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Vision:: Fairfield Town is a unique municipality in Utah County that presents various challenges while developing a general plan. A positive aspect of the town is that because of its small size and low levels of growth, community involvement in the general plan is easy to achieve since not that many people need to be consulted or informed while preparing the plan. The residents of Fairfield Town have elected officials that understand the needs of the community and the wants of its inhabitants. There is a clear vision for the future of the town. Disadvantages of developing a general plan for Fairfield Town include the rapid and explosive growth in cities to the north such as Eagle Mountain and Saratoga Springs. This region has boomed within recent years and the growth continues further south every year closer to Fairfield Town. The rise in tech businesses and commercial development in Utah County has led to a demand for more housing and while most of the east side of Utah Lake is largely developed, the west side, which includes Fairfield Town, has been left relatively untouched. The promise of economic growth to many newcomers makes Fairfield Town an ideal location for more housing and residences to be built. The General Plan should cater to the residents of Fairfield Town, maintaining their idea of “rural”. The residents have an idealized culture which includes limiting future development and maintaining that close-knit, small town feel. By understanding the needs of the residents, development and growth can be controlled to a level that is appealing to current inhabitants of the town.

Goals:

- Clearly set regulations and ordinances for current residents and future developers to protect Fairfield’s best interests
- Maintain the close-knit small town feel
 - Community involvement and feedback for the general plan
- Develop commercial tourism
 - Maintaining Western aesthetic for rural feel
- Historical preservation of key sites
- Cultivate strong historical appreciation amongst residents.
- Provide opportunities for affordable housing development while preventing cluster housing
 - Quarter acre lots
 - No apartments
 - No condominiums
- Incorporate Fairfield into the Central Utah Water Project.
- Maintain low levels of vehicle traffic.

Description: The Land Use Element is a primary tool to make the Community Vision a reality. The distribution, density, usage, and preservation of real property throughout the city will ultimately determine its future. Special care should be used to ensure all land-use decisions are made in concert with this portion of the plan and the community vision element.

Growth in Fairfield: It is important to recognize the growth that is happening in the surrounding region. This growth has defined the character of other cities, but the citizens of Fairfield want to maintain the rural character of the town during the coming years. The rural character can be described as the open space that Fairfield residents have enjoyed for decades now. This, along with the low-density lots, has been the defining characteristic of the town. People move to the town of Fairfield because they do not want to live in the suburbs. The current and proposed land use zoning is to be able to control the way growth in the town happens.

In the last general plan update, the town of Fairfield increased lot size requirements in order to discourage development in the town. This has proven successful in the last 10 years. The town of Fairfield did not experience a big change in population. The changes presented in this plan are more to benefit the current residents of the town.



Different Uses

Heavy Industrial Zone: The Heavy Industrial Zone is established to provide areas within the town where manufacturing, processing, and other high impact activities and industries can be carried on most appropriately with minimum conflict or negative effects on surrounding properties. Because of the adverse effects that occur when permitted to commingle, residences, schools, churches, and most retail and service commercial establishments have been excluded from the Heavy Industrial zone. This zone will include industries that may impact the city more severely than industries in a Light industrial zone might.



Light Industrial Zone: The Light Industrial Zone is established to provide areas within the town where manufacturing, processing, warehousing, and fabrication of goods and materials can be carried on most appropriately with minimum conflict or negative effects upon surrounding properties. The purpose is to allow low-impact businesses, retail and services. Because of the adverse effects which occur when permitted to commingle, residences, schools, churches, and most retail and service commercial establishments have been excluded from the light Industrial zone. While the commercial overlay zone does exist, businesses are also encouraged to build in the light industrial zone.

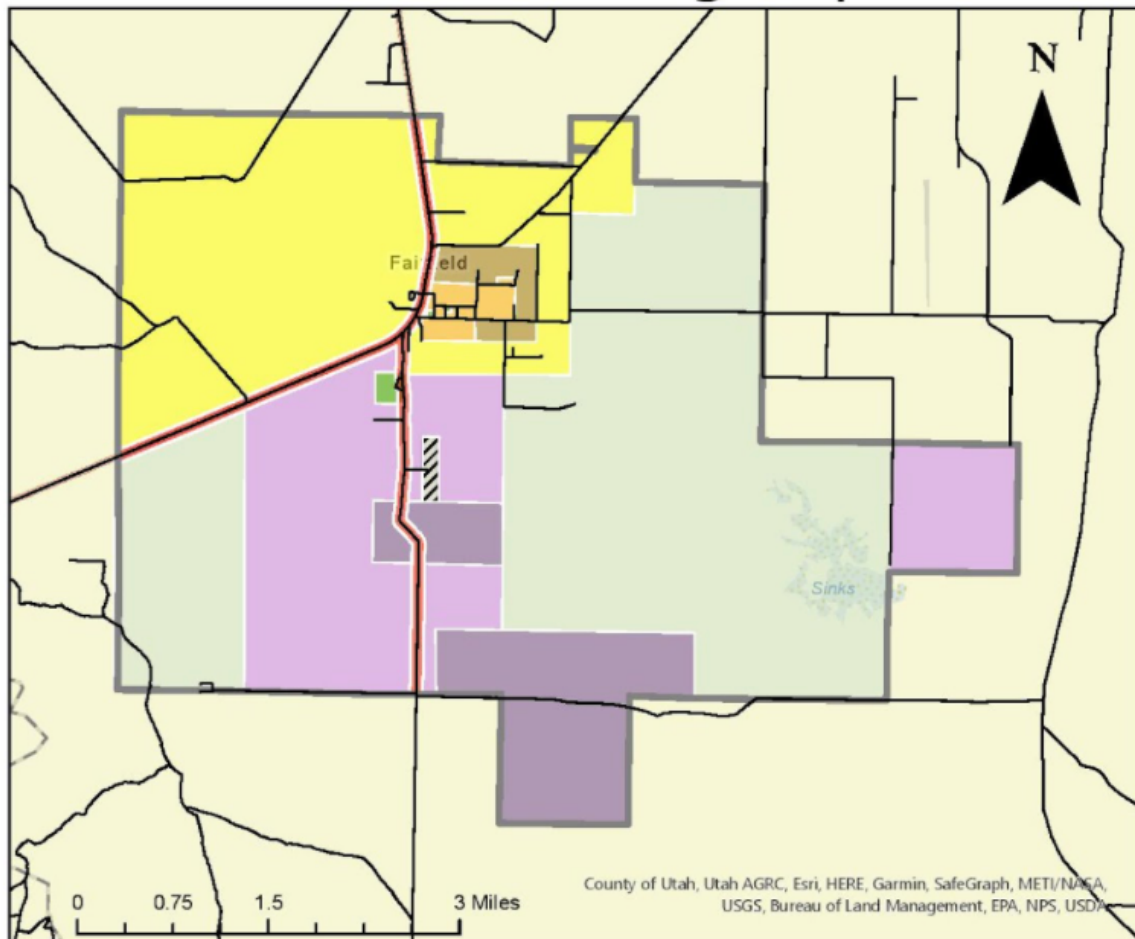
Commercial Overlay District: The purpose of the commercial overlay zone is to encourage commercial growth along Highway 73, which is one of the busiest roads in the town. Opening commercial businesses like gas stations or convenience stores could bring in more revenue for the town and promote the tourism aspect that the town seeks. By keeping business along this busy corridor, Fairfield residents are allowed to continue enjoy the benefits of residential areas without suffering from the adverse impacts of commerical businesses.



Agricultural Zones: The Agricultural Zone is established to provide areas where agricultural and residential uses and open spaces can be encouraged and maintained. This district is intended to include activities normally related to the conduct of agricultural and low density residential uses. Even if the space is not used for farming, it has been a tool to maintain the rural character of the town.

Residential Zone: The Residential Zone is established to provide areas where residential uses and open spaces can be encouraged and maintained. This area is established to provide areas for the encouragement and promotion of family life by establishing single family dwellings on individual lots. This zone is characterized by attractively landscaped lots and open spaces with lawns, gardens, small orchards, pastures, and small fields. This district is intended to include activities normally related to the conduct of low density residential uses. The town center is the only space currently zoned R-1 and this is to encourage growth in the proper area. By encouraging growth in the town center, residents on bigger lots are not negatively effected. One of the changes we are proposing is switching the R-5 zone to R-1, to encourage this growth when the town has the proper infrastructure to support it. This would loosen acreage restrictions and actually allow people to build on the lots in Fairfield town center.

