

Fairfield, Utah

GENERAL PLAN

December 2021



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Introduction

Due to the current and future exponential growth that Utah is experiencing (Utah County alone increasing by 1 million people within the next 20 years), there is increasing pressure for individual towns to keep up. However, Fairfield is a town that thrives from its rural and old-western character, and its current approximate 150 residents have no desire in taking part in the urbanization many of its surrounding neighbors are participating in. Specifically, the largest threat of growth near Fairfield is the city Eagle Mountain shown in Figure 1 below where Fairfield's borders are outlined in red.

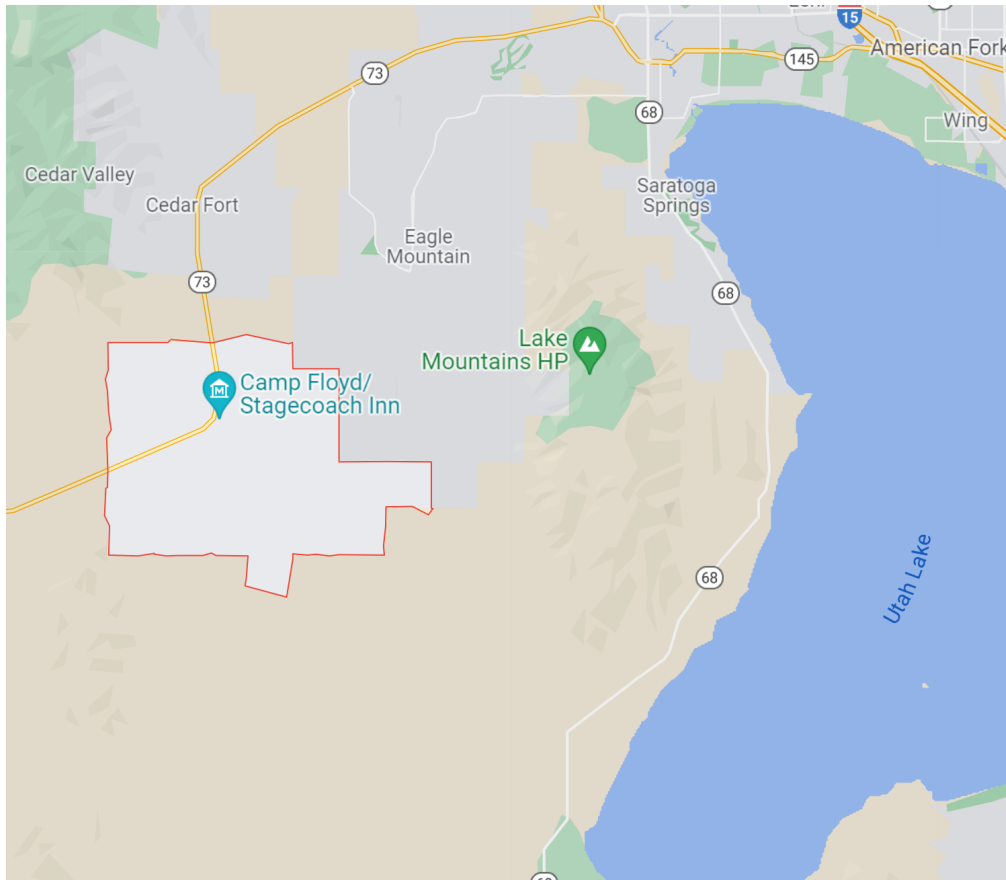


Figure 1. Location of Fairfield, UT in proximity to Eagle Mountain

The purpose of this General Plan is to provide ideas and options for how Fairfield can keep up with the extreme growth booming around them while avoiding sacrificing the small-town feel it offers. The Fairfield community should consider some of the recommendations given in this General Plan draft as they want to avoid growth within their own town, but also need to stay afloat economically to avoid getting taken over by surrounding cities such as Eagle Mountain.

History of Fairfield

West of Utah Lake and 50 miles southwest of Salt Lake City, Fairfield is located amidst breathtaking mountain ranges and an open valley. Fairfield was first settled in 1855 prior to the American Civil War. During this time, the United States Military camp was stationed in the area. The detachment was supporting surrounding settlements and the main mission was to prevent any rebellion within central Utah. In particular, the detachment was sent to suppress the Mormon rebellion in Salt Lake City. Since the rebellion never happened, the fort was established and went on to be named Camp Floyd (Figure 2) after the Civil War Secretary of War John Floyd.



Figure 2. Current day Camp Floyd National Park

By November 1858, over 400 buildings were constructed within the town. However, in the years to come only the commissary still stands. The land used is part of the Camp Floyd/Stagecoach Inn State Park owned by the State of Utah. After the Civil War broke out, the army left the town. Nonetheless, Fairfield continued to grow as a stop along the Pony Express, and Overland Stage routes. Utah development took away the need for those services and the town converted to a small farming community, which it continues to be today. It was officially incorporated on December 23, 2004 and was Utah's 24th official municipality.

Vision Statement

The Vision Statement below is a brief description of what Fairfield wants to maintain but also become through the implementation of its General Plan. The Vision Statement provides a sense of the mission for the general plan as well as sets the tone for the goals, objectives, and actions that will be discussed and analyzed throughout the General Plan.

Fairfield will remain a rural, open-spaced town, made up of historical buildings from Civil War times, pedestrian and horse-oriented neighborhoods of modestly-sized homes and large

parcels of land suitable for shooting, horseback-riding, and other Western activities the residents enjoy. Utah Lake, nearby gold mines, and the Intermountain Regional Landfill frame our physical identity.

Visitors will be attracted to Fairfield because of its historic involvement in the Civil War and unique small-town character that sets it apart from rapidly growing nearby cities such as Eagle Mountain. Residents of Fairfield know the significance of the historic landmarks within the town and will share the Western, cowboy feel with all those who visit and provide an escape from the typical, busy, urban world.

Fairfield will retain its quality of life for future generations by building an economy linked to tourism, and by improving current infrastructure. The strong economy and infrastructure will keep Fairfield independent from Eagle Mountain in the coming years of surrounding population growth. Fairfield will remain its own community in which its residents can take pride and avoid the bustle and crowds that come with urban life.

Attracting Tourism

One of the best ways for Fairfield to have consistent revenue while also staying true to its history and rural nature is to attract tourists. ***The overarching goal with attracting tourists is to have visitors either drive or fly into Fairfield, become enamored with the quieter way of life and western feel that is so rare today, and subsequently become interested to visit mainstreet, some local restaurants or museums, or even go horseback riding.*** By doing so people will spend their money, only be in town for a few days thus avoiding permanent population growth, and ideally advertise this unique experience to their peers. Improving the airpark, providing recreational support, and adding a historical museum are key ways in which Fairfield can play to its strengths and encourage more people to come visit.

Air Park



As mentioned, visitors have the option to fly into Fairfield when they visit. This is because of the airpark that exists in southern Fairfield: West Desert Airpark - UT9. The airpark has two runways (Runway 17/35 and Runway 17R/35L) made out of asphalt that is in fair condition. Currently, Fairfield primarily advertises this air park as a place where pilots can come to have maintenance done on their smaller aircrafts.

GOAL

The goal is to transform the airpark into the catalyst of tourism in Fairfield through the use of improvements to the current airpark and by advertising all that Fairfield has to offer through the airpark websites.

RECOMMENDATIONS

The recommendations are split up by which goal they are pertaining to. For improving and upkeeping what is currently at the airpark. As far as upkeep, the runways are currently made of asphalt and determined to be in “fair condition” (Figure 3). For the general plan, there should be money set aside gradually throughout the next 10-20 years assuming that the asphalt will undoubtedly begin to deteriorate.



