

Fairfield Town

Utah County, Utah

PUBLIC NOTICE IS HEREBY GIVEN THAT

The Town Council of Fairfield, Utah, Shall hold a Regular Session Meeting

On July 16, 2025, @ 7:00 P.M., At the Town Office, 103 East Main Street, Fairfield, Utah

Call to Order

- 1) Roll Call
- 2) Prayer / Pledge Of Allegiance

Reports and discussion

- 1) Sheriff's Department Update.
- 2) Planning Commission Update.

Public Hearing

The Council will accept public comment, two minutes per person, on the following item(s):

- 1) Review and consider adoption of an update to the [Fairfield General Plan](#).
- 2) Public Comment for agenda item #1
- 3) Vote to approve [Resolution #2025-11](#) A Resolution of Fairfield Town, Utah, Amending the Fairfield General Plan, Located Within the Fairfield Town plan dated July 1, 2025
- 4) Discuss [vacating](#) a portion of the road approximately located directly south of 220 North and west of 200 East, approximately located at 175 East running North and South.
- 5) Public Comment for agenda item #2
- 6) Vote and approve [Ordinance No. 2025-11](#), An Ordinance vacating a portion of an undeveloped right-of-way approximately located directly South of 220 North and West of 200 East, approximately located at 175 East running north and south.

General Public Comment (2-minute limit per person): Comments are for any matter not on the agenda and not related to a pending land use application. *Two minutes per person, with a total limit of 14 minutes.*

Consent Items

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

- 1) Approval of Minutes: [June 18, 2025](#), and [July 2, 2025](#).
- 2) [Resolution R2025-10](#) A Resolution Of Fairfield Town To Participate In The Utah County CDBG Program
- 3) [Resolution R2025-12](#) A Resolution Of Fairfield Town, Utah, Approving The Interlocal Cooperation Agreement With Utah County For The Relating To The Conduct Of Community Development Block Grant Program For Federal Fiscal Years 2026 Through 2028 And Successive 3-Year Periods Thereafter.

Business Items

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

- 1) Future Town Events
- 2) Discuss the Cemetery
- 3) Discuss and enact an administrative code enforcement process.

- 4) [Ordinance #2025-13](#), An Ordinance of the Fairfield Town Council of Fairfield Town, Utah, Amending Section 5.1.120. (Excessive Sound Levels) Related to the Use of Jake Brakes Within Fairfield; and amending Section 5.1.10.(B) text and adding specific definitions.
- 5) Discussion on Items relating to the Fairfield Industrial Park development agreement.
- 6) Update on the Inland Port Authority

Closed Session

Possible motion to enter into closed session for the purchase, exchange, or lease of property; pending or reasonably imminent litigation; the character, professional competence, or the physical or mental health of an individual; or the deployment of security personnel, devices, or systems.

Adjournment

Supporting materials are available for inspection on the Town Website, <https://fairfieldtown-ut.gov/>. Questions and comments to Staff and/or Council may be submitted to sshelley@fairfieldtown-ut.gov.

Zoom Meeting

<https://us06web.zoom.us/j/88207250867?pwd=NXBYcnhmaFNCSEdWOVB5NG9WMDgxZz09>

Meeting ID: 882 0725 0867 **Passcode:** 499981

PLEASE NOTE: The order of items may be subject to change with the order of the Mayor. One or more council members may participate by electronic telecommunication means such as phone, internet, etc., so that they may participate in and be counted as present for all meeting purposes, including the determination that a quorum is present.

Certificate Of Posting

The above agenda notice was posted on or before the 15th day of July 2025 at the location of the meeting, Fairfield town office, 103 East Main Street, Fairfield, UT, and at the Fairfield town website <https://fairfieldtown-ut.gov/meetings/>, and on the Utah State public notice website at <https://www.utah.gov/pmn/index.html>.

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

Date

Stephanie Shelley Town Recorder/Clerk

Resolution #2025-11 A Resolution of Fairfield Town, Utah, Amending the General Plan Located Within the Fairfield Town.

Date July 16, 2025

WHEREAS, the Fairfield Town has authority under Utah law to enact resolutions and desires to formally adopt the Fairfield Town General Plan to guide orderly growth and infrastructure development; and

Be it Ordained by the Fairfield Town Council

SECTION 1. The Town Council finds that all required notices, public hearings, and other requirements have been completed for the Town Council to consider and approve the General Plan, as set forth in Exhibit A.

SECTION 2. The lands depicted and described in Exhibit A are hereby amended to the Future Land Use Designations as set forth more specifically in Exhibit A.

SEVERABILITY: If any section, subsection, sentence, clause, phrase, or portion of this ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such provision shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions of this ordinance.

EFFECTIVE DATE: This Ordinance shall take effect upon its first posting or publication.

Adopted and Passed this 16th Day of July 2025.

FAIRFIELD TOWN

Hollie McKinney, Mayor

RL Panek	yes_____	no_____	abstain_____	absent_____
Tyler Thomas	yes_____	no_____	abstain_____	absent_____
Michael Weber	yes_____	no_____	abstain_____	absent_____
Richard Cameron	yes_____	no_____	abstain_____	absent_____

Stephanie Shelley, Recorder

(SEAL)

FAIRFIELD TOWN

STATE OF UTAH)
) ss.
COUNTY OF UTAH)

I, Stephanie Shelley, Town Recorder of Fairfield Town, Utah, do hereby certify and declare that the above and foregoing is a true, full, and correct copy of an ordinance passed by the Town Council of Fairfield Town, Utah, on the **16th Day of July 2025.**

Ordinance No. 2025-11 An Ordinance vacating a portion of an undeveloped right-of-way approximately located directly South of 220 North and 325 West of 200 East.

IN WITNESS WHEREOF, have hereunto set my hand and affixed the Corporate Seal of Fairfield Town, Utah, this **16th Day of July 2025.**

Stephanie Shelley
Fairfield Town Recorder

(SEAL)

EXHIBIT A

25-07-14 working Draft



FAIRFIELD TOWN

GENERAL PLAN

July 01, 2025

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OVERVIEW

Utah law requires local governments to adopt a General Plan that meets minimum statutory criteria, which vary based on population size. For towns with fewer than 1,000 residents, like Fairfield, the Utah Land Use, Development, and Management Act (LUDMA) mandates two elements: a Land Use Element and a Transportation and Traffic Circulation Element (Utah Code § 10-9a-403). This General Plan includes both elements and outlines the town's approach to land use patterns, street connectivity, and future trail planning.

Fairfield has also chosen to include additional elements that reflect the community's values and long-term vision. These include Economic Development, Greenway and Blueway Connectivity, Local Food Production, and Community Character. The town addresses Moderate Income Housing by allowing accessory dwelling units (ADUs) in most land uses and incorporates Water Resource Management into its broader land use strategy. Together, these elements form a comprehensive policy framework that guides local decisions and supports the work of the Planning Commission.

OUR VISION

THE ESSENCE OF FAIRFIELD AND THIS PLAN

Local Food & Agriculture

Fairfield wants to be a leader in rural food resilience. This plan envisions a town mercantile for year-round local food sales, support for growers through a community food program, and greenways lined with fruit trees for all to enjoy. The Town wants to allow modern techniques like hydroponics while securing water for long-term agricultural use. This will ensure a strong local food system and keeps our rural character alive while strengthening our economy.