Fairfield Zoning Map



Legend

- Fairfield Municipality
- Air Park
- Park
- Roads
- Commerical Overlay
- Light Industrial
- Heavy Industrial
- A/R-10
- A/R-40
- A/R-1
- A/R-5

Town Center



The design guidelines for Fairfield's Historic District shall apply to the rehabilitation of any existing structures, additions to any existing structures, and the construction of all new structures.

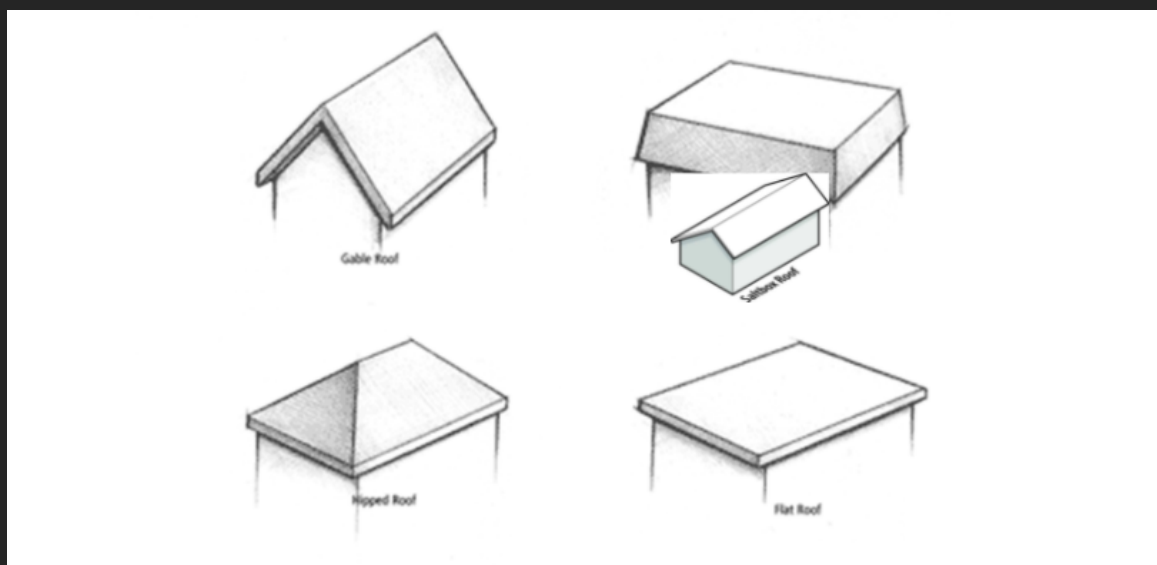
Guidelines for Roofs:

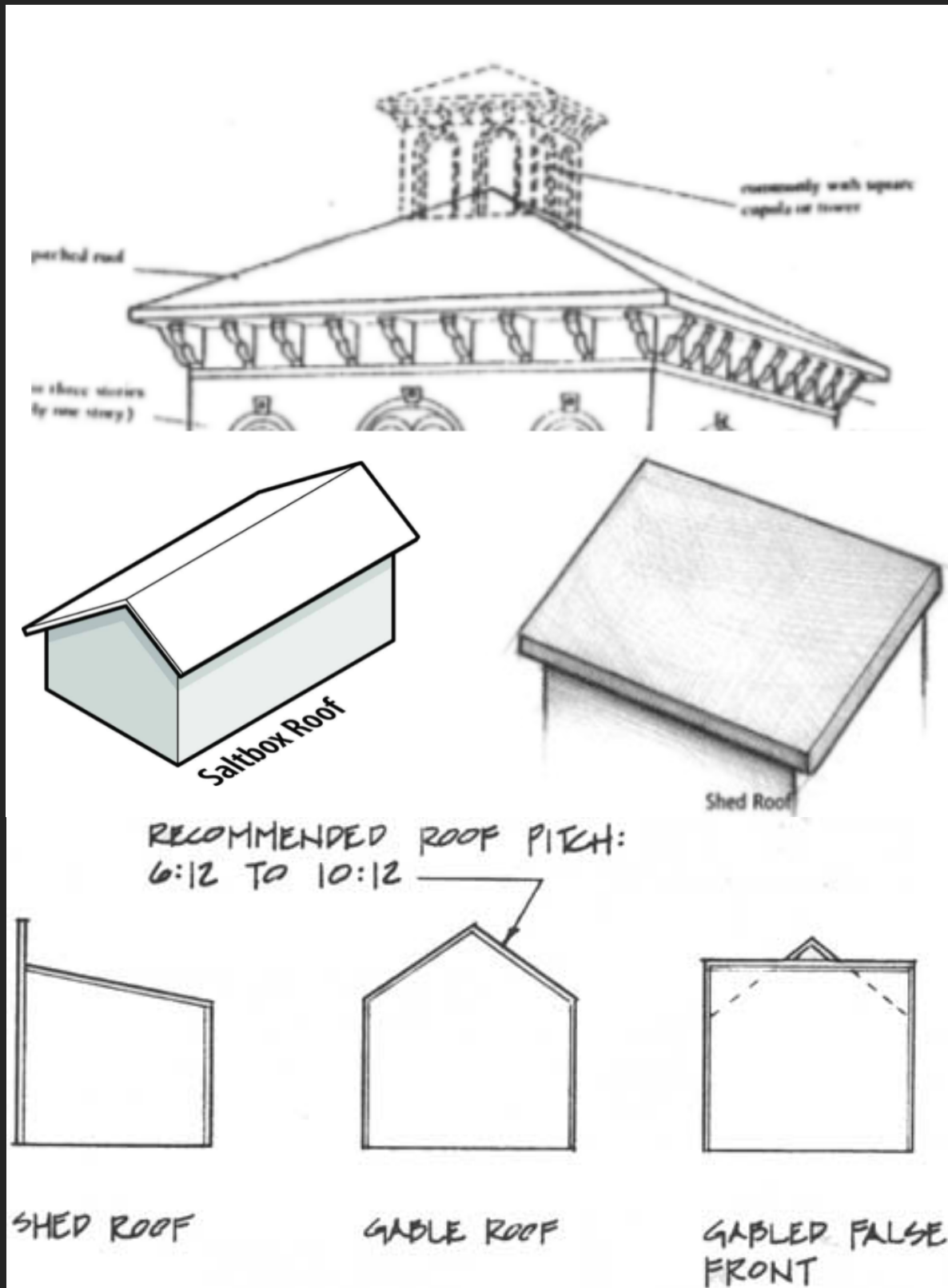
The roof's shape, the roofing material and its special features are extremely important in defining the building's overall architectural style. The roof style should match the scale and architectural style of the rest of the structure. Also, the roofing material should not detract from the structure as a whole.

Mechanical systems and other devices which are roof mounted are to be designed in such a way that they are not visible from the street and are incorporated into the overall building style.

Permitted Roof Shapes:

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





Permitted Roof Materials: 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



- Color
 - Gray
 - Red-brown or chemically aged
 - Green

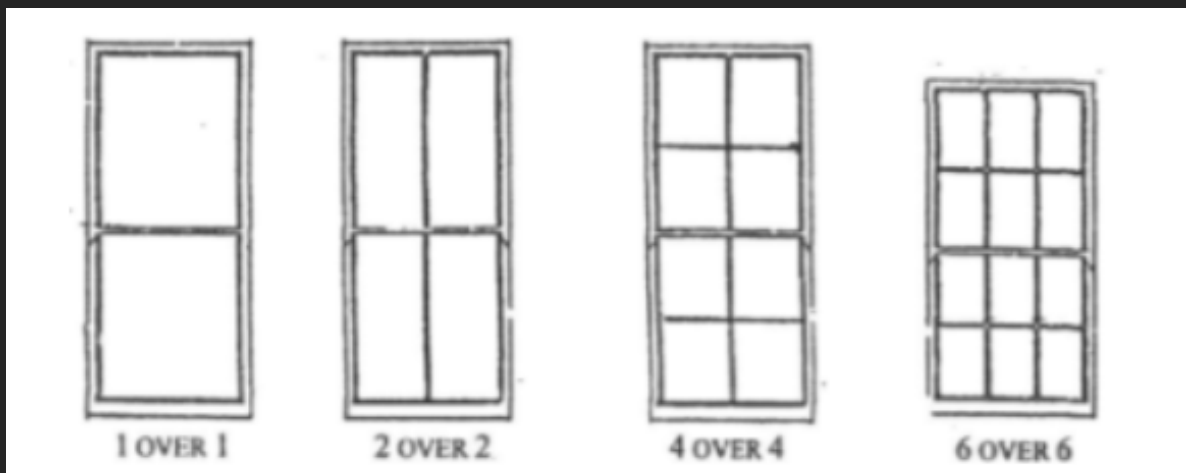


Solar Panels are only acceptable in the historic district on roofs which are not visible from the street.



