

Fairfield

Utah County, Utah

PUBLIC NOTICE IS HEREBY GIVEN THAT THE

Planning Commission of Fairfield, Utah, shall hold a Regular Session on
July 16, 2026, @ 7:00 P.M., At the Fairfield Town Office, 121 West Main Street, Fairfield, Utah.

Agenda

Call to Order

- 1) Roll Call

Business Items

The Commission will discuss (without public comment) and may either make a recommendation to the Town Council or approve the following items as needed:

- 1) Administration of the Oath of Office to David Riet, Fairfield Town Planning Commission Member.
- 2) Vote to approve the [July 1, 2026](#), minutes.
- 3) Update from [Oquirrh Wood Ranch](#)
- 4) Staff Review by Jim Spung and Discussion of the Proposed [Site-Specific Ordinance](#).
- 5) Discussion on the [Roads Regulations, Title 6, Chapter 3, has been renumbered to Title 15, Chapter 152, Roads, Highways, and Rights-of- Way Ordinance](#)
- 6) Discussion on Text Amendment to 154.105(E) Agricultural Residential Zones. Setbacks, building height, lot size, frontage, parking.
- 7) Vote to set a date for the Public Hearing.

Adjournment

Join Zoom Meeting: <https://us06web.zoom.us/j/84690571210?pwd=DiZROJorp1mDLS20hIV0KT4JqbogqU.1>

Meeting ID: 846 9057 1210

Passcode: 806234

Certificate Of Posting

The above agenda notice was posted on or before the 15th day of July 2026 at the location of the meeting, Fairfield town office, 121 West Main Street, Fairfield, UT, and at the Fairfield town website <https://fairfieldtown-ut.gov/meetings/> and on the Utah State public notice website at <https://www.utah.gov/pmn/index.html>.

In Compliance With The Americans With Disabilities Act, Individuals Needing Special Accommodations (Including Auxiliary Communicative Aids And Services) During This Meeting Should Notify Town Offices At (801) 766-3509.

Date

Stephanie Shelley Town Recorder/Clerk

Unapproved Meeting Minutes

Fairfield Planning Commission

Regular Meeting

July 1, 2026

Minutes

Date: Wednesday, July 1, 2026

Location: Fairfield Town Office, 121 West Main Street, Fairfield, Utah

Time: 7:00 P.M.

Minutes By: Recorder: Stephanie Shelley

Call to Order

1) Roll Call

Commissioner Taylor opened the meeting at 7:00 pm.
David Riet, Wayne Taylor, Kyler Fisher, Kelton Butterfield

Excused Commissioners:
Jamie Mascaro

Staff Present:
Recorder: Stephanie Shelley, Mayor: Hollie McKinney, Attorney: Brad Christopherson (via Zoom),
Sargent Garrett Dutson, Planner: Jim Spung.

Others Present: Jared Westhoff, Darwin & Lesa Bundy, Grant Peterson, Vern Carson.

Via Zoom: no name, Amberly Judy, RL.

Consent Items

The Council may approve these items without discussion or public comment and may remove an item to the Business Items for discussion and consideration.

1) Minutes for June 3, 2026.

Commissioner Riet motioned to approve the June 3, 2026, Planning Commission meeting minutes. Commissioner Butterfield seconded the motion. Unanimously approved.

Commissioner Taylor - Yes

Commissioner Riet - Yes

Commissioner Fisher - Yes

Commissioner Butterfield - Yes

Commissioner Mascaro - Absent

Business Items

The Commissioners will discuss (without public comment) and may approve the following items

1) Update from Oquirrh Wood Ranch.

Chairman Taylor invited Jared Westhoff to provide an update on the Oquirrh Wood Ranch project and present the current draft of the proposed community plan for Commissioners' review and discussion.

Unapproved Meeting Minutes

Fairfield Planning Commission

Regular Meeting

July 1, 2026

Jared explained that the purpose of the meeting was to receive guidance from the Planning Commissioners as the project develops a site-specific community plan to establish the project's land-use vision, development standards, and overall character. He stated that the draft remained a working document and that the development team wanted to ensure it reflected Fairfield's goals before moving forward with additional revisions.

Jared reviewed the proposed planning goals, which included preserving Fairfield's rural character, protecting open space, avoiding high-density residential development, promoting responsible economic development, encouraging water conservation through drought-tolerant landscaping, protecting dark skies, and supporting development that complements the Town's existing character and quality of life.

Commissioners emphasized that preserving Fairfield's historical significance should also be included as one of the project's planning goals. Particular attention was given to the historic Pony Express Trail and the proposed realignment of Lehi-Fairfield Road. Commissioners expressed concern about losing the trail's historical alignment and discussed possible alternatives, including preserving portions of the alignment as a pedestrian or equestrian trail and incorporating historical monuments or markers. Jared explained that the proposed road alignment was developed primarily to improve traffic safety by creating safer intersections and reducing vehicle speeds, but agreed to further evaluate methods of preserving the historic corridor and to include historical preservation within the planning goals.

The Commissioners reviewed the proposed land use plan, including one-acre ranch lots, three-to five-acre residential lots, commercial property, industrial and business park areas, and agricultural open space. Jared explained that the larger residential lots would provide a transition between Fairfield and surrounding development while maintaining opportunities for agricultural uses, including horses and barns. He stated that the initial phase would consist of a limited number of ranch lots for existing property owners before additional residential development would occur.

The Commissioners then reviewed preliminary development standards. Discussion focused on setbacks, building placement, building height, accessory dwelling units, landscaping, and architectural standards. Commissioners supported maintaining larger setbacks that reflected Fairfield's rural character and discussed increasing garage setbacks to better accommodate larger vehicles and trailers commonly associated with ranch properties. Jared agreed to revise the proposed setback standards and return with updated diagrams for further review.

Discussion also included proposed landscaping standards emphasizing drought-tolerant plants, xeriscaping, limited turf areas, and water conservation. Commissioners supported reducing outdoor water consumption but expressed concern that large unimproved portions of residential lots could become overgrown with weeds and create potential fire hazards if not properly maintained.

Unapproved Meeting Minutes

Fairfield Planning Commission

Regular Meeting

July 1, 2026

Jared explained that a limited homeowners association was being considered to maintain community standards relating to landscaping, nuisance conditions, and architectural review while avoiding unnecessary regulation of homeowners. Attorney Brad Christopherson advised that the Town should not assume responsibility for HOA enforcement and explained that private covenant enforcement should remain with the homeowners association, while the Town would continue to enforce its own nuisance ordinances when necessary. Planner Jim Spung agreed that properly recorded covenants would provide the appropriate legal framework for the HOA while protecting the Town from unnecessary liability.

The Commissioners reviewed the proposed transportation plan, including the alignment of collector roads, the future extension of 900 South, and proposed intersections with State Route 73. Discussion focused on improving traffic safety, preserving 670 North as a local residential street, and directing future traffic to the planned collector roadway. Commissioners generally supported the proposed roadway configuration while emphasizing the importance of minimizing through traffic in existing residential areas.

Jared also presented preliminary concepts for future water and sewer infrastructure. He explained that the project proposes future connections to Eagle Mountain's sewer treatment system through an interlocal agreement, construction of a lift station, and installation of collection lines sized to accommodate future growth. Water system improvements would include new production wells, additional water storage, booster stations, and pressure zones designed to improve water service throughout Fairfield.

Commissioners discussed future maintenance responsibilities associated with the proposed infrastructure and acknowledged that continued community growth would eventually require expanded public works operations. Attorney Christopherson noted that future commercial and industrial development would provide additional tax revenues capable of supporting those municipal services.

Attorney Christopherson concluded the discussion by introducing the proposed Site-Specific Development Ordinance framework. He explained that the ordinance would allow Fairfield to adopt development standards tailored to individual properties without requiring amendments to Town-wide zoning regulations. The Commissioners discussed using the new framework for the Oquirrh Wood Ranch project and agreed the proposed approach would provide additional flexibility while maintaining local control over future development.

Chairman Taylor thanked Jared for the presentation and requested that future draft materials be distributed to the Commissioners earlier to allow additional review before meetings.

2) Discussion regarding changing the regular meeting day of the Planning Commission.

Chairman Taylor explained that Planner Jim Spung's schedule conflicted with the Planning Commission's current meeting schedule, prompting the Commissioners to consider changing

Unapproved Meeting Minutes

Fairfield Planning Commission

Regular Meeting

July 1, 2026

the day of its regular monthly meetings. He noted that Jim was unavailable on the first and third Wednesdays due to commitments with another municipality and asked the Commissioners to discuss alternative meeting dates.

Commissioners considered several options, including meeting on Tuesdays, the second Wednesday, the fourth Wednesday, and the last week of each month. Mayor Hollie McKinney expressed concern that scheduling meetings too close to the Town Council meetings could reduce the amount of time available for staff and applicants to prepare agenda items and supporting materials. Planner Jim Spung confirmed that meetings held during the second or fourth weeks of the month would best accommodate his schedule.

Attorney Brad Christopherson also noted that additional Planning Commission meetings would be needed during July to review the proposed Site-Specific Development Ordinance and Roads Ordinance before forwarding recommendations to the Town Council. After discussion, the Commissioners agreed that changing the regular meeting schedule to the fourth Wednesday of each month would provide a consistent schedule while allowing adequate time between Planning Commission and Town Council meetings.

Commissioner Fisher motioned to change the regular Planning Commission meeting schedule to the fourth Wednesday of each month at 7 p.m., beginning in August 2026. Commissioner Butterfield seconded the motion. The motion passed unanimously.

Commissioner Taylor - Yes

Commissioner Riet - Yes

Commissioner Fisher - Yes

Commissioner Butterfield - Yes

Commissioner Mascaro - Absent

3) **Review and possible approve the Darwin Bundy Site Plan**

Chairman Taylor introduced the application for the proposed site plan for Darwin and Lise Bundy's new residence located at 383 West Big Spring Drive. Grant Peterson, representing the applicants, presented the request to the Planning Commission.

Grant read an affidavit prepared by Darwin Bundy stating that the proposed residence would comply with all applicable state, county, and local requirements for septic systems, including required setbacks from protected water sources. He explained that meetings had already been held with the Utah County Environmental Health Department and that an additional on-site meeting had been scheduled with county staff and the project's certified septic system designer to finalize the septic system design. Grant stated that the applicants would comply with all recommendations and requirements issued by the County and would provide any necessary utility easements associated with the project.

Unapproved Meeting Minutes

Fairfield Planning Commission

Regular Meeting

July 1, 2026

Grant explained that the existing septic system location had raised concerns because of its proximity to the protected water source. Although the existing system had initially been considered for reuse, discussions with County Environmental Health indicated that relocating the septic system farther from the protected area would likely be the preferred solution. He stated that Darwin owned additional property to the north, allowing the septic system to be relocated if necessary.

The Commissioners discussed the proposed fire protection requirements for the property. Grant explained that one option under consideration was extending a water line to install a fire hydrant near the residence, which would also provide additional protection for the Town's nearby chlorination facility. Mayor Hollie McKinney advised that any proposed hydrant location or water line extension would require review and approval by the Town's water engineer and that a professionally prepared engineering drawing would be required before the proposal could be evaluated. Commissioners also discussed residential fire sprinklers as a possible alternative should a hydrant extension prove impractical.

Commissioners reviewed the site plan checklist and determined that final approval remained contingent upon approval of the septic system and fire protection plan. Attorney Brad Christopherson advised against conditional approval while those items remained outstanding.

The Commissioners expressed their desire to help move the project forward as quickly as possible and acknowledged Darwin Bundy's personal circumstances. The Commissioners agreed that the remaining engineering reviews and required approvals should be completed before the site plan is returned for final consideration.

Commissioner Fisher motioned to table the Darwin and Lise Bundy site plan until the July 16, 2026, Planning Commission meeting to allow remaining septic system and fire protection issues to be resolved. Commissioner Butterfield seconded the motion. The motion passed unanimously.

Commissioner Taylor - Yes

Commissioner Riet - Yes

Commissioner Fisher - Yes

Commissioner Butterfield - Yes

Commissioner Mascaro - Absent

4) Discussion regarding the Roads Ordinance.

Chairman Taylor explained that the Roads Ordinance had previously been adopted by the Town but, during the recent recodification of the Town Code, it had been relocated from another section of the code into the Land Use Title. Although the ordinance itself had not been substantively changed, the relocation required the Planning Commission to conduct a public hearing before making a recommendation to the Town Council.

Unapproved Meeting Minutes

Fairfield Planning Commission

Regular Meeting

July 1, 2026

Mayor Hollie McKinney explained that the ordinance had originally been rewritten with assistance from the Mountainland Association of Governments and updated to reflect current APWA (American Public Works Association) standards. She noted that the purpose of the upcoming public hearing was not to revise the ordinance but to satisfy the required public hearing process following its placement within the Land Use Code.

Attorney Brad Christopherson outlined a proposed schedule for completing both the Roads Ordinance and the Site-Specific Development Ordinance. He recommended holding a work session to allow the Commissioners to review the draft ordinances and ask questions before conducting a formal public hearing. Brad explained that this approach would allow the Commissioners to make informed recommendations to the Town Council while keeping both projects on schedule.

Following discussion, the Commissioners agreed to hold a Planning Commission work session on July 16, 2026, at 7:00 p.m. to review the Roads Ordinance and the proposed Site-Specific Development Ordinance. The Commissioners also agreed to hold a public hearing on July 29, 2026, at 7:00 p.m. to receive public comment and consider recommendations for both ordinances before forwarding them to the Town Council.

Commissioner Fisher made a motion to schedule a Planning Commission work session on July 16, 2026, at 7 pm and a public hearing on July 29, 2026, at 7 pm regarding the Roads Ordinance and the proposed Site-Specific Development Ordinance. Commissioner Butterfield seconded the motion. The motion passed unanimously.

Commissioner Taylor - Yes

Commissioner Riet - Yes

Commissioner Fisher - Yes

Commissioner Butterfield - Yes

Commissioner Mascaro - Absent

5) Discussion regarding the Wildlife Hazard and Safety Protection Area.

Chairman Taylor introduced the discussion regarding the proposed Wildlife Hazard and Safety Protection Area, noting that the item had been tabled from a previous meeting pending additional research.

Commissioners discussed historical reports of bald eagle activity within the Fairfield area and the possibility of protected nesting locations. One Commissioner explained that attempts had been made to obtain additional information from the Utah Division of Wildlife Resources; however, no response had been received. The Commissioners discussed that Fairfield had previously been recognized as a location where bald eagles regularly returned during the winter months but acknowledged that it was unknown whether any active nesting sites currently existed within the proposed area.

Unapproved Meeting Minutes

Fairfield Planning Commission

Regular Meeting

July 1, 2026

The Commissioners agreed that any determination regarding protected wildlife habitat or nesting areas would ultimately fall under the jurisdiction of the Utah Division of Wildlife Resources rather than the Town. Because additional information was needed before any recommendations could be made, the Commissioners agreed to postpone further discussion until more information became available.

Commissioner Riet motioned to table the discussion regarding the Wildlife Hazard and Safety Protection Area until further notice. Commissioner Fisher seconded the motion. The motion passed unanimously.

Commissioner Taylor - Yes

Commissioner Riet - Yes

Commissioner Fisher - Yes

Commissioner Butterfield - Yes

Commissioner Mascaro - Absent

Adjournment

Motion made by Commissioner Riet to end the meeting. Commissioner Butterfield seconded the motion. Meeting end time 8:58 pm.

Minutes Approval Date

Stephanie Shelley Recorder/Clerk

GoldMine

Fairfield, Utah

Mixed-Use Industrial & Technology Development

Community Plan

2026

A Joint Vision by EGI & DAI

Overview

GoldMine is envisioned as a regionally significant industrial, technology, and business park development, strategically located in Fairfield, Utah. The development integrates large format industrial uses with supporting commercial services and limited number of Ranch Lifestyle Residential, creating a balanced and future ready economic ecosystem. The project is designed to support long-term economic growth by providing land and infrastructure capable of accommodating high-quality industrial users, technology campuses, data centers, and business park operations.

The primary focus of GoldMine is to establish a cohesive employment-based development that prioritizes industrial, technology, and business park uses. These uses are intended to drive job creation, attract investment, and support the continued economic stability of the Town of Fairfield and the Cedar Valley. Supporting commercial uses will be incorporated as a secondary component of the project to provide services and amenities that benefit employees, businesses, and the surrounding community. GoldMine will look to build out, in a thoughtful way, infrastructure improvements that support all of Fairfield. These improvements look to strategically improve transportation, water sources, storage and deliver along with a sanitary sewer solution.

A limited portion of the development will include Ranchette Lifestyle Residential lots. These areas are intentionally low density and are designed to serve as transitional land uses that help buffer more intensive employment areas and the Firefly development to the north while preserving a sense of openness and rural character. These ranchettes are not intended to function as a traditional suburban neighborhood, but rather as a complementary land use that aligns with Fairfield's existing development pattern.

Planning Goals

- **Celebrate Scenic Views and Community Character**
Preserve and enhance the natural beauty, open character, and rural identity of Fairfield.
- **Avoid high-density residential development**
- **Enhance Quality of Life**
Create a community that promotes health, comfort, safety, and overall well-being for residents.
- **Protect Heritage**
Respect and preserve Fairfield's heritage, including the Pony Express Trail.
- **Promote Water Conservation and Resource Stewardship**
Utilize water-wise landscaping and sustainable development practices that support responsible resource management.
- **Preserve Dark Skies and Natural Nighttime Character**
Minimize light pollution through responsible lighting design to protect the area's night sky and natural environment.
- **Create quality employment Opportunities**
Create employment opportunities through commercial, industrial, agricultural, and service-oriented business development.
- **Balanced Economic Growth**
Develop a balanced master-planned project that supports economic growth while aiming to protect the area's peaceful rural environment and quality of life.
- **Access**
Contribute infrastructure, utilities, and transportation access
- **Complement Natural Surroundings** Encourage architectural and site design standards that complement the regional landscape, western/rural character, and natural surroundings.
- **Responsible Growth** Establish the Goldmine project as a responsible and sustainable development that strengthens the local economy, benefits nearby residents, and preserves the unique identity of the Fairfield.

[doi:10.1371/journal.pone.0186947.g002](#)

[illegible]

Zoning and Use

Establish a site-specific GoldMine Zone to implement the land uses identified in the Development Agreement and its attachments, including this Community Plan, consisting of 1-acre and 3-acre rural residential ranchette lots, commercial uses, and business park/industrial uses.