Infrastructure & Transportation

Fairfield wants infrastructure that fits the landscape and atmosphere of our quiet town. The Town will work with regional partners to route major roads away from our town core, calm traffic on Highway 73, and build trails for walking, biking, horses, and ATVs. Our vision prioritizes connections—to nature, to our neighbors, and to the land—without sacrificing peace and safety. We believe rural towns deserve thoughtful infrastructure that supports small-town living.



Conservation, Land Use & Open Space

Fairfield wants to conserve open spaces, natural features, scenic beauty and a quiet environment. This plan envisions a public space and blueway along Big Spring Creek, conservation development in Manning Canyon, and productive greenways that combine recreation with food production. The Town will use land use tools that protect its views, preserve water, and maintain wildlife habitat. The land is part of the town's identity—and this plan seeks to keep it that way.



Land Use & Development Strategy

Fairfield wants to grow slowly, thoughtfully, and in ways that match our rural setting. This plan envisions large-lot residential zoning, relying on private wells and septic systems, and limiting commercial development to specific areas that support rural life. Fairfield welcomes growth that fits its scale and respects its surroundings. This plan envisions that Fairfield can grow without giving up what makes it special.



Industrial & Economic Development

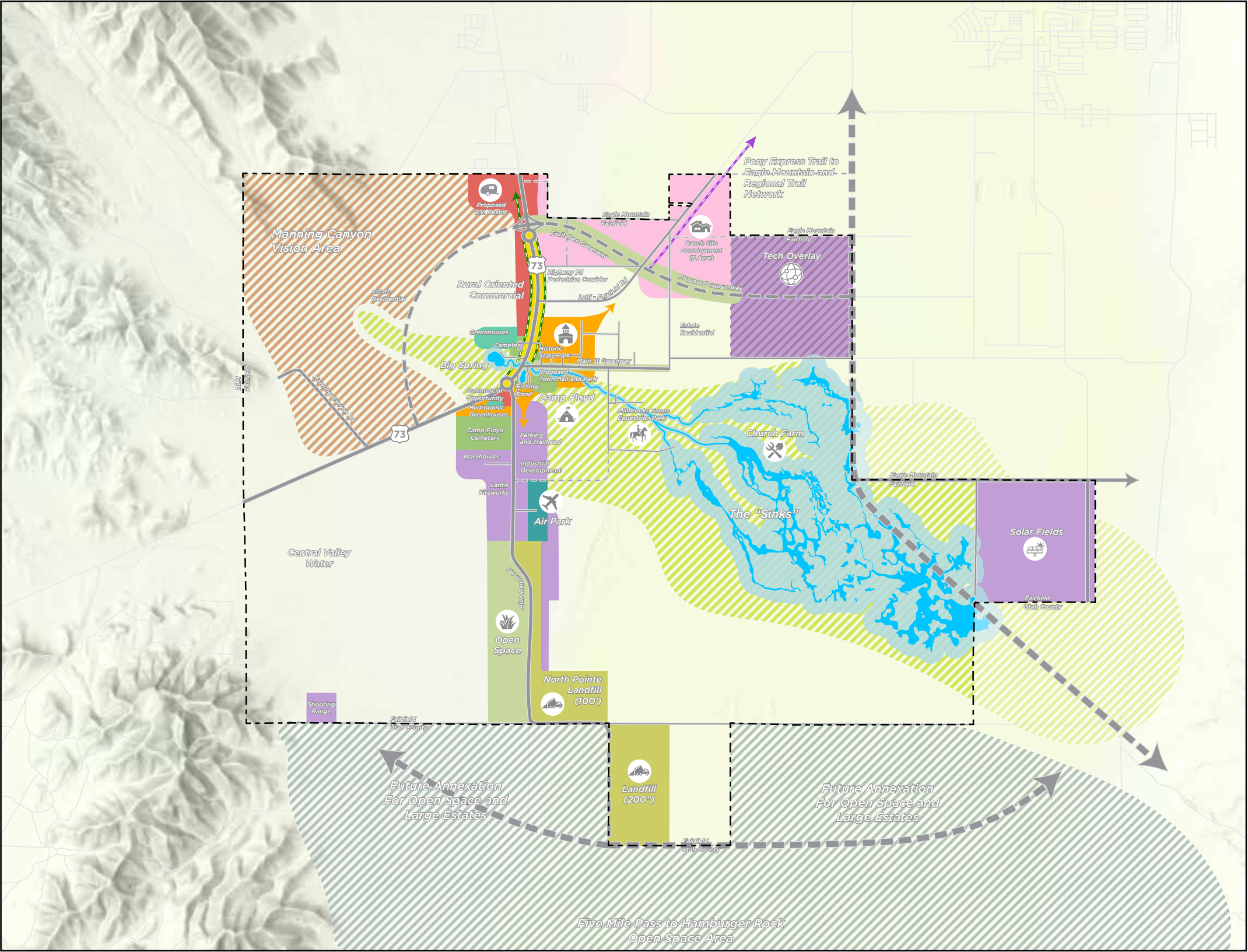
Fairfield wants economic opportunity without compromising its rural lifestyle. This plan guides tech and industrial development to designated corridors, supports regional partnerships like the Utah Inland Port Authority, and provides space for light manufacturing, warehousing, and innovation. At the same time, the Town will protect homes, farms, and open lands from incompatible uses. Fairfield's economy should reflect its identity: resourceful, independent, and deeply connected to place.



Community Character & Design

Fairfield has a unique history and landscape. The town will enhance dark sky lighting standards, create wayfinding signage inspired by the Pony Express, and apply simple, consistent design guidelines across public and private spaces. The Town values authenticity, quiet beauty, and spaces are truly Fairfield. As the Town grows, Fairfield should look and feel like Fairfield—not anywhere else.





VISION MAP
FAIRFIELD

LEGEND

- CORE FAIRFIELD
- PUBLIC GREENSPACE
- OPEN SPACE
- COMMERCIAL
- INDUSTRY
- AIRPARK
- WASTE FACILITIES
- ESTATE DEVELOPMENT (5-ACRE)
- GREENHOUSE AGRICULTURE
- BIG SPRINGS HYDROLOGICAL SYSTEM
- BLUEWAY BUFFER AREA
- CONSERVATION OVERLAY
- SOUTHERN ANNEXATION OVERLAY
- MANNING CANYON OVERLAY
- TECH OVERLAY
- FAIRFIELD BOUNDARY
- HIGHWAY 73 PEDESTRIAN CORRIDOR
- HIGHWAY 73 TRAIL
- PONY EXPRESS REGIONAL TRAIL
- ROAD NETWORK
- PROPOSED ROADS AND EXPRESSWAY



VISION MAP

THINKING STRATEGICALLY ABOUT THE TOWN'S ASSETS

The Vision Map inventories Fairfield's key land use categories, infrastructure assets, and development constraints. It shows where residential, commercial, industrial, conservation, and recreational uses make the most sense, based on current conditions, infrastructure capacity, and long-term planning goals. The planning team developed the map following the initial kick-off meeting with the Mayor and to guide discussions with the Town Council, Planning Commission, and community members.

The map places large-lot residential areas along the town's outer edges, with typical lot sizes starting at five acres. These areas support rural living and depend on

private wells and septic systems. In contrast, the Town Core and Allen's Ranch Road corridor benefit from the town's water system, which allows for more compact development and civic uses.