Figure 3. Current airpark asphalt runways

As far as attracting tourism, we think the first step should be updating and glamorizing the websites that advertise the airpark. This is relatively cheap and will get more updated, relevant, consistent, and appealing information out to those who are interested in coming to Fairfield and using the airpark for maintenance or other reasons. Specifically, the “attractions” and “local activities” sections (Figure 3) could be updated to show that there are lots of fun outdoor activities to do in Fairfield. Also, there are pictures of the airpark on the Rocky Mountain Kitplanes website, but not only the other two websites that appear when one does a Google search for the airpark (Figures 4 and 5). Therefore, more pictures should be added as well so that people can see the beauty of Fairfield immediately. The final recommendation with the website would be to encourage those who do visit Fairfield to leave a review for others to see.

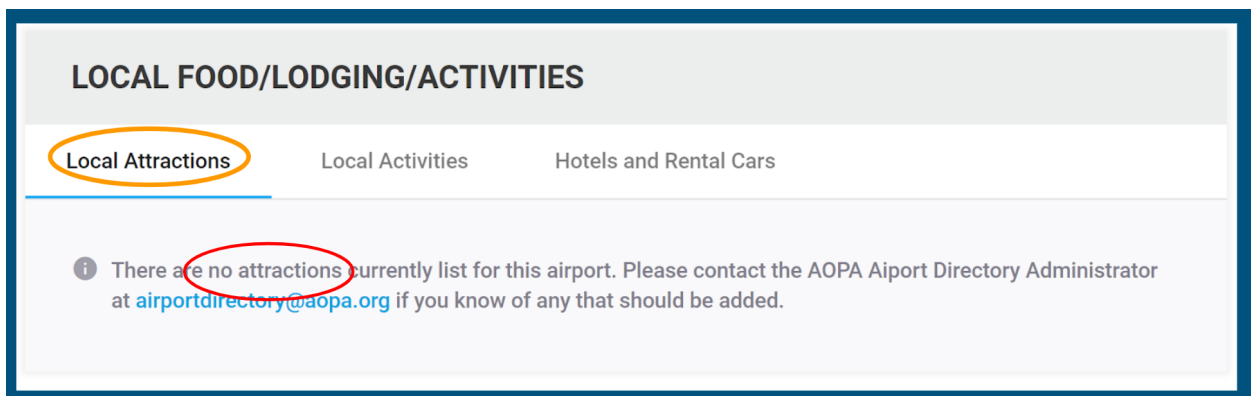


Figure 4. Current airpark website showing no local attractions

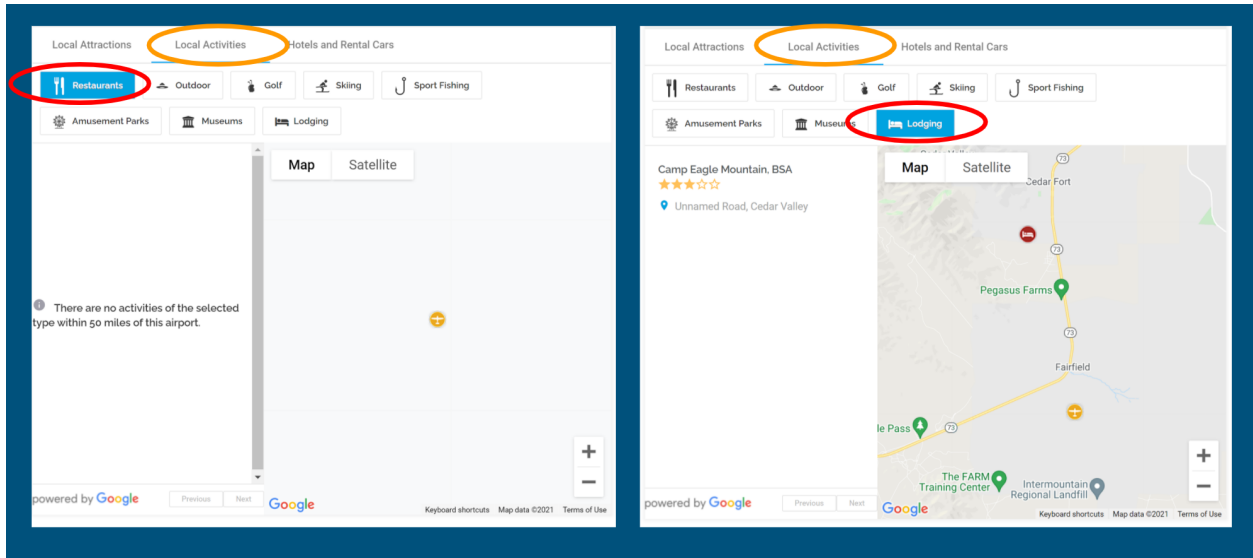


Figure 5. Current airpark website showing little to no activities

Also, there are pictures of the airpark on the Rocky Mountain Kitplanes website, but not only the other two websites that appear when one does a Google search for the airpark (Figure 6). Therefore, more pictures should be added as well so that people can see the beauty of Fairfield immediately. The final recommendation with the website would be to encourage those who do visit Fairfield to leave a review for others to see.

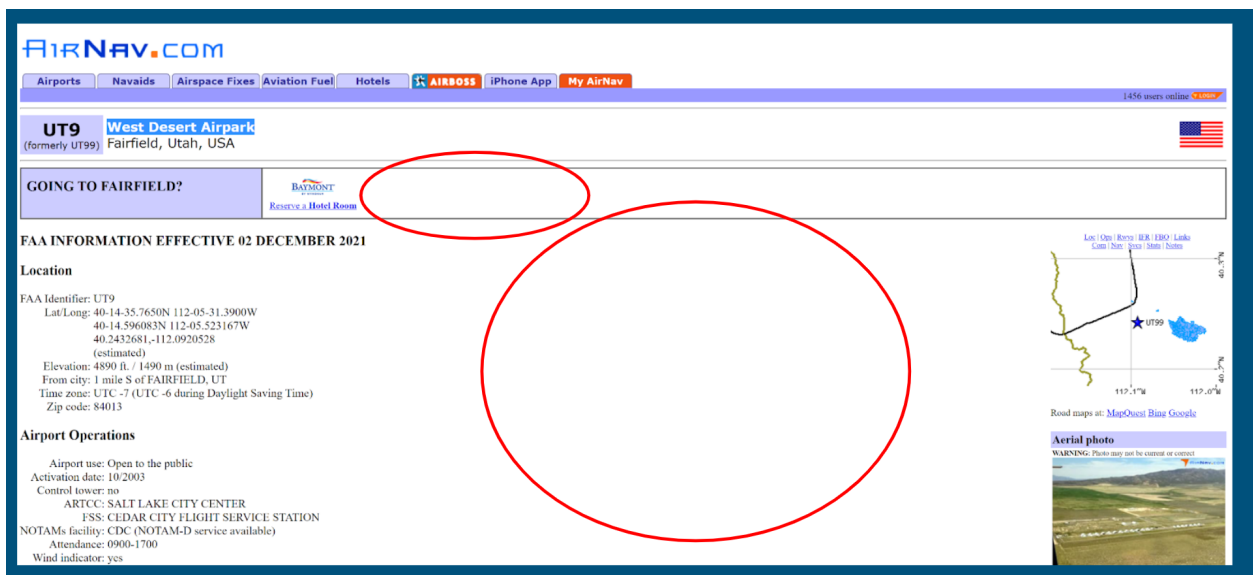


Figure 6. Potential spots to include more pictures on the airpark websites

Another recommendation for attracting tourism is increasing the number of public amenities near the airpark or within Fairfield in general. These public amenities can include more restaurants, lodging, or even nearby commerce that draw people into visiting

Main Street. The third and final recommendation for attracting tourism is to make the airpark appear more western-themed when pilots land. This could include changing what the parking spots look like, having more horse ranges nearby, etc.