Acresage Summary

Total Acres:

- Ranchette 1+ Acre Unit _____acres
- Ranchette 3+ Acre Unit acres _____acres
- Total Ranchette area 141.3 acres
- Commercial 80.1 acres
- Business Park/Industrial 933.4acres



Ranchette Lot Building Standards

Ranchette 1-Acre Development & Building Standards

Lot Development Standards	1-Acre Ranchette
Minimum Lot Area	1.0 Acre
Minimum Lot Width/Frontage	120'
Minimum Cul-de-Sac Frontage	45'
Residential Living Area Standards	
Primary Residential Building Envelope	Within the front 125 feet of the Lot. (If it's a Cul De Sac lot, plat will depict an area of minimum of 15,000 SF for the Residential Living Area)
Primary Residence Footprint	Minimum footprint of 1800 SF on the main level
Primary Residence Height	Maximum height to be 35' measured from
Accessory Dwelling Unit (ADU)	Maximum size of 30% of Primary Residence Footprint not to exceed height of Primary Residence
Detached Garage	Maximum of 1500 SF
Fencing	
Garden	Allowed (See Landscape Standards)
Orchard	Allowed(See Landscape Standards
Front/Backyard Turf	Allowed(See Landscape Standards
Outbuilding	2 buildings with a maximum 400 SF each
Animals	Up to 30 chickens, 4 dogs, and 2 cats allowed
Front Yard Setback	25'
Front Yard Front Load Garage Setback	30'
Side Yard Setback	15'on each side of the lot or 10' on one side or the lot and 20' on the other of the lot
Rear Setback (Residential Envelope)	NA
Roof Pitch	Pitch of 1/12 through 9/12 Allowed
Exterior Building Materials Primary Residence	Durable, low-maintenance materials including stone, brick, architectural concrete, stucco, fiber cement siding, metal panels, heavy timber, wood accents, glass, or other materials approved by the ARC Committee. Building colors shall complement the natural colors of the surrounding landscape and reinforce the rural character of the community.
Exterior Building Materials ADU and Detached Buildings	Accessory buildings shall utilize similar architectural styles, roof forms, colors, and exterior materials as the primary residence. Agricultural buildings may incorporate traditional ranch and farm architectural elements while maintaining quality construction standards common with agricultural buildings.
Primary Architectural Design	Buildings shall incorporate quality architectural elements, coordinated color palettes, and varied building forms to create a cohesive community character. Building facades shall include changes in materials, architectural detailing, windows, entrances, and rooflines where appropriate to reduce the appearance of large building masses.

Ranchette 3-Acre Development & Building Standards

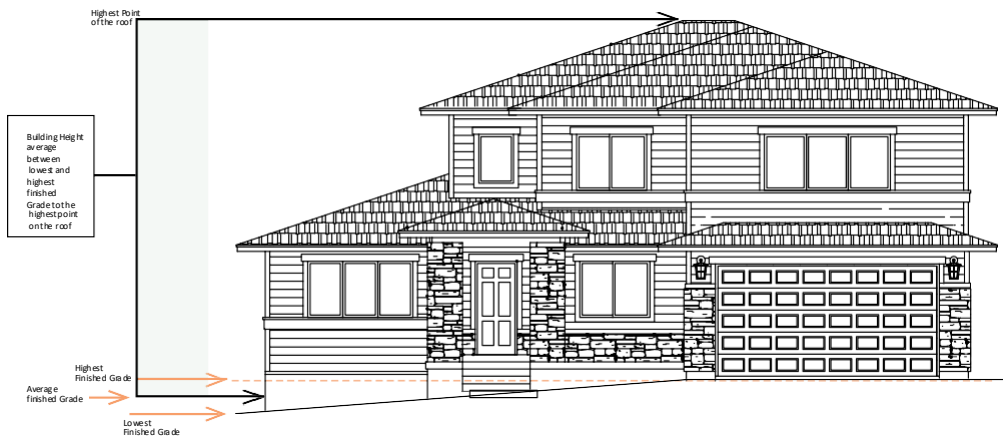
Lot Development Standards	3-Acre Ranchette
Minimum Lot Area	3.0 Acres
Minimum Lot Width/Frontage	200'
Minimum Cul-de-Sac Frontage	45'
Residential Living Area Standards	
Primary Residential Building Envelope	Entire Lot
Primary Residence Footprint	Minimum footprint of 1800 SF on the main level
Primary Residence Height	Maximum height to be 35' measured from
Accessory Dwelling Unit (ADU)	Maximum size of 30% of Primary Residence Footprint not to exceed height of Primary Residence
Detached Garage	Maximum of 2000 SF
Fencing	
Garden	Allowed(See Landscape Standards)
Orchard	Allowed(See Landscape Standards)
Front/Backyard Turf	Allowed(See Landscape Standards)
Outbuilding	2 buildings with a maximum 400 SF each
Animals	Up to 50 chickens, 4 dogs, and 2 cats allowed
Front Yard Setback	25'
Front Yard Front Load Garage Setback	30'
Side Yard Setback	15' on one side of the lot and 30' on the other side of the lot
Rear Setback (Residential Envelope)	25'
Roof Pitch	Pitch of 1/12 through 9/12 Allowed
Exterior Building Materials Primary Residence	Durable, low-maintenance materials including stone, brick, architectural concrete, stucco, fiber cement siding, metal panels, heavy timber, wood accents, glass, or other materials approved by the ARC Committee. Building colors shall complement the natural colors of the surrounding landscape and reinforce the rural character of the community
Exterior Building Materials ADU and Detached Buildings	Accessory buildings shall utilize similar architectural styles, roof forms, colors, and exterior materials as the primary residence. Agricultural buildings may incorporate traditional ranch and farm architectural elements while maintaining high-quality construction standards.
Primary Architectural Design	Buildings shall incorporate quality architectural elements, coordinated color palettes, and varied building forms to create a cohesive community character. Building facades shall include changes in materials, architectural detailing, windows, entrances, and rooflines where appropriate to reduce the appearance of large building masses.

Ranchette Lot Agricultural/Recreational Area Standards

Agricultural/Recreational Area Standards	1 Acre Ranchette	3 Acre Ranchette
Agricultural/Recreational Area Building Envelope	The remaining area of your lot outside of your Primary Residential Building Envelope	
Barns/Pole Barns	Allowed up to 35' high and maximum of 15,00 SF	Allowed up to 35' high and maximum of 15,000 SF
Tack Sheds	Allowed up to 20' high and maximum 900 SF	Allowed up to 20' high and maximum 1000 SF
Shade Structures	Allowed up to 22' high and maximum SF	Allowed up to 22' high and maximum SF
Fencing		
Accessory Dwelling Unit (ADU) (Attached to Barn or detached)	Not to exceed 1200 SF whether attached or detached. 35' height or restricted to the height of your main barn if detached.	Not to exceed 1200SF or 35' height
Riding Arenas	Allowed	Allowed
Horses	8	16
Cattle/Bison	6	10
Chickens	30	50
Goat/Sheep /other Small Animals	10	20
Pigs	2	4
Dogs	4 (total for the lot not to exceed 8)	8 (total for the lot not to exceed 12)
Cats	4 (total for the lot not to exceed 6)	8 (not to exceed 10)
Gardens/Orchards	Allowed (See Landscape Standards)	Allowed (See Landscape Standards)
Equipment Storage/Trailer/RV Parking	Allowed	Allowed
Truck Parking (Personal/Agricultural)	Allowed	Allowed
Accessory Ag Structure Side Setback	5 ft	5 ft
Accessory Ag Structure Rear Setback	5 ft	5 ft

Height Measurement Exhibit

1- Building height is measured from the average of the highest finished grade and the lowest finished grade across the front of the structure to the highest point of the roof, excluding ancillary structures .





Need add Park Estate Lot

Examples of Single-Family Home Designs



NOTE: Images shown are only intended to represent design elements and/or materials that may be utilized and do not necessarily depict the specific products that will be used in GoldMine

Examples of Single-Family Home Designs



NOTE: Images shown are only intended to represent design elements and/or materials that may be utilized and do not necessarily depict the specific products that will be used in GoldMine

C:\Users\ROB-1\My Documents\Local\Temp\Acrobat_29716\26057A Goldmine Gildag Rob Way 08, 2006 - 12:35pm



C1.01A

PROJECT NO: 26067 A		REVISIONS	
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DRAWN BY: RJP
 CHECKED BY: RJP
 DATE: 5-5-2026

GOLDMINE RANCHETTES PHASE 1

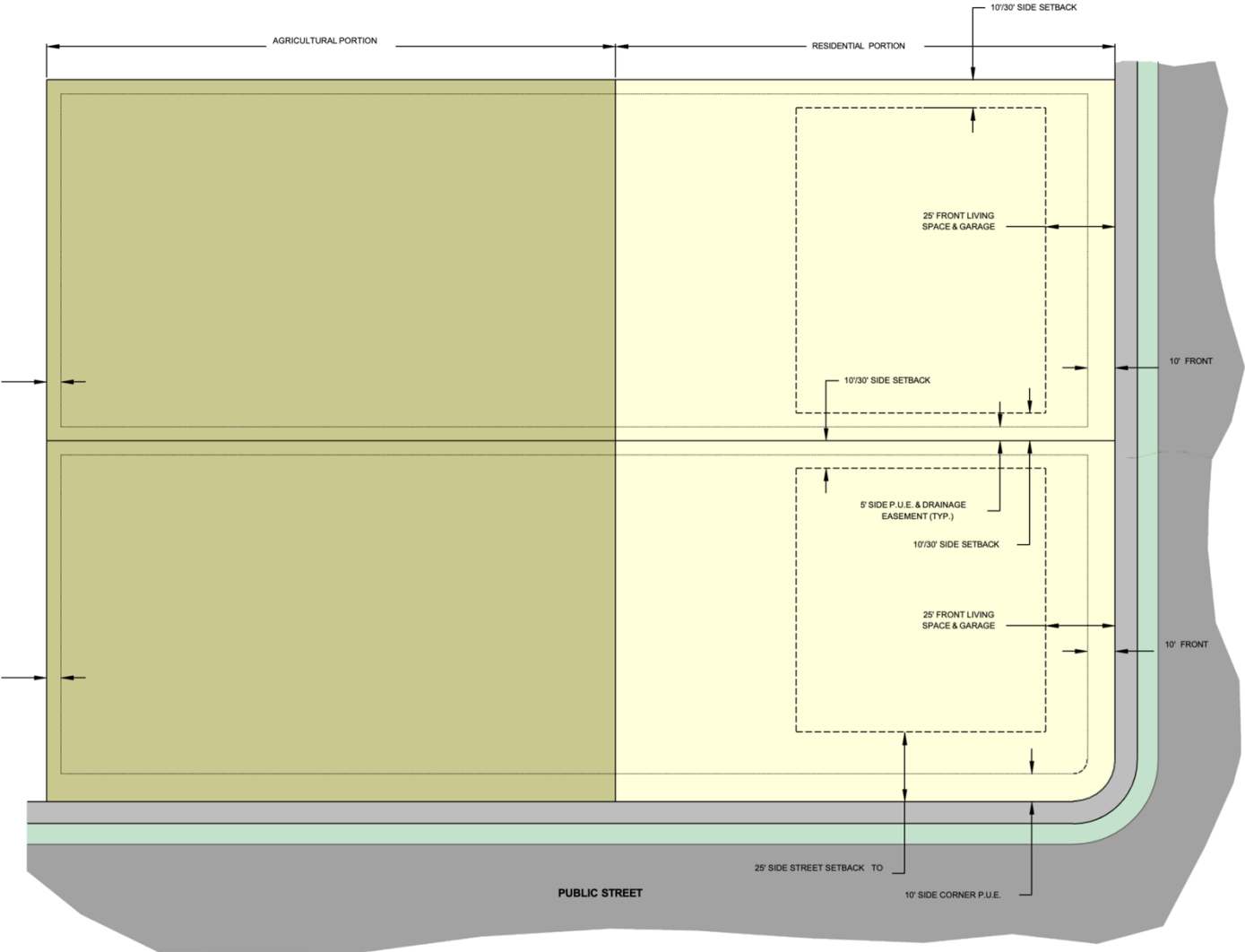
**800 NORTH STREET
FAIRFIELD UTAH**



► McNEIL ENGINEERING

Civil Engineering • Consulting & Landscape Architecture
Structural Engineering • Land Surveying & HDS

Ranchette Lot Setback Exhibit **DRAFT**



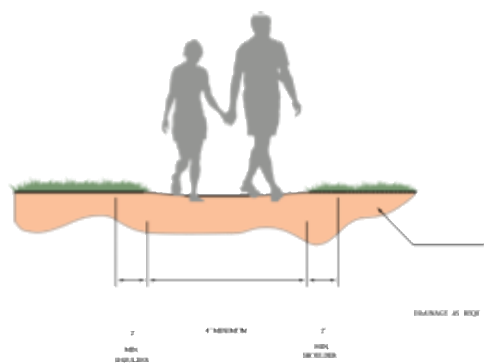
Parks, Trails, and Open Space (PTOS) Standards



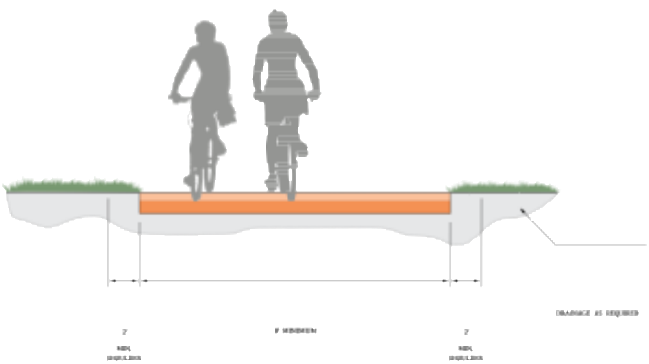
The Parks, Trails, and Open Space (PTOS) plan includes any use of land for active or passive, public or private, natural spaces and trails.

The Master Developer will develop natural open spaces and trails as part of rights of ways as areas are developed. Connectivity through town out to the recreation area's to the west and neighborhood's to the north and east are to be enhanced as GoldMine is developed. The PTOS is designed to allow our children to safely walk, bike, run, or ride horses to neighbors' homes or parks and other open spaces. Horse trails will be designed to allow access to Manning Canyon and adjacent BLM land (as allowed by BLM) . Fairfield. Entrance Nodes/Signs—Formal nodes serve as Entrances into GoldMine and showcase neighborhood identity through landscaping, public art structures, entrance features (monuments) and/or signage. At entrance nodes that are along Hwy 73 or the future Cedar Valley Freeway at the entrance of Fairfield Town the GoldMine development will design in conjunction with the Town of Fairfield, Signage that lets drivers know they are entering the Town of

Parks, Trails, & Open Space Exhibit A



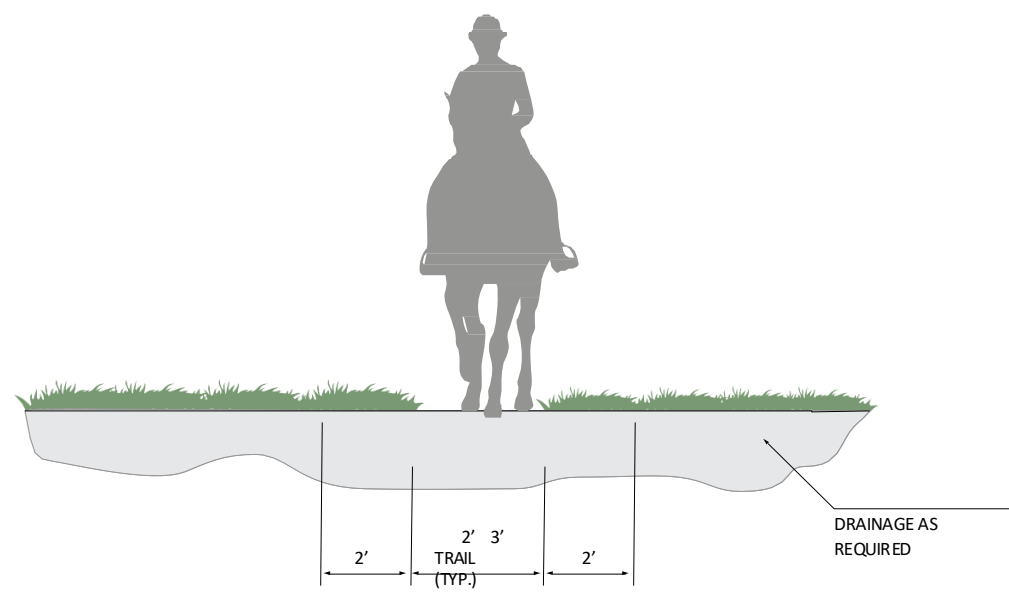
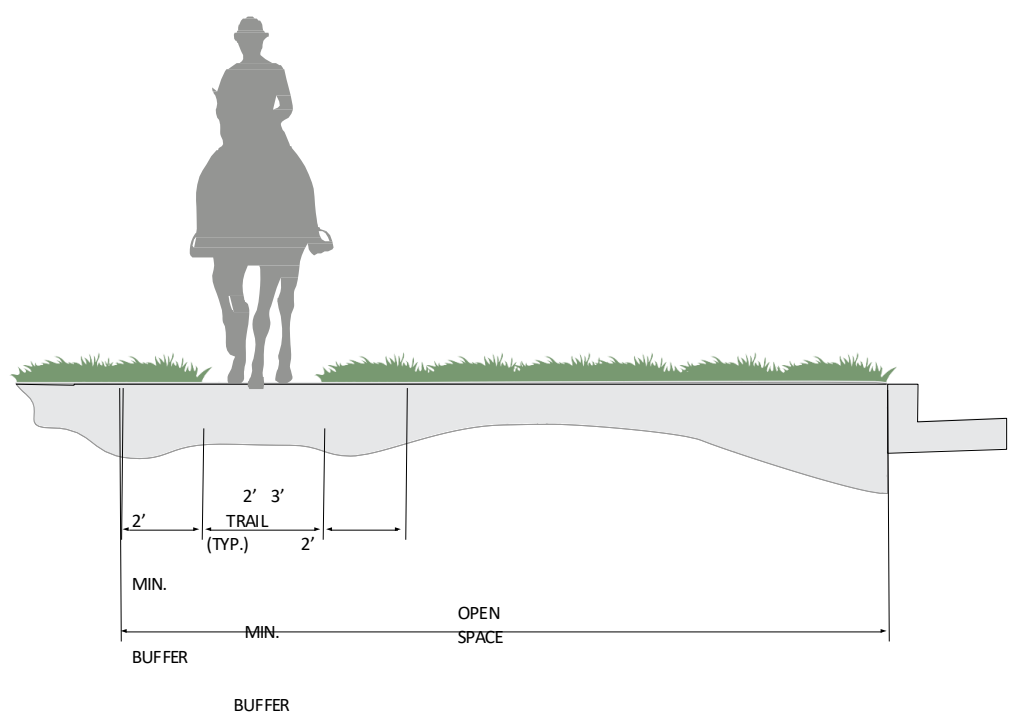
Dirt Trail



Asphalt Trail

3" Asphalt / 6" Base

Parks, Trails, & Open Space Exhibit B



Business Park/Industrial (Technology Overlay Zone) Development & Building Standards

Business Park Development

The GoldMine Business Park is intended to provide a premier employment center that accommodates professional offices, corporate headquarters, research and development facilities, flex office, medical office, technology companies, and complementary commercial services. Development shall emphasize quality architecture, and coordinated site planning, to create a business environment that is functional and visually appealing. Buildings and site improvements shall be designed to reinforce the character of a first-class business park while respecting the surrounding rural landscape of Fairfield.