Fairfield concentrates commercial and industrial uses in specific corridors with direct access to regional roads. The Tech Overlay and Allen's Ranch Road corridor offer appropriate sites for data centers, warehouses, and construction-related industries. These areas sit apart from residential and agricultural zones to reduce land use conflicts and to support targeted infrastructure investment, including MAG's planned east-west expressway.

The town supports commercial activity that aligns with its rural economy. Farm supply stores, repair shops, retail businesses, lodging, and event venues. The Planning Commission will evaluate these uses through a Conditional Use Permit process to ensure compatibility with Fairfield's character.

Fairfield prioritizes conservation in several areas, including the Sinks, Manning Canyon, and Big Spring. The town limits development in these places and may allow clustered housing only when it preserves open space and protects environmental features. Fairfield also plans to pursue easements or public access agreements for key conservation sites.

The map also highlights areas suited for recreation and tourism. These locations include RV sites, trailheads, and connections to regional outdoor access points. Greenways follow select road corridors to improve walkability and reflect Fairfield's rural identity.

Infrastructure planning focuses on current utility conditions. Most properties will continue using private wells and septic systems. The town will direct public infrastructure investment toward commercial and industrial corridors where growth pressures and transportation access support improvements.

Descriptions of Features

Town Core: 1-5 acre densities with culinary water.

Big (Fairfield) Spring: Headwaters for Big Spring Creek.

Allen's Ranch Road & Hwy 73 Intersection: Possible location of a gas station and/or retail store on a small lot.

Allen's Ranch Road Industrial: Warehousing and small scale industrial uses.

Solar Fields: Permitted solar farm.

Tech Overlay: Data centers and similar uses permitted by-right with specific development standards.

Camp Floyd Cemetery Area: Recreation-based uses with a focus on RV camping and ATV activities.

Ranchette Area: A master-planned development area with a minimum net density of 1 unit per 5 acres, possibly connecting to the Eagle Mountain sewer system.

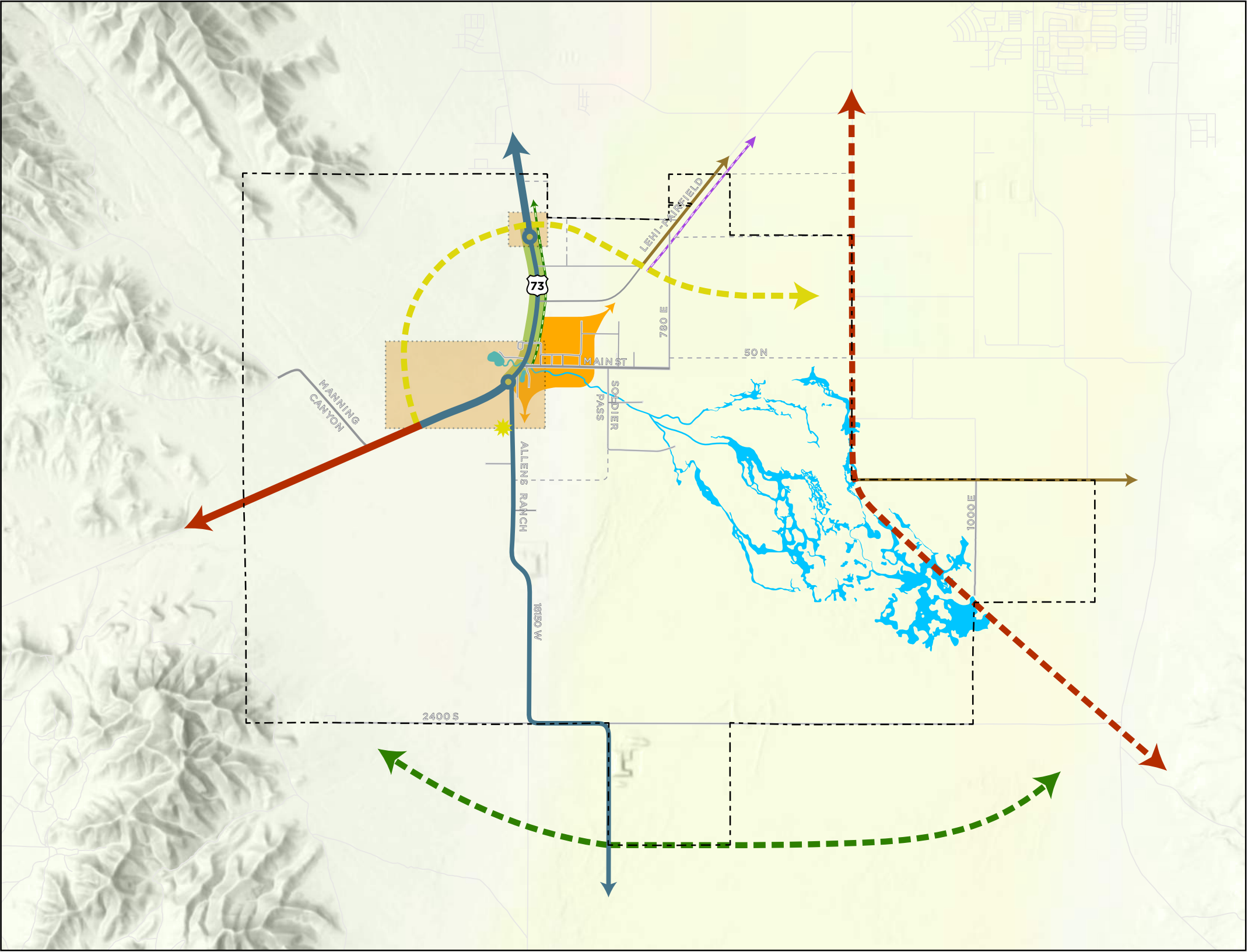
Hydroponic Greenhouses: Small industrial area focused on hydroponic agriculture.

Sinks Conservation Area: 40-acre density with allowances for clustering in exchange for preserving wetlands and agricultural lands.

Manning Canyon: Conservation area with net 40-acre density, with units sensitively placed at the toe of the mountain.

Landfills: Regional landfill facilities serving Wasatch Front and Northern Utah.





TRANSPORTATION VISION
FAIRFIELD

LEGEND

- CORE FAIRFIELD AND POTENTIAL TRAIL CONNECTIONS
- GATEWAY STUDY AREAS
- EXPRESSWAY
- PROPOSED EXPRESSWAY
- PREFERRED SCENARIO EXPRESSWAY LOOP
- ALTERNATIVE SCENARIO EXPRESSWAY LOOP
- PRINCIPAL ARTERIAL
- MINOR ARTERIAL
- PROPOSED ARTERIAL CONNECTOR
- LOCAL COLLECTORS
- HIGHWAY 73 PEDESTRIAN CORRIDOR
- HIGHWAY 73 TRAIL
- PONY EXPRESS REGIONAL TRAIL
- CAMP FLOYD CEMETERY TRAIL HEAD



TRANSPORTATION

The transportation plan reinforces the town’s current scale while ensuring regional coordination, safe local circulation, and compatibility with Fairfield’s rural setting. This vision prioritizes low-traffic roadways, non-motorized mobility, and rural-scale connectivity that reflects the town’s identity. Working in coordination with agencies such as the Mountainland Association of Governments (MAG) and the Utah Department of Transportation (UDOT), the plan supports infrastructure improvements that enhance regional access without compromising Fairfield’s quiet character or development patterns. The approach focuses on targeted connections, trail integration, and transportation solutions that serve both local needs and regional systems—without inviting urban intensity.

