

FAIRFIELD, UTAH GENERAL PLAN

(REVISION 1)

PLANNING FOR THE PRESENT AND FUTURE NEEDS, GROWTH
AND DEVELOPMENT OF FAIRFIELD

PURSUANT TO UTAH CODE TITLE 10, CHAPTER 9a, SECTION 4 OF
THE MUNICIPAL LAND USE, DEVELOPMENT, AND
MANAGEMENT ACT

Adopted 10 November, 2011

THIS DOCUMENT WAS PREPARED BY THE FAIRFIELD PLANNING
COMMISSION AND CITY COUNCIL, WITH THE ASSISTANCE OF STAFF FROM
MOUNTAINLAND ASSOCIATION OF GOVERNMENTS

ACKNOWLEDGEMENTS

First and foremost, the City Council and Planning Commission would like to thank the residents of Fairfield; whose participation, input, and support have made this plan possible.

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Executive Summary

Introduction

This General Plan is the result of a cooperative effort to assure a successful future for Fairfield. The original version of the Fairfield General Plan was written in 2005 after the Town incorporated. Work on this revision (Revision 1) was done in 2011 at the request of Fairfield and as a result of a grant Mountainland Association of Governments (MAG) was awarded to assist with the revision effort. MAG staff took lead writing the plan and consulted regularly with the Fairfield City Council and the Fairfield Planning Commission to assure that it represented their needs, plans, and goals. A community survey and open house were used to gather input and ideas from residents as well. This General Plan is the result of that effort. This plan is meant to guide growth for the next five years and to create goals and policies that will prepare the town for the next 20 years. The General Plan will be revisited and revised as necessary every five years.

Mission Statement

The mission of the General Plan is to provide for a strong, positive civic image and quality of life for people who live or work in Fairfield. It provides policies and standards that ensure the orderly and balanced distribution of growth, sound fiscal and economic investment, and preservation of the open and rural environment in a clean, attractive physical setting.

Legislative Authority

The Fairfield City Council has legally prepared and adopted the following General Plan in accordance with Title 10 *Utah Municipal Code*, Chapter 9a *Municipal Land Use Development and Management*, Part 4 *General Plan*, of the *Utah Code Annotated*.

Implementation

This plan is to be used as a guide for the decision-making process and should remain flexible enough to allow decisions to be made that are in the best interest of Fairfield. The Plan, if followed, will efficiently manage and prepare for growth without adversely impacting the overall character of the community. As a guide, it is important that the recommendations contained in this document are followed by policy and decision-making organizations. These decisions must carefully consider how the activity relates to the community's goals, objectives, and policies; as well as the overall impact on the Town.

Dynamics of the General Plan

This General Plan is intended to be an active document. It is to be used as a guide to identify what needs exist in the community and what decisions should be made. The Plan may be amended as necessary according to state law to reflect changing needs in the community. The Planning Commission, the City Council or the general public may initiate amendments to the plan. After approximately five years Revision 2 will be produced to plan for the next several years.

FAIRFIELD, UTAH

VISION STATEMENT

Fairfield is a peaceful, quiet community with significant historic value that provides an excellent quality of life for its residents. The rural atmosphere fosters an appreciation of nature and encourages friendship and productivity.

In December of 2004 Fairfield incorporated in an effort to take control of its own future and preserve the excellent quality of life residents enjoy. Since then the town has anxiously undertaken the challenges of providing planning and basic municipal services to its residents. Fairfield is still working to establish an efficient and effective city code, General Plan, and zoning ordinances that will allow the town to grow in a way that is compatible with existing community design, land uses, and the preference of residents. This General Plan and the goals contained in it will provide a valuable framework for completing these documents and preparing Fairfield for the future.

The citizens of Fairfield have identified a primary goal along with several sub-goals and action items for each element that this General Plan considers. These goals were formulated based on community input in a survey that was conducted June of 2011. Abbreviated survey results are included in Appendix C.

Primary Goals

Land Use

Preserve Fairfield's small town rural character

Transportation and Circulation

Maintain a road surface inventory to aide maintenance decision-making

Environmental

Protect residents and the environment from hazards caused by arsenic contamination

Public Services and Facilities

Improve the town water system and plan for future public services

Affordable Housing

Provide affordable opportunities for housing development

Economic Development

Support local businesses and encourage growth in the light industrial area

Historic Preservation

Protect the historic character of Fairfield and support improvement of Camp Floyd/Stagecoach Inn State Park

CHAPTER ONE

LAND USE

Primary Goal: Preserve Fairfield's small town rural character

Goals and Action Items

1. Maintain existing growth trends and patterns
 - a. Encourage contiguous growth
2. Preserve open space throughout the town
3. Promote natural, organic growth and well-maintained properties
 - a. Discourage large subdivisions
 - b. Adopt simple beautification and maintenance standards
4. Establish ordinances or special districts to support historically significant areas
5. Encourage and carefully manage industrial and commercial uses
 - a. Maintain a nuisance ordinance
 - b. Maintain R-40 zones or other buffers around industrial zones

Introduction

Land use has the most significant impact on the character of a community. The land use in Fairfield creates the image of a peaceful, productive, rural town. The large lot sizes, mixture of housing styles, and open spaces strengthen the small town feeling, while the agricultural and industrial uses provide a sense of productivity. The discussion and goals in this chapter are aimed at preserving this character and implementing strategies that will allow the town to grow without losing this rural quality.

Existing and Future Land Use

Fairfield covers a total area of about 16,960 acres or 26.5 square miles. The town center (1 acre and ½ acre zones), where most of the population lives, is about 440 acres. The primary land uses in Fairfield are residential, agricultural, industrial, and commercial. The current land use and any planned changes are described in the following sections. Figure 1 shows the existing land use and zoning. Figure 2 shows the future land use and zoning. This map is important for the town in guiding growth and determining the compatibility of proposed zoning changes. If development patterns follow this land use plan the town can grow and still achieve the goals of this General Plan.

Future Land Use & Zoning

Legend

Land Use	Color	Label
Commercial	Red	Commercial
Hold	White	Hold
Light Industrial	Purple	Light Industrial
Park	Green	Park
A/R-1	Orange	A/R-1
A/R-5	Brown	A/R-5
A/R-5 NC	Dark Brown	A/R-5 NC
A/R-10	Yellow	A/R-10
A-40	Light Green	A-40
A/R-1/2	Blue	A/R-1/2
Air Park	Diagonal Lines	Air Park

TOWN CENTER

Map Produced by Kory Iman, Chief Cartographer
Map Production Date: Aug. 2011

MOUNTAINLAND
DESIGN & PLANNING

Figure 2: Future Land Use and Zoning

Residential

Residential uses are focused in the town center. This is the most populous area of Fairfield but is still low density and very open. Very low density residential areas are south of the town center near the light industrial zone. To the east, north and west of the town center housing is also low density with 5 to 40 acre lots. Figure 3 shows where residents would prefer future residential growth to occur according to the community survey. The brighter green areas show the highest preference. Growth should be concentrated to the north and east according to the survey. It is clear that residents would like to keep residential uses next to each other to maintain the community feel and preserve the open space. This also allows for efficient use of infrastructure. Residents prefer no growth in the south because of industrial uses in the area.

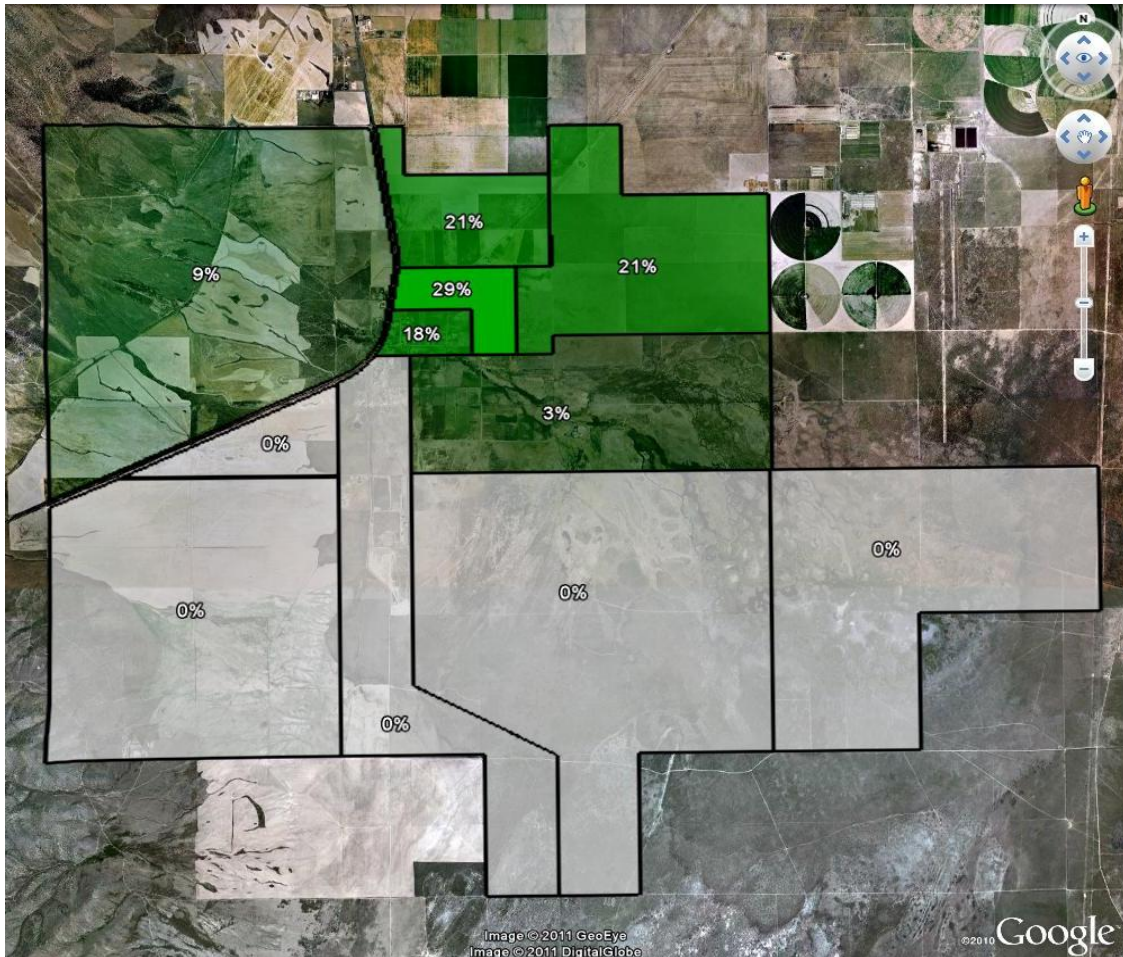


Figure 3: Preferred location of residential growth, according to community survey (percentages indicate the percent of residents selecting that area)

It is desired that growth continue to resemble the rural character of the community. Homes should be placed on an open grid system contiguous to existing streets and homes. Lot sizes must match the minimum for the existing zoning. Certain standards such as restrictions on fence height and type, building setbacks, and no dead-end or curvilinear streets can also help to maintain the open feeling and sense of community. These and other standards should be established by the City Council and Planning Commission. With these plans in place residential growth can occur without changing the rural character of Fairfield.

Agricultural

Agriculture has been an important element of Fairfield since it was settled in 1855. This heritage will be carried on by maintaining agricultural land within the town limits. The A-40 zone is designed to maintain large tracts of land for farming purposes, these also allow for a single residence to be built. Areas that are farmed actively add to the productive nature of the town. Smaller lots can also be used for agricultural purposes from small farm or grazing operations to family gardens. This is encouraged and accommodated by the 1 acre to 10 acre zones. Agricultural land provides the additional benefit of creating open space within the town. Even if the space is not for town use it adds to the open feeling and rural character.

The Bureau of Land Management (BLM) has two pieces of land within town limits. These are located at the northwest and southwest corners of town. This land is occasionally used for grazing through permits to local ranchers. These uses are expected to continue. There are currently no Agricultural Protection Areas in Fairfield and none are expected to be designated or needed in the future. Currently only the south half of the town limits is zoned A-40. The town would like to expand this to the north to provide an A-40 buffer around most of the town limits.

Commercial

Commercial uses are common but not apparent to residents and visitors. Currently at least 10 businesses operate in Fairfield. Some are located in the light industrial zone and others operate out of residents homes. These businesses operate at differing times and schedules because few of them are point-of-sale locations. Because of this they attract very little traffic or activity to the town, creating minimal impact. While these businesses are exceptions because of their low-impact it is necessary that future commercial uses are concentrated in the commercial zone near Highway 73. This makes it more convenient to visit the businesses and keeps any negative impacts focused near the highway rather than adversely impacting the entire town. Locating near the highway prevents commercial uses from encroaching too much on residential areas and efficiently uses space near the highway that is undesirable for housing.

In the community survey residents identified where they would like to see commercial growth occur, Figure 4 shows the results. It is clear that commercial growth should not be in residential areas with most residents selecting the industrial areas as most preferable for growth. The large number choosing the area west of Highway 73 shows that locating along the highway and closer to homes is preferred by some because of the reasons described above. Residents also voted on what kind of services/shops they would like to locate in Fairfield, results are in Figure 5.

How commercial uses relate to the State Park is an important issue. The state park will be an attraction for consumer-oriented businesses because of the traffic it brings. However, many businesses are such that they could have a negative influence on the experience of park visitors. Because of this it is important that commercial uses near the park are carefully selected, located, and designed. They can be built in such a way that they are beneficial to the park, town and financially viable. Chapter 7 on Historic Preservation contains more details about this issue including discussion on establishing design standards for businesses in the town center as part of a historic district.