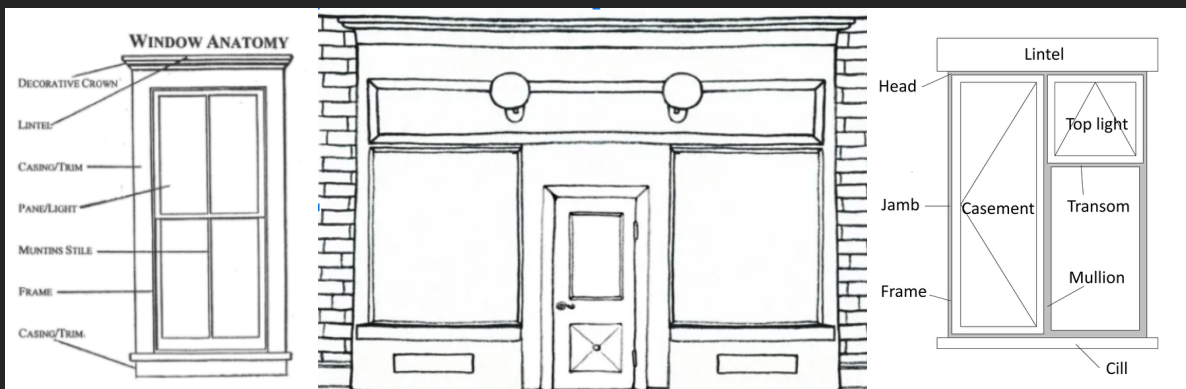
The Historic District is characterized by 19th century architecture styles. Windows and their arrangement in a structure are often one of the most significant architectural features of a building.

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.

Guidelines for 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
- ½ Lite
- ¾ Lite
- Full Lite

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



SOLID PANEL



1/2 LITE

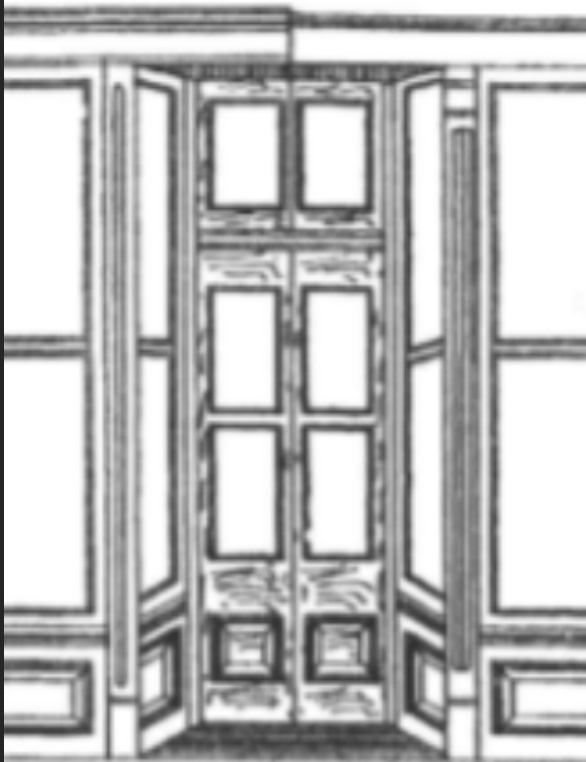


3/4 LITE



FULL LITE

RECESSED DOOR

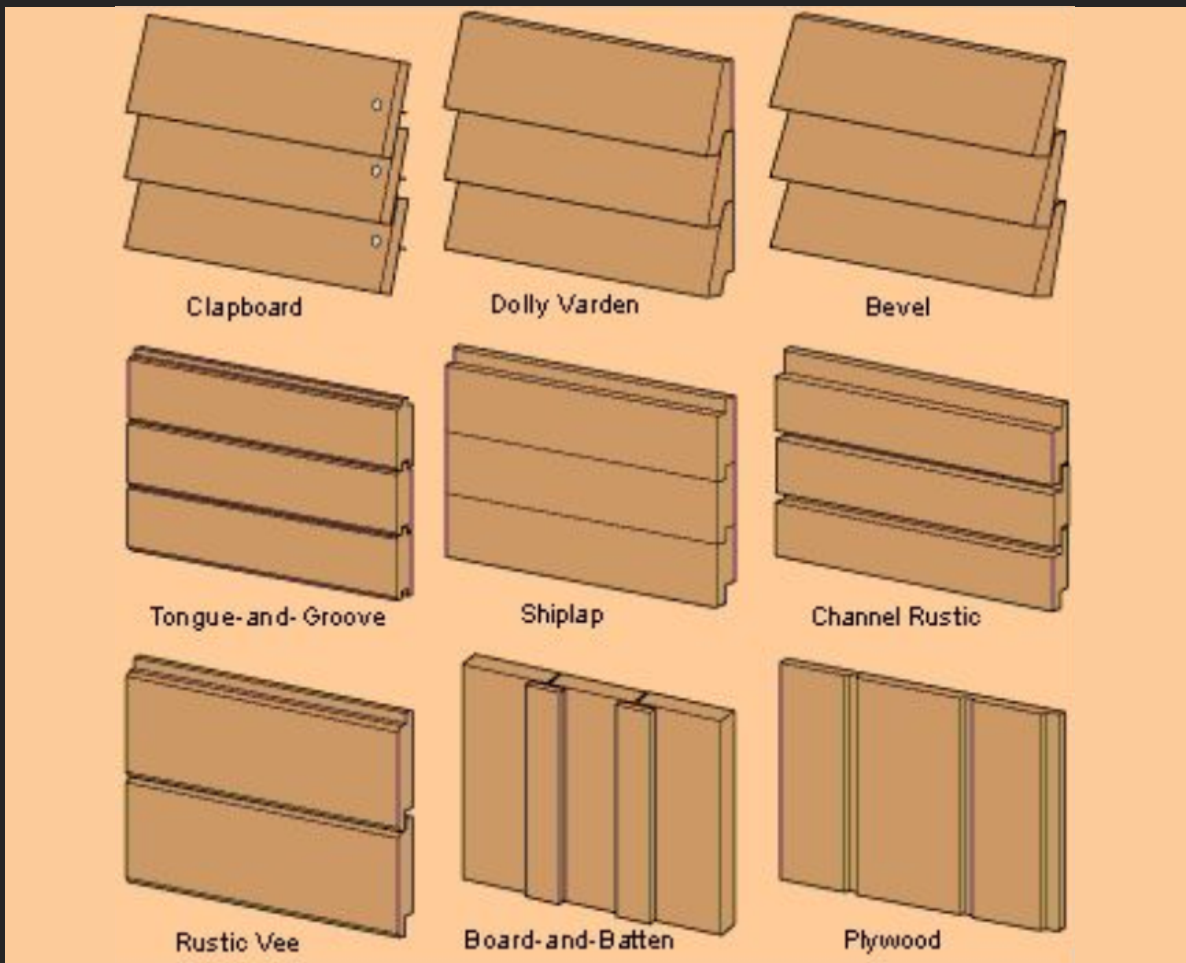


Guidelines for Exterior Finishes:

Permitted Exterior Siding:

Siding can be applied in a variety of methods. Within the historic district wood siding permitted, however, vinyl siding is inappropriate.