Goal 1: Preserve Fairfield’s Low-Traffic, Rural Transportation Environment

Policy 1.1: Maintain a transportation system that reflects the town’s rural scale and low-density development.

- Strategy 1.1.1:** Limit traffic volumes in the town core to allow pedestrians, cyclists, and equestrians to feel safe with vehicular traffic.
- Strategy 1.1.2:** Avoid road widening or design elements that encourage high-speed or high-volume traffic in the Town Core.
- Strategy 1.1.3:** Design roads to feel comfortable and safe for non-motorized users.

Goal 2: Coordinate with Regional Transportation Plans While Protecting Local Character

- Policy 2.1: Align with regional transportation planning while advocating for solutions that preserve Fairfield’s land use priorities.**
- Strategy 2.1.1:** Support an expressway that bypasses the Town Core rather than following the Highway 73 alignment.
 - Strategy 2.1.2:** Avoid widening Highway 73 through the Town Core and build trails on both sides of the roadway.

Strategy 2.1.3: Reduce speeds limit to 25 on Highway 73 through the Town Core after the bypass is built.

Goal 3: Improve Connectivity Through Context-Appropriate Infrastructure

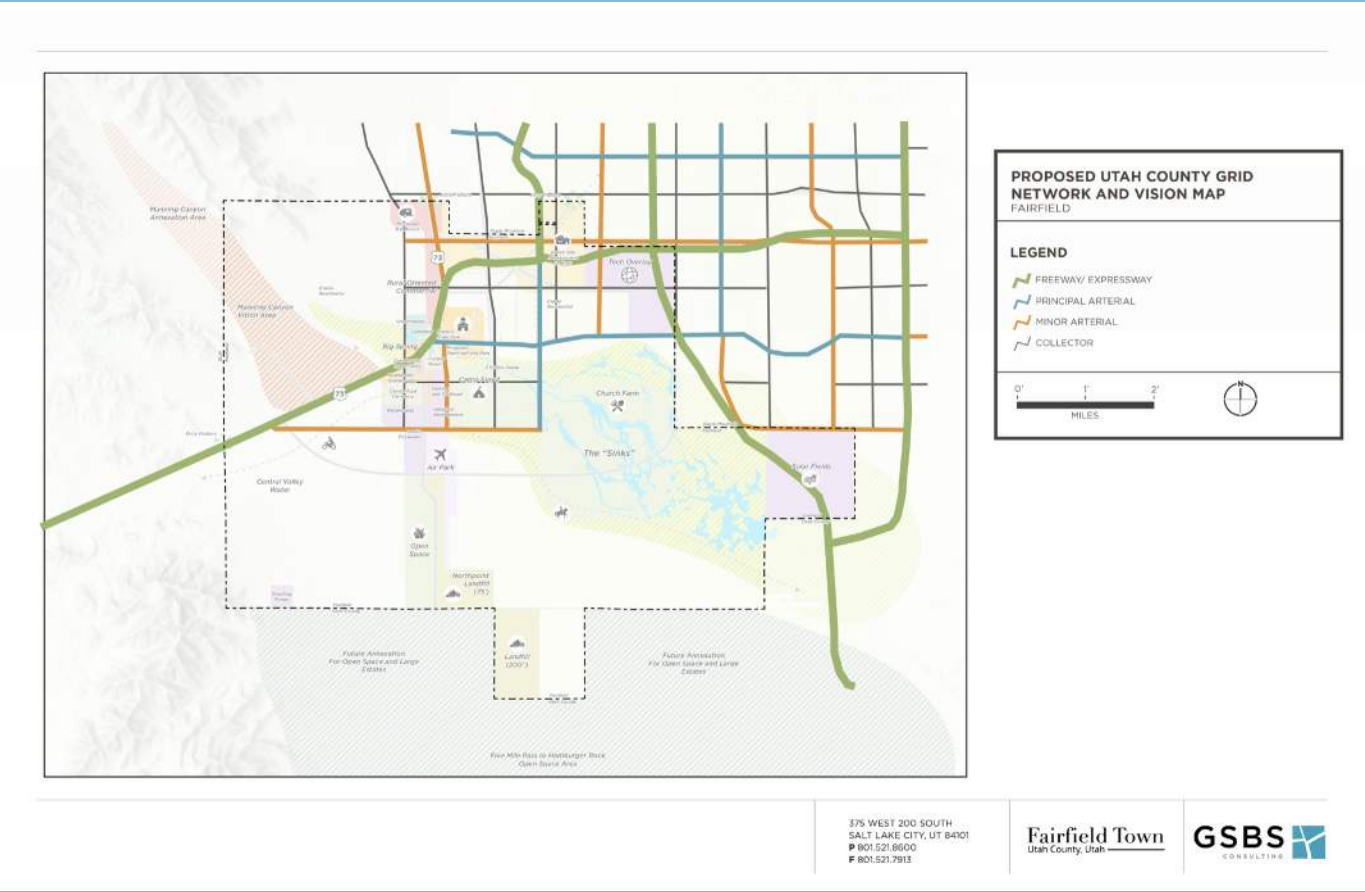
Policy 3.1: Enhance east-west and north-south connectivity to support regional mobility and access to economic areas.

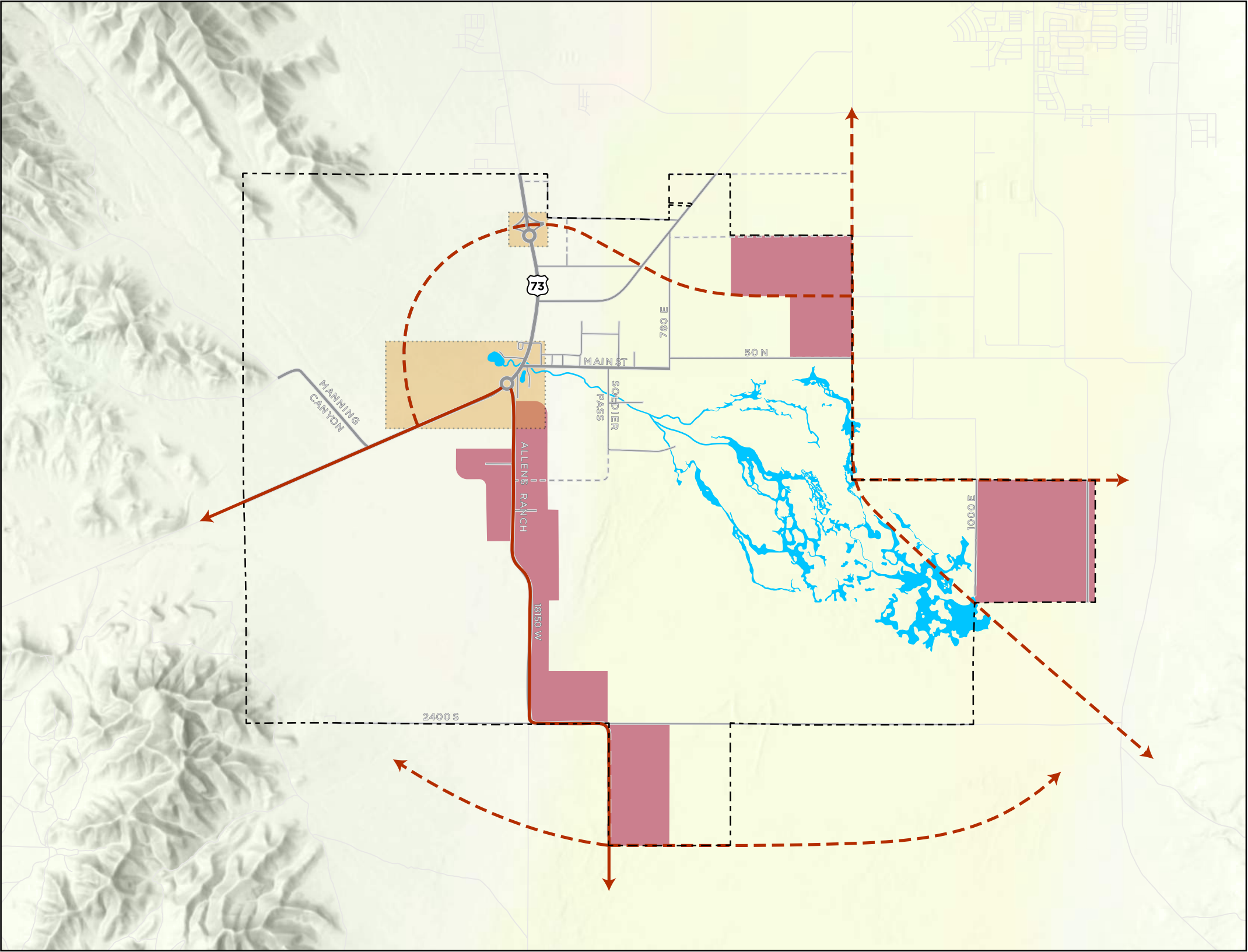
- Strategy 3.1.2:** Work with MAG and UDOT to a regional loop road connecting comprised of:
- MAG’s envisioned East-West Expressway, with a preferred alignment south of the Town Core and alternative alignment north of the Town Core if the southern alignment is not feasible.
 - An upgrade of Allen’s Ranch Road as an arterial, (as envisioned by MAG), with an connection to the East-West Expressway.
 - Together, these roadways will divert truck and regional traffic away from the Town Core and provide connections between the following regionally significant areas:
 - Tech Overlay
 - Allen’s Ranch Road Industrial Corridor
 - Northpointe and Intermountain Regional Landfills