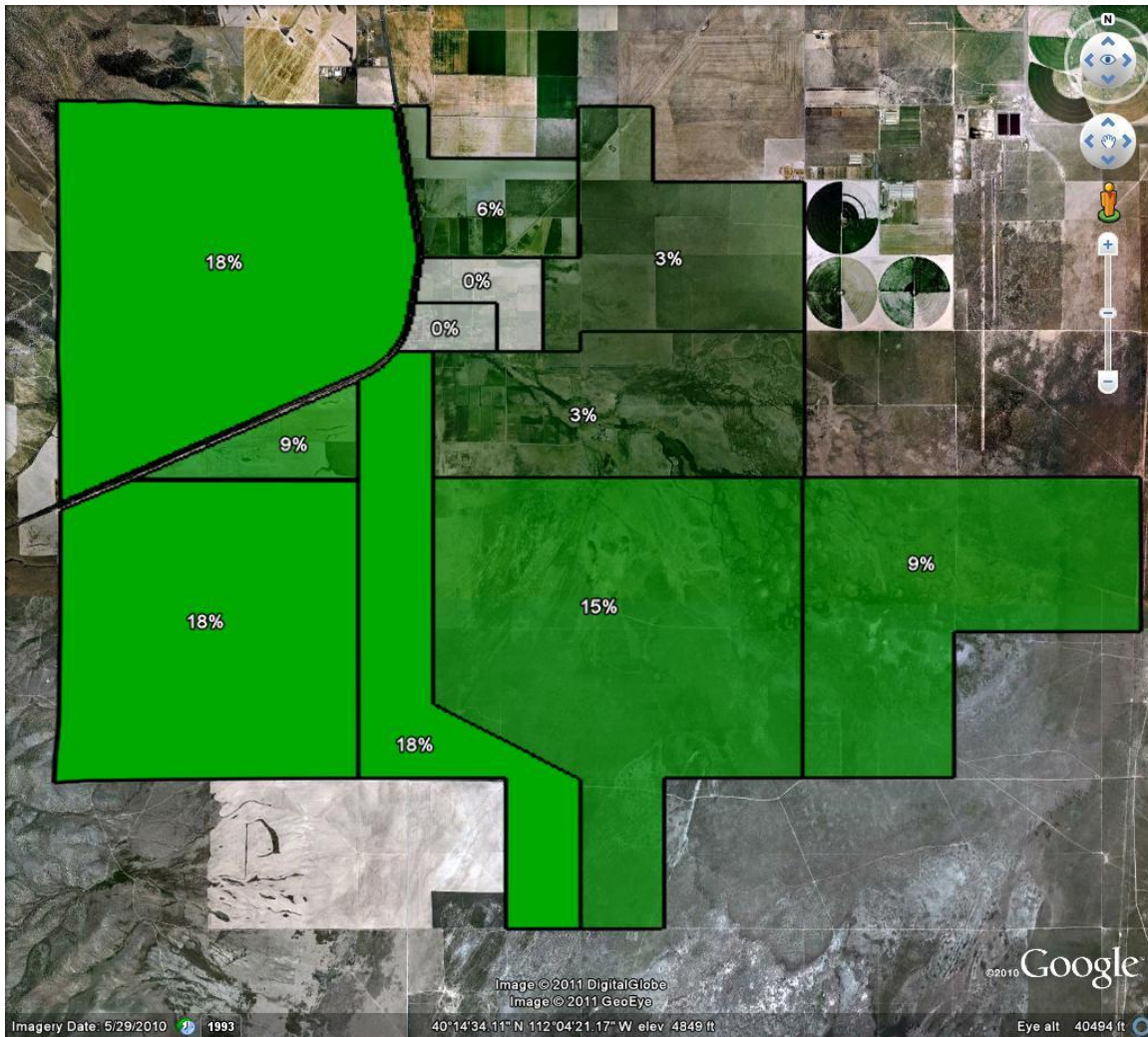


Figure 4: Preferred location of commercial growth according to community survey (percentages indicate the percent of residents selecting that area)

Shop/Service	% of Votes	Shop/Service	% of Votes
Gas Station	23%	Supercenter Retail	4%
Auto Repair	14%	Doctors Office/Clinic	4%
Grocery Store	14%	Hotel/Lodging	2%
Coffee Shop/Café	11%	Bank	2%
Convenience Store	11%	Dental Office	2%
Fast Food	7%	Nursery/Greenhouse	2%
Hardware/Supply Store	5%		

Figure 5: Preferred Commercial Uses

Industrial

Several industrial businesses are located in Fairfield. Industrial uses all occur in the light industrial zone south of the town center along Allan Ranch Road. This area is ideal for industrial uses that can often be a nuisance to other land uses. These industrial uses are important to Fairfield because they provide jobs, tax revenue, and attract people to the area. Many of these

have located in Fairfield because it is close to services and major metropolitan areas, but also very rural so the activities will not affect resident's way of life.

Steps will be taken to prevent existing and future industrial uses from impacting the way of life of Fairfield residents. Currently most of the industrial zone is buffered by the A-40 zone. However the north end abuts the A/R-1 zone in the town center. Rezoning must be done to the north part of the industrial area to make it lower density residential to provide a buffer to the town center. This will become part of the A/R-10 zone. In addition, the nuisance ordinance will be evaluated to make sure it adequately protects residents from potential negative impacts of existing or future industrial uses. Industrial activities will be allowed as conditional uses in A-40 zones only so long as they will not be a nuisance to residential areas. Figure 6 shows where residents would like industrial growth to occur according to the community survey.

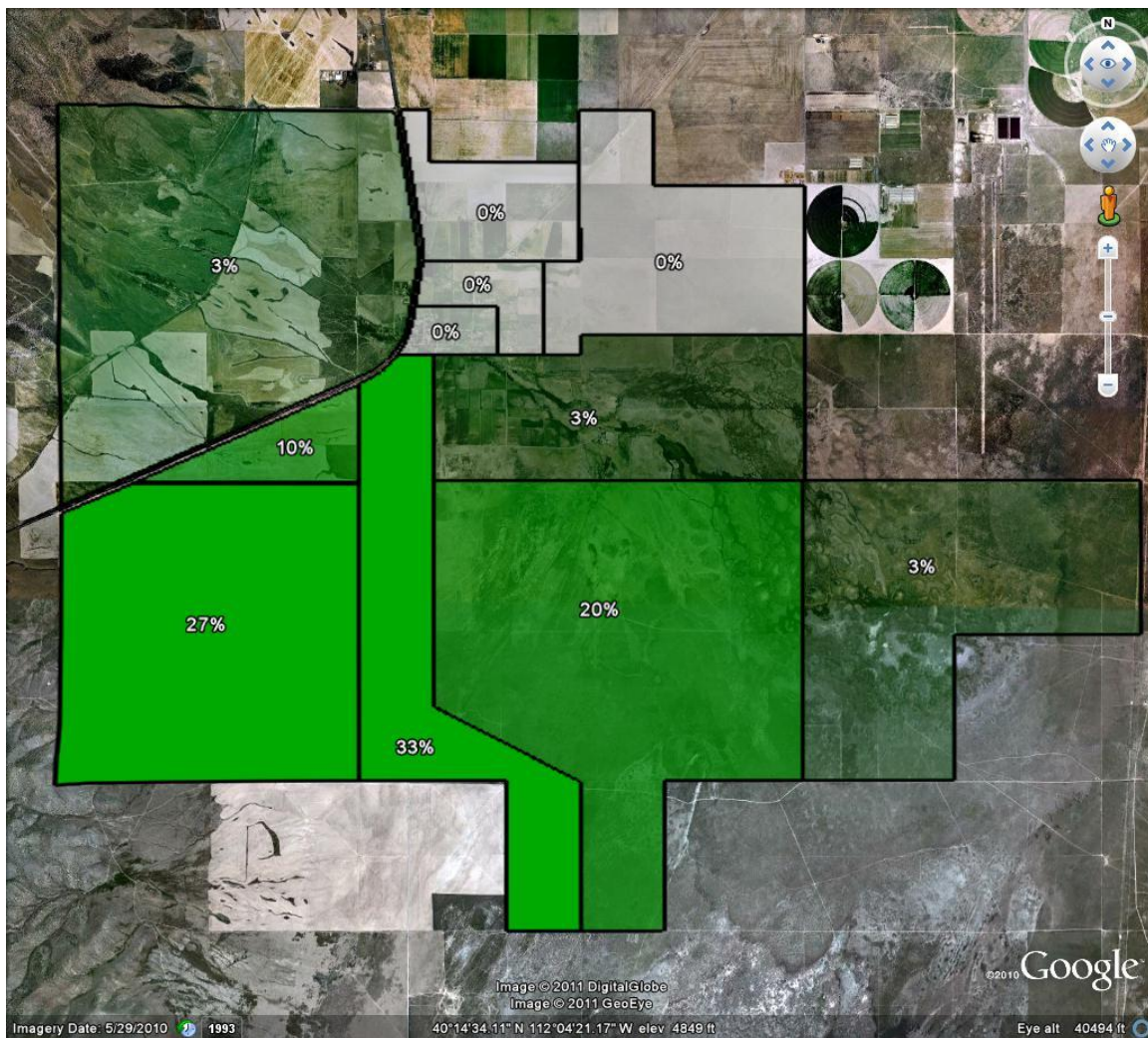


Figure 6: Preferred location of industrial growth according to the community survey (percentages indicate the percent of residents selecting that area)

Open Space

Open Space is important to Fairfield because it provides places for recreation and activity, and it improves the rural character of the town. Currently there is no protected open space in Fairfield. However, much of the land within Fairfield is open space because it is undeveloped, but this does not mean it will remain that way. As opportunities present themselves land should be preserved now to ensure that open space will be available in the future. Because most of Fairfield is privately owned the town will utilize two strategies to deal with this. First, much of Fairfield is zoned for very low density residential. This will naturally leave open space that is visually appealing to all and available for use of individual residents. Second, Fairfield will use development agreements to secure open space in new developments. Also, if the opportunity exists and makes sense financially the town may purchase land for use as open space. Currently no open space ordinance is in place. The town will work to create a zone and ordinance that can be used to protect open space.

Population

In 2005 Fairfield's population was 105 people. The 2010 Census counted 119 residents, representing a 13% total increase, or about 2.5% annual increase. This rate is expected to continue over the next several years. Population projections were completed and are explained in Appendix B. Figure 7 shows projected populations to 2040. To give perspective to this, Figure 8 shows housing unit growth based on the population projections and an average density of 3.1 persons per unit. This housing growth rate is the same as about two new homes per year.

Year	Population
2010	119
2015	145
2020	176
2030	260
2040	386

Figure 7: Population Projections

Year	Homes
2010	38
2015	47
2020	57
2030	84
2040	125

Figure 8: Housing Unit Projections

The preference of the City Council, Planning Commission, and Fairfield residents is to allow growth to occur slowly and naturally according to the projections given. The town will implement ordinances that will ensure that no matter how fast or slow growth occurs, the growth will be compatible with the existing community structure.

The primary issue preventing growth right now is the lack of water rights. Securing more water right is important for safety, security, and health. The goals in this General Plan must be in place so the growth can be managed when or if water rights are acquired and growth occurs.

Zoning

Existing zoning is shown in Figure 1. The future land use plan and proposed zoning is shown in Figure 2. These changes will expand the A-40 zone to cover more areas around the town boundaries. This helps ensure that the town will remain a rural area and allows plenty of land for agricultural uses and compatible light industrial uses. The town center remains about the same as is currently zoned. South of town there are some small changes with expansion of the 10 acre zone. This change will be made to provide a smooth, gradual buffer between industrial use and higher-density residential areas. Areas north of town will remain as 5 acre zones due to land use plans already in place and because of planned residential development in Eagle Mountain to the north. A 10 acre zone will be added to transition from the 5 acre to the 40 acre zone.

Zoning names indicate the primary use and the minimum lot size. A-40 represents Agricultural uses and 40 acre lot minimum. A/R-10 or smaller represent agricultural/residential and 10 acre minimum lot sizes. Minimum lot sizes are used for naming the zones, but are not necessarily the exact minimum size for that zone. Many lots in each zone are slightly smaller than the name suggests. The name will stay as already designated, but the zoning ordinance will state exactly what the minimum lot size is in each zone.

A/R ½ and A/R-1

The A/R-1 and A/R ½ zones allow low intensity agricultural uses but are meant for residential development. The A/R ½ zone covers the three central blocks and is almost entirely built out. The A/R-1 zone surrounds the A/R ½ zone and is about one-third built at this time. As shown and discussed in Figure 3 residents prefer that growth occur in these two zones.

A/R-5 and A/R-10

The 5 acre and 10 acre residential zones are designed to provide a variety of housing and land use situations, and to create a gentle transition from the denser town center to the agricultural and open areas outside of town. They also allow more flexibility with other uses. These zones are adjacent to the commercial zone on Highway 73 through most of the town, serving as an additional buffer to commercial uses that will exist in the future.

A/R-5 NC

The A/R-5 NC zone is a new zone that will be created. This zone is for parcels that lost platted, buildable lots in the recent town survey and the subsequent transition to a metes and bounds plat. When the survey was completed several owners had multiple lots that were combined into one new parcel. As described in the Fairfield Plat and Survey section later in this chapter these parcel changes were accommodated by zoning the applicable areas to the smallest common denominator of lot size, which will allow the owner to subdivide back to the original lots or smaller. However, for some parcels this was not done in order to maintain large-lot residences and a gentle transition to the agricultural zones. These parcels will instead be zoned A/R-5 NC, with NC standing for “non-conforming”. These parcels are subject to the 5-acre zone regulations, but will be allowed to subdivide according to the original lots that existed before the town survey. The zoning and land use ordinance will be amended to include this new zone and will explicitly state the information above concerning what parcels are included in the zone and how many lots will be allowed.

A-40

The A-40 zone is meant for agricultural uses and very low density residential. This zone is essential to maintaining Fairfield’s rural character. By keeping the A-40 zone surrounding the town and within view of most areas the town can maintain the rural feel even with changes in the town center. The A-40 zone can also accommodate some industrial uses with special conditions.

In general, the town will only allow these if they are near the light industrial zone or a significant distance from the town center.

Park

Areas of Camp Floyd State Park located in Fairfield and currently designated as Park zone. This is not currently a zone by ordinance, but is being used to designate the park land for protection until a historic district and open space zone is created. At this time these areas will become part of one or both of these designations.

Commercial

The commercial zone is along Highway 73 through most of the town limits. This provides space for commercial uses in a place that is not as desirable to residents and allows easy access. Currently the commercial zone is a 300 foot buffer from the highway center line. This means some properties are segmented into different zones. In general the town will not allow expansion of the commercial zone. However, to accommodate certain businesses the zone may be expanded within a parcel that is already partially commercial zone. The town will not re-zone an entire parcel or a part of a parcel as commercial unless a significant piece of it already is in the commercial zone or there is substantial evidence that the rezoning will be of benefit to the town and residents.

Light Industrial

The light industrial zone allows industrial uses. This zone is very important to Fairfield as it brings jobs and tax revenue to the town. Having this zone gives Fairfield an advantage over other towns that are not willing to allow certain industries. The fact that Fairfield has the zoning and it is surrounded by the A-40 zone allows these uses without negatively impacting resident's way of life.

Air Park

This land use designation is used to identify the airpark within the light industrial zone

Hold

The hold area is preserving land that needs environmental assessment and cleanup. This area is contaminated by extremely high arsenic concentrations caused by mining operations in Manning Canyon. Parts of this area have also been designated as a flood plain. Further study and cleanup of the area is needed before any new land uses can be safely allowed. If a land owner wants to develop the land before Fairfield is able to assess and cleanup the area they will need to take appropriate measures themselves. For more details see Chapter 3.

Subdividing

Subdividing of property will be allowed only according to the existing zoning code. As a policy the town will not install new infrastructure, including roads and water utilities, to new parcels. Rather, the land owner will be required to construct roads and utilities and deed them back to the city for management. This is especially true for large subdivisions. The town is working to establish a subdivision ordinance.

Adjacent Land Uses

Fairfield shares borders with Eagle Mountain City to the north and east. The borders on the west and south are Utah County land. Because of their proximity the land uses in these areas can impact Fairfield's character. Fairfield cannot directly control this but can take steps to be involved and encourage compatible uses in other areas. According to Eagle Mountain City's

“Future Land Use and Transportation Corridors” map from May 2010 uses surrounding Fairfield are generally compatible. It shows mixed-use residential to the north. To the east is rural residential and an airport zone. The residential areas should be compatible with Fairfield uses. The airport is adjacent to the A-40 zone so impacts would be minimal. All Utah County land next to Fairfield is for agricultural use only.

Beautification

It is important to Fairfield and its residents that the town remains a well-kept, beautiful place. Lots and housing should be well-maintained and visually appealing. The town will consider establishing a beautification committee and creating ordinances that require adherence to certain standards. These standards will be general maintenance issues that can make a big difference to the towns curb appeal. These standards will not be extremely detailed or strict so as not to drive up property values and make the town unaffordable to new residents. Examples of possible standards could include limiting the accumulation of vehicles, appearance of outbuildings, fence height and design, lawn maintenance, sign standards, keeping of pets or animals, and any other items deemed important.