Technology Overlay Zone Development

The GoldMine Industrial / Technology District is intended to provide a premier employment center supporting advanced manufacturing, technology companies, data centers, artificial intelligence (AI), research and development, aerospace, logistics, warehousing, clean energy, and other high-value employment uses. Development shall emphasize quality architecture, coordinated site planning, durable construction, and attractive landscaping while providing flexibility for evolving technologies and modern industrial operations. Buildings and site improvements shall contribute to a professional, campus-like environment that complements the overall character of the GoldMine community.

Business Park/Industrial (Technology Overlay)-Data Center Development and Building Standards

Development Standards	Business Park / Industrial (Technology Overlay)
Lot Development	
Minimum Lot Area	TBD
Minimum Lot Width	TBD
Minimum Street Frontage	TBD
Minimum Cul-de-Sac Frontage	TBD
Permitted Uses	Professional Offices; Corporate Headquarters; Business Services; Research & Development; Advanced Manufacturing; Technology Campuses; AI & Data Centers; Warehousing; Distribution; Aerospace; Clean Energy; Utility Facilities; Energy Generation: Natural Gas, Solar, Advanced Fission
Building Standards	
Maximum Building Footprint	_____sq. ft. per building (or as approved as part of an integrated campus)
Maximum Building Height	50 feet
Maximum Height – Electrical Infrastructure	55 feet for substations and related utility structures (excluding transmission facilities)
Building Orientation	Buildings should be arranged to create a coordinated campus environment and minimize impacts on adjacent uses.
Exterior Building Materials	Brick, stone, architectural concrete, insulated metal panels, architectural metal systems, glass, fiber cement, heavy timber accents, and similar durable materials.
Building Facades	Street-facing elevations shall incorporate changes in height, recesses, glazing, material changes, and architectural detailing to avoid long uninterrupted walls.

Architectural Design	Buildings shall incorporate contemporary architectural design, quality building materials, articulated façades, varied rooflines, enhanced entrances, and architectural detailing to reduce the appearance of large building masses. Long building elevations shall incorporate changes in materials, horizontal and vertical offsets, glazing, canopies, architectural panels, or similar design features to create visual interest. Administrative offices, employee entrances, and customer-facing areas shall receive enhanced architectural treatment and shall be oriented toward public streets whenever practical.
Roof Design	Light-colored or reflective roofing materials encouraged.
Front Yard Setback	TBD
Side Yard Setback	TBD
Rear Yard Setback	TBD
Building Separation	TBD
Operations & Site Design	
Loading Docks	Side or Rear; Screened from Public Streets
Truck Courts	Side or Rear
Outdoor Storage	Limited to operational uses and screened from public view
Trailer Parking	Designated Screened Areas
Employee Parking	Side or Rear Preferred
Visitor Parking	Adjacent to Main Building Entrance
Mechanical Equipment	Ground and rooftop equipment shall be screened from public view.
Electrical Substations	Permitted Accessory Use
Emergency Generators	Permitted Accessory Use
Battery Energy Storage Systems	Permitted Accessory Use
Refuse Collection Areas	Fully Screened from Public Rights-of-Way
Security Fencing	Minimum 6 feet where required for facility security.

Landscaping & Screening	
Landscape Buffers	Required
Street Trees	Required
Parking Lot Landscaping	Required
Turf	Not Allowed
Residential Buffers	Enhanced Landscape Buffer Adjacent to Residential Uses
Stormwater Facilities	Integrated into Site Landscaping
Pedestrian Connections	Required Where Appropriate
Exterior Lighting	Downward-directed fixtures designed to minimize glare, light trespass, and skyglow. Lighting shall be Dark Sky compliant and directed away from adjacent properties and public rights-of-way.
Signage	Commercial signage should complement the architecture of each development and maintain a consistent visual character throughout the GoldMine Project. Monument signs are encouraged at major entrances and commercial centers and shall comply with applicable Fairfield Town sign regulations and the GoldMine Monument Sign Standards
Screening	Service areas, loading docks, substations, generators, mechanical equipment, refuse collection, and utility infrastructure shall be screened from public streets and adjacent properties.
Technology & Sustainability	
Fiber Optic Infrastructure	Required
Solar-Ready Roofs	Encouraged
Renewable Energy Integration	Encouraged
EV Charging Infrastructure	Encouraged
Water-Efficient Landscaping	Required
Emergency Backup Power	Permitted
Performance Standards	
Noise	Operations, including power generation, mechanical equipment, cooling systems, emergency generators during routine testing, and other operational equipment, shall comply with the following maximum sound levels measured at the property boundary or any affected adjacent property: Daytime (7:00 a.m.–10:00 p.m. weekdays; 9:00 a.m.–10:00 p.m. weekends and Fairfield Town legal holidays): 60 dBA adjacent to residential uses; 79 dBA elsewhere. Nighttime (10:00 p.m.–7:00 a.m. weekdays; 10:00 p.m.–9:00 a.m. weekends and Fairfield Town legal holidays): 55 dBA adjacent to residential uses; 72 dBA elsewhere. Where a noise source affects multiple zoning districts, the most restrictive standard shall apply. Construction activities conducted under valid permits, public works projects, utility maintenance, emergency repairs, and emergency backup power operations are exempt from these operational noise limits.

Business Park/Industrial Setback Exhibit

Commercial Building Standards Draft

Commercial Development Philosophy

The Commercial Planning Areas (CPAs) within the GoldMine Project are intended to serve as vibrant activity centers that provide retail, professional office, hospitality, dining, entertainment, lodging, service businesses, and mixed-use development opportunities for residents, employees, and visitors. These areas have been strategically located throughout the GoldMine Project and the surrounding region. Commercial development is intended to create attractive gathering places that support economic development while complementing the rural character of Fairfield.

Site Design

Commercial developments shall be designed to promote safe and efficient circulation for vehicles, and pedestrians. Building placement, parking areas, pedestrian connections, and open spaces should be integrated into a cohesive site plan that enhances accessibility and convenience.

Mixed-Use Development

Where appropriate, Commercial Planning Areas may include but are not limited to vertical or horizontal mixed-use development incorporating retail, restaurants, professional offices, hospitality, and complementary commercial uses.

Flexibility

The Commercial Development Standards are intended to establish the overall design vision for the GoldMine Project. Specific site plans, architectural designs, and development standards may be refined during future development review provided they remain consistent with the intent of this Community Plan.

Parking and Access

Parking shall be designed to safely accommodate employees, customers, and visitors while minimizing visual impacts from public streets. Parking lots should incorporate landscape islands, perimeter landscaping, and pedestrian walkways.

Mixed-Use Development

Where appropriate, Commercial Planning Areas may include but are not limited to vertical or horizontal mixed-use development incorporating retail, restaurants, professional offices, hospitality, and complementary commercial uses.

Flexibility

The Commercial Development Standards are intended to establish the overall design vision for the GoldMine Project. Specific site plans, architectural designs, and development standards may be refined during future development review provided they remain consistent with the intent of this Community Plan.

Parking and Access

Parking shall be designed to safely accommodate employees, customers, and visitors while minimizing visual impacts from public streets. Parking lots should incorporate landscape islands, perimeter landscaping, and pedestrian walkways.

Commercial Setback Exhibit

GoldMine Landscaping Plan **Draft**

Landscape Philosophy

The landscape philosophy for the GoldMine Project is based on water conservation, long-term sustainability, and compatibility with the surrounding native landscape. The overall objective is to enhance the natural character of Fairfield while providing functional and aesthetically appropriate landscaped areas throughout the development.

The proposed landscape design is organized into three distinct landscape area types:

Lawn Areas, Ornamental Landscape Areas, and Natural Landscape Areas. Each area has been designed to respond to the high desert mountain climate of Fairfield, Utah, emphasizing water conservation, reduced long-term water demand, and compatibility with the surrounding native landscape. Plant material selection, irrigation design, and landscape coverage shall be coordinated to provide attractive and sustainable landscape areas throughout the project.

Lawn Areas

Lawn Areas are intended to provide limited functional turf areas and shall not exceed **ten percent (10%)** of the total developed landscape area.

All lawn areas shall consist of a **TWCA-certified water-wise turfgrass variety** suitable for the high desert mountain climate and elevation of Fairfield, Utah.

Lawn areas shall be irrigated with a high-efficiency automated irrigation system designed to achieve a minimum of **75% irrigation efficiency**. Irrigation scheduling shall be designed to minimize water waste and overspray while maintaining healthy turf establishment and long-term performance.

Ornamental Landscape Areas

Ornamental Landscape Areas shall consist of decorative crushed rock or bark mulch, boulders, and water-wise ornamental and native trees, shrubs, grasses, perennials, and forbs selected for low water use and adaptability to the local climate.

Plant materials shall be arranged in naturalized groupings to create a cohesive, drought-tolerant landscape character consistent with the surrounding high desert environment. Ornamental Landscape Areas shall be designed to achieve approximately **75% plant coverage at maturity**.

These areas shall be irrigated with a high-efficiency drip irrigation system connected to an automated irrigation controller. Irrigation shall be designed to provide efficient root-zone watering, promote plant establishment, and minimize evaporation, overspray, and runoff. Once established, plant materials are intended to require minimal supplemental irrigation.

Natural Landscape Areas

Natural Landscape Areas are intended to provide a native, low-maintenance landscape character that closely reflects the surrounding undisturbed environment.

These areas shall consist primarily of a non-irrigated Great Basin native seed mix composed of regionally appropriate native grasses, shrubs, trees, and flowering forbs suitable for the high desert mountain climate of Fairfield, Utah.

Temporary drip irrigation shall be provided to proposed shrubs and trees installed within these seeded areas to support initial plant establishment. Once plant material is fully established, supplemental irrigation shall be significantly reduced or discontinued except during periods of prolonged drought or severe environmental stress.

Landscape Maintenance

All landscaping shall be regularly maintained and kept in a healthy and attractive condition.

Commercial and Business Park Landscape Plan **Draft**

Landscape Philosophy

The landscape philosophy for the Commercial Planning Areas (CPAs) and Business Park/Technology Areas of the GoldMine Project is based on water conservation, long-term sustainability, and compatibility with the surrounding native landscape. The overall objective is to create attractive commercial and employment centers that enhance the natural character of Fairfield while providing functional, durable, and aesthetically appropriate landscaped environments.

The proposed landscape design is organized into two distinct landscape area types: **Xeriscape Landscape Areas** and **Natural Landscape Areas**. Each area has been designed to respond to the high desert climate of Fairfield, Utah, emphasizing water conservation, reduced long-term water demand, and compatibility with the surrounding native landscape. Plant material selection, irrigation design, and landscape coverage shall be coordinated to provide attractive and sustainable landscape areas throughout the project.

Xeriscape Landscape Areas

Commercial Planning Areas and Business Park/Technology Areas shall utilize xeriscape landscape designs that consist of decorative crushed rock, bark mulch, boulders, native and drought-tolerant trees, shrubs, ornamental grasses, perennials, and other water-wise plant materials appropriate for the local climate.

Plant materials shall be arranged in naturalized groupings to create an attractive landscape character that complements the surrounding high desert environment and the architectural character of the development.

No irrigated turf grass shall be permitted within Commercial Planning Areas or Business Park/Technology Areas unless specifically approved as part of a public park or civic gathering space. Xeriscape Landscape Areas shall be irrigated with high-efficiency drip irrigation systems connected to automated smart irrigation controllers. Irrigation shall be designed to provide efficient root-zone watering, promote plant establishment, and minimize evaporation, overspray, and runoff. Once established, plant materials are intended to require minimal supplemental irrigation.

Natural Landscape Areas

Natural Landscape Areas are intended to preserve the native landscape character of Fairfield and shall consist primarily of regionally appropriate native grasses, shrubs, trees, and flowering forbs adapted to the high desert environment.

Natural Landscape Areas shall remain largely non-irrigated after establishment. Temporary supplemental irrigation may be provided during the initial establishment period for installed trees and shrubs. Once established, irrigation shall be significantly reduced or discontinued except during periods of prolonged drought or severe environmental stress.

I think this is actually cleaner than the residential standards because it establishes a **zero-turf commercial standard** while still allowing the Town discretion if it ever wants a small civic green or public plaza. That flexibility is useful during concept review, but the document clearly communicates that the intent of GoldMine is to use **xeriscape and natural landscaping throughout all commercial and business park areas**.

Ranchette Landscape Plan Exhibit



GOLDMINE RANCHETTES - TYPICAL LOT DESIGN

PRELIMINARY LANDSCAPE PLAN

FAIRFIELD, UTAH

**McNEIL ENGINEERING**
Civil Engineering • Consulting & Landscape Architecture
Structural Engineering • Land Surveying & GIS

McNeil Engineering, Inc. 2025 North 200 West, Suite 100, Provo, UT 84601-2025
www.mcneilengineering.com

Commercial Landscape Plan Exhibit

Business Park Landscape Plan Exhibit

Entrance Features / Monument Signage

Entrance Features & Monument Signage

Entrance features and monument signage shall be designed to establish a strong identity for the GoldMine Project while preserving the rural character of Fairfield. Gateway features shall provide an attractive and welcoming entrance into the development through the use of quality materials, coordinated landscaping, and architectural elements that complement the overall character of the project.

Entrance Features

Monument signs shall comply with the Fairfield Town Sign Ordinance and may be located at project entrances and major internal developments. Entrance features may include enhanced landscaping, decorative walls, natural stone, masonry elements, accent materials, lighting, and other architectural features that contribute to the overall character of the GoldMine Project.

Monument Signage

Monument signs shall be integrated into the overall site design and constructed using natural stone, masonry, architectural concrete, wood, metal accents, or other durable materials consistent with the architectural character of the development. Monument signs shall not exceed **eight (8) feet in height** or **ten (10) feet in width**, unless otherwise approved by Fairfield Town. Signage shall be designed to complement the surrounding landscaping and entrance features.

The ARC must approve the design and locations prior to submitting a Development Application, as appropriate .

Landscaping

Landscape improvements shall be incorporated around monument signage and entrance features to soften visual impacts and create an attractive appearance from adjacent roadways. Landscaping shall comply with the GoldMine Landscape Plan and emphasize drought-tolerant plant materials, decorative rock or bark mulch, and water-efficient irrigation.

Lighting

Any lighting associated with entrance features or monument signage shall be directed downward, fully shielded, and designed to minimize glare and light trespass onto adjacent properties. Lighting shall be integrated into the overall design of the entrance feature and shall complement the architectural character of the project.

Sales Signs On-Premise Temporary Community Signs

Draft

Temporary community signs may be installed as needed to direct traffic to builder model home(s) and/ or sales trailers during the selling process. These temporary community signs are permitted within GoldMine. Temporary community signs may be installed along collectors, parkways, and minor/major arterials prior to and during active development or any form of development activity. The design and message may vary, but the purpose is to provide direction to and information about GoldMine. Temporary community sign faces shall not exceed 200 square feet and height of sign shall not exceed 20 feet from grade. Temporary community signs shall be at least 200 feet from any other temporary sign. The ARC must approve the design prior to submitting a Development Application as appropriate.

Builder Signs for Model Sales Trailers & Lots

A model home is considered a sales facility until it is sold. Temporary signs used on builder property, as well as areas in front of a model home, spec home, or sales trailer are builder-provided signs, and are not required to be community branded. They identify who the builder is and what the builder is offering in GoldMine. Builder signs may also advertise builder contact info, as well as the name of the model home, floor plan, and features found in the model home. Model signs must be approved by the ARC, and/or HOA if applicable, and are required to adhere to the following community standards: 1. Model and spec homes may not be permitted to advertise properties or units located in another subdivision or property located outside GoldMine. 2. Each model home lot may include a 32 square feet sign, an 18 square feet sign, and up to three smaller informational signs that are 10 square feet or less. 3. Model and spec home signs must be removed within 30 days of when the last home is sold in GoldMine or when the model home is sold. 4. Model and spec home signage must be approved by the ARC prior to Development Application. 5. Model and spec home and signage must comply with City's Vested Laws in every aspect not specifically identified herein. 6. Builders may install temporary builder signs anywhere in GoldMine in compliance with the requirements of this section. 7. Builder may install a sign that is no larger than 10 square feet on each lot.

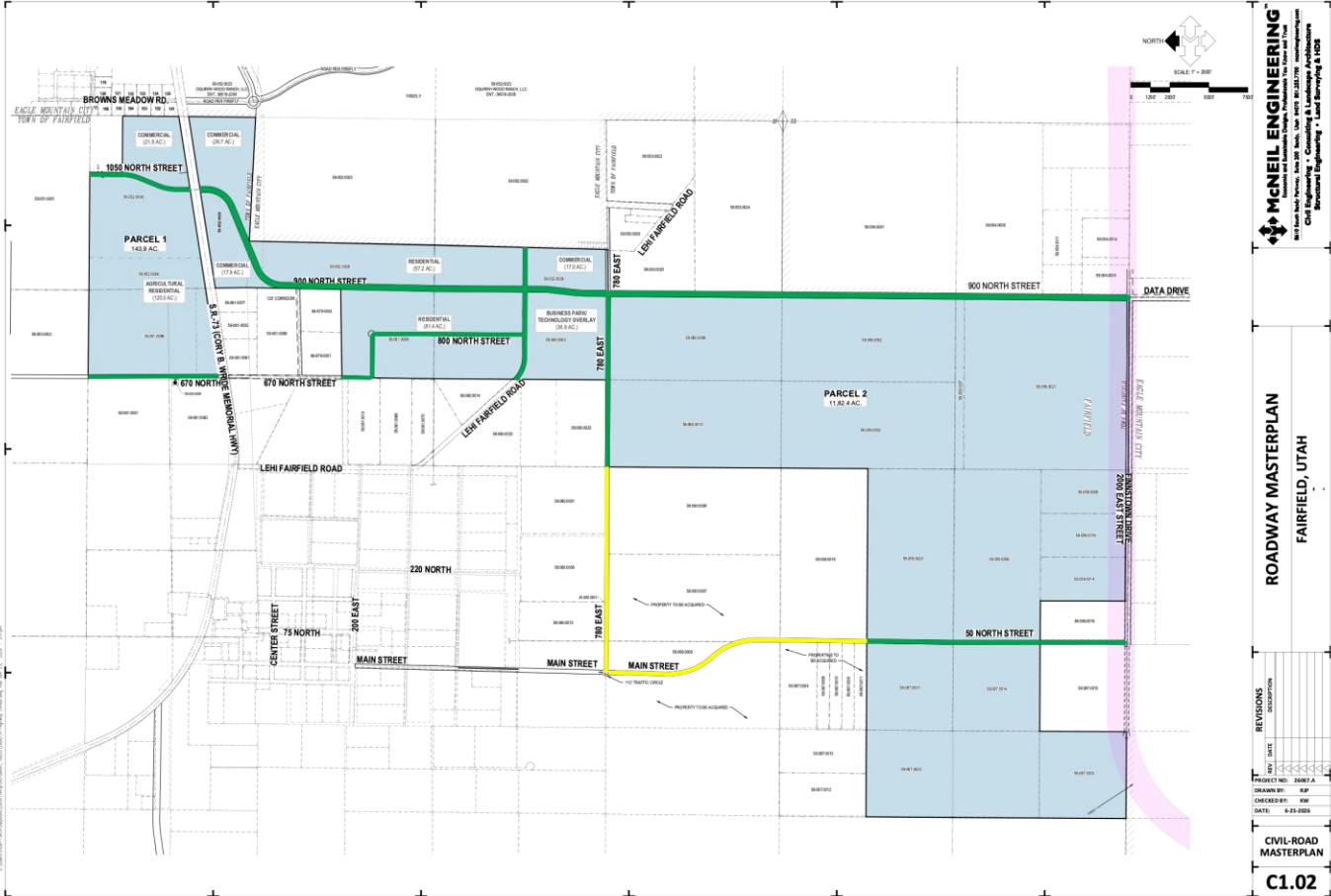
Transportation

The purpose of this document is to provide a basis for the planning and facilities required to provide transportation service to the area . These guidelines and requirements set forth herein are based upon the current property and do not account for any additional property that may be added to GoldMine . It is intended that this document be the basis for planning infrastructure . The information included will be a guide for development of the roadway facilities in serving both current and future needs . The document will focus primarily on infrastructure located within GoldMine.

