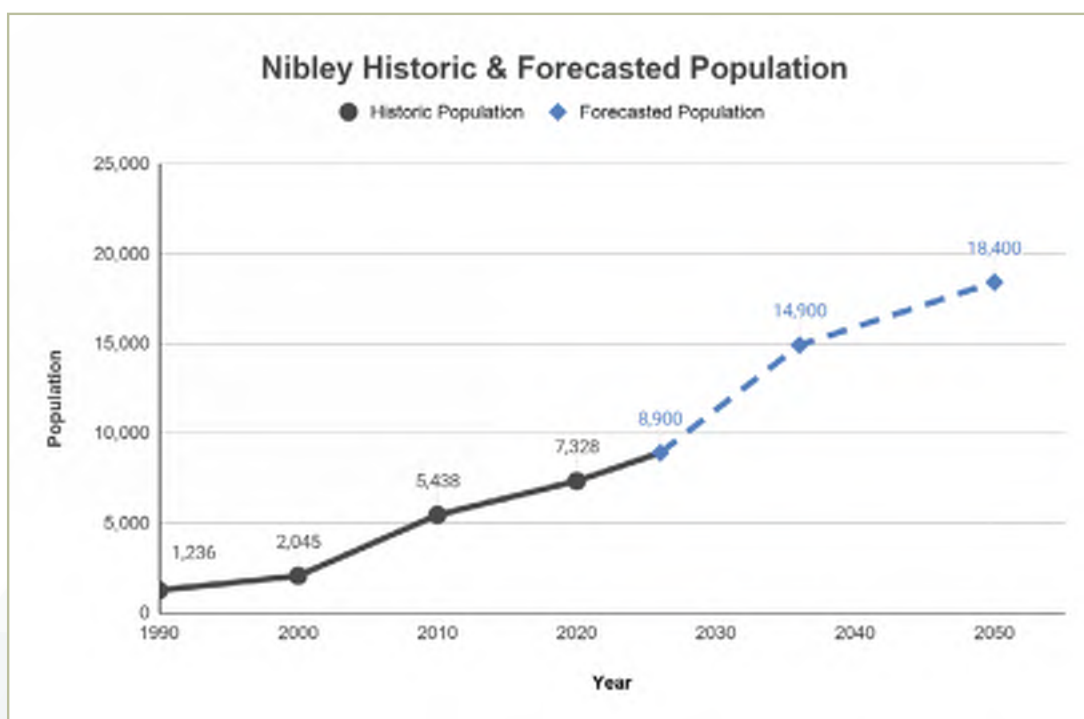


FIGURE 1: Historical and Projected Nibley Population

Households Employment and Journey to Work

According to US Census 2020-2024 estimates, there were approximately 2,193 households with an average of 3.62 people per house in Nibley. Most housing in Nibley is single-family homes. The median household income was \$108,072 (2024 dollars). The average travel time to work for those who are 16 and older was 18.0 minutes.

Figure 2 shows that the number of workers who live in Nibley and travel elsewhere for work was more than 3 times larger than those workers living elsewhere who traveled into the City for work in 2023. Less than 5% of the City's workforce both live and work in the City.



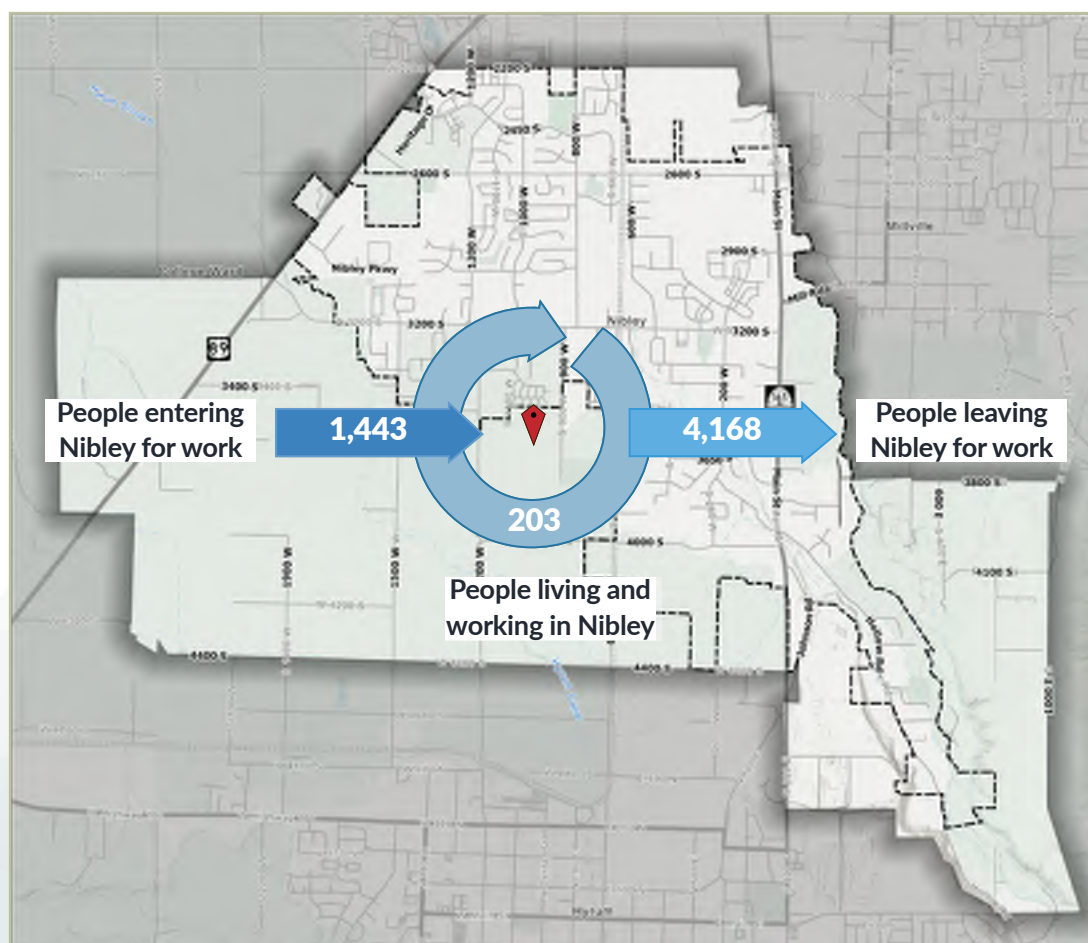


FIGURE 2: Worker In-Flow and Out-Flow (2023)



II. ROADWAY NETWORK

A. Overview

The purpose of the transportation network analysis is to identify existing and future deficiencies in the roadway network that may occur due to increased vehicular traffic associated with land development and population growth. Traffic conditions are examined for the base year (2026) and two future years (2036 and 2050), and recommendations for future improvements are discussed.

B. Roadway Functional Classification

Roads are categorized into a hierarchical system based on roadway attributes such as speed, access and right-of-way (ROW) width. The higher a street classification, the more capacity it provides at the cost of limited access. Lower street classifications have less capacity, but more access. The functional classification of a roadway indicates the road's role 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).

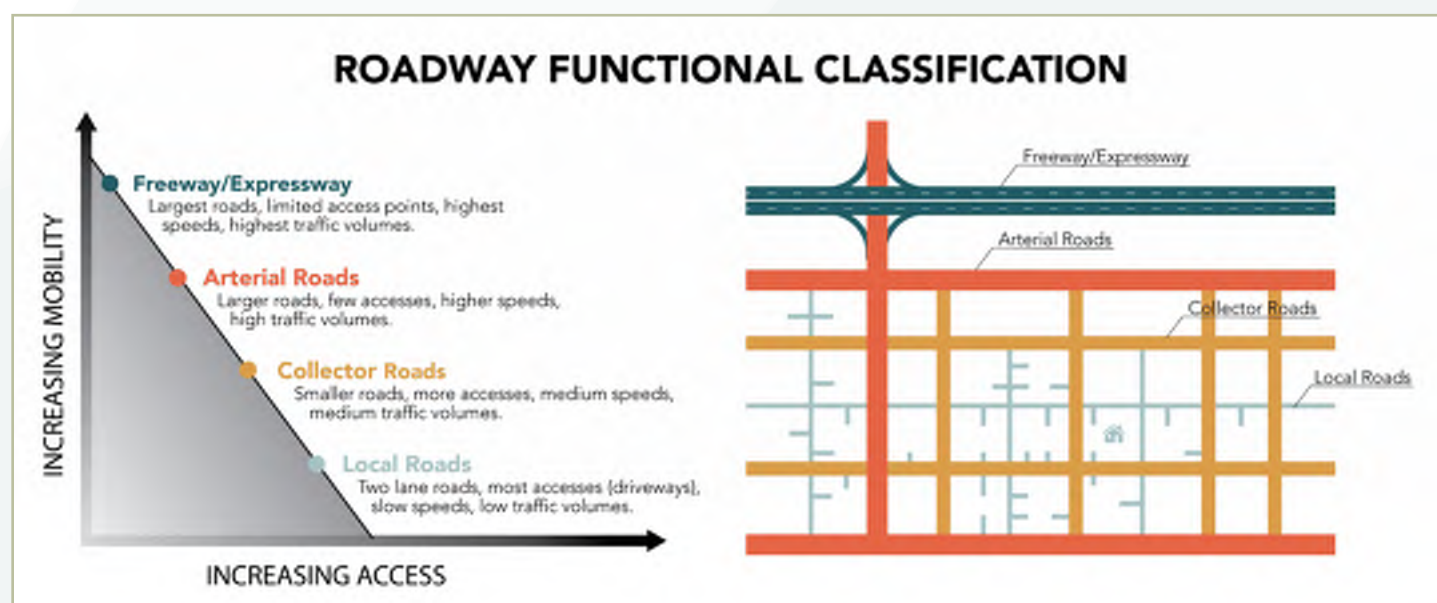


FIGURE 3: Functional Classification Definitions

The City's functional classifications used in this TMP include:

- Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local

The cross section for each functional classification is shown in **Figures 4 through 7** below. Key cross sectional elements for each of these classifications are summarized in **Table 3**. Roadway cross sections throughout this Plan incorporate a variety of side treatments (**Figure 8**), tailored to the active transportation facilities called for in the City's Active Transportation Plan, applicable City street standards, and the judgment of City staff based on the specific context of each corridor. The existing and future functional classification maps are shown in **Figures 10 and 11**.

TABLE 3: NIBLEY KEY CROSS SECTION ELEMENTS

Functional Classification	# of Lanes	ROW Width (ft)	Maximum Asphalt Width (ft)
Principal Arterial		Varies (UDOT Facilities)	
Minor Arterial	3	99	53
Major Collector	2	80	41
Minor Collector	2	66	29
Local	2	60	29