Annexation Policy Plan

In general, Fairfield does not have plans to annex any land. It is not in the towns goals to grow very large or add land to accommodate large developments. Growth will proceed slowly from the center of town as designated in the land use plan and as guided by the zoning code. The existing town boundaries are more than enough to accommodate growth projections through 2040 and beyond.

If annexation were to take place the only areas available are unincorporated Utah County land to the west, south, and southeast. If annexation becomes a more important piece of town goals an official map will be made indicating where the annexations may take place. Three possible areas for annexation may be considered in the future:

1. Land adjacent to Highway 73 west towards Five-Mile Pass
2. Land adjacent to Allan Ranch Road to the south
3. Land east of Fairfield’s southern boundary along 800 south extending to the Pole Line Road along Lake Mountain. This area is also included on Eagle Mountain’s annexation declaration. Fairfield will work with Eagle Mountain in the future to determine what will be best for both towns and the local residents regarding annexation of this land. It is preferred that a compromised solution be reached when annexation becomes a possibility

The town of Fairfield will consider the value of any annexation before proceeding. Considerations to be made include how much of the land is developable, what the proposed use is, what resources will come with the land, how it will add to the community, how it will add to the tax base, and any other factors the town feels are important. One possible scenario in which Fairfield may annex land sooner than expected is to aid in acquiring or preserving water rights. Other scenarios include annexing small properties already adjacent to the town boundary and annexing any areas necessary to maintain control of lands that impact the town significantly. Annexations will be done only if necessary and economically viable.

Fairfield Plat and Survey

The town is nearing resolution of issues regarding the original Fairfield Plat and the new town survey. Any land use issues regarding the survey or impacts from the survey have already been included and addressed in this chapter, this section is provided only as an explanation and

clarification of the survey. This information only concerns properties in the area of the original Fairfield plat.

When Fairfield incorporated in 2004 the plat map on file with Utah County was accepted as the town right-of-way and parcel boundary definition. State code requires that each town provide metes and bounds descriptions of all town roads and right-of ways. In working toward compliance with this requirement it was clear that the platted properties and roads did not coincide with actual boundaries and existing roads according to land owners. Most of the conflict was due to town right-of-ways that had never been developed. Perceived property lines and fences had moved into these right-of-ways, effectively taking them over. Some homes and other buildings had even been built within the right-of-way. Rather than going through a long and expensive legal process with all property owners the town was able to secure a grant to conduct a new survey and redefine the property lines according to metes and bounds. In the new metes and bounds descriptions they would follow the currently observed boundaries and most of the overtaken right-of-way would be essentially given to the adjacent property owner(s). Right-of-ways that were kept by the town are described in the transportation chapter.

The survey also combined all adjacent platted properties of a single owner into one new parcel to simplify the metes and bounds descriptions and survey process. The zoning ordinance was then created to allow each of these property owners who'd had their land combined to subdivide it back to the original sizes if desired. This will allow them to select the number of lots, location of lots, and size of lots (within the zoning code), rather than being stuck with the original platted lots that existed previously. With any subdivision the land owner will be responsible to survey the proposed parcels and construct road access that must then be deeded to the city.

When this new survey is completed and agreed to legally by all residents the original Fairfield Plat will no longer be valid for town land use, parcel definitions, or property identification. All parcel definitions will then be subject to the metes and bounds survey on file and any town records of subdivisions currently on file. The town will continue working with residents and legal professionals to complete this process.

CHAPTER TWO

TRANSPORTATION

Primary Goal

Maintain a road surface inventory to aide maintenance decision-making

Goals and Action Items

1. Establish a road surface inventory
2. Improve industrial access
3. Maintain streets friendly to all modes

Introduction

The transportation system is a vital element of Fairfield. It facilitates the movement of people and goods in and out of the town and has a major impact on the image and feel of the area. How the transportation system looks and how well it operates are important pieces of a healthy community. The current transportation system is adequate for Fairfield and its residents. With minor changes and additions service can be improved to handle growth for the next several years. This chapter will outline the current functionality of the transportation system, maintenance activities, and regional transportation plans that may impact the town.

Existing System

The existing road system is about half gravel and half asphalt. Most of the asphalt roads are near the town center. In the past few years new asphalt has been laid in the town center blocks to help residents maintain access to their homes and to keep dust in town to a minimum. Other paved roads throughout the town are in various stages of deterioration, some are so worn that the paved surface is barely recognizable. Outlying roads are gravel or simple tire-track roads.

The primary route in and out of Fairfield is Highway 73. Highway 73 is a state-owned route so Utah Department of Transportation (UDOT) is responsible for its management and maintenance. Highway 73 provides a connection to Interstate 15 and subsequently to Utah and Salt Lake Valley's, along with access to Tooele County to the west. Highway 73 is vital to Fairfield because residents rely on it to get to work and to reach basic services. 1540 North is the most important local road. This is the main intersection with Highway 73 and provides access to most residences and town roads. Allen Ranch Road to the south provides access to the Light industrial zone and several businesses. All other roads are very low volume and for primarily residential access.

Fairfield does not have any roads with sidewalks or curb and gutter. This is for two reasons; first, Fairfield does not have a sewer or storm water collection system so achieving drainage with sidewalks would be very difficult and expensive; and second, because sidewalks and other street ornamentation tend to create an urban image. Fairfield wishes to keep the rural feel of the town and believes that simple blacktop roads and drainage ditches best maintain this while still adequately serving transportation needs. The back slope and fore slope on the ditches will be mild so as to reduce safety risks that can be caused by steep or deep ditches.

Road Surface Conditions

Fairfield has developed a simple rating system for road surfaces to identify pavement conditions and help determine what roads may be most in need of maintenance or reconstruction. This is not

a technical rating but rather a visual qualitative analysis to aid in decision making. In the future Fairfield may purchase engineering services to determine more precise pavement ratings. The ratings are described in Figure 9. Figure 10 shows current ratings for town center roads and Figure 11 for outlying roads. These ratings are meant to guide the City Council as they make decisions about what roads will see maintenance and construction funds first. A level 1 or 2 rating does not guarantee that they will be improved first. The decision will be based on rating, traffic volume, cost, and other important factors.

Rating	Description	Maintenance Plan
Level 4 – Excellent (Green)	Pavement is new or like new. No visible distresses. Very smooth ride. Pavement edges are not deteriorating or overgrown. Limited track wear may exist.	No maintenance needed.
Level 3 – Fair (Yellow)	Pavement is generally smooth but has some visible distresses including cracking. Edge of pavement is in decent condition with some cracks, deterioration, or overgrowth. Minor rutting and potholes may be present.	Spot maintenance within 1-2 years. Patching, sealing or overlay may be necessary after 3 years.
Level 2 – Poor (Red)	Excessive visible distresses. Large and/or frequent potholes. Edge of road in severe deterioration. Very bumpy ride.	Immediate maintenance needed. Will require patching, sealing, overlay, or complete reconstruction.
Level 1 – Gravel (Gray)	Road is originally gravel or so deteriorated that it appears to be gravel. No visible pavement surface. Possible large and frequent potholes. Rough ride. Tire track road.	Annual maintenance necessary for potholes. New pavement installation as deemed necessary.

Figure 9: Pavement Rating and Maintenance Scale

Allan Ranch Road and 1540 North are the only Level 2 roads. Allan Ranch Road will soon be improved by the new dump so it is currently not being considered in maintenance plans. 1540 North is the most heavily-used road in the town center and will likely be rebuilt or resurfaced in the next 1-2 years.

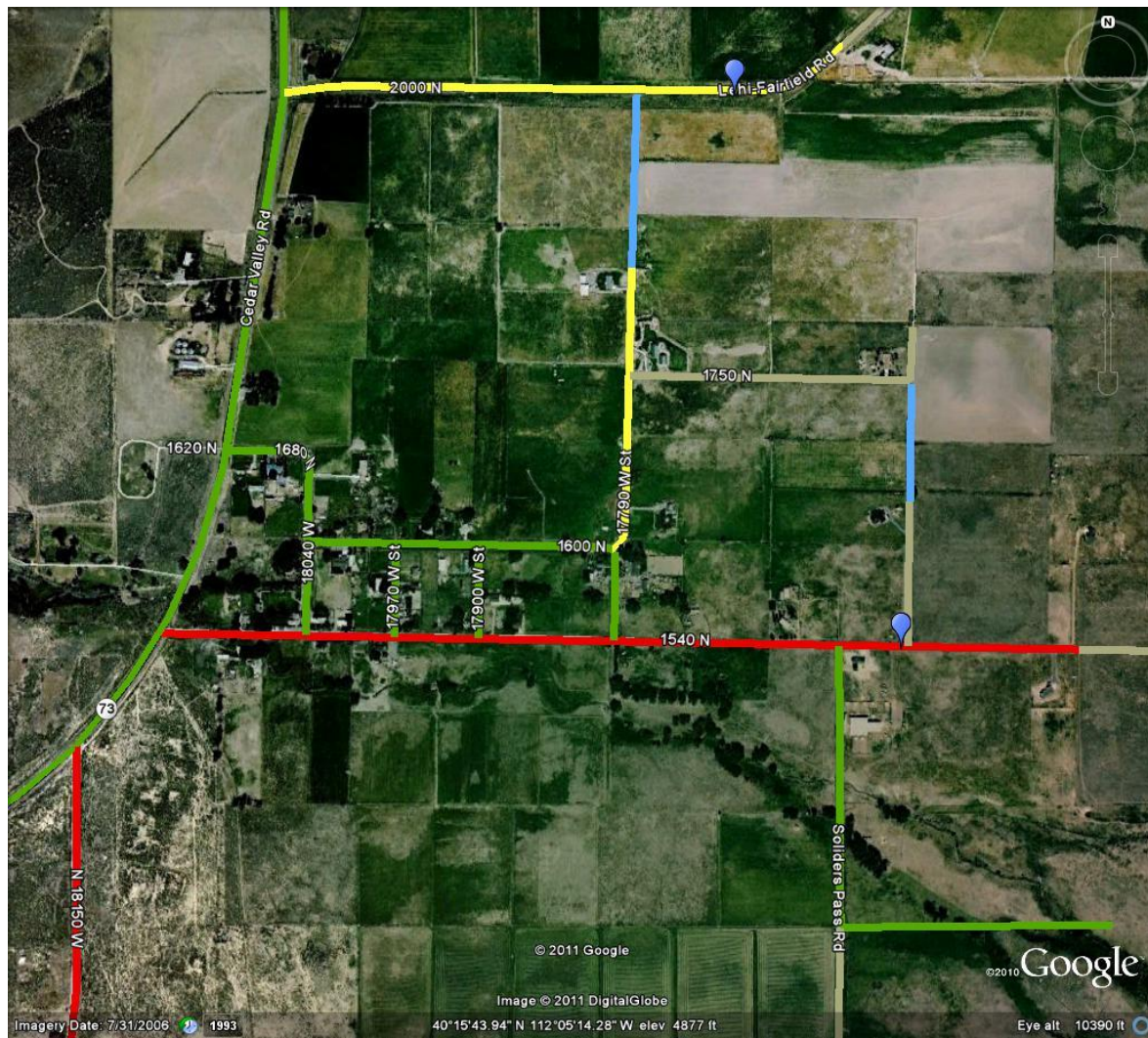


Figure 10: Town center surface conditions. Colors indicate surface condition as described in Figure 9. Blue markers indicate the location of no maintenance signs.

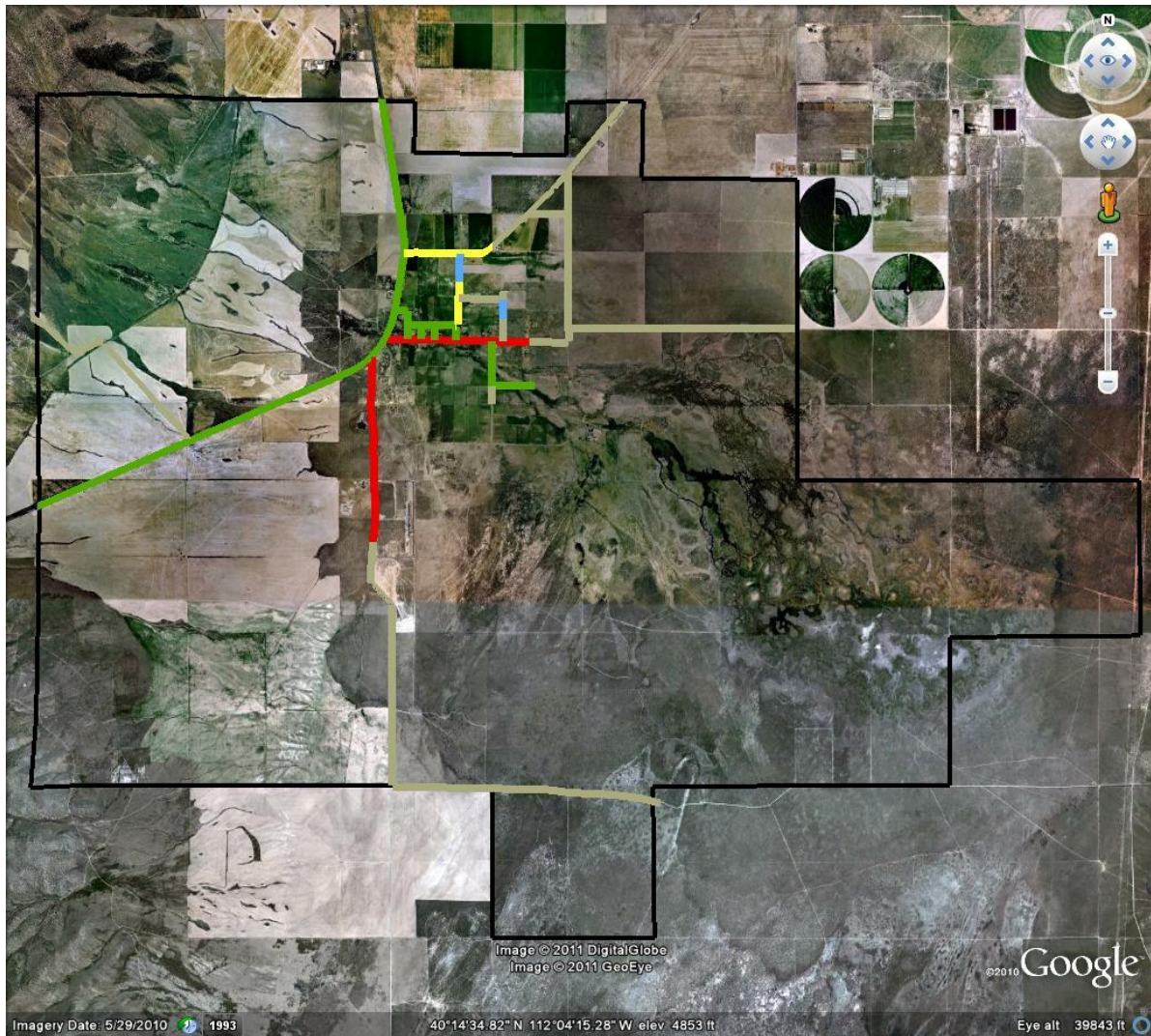


Figure 11: Town Limits Surface Conditions. Colors indicate surface condition as described in Figure 9. Black lines represent city limits.