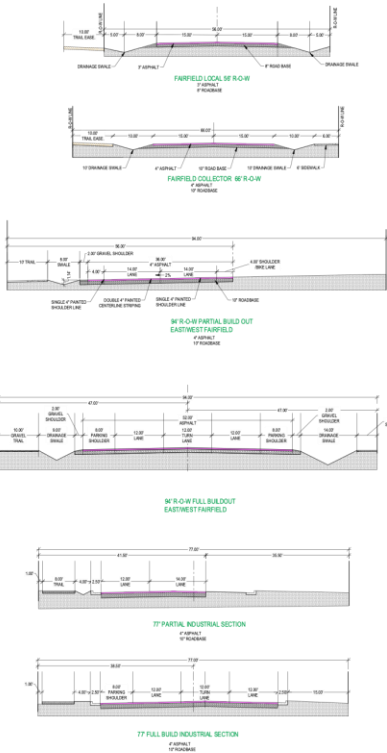
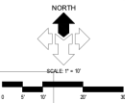
The specific objectives of the document include:

- Identifying existing transportation corridors and roads within GoldMine to be built by Master Developer
- Identifying typical standards for the design of the roadway and pavement sections
- Providing direction for the planning of future facilities throughout GoldMine

Master Transportation Map



Road Cross-Sections



**McNEIL ENGINEERING**
Professional Engineering
Civil, Mechanical, Electrical, and
Structural Engineering & VDC

ROADWAY MASTERPLAN
FAIRFIELD, UTAH

REV.	DATE	DESCRIPTION
1	8-23-2023	ISSUED FOR PERMIT
2	8-23-2023	ISSUED FOR PERMIT
3	8-23-2023	ISSUED FOR PERMIT
4	8-23-2023	ISSUED FOR PERMIT
5	8-23-2023	ISSUED FOR PERMIT
6	8-23-2023	ISSUED FOR PERMIT
7	8-23-2023	ISSUED FOR PERMIT
8	8-23-2023	ISSUED FOR PERMIT
9	8-23-2023	ISSUED FOR PERMIT
10	8-23-2023	ISSUED FOR PERMIT

PROJECT NO: 20237-A
DRAWN BY: EJP
CHECKED BY: EJP
DATE: 8-23-2023
ROAD CROSS SECTIONS
C1.03

GoldMine Permitted, Conditional & Prohibited Uses

The following table lists the permitted (P), conditional (C) and Prohibited (N) uses for the Business Park/Industrial (BP-I), Commercial (C) and Ranchette Areas (RA) located in GoldMine.

Table A			
Permitted Uses per Area			
P = Permitted, C= Conditional, N = Prohibited			
USE	C	BP-I	RA
Agricultural products or supplies	P	P	N
Air Conditioning sales & service	P	P	N
Airports	N	N	N
Amusement enterprises (outdoor)	P	N	P
Amusement enterprises (indoor)	P	N	N
Animal hospitals	P	P	N
Animals, under 20 head	N	N	P
Antique, import or souvenir shops	P	N	N
Apartment houses	P	N	P
Apparel altering & repairing	P	N	P
Appliance and/or electronic instruments assembly	P	P	N
Appliance stores	P	N	N
Arts and crafts shops	P	N	N
Asphalt mixing plants	N	P	N
Assembly of appliances (from pervously perpared parts)	P	P	N
Athletic & sporting goods store, (excluding sales & service of motor vehicle or motot boats)	P	N	N
Auction houses (except animals)	P	N	N
Auction houses (including animals)	N	N	N
Automobile rental (<10,000 CVW) (See "Truck rental" for vehicles over 10,000 GVW)	P	P	N
Automobile sales (used and new)	P	P	N
Automobile service station	P	P	N
Automobile wrecking yards	N	N	N
Bakeries, on-site retail only	P	P	N
Bakeries, wholesale	N	P	N
Banks and otherfinancial institutions	P	N	N
Barper shops, beauty parlors	P	N	N
Barns, stables, corrals	N	N	P
Bed and Breakfast	P	N	N
Beer parlors (on site consumption)	P	N	N
Bicycle sales and repair shops	P	N	N
Boat sales and service (No manufacturing)	P	P	N
Boat storage	P	P	N
Book and stationary stores	P	N	N
Bowling alley	P	N	N
Breweries/Winery < 3000 S.F. production area	N	N	N
Broadcasting studios	P	N	N

Uses Continued

Building materials sales yards and storage bldgs. (Materials are customarily stored outside the main building on a year-around basis)	P	P	N
Building supply stores (Materials are stored primarily inside the main building, including permanently attached, covered and fenced enclosures, with some seasonal sales items temporarily kept outside)	P	P	N
Bus terminal	P	P	P
Business Park/research Campus	N	P	N
Cabinet and woodwork shop	N	P	N
Camera store	P	N	N
Candy store, confectionery	P	N	N
Caretaker's dwelling	P	N	P
Carwash	P	P	N
Catering service (food)	P	P	N
Church	P	N	P
Clinics, medical and dental	P	N	N
Clothing and accessory store	P	N	N
Clubs and fraternal societies	P	N	N
Coal yards	N	N	N
Cold storage plants	N	P	N
Concrete mixing and batching plants	N	P	N
Construction equipment rental (heavy equipment)	N	P	N
Convenience store, < 2,400 sq ft, w/fuel islands	P	P	N
Convenience store/travel center, < 5,000 sq ft, w/fuel islands	P	P	N
Correctional/intensive treatment facility	N	N	N
Craft & hobby store	P	N	N
Dance hall/studio	P	N	N
Day care center	P	P	N
Department/variety store > 5500 S.F.	P	N	N
Department/variety store < 5500 S.F.	P	N	N
Drive-ins-fast food	P	P	N
Drug store	P	N	N
Dry cleaning and laundry	P	N	N
Dwelling units	P	N	P
Electrical, heating, air conditioning and plumbing sales & service	P	P	N
Electrical sign shop	P	P	N
Electronic equip, sales, & service (≤2400 sf)	P	P	N
Electronic equip, sales, & service (>2400 sf)	N	P	N
Employment agency	P	P	N
Engraving , printing	P	P	N
Farm buildings	N	N	P
Farm equipmet sales, rental & service	P	P	N
Feed processing	N	P	N
Feed processing, cereal and flour mill	N	P	N
Fertilizer and soil conditioner manufacturing, processing and sales	N	P	N
Fire/police/sheriff stations	P	P	P

Uses Continued

Fix-it shops (small appliance/equipment repair)	P	N	N
Floral shop	P	N	N
Food processing	N	P	N
Fur farms	N	N	N
Furniture stores, retail	P	N	N
Garden supply & plant material sales	P	P	N
Gift shops	P	N	N
Grain storage elevators (over 5000 bu.)	N	P	N
Grain storage elevators (under 5000 bu.)	N	N	P
Gravel and sand pits (As part of developing)	P	P	P
Grocery stores	P	N	N
Hardware stores	P	N	N
Health clubs	P	N	N
Health food store	P	N	N
Heliport	N	P	N
Home furnishings	P	N	N
Hometel	P	N	N
Hospital	P	P	N
Hotel & motel	P	N	N
House wrecking yards	N	N	N
Ice manufacturing and storage (wholesale)	P	P	N
Ice cream parlor	P	N	N
Indoor Shooting range	N	P	N
Interior decorating & design (retail)	P	N	N
Janitor service & supply	P	P	N
Jewelry stores sales & service	P	N	N
Junk yards and scrap storage (when property is fenced with at least six foot (6') site obscuring fence)	N	N	N
Karate studio	P	N	N
Kennels	P	P	N
Knitting mills	P	P	N
Laboratory	P	P	N
Laboratory, dental/medical	P	P	N
Library	P	N	P
Liquor store	N	N	N
Locksmith	P	P	N
Lumber yards	P	P	N
Machine shop (general)	P	P	N
Manufactured home sales	N	N	N
Manufacturing	N	P	N
Mill working	N	P	N
Mixed use	P	N	N
Mobile home park	N	N	N
Mortuary/funeral home	P	N	N
Moving & storage company	N	P	N
Museum	P	N	N
Music store	P	N	N

Uses Continued

Nurseries & greenhouses (plants)	P	P	N
Nursing homes	P	N	N
Office supply & machines, sales, & services	P	N	N
Oil and petroleum refining	N	N	N
Online sales fulfillment center/Store front	P	P	N
Open-air Businesses	P	P	N
Outdoor trap shooting ranges	N	N	N
Paint & wallpaper store	P	N	N
Park & playgrounds	P	P	P
Parking lots	P	P	P
Pawn shops	P	N	N
Pest control & extermination	P	P	N
Pet & pet supply store	P	N	N
Photographic studios/film processing	P	P	N
Plumbing shops	P	P	N
Power plant	N	P	N
Professional, business, & admin. Offices	P	P	N
Professional, business, & admin. Offices (not to exceed a maximum of 5000 sq. ft. on the ground floor and having no more than 3 stories above grade.)	P	N	N
Railroad spurs and dock facilities	N	N	N
Recreational vehicle sales, service & rental (Small-Vehicles customarily hauled to recreational sites such as snowmobiles, ATV's, etc.)	P	P	N
Recreational vehicle sales, service & rental (Large-Vehicles customarily towed or driven such as campers, trailers, motor homes, etc.)	P	P	N
Recycling	P	P	P
Recycling Center, Indoor	N	P	N
Residential	P	N	P
Residential facility for persons with a disability	P	N	P
Restaurant	P	P	N
Rest homes	P	N	P
RV Park	P	P	N
Salvage yards	N	N	N
Sawmills	N	P	N
Schools	P	N	P
Service stations	P	P	N
Sexually oriented businesses	N	N	N
Shoe sales and repair shops	P	N	N
Sign painting	P	P	N
Sporting goods stores	P	N	N
Storage rental (more than 2.5 acre)	P	P	N
Storage rental (not more than 2.5 acre including: buildings, outdoor storage, and associated parking and driveways-with seven-foot masonry perimeter fence and no access or frontage on Main Street)	P	P	N

Uses Continued

Swap meets	P	P	N
Tanning, curing, storage of hides	N	P	N
Tattoo parlor and body piercing	P	N	N
Theaters, indoor & outdoor	P	N	N
Tire retreading and/or vulcanizing (associated with sales)	P	P	N
Tire sales & service	P	P	N
Toy store	P	N	N
Trade and vocational schools	P	P	N
Truck terminal	N	P	N
Upholstery shops	P	N	N
Warehouses	N	P	N
Welding shop	N	P	N
Wholesale outlets	P	N	N
*All uses not listed that are not permitted in another Area or prohibited in the subject area are deemed a Conditional Use			

*TOWN ZONES***§ 154.100 ZONES ESTABLISHED.**

In order to carry out the purposes of this chapter, the town is hereby divided into zones as follows:

(A) AR-1 Residential Agricultural Zone;

(B) AR-5 Residential Agricultural Zone;

(C) AR-10 Residential Agricultural Zone;

(D) AR-40 Agricultural Residential Zone;

(E) Light Industrial West Zone;

(F) Light Industrial East Zone;

(G) Commercial Overlay Zone;

(H) Heavy Industrial Zone;

(I) Airpark Zone; ~~and~~

(J) Airpark Overlay Zone; and;

(K) Site-Specific Development Zone.

(Prior Code, § 10.11.10)

§ 154.113 SITE-SPECIFIC DEVELOPMENT ZONE (SSD).

(A) Purpose. The Site-Specific Development (SSD) district is intended to accommodate unique development proposals that require tailored development standards not otherwise achievable under the Town's standard zoning districts. The SSD district provides flexibility in exchange for high-quality design, enhanced amenities, and meaningful public benefits that exceed what would typically be expected under conventional zoning. It may also be used to address unique site constraints or opportunities. Development within an SSD district shall be designed to further the goals and policies of the Fairfield General Plan through the coordinated placement of buildings, infrastructure, open space, and other site improvements.

(B) Qualifying Standards. To qualify for SSD Zone classification, the following conditions shall be present:

- (1) The proposed SSD district includes a minimum of two acres¹ of contiguous land area;
- (2) The proposed development could not otherwise be developed using conventional zoning districts or standards established in this code;
- (3) The land within the proposed SSD is under single ownership or unified control. Property under multiple ownership may qualify if the application includes enforceable agreements, covenants, or other legal instruments acceptable to the Town that ensure unified development and may be recorded as a condition of approval;
- (4) The proposed SSD zoning district embraces several highly-valued design features, as determined by the Town Council, upon recommendation from the Planning Commission, including but not limited to:
 - (a) Superior site planning and building orientation that responds to surrounding development and natural features;
 - (b) High-quality architectural design, building materials, and durable exterior finishes;
 - (c) Preservation of significant natural features, open space, mature vegetation, or scenic views;
 - (d) Enhanced pedestrian, bicycle, or trail connections beyond minimum code requirements;
 - (e) Public or common open spaces, plazas, parks, gathering areas, or recreational amenities;
 - (f) Innovative housing types or site design that support housing diversity while

¹ **QUESTION:** Establishing a minimum land area is intended to avoid owners of smaller parcels pursuing an SSD to avoid certain development standards. This threshold can be increased if the Town would like to limit the use of the SSD tool to larger projects.

maintaining neighborhood compatibility;

(g) Enhanced landscaping, streetscape improvements, and buffering exceeding minimum standards;

(h) Transportation, utility, stormwater, or infrastructure improvements that provide a public benefit;

(i) Sustainable or low-impact development practices, including water conservation, energy efficiency, or low-impact stormwater design;

(j) Preservation or adaptive reuse of historic, cultural, or other significant community resources; and/or

(k) Other design features or public amenities that further the goals and policies of the Fairfield General Plan.

(5) The entire site proposed for SSD District classification shall be included in a development plan for review and approval.

(C) District Designation. Each approved SSD district shall be assigned a permanent zoning suffix based on its primary land use. The following suffixes shall be used and displayed on the Official Zoning Map:

(1) SSD-RD (research and development).

(2) SSD-PO (professional office).

(3) SSD-I (industrial).

(4) SSD-C (commercial).

(5) SSD-X (mixed residential and commercial).

(6) SSD-R (residential).

(7) SSD-IN (institutional).

(8) SSD-ET (energy uses and technology).

(9) SSD-A (residential with agriculture).

(10) SSD-L (landfill, municipal or C&D).

(D) Permitted Uses. An SSD district may authorize a mix of land uses not otherwise permitted within a single zoning district, subject to approval by the Town Council. All proposed uses shall be planned as an integrated development that is consistent with the purposes of this Section.

§ 154.114 REZONING TO SSD PROCEDURE.

(A) *Purpose.* The rezoning to a Site-Specific Development procedure provides a mechanism for the city to achieve the purposes of §154.113.

(B) *Applicability.* The rezoning to SSD procedure shall not be used when a conditional use permit, variance, or rezoning to an existing base zoning district could achieve a similar result.

(C) *Preliminary SSD Review.* The preliminary SSD review process is intended to provide an opportunity for the Planning Commission and Town Council to conduct a high-level review of a proposed SSD district to weigh the merits of the overall vision and concept of the proposal, to provide feedback and guidance, and to identify items that should be addressed by staff and the applicant during the final SSD review process.

(1) *Pre-Application Meeting.* A pre-application meeting is required and is intended to provide an opportunity for Town staff and referral agencies to discuss details and potential impacts of the proposed project and to establish points of contact. Staff may review the zoning classification of the site, the applicable regulatory ordinances and materials, applicable procedures, and examine the proposed use and development of the property. Staff may advise the applicant in preparing the application and supporting documents as necessary.

(a) The requestor shall provide the following materials related to the proposed SSD to help determine whether rezoning to the SSD is the appropriate procedure for the applicant and the Town:

1. Proposed general site layout and phasing;
2. Proposed land use mix;
3. Number and type of residential or nonresidential units (as applicable);
4. Floor area and height of all buildings;
5. Floor area of each use for mixed-use buildings (if applicable); and
6. Proposed parking capacity and configuration.

(b) A request for a pre-application meeting must be submitted in writing to Town staff.² A schedule of meeting dates will be provided upon request; however, pre-application meetings are generally held weekly, or as needed. The request deadline for a pre-application meeting is at least six calendar days prior to the desired pre-application meeting date. Lack of adequate information may result in the request for a pre-application meeting to be postponed until sufficient information related to the request is provided.

² **QUESTION:** This draft refers generally to “Town staff;” however, is there a specific title/position you wish to designate here? In most communities the Planning Director (or designee) would be the authority.

(c) Staff will inform the person requesting the pre-application meeting of the time, date, and location of the meeting.

(d) Any information or discussions held at the pre-application meeting shall not be binding on the Town, referral agencies, or the person that requested the meeting. Discussions of potential conditions to mitigate impacts do not reflect actions by a decision-making body until and unless a decision-making body takes formal action to attach that condition to an application.

(e) A pre-application meeting does not preclude an interested party from meeting with Town staff to discuss concepts, development, zoning, or other items as part of the owner or other party's due diligence or investigatory processes.