- Clapboard
- Dolly varden
- Bevel
- Tongue-and-Groove
- Shiplap
- Channel Rustic
- Rustic Vee
- Board-and-Batten
- Plywood



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

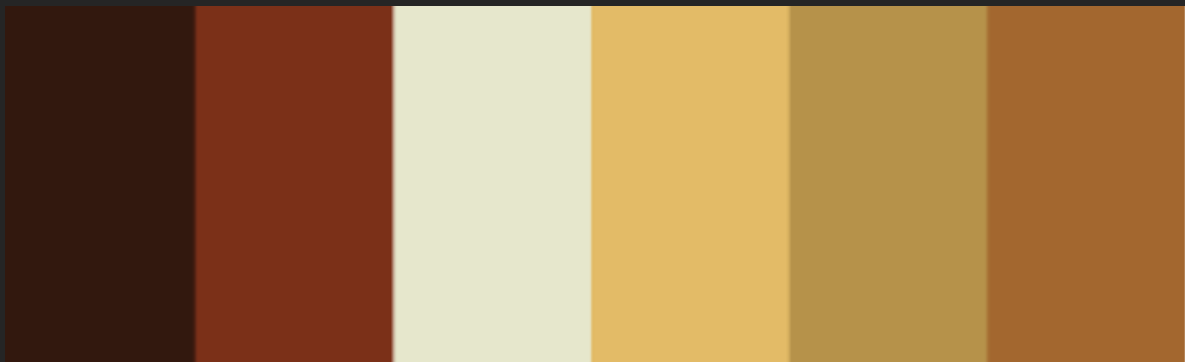
The size, shape, color, texture, and style of laying should replicate the visual qualities found in historic construction when composing the major structural element of the building.

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



Exterior Paint:

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.



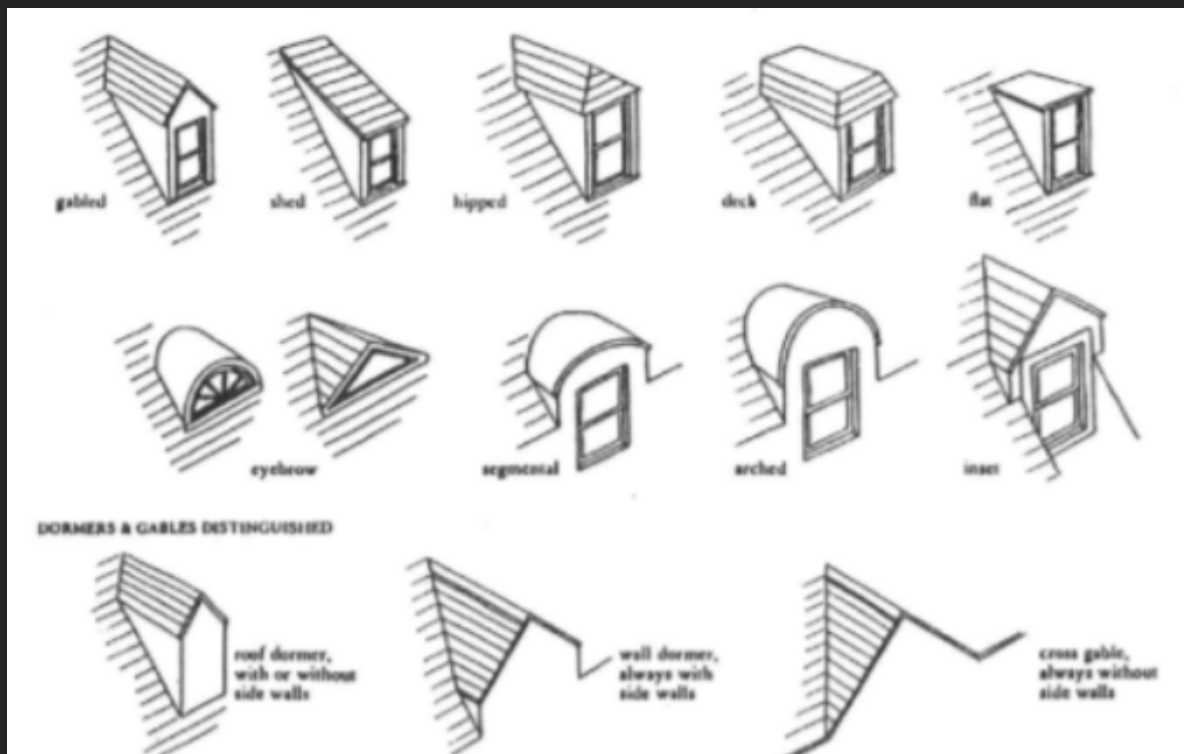
Guidelines for Porches:

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.



Miscellaneous Guidelines:

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.



Height:

Structures shall be one to three stories.

Guidelines for Fences:

The appropriate design for a fence will be determined by its intended function and its location. No fence should be constructed which adversely affects the primary view of any building. Fence designs should enhance the overall visual presentation of a building. A fence should also contribute to the character and defining features of any building in a positive manner.

TYPICAL FENCE WITH CORNER OR GATE POST



TYPICAL PICKETS 1" x 1 1/2" TO 4"



SOLID BOARD FENCE 1" x 6" TO 12"



Guideline for 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:

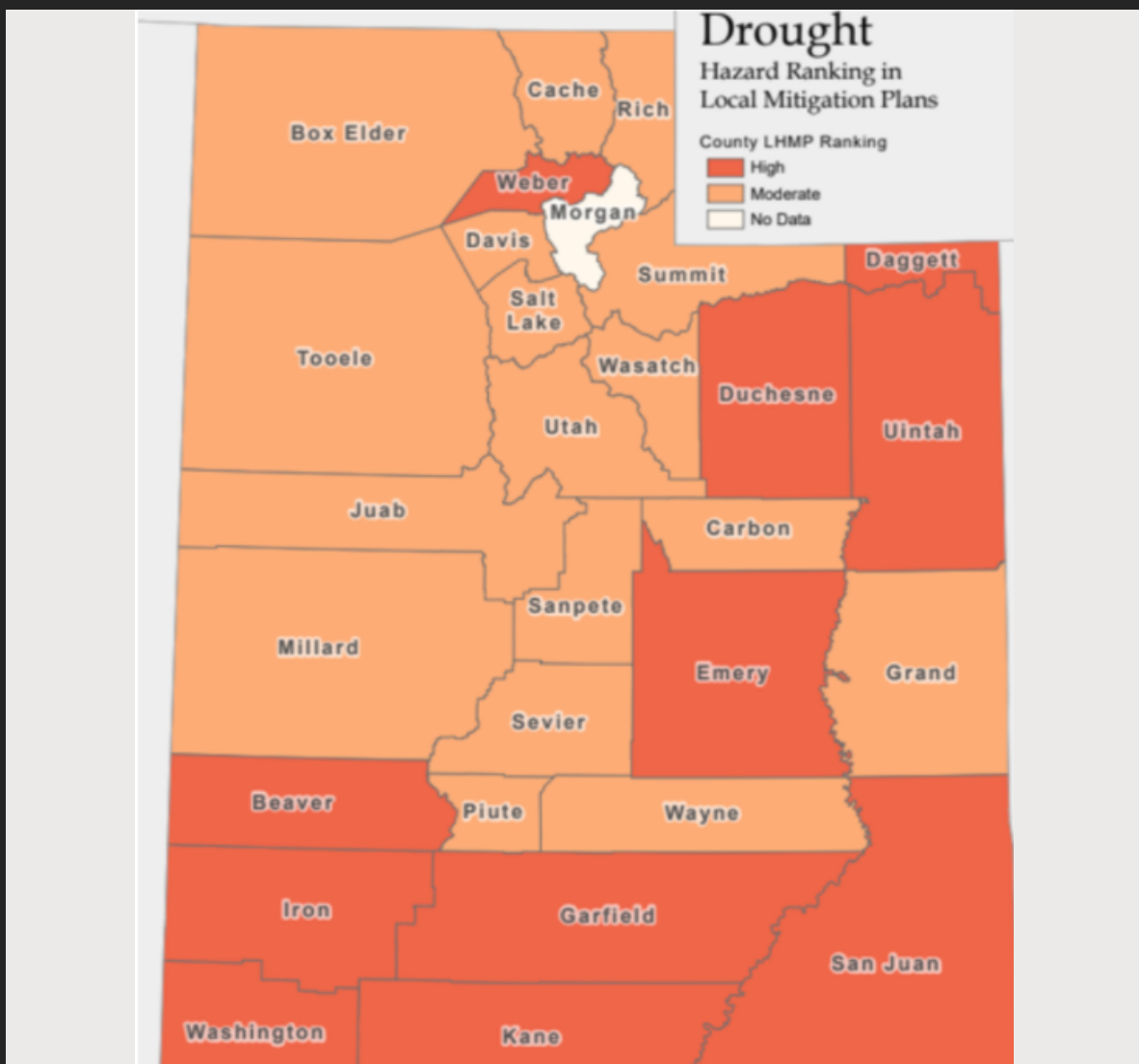
In the nineteenth century, signs were predominantly constructed of wood and were hand-painted. Plastic has no historical precedent and should be avoided for signs on buildings in the historic district.