Maintenance

Fairfield performs maintenance on most town-owned roads. General maintenance includes filling potholes, grading gravel roads, crack seals, and asphalt patches. Emergency repairs are made when needed. The town will balance repairs and new construction to assure that the road system is maintained and upgraded annually and within budget. Signs on the Lehi-Fairfield Road and 1540 North are posted as shown in Figure 10 to indicate that no maintenance is done beyond that point. These points were chosen because few Fairfield residents live beyond those locations and they are used only rarely by anyone else, which does not justify the expense of maintaining them. Eventually as growth spreads along these routes Fairfield will extend the maintenance boundary. Many of the gravel roads are maintained by the county. The county grades the roads and fills potholes in exchange for Fairfield plowing Allan Ranch Road during the winter.

Fairfield recently purchased a salt spreader for winter maintenance. The spreader can attach to the back of the town pickup. Volunteers will operate the spreader with the plow during winter. 2011-

2012 will be the first season it is used so the area the town can afford to cover is yet to be seen. At this point the town would prefer to at least salt the four intersections with Highway 73. These intersections have a sharp incline immediately before turning onto the highway which can be very hazardous to stop on in snow or icy conditions.

Regional Transportation Planning

Mountainland Association of Governments (MAG) located in Orem, Utah serves as the regional Metropolitan Planning Organization (MPO). MPO's are responsible for forecasting travel demand and programming transportation facility improvements to accommodate future demand. The MPO's governing body is the MPO Board, which is made up of all Utah County Mayors and representatives from state and federal agencies. Every four years MAG produces a new Metropolitan Transportation Plan (MTP) preparing for the next 30 years. The 2040 MTP was adopted by the MPO Board on May 5, 2011.

Several of the projects planned or considered in the 2040 Metropolitan Transportation Plan will have a direct impact on Fairfield. The following is a discussion on what those projects are and how they may affect Fairfield residents. While the town is primarily concerned with its future and the impact of these transportation projects, it recognizes that the transportation system has regional impact and must be considered on a regional scale. In general Fairfield will support projects that can be backed up by sound planning, engineering, economic analysis and have the general support of the people who will be most directly affected by it. For a complete list of projects, maps, and a discussion on the projects' regional impacts refer to the full plan which is available on MAG's website (<http://www.mountainland.org>). Figure 12 below shows the Cedar Valley portion of the plan map. Projects that will not directly impact Fairfield are shown in gray. Project numbers refer to the project list from the plan in Figure 13. A detailed description of each project and how it may impact Fairfield follows.

Project Description and Potential Impacts

- Project 50 (Phase 2: 2021-2030)
 - Highway 73 will be widened to four lanes from Ranches Parkway to 3400 North in Eagle Mountain.
 - This portion of Highway 73 is the primary access to Fairfield from Salt Lake and the rest of Utah County. It will connect to several other planned facilities in the Lehi and Saratoga Springs area that will allow more efficient travel to most of Utah County. This will increase the highway capacity and benefit Fairfield residents significantly without changing the landscape too much.
 - Fairfield is very supportive of this project.
- Project 17 – Lake Mountain Freeway (Phase 2: 2021-2030)
 - A new freeway will be built connecting the new Mountain View Freeway and Lehi 2100 North Expressway with Cedar Valley.
 - The Mountain View Freeway allows north-south travel through west Salt Lake County. This connection to Cedar Valley will allow Fairfield residents an alternate route to that area. The Lehi 2100 North Expressway will provide a faster connection to I-15 for access to east Salt Lake County and Utah County. This will significantly improve travel times to many regional destinations of work and recreation.
 - Fairfield is supportive of this project.

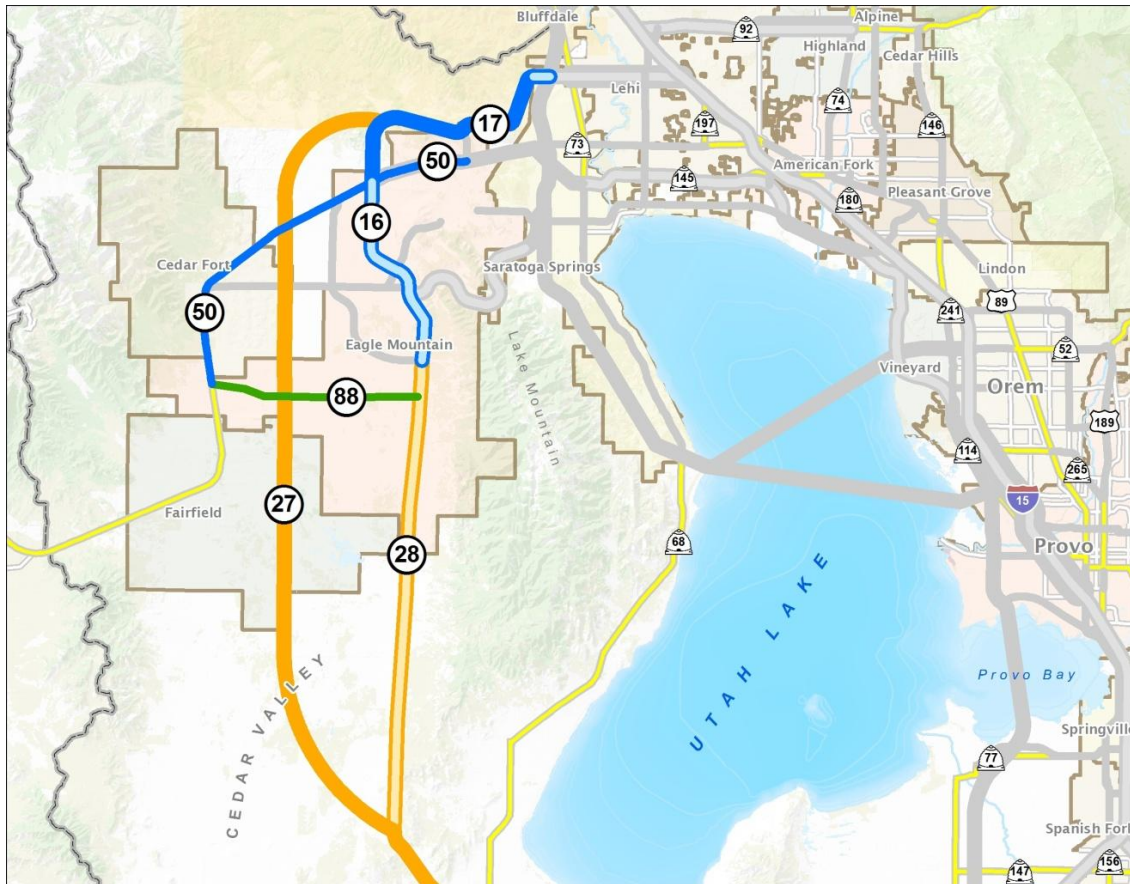


Figure 12: Cedar Valley Portion of Metropolitan Transportation Plan (MAG)

Project #	Project Name	Cost (Millions)
16	Lake Mountain EXPWY - Eagle Mtn HWY 73 to Eagle Mountain BLVD New 6 lane expressway through Eagle Mountain	\$114.6
17	Lake Mountain FWY / EXPWY - Saratoga Spgs to Eagle Mtn Mtn View FWY to HWY 73 New freeway originating at Mtn View/Lehi 2100 N via Camp Williams	\$666.3
27	Cedar Valley FWY Lake Mtn. FWY, Eagle Mountain to I-15, Santaquin New FWY on westside of county	na
28	Lake Mountain EXPWY Eagle Mountain BLVD to Cedar Valley FWY New 6 lane expressway through Eagle Mountain	na
50	HWY-73 - Eagle Mountain to Cedar Fort Ranches PKWY to EM 3400 North Widen to 4 lanes	\$134.5
88	Eagle Mountain 3400 North HWY-73 to Lake Mountain EXPWY New 4 lane road	\$94.4

Figure 13: Metropolitan Transportation Plan Project Descriptions and Cost (MAG)

- Project 16 – Lake Mountain Expressway (Phase 2: 2021-2030)
 - An expressway will be built from the end of the Lake Mountain Freeway (project 17) south to the Eagle Mountain City Center.
 - This project is important to Fairfield only because it connects to project 28 at its southern end. See Project 28 for discussion.
- Project 28 (Vision Project: No date or funding determined)
 - An extension of the Lake Mountain Expressway south to connect with a proposed Cedar Valley Freeway (Project 27) is being considered.
 - This would improve access to the eastern side of Fairfield. Because the project is in the vision phase it may not be built, and if it is it will probably not be until after 2040. At that point such a facility may be needed to support growth in Fairfield and the rest of Cedar Valley. If the project moves forward Fairfield will need to establish a primary east-west route to provide access from the town center to the expressway. This facility will be even more valuable if Fairfield grows and annexes land to the south or east. Because the road could pass through the center of the Cedar Valley it could have some negative impact on this beautiful area. Fairfield will support plans as long as measures are taken to preserve the view and natural beauty of the area.
 - Fairfield is supportive of plans to study this project further.
- Project 27 – Cedar Valley Freeway (Vision Project: No date or funding determined)
 - A new freeway beginning at the Lake Mountain Freeway near Camp Williams continuing south through Cedar Fort and Fairfield and connecting to I-15 in Santaquin is being studied.
 - This project is dependent on significant growth occurring in Cedar Valley. The freeway would cut through Fairfield just east of the existing town center. With residential growth expected to increase in that area this would divide the community and hurt the landscape. If it is determined that the facility is necessary in the future Fairfield would prefer an alignment that curves slightly east before reaching Fairfield so as not to bisect the existing town center. An alignment along Highway 73 would also make sense as it would require minimal acquisition of right-of-way and serve similar functions. This project could also be combined with Project 28. Similar to Project 28, east-west facilities would need to be established from freeway exits to allow residents access.
 - Fairfield would like the alignment of this project to be reconsidered.
- Project 88 – Eagle Mountain 3400 North (Phase 3: 2031-2040)
 - A new four-lane road connecting Highway 73 on the west with the Lake Mountain Expressway on the east.
 - This road would provide important east-west access to two major north-south corridors that are important to Fairfield. The road will tie into the Lehi-Fairfield Road which will support Residential growth in the north part of town.
 - Fairfield is supportive of this project

Multi-Modal System

Fairfield would like its transportation system to be able to accommodate different modes of travel. This allows residents to have transportation and recreation options. The primary obstacle to doing this is the lack of funds and right-of-way available for construction of facilities to accommodate different modes. Because of this, it is the policy of Fairfield that roads remain friendly to all types of traffic. This includes but is not limited to pedestrians, bicyclists, horses,

and all-terrain vehicles. One option to accomplish this is to install signs warning motorists of other road users. These could be pole-mounted signs and/or signs painted on the roadway.

Because of its location and small population public transportation is not currently a viable option for Fairfield. In the future as Utah Transit Authority (UTA) expands service and as Fairfield grows a commuter bus service or vanpool program could become a possibility. The bus would run into town in the morning and pick up commuters. They could then be taken to one of the planned commuter rail or intermodal stations in Utah County where they could reach their workplace via other transit options. A return trip in the evening would bring them back. When population projections and trends show that this is a viable option Fairfield will work with UTA to get such a service in future service expansion plans.

Parking

Parking standards need to be revisited in the city code. Parking should be allowed on all town roads, as long as it does not impede vehicular flow. New non-residential development will be required to install appropriately-sized parking lots. These must be designed for drainage and easy access by patrons. Fairfield will encourage innovative ideas and strategies to reduce the size of parking lots. Parking is important to a commercial establishment but huge lots can overwhelm the landscape and make the building uninviting. Lot sharing or other strategies will be considered.

CHAPTER THREE

ENVIRONMENTAL

Primary Goal

Protect residents and the environment from arsenic contamination

Goals and Action Items

1. Protect residents and the environment from arsenic contamination
 - a. Identify ways to reduce short-term risk
 - b. Pursue permanent clean-up of contaminated sites
 - c. Protect the town water system
2. Maintain trees and natural vegetation in the area
3. Protect the town from fire hazards

Introduction

Maintaining a healthy natural environment is essential to maintaining a healthy town. Because of Fairfield's rural character and the vast open spaces around it keeping the natural environment healthy is especially important. This environment is a primary reason that people choose to live in Fairfield, and there are many residents that depend on the land for a living. Due to heavy metal pollutants in the area this beautiful and healthy environment is at risk. The town plans to work diligently to remove this hazard. This chapter will explain some existing environmental conditions in Fairfield, the pollution problem, and goals the town has to deal with the pollution and other environmental issues.

Climate and Geography

Fairfield is located in the Great Basin region. The town lies in central and western Cedar Valley, directly east of Utah Lake. A prominent feature of the town is a natural spring with a creek running through the Town. State road 73 dissects the town with most of the current community east of the highway. The nearest communities are Eagle Mountain immediately to the north and east and Cedar Fort 5 miles to the north. Tooele is 35 miles northwest on Highway 73 and Lehi is 20 miles northeast.

Cedar Valley is relatively flat with a gentle slope to the southeast. The valley is surrounded by mountains on all sides with Lake Mountain on the east, the Oquirrh Mountains on the north and west, and the Tintic Mountains to the south. Figure 14 shows slopes of 30% or greater in the area. Slopes of 30% are considered not buildable due to constructability concerns and landslide risks. Nearly all of Fairfield is sloped less than 30%.

The climate is arid with an average annual precipitation of 13.11 inches. This rainfall is reasonably steady throughout the year. The average low precipitation month is June with 0.72 inches and the average high precipitation month is May with 1.29 inches. The average daily maximum temperature is 63.9 degrees (F) and the average daily minimum temperature is 30.8 degrees (F)¹. Due to its location directly east of five-mile pass, which separates two large mountain ranges, Fairfield often experiences moderate winds in the evenings.