(2) Application Submittal and Processing. Except for Town-initiated applications, the preliminary SSD application shall be submitted by:

(a) The owner, contract purchaser, or other person having a recognized property interest in the land on which development is proposed, as evidenced by a notarized letter or document signed by the owner or contract purchaser; or

(b) A person authorized to submit the application on behalf of the owner, contract purchaser, or other person having a recognized property interest in the land, as evidenced by a notarized letter or document signed by the owner or contract purchaser.

(c) If there are multiple owners authorized to submit the application, the owner of at least 50 percent of the land involved shall provide a notarized letter or document consenting to the application.

(3) Application Content. The application shall be submitted to the Town via the Town's online application portal.³ Staff are available to assist as needed at Town Hall during regular business hours.

(a) The applicant shall ensure that an application contains sufficient information to demonstrate compliance with this code and other applicable review criteria for which approval is sought.

(b) Town staff will not begin processing an application until the application materials submitted are determined to be complete and sufficient in accordance with §154.114(C)(4).

(c) If the proposal is for a project to be developed in phases, the application shall clearly identify the limits of disturbance for each phase.

(4) Determination of Application Completeness

³ **QUESTION:** Is there a preferred application method you want to include here?

(a) Applications

1. Upon receiving an application, Town staff shall determine whether the application is complete. A complete application is one that contains all information and materials required by this code, and that has sufficient detail and readability to evaluate the application for compliance with applicable review standards of this code.
2. An application shall not be accepted nor deemed to be complete until a pre-application meeting has been satisfied and all required application fees, as established in the Town Fee Schedule, have been paid.

(b) Incomplete Applications

1. Upon determining whether the application is incomplete, Town staff shall notify the applicant in writing of any submittal deficiencies. The applicant may correct the deficiencies and resubmit the application for a determination of completeness until Town staff determines the application is complete.
2. An application shall not be reviewed for compliance with this code or scheduled for a public meeting or public hearing by any review or decision-making body until it is determined to be complete according to this section.
3. Upon determining the application is complete, Town staff shall accept the application for review in accordance with the procedures and standards established in this code.

(c) Application Revisions

1. An applicant may revise an application following a determination that the application is complete prior to any formal action taken by a review or decision-making body.
2. Revisions shall be limited to changes that directly respond to specific requests or suggestions made by Town staff, review, or decision-making bodies.
3. All other application revisions shall be processed as a new application, except those that constitute only minor additions, deletions, or corrections to the request, as determined by Town Staff.

(d) Abandoned Applications. If a complete application has been reviewed and comments provided to the applicant for correction, but a resubmittal addressing staff-noted deficiencies has not been received within six months of staff providing the applicant with the comments, such application shall be deemed abandoned and all fees forfeited. The applicant may request, and Town staff may grant one three-month extension to address staff-noted deficiencies. In extenuating circumstances, Town staff may grant an additional six-month extension period beyond the three-

month extension outlined above. Abandoning an application terminates the review process and closes the application.

(e) Application Withdrawal

1. After an application has been accepted for review, the applicant may withdraw the application by submitting a signed letter of withdrawal to Town staff before the Town takes action by a vote of the decision-making body.

2. An applicant is not entitled to a refund of application fees for withdrawn applications; however, application fees may be refunded at the Town staff's discretion if staff and review agencies have not provided the applicant with review comments and a public notice has not been sent.

(f) Concurrent Applications

1. Whenever an application requires review under the provisions of more than one permit, approval, or process, staff may schedule the review procedures and hearings so that review for each different permit, approval, or process can be scheduled on the same agenda, to the extent practicable.

2. Review and decision-making bodies considering applications submitted simultaneously shall render separate recommendations and decisions on each application based on the specific standards applicable to each approval.

3. Some forms of approval depend on the applicant having previously received another form of approval or require the applicant to take particular action within some time period following the approval to avoid having the approval lapse. Therefore, even though this code intends to accommodate simultaneous processing, applicants should note that each of the permits and approvals set forth in this code has its own timing and review sequence, and so as a result, concurrent filings are not guaranteed to expedite the respective timing and review sequences of any particular permit or approval.

(g) Authorization of Site Inspection. By submitting an application, the applicant is authorizing Town officials to inspect the subject property being considered for development at any reasonable time to obtain the information required for review of compliance with this code.

(h) Examination of Application and Other Documents. Upon reasonable request, and during normal business hours, any person may examine an application and materials submitted in support of, or in opposition to, an application on file with the Town.

(5) Application Review.

(a) Referral to Staff and Review Agencies. Upon acceptance of an application, Town

staff shall distribute the complete application to appropriate staff and review agencies. Town staff shall review the application and prepare comments considering the review criteria in §154.114(C)(7)(d).

(b) *Application Review and Revisions.* Town staff shall review the application and shall consult with applicable Town departments and referral agencies with jurisdiction over public health and safety or required public services, as necessary. Town staff shall submit recommendations and comments to the applicant. The application will not move forward for further review until Town staff determines that the applicant has adequately responded to the Town's recommendations and comments, or the applicant requests that the application move forward without responding to the Town's recommendations and comments.

(6) Public Notice and Hearing

(c) *Planning Commission Review.* The application shall be scheduled for a public meeting before the Planning Commission and noticed in accordance with Utah Code Ann. §10-20-Part 2.

(d) *Town Council Review.* The application shall be scheduled for a public meeting before the Town Council and noticed in accordance with Utah Code Ann. §52-4-202.

(7) Application Decision and Action

(a) *Town Staff Recommendation.*

1. *Staff Report.* Town staff shall prepare a written staff report that summarizes the proposal, findings, and staff recommendations.

2. *Distribution and Availability of Application and Staff Report.* Town staff shall submit a copy of the staff report to the applicant and the review and/or decision-making body and shall make the staff report and related materials available for public review prior to the public meeting or public hearing at which the application is scheduled to be heard.

(b) *Planning Commission.* The Planning Commission shall review the application and forward its comments to the Town Council, subject to the following standards.

1. The Planning Commission recommendation shall be based on the applicable review criteria listed in §154.114(C)(7)(d).

2. The Planning Commission shall consider the application, relevant support materials, staff report, and any evidence and public comments from the public hearing.

3. The Planning Commission shall forward a positive or negative

recommendation to the Town Council based on the review criteria. The Planning Commission may also table or continue the item pursuant to adopted policies and procedures. If a Planning Commission motion fails, the item shall be referred to the Town Council without a formal Planning Commission recommendation.

4. The Planning Commission shall clearly state the factors and rationale considered in making its recommendation. Town staff shall notify the applicant in writing regarding the Planning Commission recommendation and shall clearly state reasons for a negative recommendation or conditions of approval.

(c) Town Council. The Town Council may provide the applicant with feedback regarding the merits of the project, considering the review criteria in §154.114(C)(7)(d), and the Planning Commission's recommendation. The Town Council will advise the applicant if the SSD proposal is ready to move forward to the final review phase, or if additional review is required.

(d) Preliminary SSD Review Criteria. Preliminary review for a rezone to the SSD zoning district is not a formal decision and is intended to provide the applicant with feedback from the Planning Commission and Town Council regarding the merits of the project. The Planning Commission and Town Council may consider whether and to what extent the proposed application:

1. Is consistent with the purpose of the SSD zoning district and satisfies the qualifying standards established in §154.113;
2. The proposed use and development complies with all applicable standards in this code, unless the standard is lawfully modified or varied through a procedure established in this code or by court order.
3. The proposed use and development are consistent with the terms and conditions of any prior land use approval, plan, or plat approval for all or part of the property that is in effect and not proposed to be changed. This includes consistency with any approved phasing plan(s) for development and installation of public improvements and amenities.
4. If the proposal involves phases, each phase of the proposed development shall contain all of the required streets, utilities, landscaping, open space, and other improvements that are required by this code and other Town ordinances to provide adequate public facilities and comply with the project's cumulative development to-date and shall not depend upon subsequent phases for those improvements unless approved by separate agreement.
5. Is consistent with the General Plan and applicable small area plans; and
6. Advances the goals and objectives of the Town.

(8) *Post-Decision Actions and Limitations.* Preliminary review for a rezone to the SSD zoning district is not a formal action and is not subject to any post-decision actions and limitations. It is an early opportunity for the applicant to present the proposed concept to the city to solicit input and feedback related to the merits of the proposed project.

(D) *Final SSD Review.* The final SSD review process is intended to establish by ordinance the SSD zoning district standards related to the proposed project, the development agreement, and other necessary legal documents required to execute the proposed development concept and vision that was considered during the preliminary SSD review process.

(1) *Pre-Application Meeting.* Optional.

(2) *Application Submittal and Processing.* A request for final SSD review will not be accepted until the Town Council has authorized the applicant to proceed following the preliminary SSD review process. Upon acceptance, the application will be processed using the procedures established in §154.114(C)(2), (3), and (4).

(3) *Application Review.* Town staff shall review the application in accordance with §154.114(C)(5).

(4) *Public Notice and Hearing*

(a) *Planning Commission Review.* The application shall be scheduled for a public meeting before the Planning Commission and noticed in accordance with Utah Code Ann. §10-20-Part 2.

(b) *Town Council Review.* The application shall be scheduled for a public meeting before the Town Council and noticed in accordance with Utah Code Ann. §52-4-202.

(5) *Application Decision and Action*

(a) *Town Staff Recommendation.*

1. *Staff Report.* Town staff shall prepare a written staff report that summarizes the proposal, findings, and staff recommendations.

2. *Distribution and Availability of Application and Staff Report.* Town staff shall submit a copy of the staff report to the applicant and the review and/or decision-making body and shall make the staff report and related materials available for public review prior to the public meeting or public hearing at which the application is scheduled to be heard.

(b) *Planning Commission.* The Planning Commission shall review the application and forward its comments to the Town Council, subject to the following standards.

1. The Planning Commission recommendation shall be based on the applicable

review criteria listed in §154.114(D)(5)(b).

2. The Planning Commission shall consider the application, relevant support materials, staff report, and any evidence and public comments from the public hearing.

3. The Planning Commission shall forward a positive or negative recommendation to the Town Council based on the review criteria. The Planning Commission may also table or continue the item pursuant to adopted policies and procedures. If a Planning Commission motion fails, the item shall be referred to the Town Council without a formal Planning Commission recommendation.

4. The Planning Commission shall clearly state the factors and rationale considered in making its recommendation. Town staff shall notify the applicant in writing regarding the Planning Commission recommendation and shall clearly state reasons for a negative recommendation or conditions of approval.

(a) Town Council. The Town Council may approve, approve with conditions, or deny the application, based on the final SSD review criteria in subsection (b), below.

(b) Final SSD Approval Criteria. Final review for a rezone to the SSD zoning district is a legislative decision by the Town Council. The Planning Commission and Town Council may consider whether and to what extent the proposed application:

1. Remains consistent with the preliminary SSD review criteria in §154.114(C)(7)(d); and

2. Includes the necessary SSD zoning district standards, development agreement, and other legal mechanisms approved by the Town Attorney that will regulate the development of the site to ensure its consistency with the development vision and concept approved during the preliminary SSD review.

(6) Post-Decision Actions and Limitations.

(a) Building or Grading Permit Approval.

1. A building or land disturbance permit shall not be issued until all permits, reviews, guarantees of improvement (bonds), or approvals required by this code have been secured.

2. The securing of one required review or approval shall not exempt the recipient from the necessity of securing any other review or approval required by this code.

(b) Expiration of Approval. Rezoning to an SSD district does not expire but may be

subject to specific requirements and restrictions established in the approval documents.

(c) *Modification or Amendment of Approval.* Amendments to the final SSD approval shall follow the procedures established in the Development Agreement executed in conjunction with the SSD approval.

(d) *Resubmission.* Following denial of an application, the decision-making body shall not decide on applications for the same property that are the same or substantially similar within one year of the previous denial. This waiting period may be waived by the Town Council provided that:

1. There is a substantial change to circumstances or new information available relevant to the issues or facts considered during the previous application review; or

2. The new application is materially different from the previous application.

(e) *Appeals.* In accordance with Utah Code Ann. §10-20-Part 11, any person that has standing to obtain judicial review of a non-administrative decision by the Town Council as it relates to this code, may appeal according to the judicial review process established in state law. Such appeal shall be filed at the appropriate venue in the judicial district where the land affected by the decision is located and shall be filed no later than 30 days after the date of the decision.

Title 15 Land Usage

Chapter 152 Roads, Highways And Rights-Of-Way

Read Regulations:

Section 6.3.05	Adoption of Standard Specifications
Section 6.3.10	General Provisions
Section 6.3.30	Plats and Description
Section 6.3.40	Locating of Lines
Section 6.3.50	Utilities
Section 6.3.60	Obstructions and Encroachments
Section 6.3.65	Traffic Control Plans
Section 6.3.70	Poles, Posts, and Fences
Section 6.3.80	Bridges, Ditches, Water, and Waterways
Section 6.3.85	Insurance, Indemnification, and Bonds
Section 6.3.90	Limitations on Use of Vehicles
Section 6.3.95	Street Cuts and Degradation Fees
Section 6.3.100	Official Map Showing New Streets or Alterations to Existing Streets
Section 6.3.110	Winter Snow Removal
Section 6.3.120	Property Acquisition and Management
Section 6.3.125	Vacation of Public Street or Right of Way
Section 6.3.130	Motor Vehicle Use on Public or Private Property
Section 6.3.140	Traffic Control
Section 6.3.150	Road Classifications
Section 6.3.160	General Standards
Section 6.3.165	As-Built Drawings and Close-Out
Section 6.3.170	Enforcement
Section 6.3.180	Judicial Review
Section 6.3.190	Severability
Section 6.3.200	Conflict with Other Land Use Ordinances or Town Code
Section 6.3.210	Maps
Section 6.3.10	Definitions

152.01	Definitions
152.02	Purpose
152.03	Department of Roads
152.04	Adoption of standards specifications
152.05	Plats and description
152.06	Locating of lines
152.07	Utilities
152.08	Obstructions and encroachments

152.09	Traffic control plans
152.10	Poles, posts and fences
152.11	Bridges, ditches, water and waterways
152.12	Insurance, indemnification and bonds
152.13	Limitations on use of vehicles
152.14	Street cuts and degradation fees
152.15	Official maps
152.16	Temporary right-of-way occupancy
152.17	Winter snow removal
152.18	Property acquisition and management
152.19	Vacation of public street or right-of-way
152.20	Road classifications
152.21	General standards
152.22	As-built drawings and close-out
152.23	Enforcement
152.24	Judicial review
152.25	Severability
152.26	Conflict with other land use regulations
152.99	Penalty

152.01 Definitions

For the purpose of this chapter, the following definitions shall apply unless the context clearly indicates or requires a different meaning.

Access Management: The systematic control of the location, spacing, design, and operation of driveways, median openings, and street connections to optimize roadway safety and capacity, consistent with AASHTO Green Book and APWA street design and layout standards.

American Association of State Highway and Transportation Officials (AASHTO). This is a national agency/organization that publishes standards, design manuals, engineering criteria, geometric design standards, safety standards etc. for roads, bridges, highways, bike facilities, roadside clear zones, and traffic engineering.

Average Daily Traffic (ADT): The average number of vehicles that travel over a specific road segment in a 24-hour period, including both directions of travel for two-way roads as determined by accepted engineering methods in the AASHTO Green Book and UDOT Traffic Operations Manual.

Backfill: Material used to refill an excavation within a right-of-way, placed and compacted in accordance with APWA trench excavation and backfill rules.

Base Course/Subbase: Base Course: The layer of material placed directly beneath the pavement surface, providing load distribution and structural support, as specified in APWA aggregate base courses.

Compaction: The process of densifying soil or aggregate by mechanical means to achieve the required density as specified in APWA compaction of soil and aggregate specifications.

Cul-de-Sac: A local street with only one outlet and having a turnaround for vehicles at its terminus. Cul-de-sacs are not permitted in Fairfield Town except for temporary access as approved by the Fire Marshal in accordance with International Fire Codes and APWA street construction standards.

Degradation Fee: A monetary charge assessed to offset the impact of street cuts or excavations on the long-term pavement condition.

Department of Roads: The Town department responsible for planning, construction, repair, inspection, and maintenance of public roads and rights-of-way, operating consistent with APWA project coordination.

Director of Roads: The person appointed by the Town with primary responsibility for managing the Department of Roads and overseeing the access, construction, maintenance, utilities, and repair of the Town's public roadways and rights-of-way in accordance with this title and APWA guidelines.

Drainage Facility: Any structure or improvement used to collect, convey, or detain surface water runoff, including culverts, swales, storm drains, detention basins, and inlets, as defined in APWA storm drainage systems definitions.

Driveway Approach: The area of a driveway between the public right-of-way line and the edge of pavement, designed and constructed in accordance with APWA standard drawings and the UDOT Access Management Manual.

Easement: A recorded right granted to the Town or another entity for access, utilities, or maintenance within private property boundaries, in accordance with APWA utility coordination.

Emergency Work: Any unplanned work within the right-of-way necessary to restore essential services or protect public safety.

Encroachment: Any unauthorized structure, improvement, or obstruction placed within a public right-of-way, easement, or roadway that interferes with its intended use or maintenance, as governed by APWA protection and restoration of surface standards.

Encroachment Permit: Written approval from Fairfield Town authorizing a temporary or permanent structure, excavation, or use within the public right-of-way.

Excavation: Any mechanical removal of earth material within a public right-of-way or easement, including trenching, grading, or boring, performed under a Town-issued permit per APWA excavation rules.

Expressway: A high-speed, limited-access highway primarily used for long-distance travel and managed by the Utah Department of Transportation (UDOT), consistent with AASHTO functional classification standards. No direct access is permitted from adjoining properties.

Fence Line: A barrier composed of posts, wires, rails, or other materials used as a boundary marker, which must conform to setback and visibility standards established by the Town and APWA landscaping and sight distance requirements.

Hard Surface Capping: The use of concrete, asphalt, or other durable, approved surface materials to cover and protect a roadbed or right-of-way, particularly where excavation or utility work has occurred per APWA asphalt paving or concrete paving guidelines.

Inspection: The observation, testing, and verification of work performed in a public right-of-way to confirm compliance with Town standards and approved permits.

Local Street: A road providing direct access to adjacent properties, intended for low-speed, low-volume traffic and typically serving residential areas, consistent with the AASHTO Green Book.

Major Arterial: A high-capacity road is intended to move large volumes of traffic between major destinations. Property access is limited and regulated by AASHTO and APWA cross-sections.

Master Road Plan: The official transportation plan adopted by the Town that identifies current and future public street alignments, classifications, and rights-of-way consistent with AASHTO functional classifications and the UDOT Design Manual.

Minor Arterial: A road that provides connections between neighborhoods and community activity centers, facilitating moderate traffic volumes with limited access points per the AASHTO Green Book.