Goal 4: Expand Multi-Use Trail Access and Recreational Connectivity

- Policy 4.1: Incorporate trail infrastructure into the transportation network to promote non-motorized access and recreation.**
- Strategy 4.1.1:** Extend the Pony Express Regional Trail from Eagle Mountain to the Town Core.
- Strategy 4.1.2:** Develop an ATV trailhead near Camp Floyd Cemetery with connections to Five Mile Pass and public lands.
- Strategy 4.1.3:** Include multi-use trail corridors in new and upgraded roadway designs.

Fairfield modifies MAG’s 2050 Utah County Grid Network and Vision Map (below) by shifting the east-west expressway away from the Town Core to preserve the town’s rural character and walkability. Instead of widening Highway 73 through the center of town, Fairfield proposes a bypass route, trails on both sides of the existing highway, and a reduced speed limit of 25 mph once the bypass is in place (as shown in the map to the left). These strategies will implement Fairfield’s Transportation Goals.





INDUSTRIAL AND ECONOMIC VISION
FAIRFIELD

LEGEND

- ECONOMIC AND INDUSTRIAL CENTERS
- TRANSITION ZONE STUDY AREAS
- ECONOMIC TRANSIT NECKLACE
- PROPOSED EXPRESSWAYS
- ROAD NETWORK
- PROPOSED ROADS

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ECONOMIC DEVELOPMENT

The Industrial and Economic Vision map identifies specific areas for industrial and commercial development that support Fairfield’s role in the regional economy. This section establishes a clear framework for land use, infrastructure, and investment in locations suitable for sustained economic activity. The plan focuses on the Tech Overlay and the Allen’s Ranch Road corridor as primary locations for job growth, tax base expansion, and infrastructure coordination. These areas have access to planned transportation networks and are appropriate for future utility extensions.

The strategy includes arterial road upgrades, integration with regional expressway plans, and alignment with state-level investment priorities. All economic development is intended to remain compatible with Fairfield’s rural land use pattern and overall scale.

Goal 1: Support Regionally Significant Economic Development While Maintaining Rural Compatibility

- Policy 1.1: Focus economic activity in defined areas that support regional needs and align with Fairfield’s land use priorities.**
- Strategy 1.1.1:** Concentrate high-tech and data center uses within the designated Tech Overlay area east of the Ranchette Area.
 - Strategy 1.1.2:** Continue to support warehouse, industrial, and construction-related uses along the Allen’s Ranch Road corridor.
 - Strategy 1.1.3:** Apply development standards that ensure economic uses do not conflict with residential or agricultural areas.

Goal 2: Establish a Functional Economic Infrastructure Network

- Policy 2.1: Upgrade and align key transportation corridors to serve current and future economic activity.**
- Strategy 2.1.1:** Upgrade Allen’s Ranch Road to an arterial to support increased freight, workforce, and service traffic.
 - Strategy 2.1.2:** Connect Allen’s Ranch Road to a proposed east-west expressway bypassing Fairfield.
 - Strategy 2.1.3:** Develop a connected loop road system linking the Tech Overlay, Allen’s Ranch Road industrial areas, and regional landfills.

Goal 3: Attract Infrastructure Investment Through Strategic Partnerships

- Policy 3.1: Align local economic planning with regional and state investment priorities.**
- Strategy 3.1.1:** Collaborate with the Utah Inland Port Authority and similar agencies to secure funding for broadband, roads, and utilities in designated economic areas.
 - Strategy 3.1.2:** Identify infrastructure projects that directly support job growth, tax base expansion, and long-term service capacity.
 - Strategy 3.1.3:** Position Fairfield’s Transportation Vision as critical assets within the broader regional logistics and innovation network.





FUTURE LAND USE VISION
FAIRFIELD

LEGEND

- A/R - 1
- A/R - 5
- A/R - 10
- A/R - 40
- HIGHWAY 73 COMMERCIAL CORRIDOR
- COMMERCIAL
- PLANNED DEVELOPMENT (5-ACRE AVERAGE)
- PUBLIC OPEN SPACE
- AIRPARK
- ESTATE DEVELOPMENT
- BIG SPRINGS HYDROLOGICAL SYSTEM
- BLUEWAY BUFFER AREA
- CONSERVATION OVERLAY
- TECH OVERLAY
- MANNING CANYON OVERLAY
- ROAD NETWORK
- PROPOSED ROADS AND EXPRESSWAYS



LAND USE STRATEGY

The Land Use Strategy outlines a framework to preserve Fairfield’s rural character while allowing for low-impact, well-managed growth. The approach relies on large-lot residential development, minimal municipal infrastructure, and strict separation between land use types. The strategy supports continued reliance on private utility systems, limits commercial activity to appropriate areas, and reinforces the town’s intent to remain a statutory town. The land use pattern aligns with Fairfield’s capacity, protects long-term land value, and avoids pressure for suburban-style expansion. All policies and strategies are designed to ensure that growth remains consistent with the town’s scale, resources, and long-term vision.

Goal 1: Maintain Low-Density Rural Land Use Patterns

Policy 1.1: Establish minimum lot sizes that preserve open space and support rural lifestyles.

Strategy 1.1.1: Require minimum lot sizes of 5, 10, 20, or 40 acres outside the Town Core, based on location and context.

Strategy 1.1.2: Support land uses that include barns, equestrian facilities, and small-scale agriculture.