¹ Department of Commerce, Climatology of the United States No. 81, Monthly Station Normals 1971 -2000. 42 – Utah, Fairfield Station 422696

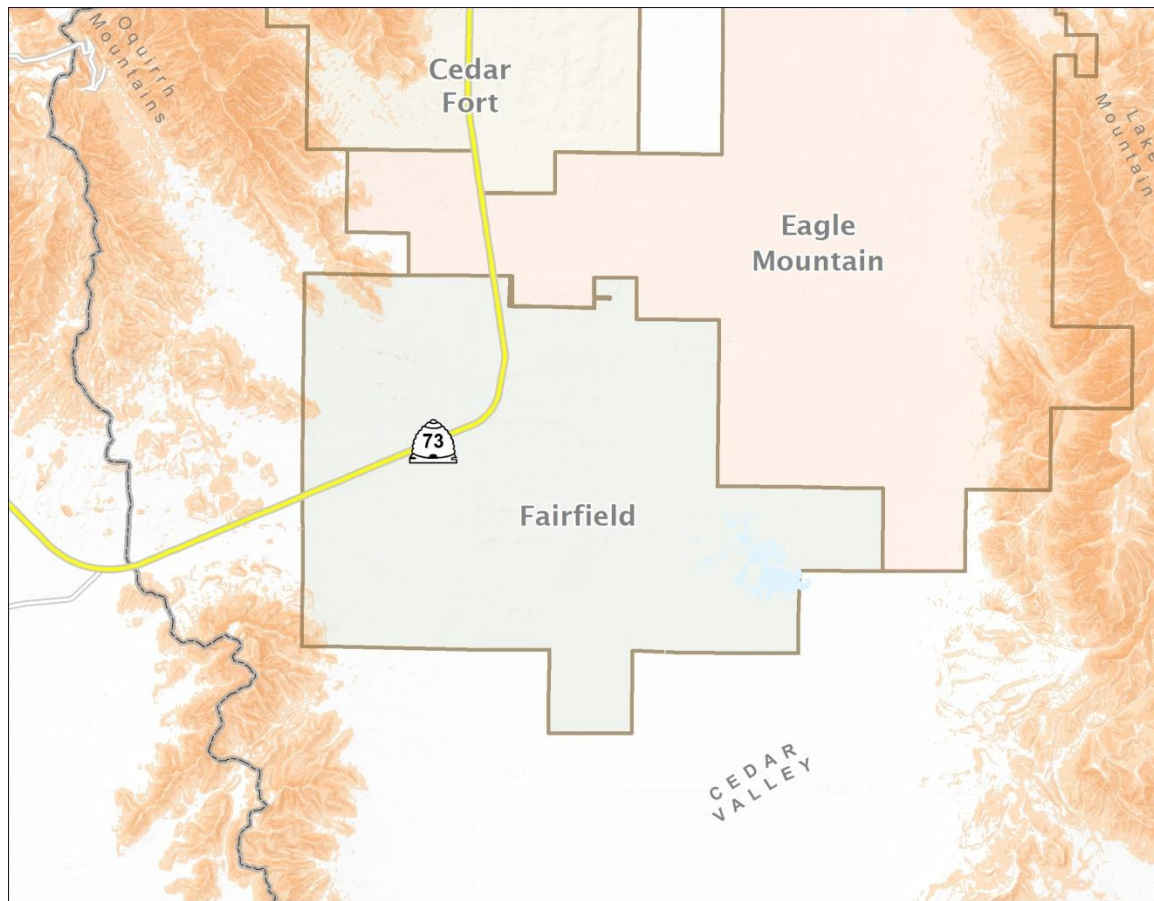


Figure 14: Fairfield Slope map. Dark orange areas indicate slopes of 30% or greater, light orange indicates slopes of 15% to 30%..

Vegetation

Common sagebrush and prairie grasses are the dominant vegetation of the area. These plants thrive in the arid climate and the prevailing soil types. Fairfield is unique to Cedar Valley because it has lots of mature trees in town. Most of these were imported many years ago and have yielded new saplings through the years. They are throughout the town center but thrive especially around the creek. These trees are very important to the community and need to be protected. The town encourages all landowners to preserve mature and developing trees so this beautiful part of the community can be maintained. The town will consider beginning a tree planting program by providing trees to residents to plant. The town will also encourage new developments to include trees in landscape plans.

Arsenic Contamination

In the late 1800's and early 1900's heavy mining was done northwest of Fairfield in Manning Canyon at the Mercur Mine. During operation the mine used arsenic to extract heavy metals from the ore. A railroad spur was even built to carry tailings to leach fields. This process resulted in severe contamination of the drainage area. The arsenic would leach through the tailings then continue downhill, contaminating the soil and water in the area. In 1940 a berm was built around the spring to protect it from contamination, but no measures were taken elsewhere.

Testing has been done in the past 10-15 years to examine the degree of contamination in Fairfield. Tests have shown anything from 3600 to 8000 parts per million (PPM). These levels are

too high according to the Utah Department of Health, but they are still not at dangerous levels according to the Utah Department of Environmental Quality (DEQ). Most testing has been done in the area at the southwest corner of Allen Ranch Road and Highway 73. Tests have also shown that water going into the creek from this area is contaminated. The creek bed has been tested and shown contamination that slowly decreases as it heads east. Tests of the sub-grade under 1540 North has also shown contamination. Personal accounts of highway workers from decades ago state that they would use the tailings to fill holes and patch roads in Fairfield. As long as the road stays patched and in place this does not pose a significant hazard, but will be a problem when road reconstruction occurs.

To date the spring water has not had high levels of arsenic, but this does not mean it will always be that way. As the heavy metals continue to settle and leach into the soil it is very possible that they will begin to contaminate the groundwater, especially with the high water table in the area. This would leave the town with no water source for its residents.

In the past 20-30 years mining activity has picked up at various times and some cleanup has been done. The tailings are now covered and controlled, but until they are completely removed the possibility of more contamination is still possible. The mining company did clean up the site and everything down to the former railroad alignment. This helped because the risk of more arsenic being brought to the area is reduced, but it did nothing to clean up contamination already in town. The mining company should be responsible to clean up contamination all the way to the bottom of the drainage.

In the past 10-15 years some progress has been made to clean the area. Several letters were written to state, national, and Environmental Protection Agency (EPA) leaders about the problem Fairfield faces. The EPA has taken some action. The site has been included on the CERCLIS list (Comprehensive Environmental Response, Compensation, and Liability Information System), which is a list of potential Superfund sites. It states that a removal assessment was done between 3/9/07 and 12/24/09; the final report of this was completed and presented to the town in October 2011.

The Utah Department of Health has been working on a risk assessment to outline ways to reduce public exposure. This has been in the works for a few years and is nearing completion. They are concerned primarily with the health of residents, and are especially concerned about exposure from the stream due to children playing in it or from home gardens grown nearby. They have also expressed concern about valium and other contaminants that may be present. The Utah DEQ also has participated, but the contamination levels are not high enough to warrant action on their part. The department of health risk level is lower than the DEQ's so it is possible that aide could come from them first.

Remediation of this hazard is the number one priority for the town of Fairfield. If it is not cleaned up soon it could lead to terrible consequences in the future. Fairfield will work with the Department of Health, DEQ, EPA and any other agencies necessary to clean up the contamination.

Natural and Human Hazards

The nearby Wasatch Range fault zone is considered active and at high risk for seismic activity. Fairfield is at least 15 miles away from any active faults, so the risk of Fairfield being affected by this is fairly low. Liquefaction is also a risk in much of Utah County and especially in areas around Fairfield. As necessary building codes need to incorporate requirements for analysis of

liquefaction risk. Landslides can be extremely destructive and are very difficult to avoid or plan for. The slopes on the hillside are mild enough that a landslide is not a significant risk, so preventative measures are unnecessary.

Flooding is a potential hazard. A primary drainage for the mountains to the northwest goes through the creek in Fairfield and through culverts just north and south of the town center. The low point of Cedar Valley is inside city limits on the LDS Church property to the southeast. In the event of a very severe rainstorm or a year with high rainfall it is possible that minor flooding could occur in this area. Some flooding has occurred near the intersection of Allen Ranch Road and Highway 73. The culvert just west of the intersection brings water under Highway 73, but there are no drainage facilities on the south side. Water will often pool inside the right-of-way and run over Allen Ranch Road and into private property, eventually ending up in the creek. This has not caused any real damage to date but with road reconstruction on Allen Ranch it needs to be addressed. A ditch to carry the water south or a detention basin may be sufficient. If development spreads further west toward this area or south toward the low point Fairfield will consider having hydrologic modeling done to determine the risk of flooding in the area. The drainage north of town is also through culverts on Highway 73. The town owns a 100' wide easement next to the right of way due east of this culvert. This protects the area from flooding, but the risk is considered very small. Private property access is allowed over the easement with installation of culverts to allow water passage.

Fires are both a natural and human hazard. Because Cedar Valley can be very dry a small fire could quickly become catastrophic for the area. Lightning strikes could ignite a blaze but the greatest risk is that a man-made fire would get out of control. Fairfield requires that all residence strictly follow the burn guidelines set forth by the Cedar Fort Volunteer Fire Department (VFD). Information can be found by calling 801-374-BURN. For agricultural burns it is okay on any day designated as a "burn day". Non-agricultural burns must be in the spring and require a permit. Burning yard waste can only be done in the spring during the open burn month, but no permit is required. Personal fire pits for recreation or cooking can be done any time as long as they are at least 25 feet from any combustibles. These rules keep individuals, our homes, and the town safe.

Public Lands

Fairfield has Bureau of Land Management (BLM) and state lands within its city limits. The BLM land is in the northwest and southwest corners, and the state land is the state park. These public lands have special restrictions for use that must be strictly adhered to. Anyone using this land should first contact the agency in charge to coordinate with them and get all activities approved through the appropriate avenues.

CHAPTER FOUR

PUBLIC SERVICES AND FACILITIES

Primary Goal

Improve the town water system and plan for future public services

Goals and Action Items

1. Secure a second water source
2. Maintain relationships with gas, electric, and waste utility providers
3. Establish plans for public safety services
 - a. Plan for creation of a volunteer fire department within 15 years
 - b. Sponsor CERT or firefighter training for community members
 - c. Maintain and build on existing partnerships
4. Preserve open space and provide opportunities for recreation and cultural activities

Introduction

Since incorporation Fairfield has been working to provide public services to residents. These services are essential to maintaining a healthy, productive community and for securing the future we want. Improving the town water system is most important, followed by providing and planning for public safety. This chapter explains the services available in Fairfield, who provides them, and plans for future services.

Water System

Improving the water system is the most important task facing Fairfield at this time and is the primary obstacle to growth. Currently the water shares are all being used and additional water rights need to be acquired. The existing infrastructure is built to sufficient capacity to allow several new service lines when the water rights are obtained.

Fairfield's water source is a spring located due west from the town center on the west side of Highway 73. A pump station pumps water from the spring uphill to the storage tank. The storage tank elevation provides pressure for the system. The pipe system loops through town for household connections. The water shares for the well are owned by the Fairfield Irrigation Company and leased to the town for 99 years, which allows the town to have more control of the system. These shares are paid for by each share-holding resident's water bill. Several residents also use privately owned wells and water rights. In the past irrigation ditches served some residents, but many of them have been buried or piped to save water. Winter irrigation rights are owned by the LDS Church Farm in southeast Fairfield.

State law mandates that every town have two sources of water. Without acquisition of additional water rights Fairfield will not be in compliance with this law and will not be able to grow in the future. The town would like to have the ability to provide 100 connections within 15 years. This will provide enough capacity for the projected growth in Fairfield through about 2035.

As part of the deal to acquire the water rights lease Fairfield also purchased the delivery system and supply lines from the irrigation company. This system serves all homes that are connected to the culinary water system and provides fire protection for the area. The system was constructed in

2002 and is in excellent condition. Regular maintenance is done to ensure that the system is functioning properly.

Sewer water is treated by each home or property owner using septic tanks. This is currently sufficient but could be an obstacle to future development. Septic tanks add cost to construction and pose environmental risks. A sewer system would solve this problem but is not feasible for Fairfield at this time. Within the next 10-20 years the town will explore the possibility of developing a sewer system and will create a plan for implementation based on the findings. If a wastewater treatment facility is deemed necessary it will most likely be a pond system that is low-cost and low-input operation. The town will consider opportunities to partner with other Cedar Valley communities on such a project.

Drainage

Drainage is currently handled on city streets by the use of ditches and culverts. This is a low-cost method and will continue to be used on new roads. The ditches are also convenient for two other reasons. First, because Fairfield is very rural there are often big trucks and/or horse trailers being used that do not fit in most driveways, and cannot turnaround on a normal road. The ditches provide turnaround and parking space that would not be available or would be very expensive with traditional curb and gutter. Also, during the winter ditches allow for piling of snow without blocking the roadways. As a policy Fairfield will continue to use simple ditches for drainage on existing and future right-of-ways.

In future developments the owner/developer will be required to design and install the required drainage. Fairfield prefers that ditches continue to be used, but it is possible that sidewalk, curb, and gutter be used. Sidewalk, curb and gutter will not be installed by the town on existing roads (see Transportation Chapter) and no sidewalk, curb, and gutter will be allowed in future developments outside of the A/R-½, A/R-1, and commercial zones. Drainage must be of a rural nature in all other zones. If sidewalks or trails are built in other zones they will be separated from the roadway so that drainage can be achieved and safety maintained.

Other Utilities

Other utilities are provided through private contracts with vendors. This includes communications, electricity, gas, and garbage. Electricity is provided by Rocky Mountain Power, which has an agreement with Fairfield to serve as the power provider. Gas is propane stored on site in personal tanks. Garbage currently is collected by Waste Management through individual contracts with residents. When the new landfill on Allen Ranch Road is complete the owner will be required to collect all trash in town at no charge. Landline telephone service is available to most residents, but may not be available in the future. No other physical communication lines are available in the area. Internet, cable, or other communications are available only through satellite signals. While the town does not directly provide any of these services it is involved with each of the companies to ensure that utilities and services will always be available to Fairfield. Any new power lines or other utility lines must be installed underground, and Fairfield encourages existing line owners to retrofit them to underground installation. Fairfield will work to adopt utility installation guidelines to assure that this takes place.

Public Safety

Police and fire protection is provided through contract agreements. The Utah County Sheriff's Office provides police services. One Sheriff's Deputy assigned to Fairfield is dispatched as needed and spends time performing regular patrols of the town. Firefighting is contracted through the Cedar Fort Volunteer Fire Department (VFD).

The police service with Utah County works effectively for the town. Regular patrols are performed and response to emergencies is reasonably quick and efficient. This relationship with the Utah County sheriff's office will continue. As the town grows Fairfield will renegotiate the contract if needed to assure that enough services are provided.

The City Council would like to have a volunteer fire department established and operating in 15-20 years. They provide early response and hazard mitigation support, along with EMT service. The Cedar Fort VFD has recently decreased its staff and services, which will make response times longer if there is an emergency in Fairfield. Having a volunteer fire department in Fairfield and sharing facilities with Cedar Fort makes sense because there would be more labor support and teams could respond faster in both communities. Since it will be at least 15 years before the VFD is established Fairfield will consider a program to sponsor community members getting CERT (Community Emergency Response Team) training or fire fighter training over the next few years. This training will provide unofficial early response in the community and be valuable in case of an emergency or natural hazard. The town could sponsor the training and volunteers that are trained will agree to be available when there is a need.

Community Facilities

The only facility owned by the town is the trailer on a resident's property. The trailer holds the town computers, copy machine, maps, and filing cabinets for community records. This would not work well as permanent office space but is valuable for the occasional use it gets now. Community meetings are held in the old Fairfield Schoolhouse. The town pays a small fee to use the building, which is part of the State Park.

In the next 10 years Fairfield would like to construct a more permanent community center that could have office and gathering space. This could replace use of both the trailer and the schoolhouse and would be more functional for community events. This is not an urgent priority. When a building like this is constructed it could be done in partnership with another agency or business in town to save costs. It could also be combined with facilities for the Volunteer Fire Department.

Recreation and Cultural Activities

The town does not provide any recreation facilities, and there are none in the immediate plans. As stated in the land use chapter the large lot sizes in Fairfield are meant to provide open space and recreation for each homeowner. In the future when the town acquires protected open space recreation opportunities will become available on a community scale. The open space zone discussed in the land use chapter will be created to protect this.

Five-Mile Pass, a Bureau of Land Management (BLM) owned recreation area is only a few miles west of Fairfield on Highway 73. This is a popular destination for ATV enthusiasts. It also allows camping and hiking. In the past Fairfield has been stuck cleaning up after or paying for accidents that occur at Five-Mile Pass. This should not happen because it is BLM owned unincorporated land in Utah and Tooele County. Fairfield will work with the BLM more closely and communicate with emergency responders to solve this problem. This is another reason a VFD in Fairfield would be beneficial, because it could reach the pass much faster than Cedar Fort.

Cultural activities are provided by events and programs at the state park. These include educational programs, fun activities, and a chance to learn the history of the area. Most of these are geared toward children, but the museums provide opportunities for all ages. In the future the

town will consider teaming up with the State Park to sponsor events designed specifically for the town and its residents.