Monument Sign:

A freestanding sign with a solid base mounted close to the ground, not exceeding the height limits specified in the applicable APWA signage regulations.

MUTCD Manual on Uniform Traffic Control Devices

Obstruction:

Any object—whether temporary or permanent—that impedes or endangers travel within a public road, right-of-way, or sidewalk, including unauthorized deposits, debris, or signage.

Partial Road:

A half-width roadway constructed along the boundary of a parcel, pending future development

of the adjacent parcel to complete the full width, designed and improved per APWA cross-section standards.

Pavement Structure:

The combination of surface, base, and subbase layers placed on the subgrade to support traffic loads, designed per the AASHTO Pavement Design Guide and APWA asphalt paving standards.

Permittee:

Any person or entity who has obtained written authorization from the Town to perform construction, excavation, or installation activities within the public right-of-way, consistent with APWA regulatory requirements.

Phantom Road:

An unimproved right-of-way shown on historical or official maps that has not been developed or opened for public use but remains under Town jurisdiction.

Planning Commission:

The official body designated by the Fairfield Town under Utah Code § 10-9a-301 to review and make recommendations regarding land use and infrastructure matters, including road alignments and vacations.

Prescriptive Easement:

A public or private right-of-way acquired through continuous use over time without formal dedication or recording, as recognized by Utah Code § 72-5-104.

Private Road:

A road not dedicated to public use or maintained by the Town, generally serving commercial or HOA-managed developments and maintained per APWA street construction standards under a recorded private-maintenance agreement.

Public Improvement:

Any infrastructure constructed to Town standards and intended for ownership, operation, or maintenance by Fairfield Town, including roads, sidewalks, storm drains, water lines, and related appurtenances.

Public Road: A road, street, or highway that has been formally dedicated to and accepted by the Town for public use and maintained under APWA standard specifications.

Public Right-of-Way:

Land dedicated or reserved for public use, including the surface, subsurface, streets, sidewalks, drainageways, and utility corridors governed by APWA and the Fairfield Town Master Road Plan.

Restoration: The process of returning the road surface, base, and sub-base to its original or better condition following excavation or disturbance.

Right-of-Way

The surface and the space above and below any public road, street, highway, alley, or sidewalk that is owned, controlled, or maintained by the Town for public use.

Roadway Line:

The measured distance from the centerline of a road to each edge of the platted or surveyed right-of-way as shown on approved construction drawings.

Rural Road: A road serving agricultural or large-lot residential properties, typically unpaved or gravel-surfaced, approved by the Fire Marshal for emergency access per APWA aggregate base courses.

Sight Distance Triangle:

A defined area at road intersections that must remain clear of visual obstructions to ensure adequate visibility for motorists and pedestrians as defined in the AASHTO Green Book and APWA standards.

Subbase: The layer of granular material beneath the base course providing additional stability and drainage.

Subgrade: The native soil or improved material beneath a pavement structure prepared to support the base, per APWA preparation of subgrade standards.

Town Engineer: A professional engineer designated or contracted by the Town to review road plans, inspect infrastructure, and ensure compliance with Town and APWA standards.

Traffic Control Device: Any sign, signal, pavement marking, or device placed or erected by authority of the Town or State to regulate, warn, or guide traffic, consistent with the Manual on Uniform Traffic Control Devices (MUTCD) and APWA traffic control for construction and maintenance operations guidelines.

Trench Restoration: The process of replacing pavement and base materials following excavation within a right-of-way, meeting minimum thickness and compaction standards per APWA street restoration.

UDOT: Utah Department of Transportation

Utility: Any public or private system for conveying electricity, gas, telecommunications, water, wastewater, or stormwater, including associated structures, conduits, or appurtenances, as covered by APWA standards.

Utility Easement: A designated area within or adjacent to a road or right-of-way reserved for the installation and maintenance of public or private utilities, governed by APWA utility coordination guidelines.

Vehicle Weight Limit: The maximum permissible weight of a vehicle (including load) operating on Town roads, typically expressed in tons per axle or total gross vehicle weight, determined in accordance with AASHTO design load standards.

Winter Snow Event: A weather condition involving measurable snowfall that triggers the Town's official snow removal operations and corresponding parking restrictions per APWA roadway maintenance rules.

Work Zone: The area of a roadway under construction or maintenance where traffic control devices are placed to protect workers and the traveling public, established per APWA and MUTCD.

(Prior Code, § 6.3.10)

152.02 Purpose

This Chapter establishes regulations to promote the safety and health of individuals who use and travel upon the roads, highways, and rights-of-way within Fairfield Town. It is further intended to:

1. Protect the structural integrity and longevity of public roads and rights-of-way.
2. Prevent unauthorized or unnecessary crossings and excavations.
3. Provide for the regulated approval, oversight, and restoration of essential crossings and excavations; and
4. Establish standards for the proper repair and maintenance of roads and rights-of-way following construction or disturbance.
5. Ensure that all construction, excavation, and repair activities conform to uniform standards for design, materials, and workmanship consistent with APWA general requirement specifications

(Prior Code, § 6.3.10)

152.03 Department of Roads

(A) Established

1. There is hereby established a Department of Roads, which shall be responsible for the general administration and supervision of construction, maintenance, and repair of all roads, streets, sidewalks, bridges, and other public ways within Fairfield Town.

2. The Department shall operate under the direction and control of the Director of Roads, who shall be appointed in accordance with Town policy and procedures.
3. The Department shall enforce compliance with Fairfield Town Standards and applicable APWA testing and inspection specifications during design review and inspection.

(B) Powers and Duties of the Department of Roads. The Department of Roads shall have the following powers and responsibilities:

1. Manage and oversee the construction, repair, and maintenance of all roads, sidewalks, bridges, curbs, gutters, culverts, drains, and other public ways. The Department shall exercise control over all water flowing on or through such areas, including stormwater, floodwater, drainage, and irrigation flows.
2. Maintain a public record of all reported complaints related to the condition of roads and public infrastructure. The Department shall promptly investigate such complaints and, when appropriate, initiate repairs or other corrective actions. Each complaint and resulting action shall be documented.
3. Undertake or direct the repair of any identified defects in roads or public ways. Where repairs cannot be completed immediately, the Department shall implement reasonable measures to protect the public from harm until the defect is addressed.
4. Coordinate with engineers retained by Fairfield Town to review plans for subdivisions, developments, and other projects involving public or private infrastructure.
5. Ensure with engineers that construction drawings, subgrade, base course, asphalt, concrete work, traffic control compliance, and materials testing meet APWA standards.
6. Inspect or assign inspectors to oversee the construction of all infrastructure improvements within subdivisions or within any public right-of-way to ensure compliance with approved plans and specifications.
7. Facilitate the final acceptance of public infrastructure improvements by Fairfield Town upon successful completion and compliance with applicable standards.
8. Approve the timely release of construction and warranty bonds required to guarantee the construction, function, and durability of infrastructure improvements.

(Prior Code, § 6.3.10)

152.04 Adoption of Standard Specifications

(A) All road infrastructure improvements within Fairfield Town shall be designed and constructed in accordance with the Town's adopted Design Guidelines and Standard Specifications.

(B) Where the Town's standards are silent or in conflict, the work shall comply with applicable sections of the American Public Works Association (APWA) Utah Chapter Manual of Standard Specifications, latest edition.

(Prior Code, § 6.3.05)

152.05 Plats and Description

A. Purpose

The purpose of this section is to ensure the proper documentation, preservation, and accessibility of all public roads within Fairfield Town through accurate platting and description.

B. Duties of the Planning Commission

1. The Fairfield Town Planning Commission shall identify, review, and document all roads that exist within the incorporated limits of the Town.
2. The Commission shall prepare and maintain current plats and written descriptions for all such roads. Plats and descriptions shall meet survey accuracy and documentation requirements consistent with APWA record drawing specifications.
3. The Commission may, as necessary, locate and describe additional roads situated on public lands within the Town's jurisdiction.
4. All plats and road descriptions shall be filed with the Office of the Town Recorder and shall be maintained as official public records.

(Prior Code, § 6.3.30)

152.06 Locating of Lines

A. Roadway Line Definition

1. For purposes of this Chapter, roadway lines shall be defined as the measured distance from the centerline of a road to each edge of the platted or surveyed right-of-way.
2. The total width of the right-of-way shall be calculated as twice the distance from the centerline to the edge of the roadway line.

B. Minimum Right-of-Way Width

1. No public roadway located within Fairfield Town that is considered surveyed and platted shall have a total right-of-way width of less than fifty-five (55) feet.
2. Exceptions may apply in cases where existing partially deeded half roads have not yet had their full width acquired or platted.
3. Surveying and staking shall conform to APWA surveying specifications.

(Prior Code, § 6.3.40)

152.07 Utilities

A. Utility Responsibilities

1. Any person, company, or entity that owns, operates, or manages a utility located within, beneath, alongside, over, or across any Fairfield Town road, highway, or right-of-way shall be fully responsible for the repair, replacement, or relocation of such utility when:
 - a. The utility is damaged; or
 - b. Relocation is required due to the rebuilding, reconstruction, or realignment of a Town road, highway, or right-of-way.

B. Timeframe for Compliance

1. Upon receiving written notice from Fairfield Town, the responsible utility owner or operator shall complete all required repairs, relocations, or replacements within five (5) calendar days.
2. All such work shall be performed at the expense of the utility owner or operator.

C. Town Authority to Act

1. If the utility owner or operator fails to complete the required work within the time specified, the Town may proceed to perform or contract the necessary work.
2. The utility owner or operator shall be liable for all costs incurred by the Town in completing such work.

D. Installation Standards and Surface Restoration

1. Boring of utility lines or pipelines beneath roadways is strongly encouraged to minimize surface disruption.
2. Any utility trenching, excavation, extension or installation that results in road surface damage shall require full restoration of the affected surface in accordance with Fairfield Town's adopted Design Guidelines and APWA Standard Specifications.

3. Restoration shall include full-depth pavement replacement per APWA drawings standards or as directed by the Town.
4. The cost of any such restoration shall be borne entirely by the utility owner or operator responsible for the extension or installation.
5. The Town may require density and material testing per APWA testing and quality control standards to verify compaction and surface quality.
6. Failure to meet these standards shall require rework at the permittee's expense.

(Prior Code, § 6.3.50)

152.08 Obstructions and Encroachments

A. Unauthorized Encroachments

1. No person shall place, construct, or maintain any structure or object within the right-of-way of any Town road, highway, or public way without first obtaining the required permit from the Town. Work zones and right-of-way shall comply with APWA traffic control standards to ensure safe passage of the traveling public. This includes but is not limited to:
 - a. Approaches or driveway entrances;
 - b. Roads or private access lanes;
 - c. Poles, pipelines, conduits, sewers, culverts, or ditches;
 - d. Billboards, advertising signs, or any other permanent or temporary fixtures.
2. In the event of an unauthorized installation, the Town may:
 - a. Remove the installation or require the responsible party to remove it.
 - b. Provide written notice to remove the encroachment, delivered via personal service, registered mail, and by posting the notice on the object for ten (10) consecutive days;
 - c. If removal is not completed within ten (10) days, remove the object and recover the cost of removal from the responsible party. Additional fines may be imposed for each day the encroachment remains following notice, as specified in the Fairfield Fee Schedule.
 - d. If the person denies the existence of or refuses to remove the encroachment, the Town Council may initiate legal action to abate the encroachment as a nuisance. If judgment is rendered in favor of the Town, the responsible party shall be liable for all costs of the action and daily fines for each day the violation persists following notice.

B. Vehicles Obstructing Rights-of-Way

No person shall place, leave, or cause to be placed or left any vehicle, wagon, trailer, or other obstruction upon any public road, street, or right-of-way in a manner that obstructs traffic, endangers the public, or impairs visibility.

C. Temporary Placement of Materials

Building materials or other similar objects may be temporarily placed upon a public road only if they do not obstruct, endanger, or impede ordinary traffic, and only with prior approval of the

Town Council when required. Traffic control devices shall conform to APWA and Manual on Uniform Traffic Control Devices (MUTCD) standards.

D. Discharge of Gravel and Foreign Materials

1. It is unlawful to operate a vehicle or other conveyance on any public road, street, or right-of-way in a manner that causes the discharge or dropping of sand, gravel, rock, or other material unless the operator:
 - a. Immediately stops; and
 - b. Removes all such materials from the public way.
2. This section shall not apply to construction activities performed by authorized personnel involving lawful material placement or unloading within a project zone.

E. Prohibited Excavations and Structures in Rights-of-Way

No person shall dig, excavate, or disturb any right-of-way, nor shall any structure or object—including approaches, driveways, poles, pipelines, conduits, sewers, culverts, or similar facilities—be placed or maintained within a right-of-way without first obtaining written approval from the Town Council.

F. Advertising Prohibited Without Permit

It is unlawful for any person to place any form of advertising within three hundred (300) feet of a Town road unless:

1. The advertising is located on private property.
2. The property is in a zoning district that permits such advertising; and
3. A permit has been obtained from the Town Council prior to placement.
4. The advertising does not obstruct sight distance, distract motorists, or interfere with traffic control devices, consistent with APWA and MUTCD standards.

G. Tree Planting Restrictions

1. No tree shall be planted within any Town road right-of-way or within ten (10) feet of the edge of such right-of-way, unless specifically approved by resolution of the Town Council.
2. Tree placement shall comply with APWA standards to ensure vegetation does not obstruct visibility, signage, drainage, or utilities.
3. The Roads Director shall treat all trees planted in violation of this subsection as obstructions and shall take appropriate action for their removal.

H. Visual Obstructions

It is unlawful for any person to place or maintain any object that obstructs visibility and creates a traffic hazard. This includes, but is not limited to:

1. Fences;
2. Signs;
3. Motorhomes, trailers, or other vehicles or structures.

I. Cleanup

Upon completion of work, all rights-of-way shall be cleared of debris and restored in accordance with APWA cleanup standards.

(Prior Code, § 6.3.60) Penalty, see § 152.99

152.09 Traffic Control Plans.

A. Any construction, maintenance, or activity affecting the public right-of-way shall require a Traffic Control Plan (TCP) prepared in accordance with the most current edition of the Manual on Uniform Traffic Control Devices (MUTCD).

B. The TCP shall be approved by the Director of Roads prior to work commencement. All required signs, barricades, and devices must be maintained on site during work.

C. Failure to maintain a compliant TCP may result in immediate suspension of work.

152.10 Poles, Posts, and Fences

A. Violations Deemed Obstructions

1. The Director of Roads or Town Engineer shall treat any post, pole, fence, or similar object set or placed in violation of this section as an obstruction to the public right-of-way under Section 6.3.60.
2. Such violations shall be subject to enforcement and abatement as provided in that section.

B. Location Restrictions

1. No person shall set, place, maintain, or allow any post, pole, fence, or similar obstruction along or within the right-of-way of any public road, avenue, lane, alley, trail, or sidewalk in the Town, except as expressly permitted under this section.

C. Utility Pole Placement

1. No person shall set or install any utility pole on a public road in the Town unless the installation complies with APWA utility pole specifications as adopted by the Town Council.

2. Utility poles shall maintain required lateral and vertical clearances from traveled ways as established by the Town Engineer.
3. The Director of Roads or Town Engineer shall provide such specifications upon request.

D. Right-of-Way Permit Required

1. No telephone, telegraph, electric, or communication pole intended to carry wires or conduct current may be installed within a public road right-of-way without prior approval or the granting of a right-of-way permit by the Town Council.

E. Mailboxes

1. All mailboxes shall conform to United States Postal Service (USPS) standards and shall:
 - a. Be installed at a height of forty-one (41) to forty-five (45) inches above the surface of the roadway; and
 - b. Be located six (6) to eight (8) inches from the face of the curb or edge of the pavement.
2. Mailboxes must be installed in accordance with APWA subgrade preparation standards and in a manner that does not obstruct the traveled way, drainage, or compromise sight visibility and shall be maintained in good repair by the property owner

F. Signage Restrictions

1. No signs shall be placed within the right-of-way of any Town road or highway unless the sign is an official traffic control or regulatory sign authorized by the Town or other public authority.
2. Any unauthorized sign, display, or device located within the right-of-way is hereby declared a public nuisance and may be removed by order of the Roads Director.

G. Fence Line Standards

1. Fence posts or other permanent fencing materials may only be installed along a line not less than one-half of the surveyed and platted right-of-way width measured from the centerline of the road.
2. No public highway in the Town shall be deemed to have a right-of-way width less than fifty-five (55) feet, except where an alternative width is expressly documented by a recorded plat or deed.

H. Sight Distance Triangle at Intersections

1. At any intersection involving a public street, driveway, or roadway:
 - a. No fence, wall, berm, structure, or vegetation exceeding three (3) feet in height above grade shall be placed within a sight distance triangle measured thirty (30)

feet along each intersecting roadway from the point of intersection, or otherwise determined by the Town Engineer based on design speed criteria; and

b. No object within this area shall block more than twenty percent (20%) of the field of vision as viewed from three and one-half (3.5) feet above the centerline of the intersecting roadway.

2. The purpose of this provision is to preserve adequate sight distance for motorists and pedestrians consistent with APWA planting standards and the American Association of State Highway and Transportation Officials (AASHTO) Geometric Design Standards for Intersection Sight Distance.

I. Reservation of Town Utility Use

Any grant, franchise, or permission issued by the Town for the placement of communication or electric utility poles within a public right-of-way shall be subject to the following reserved right, whether or not expressly stated in the grant:

1. The Town retains the right, whenever deemed necessary for the public good, to install or co-locate municipal facilities (including street lighting, traffic control, or communication lines) within the same right-of-way or on existing poles where authorized under a joint-use or utility-occupancy agreement approved by the Town Engineer and consistent with APWA electrical utilities and National Electrical Safety Code (NESC) standards.
2. Such Town use shall be coordinated with the utility owner to avoid interference, ensure structural safety, and comply with UDOT utility accommodation rules and APWA street lighting standards.
3. Nothing in this section shall be construed as granting the Town ownership rights or attachments without prior technical approval and agreement.

(Prior Code, § 6.3.70) Penalty, see § 152.99

152.11 Bridges, Ditches, Water, and Waterways

A. Violations Deemed Obstructions

1. The Director of Roads shall treat any unauthorized bridge, flume, pipe, ditch, or similar structure as an obstruction and shall address the violation in accordance with Section 6.3.60 and APWA storm drainage structures standards.

B. Location Restrictions

1. It is unlawful for any person to construct, place, install, or maintain any bridge, culvert, storm drain, sewer, irrigation ditch, well, spillway, or similar structure upon, in, under, or along any public road, street, avenue, lane, alley, trail, or sidewalk within the Town

without prior approval as set forth in this section.