Strategy 1.1.3: Limit subdivision and higher-density development in rural areas not designated for conservation planning.

Goal 2: Preserve and Strengthen the Town Core

Policy 2.1: Allow modest-scale development in the Town Core that is consistent with Fairfield’s rural character.

Strategy 2.1.1: Permit lot sizes between 1 and 5 acres in the Town Core.

Strategy 2.1.2: Provide culinary water service to support residential and civic uses in the Town Core

Strategy 2.1.3: Apply design standards to maintain compatibility with rural form, scale, and landscape.

Goal 3: Support Rural-Scale Commercial Activity

Policy 3.1: Limit commercial development to small-scale uses that serve local and agricultural needs.

Strategy 3.1.1: Require a minimum 5-acre lot size for commercial properties outside the Town Core.

Strategy 3.1.2: Focus commercial activity along Main Street and near existing road infrastructure.

Strategy 3.1.3: Apply simple, low-profile rural design standards for buildings, signage, and site layout.

Goal 4: Limit Urban Infrastructure and Preserve Local Governance

Policy 4.1: Maintain infrastructure systems and governance structures that reflect Fairfield’s rural scale.

Strategy 4.1.1: Continue reliance on private wells and septic systems for most residential and agricultural properties.

Strategy 4.1.2: If groundwater quality suffers as a result

of septic system concentration, pursue incremental implementation of the Sewer Master Plan, including exploration of connection to Eagle Mountain’s system.

Strategy 4.1.3: Limit expansion of centralized sewer to the Ranchette and Tech Overlay areas.

Strategy 4.1.4: Limit culinary water service to the Town Core and Allen’s Ranch Road.

Strategy 4.1.5: Retain Fairfield’s status as a statutory town to allow for simple, efficient infrastructure planning and maintenance.

Policy 4.2: Prioritize the efficient use and limited expansion of existing water infrastructure to meet firefighting and public use standards per the Water Master Plan.

Strategy 4.2.1: Add 500,000 gallons of storage in the near term and plan for an additional 1.5 million gallons to meet future demand and fire flow requirements.

Strategy 4.2.2: Upsize key pipelines to reduce pressure losses and support increased flow capacity.

Strategy 4.2.3: Create looped connections in the distribution system to eliminate dead ends and ensure adequate fire protection.

Strategy 4.2.4: Embrace low-density development, track system performance, and enhance data collection to guide future planning.

Goal 5: Ensure Land Use Compatibility and Long-Term Viability

Policy 5.1: Prevent incompatible uses and preserve long-term land value through consistent land use regulation.

Strategy 5.1.1: Maintain clear land use categories that separate residential, agricultural, and industrial activity.

Strategy 5.1.2: Review proposed developments for compatibility with surrounding uses and infrastructure capacity.

Strategy 5.1.3: Apply development standards that protect property values and minimize land use conflicts.

Goal 6: Align Land Use Planning with Community Capacity and Resources

Policy 6.1: Match development patterns with Fairfield’s available infrastructure, staffing, and fiscal capacity.

Strategy 6.1.1: Avoid development types that require large-scale municipal staffing or ongoing service obligations.

Strategy 6.1.2: Use land use planning to manage service demand and capital improvement costs.

Strategy 6.1.3: Evaluate future land use changes based on long-term maintenance obligations.

LAND USE DESCRIPTIONS

A/R - 40 (Agricultural/Residential – 40-Acre Minimum): Very low-density land use intended for conservation, agricultural preservation, or limited residential development.

A/R - 10 (Agricultural/Residential – 10-Acre Minimum): Rural residential or agricultural parcels requiring a minimum of 10 acres per unit, supporting low-density housing and working land uses.

A/R - 5 (Agricultural/Residential – 5-Acre Minimum): Rural estate residential development pattern supporting equestrian uses, accessory structures, and small-scale farming.

A/R - 1 (Agricultural/Residential – 1-Acre Minimum): Residential development near the town core with access

to culinary water, allowing modestly scaled lots while maintaining rural form.

Highway 73 Commercial Corridor: Targeted commercial development area along Highway 73, intended for rural-serving businesses and limited service-oriented retail.

Commercial: Designated commercial areas located primarily near the town core, with a focus on small-scale, low-intensity uses compatible with rural surroundings.

Planned Development (5-Acre Average): Areas identified for clustered residential development that maintains an average density of 5 acres per unit, typically within a master-planned layout.

Public Open Space: Town-designated lands reserved for recreation, parks, trailheads, conservation, or civic use; not intended for private development.

Airpark: Land area set aside for aviation-related use, including private airstrips and accessory functions; governed by specific operational standards.

Estate Development: Larger-lot residential development areas consistent with rural character, supporting privacy, open space, and optional agricultural activity.

Big Springs Hydrological System: Area containing key water resources tied to Big Spring, prioritized for protection due to hydrological and ecological sensitivity.

Blueway Buffer Area: Natural corridor identified to protect waterways, habitat, and landscape continuity; intended for minimal or no development.

Tech Overlay: Area designated for high-tech and data related industries; includes development standards to guide appropriate infrastructure and site design.

Conservation Overlay: Land use tool that allows clustered development in exchange for preserving open space, habitat, or scenic views; includes overlay-specific criteria.

Manning Canyon Overlay: Special planning area recognizing sensitive terrain and viewsheds; supports limited, carefully placed development with conservation emphasis.

GREENWAYS & BLUEWAYS

The Greenways and Blueways map identifies key areas for land conservation, public access, and landscape connectivity. This section outlines strategies to protect hydrological systems, preserve open space, and apply low-impact development standards near sensitive areas. It also provides a framework for establishing greenway corridors that support non-motorized mobility and reinforce Fairfield’s agricultural character. The plan prioritizes long-term protection and maintenance of Big Spring, creation of a continuous blueway corridor, implementation of a conservation overlay in the Manning Canyon foothills, and integration of productive landscaping along major corridors.

Goal 1: Protect Environmentally Sensitive Areas and Water Resources

Policy 1.1: Preserve hydrological systems, wetlands, and habitat corridors through long-term conservation strategies.

- Strategy 1.1.1:** Consider blueway corridor buffer standards extending from Big Spring to the Sinks, prioritizing water quality, habitat preservation, and passive recreation.
- Strategy 1.1.2:** Coordinate with property owners and conservation organizations to implement land stewardship plans for ecologically significant areas.

Goal 2: Integrate Public Access with Resource Protection

Policy 2.1: Provide controlled public access to natural features while minimizing environmental impact.

- Strategy 2.1.1:** Design trails and access points in conservation areas to minimize disturbance and maintain visual quality.
- Strategy 2.1.2:** Monitor and manage recreational use to protect the long-term health of sensitive landscapes.