Street Lighting

Some street lighting already exists at key location in town. Additional street lighting is not in Fairfield's immediate plans. In the future as new development comes in they may be required to add streetlights. It is preferred that lighting stay at a minimum to maintain the beautiful views of the night sky. Lights should be pointed downward and provide just enough illumination for a pedestrian to feel comfortable and safe walking at night.

Schools

Fairfield is part of the Alpine School District. Children attend Cedar Valley Elementary in Cedar Fort with children from Cedar Fort. Junior High and High School Students attend with students from Cedar Fort, Eagle Mountain and Saratoga Springs at Vista Heights Middle School and Westlake High School, both in Saratoga Springs. A bus for both schools stops in Fairfield. With street improvements in the future the town will work to make sure the bus stop is safe for children.

Cemetery

The town cemetery is located west of Highway 73 near the large curve. A resident volunteer maintains the cemetery and controls purchase of new plots. Due to diminishing space the cemetery is reserved for current Fairfield residents only. Income from purchased plots goes into a cemetery fund that is used to maintain the land and facilities.

CHAPTER FIVE

MODERATE INCOME HOUSING

Primary Goal

Provide affordable opportunities for housing development

Goals and Action Items

1. Maintain ½-acre and 1-acre zones for residential use
2. Maintain a simple and effective land use ordinance
3. Review and if necessary create ordinances for the construction of manufactured homes

Introduction

In 1996, the Utah State Legislature adopted §10-9-307 (now §10-9a-403) of the Utah Code dealing with “Plans for Moderate Income Housing”. This section of the code requires that cities adopt a plan for moderate income housing within the community. Towns (population under 1,000) technically are exempt from this requirement, but in order to have a comprehensive forward-thinking General Plan Fairfield has decided to adopt a moderate income housing plan. This plan will address the following five issues:

1. An estimate of the existing supply of moderate income housing;
2. An estimate of the need for moderate income housing in the next five years;
3. A survey of residential zoning;
4. An evaluation of how existing zoning densities affect opportunities for moderate income housing; and
5. A description of the municipality’s program to encourage an adequate supply of moderate income housing.

Moderate Income Housing

Moderate income housing (MIH) is defined as “...housing occupied or reserved for occupancy by households with a gross household income equal to or less than 80% of the median gross income of the metropolitan statistical area (MSA) for households of the same size”². According to the Department of Housing and Urban Development (HUD) the annual median income (AMI) for a family of four in the Provo-Orem area was \$65,100 in 2010. This means that moderate-income housing should be affordable to a family of four making \$52,080 (\$65,100 X 0.80). HUD defines housing to be affordable if the occupants spend 30% or less of their income on housing expenses. Figure 15 shows the affordable housing income limits for household sizes at the moderate, low, and very low income levels.

² Utah State Code §10-9a-103(18)

Household Size	1	2	3	4	5	6	7	8	9	10
Very Low (30% of AMI)	\$13,700 or less	\$15,650 or less	\$17,600 or less	\$19,550 or less	\$21,150 or less	\$22,700 or less	\$24,250 or less	\$25,850 or less	\$27,300 or less	\$28,900 or less
Low (50% of AMI)	\$22,800 or less	\$26,050 or less	\$29,300 or less	\$32,550 or less	\$35,200 or less	\$37,800 or less	\$40,400 or less	\$43,000 or less	\$45,550 or less	\$48,150 or less
Moderate (80% of AMI)	\$36,500 or less	\$41,700 or less	\$46,900 or less	\$52,100 or less	\$56,300 or less	\$60,450 or less	\$64,650 or less	\$68,800 or less	\$72,900 or less	\$77,050 or less

Figure 15: Low to Moderate Income limits for Utah County based on household size (HUD June 2010)

Estimate of Existing Supply

According to the 2010 Census there are 38 housing units in Fairfield, 35 of which are owner-occupied and only one of which is vacant. Utah has developed an affordable housing model for cities and towns to use in determining an estimate of existing housing supply and affordability. The model requires input of general demographic and economic information, along with town-specific housing values and income ranges. Housing values were received from the Utah County recorder's office 2010 tax records and income ranges were found in a community survey conducted in March of 2011 as part of a CDBG Grant application. Results in Figure 16 show the number of dwelling units in Fairfield along with the number households to which that range of housing cost is affordable. This shows that Fairfield has an adequate supply and range of housing for residents. There is a total surplus of 13 affordable units, and at least one surplus unit at each income category (30%, 50%, 60%, and 80% AMI). Looking at the upper range of the chart there is an excess of households compared to dwelling units. This shows that Fairfield residents choose to live in modest, comfortable homes and practice sound financial management when it comes to purchasing a home.

Estimate of Five-Year Need

Fairfield currently has an adequate supply of affordable housing so there is no immediate need, and with the existing surplus there is not a significant need in the future. However, to maintain an adequate supply and a balance of housing choices affordable housing should continue to be built. According to growth projections (Appendix B) Fairfield will grow at a rate of about 2 households per year for the next 5-10 years. To maintain affordable housing about half of these homes, or one per year, should be affordable to moderate income households.

Survey of Residential Zoning

Fairfield has 5 agricultural/residential zones that allow residential use, and a commercial zone that allows residential use with conditions. Existing zoning is shown in Figure 1.

The A/R-½ Zone is located at the center of town, encompassing about three blocks. This zone allows dwelling units on a minimum of ½ acre. This is the densest portion of town. The A/R-1 Zone surrounds the A/R-½ zone and allows dwelling units on 1 acre lots. The uses in both of these zones are primarily residential.

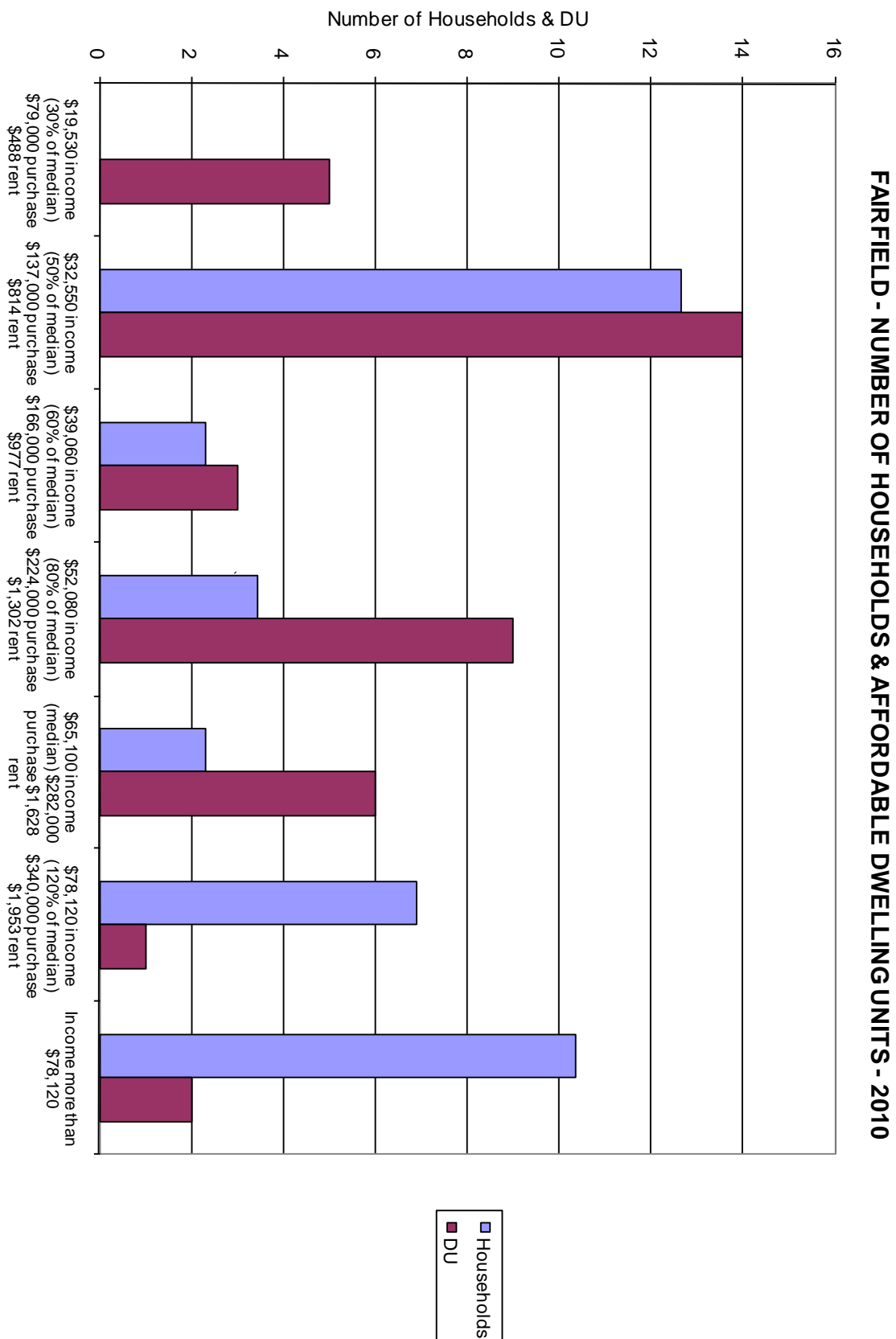


Figure 16: Affordable Dwelling Units (DU) and Households

The A/R-5 Zone and the A/R-10 Zone continue out from the town center surrounding the A/R-1 zone. These zones allow for 5 and 10 acre lots respectively. They are currently used for residential and small-agricultural uses. A large portion of these zones is also undeveloped. The A/R-40 Zone covers the balance of the town limits, and borders on all but the north side. This zone allows some residential use, but is meant for agricultural and other low-intensity uses.

The Commercial Zone is a linear zone along the highway through the town limits. This is meant for commercial uses but can allow for residences with certain conditions. Some of the existing residential areas of Fairfield are currently located in this commercial area.

Zoning Affect on Housing Opportunities

Zoning and the land use ordinance are the two keys to providing affordable housing. By creating zoning regulations that allow for appropriate density, and by creating a land use ordinance that does not artificially increase housing costs Fairfield can assure that affordable housing will continue to be available.

Fairfield zoning currently allows a mix of housing sizes with ½ acre to 40 acre zones. The ½ acre zone is compatible to affordable housing because land will be most affordable. This is smaller than is typical for a rural community and is important to maintain in the town for affordability. The ½ acre zone is almost completely built-out, but there is significant land still available in the 1-acre zone, which is also very affordable.

The land use ordinance currently does not include any value-increasing requirements for residential uses, which helps to maintain affordable housing. This General Plan includes several goals to create minor restrictions on lot maintenance and appearance, but it is not expected that any of these will significantly increase residential values as most are aimed at commercial establishments.

Fairfield's Program

With a surplus of affordable housing and a household population that is about half low to moderate income Fairfield is not an exclusionary municipality. To continue this Fairfield will work on the goals already discussed in this chapter including:

1. Encourage half of new housing to be affordable moderate income housing;
2. Maintain ½ acre and 1 acre zones to allow appropriate density; and
3. Keep a basic and effective land use ordinance that will not inflate property values.

CHAPTER SIX

ECONOMIC DEVELOPMENT

Primary Goal

Support local businesses and encourage growth in the light industrial area

Goals and Action Items

1. Establish standards for Home Occupations and Cottage Industries
2. Encourage new business growth in the light industrial and commercial zones
3. Establish design standards for commercial businesses near the town center

Introduction

To grow in a sustainable way Fairfield must continually add jobs in town to increase the tax base. This makes the town more attractive to new residents and provides funds for municipal services. Fairfield has a growing economy with several businesses that have recently chosen to locate in town, most of which have been in the light industrial zone. Economic activity is also supported by several Home Occupation or Cottage Industries. The town will continue to support these activities and assure that economic growth does not come at the expense of the quality of life we enjoy.

Jobs

Fairfield has a healthy job market and high employment rate. According to the community survey 62% of respondents are employed full time, 14% employed part time, and 24% are retired. Additionally 84% of households have 2 or more incomes, while 16% has one income. According to the survey there is currently no unemployment in Fairfield. Figure 17 shows where Fairfield residents work. About 68% work outside of the Cedar Valley area and 23% of residents work in Fairfield. The variety of locations where residents work supports the fact that Fairfield is an ideal location for a resident that desires close, rural living and for a business that needs access to communities across the Wasatch Front. According to Revision 0 of the General Plan there are 11 employees that commute to Fairfield daily. The exact number today is unknown, but it is estimated to be the same or slightly higher.

The healthy job market in Fairfield is supported primarily by the light industrial zone and by the town's allowance of cottage industries. Another positive feature of the job market is that the jobs in town are not extremely visible, meaning a visitor would not notice them. This is because of Fairfield's preference for low-impact industries that maintain the town character. Fairfield will continue these policies.

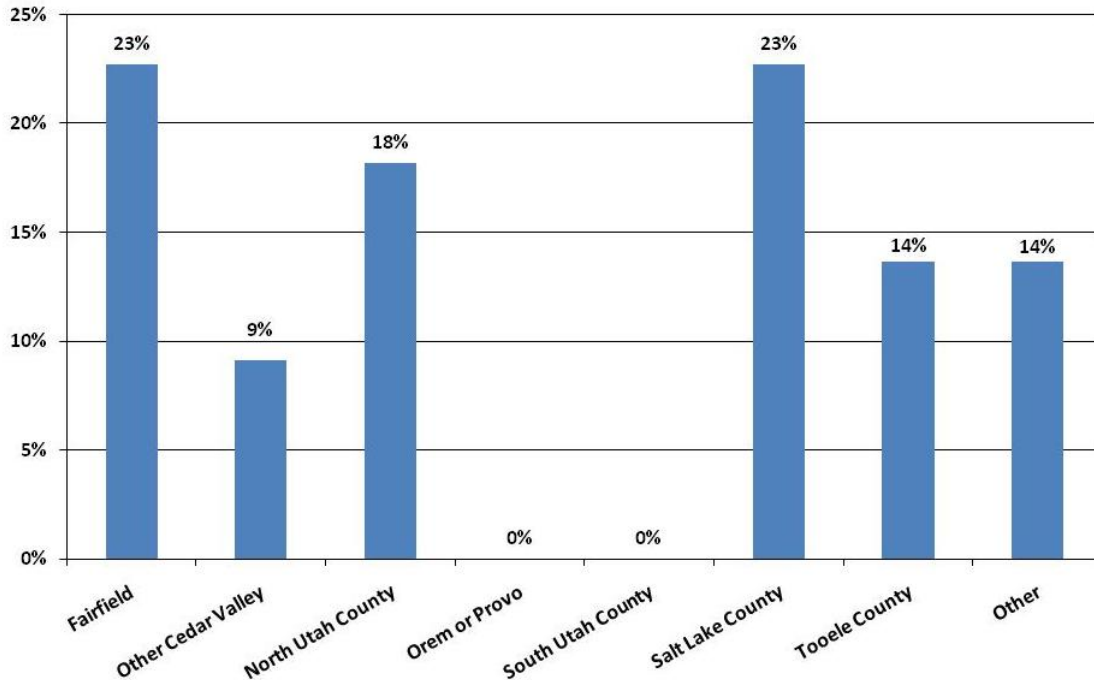


Figure 17: Fairfield Residents Work Location (Community Survey)

Cottage Industries

Home Occupations or Cottage Industries are an important piece of Fairfield's economy and a primary job source. At least half of residents reporting that they work in Fairfield do so in a home-based business. These are convenient alternatives to traditional employment. Fairfield will continue to support these and protect their ability to function profitably. As part of this the town is working to create standards for in-home businesses to assure that they are safe and do not negatively impact other town residents or businesses.