EXPLANATION

Lights should be added to increase the desire for nighttime travel. This is especially helpful when it becomes dark around 5 PM for many months of the year. The explanation for setting money aside for runway repairs are: if the asphalt deteriorates, it will become a safety hazard for the pilots and the inclination to come to this airpark will lower. Ultimately, adding lights and setting money aside for runway repairs are safety precautions.

The explanation for improving the website is that it is a relatively cheap way to show off the amazing attributes of Fairfield and make it a unique place to visit. There is also a section on the website where people can write reviews about the airpark and nearby services. Currently, no reviews exist for anything. If pilots or visitors are encouraged to write a review and the reviews are more accessible on the website, Fairfield's reputation will speak for itself and draw more people in. Another explanation of updating the website is that some of the information is inconsistent. For example, one website says "n/a" for lighting information at the airpark, but another says "no lights".

The explanation for adding public amenities is to, again, draw people in, but also give more stuff to advertise on the airpark's website. The more attractions, activities, and lodging people see available in Fairfield, the more homey, accessible, and fun Fairfield will appear. Similarly, making the airpark more Western will make people more curious about the town's vibe and want to perhaps explore more. If they explore around Main Street more, for example, they may end up spending more money at a restaurant or museum. Ultimately, Fairfield needs to advertise its strengths better and the airpark website and parking spots are great places to do so. The airpark needs to be the seller for why people want to come to Fairfield.

SOURCES

<https://www.airnav.com/airport/UT9>

<https://www.aopa.org/destinations/airports/UT9/details#local>

Environmental

Even though Fairfield's population will hopefully not grow too much within the next 20 years, there is a goal to have more people in the town on a regular basis at least to visit. Also, if ADU's or Airbnb's are implemented, some visitors may stay overnight and for longer periods of time than just a day trip. Water infrastructure is the most crucial environmental

factor that needs to be considered as more tourists begin to visit and more public amenities are built to accommodate these tourists. Not only that, but any new local businesses will need access to water for their employees.

Along with that, Fairfield should examine the possibility of a dark sky preservation ordinance to keep the starry night that glistens over the town every night as star-gazing could serve as a large reason for why people would want to come visit Fairfield.

Water Infrastructure

Up until today, lack of water infrastructure has been a major factor stopping large developments from entering Fairfield. Even without large developments or businesses entering the city, water will eventually become essential to the livability of the city and the current water infrastructure is not sustainable to accommodate that. There are a few ways that the town can grow its water infrastructure over time. This infrastructure will not only influence the growth of Fairfield but will also improve the quality of life for the residents who live there.

GOAL

The goal is to create a water infrastructure plan that allows Fairfield to obtain water rights which will ultimately help Fairfield handle the growth it will experience in the future.

RECOMMENDATIONS

One way to increase access to water is through infrastructure impact fees as new local businesses or public amenity developments are created across the town. Another possible connection for water access or rights will be through the Central Utah Project which connects municipalities to water resources. Last, but certainly not least, water bonds would also be a viable way to invest in water infrastructure.

As the city is developing its road infrastructure, it would be in the City's best interest to simultaneously develop roads and water infrastructure. While putting in roads, the city can also lay water lines to maximize construction zones and funds. Looking at different grants and bond options as well as partnering with neighboring cities will be essential to infrastructure growth.

EXPLANATION

When developers propose new projects, an impact fee will be required to pay for water infrastructure for the developed area. This also can limit certain development projects and control the growth of the city as only developers willing to pay impact fees will have projects in the city.

Recent federal infrastructure bills (2021) have allocated millions of dollars to the Central Utah Project, so it should not be difficult to obtain some funds from it. If Fairfield is wanting to grow, it is recommended that Fairfield use these funds to create water infrastructure. On the contrary, Fairfield can advocate for allocation of these funds to be used elsewhere in Utah County if no growth is desired in the town. There will likely be no problem getting other growing towns like Eagle Mountain to accept this money, thus turning the attention away from Fairfield and allowing other towns who actually desire urbanization to grow.

As for using bonds for water access, the explanation would be that bonds have a high return because people always use water. Therefore, much of the risk that is usually associated with bonds would not exist. It is important to note that this would still be riskier than the impact fee or Central Utah Project recommendations because impact fees can be implemented by Fairfield itself thus giving Fairfield more control, and the Central Utah Project exists for purposes exactly like this.

SOURCES

<https://www.doi.gov/cupcao/Overview>

Dark Sky Preservation

Before discussing the goals with a dark sky preservation ordinance, some background information about light pollution is necessary. Light pollution is any adverse or unintended effect of the use of artificial light at night, including sky glow, glare, light trespass, light clutter, decreased visibility at night, and energy waste. Light trespass, one of the forms of light pollution, is an issue because it can interfere with a property owner's private enjoyment and use of his/her own land.

Despite all of this, there is a strong tendency to light up property in the name of safety and security although there is no scientific evidence to support the popular opinion that light equates to higher safety. The appropriate use of "dark-sky friendly" lighting will actually improve overall safety with lower lighting levels, warmer light temperatures, and better coverage.

GOAL

The goal is to implement a dark-sky preservation ordinance that will improve the safety of those in Fairfield, encourage more overnight stays from tourists, and preserve the lovely starry night that blankets over Fairfield by avoiding light pollution.

RECOMMENDATIONS

The first recommendation for this ordinance would be to include an outdoor lighting code. This outdoor lighting code should limit light pollution, promote energy conservation, regulate outdoor lighting fixtures, and create a unified, community-wide approach to outdoor lighting.

Example of ways the code could discuss limiting light pollution and regulating outdoor lighting fixtures would be to enforce fully shielded light fixtures (Figure 7) and warm spectrum lights (Figure 8)



Figure 7. Fully shielded vs. partially shielded light fixtures

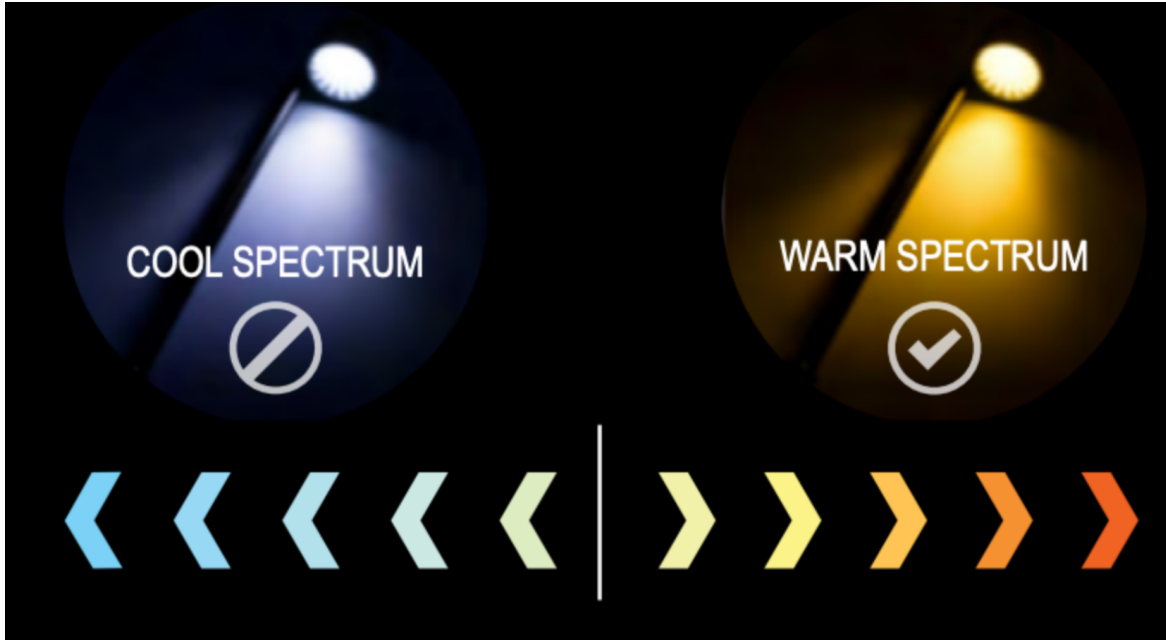


Figure 8. Cool spectrum vs. warm spectrum lights

Fines should be given to local business owners, and perhaps even homeowners (depending on which buildings are usually lit up the most at night), who do not follow these regulations.