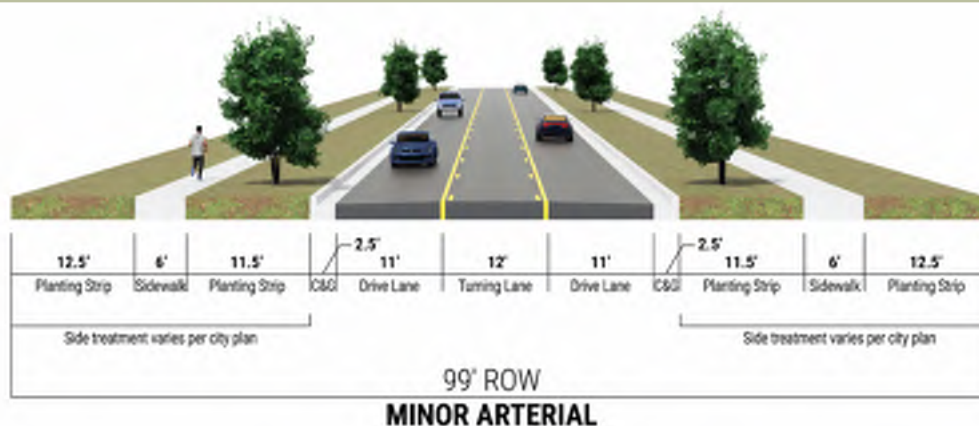


FIGURE 4: Minor Arterial Cross Section

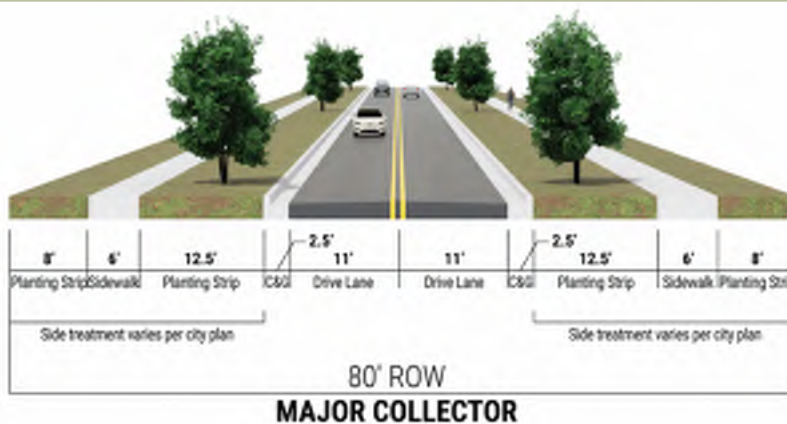


FIGURE 5: Major Collector Cross Section

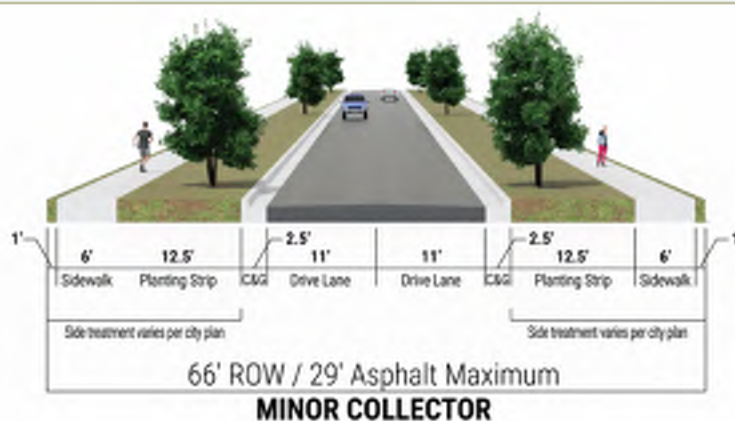


FIGURE 6: Minor Collector Cross Section

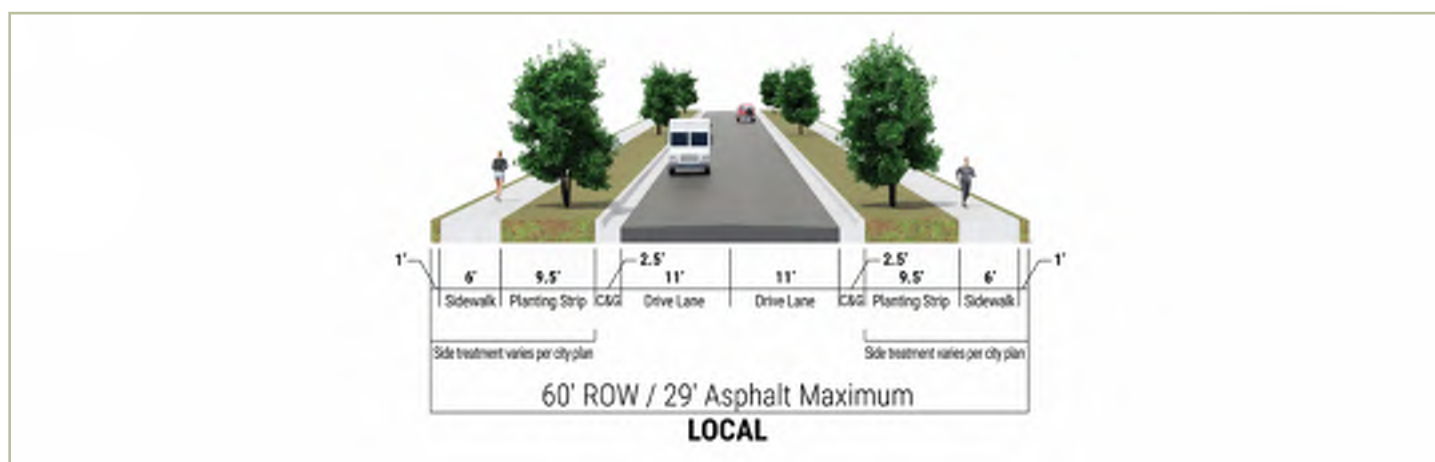


FIGURE 7: Local Cross Section

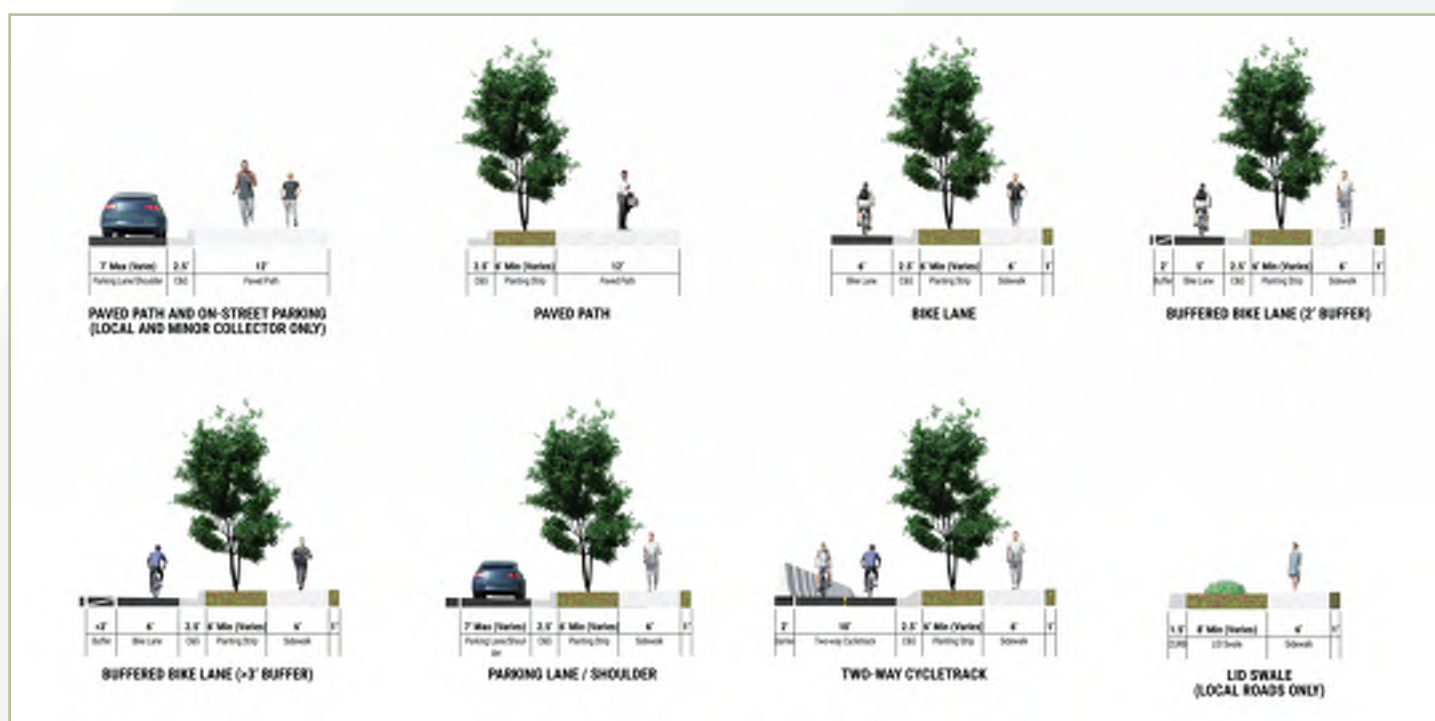


FIGURE 8: Cross Section Side Treatments

3200 South

3200 South serves as the primary east-west corridor through Nibley City, connecting US-89/91 to the west with SR-165 to the east while providing direct access to key community destinations, including the elementary school, junior high school, City Hall, and the City's regional parks. Given this central role and the volume of pedestrian and bicycle activity generated by adjacent schools and parks, it is essential that 3200 South not become a barrier to active transportation users. Recent speed data collection along the corridor recorded average travel speeds of approximately 40 MPH against a posted speed limit of 35 MPH, underscoring the need to prioritize traffic calming as part of any future improvements. To address these concerns, the proposed cross section for 3200 South, shown in **Figure 9**, incorporates buffered bike lanes consistent with the City's Active Transportation Plan, along with pedestrian refuge islands to support safe crossing of the three-lane roadway section. The proposed cross section also includes urban, pedestrian-scale lighting to enhance placemaking along the corridor and improve the overall experience and comfort of active transportation users.

There may also be an opportunity to rebrand 3200 South with an unofficial identity, such as “Nibley Way (3200 South)” or another branded name, to reflect its essential and evolving role as the community’s central east-west corridor while retaining “3200 South” as its coordinate-based address reference.