Industrial and Commercial Growth

Fairfield is in a position to be an attractive location for industrial businesses that have specific needs regarding their location. Fairfield is unique in that it can provide a rural area with allowance of many industrial activities along with easy access to major population centers and transportation corridors. Additionally, because of Fairfield's large municipal boundaries, industries can be located far enough away that most residents will not notice impacts. Many businesses such as Lantis Fireworks, Global One, West Desert Airpark, and the new landfill have located in Fairfield for these reasons.

The light industrial zone has been designated as the area suitable for these activities. The entire zone has good access via Allen Ranch Road and utilities are becoming more available. The town will maintain this area as an attractive location for commercial and industrial businesses. Special care will be taken to enforce the nuisance ordinance so that none of these activities will negatively impact residential areas.

A commercial zone has been established to attract consumer-oriented businesses to the town. This zone lines Highway 73 within 300 feet of the centerline on either side. Locating along Highway 73 is advantageous because it provides easy access and exposure to motorists passing by.

Fairfield will require that new businesses install any needed infrastructure including roads and water utilities. These must then be deeded back to the town for management. As a general policy Fairfield will not offer incentives to businesses to locate in Fairfield. Businesses will locate here if it is mutually beneficial to the town and the business; there is no need to create incentive when the relationship may not be beneficial to both parties. Instead, Fairfield will work with new businesses to assure that they have the facilities they need to operate and that the town is benefitted in the process.

Historic District and Commercial Uses

A primary incentive for locating a commercial business in Fairfield will be the State Park as discussed in detail in Chapter 8. The park attracts thousands of visitors each year, providing a large market to any consumer-oriented business. Because it is likely that they will locate near the park design standards will be established for commercial uses near the State Park. These standards will assure that no commercial use takes away from the rural, old-town atmosphere that is so important to the park. It is the hope of the town that these standards will instead add to the park and improve the experience of visitors. Chapter 8 contains more detail and explanation of these plans.

CHAPTER SEVEN

HISTORIC PRESERVATION

Primary Goal

Protect the historic character of Fairfield and support improvement of Camp Floyd/Stagecoach Inn State Park

Goals and Action Items

1. Maintain a positive working relationship with Camp Floyd Staff
 - a. Keep residents informed of park activities and events
2. Create Historic Districts to protect the history and operations of the park
 - a. Create an archaeological district to preserve Camp Floyd history
 - b. Create an architectural district to protect the park image and experience
3. Support plans to add land, exhibits, or other facilities to Camp Floyd State Park
 - a. Encourage facilities that will be mutually beneficial to the town and park
4. Encourage commercial establishments that can be beneficial to the town, the park, and maintain the character of the area

Introduction

Fairfield's history is an important element of the town character. It exists in structures, places, activities and celebrations around the town. The historic elements of Fairfield are vital to the comfortable, productive small town feeling of Fairfield; which character is one of the town's greatest assets. Because of this the success of the state park is important to the success of Fairfield. This chapter will briefly describe the history of Fairfield and the state park, followed by discussion of issues, plans, and goals related to historic preservation in Fairfield.

Camp Floyd State Park

Utah's Department of Natural Resources owns and operates the Camp Floyd/Stagecoach Inn State Park and Museum. The park was opened to the public in 1958 and includes the Camp Floyd Cemetery, the Camp Floyd Commissary/Museum, the Stagecoach Inn, and the Fairfield District Schoolhouse. The parks mission statement is:

“To provide interpretation of the early territorial history of Camp Floyd, the Stagecoach Inn, Pony Express Trail, and the Fairfield District School. The mission corresponds with the guidelines of Utah code 63-11-63, which states that the specific purpose of the management of Camp Floyd/Stagecoach Inn is to protect, preserve and accurately preserve the resources.”

The existing park preserves the basic history, but much of what occurred at Camp Floyd is still undiscovered. The original boundaries of Camp Floyd are roughly shown in Figure 18. It is believed that this area contains artifacts and evidence that would be valuable to understanding the history of the camp and the era. Owing to its mission statement it is the duty of the park to preserve these artifacts just as much as the existing structures.

The park is open year-round, Monday through Saturday and charges only a small fee to visitors. Park staff consists of a full time director and curator, along with seasonal help as needed.



Figure 18: Approximate Original Boundary of Camp Floyd

At times in the past there have been complaints that the park is a nuisance to residents. However, in the town survey 25% of residents stated that they enjoy having the Park in town, and 63% stated that the park has not affected them in any negative way. In order to maintain this level of satisfaction and to encourage more members to enjoy what the park offers the town will work with park management to keep residents informed of events. This will allow residents to prepare in advance for major activities and will ensure that events are carried out in a way that will not be a nuisance.

Brief History of Fairfield

Fairfield was first settled in 1855. In 1858 it became part of a United States military camp prior to the Civil War. The detachment was originally sent to suppress the Mormon rebellion in Salt Lake City. That rebellion never occurred so the fort was established and later named Camp Floyd after Secretary of War John Floyd. By November 1858 there were over 400 buildings constructed. Today only the Commissary still exists. These places are now part of the Camp Floyd/Stagecoach Inn State Park owned by the State of Utah. After the Civil War broke out the army left their encampment and the town. Fairfield continued to thrive for a time as a stop on the Pony Express

and Overland Stage routes. When these ended the town became a small farming community and has existed as such up to the present time. *Appendix A* contains a more detailed history.

Camp Floyd Preservation

Most of the land where the original Camp Floyd existed is still undeveloped, so now is the time to take action to protect it. It is believed that artifacts and other evidence of the park are still preserved in this area. A historic district will be created that includes ordinances for both archaeological and architectural preservation.

The archeological district will be designed to encourage residents to help identify, recover, and protect artifacts. It will most likely cover an area similar to the original camp boundaries shown in Figure 18. The district could have stipulations requiring that notification be given to the City Council and State Park before any excavation activity. This will allow park staff to be on-site if they wish to document findings. The town cannot control what is done with findings, but residents are encouraged to donate them to the State Park for all to enjoy. This ordinance will in no way allow the town or any other entity to excavate private property against the will of the land owner. However, these requirements may be tied to building permits to encourage participation.

The architectural district (Figure 19) will create design standards for buildings in the area. It is important that all structures are compatible with the State Park and help create an ambiance that visitors can enjoy. A very modern-looking building would be out of place and hurt the image of the town and park, while a building with wood siding or era-appropriate architecture could contribute to the feel and experience of the park. Buildings or facilities should be built with techniques and materials that will allow them to blend in as if they were part of the park. This is not to say that each building should be an exact replica with original materials; only that care should be taken to make sure they add to the value of the park. The same care should be taken with maintaining existing structures. These design standards will be especially applicable and important for commercial uses. Design standards will not be used for residential uses because they are not as direct a part of the visitor experience. See the section title “Economic Importance” at the end of this chapter for more discussion of how commercial uses should interact with the park.

Details of both historic districts will be worked out with the City Council, Planning Commission, State Park, and with resident input. The primary goal of all historic preservation is to maintain Fairfield’s rural character and the history that helped create it.



Figure 19: Possible Boundary for Architectural Historic District

Camp Floyd State Park Expansion

Expanding Camp Floyd has been in the State Parks plans since at least 1999, when the last Resource Management Plan was completed. Other groups and residents have been interested in expansion also, but to date very little has occurred. As park management, operations, and visitation have improved in the last 10 years expansion has become a more realistic possibility.

The group “Friends of Camp Floyd State Park” is a non-profit organization that works with the State Park’s professional staff. The group’s goals are to preserve the history of Camp Floyd, increase park attendance, improve the experience of park visitors, and support the addition of new land, exhibits and facilities to the park. The group has actively been pursuing opportunities to enlarge the park to include more of the original boundaries of Camp Floyd. It is the goal of the town to keep any expansion in close proximity to the existing park. Establishing the historic district will encourage this by designating where these facilities will be protected.

Residents of Fairfield were asked in the town survey what they would like to see added to the park if it were to expand. Results are shown in Figure 20. Replica buildings and grassy areas were

the most preferred, but many residents stated in comments that any of the proposed options would be enjoyed. Many expressed support of the parks positions to preserve land first.

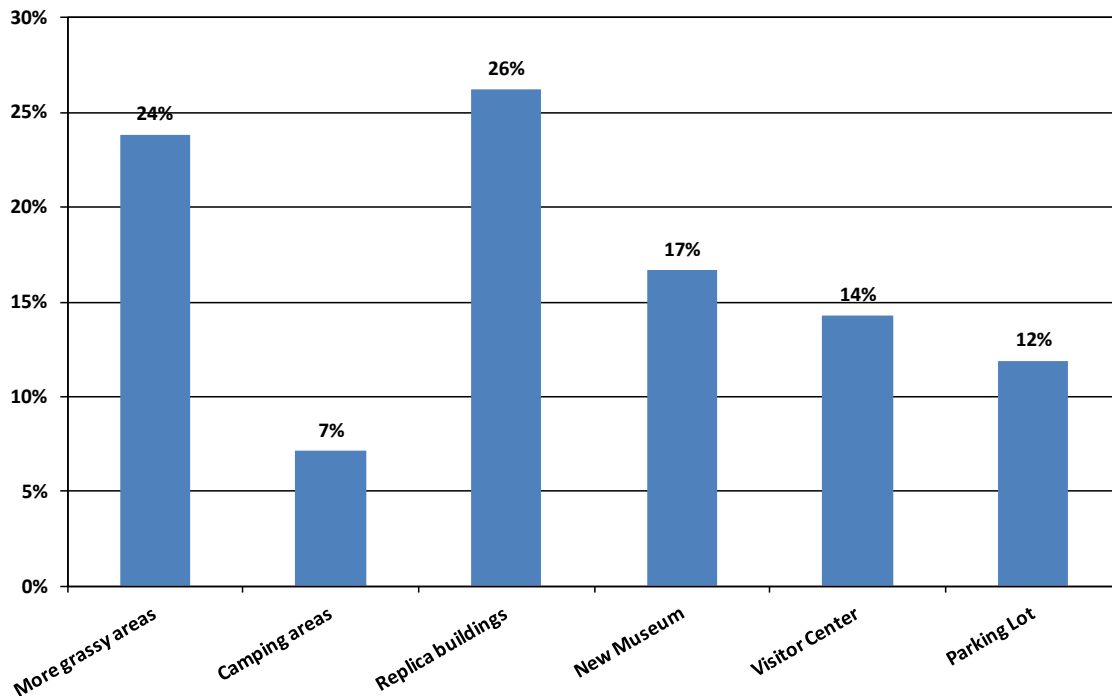


Figure 20: Fairfield Resident Preference for Camp Floyd Expansion (Community Survey)

Parking around the park has become an issue at times, especially on holidays, weekends and during events. However, residents did not name it as a primary preference for expansion and very few comments were made about it being a problem. New facilities at the park should include additional parking as any increase in visitation could escalate the problem quickly.

Fairfield hopes that all parties involved with Camp Floyd will take a holistic long-term approach to this issue with clear goals to work toward. Most important in all discussions of expansion is that they are compatible with existing park facilities and the town.

Partnerships

The town will explore the use of partnerships for improving the park or other facilities. Partnerships would allow the pooling of resources, services, funds and/or expertise to reduce costs and improve the outcomes. For example, if the park were to add a visitor center, the town could be involved in the process and include space for town offices in the building. The town could also work with land owners and the park in land planning activities within Camp Floyd boundaries. Such partnerships could be beneficial to all parties involved and lead to a better Fairfield and State Park in the future. Potential partnerships are discussed further in the *Public Services and Facilities* chapter.

Economic Importance

Economically Camp Floyd State Park is vital to Fairfield. While the Park does not directly bring money to the town, its presence is important to the town image. Many people are attracted to Fairfield because of the history embodied in Camp Floyd State Park.

Commercial businesses have yet to come to Fairfield but the State Park is likely to be a primary attraction for a first business like a convenience store or a gas station. The business could capitalize on tourist traffic and serve residents also. This could help visitors have a more enjoyable experience. However, an incompatible commercial use near the park could also make the park uninviting and hurt the visitor experience. Because of this it is important that all commercial growth come in such a way that it will not detract from the Camp Floyd atmosphere. Buildings should be built to match Camp Floyd structures and/or include landscape and fence barriers. These requirements will be described in the historic district ordinances. Care will be taken in the ordinance to assure that it both encourages commercial use near the park and assures that the commercial use will not be damaging to the park.

A local example of this is in Lehi, Utah. The Lehi Roller Mills is an important landmark to the town. Some of the other downtown businesses such as the grocery store have been designed to match the mills general appearance. This has been very successful for the town and the same success can be achieved by establishing the standards discussed in this chapter.

CHAPTER EIGHT

IMPLEMENTATION PLAN

Introduction

The implementation plan is written to identify specific ways that goals, plans and policies described in the General Plan will be implemented. This provides a short list of actions to be taken and prioritizes those actions based on need, urgency, and ease of completion. Three phases are used. The first phase is actions that should be taken or begun immediately, some of which will be ongoing. The second phase includes medium priority items that need to be completed at some point in the future. The third phase is items that are stated as goals or merely as possibilities in the plan and are not particularly urgent. These may be started and completed at any time that is convenient and reasonable for town plans. The *Vision Statement* at the beginning of the General Plan explains general principles and policies that will guide each of these actions and related decisions.

Phase 1

1. Rezone areas in accordance with the new land use plan
2. Perform a comprehensive review of city code and land use ordinance for general editing and updating of ordinances in accordance with this plan. Aspects to specifically address include:
 - Nuisance ordinance and industrial uses
 - Subdivision ordinance
 - Parking standards for commercial establishments
 - Standards for home occupations and cottage industries
3. Create uniform utility installation and connection guides
4. Pursue cleanup of contaminated areas to protect the water supply and residents
5. Establish a historic district around Camp Floyd State Park
6. Establish design standards for businesses in the town center and near the State Park

Phase 2

1. Create an open space zoning ordinance
2. Create the A/R-5 NC zoning ordinance
3. Adopt simple beautification and maintenance standards including fences, setbacks, roadway design, and landscaping maintenance
4. Install signs to warn drivers of pedestrians, cyclists, horses, recreational vehicles, and others using the street
5. Create a town tree-planting program

Phase 3

1. Acquire property for community open space when financially viable
2. Establish a volunteer fire department
3. Construct a facility for town offices and community events

APPENDIX A

HISTORY

Fairfield History

Fairfield incorporated on December 23, 2004; becoming Utah County's 24th municipality. Fairfield was first settled in 1855. In 1858 Fairfield became part of a United States military camp prior to the Civil War. After the War broke out the army left their encampment and the town. Fairfield then became a small farming community and has existed as such up to the present time.

Fairfield has been the sight of many historic events, many of which are still celebrated in the community today. Fairfield was the site used by the United State Army detachment under command of Brig. General Albert Sydney Johnston to construct what was at that time the largest fort west of the Mississippi. They were originally sent to help suppress the Mormon rebellion in Salt Lake City. The supposed "Utah War" never occurred and the fort was established. By November 1858 there were 400 buildings constructed, today only the Commissary and Cemetery still exist. These places are part of the Camp Floyd/Stagecoach Inn State Park owned by the State of Utah Parks Department and are open to the Public. Plaques placed next to the two locations commemorate and explain the sites.