The second recommendation would be to include an overlay lighting zone. If no ambient lighting is desired, then an LZ0 overlay lighting zone could be implemented. On the other side of the spectrum, there is an LZ4 overlay lighting zone that allows for high ambient lighting. In this case, Fairfield should lean more towards the side of LZ0 and LZ4 to preserve the dark-sky.

EXPLANATION

Fully shielded lights are preferred since they don't let as much light up into the sky, thus preserving the dark sky. Not only that, but they direct more light downward thus creating more purposefully lit locations for people to feel safer. People should be fined for not following the guidelines for fully shielded and warm spectrum lights because it is a more sure-fire way to make this a community-wide effort to preserve the dark-sky.

All levels of lighting overlay zones are shown in Figure 9 below.

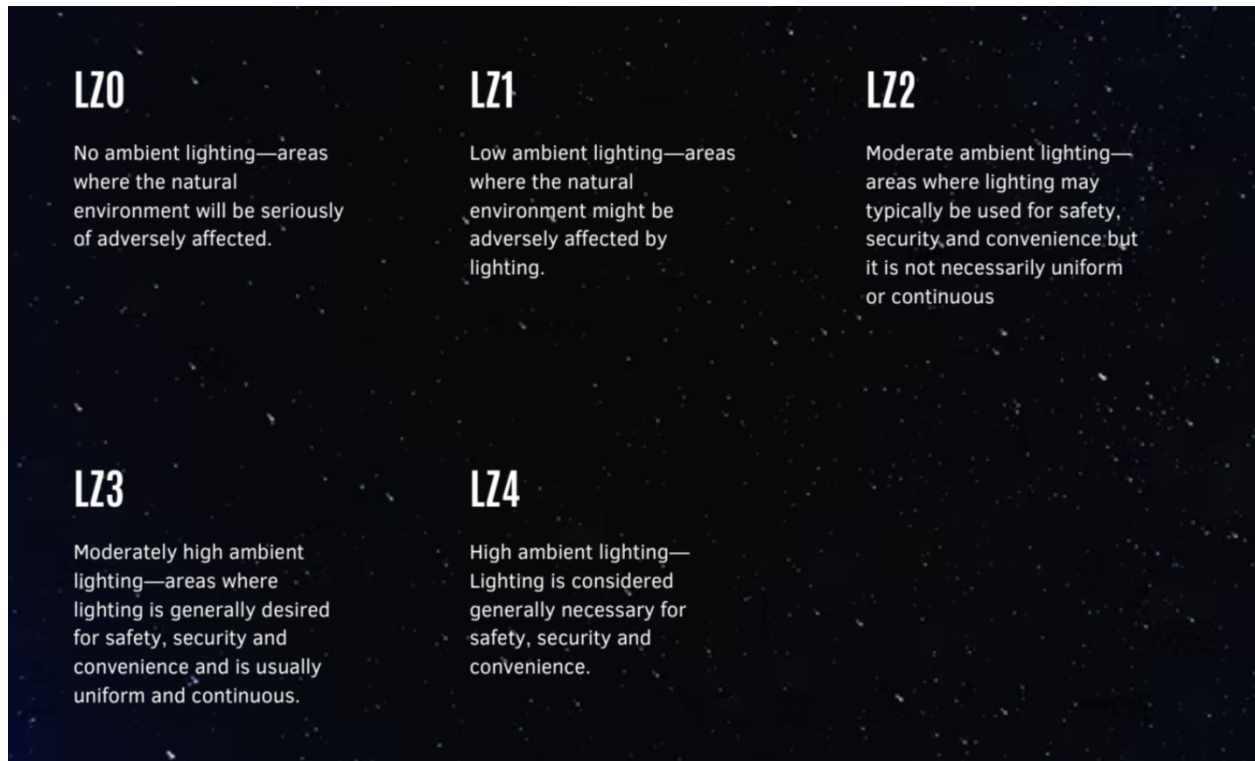


Figure 9. The five levels of lighting overlay zones

SOURCES

<https://www.darksky.org/wp-content/uploads/bsk-pdf-manager/2020/08/Dark-Skies-Issue-Guide-7-27-2020.pdf>

Economic Development

Local Businesses:

GOAL:

Encourage local businesses to move to new downtown locations and invest in the town. Focus on the strengths of the town to use as effectively as possible. Understand that the town has a vested interest in limiting as much growth as possible and use that to push for growth limiting projects.

RECOMMENDATIONS

Focus on the already established businesses and start expanding into more tourist centered businesses like horseback riding, camping, shooting ranges etc.

EXPLANATION

This will simultaneously encourage local growth from the ground up and outside economical stimulus through word of mouth and reliable tourists that enjoy the town.

Public Amenities:

GOAL:

Public amenities can be used as a tool to limit the growth of the town and limit the incoming developers that want to take advantage of the town.

RECOMMENDATIONS

Focusing on public amenities like restaurants, lodging (more likely outside the town), campsites, RV parks (zoned away from the downtown area) and gas station zoning would provide the tools needed to manage incoming growth at the Town’s preferred rate. Figure shows a possible location for adding in a campsite, for example, as shown in green with the red buffer from the major road. It also serves as a buffer away from commercial developments like the airpark shown in yellow.

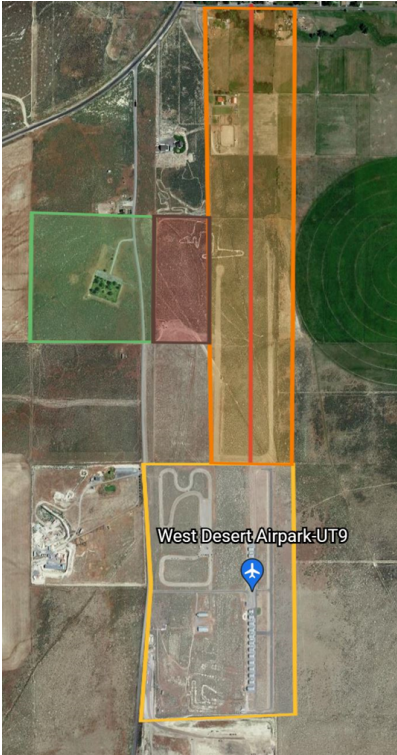


Figure 10: Potential Location for campsite and buffer zone

Another recommendation would be to add at least one Airbnb that people could stay in when they come to visit Fairfield.

EXPLANATION

Growth is heading for the town from outside sources. Managing what and where can go in the town would be the best defense against unwanted growth. The reason we would want a buffer zone is so that people experience a quiet campsite. The buffer can also be a stricter zone in the dark sky ordinance, so this way people are guaranteed a starry sky when they go camping.

Lastly, the reasoning for adding an Airbnb is it gives more options of places to stay other than driving to somewhere like Salt Lake City or Orem. Not only that, but Airbnbs are smaller and cheaper not only to develop but for people to stay at. With a closer overnight option in Fairfield other than camping, people will feel safer visiting knowing they have a place to stay if, say, their airplane maintenance takes longer than anticipated. Airbnb's also do not promote long-term stays like hotels do, so this option would be ideal for Fairfield.