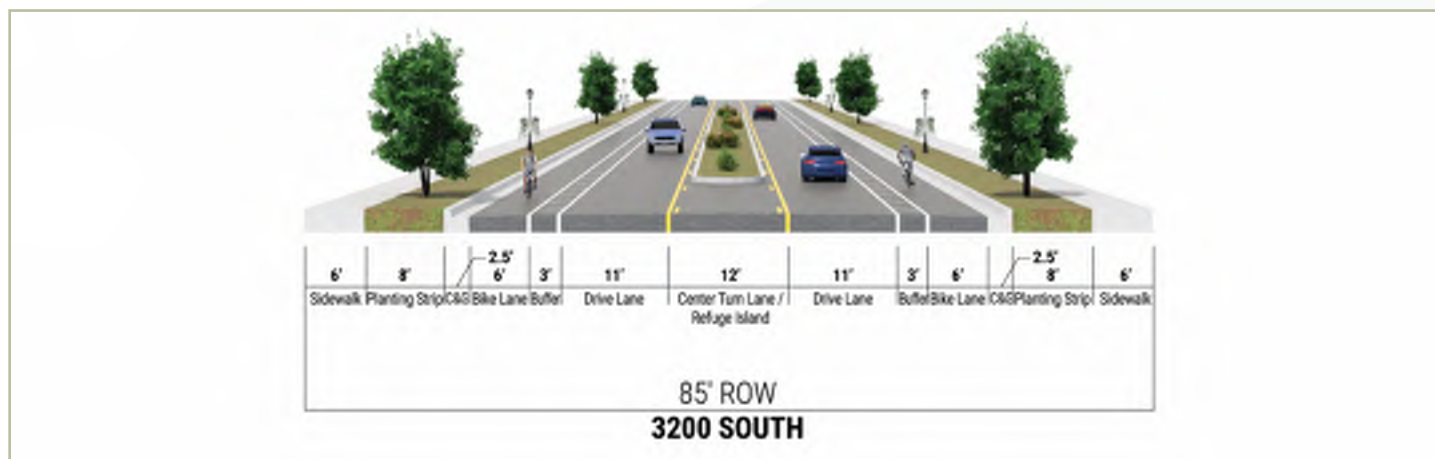


FIGURE 9: 3200 South Cross Section



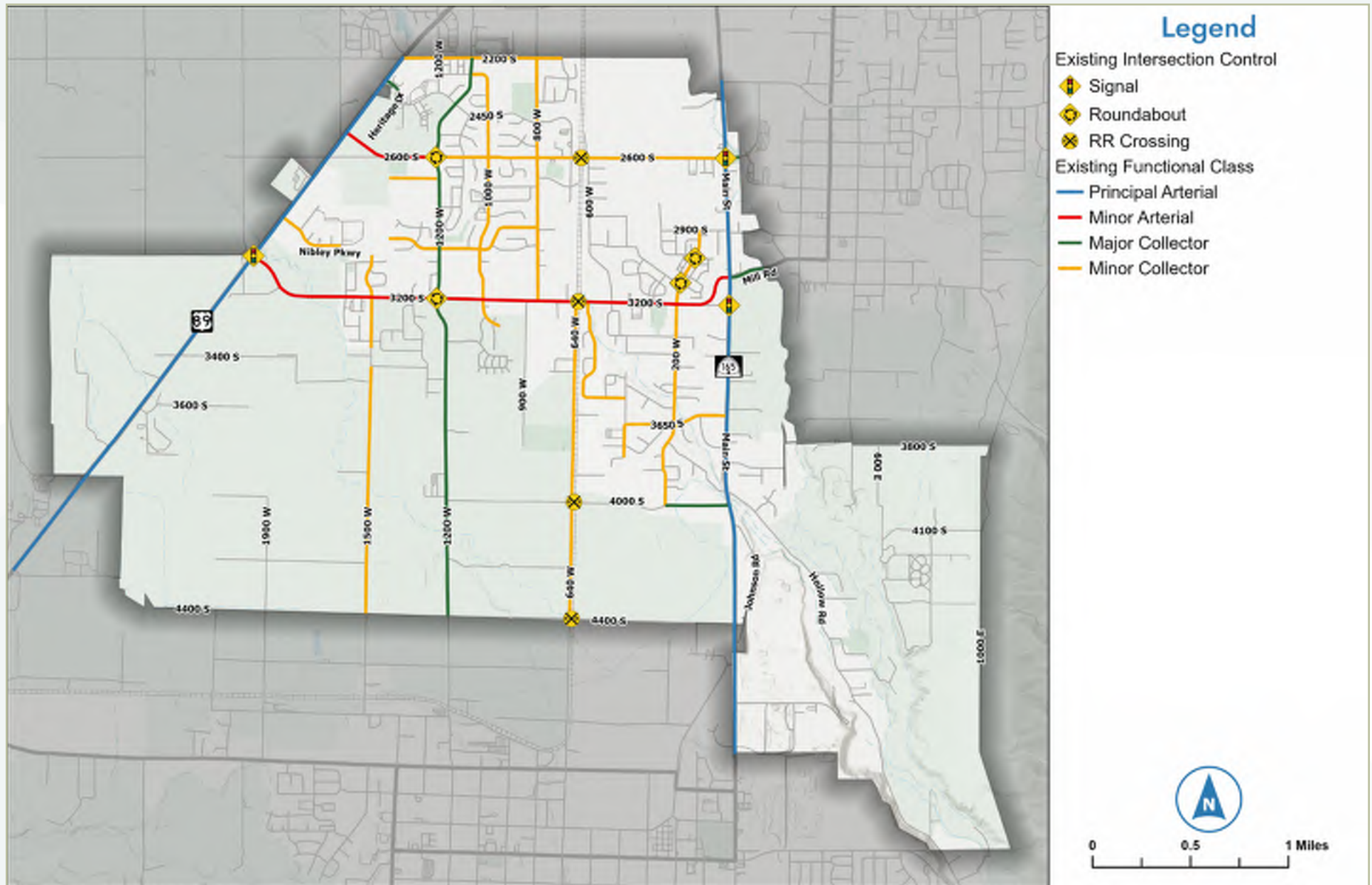


FIGURE 10: Existing Functional Classification and Intersection Control

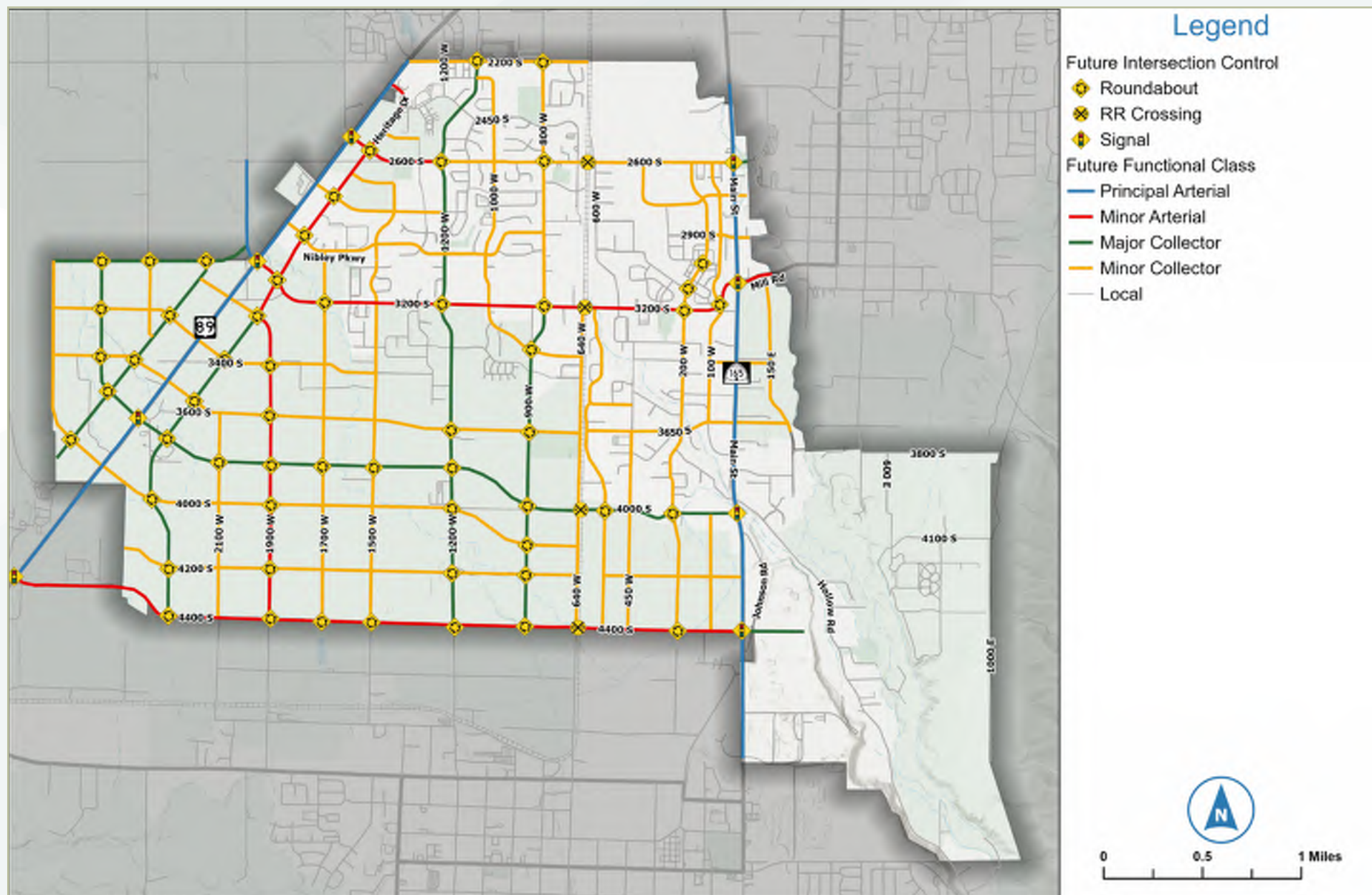


FIGURE 11: Future Functional Classification and Intersection Control

C. Level of Service Definition

Roadway traffic congestion is reported using the term “Level of Service” (LOS), which is a planning term that describes the roadway’s operating performance. Roadway segments are assigned LOS categories based on the calculated density of vehicle flow, or the volume-to-capacity (VC) ratio. LOS is reported on a scale from A to F, with A representing free-flow conditions and F representing highly-congested conditions. For this analysis, daily LOS is calculated for study roadway segments using the projected Average Daily Traffic (ADT) for each roadway segment and capacities informed by lane count and functional classification. Descriptions for each LOS letter designation are shown in **Figure 12** and the accompanying range of volume traffic volumes are shown in **Table 4**.¹

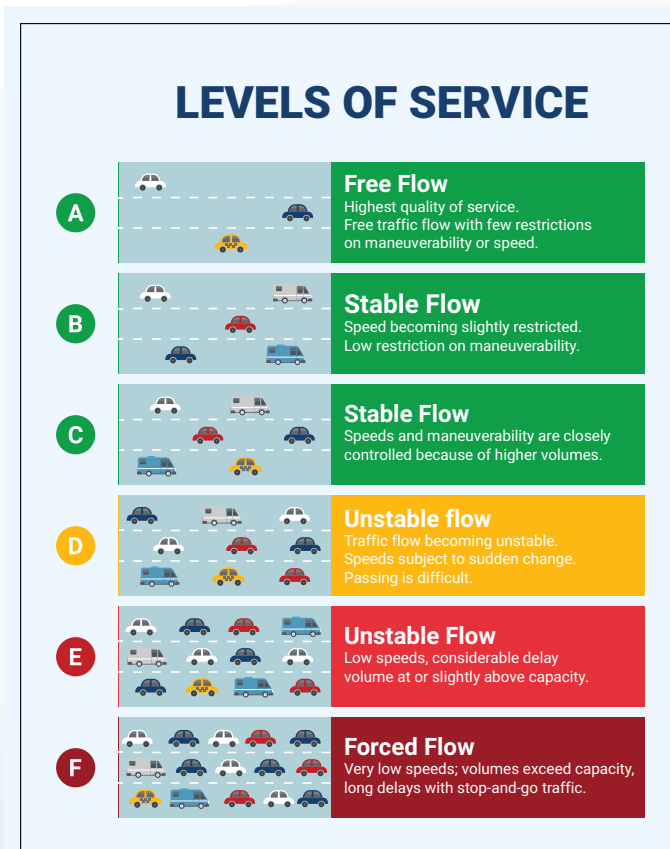


FIGURE 12: Level of Service Definitions

TABLE 4: LEVEL OF SERVICE CAPACITY RANGES					
Functional Classification	Lanes	LOS A-C	LOS D	LOS E	LOS F
Collectors & Arterials	2	< 9,375	9,375 to 10,625	10,625 to 12,500	> 12,500
	3	< 13,350	13,350 to 15,130	15,130 to 17,800	> 17,800
	5	< 35,700	35,700 to 40,460	40,460 to 47,600	> 47,600

For the purposes of this plan, a minimum overall roadway performance of LOS D is considered acceptable. If LOS E or F for a roadway is calculated, explanations and/or mitigation measures are presented.

D. Existing (2026) Conditions

To accurately identify existing conditions on the roadway network in Nibley City, the consultant team gathered traffic data collected by the City. Data used for the Transportation Master Plan was collected on April 27, 2026, at various locations throughout the City, and includes Average Daily Traffic (ADT) and 85th percentile speeds, summarized in **Figure 13** below.

¹ Level of service volume ranges reflect assumed capacity levels for typical sections of the roadway type and cross-section indicated. In select locations, capacity adjustments are applied for this analysis based on local conditions including the presence of turn lanes, intersection spacing, access management, and engineering judgment.

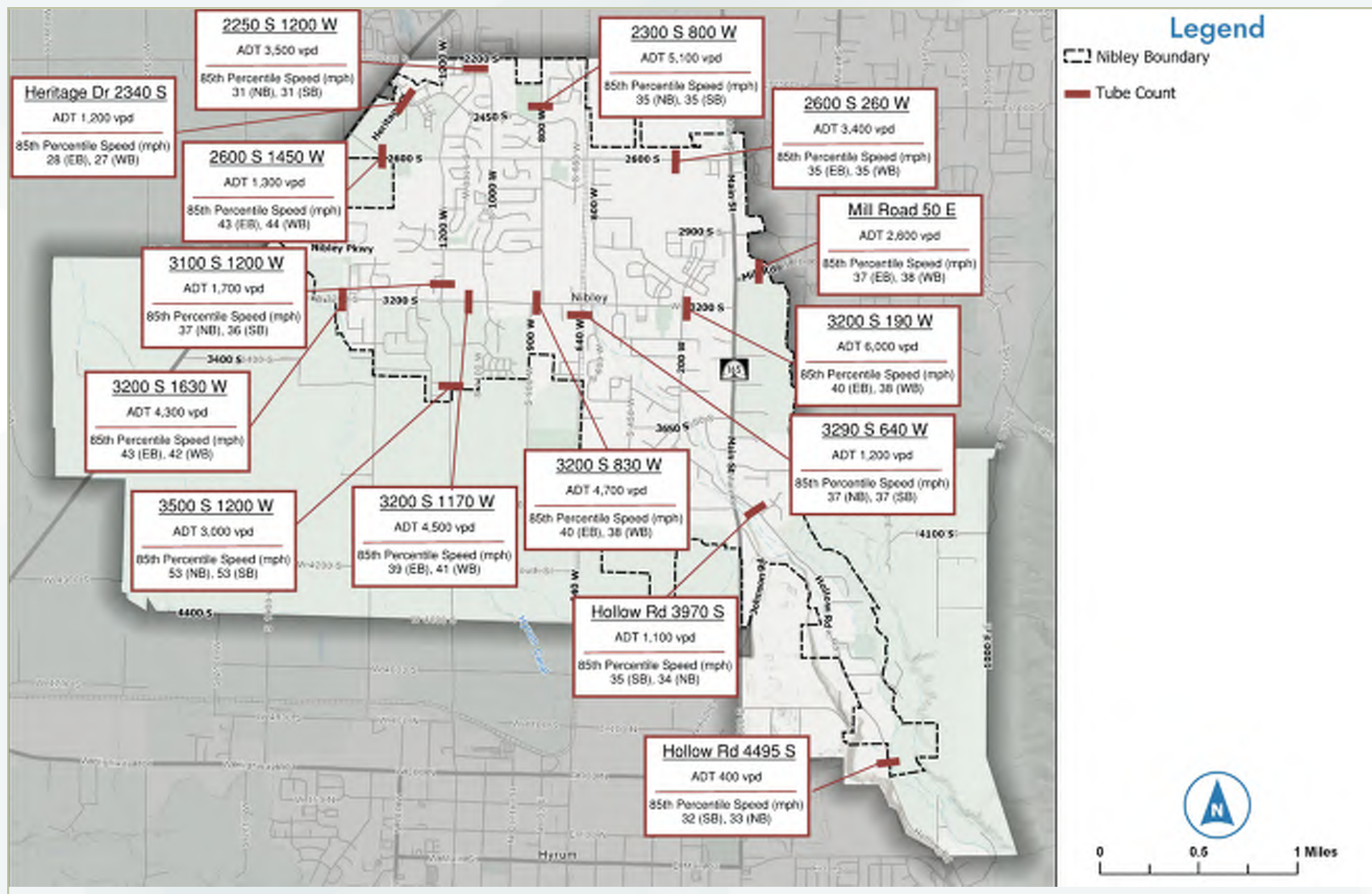
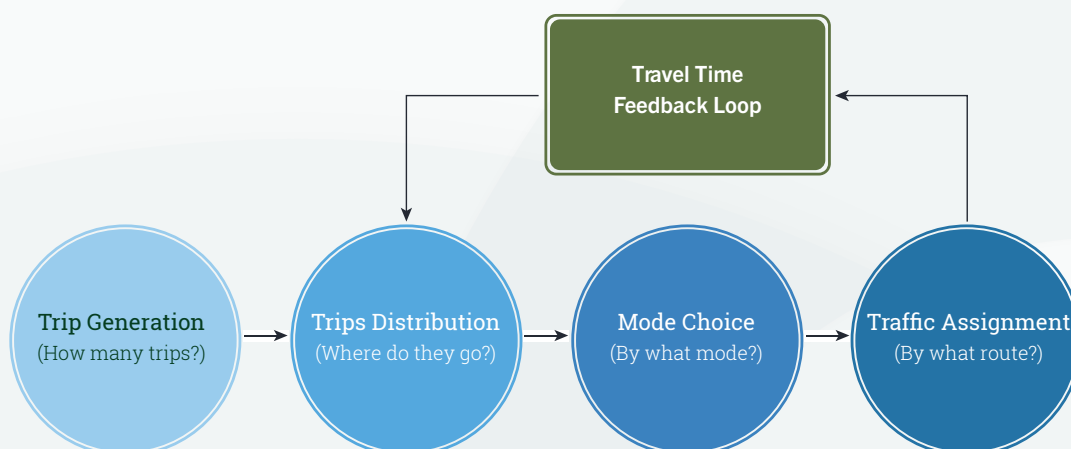


FIGURE 13: Average Daily Traffic and Speed Data Collection

Traffic data from UDOT's Automated Traffic Signal Performance Metrics were also used to help identify traffic volumes on state roads. Traffic volumes from these sources were compiled and used to refine and calibrate the travel demand model, which is used to analyze traffic conditions and is discussed in more detail below. Base year (2026) volumes on Nibley roads were used to calculate levels of service using criteria from **Table 4** and are presented below in **Figure 14**. All roadways in Nibley are currently operating at LOS C or higher.

E. Travel Demand Forecasting

The transportation network analysis was performed using a locally-refined copy of the latest draft version of the Cache Travel Demand Model (v3.1), dated May 8, 2026. The model is a complex planning tool developed and maintained by the Cache Metropolitan Planning Organization (CMPO). The Travel Demand Model employs the classic four steps of travel demand modeling of trip generation, distribution, mode choice, and assignment to develop traffic forecasts. These steps are executed sequentially and iteratively to determine how many trips (generation) are made between origin and destination pairs (distribution), using which form of transportation (mode choice), and following which paths (assignment). Person trips are generated based on input socioeconomic data including population, households, and employment within geographic units referred to as Transportation Analysis Zones (TAZs). After distribution and mode choice, vehicle trips between origin and destination TAZ pairs are assigned to the roadway network using optimized paths identified through iteration to account for network congestion.