Illumination:

Signs should be illuminated by indirect or concealed lighting.

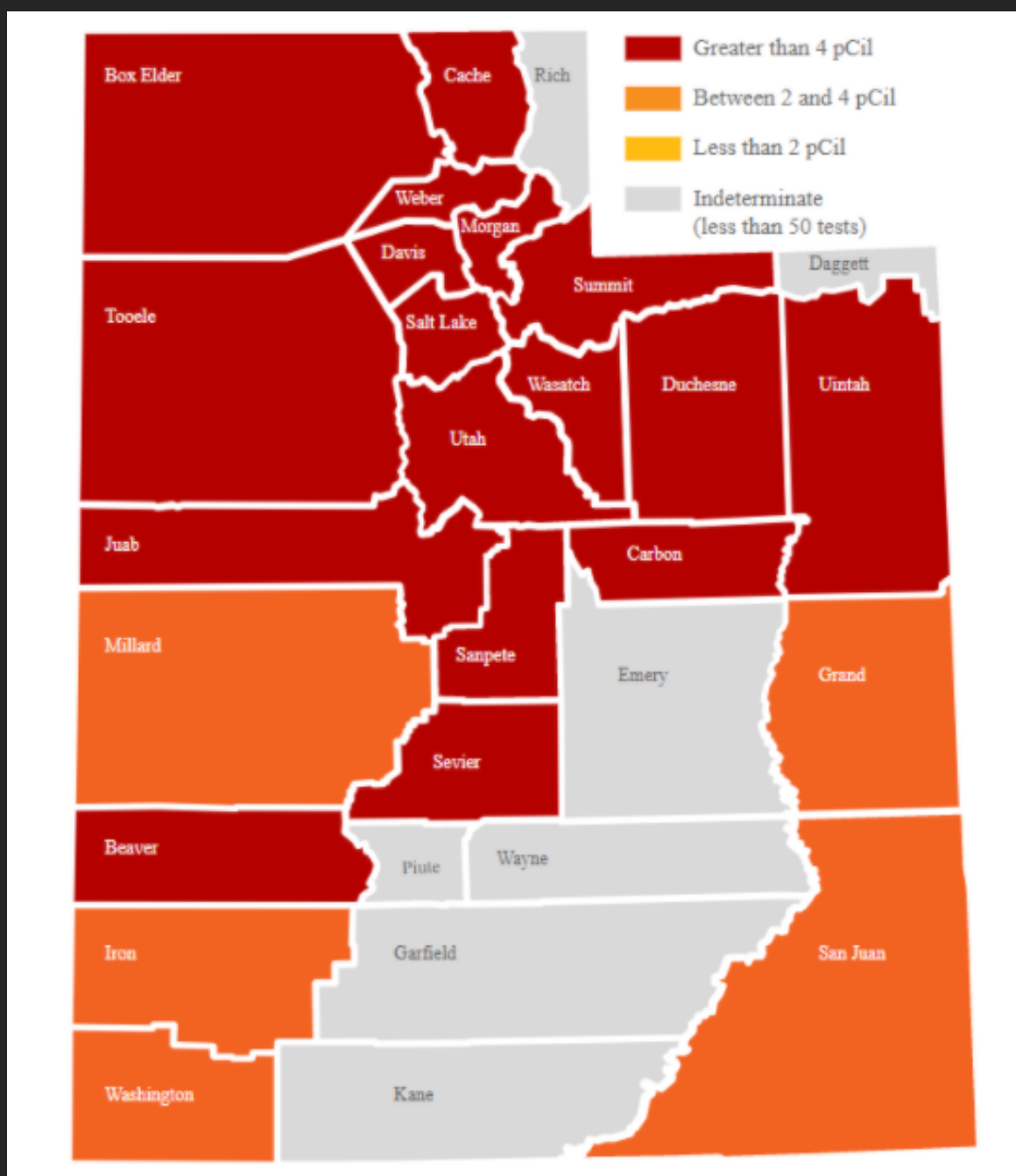
Drought is a prolonged period of abnormally low rainfall leading to a water shortage. Utah is the second driest state in the US with an average of 13 inches of precipitation annually. The state's watersheds and aquifers are refilled by snowmelt. Though drought is impacted by natural factors including winter precipitation, soil saturation, temperatures, and man-made factors like population growth, water demand and water storage.

The current drought hazard ranking for Utah county is moderate. Proposed mitigation includes: water redistribution, water systems interconnections, water development projects, water reuse, demand management, water metering, leak detection projects, and weather modification projects.



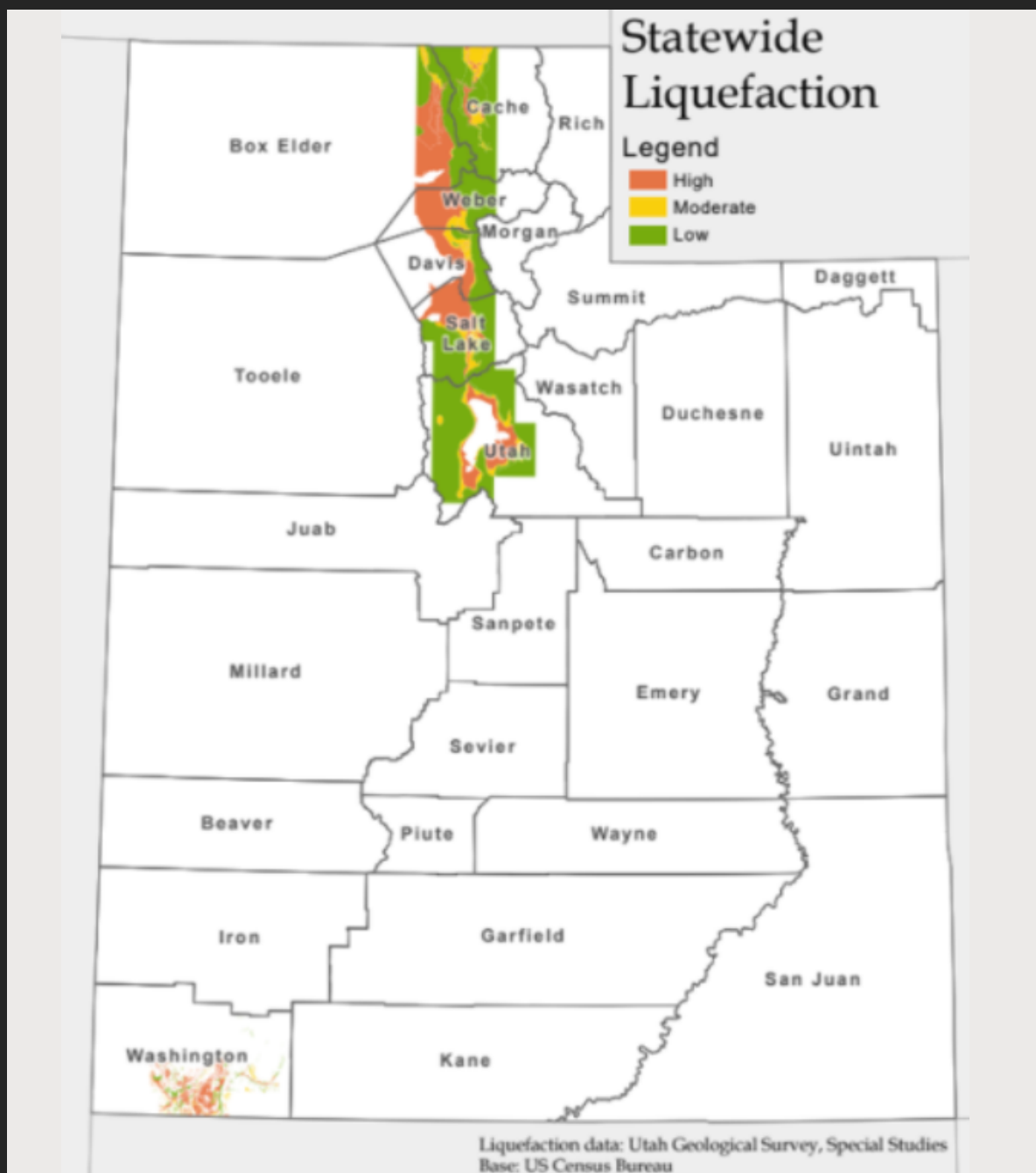
Geologic hazards include earthquakes, landslides, debris flow flooding, problem soils, and rock and volcanic hazards. Within Fairfield, the greatest concern for geological hazards are earthquakes and problem soils. Radon gas is Utah's most deadly geological hazard, and Utah county has a rating of greater than 4 pCi/l.