Land Use

Housing

GOAL

Create a simple ADU ordinance to comply with Utah legislation regarding Accessory Dwelling Units.

RECOMMENDATIONS

As much of the city is zoned AR (Agricultural-Residential), Fairfield should let accessory dwelling units in almost every part of the city. They can, however, restrict the ADUs with design and building standards, as also found in HB 82.

The deadline for making ADU ordinances come to the new state standards was October 1st, 2021. No other city that is remotely close to the size of Fairfield has a comprehensive ADU ordinance already but needs one as well. Therefore, it is in the best interest of Fairfield to keep it simple and allow them in all AR zones. They may restrict more based on design and location on lots. It is important to remember that just because an ordinance exists for building them does not mean people have to or will build them.

Below is an example of a draft of an ADU ordinance.

[DRAFT ADU ORDINANCE:](#)

Accessory Dwelling Units Ordinance- Fairfield, Utah

1. Purpose and Objectives

a. The purpose of this ordinance is to come into compliance with HB 0082 and to have a comprehensive ordinance in reference to Accessory Dwelling Units (ADUs).

b. These development standards are now established to promote the use of ADUs; to provide flexibility for the changes in household size associated with the life cycle, to offer financial security for homeowners; and to protect against problems related to frailty in old age.

2. Development Standards (taken mainly from Provo and surrounding Utah Valley communities)

a. (1) Number. No more than one (1) ADU shall be permitted in conjunction with each one-family detached dwelling.

b. (2) Location. ADUs may be located only:

i. Inside a single-family home

ii. Above a garage, either detached or attached

iii. As a separate detached structure, as long as they do not exceed lot coverage, other building restrictions of the zone, and do not exceed 20% of the footprint of the existing structures

c. (3) Occupancy: The ADU must be owner-occupied or rented long-term (this all depend on if they have or want to worry about long vs. short term rentals)

d. (4) Building Codes. All existing construction and remodeling shall comply with building codes in effect at the original structure or remodeling. Newly constructed ADUs shall meet current building codes.

e. Parking or Utility meters or design standards for entrances and appearance in comparison to the existing house (all depends, not necessary at this time of planning)

EXPLANATION

Thanks to the new state legislation in House Bill 82 of the 2021 General Session, all municipalities in the state of Utah must allow ADUs in all areas zoned as primarily residential. They may, however, restrict up to 25% in areas that do not have college campuses (they can go up to 67%). This is found in Section 57-16-3 of the bill. As Fairfield is an established municipality, they must have an ordinance that allows ADUS within their primarily residential zones.

Overall, Fairfield should have a simple ADU ordinance at first to come into compliance. However, they can focus on short-term rentals for recreational activities and have more people on large lots without creating smaller lots and smaller homes for current residents.

SOURCES

UT HB 82: <https://le.utah.gov/~2021/bills/static/HB0082.html>

Buffer Zone: Thomas

GOAL

Fairfield strives to preserve the rural and historic character of the town. Through adding a buffer zone near the major transportation routes connecting Fairfield with the rest of Cedar Valley, growth within the town will be guided away from the historic downtown and focused on more logical spaces for development in Fairfield.

RECOMMENDATIONS

At its simplest, the buffer zone will increase the population and density of the area zoned as such. Because most of Fairfield's residential zoning is AR 40 (Agricultural Residential, 40 acre lots), low density in the town is very achievable. Keeping the AR zoning and decreasing the density to 20 or 10 acre lots will allow for some development with higher density, but with less of a stark contrast between land uses. This will make the transition between the buffer zone and the rest of Fairfield much smoother. The AR 10 or 20 zoning will also allow for more open residential lots even though density is reduced.

The location of the buffer zone is dependent on the commercial needs of Fairfield rather than the location of Fairfield's border. Rather than have a residential zone distributing dense growth along the entire border of Fairfield, concentrating the growth in a specific area will better focus the growth in a logical area within the town. Zoning more densely near the North side of Fairfield near Highway 73 and Lehi Fairfield Road (see page 29, transportation for additional routes) will concentrate development along the more heavily trafficked routes of Fairfield. This will allow transportation funding to be allocated to the main roads and not towards other minor roads, and the total land area for the denser

zoning will be less than covering the entire border with a buffer. More commercial zoning and development could also be added to this buffer zone area as it would be on major roadways.

EXPLANATION

Because Eagle Mountain has annexed the section of land between Cedar Fort and Fairfield and the land up to the borders of Fairfield, there is potential for higher density residential zoning in those areas up to their city borders. As demand for housing increases in the Cedar Valley, people moving into the area will potentially look for housing within Fairfield and encroach into the boundaries of the city. While moving increases the population and detracts from the rural character of a small town, guiding development will help increase the tax base of the town and add commerce near the borders of separate cities.

Historic Overlay Zone : Connor

GOAL

Determine which areas in the town should be protected and the ordinances that should be enforced in these zones to preserve the history.

RECOMMENDATIONS

This can also be used as a planning tool to encourage the embracing of the town's history in the architecture and design elements. Focus on the old western style atmosphere and raw materials to help preserve the rich history. The historic overlay zone should be where current historic landmarks exist including the downtown area and Camp Floyd. It should also cover the airpark.

New commercial buildings should be required to match the standards of the historic overlay zone, and vehicle usage should be restricted in the historic overlay zone. (Specifics on what the standards of the historic overlay zone could entail are described in the “Design Standards” section). This allows residents to safely enjoy the historic zone without any loud trucks nearby. An example of what the historic overlay zone could look like is shown in Figure 10.