For this analysis, the travel demand model was updated to include a more detailed roadway network and more refined base and future-year socio-economic data in Nibley. Travel demand modeling was performed in Bentley Cube version 6.5.1.

METHODS reviewed and updated the roadway network to reflect 2026 conditions. This included adding recently constructed roadways, refining TAZ centroid connections, and adding detail to the roadway network.

Base year (2026) household and employment estimates were initially developed by CMPO for the CMPO Regional Transportation Plan. Combined household and employment densities for 2026 are shown below in **Figure 15**.

Base year ADT estimates from the refined travel model were compared with the recent count data. Where the travel demand model over or under-estimated current traffic volumes, adjustment factors were identified and applied to both base-year and future traffic projections to account for inherent imperfections in the travel demand model and to provide the best possible future traffic volume projections.

Details regarding modeling specifics such as roadway network, demographics, and scenario testing are described in the sections below.

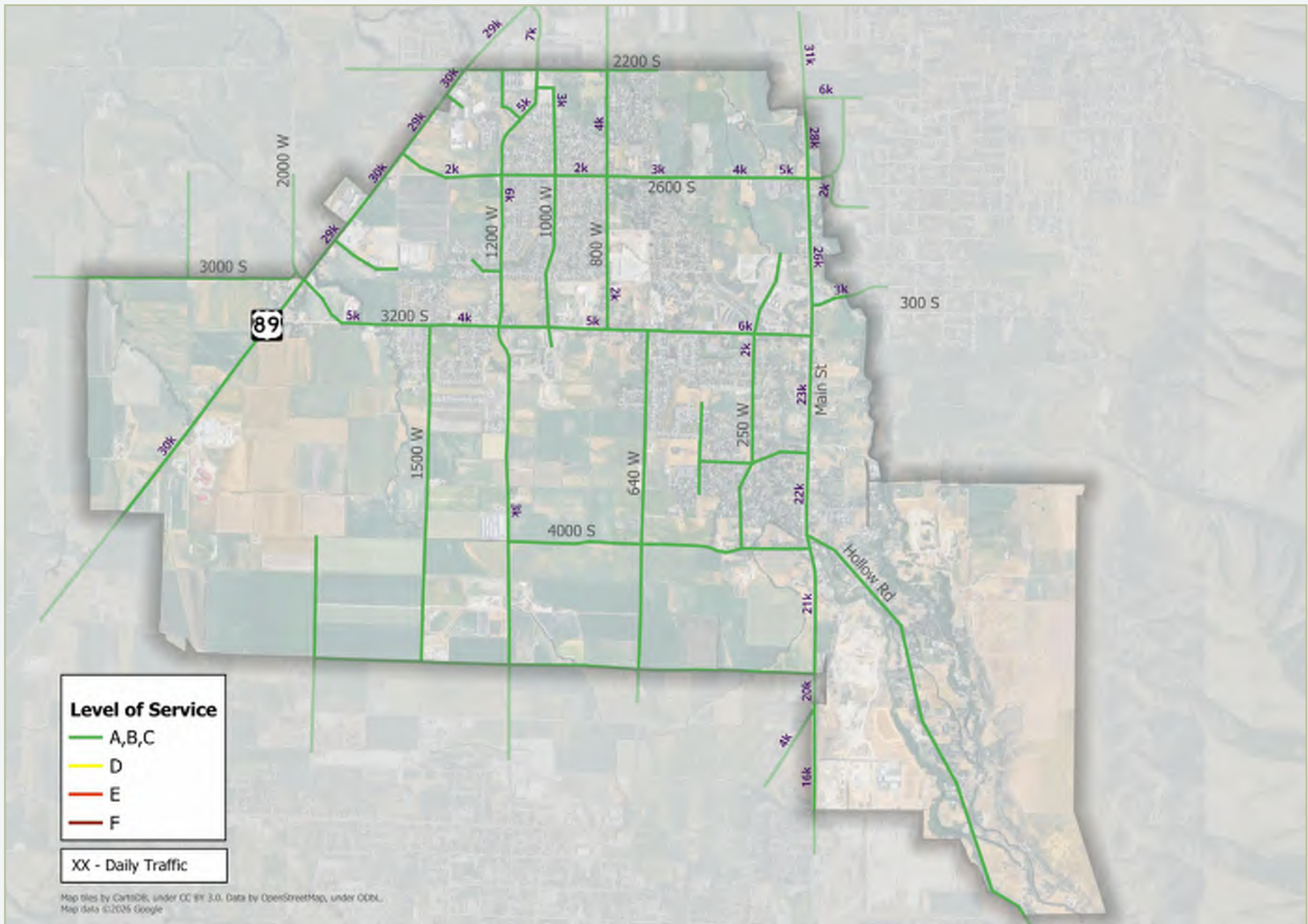


FIGURE 14: 2026 LOS and ADT - No Build

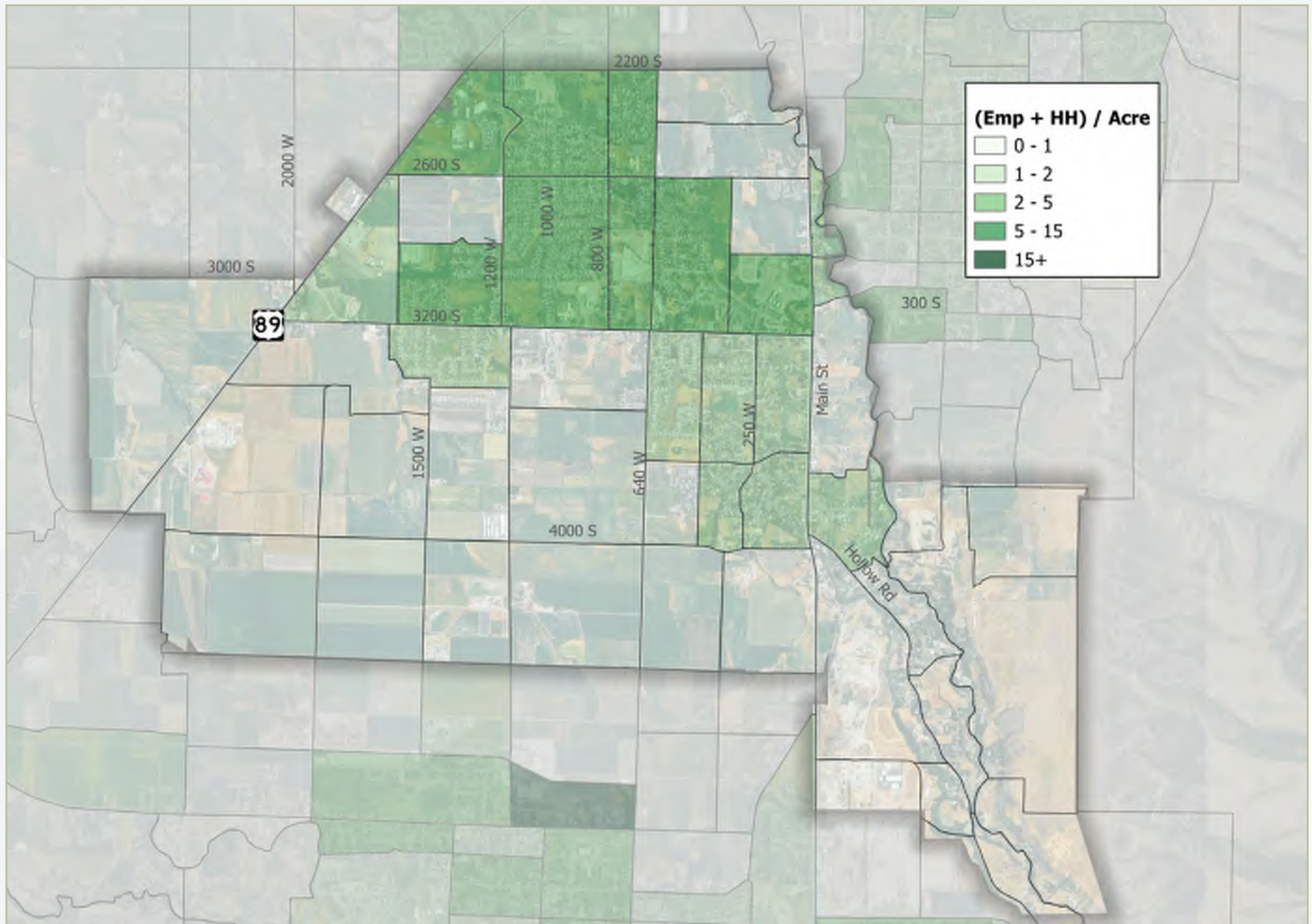


FIGURE 15: 2026 Combined Household and Employment Density

F. Future (2036) Conditions

This section discusses the future (2036) roadway conditions in Nibley City, including an LOS analysis in which future congestion is identified in a no-build scenario model run, improvements are recommended, and a build scenario LOS is then analyzed to observe the impact of the proposed projects. Future roadway projects and network updates to the travel demand model are discussed in detail below.

2036 Roadway Network

The roadway network for the 2036 analysis includes new roadways and grid connections that have been planned to occur during the 10-year planning window. Both the no-build and build analyses include new roadway projects outside of Nibley jurisdiction, including the Nibley-Logan western arterial along 2000 West per the [CMPO Regional Transportation Plan](#). The build scenario adds Phase #1 (2026 - 2036) roadway improvement projects identified to address future congestion and new roadway connections in Nibley.

2036 Socioeconomic Data

For this analysis, CMPO land-use forecasts were refined based on input from city planning staff and review of recent planning efforts. The population in Nibley is projected to be approximately 14,900 by 2036; approximately 2,000 new households are expected to accommodate this population growth. **Figure 16** and **Figure 17** present the change in combined household and employment densities from 2026 to 2036 and the final 2036 scenario densities, respectively.

2036 No-Build Scenario

The no-build scenario provides an analysis of traffic conditions without project roadway improvements. **Figure 18** presents the 2036 no-build LOS results obtained by applying LOS thresholds from **Table 4** to the projected 2036 no-build traffic volumes from the travel demand modeling. As shown, all roadways are projected to operate at LOS D or better.

2036 Build Scenario

The 2036 build scenario provides an analysis of traffic conditions after implementation of identified roadway projects. Projects shown in Phase #1 (2026 - 2036) of **Table 5** and **Figure 24** of the Roadway Projects section are recommended to increase roadway capacity, provide connectivity, and accommodate projected 2036 traffic volumes. The 2036 build scenario LOS is shown below in **Figure 19**.