RADON MAP



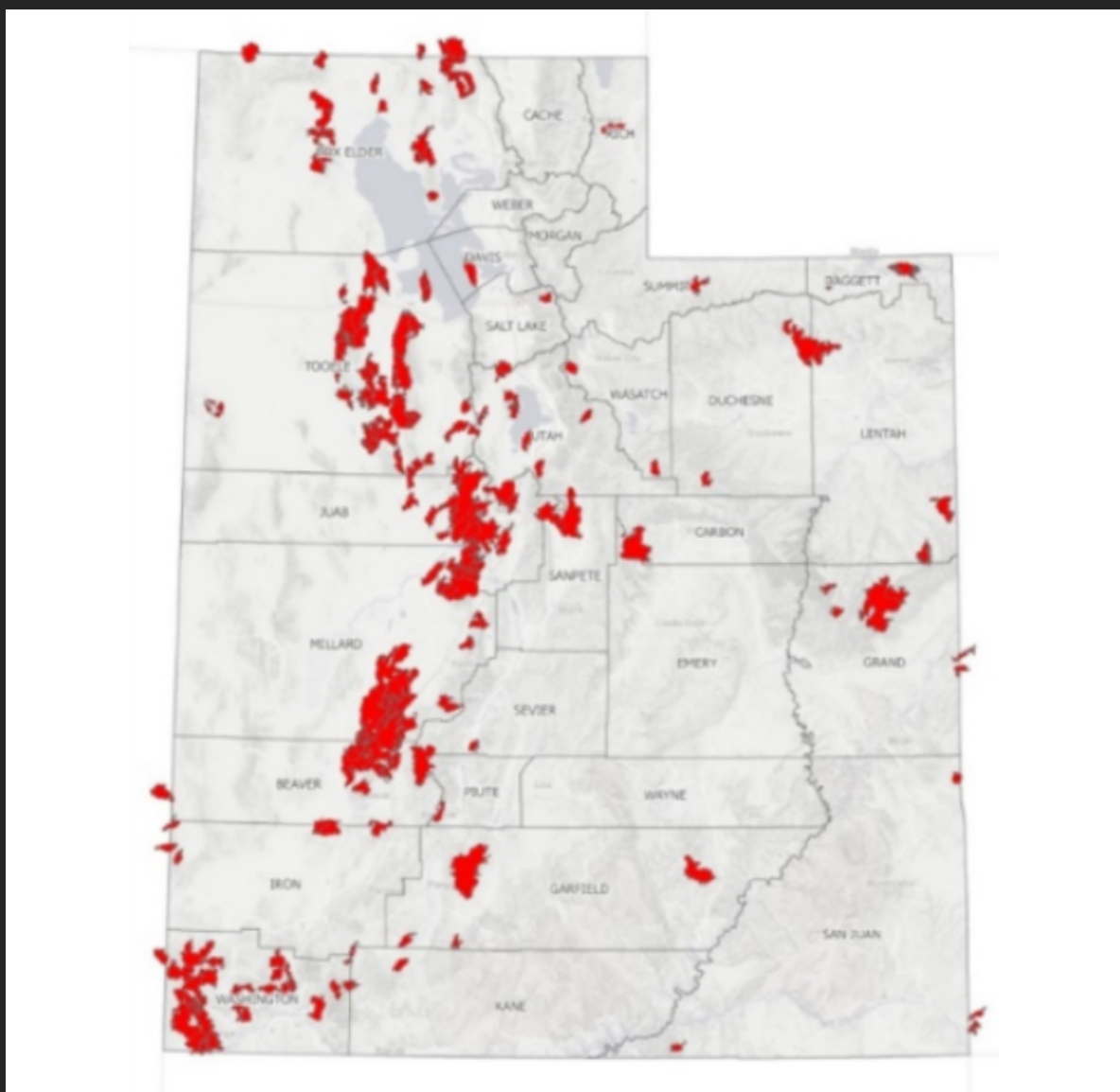
Earthquakes pose threats surrounding both ground shaking and liquefaction. While there is not a fault line directly in Fairfield, earthquakes sourced along other fault lines will likely cause shaking in the area. This may cause liquefaction, however, the risk is low for this area of Utah county.

STATEWIDE LIQUEFACTION



Utah is one of the most wildfire prone states in the US with 800 to 1,000 wildfires in Utah annually. Before the colonization of North America wildfires burned 10 times the land that is consumed by fire today and were nature's way of maintaining a healthy ecosystem by regenerating forests and encouraging biodiversity including the evolution of many grasses, brushes and tree species currently found in Utah. A century of fire suppression and overgrazing has prevented low-intensity surface fires and increased the number of high-intensity crown fires. Vegetation, topography, weather, fuel sources, precipitation, and temperatures all impact wildfire proliferation.

SIGNIFICANT WILDFIRES 1984-2016



Goal: Our goals for the economy and commerce in Fairfield are to keep large businesses out and support local shops with tourism. This is interrelated to the other parts of the write up so our recommendations and explanations will help flesh out the ideas.

Recommendations: Focus on the businesses that are currently working and invest in what you want to see with fairfield. These include: the airpark, restaurants, touristic opportunities.

Explanation: The airpark is good and can become better if you want it through branding and more options. Diversifying all of your options in Fairfield can get more opportunities in the area.

Data: [Transparent Utah](#) , [Wild Western Towns in the USA](#) | [Old West Towns in America \(grizzlyrose.com\)](#) , <http://www.airnav.com/airport/UT9>

Goal: The goal for the airpark in Fairfield, UT (West Desert Airpark - UT9), is not necessarily to expand it by adding more aircrafts or runways. It is to improve and upkeep what is currently there as well as attract more usage/revenue via tourism.

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". 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.

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. 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 reparations 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.

Data:

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

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

Fairfield's dark sky preservation efforts will protect the area from light pollution, which is defined as "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". The Dark Sky regulations will outline a unified approach to outdoor lighting that promotes energy conservation, bolsters astro-tourism, protects property values, enhances safety, and represents the needs and wants of Fairfield citizens.

Why Dark Sky?

Energy Conservation: Preserving dark skies also promotes energy cost savings by prohibiting unneeded or poorly aimed lighting. There will be significant return on investment for making lighting more energy efficient throughout Fairfield. This will include use of Light Emitting Diodes (LEDs).

Astro-tourism: Fairfield because it is adjacent to the Dark Sky Pony Express viewing area, which is an important tourist attraction for the town. Preserving this source of through traffic through Fairfield is economically advantageous, especially because dark sky tourism necessitates overnight stays.

Property Values: The dark sky preservation code will reduce light trespass, which is defined as "unwanted or unneeded invasion of light". Property owners are able to enjoy their land better when they are protected from light trespass. To limit light trespass, lights must be on the warm spectrum, and they must be fully shielded.

Safety: Increasing lighting does not always increase safety. Over lighting an area can actually be a safety hazard because glare obscures views.

Public Input: Protecting the Fairfield region from light pollution by including dark sky ordinances also works in tandem with ordinances designed to preserve Fairfield's small-town feeling. Dark sky ordinances are another way to control the growth that the majority of Fairfield residents are opposed to.

Overlay Zones

Lighting Zones will be organized using the combined approach, which ties lighting zones to the different land-use zoning categories while taking proximity to resources into account. Lighting zones will be defined as overlay zones in order to integrate them with existing ordinances more easily. Lighting that does not meet standards in each of the following zones will be redirected, redesigned, replaced, or removed.