Goal 3: Apply Conservation-Based Development in Environmentally Sensitive Areas

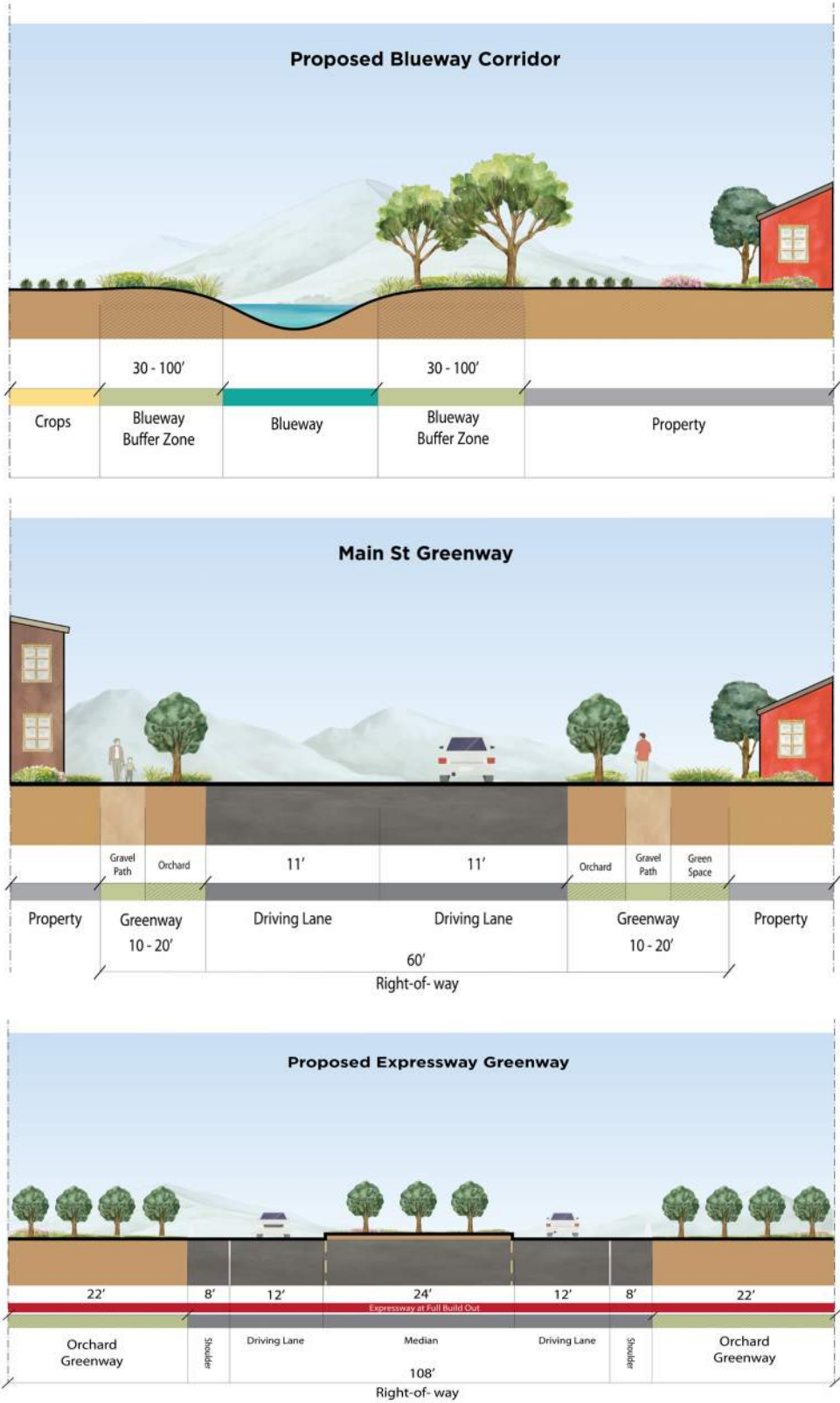
Policy 3.1: Use conservation overlays and clustering to guide development near foothills, springs, and other natural features.

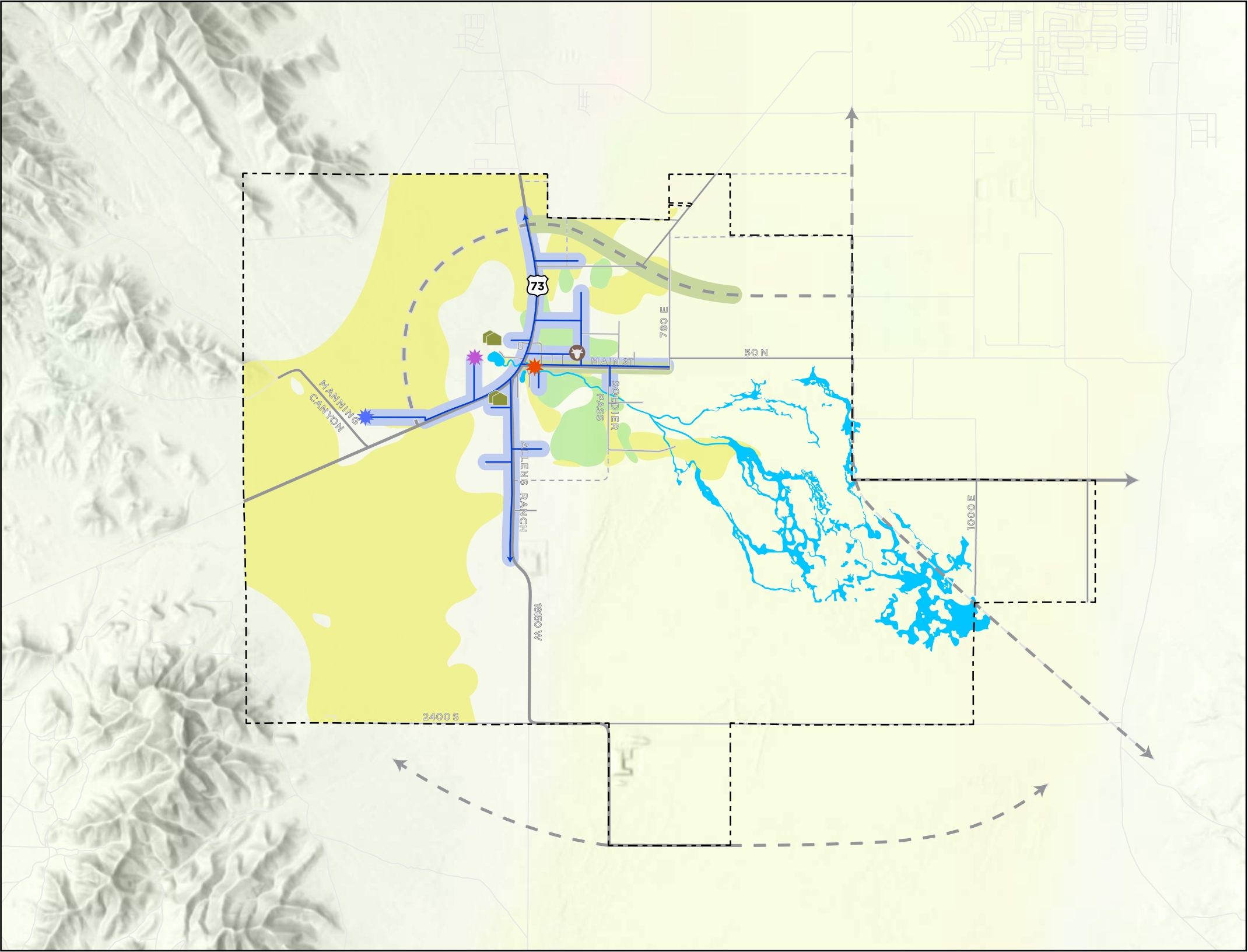
- Strategy 3.1.1:** Implement a conservation subdivision overlay in the Manning Canyon foothills to allow clustered housing while preserving open space and viewsheds.
- Strategy 3.1.2:** Define standards for development location, open space configuration, and long-term maintenance responsibilities.
- Strategy 3.1.3:** Maintain rural-scale density in areas subject to the overlay to avoid overdevelopment near conserved lands.