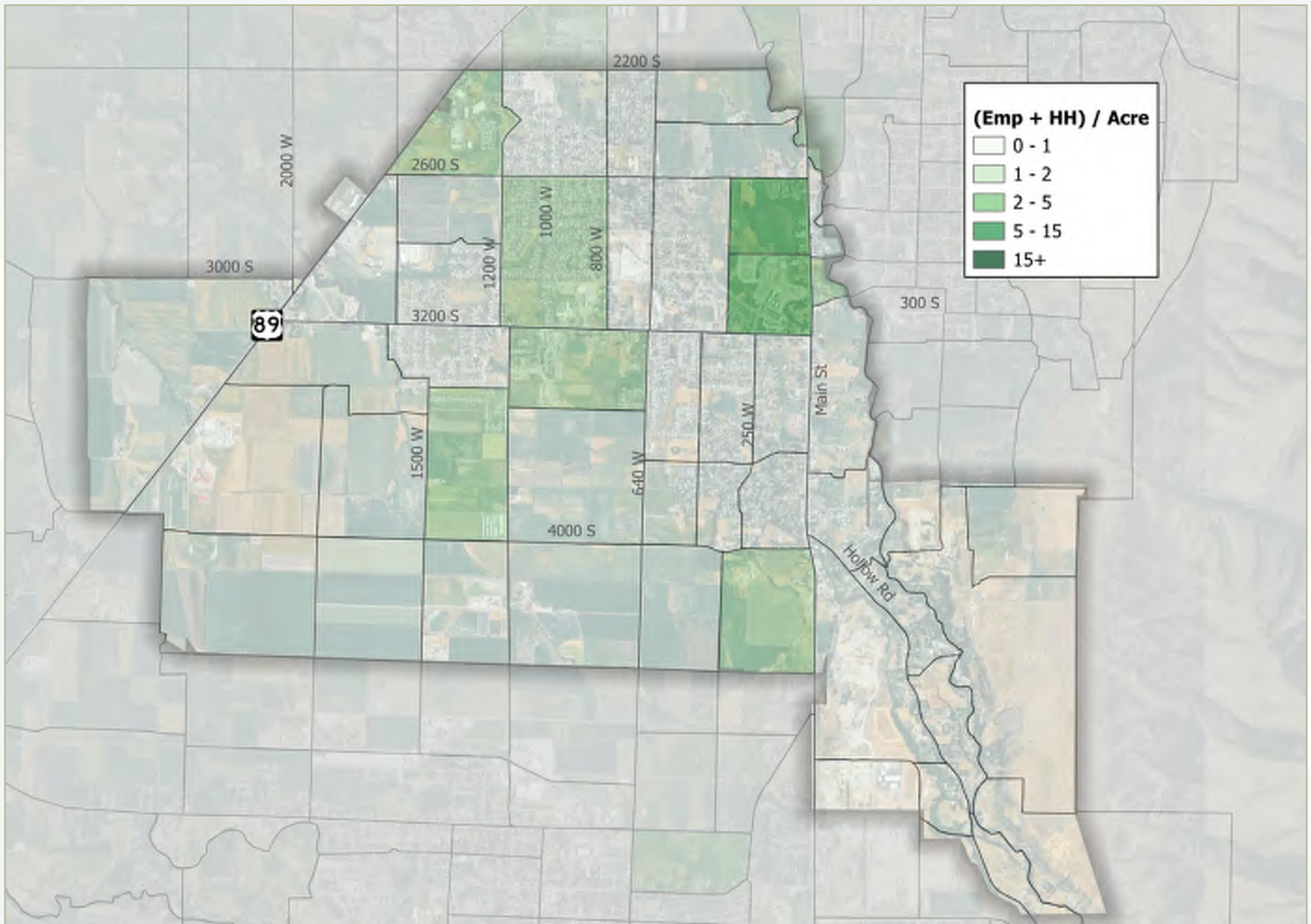


FIGURE 16: 2026 to 2036 Combined Household and Employment Density Growth

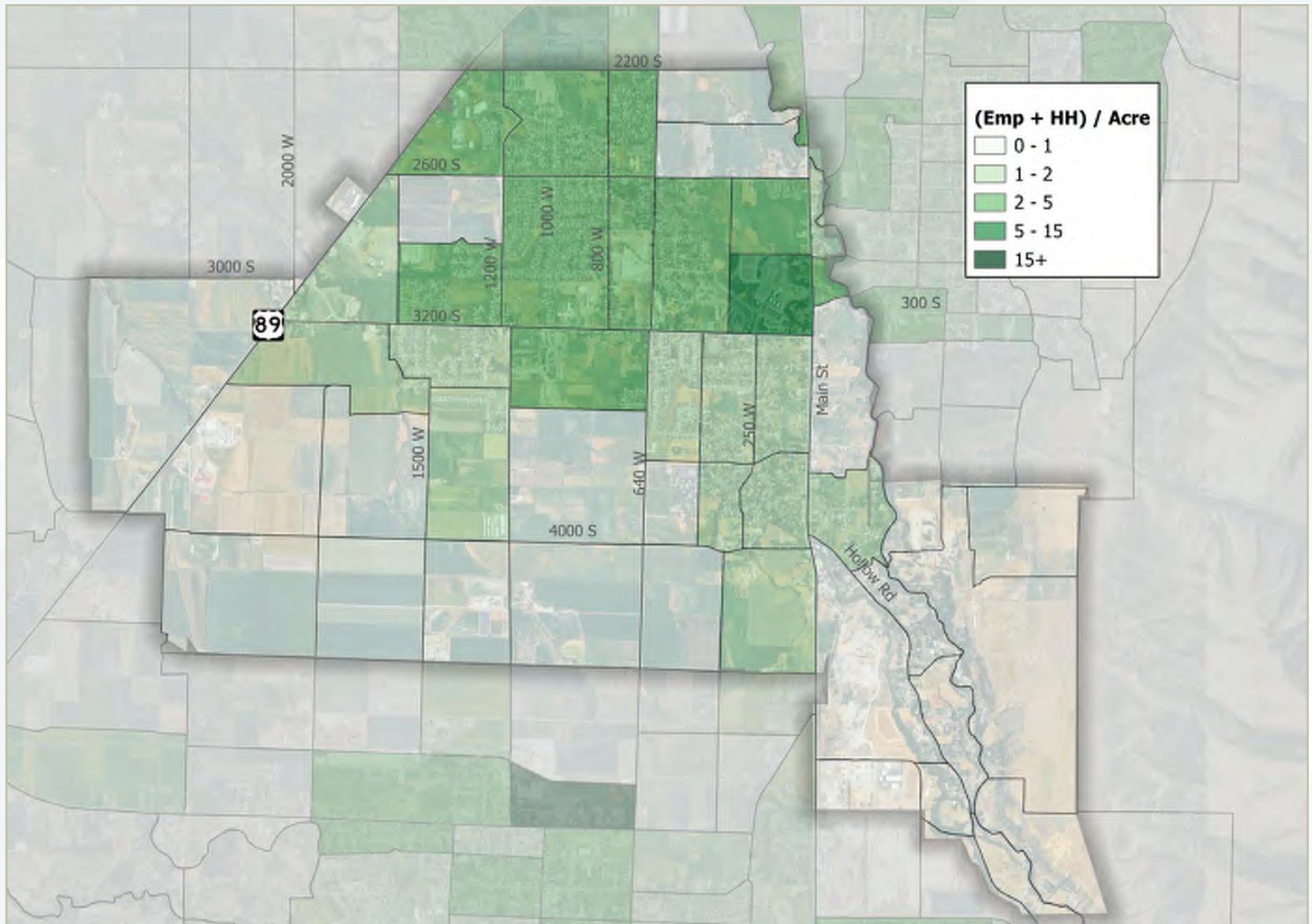


FIGURE 17: 2036 Combined Household and Employment Density

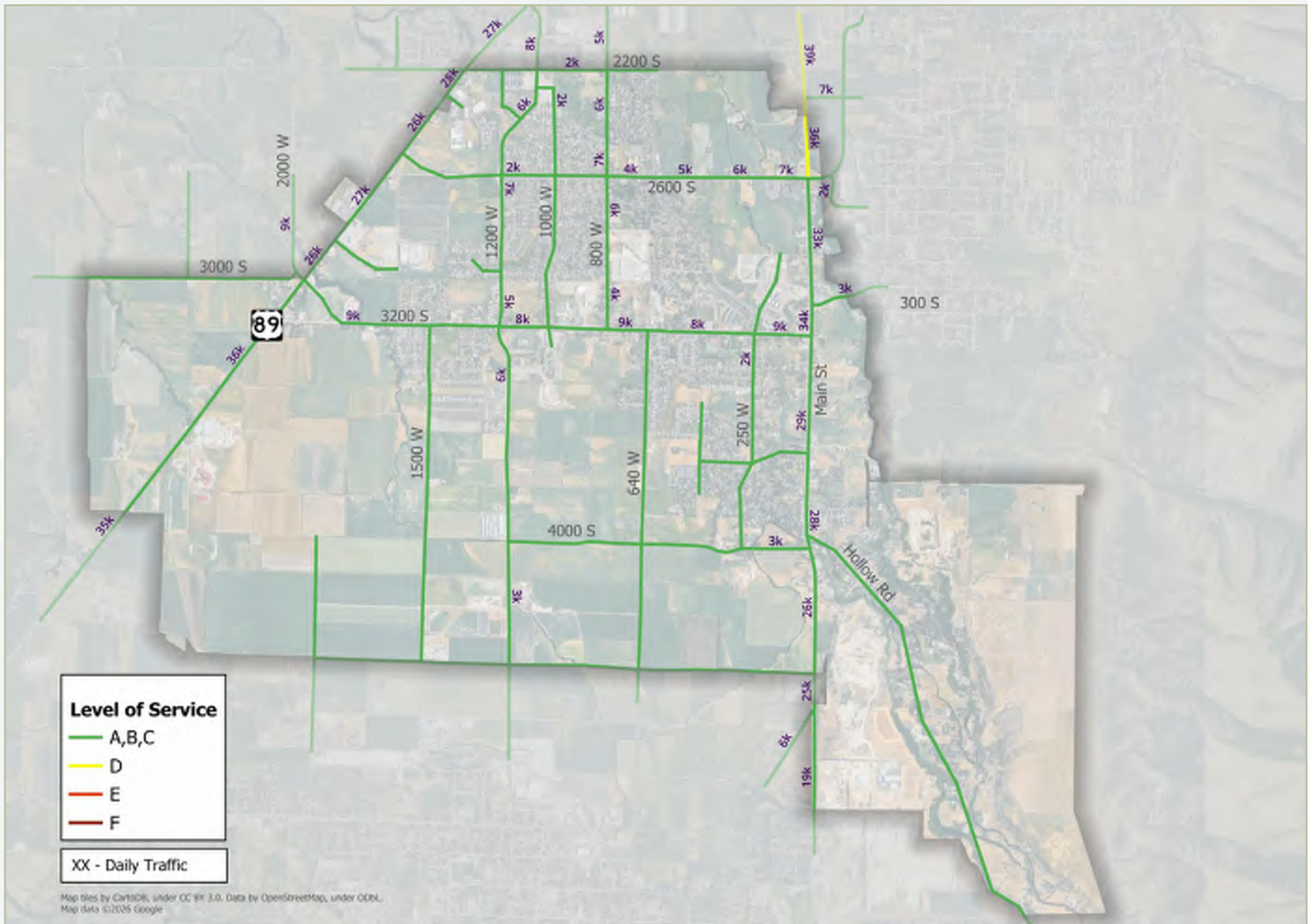


FIGURE 18: 2036 LOS and ADT - No Build

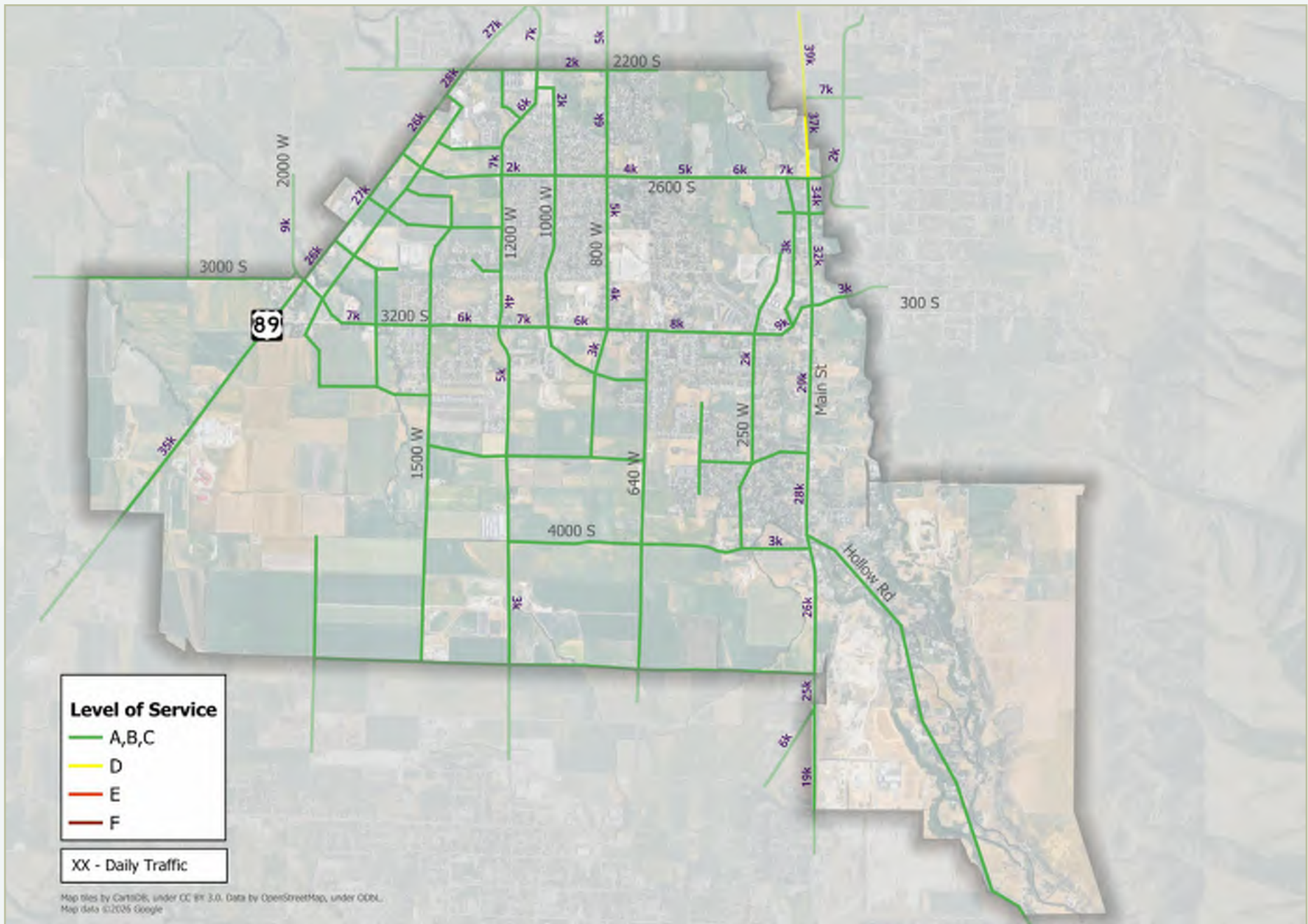


FIGURE 19: 2036 LOS and ADT - Build

G. Future (2050) Conditions

This section discusses the future (2050) roadway conditions in Nibley City, including an LOS analysis in which future congestion is identified in a no-build scenario model run, improvements are recommended, and a build scenario LOS is then analyzed to observe the impact of the proposed projects. Future roadway projects and network updates to the travel demand model are discussed in detail below.

2050 Roadway Network

The local roadway network was updated for the 2050 analysis to include new roadways and grid connections that have been planned to occur during the planning window. Both the no-build and build analyses include new UDOT roadways outside of Nibley jurisdiction, including the Nibley-Logan western arterial along 2000 W. The build scenario adds roadway improvement projects identified to address future congestion and new roadway connections in Nibley.

2050 Socioeconomic Data

The population in Nibley is projected to be approximately 18,500 by 2050; approximately 3,000 new households are expected to accommodate this population growth. **Figure 20** and **Figure 21** present the change in combined household and employment densities from 2026 to 2050 and the final 2050 scenario densities, respectively.

2050 No-Build Scenario

The no-build scenario provides an analysis of traffic conditions without project roadway improvements. **Figure 22** presents the 2050 no-build LOS results obtained by applying LOS thresholds from **Table 4** to the projected 2050 no-build traffic volumes from the travel demand modeling. As shown, the following roadway segments are expected to operate at unacceptable levels of service (LOS E or worse):

- **US-89**; south of 3200 S
- **Main St (SR-165)**; north of 2600 S

2050 Build Scenario

The 2050 build scenario provides an analysis of traffic conditions after implementation of identified roadway projects. Projects shown in Phases #2 and #3 (2036 - 2050) of **Table 5** and **Figure 24** of the Roadway Projects section are recommended to increase roadway capacity, provide connectivity, and accommodate projected 2050 traffic volumes. The 2050 build scenario LOS is shown below in **Figure 23**.