LZ0: No ambient lighting—areas where the natural environment will be seriously of adversely affected (AR-40).

LZ1: Low ambient lighting—areas where the natural environment might be adversely affected by lighting (AR-10).

LZ2: Moderate ambient lighting—areas where lighting may typically be used for safety, security and convenience but it is not necessarily uniform or continuous (AR-1, AR-5).

LZ3: Moderately high ambient lighting—areas where lighting is generally desired for safety, security and convenience and is usually uniform and continuous (Commercial, Parks, Light Industrial).

LZ4: High ambient lighting—Lighting is considered generally necessary for safety, security and convenience (Heavy Industrial, Airpark).



Goal: Improve efficiency and road quality of major routes. Identify major connector roads and allocate funding to improve those roads. Establish a trail system for multiple uses.

Explanation/Context: 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.

Regarding trails, there are no current trail systems in place in Fairfield.

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 WFRM 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.

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 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.

Trails can be funded through these options:

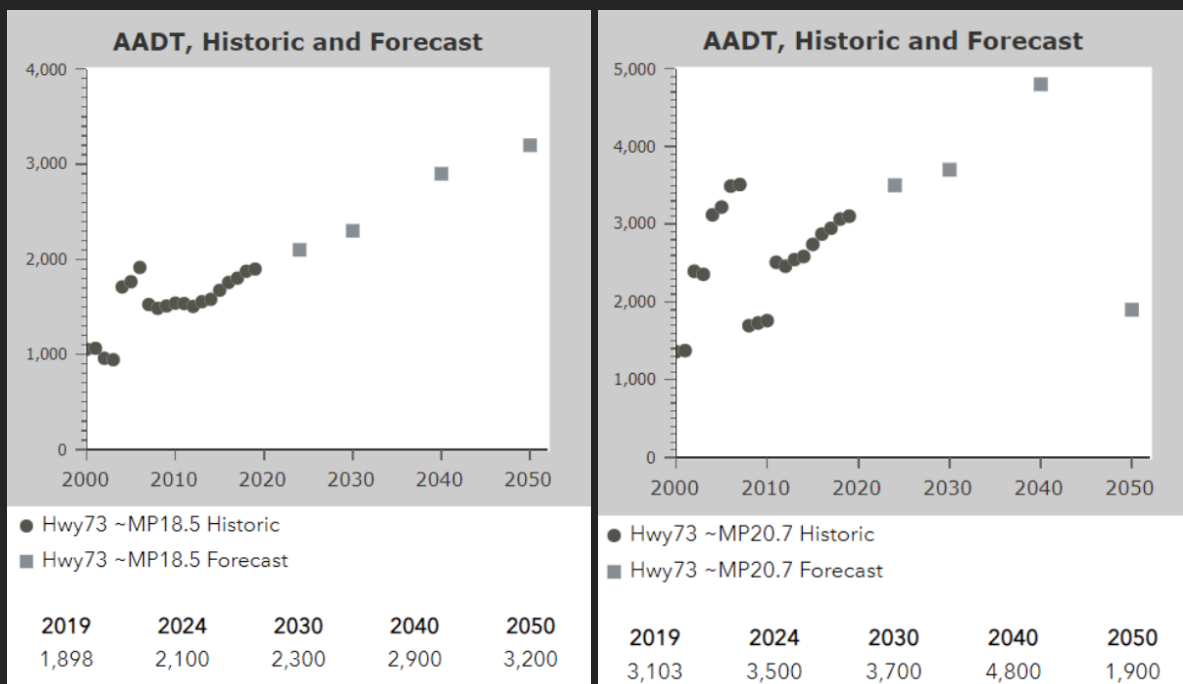
Utah Outdoor Recreation Grant (UORG): <https://business.utah.gov/outdoor/uorg/>
This grant is on a yearly cycle and the project must be completed within 2 years of the grant approval. It's largely for new trail systems and is a 50/50 match program. This is through Utah Governor's Office of Economic Opportunity

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.

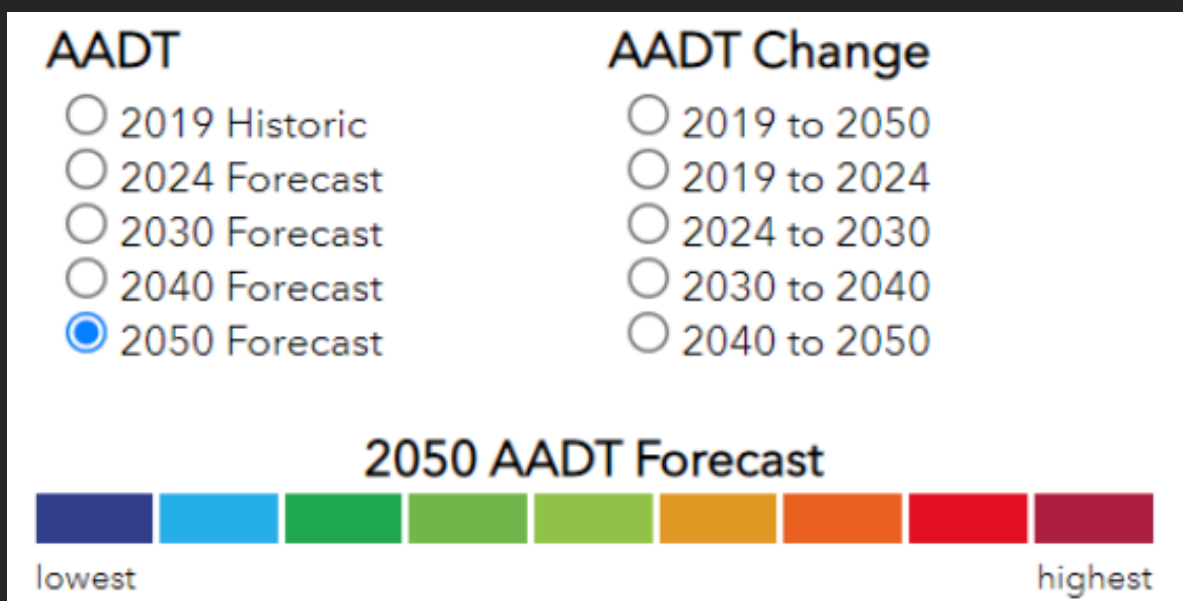
Fiscal Incentive Grant (FIG): <https://stateparks.utah.gov/resources/grants/state-ohv-fiscal-incentive-grant-fig/>
This grant is on a quarterly cycle and is specifically for any Off-Highway Vehicles (OHV) so any motorized vehicles This grant can be applied to a lot of different things.

Data/Maps: <https://wfrc.org/traffic-volume-map/>
<https://web.mountainland.org/img/transportation/corridor-preservation/CP%20Eligible%20Corridors%20Map.pdf>

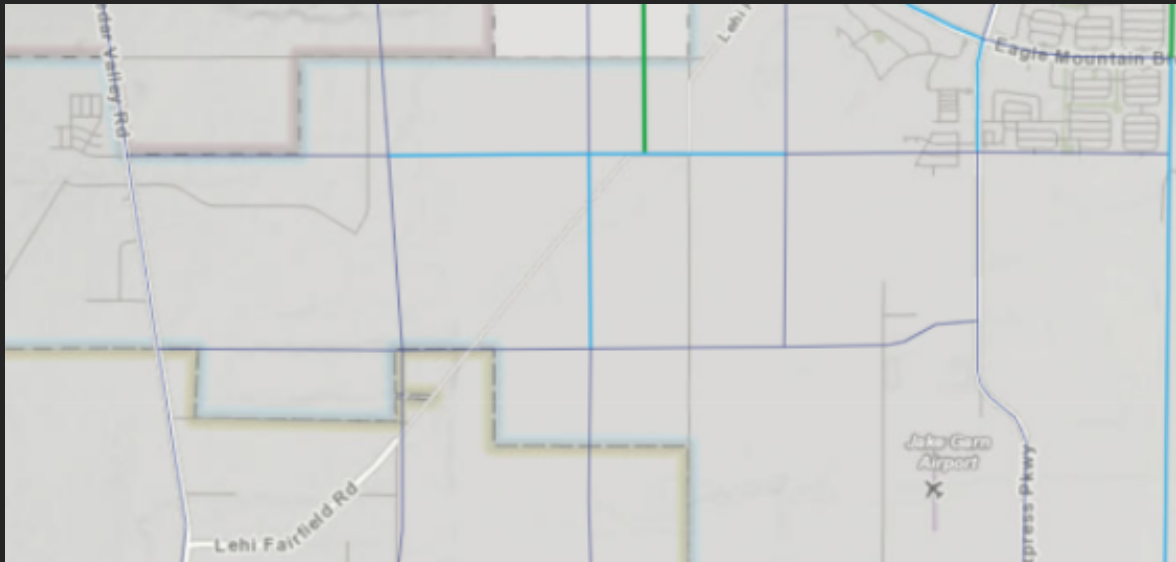
Annual Average Daily Traffic projections into 2050 for the SE section (left) and Northbound (right) section of UT Highway 73 (Wasatch Front Regional Council). 2050 predictions may not have enough data to make a significant projection compared to the closer decades.