Possibly the most unique piece of Fairfield's history is the role it played in the Civil War. President Buchanan dispatched the troops for two primary reasons. First, it was the platform of his republican party to "abolish the twin relics of barbarism (slavery and polygamy)" and second, he felt that such a war could unite the republicans and democrats, northerners and southerners in a cause to suppress the Mormons, something that they all supported. This was especially valuable at a time when the slave conflict was escalating quickly. At the same time southern democrats had motives for the war. They felt a conflict with the north was imminent and saw the Utah War as an opportunity to occupy northern troops and drain northern treasuries of war money.

In the first days of settlement the community known as Fairfield was called Frog Town because of the number of frogs in the nearby wetlands. It was later named for Amos Fielding, one of the first white settlers to enter the Cedar Valley. The home of one of Fairfield's founding fathers John Carson is the site of the Camp Floyd/Stagecoach Inn Museum, part of the Camp Floyd/Stagecoach Inn State Park. The Carson home, which is also now open to the public, served as a hotel for travelers traveling the Pony express route and later the Overland Stage route.

Around the turn of the 20th century a District Schoolhouse was constructed. The Old Schoolhouse (established in 1898) is also part of the Stagecoach Inn State Park, and has been restored and opened to the public. School children from local communities are brought here to experience how school was taught in the early 1900's.

The Pony express had a layover and change station in Fairfield where the Stagecoach Inn served as lodging. Every year the rides of the Pony Express are reenacted and the riders come through Fairfield using it as a change station. On Memorial Day weekend the State Park is the host of an enactment of events civil war era soldiers who manned the fort would have experienced.

Historic Structures and Locations

The Camp Floyd Cemetery was established in 1858 for soldiers and civilians associated with the US Army encampment. When the fort was abandoned in 1861 the cemetery was also. In 1913 the War Department placed a monument at the cemetery and in 1960, two years after the park opened, the American Legion placed granite markers at the graves and a metal fence around the area. The current location, along Allen Ranch Road, is approximately where the cemetery was originally located. After being abandoned for years no surface evidence of the graves could be seen and no burial records or map existed. While the actual identity of those buried is still unknown new technology has shown that the current sight is almost exactly where the cemetery was originally located. Plaques marking the site and detailing the history of the encampment are posted at the cemetery.

The Camp Floyd Commissary was built by Johnston's Army in 1858 for use in storing provisions. When the camp was abandoned the Beardshall family in Fairfield purchased and moved it into town for use as their home. It is the only remaining structure from Camp Floyd. The Commissary currently serves as a museum with artifacts from local history and civil war era military history. Youth summer camps and events on Memorial Day commemorate the soldiers and camp by re-enacting their experiences.

The Stagecoach Inn was originally built by John Carson, one of Fairfield's founding fathers. The Inn served as a change station for Pony Express riders during its operation from 1860 to 1861. It served even longer as a stop along the overland stage route from 1859 to 1869. The Inn continued operations after the closing of both lines until 1947 when it was closed. The Carson family donated the property to Utah State Parks and Recreation in 1959. The Inn was restored and opened as a museum in 1964. The Inn currently is one of the primary attractions at the State Park. It serves as a museum showing how the Inn operated, how the Carson family lived, and contains many artifacts from the era.

The Pony Express is one of the most celebrated elements of the history of Fairfield. The Pony Express was only in operation from April 1860 to October 1861 but has endured as an exciting part of American history. The Express was shut down in 1861 when the cross-country telegraph became operational. The Overland Stage continued routing through Fairfield until it shut down in 1869. Every year rides of the Pony Express are reenacted by riders that come through using the town as a place for rest.

The Historic Fairfield Schoolhouse was built in 1898 to replace the adobe school that had been built previously. In 1935 bathrooms and utility space was added on the back side of the school. It served the community until 1937 when children began to be bused to Cedar Fort for school. The Schoolhouse is used today for civic and cultural activities. Other activities at the Fairfield Schoolhouse allow kids the opportunity to experience school as it was in the early 1900's. Children spend the day learning and playing games just as children did then. Their teachers join Park staff by dressing in era appropriate attire and instruct the kids using chalkboards and McGuffey Readers.

Currently there are no historic structures in Fairfield outside of Camp Floyd State Park. Most of the homes in Fairfield have been built within the last 30 years. Any buildings older than that are not considered to be of historic significance.

APPENDIX B

GROWTH PROJECTION

HOUSING UNITS

Based on past growth rate figures, a 2.5% rate of growth has been the annual average over the past five years. The table below was developed by assigning a 4% growth rate to the present number of homes in the town of Fairfield and predicts how the town is expected to grow over the next 30 years. A 4% growth rate was selected as a medium to fast growth scenario and to assure that the town is prepared for potential development.

2005-Actual	32 homes
2010-Actual	38 homes
2020	57 homes
2030	84 homes
2040	125 homes

POPULATION

The average Fairfield household has 3.15 persons living in the home according to the community survey. The table below was developed by multiplying the housing unit projections above by 3.1 to determine population projections.

2005-Actual	105 people
2010-Actual	119 people
2020	180 people
2030	265 people
2040	394 people

These population and housing unit projections represent a doubling of the population in about 20 years, and triple the population in 30 years. This amount of growth can easily be absorbed into the established land uses, but community infrastructure will be a primary barrier for this growth to occur. Without more water availability for Fairfield residents it will be impossible for this amount of growth to take place. It is also possible that with the acquisition of water rights that town will be able to support significantly more people and growth will occur rapidly. These projections are seen as a reasonable compromise between the two scenarios.

APPENDIX C

FAIRFIELD COMMUNITY SURVEY

ABBREVIATED RESULTS

1. Which growth scenario for Fairfield would you most prefer?
 - a. **Growth continues similar to current rates (2030 population = 260) 76%**
 - b. Growth occurs rapidly (2030 population = 1,585) 0%
 - c. Something in the middle (2030 population = 900) 24%

Answers from questions 2-5 are not included.

2. In a sentence or less, describe the Town of Fairfield as you see it today.
3. In a sentence or less, describe the Town of Fairfield as you would like it to be in 20 years.
4. In a sentence or less, what do you like about Fairfield?
5. In a sentence or less, what would you change about Fairfield?
6. How long have you lived in Fairfield?
 - a. Less than a year 9%
 - b. 1-4 years 17%
 - c. 5-10 years 13%
 - d. 11-20 years 9%
 - e. **More than 20 years 52%**
7. Why do you choose to live in Fairfield? (Select up to 3)
 - a. Lived here all my life 5%
 - b. Family lives here 3%
 - c. Job – I work here 2%
 - d. Job – Fairfield is close to where I work 2%
 - e. Get away from the city 25%
 - f. Enjoy the open space 28%
 - g. **Prefer small towns 30%**
 - h. Other (Please Explain) 5%

Growth and Land Use

8. In general, where would you like to see growth occur in Fairfield? (Select up to 3)
 - a. Area 1 15% **b. Area 2 18%** **c. Area 3 18%** d. Area 4 12% e. Area 5 3%
 - f. Area 6 0% g. Area 7 0% h. Area 8 6% i. Area 9 6% j. Area 10 6%
 - k. Area 11 18%**
9. In general, are you satisfied with the existing zoning (see Map 3)?
 - a. Unsatisfied (I would like to change much of it) 6%
 - b. Somewhat Satisfied (I would like to change some things) 33%
 - c. **Satisfied (It is good the way it is) 61%**

Residential

10. How supportive are you of residential growth in Fairfield?
- a. Not Supportive 39%
 - b. Somewhat Supportive 61%**
 - c. Very Supportive 0%
11. Where would you like to see residential growth occur? (Select up to 3)
- a. Area 1 18% **b. Area 2 29%** c. Area 3 21% d. Area 4 21% e. Area 5 3%
 - f. Area 6 0% g. Area 7 0% h. Area 8 0% i. Area 9 0% j. Area 10 0%
 - k. Area 11 9%
12. What type of homes would you like to see built in Fairfield? (Select up to 2)
- a. Rustic single-family homes 61%**
 - b. Suburban single-family homes 32%
 - c. Manufactured homes 5%
 - d. Trailers/Mobile homes 0%
 - e. Apartments 0%
 - f. Townhouses or Condos 0%
 - g. No Preference 3%
13. The Town Center (Area 1) currently allows the smallest lot size in Fairfield (1 acre lots). Do you feel this should be changed? (Note: This question was incorrect because the town center is already ½ acre lots. Because of this the results are not significant. It does show that residents would prefer that the town maintain larger lot sizes)
- a. No – leave it how it is 79%**
 - b. Yes – decrease the minimum lot size (1/2 acre lots) 21%
 - c. Yes – significantly decrease the minimum lot size (1/5 acre lots) 0%

Commercial

14. How supportive are you of commercial growth in Fairfield?
- a. Not Supportive 33%
 - b. Somewhat Supportive 38%**
 - c. Very Supportive 29%
15. Where would you like to see commercial growth occur? (Select up to 3)
- a. Area 1 0% b. Area 2 0% c. Area 3 6% d. Area 4 3% e. Area 5 3%
 - f. Area 6 9% g. Area 7 15% **h. Area 8 18%** **i. Area 9 18%** j. Area 10 9%
 - k. Area 11 18%**
16. Which of the following shops/services would you like to be located in Fairfield? (Select up to 4)
- a. Appliance Sales 0%
 - b. Auto Repair 14%**
 - c. Auto Sales 0%
 - d. Bank 2%
 - e. Clothing Store 0%
 - f. Coffee Shop/Café 11%
 - g. Convenience Store 11%
 - h. Dental Office 2%
 - i. Doctors Office/Clinic 4%
 - j. Drug Store 0%

- k. Entertainment 0%
- l. Fast Food 7%
- m. Gas Station 23%**
- n. Grocery Store 14%**
- o. Hardware/Supply Store 5%
- p. Hotel/Lodging 2%
- q. Insurance agency 0%
- r. Movie Rental 0%
- s. Restaurant 0%
- t. Salon 0%
- u. Supercenter Retail 4%
- v. Other (explain) 2%

Industrial

17. How supportive are you of industrial growth in Fairfield?
- a. Not Supportive 32%
 - b. Somewhat Supportive 45%**
 - c. Very Supportive 23%
18. Where would you like to see industrial growth occur? (Select up to 3)
- a. Area 1 0% b. Area 2 0% c. Area 3 0% d. Area 4 0% e. Area 5 3%
 - f. Area 6 3% g. Area 7 20% **h. Area 8 33%** i. Area 9 27% j. Area 10 10%
 - k. Area 11 3%
19. Have existing industrial land uses in Fairfield had any impact on you?
- a. No – I have not noticed them 13%
 - b. No – I have noticed them but they have not affected me 39%**
 - c. Yes – They have had a slight negative impact on me 22%
 - d. Yes – They have had a significant negative impact on me 17%
 - e. Yes – They have had a positive impact on me 9%

Open Space

20. Currently Area 10 and the town park (next to the Stagecoach Inn) are the only protected open spaces in the town limits. Do you think the town needs to designate more protected open space?
- a. No – We have enough 29%
 - b. Yes – A little more 38%**
 - c. Yes – A lot more 33%

Camp Floyd State Park

21. In general, do you support expansion of the park?
- a. No – I am very against expansion 12%
 - b. No – I am somewhat against expansion 12%
 - c. Yes – I am somewhat supportive of expansion 24%
 - d. Yes – I am very supportive of expansion 52%**
22. If the park were to expand, what would you like to see added? (Select up to 2)
- a. Additional grassy areas (for picnics, activities, and recreation) 24%
 - b. More camping areas 7%
 - c. Replica buildings of the original camp 26%**

- d. A new museum 17%
- e. A Visitors Center/Welcome Station 14%
- f. More Parking 12%

23. Have activities at the park affected you in any way?
- a. No – I have not noticed them 17%
 - b. No – I have noticed them but they have not affected me 46%**
 - c. Yes – I have enjoyed having them in our town 25%
 - d. Yes – They have had a slight negative impact on me 8%
 - e. Yes – They have had a significant negative impact on me 4%

24. Do you have any other comments or input about the park? (Answers not included)

Town Government

25. Are you satisfied with the job the City Council is doing?
- a. No – Very Unsatisfied 0%
 - b. No – Somewhat Unsatisfied 0%
 - c. Yes – Somewhat Satisfied 43%
 - d. Yes – Very Satisfied 57%**
26. Are you satisfied with the job the Planning and Zoning Commission is doing?
- a. No – Very Unsatisfied 0%
 - b. No – Somewhat Unsatisfied 9%
 - c. Yes – Somewhat Satisfied 48%**
 - d. Yes – Very Satisfied 43%
27. The City Council would like to improve awareness and participation by getting more information to town residents. How would you prefer to be contacted with this information?
- a. Town Newsletter (distributed every 1-3 months) 40%**
 - b. Email (1-2 per month max) 23%
 - c. Town Website 26%
 - d. Post information on bulletin board outside Schoolhouse 6%
 - e. Social Media (Facebook or similar service) 6%
 - f. Other (explain) 0%
28. Are you interested in serving the town by assisting the City Council or Planning Commission, serving on a committee, planning town events, or helping in any other way?
- a. Yes 45%
 - b. No 55%**

Demographics

29. How many people live in your household? (including yourself)
- | | | | | |
|----------|-----------------|----------|----------|----------|
| a. 1 10% | b. 2 33% | c. 3 14% | d. 4 29% | e. 5 14% |
| f. 6 0% | g. 7 0% | h. 8+ 0% | | |

Average: 3.1 people/household

30. What is your employment status?
- a. Employed – full time 62%**
 - b. Employed – part time 14%

- c. Unemployed 0%
- d. Retired 24%
- e. Active Military 0%
- f. Student 0%

31. Where do you work?

- a. **Fairfield (including working from home) 23%**
- b. Other West Utah County (Cedar Fort, Eagle Mountain, Saratoga Springs) 9%
- c. North Utah County (Lehi through Lindon) 18%
- d. Orem or Provo 0%
- e. South Utah County (Springville through Santaquin) 0%
- f. **Salt Lake County 23%**
- g. Tooele County 14%
- h. Other 14%

32. How many people in your household are currently employed? (including yourself)

- a. 1 17%
- b. **2 72%**
- c. 3 6%
- d. 4 6%
- e. 5+ 0%

Average: 2

33. What is your total annual household income? (include all employees in home)

- a. Less than \$30,000 13%
- b. \$30,000 - \$40,000 13%
- c. \$40,000 - \$50,000 7%
- d. **\$50,000 - \$60,000 20%**
- e. \$60,000 - \$70,000 0%
- f. \$70,000 - \$80,000 13%
- g. \$80,000 - \$90,000 7%
- h. \$90,000 - \$100,000 13%
- i. More than \$100,000 13%

34. Do you own or rent your home?

- a. **Own 100%**
- b. Rent

35. About what percentage of your income is spent on housing expenses? (Housing expenses include Rent/Mortgage, Insurance, Utilities, etc.)

- a. **15% or less 38%**
- b. 16-20% 31%
- c. 21-25% 6%
- d. 26-30% 0%
- e. 31-35% 6%
- f. 36-40% 6%
- g. 41-45% 0%
- h. 46-50% 13%
- i. Greater than 50% 0%