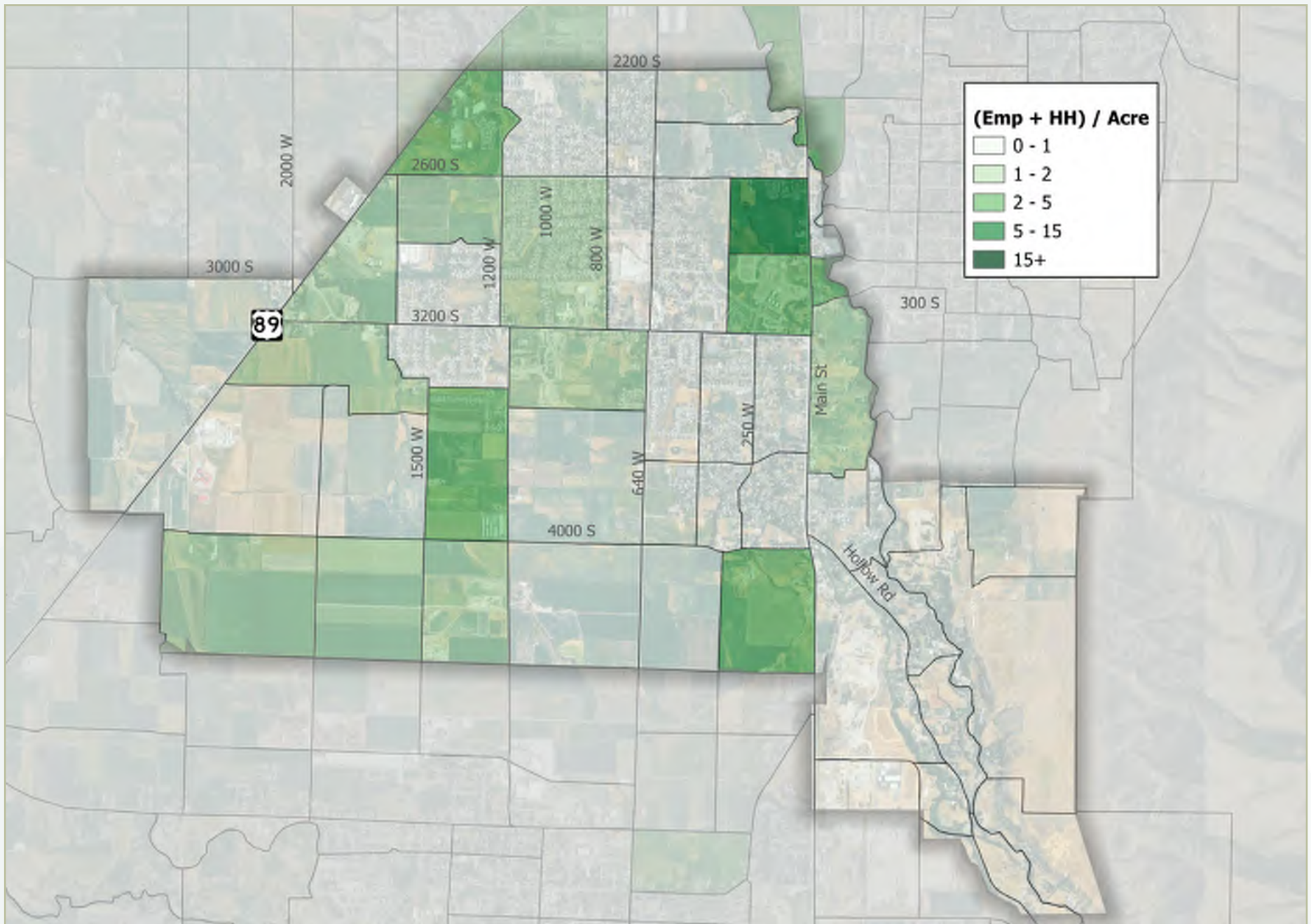


FIGURE 20: 2026 to 2050 Combined Household and Employment Density Growth

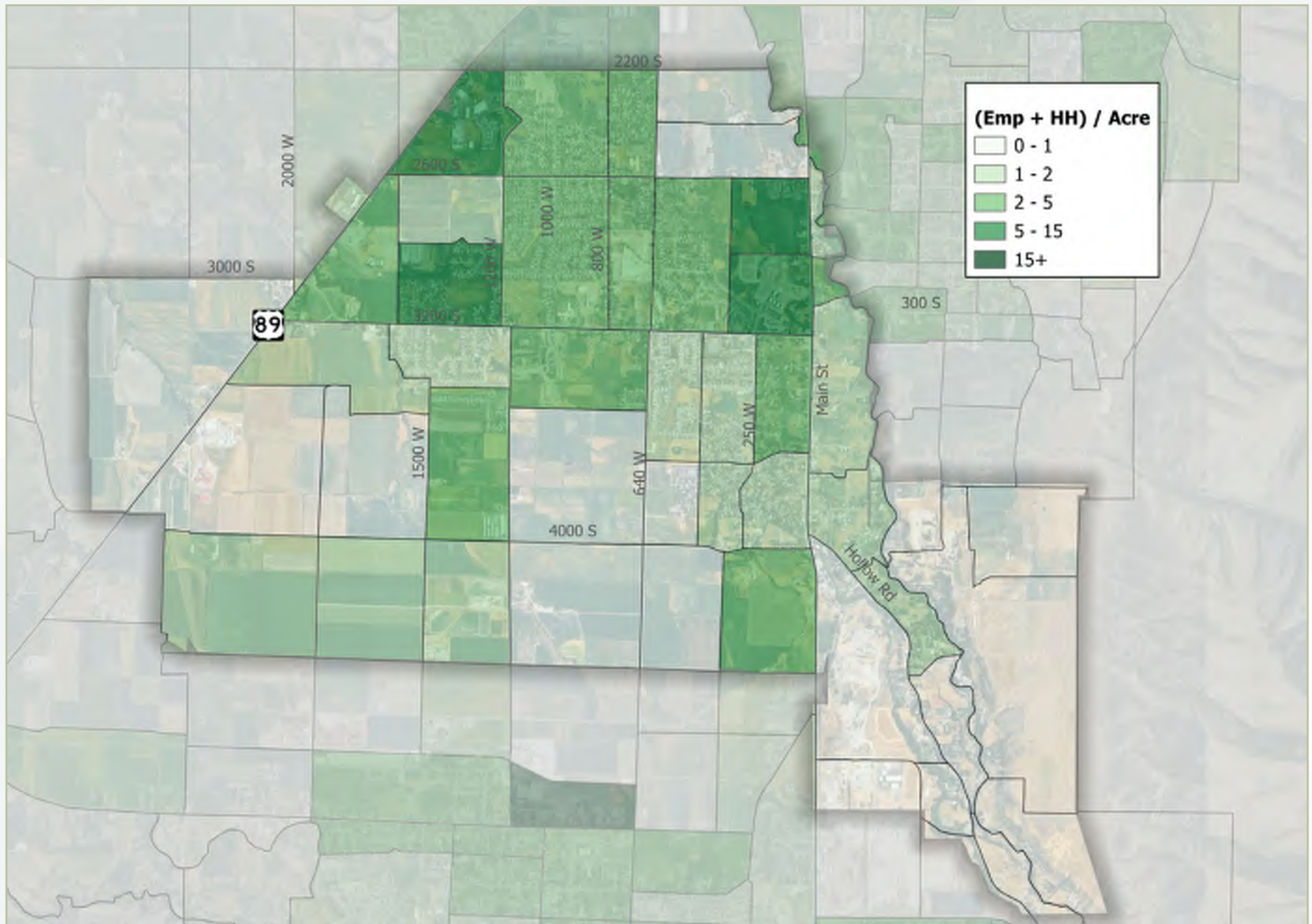


FIGURE 21: 2050 Combined Household and Employment Density

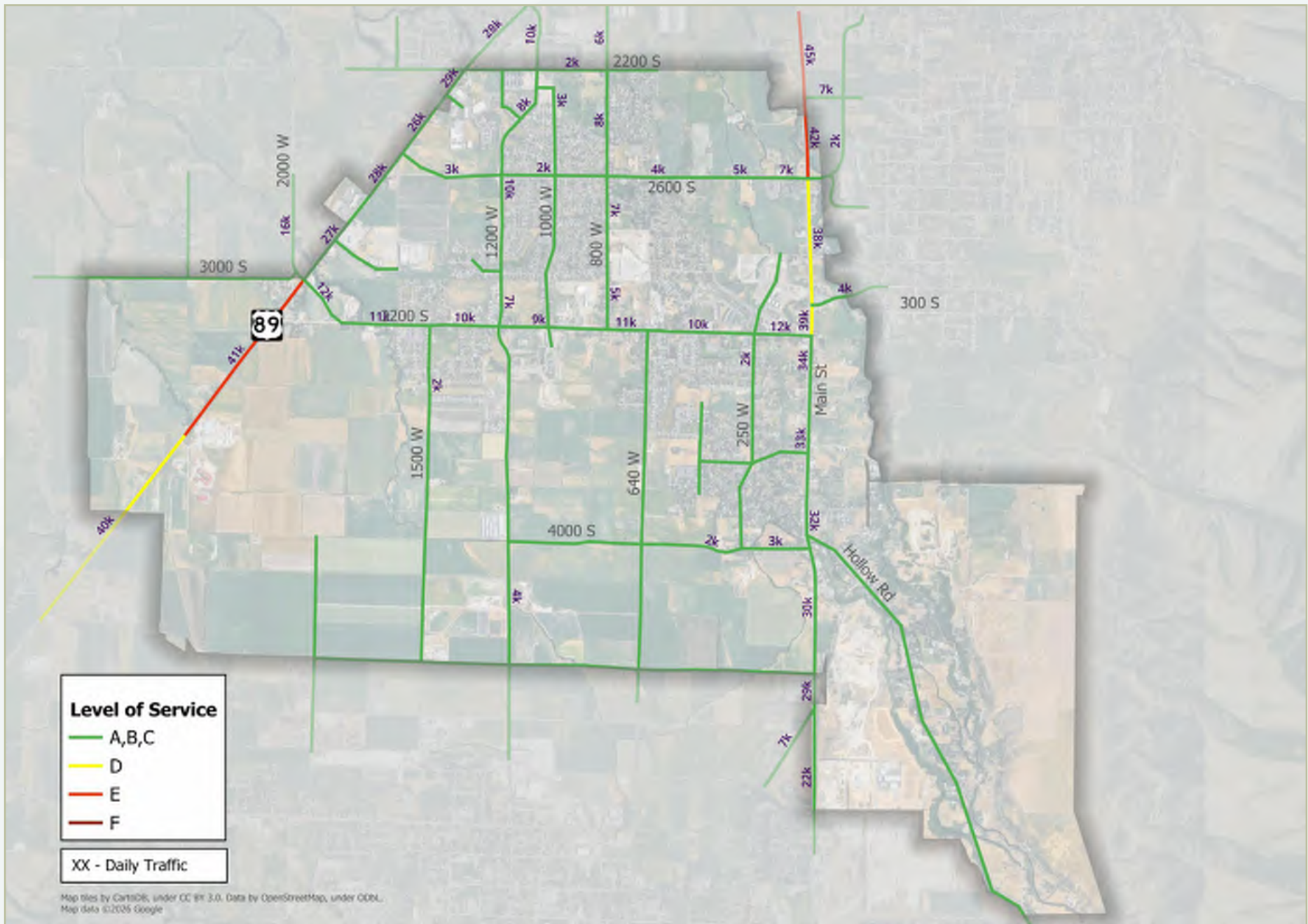


FIGURE 22: 2050 LOS and ADT - No Build

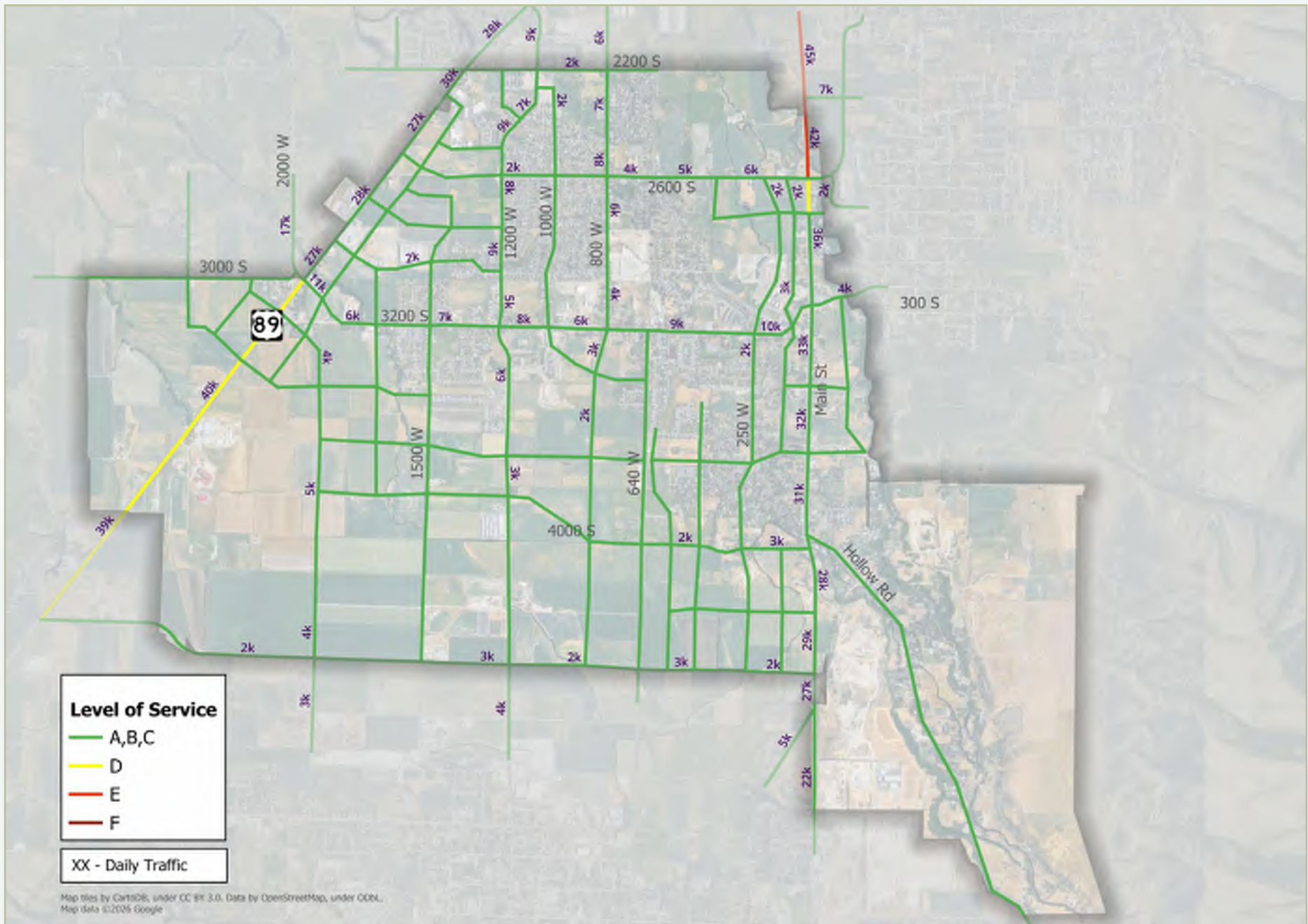


FIGURE 23: 2050 LOS and ADT - Build

H. Roadway Projects

Figure 24 below summarizes the planned roadway projects discussed previously in the 2036 and 2050 travel demand modeling analysis, and are necessary to increase roadway capacity and accommodate future development. Project numbers listed in **Table 5** are for identification only and are no indication of project prioritization. Projects are categorized as “new roadway,” “widening,” or “modernization” projects, with modernization projects varying in scope but generally including the addition of curb, gutter, park strip, and sidewalk, or otherwise bringing the roadway section up to current standards. Cost estimates are included in **Appendix X**.

