



**Nibley City Council
Agenda Report for
September 10, 2020**

Agenda Item #1.c.

Description	A Joint Workshop with the Logan Municipal Council to Discuss Matters Related to the Shared Boundary Areas Between Logan and Nibley Cities
Department	City Council
Presenters	Mayor Dustin, Nibley City Mayor Holly Daines, Logan City Mayor
Recommendation	Discuss shared issues and determine direction for future discussions
Reviewed By	Mayor, City Manager, City Planner

Background

Nibley and Logan Cities share common boundaries along Logan's southern and Nibley's northern borders. The boundary line is jagged in places, without a clear demarcation. Over the past several years, staff and elected officials from both Nibley and Logan Cities have been discussing options for straightening the common boundary. Currently, the boundary line is aligned with US 89/91 in some spots and crosses over the highway in spots, with both cities having annexed property on both sides of the highway. Adjusting the shared boundary has been discussed as a way to simplify the provision of utility services and public safety services and would clarify where the boundary is for residents and businesses along the route.

In 2016, the owners of a 55-acre agricultural parcel in Logan City, on the east side of the highway, applied to Logan City for a rezone in an attempt to develop the property. Logan City denied that request. One of the challenges related to developing that property while in Logan City was that Logan City does not have utility lines near the property. However, Nibley City utility lines are immediately adjacent to the property. The property owner of that parcel approached both cities and requested to have the shared city boundary adjusted to move the parcel into Nibley. Both cities considered that, because discussions had been ongoing for several years about realigning their shared boundary, this would be a good opportunity to not only move the

55-acre parcel from Logan to Nibley, but to also adjust the rest of the shared boundary to align with the highway. Both cities took initial actions to adjust the boundary in 2017 and 2018. However, the cities were unable to agree on all of the issues that would be affected by the boundary adjustment and the project stalled. The owner of the 55-acre parcel subsequently requested disconnection from Logan City and was annexed into Nibley in 2019.

There are multiple potential concerns and discussion topics that could be addressed along the common boundary between the cities that might need to be resolved prior to reaching an agreement on a boundary adjustment. Prior to diving into those issues, the following are basic principles, background and proposals Nibley City would propose in relation to the discussions:

- 1) Malouf is now in a similar position to where Nelson Farms was when the previous boundary adjustment was attempted. Malouf should not be hostage to any negotiation between Nibley and Logan in relation to their pending disconnection(s).
- 2) Nibley would like Logan to understand the impact Nibley has felt and will feel on its infrastructure, schools, churches and citizens in relation to the rezone and apartments north of Firefly Nature Park.
- 3) Nibley Conservation Codes and open space and density requirements contrasted with Logan's recent land use decision north of Firefly
- 4) Nibley's Principles in Realignment are:
 - a. Realignment makes sense when it straightens out lines and captures administrative efficiencies
 - b. Landowners should not be pawns or leverage
 - c. Nibley's priorities for open space are in preserving sensitive and constrained lands (trees, wetlands, waterways, cultural resources habitat and public access are prioritized over viewsheds). Being adjacent to the highway is a factor in this consideration, but viewsheds are not preserved at the expense of the others.
 - d. Realignment must maintain value for existing landowners and uses, or provide just compensation
 - e. Realignment must be a win-win for our citizens
 - f. Any changes in setbacks, access, or land use will be the same for Nibley and Logan in perpetuity and should be enforced along the entire US 89 corridor from Wellsville to Hwy 165.
 - g. Any agreement should be formalized in a 3-way interlocal agreement between UDOT, Nibley, and Logan and will standardize planning, land use, zoning, and development standards along the corridor
 - h. Enforcement of Dark Sky regulations is needed on all new and existing development along the corridor
- 5) Nibley's proposals for new boundaries:

This aerial map displays a residential and commercial area. A major road, Highway 101, runs diagonally from the top left to the bottom right. Another road, Highway 102, runs horizontally across the middle. The map shows numerous property lots, many of which are numbered. Key features include a large green field on the left, a parking lot and some commercial buildings near the intersection, and a residential development with many small lots on the right. A red line is drawn across the map, likely indicating a boundary or a specific area of interest.

Specific Discussion Topics:

- 1) Consider establishing a commission of two council members from each City to work out details and a financial analysis on a boundary line adjustment and bring a proposed agreement back to the Councils by November.
- 2) Aesthetics
 - a. Viewshed
 - b. Dark sky protection
 - c. Design standards
- 3) Future Commercial and Residential Development along the corridor
 - a. open space
 - b. trails
 - c. utilities
 - d. appearance
 - e. access management,
 - f. other shared development standards
 - g. Setbacks
- 4) Parallel Trail
 - a. Which side(s)
 - b. Uses
 - c. Cross section
 - d. Maintenance
- 5) Signalizations
 - e. 2600 S
 - f. 3200 S Realignment
- 6) Additional Discussion