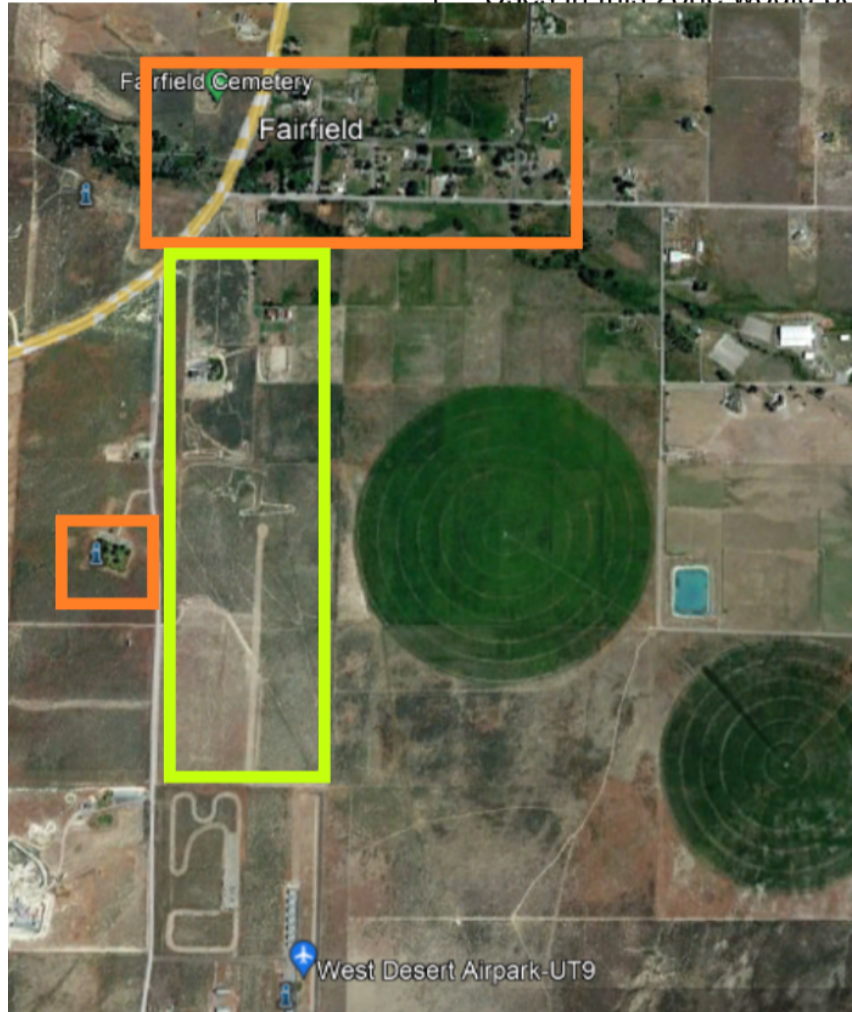


Figure 11. Possibilities for geography of historic overlay zone

Design Standards

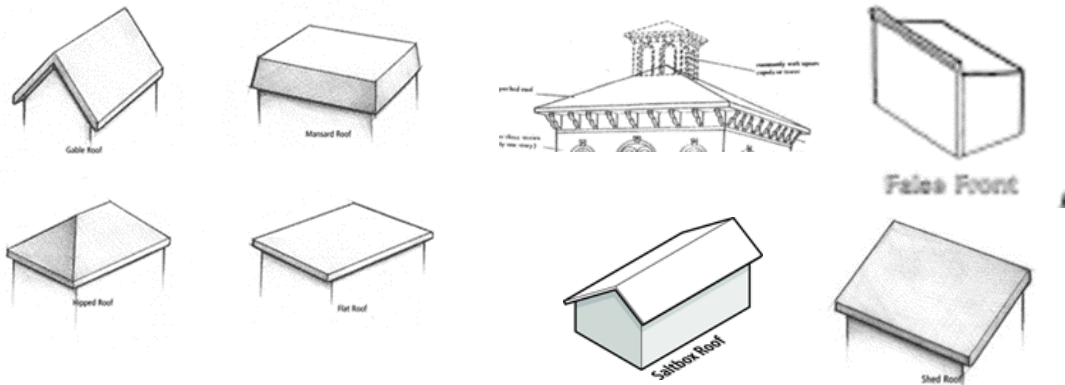
These design standards should be applied to any current or future structure in the historic overlay zone.

Roofs

Permitted Roof Shapes:

- Gabled
- Hipped
- Mansard
- Flat
- Saltbox
- Towered
- Shed

- False Front



A variety of contemporary roofing materials are available, and are permitted, as long as they do not detract from the historic elements of the district or of the building. They should be conducive to the historic style, while keeping in mind safety.

- Wood Shingles
 - Color: Natural, Graphite/Black



- Asphalt Shingles
 - Color: Solid or slightly variable in brown, black or green



- Metal Sheeting

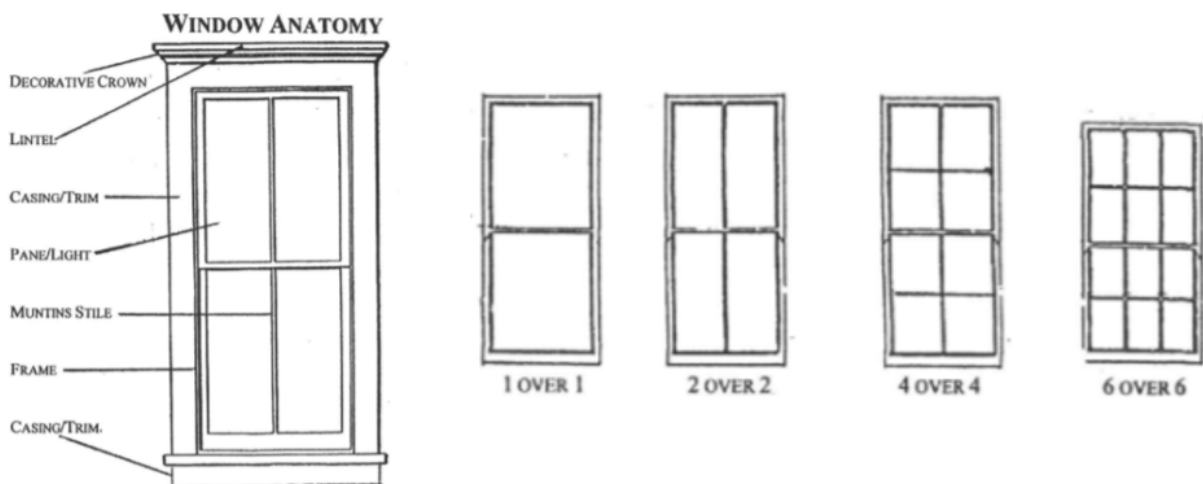
- Color: Gray, Red-Brown or chemically aged, Green



Windows

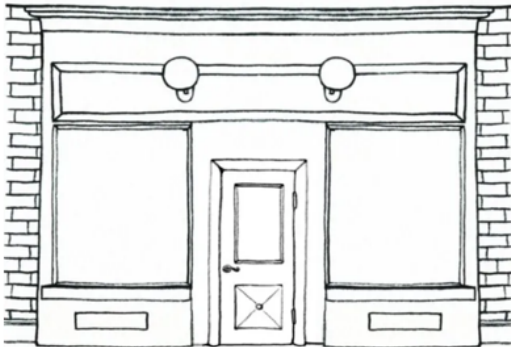
The Historic District is characterized by 19th century architecture styles. Windows and their arrangement in a structure are often one of the most significant architectural features of a building.

Windows should emulate the appropriate historic styles. They shall be vertically proportioned and shall be single or double hung with a 1 over 1, 2 over 2, 4 over 4, or 6 over 6 pane configuration. Windows shall be wood framed with clear glass panes. Windows may be arched or accentuated with other architectural features such as shutters or features found in “Window Anatomy” below.



The use of mirrored, tinted or smoked glass is not appropriate for use within the Historic District.

**Picture windows are permitted on commercial structures to allow visual access for store or business fronts.



**Transom windows, particularly over front entry doors, are encouraged as they are a common historical feature.

**Bay windows are often a character defining element of a building. As an exterior feature they can often provide a focal component of the design. Given that appropriate considerations are given to the proportion, scale and placement bay windows are permitted. However, greenhouse “pop-out” windows are not permitted.

**Bubble skylights are not appropriate. However, flat skylights are acceptable in certain building forms, particularly on portions of the roof that are not visible from public places.

Doors

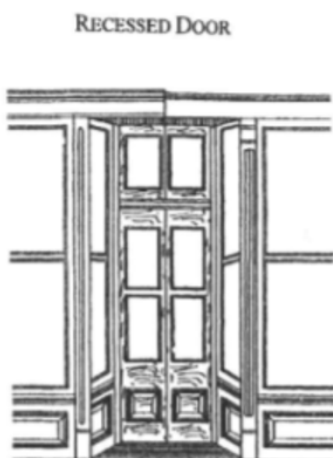
Doors are an important design element of any building. Their location and style contribute to the overall character and frequently act to define the style of the building. Balance, proportion, and scale must all be considered when determining the style and design of doors. The use of highly ornamented and/or carved wood doors is discouraged. Likewise, entry sidelights and/or transom windows should be simple in design. For side and back entrance, French double doors are acceptable, but sliding patio doors are inappropriate. Front entry doors may be double doors if they comply with the permitted styles.

Permitted Door Styles:

- Solid panel
- 1/2 Lite
- 3/4 Lite
- Full Lite



**Recessed Door Entries are common historical features, and therefore are permitted and encouraged in the historic district.