TABLE 5: ROADWAY PROJECTS								
Project Number	Road	Extents	Improvement Scope	Responsibility	# of Lanes		Functional Classification	Cost Estimate
					Existing	Proposed		
Phase 1: 2026 - 2035								
R-1-01	110 West	2600 South to 3200 South	New Roadway	Nibley, Developers	-	2	Minor Collector	\$14,836,000
R-1-02	1200 West	3200 South to 4400 South	Widening	CMPO, Nibley, Developers	2	2/3	Major Collector	\$7,500,000
R-1-03	1500 West	3200 South to 4400 South	Widening	CMPO, Nibley, Developers	1.5	2	Minor Collector	\$3,000,000
R-1-04	1700 West	Nibley Parkway to 3400 South	New Roadway	Nibley, Developers	-	2	Minor Collector	\$11,621,000
R-1-05	1900 West	3200 South to 3400 South	New Roadway	Nibley, Developers	-	3	Minor Arterial	\$7,519,000
R-1-06	2500 South	Heritage Drive to 1290 West	New Roadway	Nibley, Developers	-	2	Minor Collector	\$3,922,000
R-1-07	2700 South	Heritage Drive to Maple Valley Road	New Roadway	Nibley, Developers	-	2	Minor Collector	\$4,258,000
R-1-08	2750 South	230 West to 50 East	New Roadway	Nibley, Developers	-	2	Minor Collector	\$4,898,000
R-1-09	2800 South	Hwy 89 to 1200 West	New Roadway	Nibley, Developers	-	2	Minor Collector	\$12,721,000
R-1-10	3200 South	250 West to Hwy 165	New Roadway	CMPO, Nibley, Millville, UDOT	-	3	Minor Arterial	TBD
R-1-11	3400 South	1900 West to 1500 West	New Roadway	Nibley, Developers	-	2	Minor Collector	\$10,259,000
R-1-12	3400 South	1000 West to 640 West	New Roadway	Nibley, Developers	-	2	Minor Collector	\$7,831,000
R-1-13	3600 South	1500 West to 640 West	New Roadway	Nibley, Developers	-	2	Minor Collector	\$19,447,000
R-1-14	900 West	3200 South to 3600 South	New Roadway	Nibley, Developers	-	2	Major Collector	\$14,867,000
R-1-15	Heritage Drive	2400 South to 3200 South	New Roadway	CMPO, Nibley, Developers	-	3	Minor Arterial	\$12,650,000
R-1-16	Maple Valley Road	2650 South to 3045 South	New Roadway	Nibley, Developers	-	2	Minor Collector	\$8,148,000
R-1-17	Nibley-Logan Western Arterial	Hwy 89/91 to SR 30	New Roadway	UDOT, CMPO, Cache County, Logan, Nibley	2	5	Principal Arterial	\$58,000,000
R-1-18	800 West	2450 South to 3200 South	Modernization	Nibley	2	2	Minor Collector	\$6,142,000
Phase 2: 2036 - 2045								
R-2-01	100 West	3200 South to 3650 South	New Roadway	Nibley, Developers	-	2	Minor Collector	
R-2-02	100 West	4000 South to 4400 South	New Roadway	Nibley, Developers	-	2	Minor Collector	
R-2-03	1900 West	3400 South to 4400 South	New Roadway	CMPO, Nibley, Developers	-	2	Minor Arterial	
R-2-04	2200 South	Hwy 89 to 700 West	Modernization	CMPO, Nibley, Logan Developers	2	2	Minor Collector	
R-2-05	2200 West	2000 West to 3300 South	New Roadway	Nibley, Developers	-	2	Major Collector	
R-2-06	250 East	Mill Road to 3650 South	New Roadway	Nibley, Developers	-	2	Minor Collector	
R-2-07	2600 South	1200 West to Hwy165	Modernization	CMPO, Nibley	2	2	Minor Collector	\$3,450,000

TABLE 5: ROADWAY PROJECTS (continued)

Project Number	Road	Extents	Improvement Scope	Responsibility	# of Lanes		Functional Classification	Cost Estimate
					Existing	Proposed		
Phase 2: 2036 - 2045								
R-2-08	280 West	4000 South to 4400 South	New Roadway	Nibley, Developers	-	2	Minor Collector	
R-2-09	280 West	2600 South to 2900 South	New Roadway	Nibley, Developers	-	2	Minor Collector	
R-2-10	3280 South	2200 West to 1900 West	New Roadway	Nibley, Developers	-	2	Minor Collector	
R-2-11	3450 South	100 West to 250 East	New Roadway	Nibley, Developers	-	2	Minor Collector	
R-2-12	3400 South	3400 South to 3250 South	New Roadway	Nibley, Developers	-	2	Minor Collector	
R-2-13	360 West	2600 South to 2775 South	New Roadway	Nibley, Developers	-	2	Minor Collector	
R-2-14	3650 South	Main Street to 250 East	New Roadway	Nibley, Developers	-	2	Minor Collector	
R-2-15	3650 South	630 West to 450 West	New Roadway	Nibley, Developers	-	2	Minor Collector	
R-2-16	4200 South	Hwy 165 to 280 West	New Roadway	Nibley, Developers	-	2	Minor Collector	
R-2-17	4400 South	2300 West to Hwy 89/91	New Roadway	CMPO, Nibley, Hyrum, Cache County	-	5	Principal Arterial	
R-2-18	4400 South	Hwy 165 to 2300 West	Widening	CMPO, Nibley, Hyrum, Cache County	2	5	Principal Arterial	\$6,000,000
R-2-19	640 West	3200 South to Hyrum	Modernization	CMPO, Nibley, Developers	2	2	Minor Collector	
R-2-20	900 West	3600 South to 4000 South	New Roadway	Nibley, Developers	-	2	Major Collector	
R-2-21	Nibley Parkway	1600 West to 1400 West	New Roadway	Nibley, Developers	-	2	Minor Collector	
R-2-22	1700 West	3400 South to 3750 South	New Roadway	Nibley, Developers	-	2	Minor Collector	
R-2-23	3600 South	1900 West to 1500 West	New Roadway	Nibley, Developers	-	2	Minor Collector	
Phase 3: 2046 - 2055								
R-3-01	2400 West	3000 South to 3300 South	New Roadway	Nibley, Developers	-	2	Minor Collector	
R-3-02	3000 South	2400 West to 2200 West	New Roadway	Nibley, Developers	-	2	Major Collector	
R-3-03	3200 South	1700 West to 520 West	Modernization	CMPO, Nibley, Developers	3	3	Minor Arterial	
R-3-04	3300 South	2400 West to 3400 West	New Roadway	Nibley, Developers	-	2	Minor Collector	
R-3-05	3750 South / 4000 South	1900 West to Main Street	New Roadway	CMPO, Nibley, Developers	-	2	Major Collector	
R-3-06	4200 South	280 West to 600 West	New Roadway	Nibley, Developers	-	2	Minor Collector	
R-3-07	450 West	3800 South to 4400 South	New Roadway	Nibley, Developers	-	2	Minor Collector	
R-3-08	600 West	3600 South to 4400 South	New Roadway	Nibley, Developers	-	2	Minor Collector	
R-3-09	900 West	4000 South to 4400 South	New Roadway	Nibley, Developers	-	2	Major Collector	
R-3-10	Hwy 165	2300 South to 3200 South	Capacity	UDOT, CMPO, Nibley, Millville, Providence	5	5	Principal Arterial	
R-3-11	Hwy 89/91	2200 South to 3200 South	Widening	UDOT, CMPO, Nibley, Logan	5	7	Principal Arterial	\$36,000,000

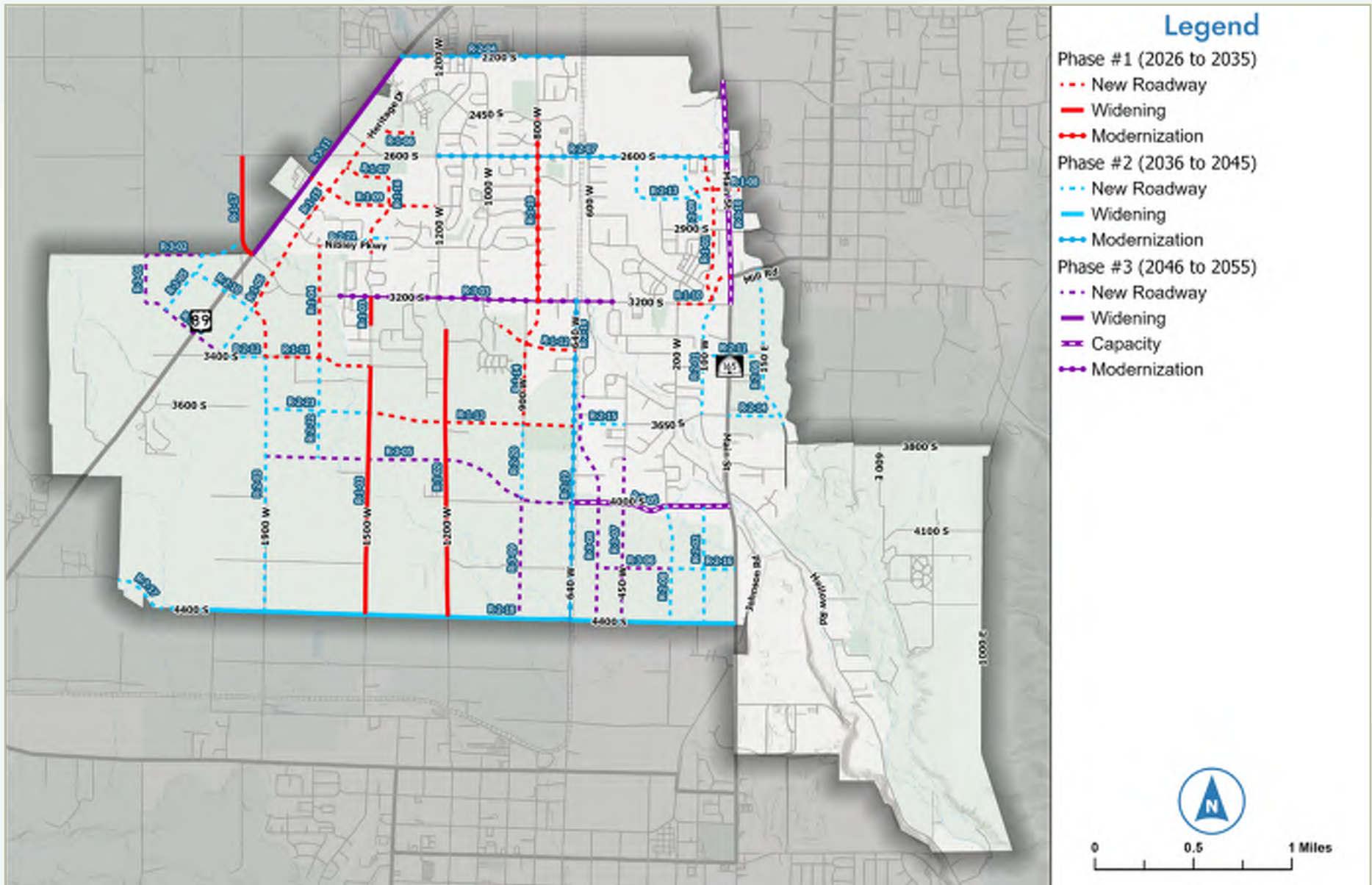


FIGURE 24: Roadway Projects

I. Intersection Projects

It is recommended that the City begin planning for the proposed intersection improvements shown below in **Table 6**. Project numbers listed in the table are for identification only and are no indication of project prioritization. **Figure 25** depicts the locations of the proposed intersection improvements.

Signal warrant analyses are to be performed prior to the installation of a traffic signal. The intersection improvement projects provided in the TMP are high-level in nature, and thus additional analysis should be performed before initiating any widening projects. Cost estimates are included in **Appendix X**.