Annual Average Daily Traffic projection for the Cedar Valley by 2050 (Wasatch Front Regional Council)

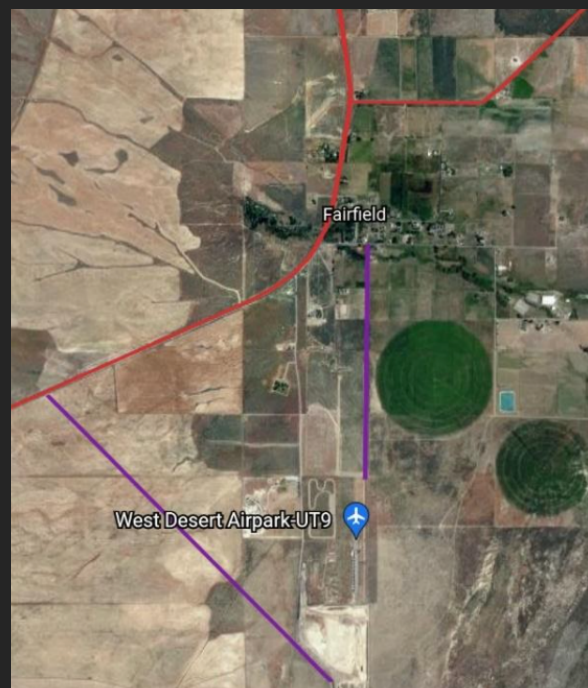


Annual Average Daily Traffic projection for the Cedar Valley by 2050 (Wasatch Front Regional Council)



Potential Trail Map for Fairfield Town. Pony Express Trail follows Lehi Fairfield Road to the Northeast.

Road Map of Fairfield. Major roads are red and proposed roads are purple. Lehi Fairfield Road to the northeast is now a major thoroughfare in our recommendations.



Though lack of water infrastructure can be one of the major factors keeping large development out of Fairfield, over time accessibility to water will become essential to the livability of the city. It is recommended that Fairfield create a plan to obtain water rights to eventually handle the growth that Fairfield will be experiencing in the future.

One way to increase access to water is through infrastructure impact fees. 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.

Another important connection for water will be through the Central Utah Project which connects municipalities to water resources. Recent federal infrastructure bills (2021) have allocated millions of dollars to this project. 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.

Water bonds would also be a way to invest in water infrastructure. Bonds have a high return because people always use water.

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.

There are many different ways the city can grow it's water infrastructure over time. Looking at different grant and bond options as well as partnering with neighboring cities will be essential to infrastructure growth. This infrastructure will influence the growth of Fairfield but will also improve the quality of life.

The buffer zone is used to provide a cushion between nonresidential and residential zones. The zone is used when the base zone standards do not provide adequate separation between residential and nonresidential uses. The separation is achieved by restricting access, increasing setbacks, requiring additional landscaping, and in some cases, creating alternative uses on abutting land to mitigate for uses that may cause off-site impacts and nuisances.

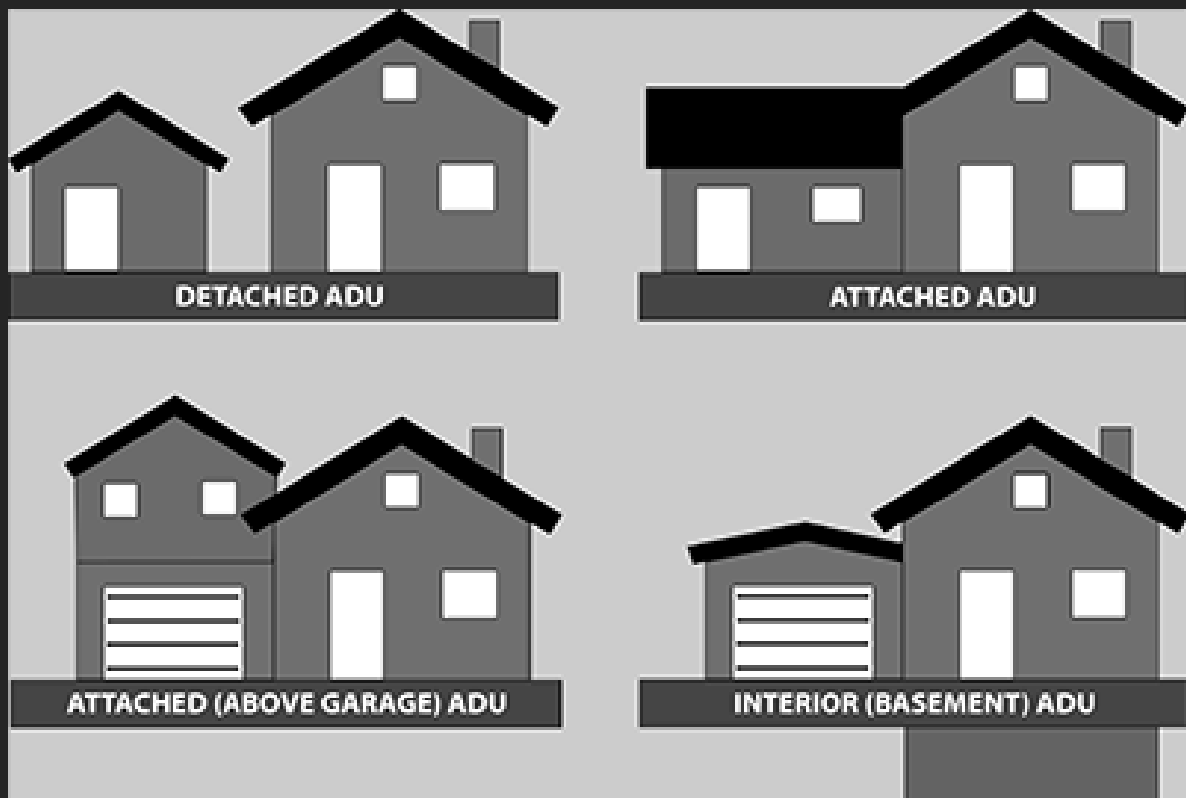
The buffer zone in Fairfield Town serves two main purposes. First, to provide a barrier around the landfills for residences and commercial areas and second, to create a distinct boundary at the border of the incorporated municipality to preserve the character of the community. The first zone, Type A, for nuisances will extend 2500 feet from the closest edge of the landfills. The second zone, Type B, will start at the municipal boundary in the southeast by the sinks and follow the boundary line to highway 73. The buffer itself will extend 500 feet into Fairfield. To implement the buffer zone, Fairfield will gradually acquire the parcels which constitute the buffer zone.

The municipal ownership of the land will ensure that the non-residential uses don't grow in the future and that the cushion is maintained. Near the landfill, this provides secondary benefits for the community as the buffer zone can potentially be used to create funding for the community through TDRs or utility infrastructure, such as solar fields.

In the border area, the buffer zone will create a distinct edge and help maintain the character of the town by distinguishing the line between Fairfield and neighboring municipalities. In this area, the town can implement a gateway/archway to welcome visitors/tourists to the community and will incorporate a trail system that connects with other proposed trails in the general plan.

Thanks to the new state legislation in House Bill 82 of the 2021 General Session (<https://le.utah.gov/~2021/bills/static/HB0082.html>), all municipalities in the state 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. As much of the city is AR (Agricultural-Residential) zones, they should let them 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.



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)

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.