Exterior

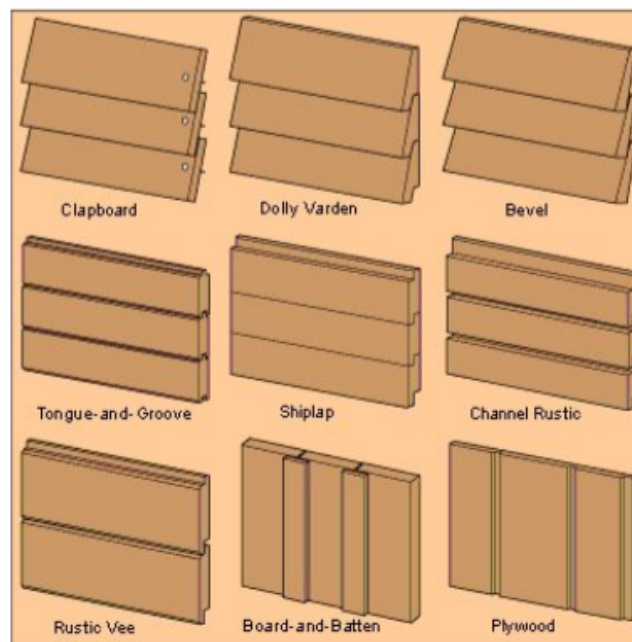
Permitted Exterior Masonry:

Masonry as an architectural design element general produces a powerful visual image and imparts a sense of permanence and strength. Careful consideration therefore needs to be given to all designs which incorporate masonry elements.

Permitted Masonry Materials:

- Brick
- Stone
 - The size, shape, color, texture, and style of laying should replicate the visual qualities found in historic construction when composing the major structural element of the building.

The use of “cultured stone” or other artificial materials is discouraged



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- Brick
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- The size, shape, color, texture, and style of laying should replicate the visual qualities found in historic construction when composing the major structural element of the building.

The use of “cultured stone” or other artificial materials is discouraged



It is preferred that paint colors remain within the scale of white, creams, browns, and reds (See examples below). However, prior to altering a building color or applying a color to a new or altered structure needs approval, upon approval alternative colors may be permitted.



Porches

Porches constitute a significant architectural feature of any building; they are a character defining design feature. The placement, style, scale, massing, and trim detail of porches in

the historic district reflect a wide range of architectural styles. Structures are encouraged to utilize porches as suitable character defining architectural elements. The configuration, design, style, and detailing of the porch needs to be suitable and compatible with the architectural style of the building and the buildings in the immediate vicinity. Porches shall not be approved when their design would adversely affect other buildings as a whole or where the design is obviously incongruous with the building.



Signs

Guidelines for signs can enhance the economic vitality and visual character of a commercial district. By working together in designing signs, businesses can create a cohesive visual environment. Four general principles should be considered in developing signs for commercial areas within the historic district. A well designed sign should:

- Convey a message
- Identify a site
- Be clear and readable
- Create an appropriate image for the business compatible with the environment

Businesses should consider the image of the district in which they are located and coordinate the following five characteristics of a sign's design:

Location:

What a sign is well-placed, it can compliment a building's facade. Signs should be oriented toward the pedestrian. Signs can also be painted directly on the storefront window surfaces. Black with gold-leaf highlighting is suggested.

Size:

It is recommended that a sign should not exceed 24 square feet.

Style:

Traditionally, signs were rectangular or square shaped. Using ornamentation and lettering from a particular period in the area's history could create a compatible visual environment.

Materials:

In the nineteenth century, signs were predominantly constructed of wood and were hand-painted. Plastic has no historical precedent and should be avoided for signs on buildings in the historic district.

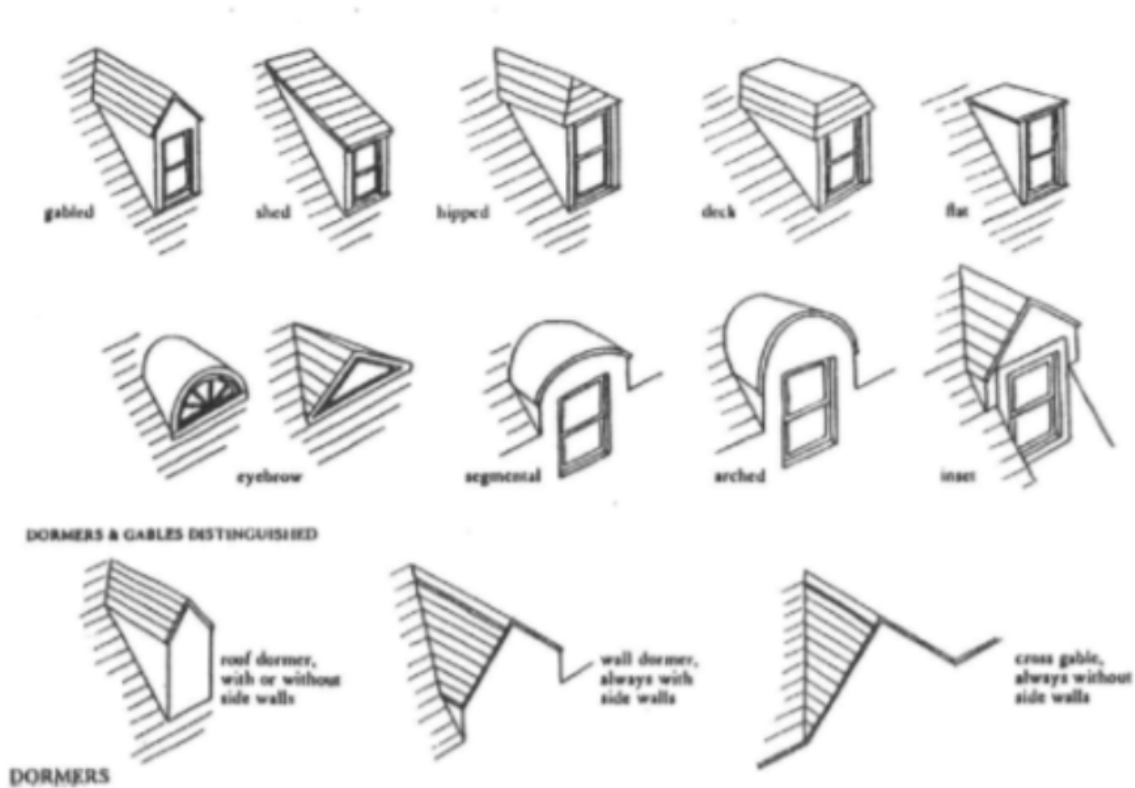
Illumination:

Signs should be illuminated by indirect or concealed lighting



Miscellaneous

Dormers can be a cost effective method of increasing the usable floor space in a structure. They also serve a role in harmonizing new construction with historic elements. They may be used as deemed appropriate.



EXPLANATION

Overlay zones can be transferred over existing zones to enforce incoming developmental projects and build the town how Fairfield sees fit while preserving important pasts.

If the downtown area of Fairfield is included in the historic overlay zone, not only will it be a different environment from the rural norm that people can write reviews about, but people may take more pictures of Fairfield too. These pictures, if posted online, could increase the amount of tourism and therefore economic growth.

The airpark should be included in the historic overlay zone to engulf visitors in the Western feel of the town right when they land. If the unique history of the town can be displayed right when tourists arrive in the airpark, they may feel more inclined to go visit the downtown area or go to Camp Floyd where they can learn more about the town's history.

Transportation

Diverging Trucks

GOAL

Improve efficiency and road quality of major routes. Identify major connector roads and allocate funding to improve those roads. Create a road system that separates truck traffic from other traffic sources.