TABLE 6: INTERSECTION PROJECTS				
Project Number	Intersection	Improvement Scope	Responsibility	Cost Estimate (2026 Dollars)
Phase 1: 2026 - 2035				
I-1-01	2600 South & Hwy 89/91	New Signal	UDOT, Nibley, Logan	\$1,126,000
I-1-02	1000 West & 2200 South	Spot Improvement	Nibley, Logan	\$666,000
I-1-03	2600 South & Heritage Parkway	Roundabout	Nibley, Developers	\$1,181,000
I-1-04	1000 West & 2600 South	Spot Improvement	Nibley	\$25,000
I-1-05	800 West & 2600 South	Roundabout	Nibley	\$1,029,000
I-1-06	3100 South & Hwy 165	New Signal	Nibley, Millville, CMPO, UDOT	\$1,204,000
I-1-07	100 West & 3200 South	Roundabout	Nibley, Developers	\$1,205,000
I-1-08	3400 South & 900 West	Roundabout	Nibley, Developers	\$1,098,000
I-1-09	3600 South & 1200 West	Roundabout	Nibley, Developers	\$1,199,000
I-1-10	3600 South & 900 West	Roundabout	Nibley, Developers	\$1,148,000
Phase 2: 2036 - 2045				
I-2-01	3200 South & Heritage Parkway	Roundabout	Nibley, Developers	
I-2-02	1700 West & 3200 South	Roundabout	Nibley, Developers	
I-2-03	900 West & 3200 South	Roundabout	Nibley, Developers	
I-2-04	1900 West & 3280 South	Roundabout	Nibley, Developers	
I-2-05	1900 West & 4400 South	Roundabout	CMPO, Nibley, Hyrum	
I-2-06	1500 West & 4400 South	Roundabout	CMPO, Nibley, Hyrum	
I-2-07	1200 West & 4400 South	Roundabout	CMPO, Nibley, Hyrum	
I-2-08	280 West & 4400 South	Roundabout	CMPO, Nibley, Hyrum	
I-2-09	4400 South & Hwy 165	New Signal	UDOT, CMPO, Nibley, Hyrum	
Phase 3: 2046 - 2055				
I-3-01	3750 South & 1500 West	Roundabout	Nibley, Developers	
I-3-02	3750 South & 1200 West	Roundabout	Nibley, Developers	
I-3-03	4000 South & 900 West	Roundabout	Nibley, Developers	
I-3-04	4000 South & 600 West	Roundabout	Nibley, Developers	
I-3-05	4000 South & 280 West	Roundabout	Nibley, Developers	
I-3-06	4000 South & Hwy 165	New Signal	UDOT, Nibley	

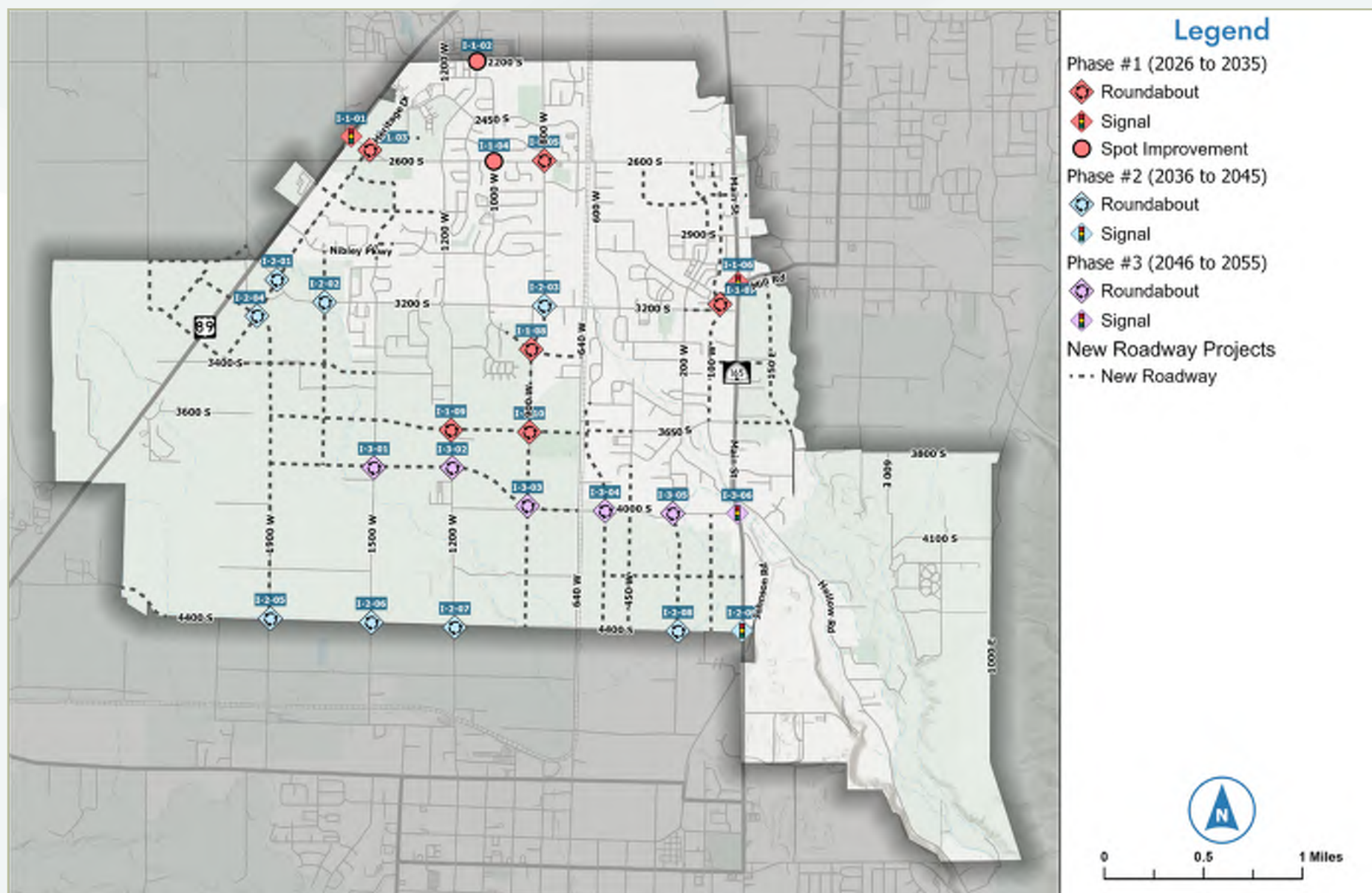


FIGURE 25: Intersection Projects

Agenda Items #6 & #7: Appeal Designation

Description

Public Hearing: Ordinance 26-14: Amending NCC 19.24.090 and 19.28.060, Redesignating the Appeal Authority for Certain Land-Use Applications

Discussion and Consideration: Recommendation for Ordinance 26-14: Amending NCC 19.24.090 and 19.28.060, Redesignating the Appeal Authority for Certain Land-Use Applications

Department

City Planning

Action Type

Legislative

Recommendation

Recommend Approval of Ordinance 26-14: Amending NCC 19.24.090 and 19.28.060, Redesignating the Appeal Authority for Certain Land-Use Applications

Reviewed By

City Planner

Background

During the 2026 Utah State Legislative Session, SB 284, among other provisions, prohibits the municipality's legislative body (City Council) from acting as an appeal authority for land use applications. Currently, Nibley City Code designates the City Council as the appeal authority for conditional use permits. This ordinance redesignates the appeal authority as the administrative appeals hearing officer.

In addition to this amendment, Staff Currently, fence permits, which are administered by Nibley City Staff are appealed to the Planning Commission. This is the only permit for which the planning commission is the appeal authority. Due to the legal expertise required to ensure that appeals, which are quasi-judicial in nature, are carried out appropriately, Staff recommends redesignating the appeal authority for fence permits to the administrative appeals hearing officer. For context, there is no record of an appeal for a fence permit in Nibley City.

Agenda Item #8: Home Occupation Regulations and Farm Stands

Description

Workshop: Home Occupation Regulations and Farm Stands

Department

City Planning

Action Type

None

Background

Staff has received a substantial number of requests and feedback to consider different approaches to regulating farm stands and similar small-scale businesses that operate outside of the primary dwelling.

NCC 19.04.010 defines a ‘Farmer’s Market’ as “A market, usually held out of doors, in a public space, where local merchants can sell locally grown, fresh produce and small handcrafted items to the public.” This is the closest definition to a roadside farm stand in City Code. A Farmer’s Market is not permitted in the R-2 or R-2A zone. No matter the scale of the farmstand, they may not be permitted as a home occupation. Under the definition of home occupation, NCC 19.04.010 states “...the occupation shall not use any accessory building, yard, or any space outside the main building not normally associated with residential use. ...” In addition to these restrictions, NCC 19.24.060(B)(2) states that accessory buildings that do not require a building permit shall not be built within the minimum front yard setback area of the principal building.

Because of these restrictions, a number of perspective and existing business owners that have approached the City or applied have learned that they are not permitted to operate, as desired.

The purpose of this workshop is to discuss the current regulatory framework for farm stands or other small-scale businesses that do not fit the current definition of a home occupation and set forth a process for potential amendments. Some questions to consider include:

1. Should the City define and treat farmstands differently than a larger scale farmer’s market?

2. Should the City establish a framework to allow the operation of farmstands in specific zones, along specific corridors or City-wide?
3. Are there any potential impacts that should be mitigated?
4. What are the potential benefits and risks of allowing such businesses to operate?
5. What research and/or engagement should the City pursue to inform the formulation of potential amendments?

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19.28.060 Appeal

1. Authority; Time Limit: The decision of the planning commission may be appealed to the ~~City Council~~Nibley City administrative appeals hearing officer in accordance with NCC 19.06.030 by filing such appeal within fifteen (15) days after the date of the notice of decision sent the applicant.
- ~~2. Decision Final: The City Council may uphold or reverse the decision of the planning commission and impose any additional conditions that it may deem necessary in granting an appeal. The decision of the City Council shall be final.~~

19.24.090 Fence Regulations

1. 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.

2. 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:
 1. As allowed under section C.

2. 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.
3. Corner Lots and sight distance:
 1. **Corner Lot Restrictions:**
 1. 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
 2. 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.
4. 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:
 1. 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:
 1. 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.
5. 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.
6. 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).
7. Fences shall not be built within one foot (1') of a sidewalk or the projected location of a future sidewalk.
8. All fences in rear yards shall provide access for emergency purposes, which access shall be at least four feet wide.
9. 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

~~administrative appeals hearing officer in accordance with NCC 19.06.030 Planning Commission within (10) calendar days after approval or denial of a permit.~~

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

Nibley Planning Commission

September 24, 2026

Appeal Designation Amendments

Background

- SB 284, prohibits the City Council from acting as an appeal authority for land use applications.
 - City Council currently assigned as appeal authority for Conditional Use Permits
 - Amendment to assign administrative appeals hearing officer as appeal authority
- Planning Commission currently designated as appeal authority for fence permits.
 - Staff recommends to assign administrative appeals hearing officer as appeal authority for consistency with other appeal proceedings.

Appeal Designation Amendments

Staff Recommendation

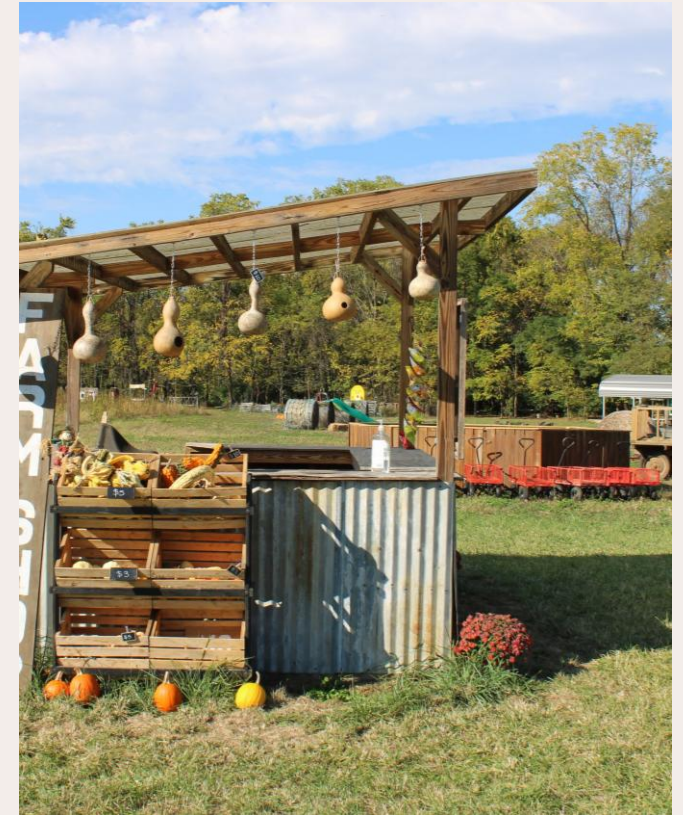
Recommend approval of Ordinance 26-14: Amending NCC 19.24.090 and 19.28.060, redesignating the appeal authority for certain land-use applications



Farm Stand & Home Occupation Workshop

Background

- Farm stands are popping up. There has been a substantial number of requests and feedback about farm stands and other home-based businesses that operate outside of the primary structure.
- Restrictions:
 - Farmer's market: closest definition to farm stand. Not allowed in R-2 or R-2A. Otherwise, conditional use.
 - Home occupation may not operate outside of main building.
 - Accessory buildings may not be located in front yard setback area



Farm Stand & Home Occupation Workshop

Questions for discussion

- Should the City define and treat farmstands differently than a larger scale farmer's market?
- Should the City establish a framework to allow the operation of farmstands in specific zones, along specific corridors or City-wide?
- Are there any potential impacts that should be mitigated?
- What are the potential benefits and risks of allowing such businesses to operate?
- What research and/or engagement should the City pursue to inform the formulation of potential amendments?



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