C. Bridge Approval

1. All proposed bridges over public rights-of-way shall be designed and constructed in accordance with APWA and UDOT standards and submitted to the Town Council for review and approval.
2. The Council may approve, deny, or condition such proposals based on review from the Town Engineer of hydraulic, structural, and geotechnical plans to ensure that such work does not impair public safety, roadway stability, or drainage capacity. .

D. Septic System Location

1. Septic systems must be designed, permitted, and installed in accordance with specifications adopted by the Utah County Health Department or other applicable regulatory agencies.
2. Septic systems shall also comply with APWA utility coordination and installation standards to ensure proper separation from public utilities and to prevent interference with roadway drainage, structures, or right-of-way improvements.
3. No septic component, including tanks, drain fields, or connecting laterals, may encroach into the public right-of-way or utility easement.

E. Ditches and Waterways

1. Any ditch, canal, or waterway proposed to cross, run over, or pass under any public sidewalk, street, or right-of-way shall:
 - a. Be subject to prior approval by both the Town Council and the Fairfield Irrigation Company; and
 - b. Be designed, permitted, and constructed under the supervision and direction of the Town Engineer and the Director of Roads in accordance with APWA storm drainage structures, storm drain piping, and erosion and sediment control standards.
2. All installations shall comply with the UDOT utility accommodation rules and shall be designed to prevent obstruction of drainage or damage to roadway structures.

F. Headgates

1. The placement, adjustment, or replacement of headgates used to control irrigation or other water flows shall be carried out under the direction of the Fairfield Irrigation Company and subject to review and approval by the Town Engineer when located within or adjacent to a public right-of-way.
2. All headgates, structures, and associated piping or channels shall be designed and installed in accordance with APWA storm drainage structures, storm drain piping, and erosion and sediment control guidelines and shall comply with UDOT utility

accommodation rules.

3. No headgate or irrigation control structure may be placed within a public right-of-way without compliance with this provision.

G. Water Mains

1. Water mains may be installed across or along any public road only upon issuance of a permit and approval by the Town Engineer and Town Council.
2. All water mains shall:
 - a. Be laid at a sufficient depth to protect the integrity of the roadway;
 - b. Be located in accordance with the APWA and the Town's adopted Design Standards and Specifications; and
 - c. Be installed and inspected under the supervision of the Town Engineer or Director of Roads.
3. Design and installation requirements;
 - a. Minimum cover shall meet depth standards - typically 30 inches minimum and 72 inches maximum from finished grade to the top of pipe - unless otherwise approved by the Town Engineer.
 - b. Trenching, bedding, and backfill shall conform to APWA excavation and fill plans and standards.
 - c. Provide thrust blocks or joint restraints per APWA plans and standards.
 - d. Disinfection and pressure testing shall be performed in accordance with APWA commissioning and utilities guidelines.
4. No person shall excavate in any public road for the purpose of laying water mains or pipes without first obtaining a right-of-way excavation permit from the Town. Roadway surfaces shall be restored per APWA plans.

H. Water Discharge onto Roads Prohibited

1. It is unlawful for any person to allow water from any ditch, stream, well, storm drain or irrigation system to discharge or flow onto any public road, sidewalk, or right-of-way in a manner that:
 - a. Damages or undermines the road surface, shoulder, or subgrade;
 - b. Interferes with vehicular or pedestrian use of the roadway; or
 - c. Causes standing water, icing, or pooling that poses a nuisance or safety hazard to the public.
2. All water discharges shall be managed in compliance with APWA temporary controls and storm drainage systems standards which require proper surface-water control and disposal to prevent damage to roadways and adjacent properties.

(Prior Code, § 6.3.80) Penalty, see § 152.99

152.12 Insurance, Indemnification, and Bonds.

A. Before a right-of-way or excavation permit is issued, the applicant shall provide:

1. Proof of general liability insurance naming Fairfield Town as an additional insured in amounts specified by Town resolution;
2. A signed hold-harmless agreement indemnifying the Town from any claims arising from the permitted activity;
3. A performance bond equal to 110% of the approved cost estimate; and
4. A maintenance bond (20%) valid for two years following final acceptance.

B. Failure to maintain insurance or bonds shall be grounds for immediate revocation of the permit.

(Prior Code, § 6.3.85)

152.13 Limitations on Use of Vehicles

A. Prohibition of Road-Damaging Vehicles

1. Any person who drives, operates, or moves a vehicle or object upon any Town road, street, or structure in a manner that causes damage shall be held liable for the cost of repairs.
2. If the operator of the vehicle or object is not the owner but is acting with the owner's express or implied permission, both the operator and the owner shall be jointly and severally liable for any damage sustained.
3. Damages may be recovered by the Town through a civil action in accordance with APWA pavement performance and maintenance standards.
4. It is unlawful to operate any vehicle on or across a Town road if the vehicle has wheels with lugs, flanges, cleats, ridges, bolts, or any metal or wood projection extending beyond the tread or surface of the tire, unless protective measures are taken to prevent road damage. Acceptable protection includes:
 - a. The placement of solid planks or other suitable materials on the road surface; or
 - b. The use of wheel attachments designed to prevent damage.
5. Exceptions to this subsection include:
 - a. Tractors or tractor engines equipped with caterpillar treads that do not contain projections likely to damage road surfaces;
 - b. The use of tire chains of reasonable proportions for safety purposes during conditions involving snow, ice, or similar hazards that may cause skidding or loss of control.

B. Road Repairs and Liability

1. Any person, company, or corporation responsible for damaging a Town road or right-of-way shall immediately repair the injury at their own expense.
2. All repairs shall be completed under the supervision and to the satisfaction of the Town Engineer or Director of Roads and in accordance with APWA asphalt pavement repair and excavation and fill standards.

C. Vehicle Weight Limits

1. The following weight limits are hereby established for all roads classified as "local" within the incorporated limits of the Town:
 - a. Maximum axle weight: Four (4) tons per axle;
 - b. Maximum gross vehicle weight: Eighteen (18) tons per vehicle.
2. Temporary permits authorizing higher weight limits may be granted on a case-by-case basis by the Director of Roads or the Town Council, provided that the applicant demonstrates compliance with AASHTO design load standards and UDOT overweight permit criteria.
3. All applicable permit fees shall be established by resolution of the Town Council and referenced in the official Fairfield Fee Schedule.

(Prior Code, § 6.3.90) Penalty, see § 152.99.

152.14 Street Cuts and Degradation Fees.

A. Streets resurfaced or reconstructed within the past five (5) years shall not be cut except in emergency situations approved by the Director of Roads.

B. When cuts are authorized, a pavement degradation fee shall be assessed based on current Town fee schedules.

C. All restored surfaces shall meet Town standard pavement section requirements and be subject to a two-year warranty.

(Prior Code, § 6.3.95)

152.15 Official Map Showing New Streets or Alterations to Existing Streets

A. Adoption of Official Maps

1. Fairfield Town may, from time to time and in accordance with Utah Code § 10-9a-407 et seq. , adopt an official map depicting the location and alignment of all existing public

streets within the Town.

2. Such official maps shall be prepared in accordance with APWA submittal procedures and the AASHTO Policy on Geometric Design of Highways and Streets, and may also include the location of streets shown on subdivision plats that have been reviewed and approved by the Fairfield Planning Commission.

B. Amendments to the Official Map

1. The Town may add to or modify the official map by including the accurate, surveyed location of:
 - a. Proposed new streets;
 - b. Extensions or realignments of existing streets;
 - c. Street widenings or narrowings; or
 - d. Street vacations or abandonments.
2. No addition or modification to the official map shall be made unless:
 - a. The proposed change has been accurately surveyed and definitively located in accordance with APWA measurement and payment and UDOT CADD/GIS standards; and
 - b. A public hearing has been held by the Town to receive input on the proposed change.
3. The inclusion of any street or proposed street on the official map shall not, by itself, constitute or be deemed to constitute the legal opening, dedication, acceptance, or establishment of such street by the Town.

C. Updates to the Master Road Plan

1. The Planning Commission shall update the Town's Master Road Plan upon the dedication of any new road or roads.
2. Updates shall reflect changes approved through subdivision or development processes and shall be incorporated into future planning and mapping efforts consistent with APWA submittal procedures and the Town's adopted design standards.

(Prior Code, § 6.3.100)

152.16 Temporary Right-of-Way Occupancy.

A. Temporary use of the public right-of-way for dumpsters, construction trailers, storage containers, scaffolding, or similar purposes shall require a Right-of-Way Occupancy Permit.

B. Occupancy permits shall be issued for a defined duration and location and shall carry daily fees as set forth in the Town Fee Schedule.

C. The permittee shall maintain clear pedestrian and vehicle access and restore all affected surfaces upon completion.

(Prior Code, § 6.3.105)

152.17 Winter Snow Removal

A. Snow Removal from Public Roads

1. Fairfield Town shall be responsible for snow removal on all public roads within the Town's jurisdiction.
2. Snow removal operations shall be carried out by the Fairfield Road Department under the direction of the Director of Roads and in accordance with an officially adopted Snow and Ice Control Operation Plan , prepared consistent with APWA roadway maintenance guidelines and the AASHTO Maintenance Manual for Roadways and Bridges.
3. Snow shall be cleared from travel lanes and stored in locations that do not obstruct drainage ditches, culverts, channels, flowlines, or borrow pits, as conditions allow and consistent with APWA storm drainage structures and temporary controls standards.
4. Priority shall be given to the following areas, in order of importance:
 - a. Access routes to public facilities (Town Hall, emergency services, schools);
 - b. Roads serving major residential developments with high-volume traffic;
 - c. Higher-intensity residential and commercial areas.
5. Use of deicing materials shall follow best management practices established by APWA and Utah Department of Environmental Quality (DEQ) to minimize environmental impacts and protect water quality.

B. Snow Removal from Private Driveways and Approaches

1. Property owners are responsible for removing snow and ice from the following areas:
 - a. Private driveways and access approaches;
 - b. Sidewalks and footpaths adjacent to their property;
 - c. Areas around mailboxes and garbage collection containers.
2. Snow cleared from private properties shall not be pushed onto or across any Fairfield Town road, gutter, or right-of-way.
3. Snow shall be stored on the same side of the street as the originating driveway or approach, in a manner that does not obstruct traffic or create a hazardous condition.
4. Property owners are responsible for ensuring that foot traffic areas remain free of snow and ice to prevent slips, falls, or obstructed pedestrian access.

C. Parking Restrictions During Snow Events

1. It is unlawful for any person to park or allow any motor vehicle to remain parked on any Town street during periods of active snow accumulation or removal operations, to allow unobstructed access for snow plowing equipment and emergency vehicles.
2. This restriction remains in effect during and immediately after a snowstorm until the Town has determined snow removal operations are complete.

D. Parking Enforcement and Towing Authority

1. The Utah County Sheriff's Office, serving as the Town's law enforcement authority, is authorized to issue citations or cause the removal (towing) of any vehicle parked in violation of Subsection C.
2. This includes:
 - a. Motor vehicles;
 - b. Trailers or non-road vehicles;
 - c. Non-motorized vehicles;
 - d. Junk or abandoned vehicles.
3. The registered owner of any vehicle towed under this section shall be responsible for all associated towing and storage fees.

E. Damage or Obstruction Liability

1. Any person whose actions interfere with or damage Town snow removal operations, including plowing, salting, or sanding, shall be liable for the cost of repairs or cleanup under APWA surface cleaning guidelines.

(Prior Code, § 6.3.110) Penalty, see § 152.99

152.18 Property Acquisition and Management

A. Interpretation of "Road Purposes"

For the purposes of this Chapter, the term "road purposes" shall include, but is not limited to, the following:

1. The establishment, acquisition, and use of rights-of-way, including those required for State or County roads within the Town;
2. The construction, reconstruction, relocation, improvement, and maintenance of all Town roads, streets, roadways, and related facilities under the Town's jurisdiction;
3. The development and management of limited-access facilities, including the regulation of access rights, air rights, light, view, frontage, and service roads consistent with AASHTO

Geometric Design Standards;

4. The installation and maintenance of drainage systems associated with roads, including culverts, cuts, fills, channel changes, and associated improvements in accordance with APWA storm drainage structures standards;
5. The acquisition and use of road material sites, including sites used for the manufacture of road materials and necessary access routes thereto;
6. The preservation of clear sightlines and unobstructed views along roadways and intersections consistent with APWA planting and sight distance standards to ensure the safety of the traveling public;
7. The installation and maintenance of traffic control devices , signage, fences, curbs, barriers, lighting, and related infrastructure in accordance with APWA street construction and the MUTCD standards for the convenience and safety of road users;
8. The construction and maintenance of storm sewers, sidewalks, trails, and roadway illumination systems;
9. The construction and maintenance of livestock crossings or roads, where applicable;
10. The establishment and maintenance of roadside rest areas adjacent to or in the vicinity of public roads.

B. Property Contributions for Road Purposes

1. The Fairfield Town Council is authorized to accept contributions of real or personal property for the purpose of establishing, maintaining, or improving Town roads.
2. Such contributions may be accepted by gift, bequest, grant, or donation subject to APWA submittal procedures for record documentation.

C. Public Use Constitutes Dedication

1. A road or right-of-way shall be deemed dedicated and abandoned to public use if it has been continuously used by the public as a thoroughfare for a period of ten (10) years or more.
2. Such use shall be presumed to create a public right-of-way under Utah Code Ann. § 72-5-104 or applicable common law.

D. Acquisition and Disposition of Road Property

1. The Town Council is authorized to acquire real property or interests in real property for road purposes by gift, agreement, exchange, purchase, condemnation, or other lawful means consistent with the UDOT Right-of-Way Manual and APWA project coordination standards.
2. Such acquisition may be for temporary, present, or reasonably foreseeable future use in connection with public roads.
3. If the Town Council determines that any property acquired for road purposes is no longer needed, the Town may dispose of such property by lease, sale, exchange, or other lawful disposition.

E. Dedication of Roads for Public Use

1. Roads or streets proposed for dedication to the Town must extend the full length of the property's frontage.
2. For properties located on corners, dedication shall be required along all public-facing sides.
3. The size and classification of the road dedication shall be based on the following criteria:
 - a. The volume of traffic generated by the proposed development;
 - b. The anticipated impact of such traffic on adjacent streets and the surrounding community;
 - c. The minimum roadway standards applicable to the zoning district in which the property is located;
 - d. Projected traffic flow patterns;
 - e. Existing adjacent streets and connections.
- f. Functional classification per AASHTO and APWA design criteria.
4. All dedications shall comply with APWA measurement and payment and submittal procedures standards to ensure accurate survey and mapping requirements.

F. Prescriptive Easement Dedications

1. Where a prescriptive easement or right-of-way wholly or partially exists on a property, the full width of the easement up to the property boundary shall be dedicated to the Town.
2. In certain circumstances, dedication of the entire width of the existing street or road may be required.
3. Where applicable, developers may be eligible for impact fee offsets or credits related to the value of the land or improvements dedicated under this section.

4. Dedications shall be documented and recorded per APWA and accepted by formal Town Council action.

(Prior Code, § 6.3.120)

152.19 Vacation of Public Street or Right-of-Way

A. General Procedure

1. All petitions to vacate a public street, right-of-way, or public easement shall comply with Utah Code § 10-9a-609.5 and applicable provisions of the UDOT Right-of-Way Manual.
2. The proposed vacation shall be reviewed and recommended by the Planning Commission and shall require a public hearing and approval by the Fairfield Town Council.
3. No street, right-of-way, or easement shall be vacated except by ordinance adopted by the Town Council, prepared and recorded in accordance with APWA submittal procedures.

B. Application Requirements

1. Each petition shall be submitted using the official application form provided by the Town Recorder and shall include the fee established by resolution of the Town Council.
2. The application shall include the following:
 - a. A written narrative explaining the reason(s) for the proposed vacation;
 - b. A detailed surveyed exhibit of the area to be vacated prepared in accordance with APWA measurement and payment guidelines, showing:
 - i. A north arrow;
 - ii. All adjacent streets, buildings, and structures;
 - iii. The acreage, bearings-and-distance description, and surveyed boundary of the area to be vacated;
 - iv. Adjacent properties and names and addresses of all property owners;
 - c. A petition signed by the owners of record of all properties:
 - i. Adjacent to or relying on the public street, right-of-way, or easement; or
 - ii. Accessed exclusively by or within three hundred (300) feet of the public street or easement;
 - d. Proof of written notice to all affected utility providers and culinary water or sanitary sewer operators with facilities located within the area to be vacated in accordance with APWA utility coordination criteria.

C. Application Submittal Procedures

1. Applicants shall contact the Town Recorder prior to submitting an application.
2. All required documents shall be submitted electronically via the Town's website, including:
 - a. Completed application form and narrative;
 - b. Supporting maps or exhibits;
 - c. If applicable, a petition signed by affected property owners for plat amendments.
3. The applicant shall provide:
 - a. A verified mailing list and
 - b. Stamped and addressed #10 envelopes for all affected property owners identified under Subsection B(2)(c).

D. Review and Approval Process

1. The Planning Commission shall:
 - a. Conduct a public meeting following departmental review;
 - b. Determine whether good cause exists for the vacation and whether any person or the public will be materially injured;
 - c. Forward a recommendation to the Town Council based on its findings.
2. Upon receiving a recommendation, the Town Council shall:
 - a. Schedule and provide notice of a public hearing pursuant to Utah Code § 10-9a-208;
 - b. Hold a public hearing to determine whether to approve the vacation.
3. The Town Council may approve the vacation by ordinance if it finds the following:
 - a. The right-of-way is unnecessary for present or future public use;
 - b. The vacation is consistent with the Town's General Plan, Master Road Plan, and APWA roadway continuity standards;
 - c. The vacation benefits the public more than if the right-of-way remained.
 - d. Adequate consideration has been offered, which may include non-monetary contributions, as determined by the Town Council;
 - e. The vacation will not impair the function or viability of adjacent rights-of-way or public service easements consistent with APWA storm drainage structures guidelines.
4. The Town Council may impose conditions, including but not limited to:
 - a. Payment of compensation;
 - b. Execution of indemnification agreements;
 - c. Ongoing maintenance responsibility for the vacated area;
 - d. Retention of certain defined reservations and easements.

E. Recording and Effect of Vacation

1. If the Town Council approves a vacation ordinance, it shall ensure that either:
 - a. A plat showing the vacated area is recorded with the Utah County Recorder; or

- b. The ordinance itself is recorded per APWA rules.
2. Upon recording, the ordinance shall:
 - a. Revoke public acceptance and relinquish the Town's fee interest in the vacated area;
 - b. Not impair any private right-of-way or easement or any public utility franchise rights.
 - c. Reference all coordinate data and survey control points consistent with APWA standards.

F. Effective Period of Approval

1. Approval of a street vacation shall remain valid for a period of one (1) year from the date of Town Council approval.
2. If the vacation is not recorded with the Utah County Recorder within that period, the approval shall become void, and a new application must be submitted in compliance with the current Town Code and General Plan.