RECOMMENDATIONS

For Highway 73, safety and efficiency should be the main focus. Repaving and other maintenance of the highway will achieve this goal. A new route connecting Highway 73 to South Allen Ranch road can act as a way for trucks to bypass the section of South Allen Ranch road that connects to the West Desert Airpark and Camp Floyd State Park. A city ordinance that forces certain trucks to use this bypass route will also help sift truck and resident traffic. A new road should also connect between the historic sites of Fairfield and the airpark. This would give visitors an opportunity to drive through historic Fairfield before accessing new commercial development and the airpark.

South Allen Ranch Road should be paved from its intersection with Highway 73 and the Fairfield town border. The WFRC map shows Main Street in Fairfield being measured as having an increase in traffic volume. To avoid commercial or industrial traffic moving through the historic sites of Fairfield, the city can use the Lehi Fairfield road as the main connector to Eagle Mountain.



Figure 12: Potential new road construction highlighted in Purple. Lehi Fairfield Road (which follows the original Pony Express Route), is now highlighted in red as a major thoroughfare for Cedar Valley.

EXPLANATION

Traffic will steadily grow along Highway 73 over the next few decades, meaning improvements to the surface and lane markups of this highway. Because the roads near Fairfield have not been organized into a system yet, plans and traffic projections between agencies such as MAG and the Wasatch Front Regional Council differ. The most consistent plans between these different groups add a connector road to Cedar Fort and to the Southeastern side of Cedar Valley, near the Facebook data center.

Within Fairfield, South Allen Ranch Road functions as a connector of the major revenue sources for the town, such as the landfills and the airpark. There is already heavy truck traffic along S. Allen Ranch Road on the way to the landfills. Main street, 50 North, and 780 East function as roads connecting the main residential developments in Fairfield.

SOURCES

Wasatch Front Regional Council traffic pattern projections:

<https://wfrc.org/traffic-volume-map/>

Mountainland Association of Governments Long Range Transportation Plan:

<https://web.mountainland.org/img/transportation/corridor-preservation/CP%20Eligible%20Corridors%20Map.pdf>

New Trails

GOAL

Establish a trail system for multiple uses including pedestrian and equestrian use.

RECOMMENDATIONS

The overarching goal of the trail system should allow residents and visitors to access historic sites and commercial areas with a different means of transportation other than a car. A major trail to create will follow the original Pony Express Route. The specific route for this trail would be north on Highway 73 from Main Street and then northeast, running along Lehi Fairfield Road. This trail would connect visitors and residents to the historic downtown and make reference to the origin of the town. This trail would also connect Fairfield residents to the developing communities of Eagle Mountain and Cedar Fort.

Fairfield should also establish a creek trail and trails connecting historic sites to other historic and landscape features, such as the Camp Floyd Cemetery and other places. This will attract attention to the historic pony express trail and other historic features of Fairfield. Additional horse trails and ATV trails should be implemented to cover more of the town of Fairfield and connect landmarks outside of the town boundaries.

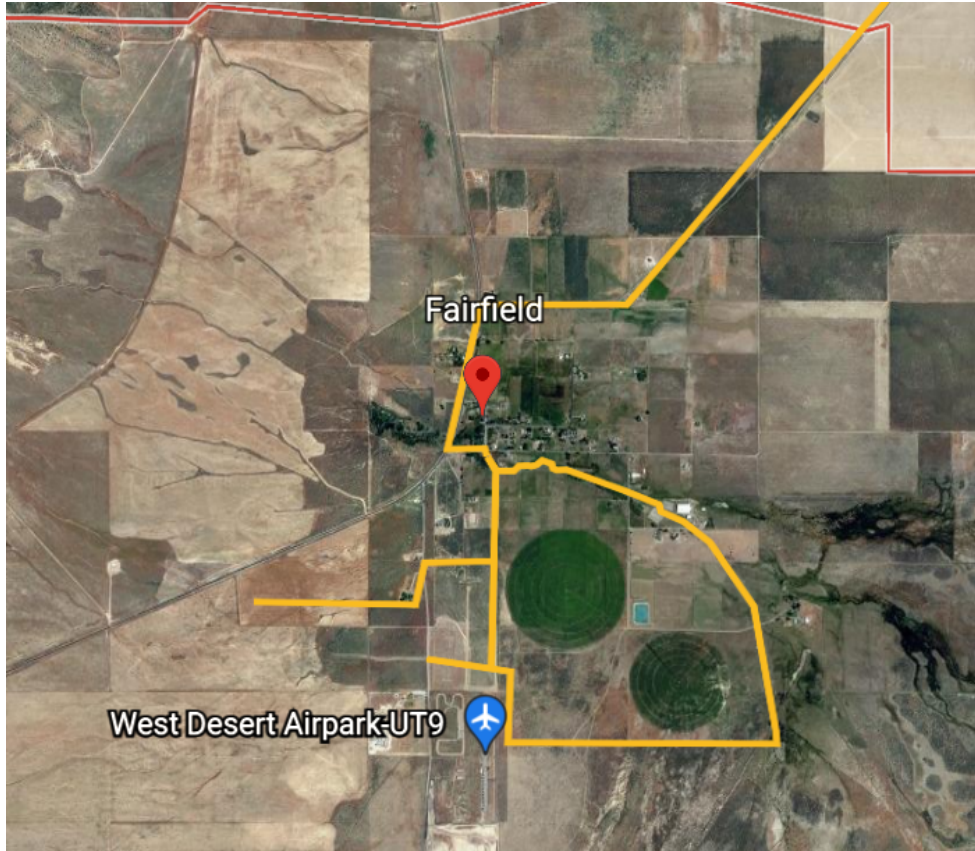


Figure 13: Potential Trail Map of Fairfield. Note that the northeast running trail follows the original Pony Express Route.

Trails can be funded through these options:

Utah Outdoor Recreation Grant (UORG): <https://business.utah.gov/outdoor/uorg/>

This grant is on a yearly cycle and the project must be completed within 2 years of the grant approval. It's largely for new trail systems and is a 50/50 match program. This is through Utah Governor's Office of Economic Opportunity

Recreational Trails Program (RTP):

<https://stateparks.utah.gov/resources/grants/recreational-trails-program/>

This grant is also on a yearly cycle and can be paired with the UORG grant. It's for motorized & non-motorized trails and a lot more open ended than UORG. Federal grant that has a little more restricting acceptance rate.

Fiscal Incentive Grant (FIG):

<https://stateparks.utah.gov/resources/grants/state-ohv-fiscal-incentive-grant-fig/>

This grant is on a quarterly cycle and is specifically for any Off-Highway Vehicles (OHV) so any motorized vehicles This grant can be applied to a lot of different things.

EXPLANATION

Regarding trails, there are no current trail systems in place in Fairfield. A comprehensive trail system connecting major parts of Fairfield would help with recreation and commerce. Designing trails for multiple types of users will also diversify the recreation done in Fairfield.

Summary

Preserving the Characteristics of Fairfield

The strategies and recommendations that have been provided in this general plan all serve to enhance the qualities of Fairfield that everyone who lives there loves, but those who do not live there may not be aware of. In this general plan, goals were made to improve tourism via the airpark and dark sky ordinance, change the look of the town to more closely match its history, solve transportation issues that diminish the quiet nature of the town, and implement economic development and water infrastructure.

With all of these goals and recommendations on how to achieve them within the next 20 or so years, there is no doubt that Fairfield will be able to stand strong on its own despite the population surges happening in Utah County. People will want to visit Fairfield, spend their time and money there, but the land-use infrastructure recommended in this plan will prohibit those visitors from being able to move in long-term. Controlling population growth despite added tourism will preserve the peaceful and rural characteristics of Fairfield that will drive everyone there in the first place.