G. Effective Date of Ordinance

This section shall take effect upon adoption and publication or posting in accordance with state law by the Fairfield Town Council.

(Prior Code, § 6.3.125)

152.20 Road Classifications.

A. Purpose

A roadway classification system for all streets and roads within the corporate limits of Fairfield Town is hereby established. This classification system is intended to organize the Town's roadways by function, traffic volume, and level of access, and shall be used in connection with UDOT's Roadway Design Manual, AASHTO, APWA standards, and the regulation of roadway widths, construction standards, access management, parking restrictions, and placement of traffic control devices. All streets and roads shall be categorized for purposes including, but not limited to:

1. Parking controls;
2. Through street designations;
3. Stop and yield intersections; and
4. Other regulations governing traffic movement.
(Reference: 1976 Code § 11-326)

B. Minimum Right-of-Way Width

1. All public roads in Fairfield Town shall maintain a minimum public right-of-way width of sixty (60) feet for local and collector streets, unless otherwise approved by the Town Council based on engineering justification, topography, and established historical conditions.
2. A ten (10) foot utility easement shall be required along both sides of the right-of-way unless otherwise designated by the Town Council or elsewhere in this Code.
3. Any exceptions to these minimums must be approved by the Town Council and clearly justified based on topography, historical use, or planning context.
4. These requirements are intended to ensure adequate space for roadway improvements, utilities, drainage, landscaping, pedestrian access, and emergency access consistent with APWA guidelines.

C. Types of Roads.

Table 1

CLASSIFICATIONS	Right of way	Surface Width	Easements	Access Spacing Driveway	Snow removal	Weight limits
Local streets	60 feet	24-28 feet	10 feet both sides	50 Agriculture Is exempt	24 hrs. 4 inches	4 ton per axle with a weight limit of 18 tons per vehicle
Local collectors	60-66 feet	28-34 feet	10 feet both sides	200	12 hrs. 4 inches	4 ton per axle with a weight limit of 18 tons per vehicle
Major Collector	66-70 feet	34-40 feet	10 feet both sides	330	24 hrs. 4 inches	NA
Minor Arterial	70-80 feet	40-48 feet	10 feet both sides	330	24 hrs. 4 inches	NA
Major arterial	80-100 feet	48-60 feet	10 feet both sides	500	24 hrs. 4 inches	NA
Principal arterial	100-120 feet	64-84 feet	10 feet both sides	500	24 hrs. 4 inches	NA
Expressways	120 feet	Variable	10 feet both	1000	24 hrs. 4	NA

			sides		inches	
Rural roads	56 feet	24 feet	10 feet both sides	50	48 hrs. 6 inches	NA
Partial Roads Minimum Local road only	27.5 feet	27.5 feet	10 feet on one side	50	24 hrs. 4 inches	4 ton per axle with a weight limit of 18 tons per vehicle
ADT = Average Daily Traffic, defined as the average number of vehicles passing a specific point in a 24 hour period, if the roadway allows for two-way traffic ADT includes vehicles traveling in both directions						

1. Pavement widths assume two travel lanes (10-12 ft each) plus shoulders and parking lanes as applicable.
2. Pavement structure shall comply with APWA asphalt paving standards and minimum 4-inch compacted asphalt over 8-inch base course unless otherwise specified by the Town Engineer.

D. Roadway Type Descriptions

1. Local Streets

Local streets provide direct access to adjacent properties with very limited traffic capacity.

- a. Intended for low traffic volumes (typically fewer than 1,500 average daily trips [ADT]).
- b. Designed for low speeds and to serve residential areas.
- c. Direct driveway access is permitted.

2. Local Collectors

Local collectors connect local streets to higher-order roads and manage internal neighborhood circulation.

- a. Intended for moderate traffic volumes (generally 2,500–5,000 ADT).
- b. Should avoid direct access to single-family residential properties when feasible.
- c. Provide a transition between local streets and the arterial network.

3. Major Collectors

Major collectors provide traffic service to residential, institutional, and low-intensity commercial uses.

- a. Typical traffic volumes are less than 10,000 ADT.
- b. Provide a balance between access and mobility.
- c. Direct access to nonresidential properties is common; access to residential parcels should be limited.

4. Minor Arterials

Minor arterials support travel between activity centers and accommodate moderate-length trips.

- a. Typical traffic volumes range from 10,000 to 25,000 ADT.
- b. Serve business parks, retail centers, and community institutions.

c. Allow limited access, with priority given to traffic movement over driveway connections.

5. Major Arterials

Major arterials serve as primary high-volume roads connecting major destinations.

- a. Support traffic volumes greater than 20,000 ADT.
- b. Provide connections to expressways or freeways.
- c. High-speed travel is prioritized; property access is secondary and limited.

6. Expressways

Expressways serve long-distance, high-speed travel and are managed by the Utah Department of Transportation (UDOT).

- a. Trip lengths typically exceed five (5) miles.
- b. Traffic volumes may exceed 100,000 ADT.
- c. Property access is not permitted from expressways.

7. Partial Roads

Partial roads are interim half-width improvements permitted under limited conditions.

- a. Require 28 feet of improved width on one side of a full right-of-way.
- b. Unpaved surfaces require Fire Marshal approval.
- c. Adequate stormwater control is required per APWA guidelines.
- d. Improvements must be constructed entirely on the developer's property.
- e. The Town Council may approve partial roads under the following conditions:
 - i. The Planning Commission recommends approval;
 - ii. The road runs along a shared property boundary;
 - iii. The road is temporary in nature and will be vacated in the future;
 - iv. The cost of full-width construction imposes an unreasonable burden;
 - v. Other reasonable conditions justify an exception.

8. Rural Roads

Unpaved roads serving parcels five (5) acres or larger.

- a. Require Fire Marshal approval for emergency access.
- b. Intended for low-density areas with limited development.

c. Minimum improved width required is twenty-four (24) feet, with six (6) inch compacted gravel surface per APWA standards.

9. Commercial Zone Roads

All roads within commercial zoning districts must meet a minimum right-of-way width of sixty-six (66) feet thirty (30) feet paved width, designed per APWA and AASHTO commercial-turning standards.

10. Phantom Roads

Phantom roads are rights-of-way platted on the original Fairfield Town map but remain unimproved.

- a. These rights-of-way remain under Town ownership.
- b. The Town may activate and improve such roads at its discretion consistent with the Master Road Plan and General Plan.

11. Private Roads

Private roads may be permitted with Town Council approval under the following conditions:

a. Access and Design

- i. Properties must be accessed from a public road that meets all APWA public safety standards.
- ii. Private roads must meet applicable APWA standards for commercial or HOA use.
- iii. Commercial drives used as private roads must have a minimum 24-foot paved surface.

b. Maintenance and Responsibility

- i. The applicant must provide documentation showing a permanent easement, a perpetual maintenance agreement, and funding plan.
- ii. No public improvements shall be installed or maintained by the Town on private roads.
- iii. Fire department approval is required, including turnaround compliance.

c. Restrictions on Use

- i. Private roads may only serve commercial or HOA developments, not individual residential or agricultural properties.
- ii. The maximum length of a private road is 1,500 linear feet.
- iii. Private driveways longer than 150 feet must include a turnaround approved by the Fire Chief.

d. Homeowner Associations (HOAs)

- i. HOAs or similar entities must be legally responsible for the perpetual maintenance of private access tracts.
- ii. HOA covenants assigning road maintenance responsibilities must be approved by the Town Council and may not be amended without Council approval.
- iii. The final plat shall include a notice stating that the road is private and not eligible for dedication to the Town.

e. Naming of Private Drives

- i. Private driveways may be named for addressing purposes if:
 - The driveway exceeds 400 feet in length from the public road; or
 - The residence is not visible from the public street.
- ii. Named private drives shall not count toward minimum frontage requirements for building permits.
- iii. All street names, including private road names, require Town Council approval.

E. Design and Access Management Standards

1. Access spacing and intersection design shall comply with the AASHTO Green Book and the UDOT Access Management Manual.

2. Minimum driveway spacing should be:
 - a. Local - fifty (50) feet.
 - b. Collector - two hundred (200) feet.
 - c. Minor Arterial - three hundred and thirty (330) feet.
 - d. Major Arterial - five hundred (500) feet.
3. Each road classification shall be designed with cross sections, turning radii, and pavement structures consistent with APWA and UDOT small-urban standards.
4. Deviations may be approved by the Town Engineer only where physical constraints or rural context warrant modification.

(Prior Code, § 6.3.150)

152.21 General Standards

A. Road Development Guidelines

Development of new roads within Fairfield Town shall comply with the following standards:

1. All new roads and crossroads located within or adjacent to a proposed subdivision shall conform to the Fairfield Town Master Road Plan and the AASHTO Green Book functional classification system.
2. Wherever feasible, new roads shall be located along shared property lines when both adjoining properties stand to benefit from such improvement in accordance with APWA street construction standards.
3. The alignment and width of all through streets shall be preserved, except where unusual topographical or environmental conditions, verified by the Town Engineer, justify a deviation.
 - a. Where the Planning Commission determines it is necessary to promote an orderly street system, proposed roads shall be extended by dedication to the boundary of adjoining undeveloped property.
4. When a large subdivision abuts a major thoroughfare, arterial, or state highway, the Planning Commission may require the inclusion of marginal access roads in the street layout consistent with AASHTO Access Management Guidelines.
5. Road width shall be measured from lot line to lot line. Minimum width standards shall follow the Fairfield Town Master Road Plan and APWA design standards, unless otherwise approved by the Town Council.
6. Any access to State Road 73 or other state facilities shall be subject to the regulations and permitting standards of the Utah Department of Transportation (UDOT) Access Management Manual and require a UDOT encroachment permit.

B. Construction Requirements for Developers

Any developer or applicant for a building permit within an undeveloped or unimproved area shall construct road improvements from an existing improved street to the full extent of the developer's property boundary. Roadway construction shall meet current Fairfield Town and APWA standard specifications. All construction shall be inspected and accepted by the Town Engineer prior to plat recordation or certificate of occupancy.

C. Emergency Access Standards

All roads and driveways shall comply with the minimum design standards for emergency vehicle access per the International Fire Code and APWA standards, as reviewed and approved by the Fire Marshal or designee. Minimum turning radius for fire apparatus should be fifty (50) feet inner/sixty (60) feet outer diameter paved. Road grades shall not exceed ten (10) percent without Fire Marshal or designee approval.

D. Cost Recovery for Road Extensions

1. If a road extension benefits properties adjacent to or beyond the developer's frontage, the Town may authorize a Master Development Agreement (MDA) to define reimbursement provisions consistent with Utah Code § 10-9a-610.
2. The MDA shall be executed prior to the start of construction and shall include:
 - a. Identification of any excess capacity created by the improvement.
 - b. A cost-sharing formula for prorated reimbursement to the developer;
 - c. Terms for reimbursement triggered by future service connections by third-party property owners.
3. The Town shall track reimbursements for a period determined by the Town Council or until full recovery of prorated costs is achieved.
4. All reimbursements shall be contingent on actual collection from benefitted property owners, and shall expire upon the term set in the MDA or Town Policy.

E. Cul-de-Sacs and Turnarounds

1. Permanent cul-de-sacs are not permitted in Fairfield Town.
2. Temporary turnarounds shall be required on all roads that extend more than one (1) lot from an intersection.
 - a. Turnarounds shall be designed with a diameter of sixty (60) feet, recorded as easements on the final plat, and designed with APWA cross-section requirements.
 - b. Temporary turnarounds shall comply with Fairfield Town road standards unless otherwise approved by the Town Council.
 - c. Final design and approval shall be obtained from the Fire Chief or designated representative.

F. Motor Vehicle Access Standards

All lots and parcels with frontage on a public street shall comply with the following access control standards:

1. A maximum of two (2) driveway connections shall be permitted per lot along any single street frontage.
2. Driveways shall be no closer than twenty (20) feet from one another.
3. Driveways shall not exceed thirty (30) feet in width at the point of connection to the public street, measured at a right angle to the centerline of the driveway.
4. On corner lots or on curves with a centerline radius of forty-five (45) feet or less, no driveway shall be located within fifty (50) feet of the point of intersection of the lot lines (or point of intersection of inside tangent lines at the curve) per AASHTO standards.
5. All driveway locations and spacing along state routes shall comply with the UDOT Access Management Manual and be approved by UDOT prior to permit issuance.
6. Driveway approaches shall be constructed per APWA standard drawings and curb and gutter series and shall maintain ADA-compliant pedestrian cross-slopes.

G. Driveway Approaches.

All driveway approaches or connections to a Town road shall require approval from the planning commission during site plan approval.

Driveway widths, slopes, and materials shall conform to Fairfield Town Standards and shall not conflict with drainage, utilities, or pedestrian access.

(Prior Code, § 6.3.160)

152.22 As-Built Drawings and Close-Out.

A. Upon completion of any approved road or utility work, the permittee shall submit as-built drawings in PDF and digital (GIS) format showing the final locations, depths, and materials used.

B. Compaction and density testing results must accompany the submittal.

C. No bonds shall be released until the as-built documentation has been approved by the Director of Roads.

(Prior Code, § 6.3.165)

152.23 Enforcement

A. Authority for Enforcement

1. The Utah County Sheriff's Department, acting as the Town's designated law enforcement agency, is authorized to:
 - a. Issue citations for violations of this title;
 - b. Tow or cause to be towed, by a licensed commercial towing service, any junk vehicles, non-motorized vehicles, non-roadworthy vehicles, or other objects or obstructions parked or placed in violation of this title in accordance with APWA protection and restoration of surfaces standards; and
 - c. Take such actions when said vehicle or object obstructs or endangers the safe travel of vehicles or pedestrians on any Town road.
2. The registered owner of the towed vehicle or object shall be responsible for all towing, impound, and associated fees.

B. Administrative Enforcement

1. The Director of Roads or designee shall ensure compliance with this title consistent with APWA project coordination and quality control standards through:
 - a. Withholding of building, excavation, and road access permits, or any other related approvals for non-compliant properties or applicants;
 - b. Initiating enforcement actions through written correction or stop-work orders documented under APWA submittal procedures, including referrals to legal counsel for prosecution or injunctions; and
 - c. Requiring submission and review of necessary plans, and performing site inspections, materials testing, or record audits to verify compliance with applicable APWA standards.

C. Penalties for Violations

1. Any person, firm, corporation, or other entity found to be in violation of any provision of this title shall be guilty of a Class B misdemeanor pursuant to Utah Code §10-3-703 .
2. The Town Attorney is authorized to initiate legal proceedings, which may include:
 - a. Injunctive relief;
 - b. Mandamus actions;
 - c. Orders of abatement; or
 - d. Other appropriate legal remedies necessary to obtain compliance or recovery of damages and restoration costs for Town property.

D. Limitation of Liability

1. The issuance of any permit, performance of inspections, approval of plans, or any other official act under this title shall not be construed to impose liability upon Fairfield Town or any of its officers, agents, or employees for any damages resulting from:
 - a. The construction, placement, or maintenance of structures, facilities, or private improvements;
 - b. The use of any public or private road or rights-of-way; or

- c. Any act or omission by the permittee or third parties.
2. Applicants and property owners are solely responsible for ensuring the safety, adequacy, and legality of their improvements and activities within the Town's rights-of-way or jurisdiction.
3. These limitations are consistent with the Utah Governmental Immunity Act (§ 63G-7-101 et seq.).

(Prior Code, § 6.3.170)

152.24 Judicial Review

A. Legal Action

1. Any person or entity seeking to challenge a decision made by the Town Council, Planning Commission, or any other official or governmental body acting under the authority of this title shall file such challenge in a court of competent jurisdiction in accordance with Utah Code sections § 10-9a-801 through § 10-9a-803.
2. The legal action must be filed no later than thirty (30) calendar days following the date of the final decision being challenged.
3. Failure to timely file the legal challenge shall constitute a waiver of any claim or right to contest the decision.
4. Filing of a petition does not automatically stay enforcement of the challenged decision unless ordered by the court.

B. Scope of Review

1. Judicial review shall be limited to the record of proceedings before the Town and shall be governed by applicable provisions of Utah State law, including the Utah Code Title 10, Chapter 9a (Municipal Land Use, Development, and Management Act), and Utah Rules of Civil Procedure.
2. The Town shall compile the record for judicial review in accordance with APWA submittal procedures including:
 - a. All applications, plans, and correspondence submitted by the applicant;
 - b. Meeting minutes, staff reports, and exhibits, and
 - c. The final written findings, decisions, or ordinances adopted by the Town.
3. The scope of review shall be deferential to factual findings and limited to determining whether the decision was arbitrary, capricious, illegal, or procedurally defective under Utah law.

C. Record Maintenance and Certification

1. The Town Recorder and Director of Roads shall ensure that all records associated with actions under this Title are maintained in a manner consistent with APWA project coordination standards and with Utah Code § 63G-2 (GRAMA), to facilitate timely certification of the record for court review

(Prior Code, § 6.3.180)

152.25 Severability

A. Severability of Provisions

1. If any section, subsection, sentence, clause, phrase, or portion of this chapter is held to be invalid or unconstitutional by a court of competent jurisdiction, such portion shall be deemed severable under Utah Code § 68-3-12.
2. The invalidity or unenforceability of any portion shall not affect or impair the validity, application, or enforceability of the remaining provisions of this chapter.
3. All remaining portions shall remain in full force and effect, independent of the invalidated portion and shall be administered in a manner consistent with APWA project coordination standards, ensuring that ongoing projects, permits, and administrative actions proceed without interruption unless specifically enjoined by court order.

(Prior Code, § 6.3.190)

152.26 Conflict with Other Land Use Ordinances or Town Code

A. Governing Provisions

1. In the event of a conflict between the provisions of this chapter and any other provision of the Fairfield Town Code, including land use ordinances, subdivision, or building regulations, the more stringent provision shall govern and apply.
2. This rule of interpretation shall ensure that the highest standard for public safety, health, welfare, and infrastructure design and development regulation is maintained consistent with APWA regulatory requirements.
3. Where uncertainty exists as to which provision is more stringent, the determination shall be made by the Town Council upon recommendation from the Planning Commission or appropriate staff (i.e., Town Engineer) based on the following:
 - a. The degree of public safety and engineering protection achieved;
 - b. Compliance with Utah Code § 10-9a-104; and
 - c. Consistency with APWA specifications, UDOT design standards, and adopted Fairfield Master Road Plan.

4. When a conflict arises between a technical specification (e.g., APWA design standards) and an administrative or zoning provision, the Town shall apply APWA project coordination to reconcile the requirements, ensuring that both legal and engineering standards are satisfied to the maximum extent feasible.
5. Where state or federal law establishes a higher minimum requirement than that contained in this Chapter, the higher standard shall apply.

(Prior Code, § 6.3.200)

Working Draft with updated to the new code information.