Goal 4: Establish Greenway Corridors to Support Mobility and Landscape Identity

Policy 4.1: Create greenway connections that support walking, biking, and the visual integration of the town’s agricultural heritage.

- Strategy 4.1.1:** Develop greenway corridors along Main Street and the Cedar Valley Expressway, connecting neighborhoods, public spaces, and trail systems.
- Strategy 4.1.2:** Incorporate fruit trees, heritage crops, and other productive landscaping to reinforce Fairfield’s agricultural character.
- Strategy 4.1.3:** Design greenways as multi-functional spaces that support mobility, aesthetics, and community identity.





LOCAL FOOD VISION
FAIRFIELD

LEGEND

- IRRIGATED CROPLAND
- RAINFED CROPLAND
- WELL
- WATER VAULT
- PROPOSED TOWN MERCANTILE
- HYDROPONIC GREENHOUSES
- MEAT PRODUCER
- WATER LINES
- ROAD NETWORK
- PROPOSED ROADS AND EXPRESSWAYS
- GREENWAYS



LOCAL FOOD

Fairfield recognizes the value of a functioning local food system as part of its rural identity and long-term resilience. The Town will support agricultural activity at every scale—from family gardens to community greenhouses—through land use policy, infrastructure planning, and public engagement. These strategies strengthen Fairfield’s food independence, preserve agricultural land, and provide residents with local access to food.

Goal 1: Expand Local Food Production Within the Community

Policy 1.1: Encourage year-round food production through greenhouse development and small-scale agriculture.

- Strategy 1.1.1:** Allow and support community greenhouses that are cooperatively managed, privately owned, or publicly operated.
- Strategy 1.1.2:** Promote small-scale food production as an allowed use on large residential and agricultural parcels.
- Strategy 1.1.3:** Identify suitable sites for year-round growing infrastructure and provide guidance on permitting.

Goal 2: Support Local Food Access and Small-Scale Sales

Policy 2.1: Enable local producers to sell food and farm goods directly to the public.

- Strategy 3.1.1:** Identify a location for a local mercantile or farmstand to operate seasonally or year-round.
- Strategy 3.1.2:** Allow farm product sales as a permitted accessory use on agricultural and large-lot residential properties.
- Strategy 3.1.3:** Support site development standards that ensure safe, clean, and visually compatible sales areas.

Goal 3: Reinforce Agricultural Identity Through Edible Landscaping

Policy 3.1: Integrate productive plantings into public greenways and civic spaces.

- Strategy 3.1.1:** Plant cold-hardy fruit trees along trails, greenways, and key public corridors.
- Strategy 3.1.2:** Maintain trees and edible landscaping through Town operations or volunteer programs.
- Strategy 3.1.3:** Incorporate food-bearing plants into open space planning where feasible.

Goal 4: Improve Agricultural Infrastructure and Water Access

Policy 4.1: Ensure water systems and utility planning support small-scale farming and food production.

- Strategy 4.1.1:** Coordinate with water providers to improve irrigation and culinary access for agricultural properties.
- Strategy 4.1.2:** Avoid extension of urban-scale utilities that would increase development pressure on farmland.
- Strategy 4.1.3:** Encourage use of efficient irrigation systems to support long-term water availability.



Street Signage Concepts



Highway Gantry Sign



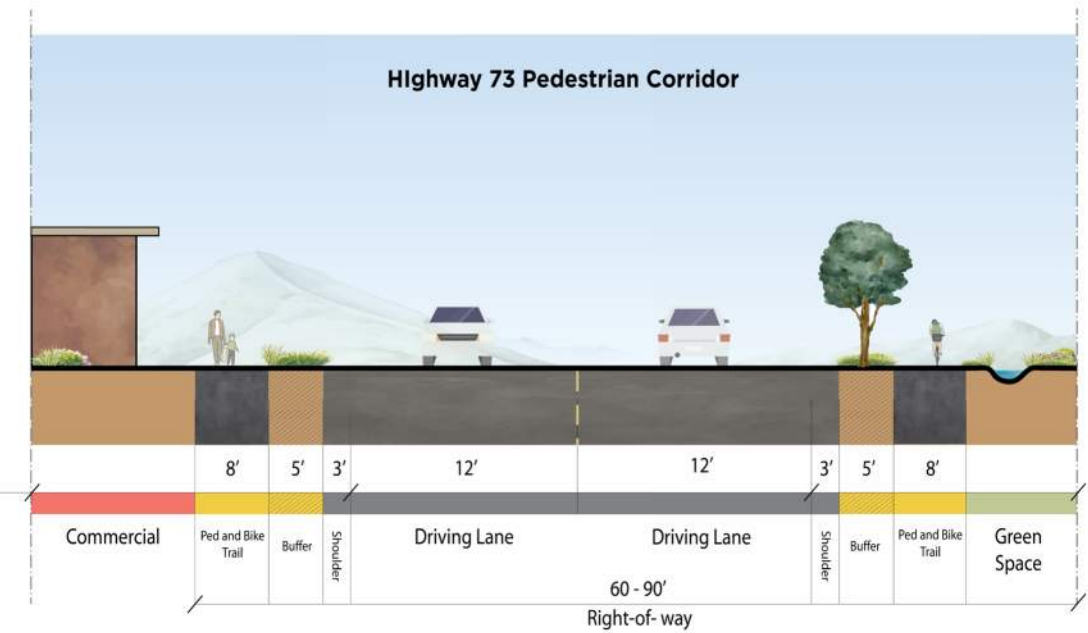
Arterial Monument Sign



Street Cairn Sign



Trail Cairn Sign



A rendering of a pedestrianized Hwy 73/Main St Intersection



COMMUNITY CHARACTER

Fairfield looks like a rural town, and that’s exactly how residents want it to stay. This section ensures that all development—public and private—reinforces the Town’s visual identity. New buildings must reflect rural scale and form. Materials, fencing, and landscaping should fit the surrounding landscape. Lighting will remain dark-sky compliant, with standards in place to keep nights quiet, clear, and dark. The Town will invest in signage and entry features that highlight its history and define its edges. Everything from architectural guidelines to light fixtures to street signs will work together to preserve Fairfield’s look and feel.

Goal 1: Preserve Fairfield’s Rural Visual Character

Policy 1.1: Maintain rural design elements across all public-facing infrastructure and development.

- Strategy 1.1.1:** Apply simple, rural-scale architectural and site design standards to all new development.
- Strategy 1.1.2:** Use appropriate building materials, fencing, and landscaping that reflect the surrounding environment.
- Strategy 1.1.3:** Review proposed development for visual compatibility with adjacent land and public spaces.

Goal 2: Implement Dark Sky-Compliant Lighting Standards

- Policy 2.1: Reduce light pollution and preserve nighttime visibility through regulated outdoor lighting.**
- Strategy 2.1.1:** Enhance lighting standards that comply with Dark Sky principles across all zoning categories.
 - Strategy 2.1.2:** Prohibit excessive or unshielded outdoor lighting in residential and agricultural areas.
 - Strategy 2.1.3:** Support public education and community stargazing events that promote awareness of light pollution impacts.

Goal 3: Establish a Consistent Town Identity Through Signage and Markers

- Policy 3.1: Reinforce Fairfield’s sense of place through cohesive signage and entry features.**
- Strategy 3.1.1:** Install monument-style signs at major entry points that reflect the town’s history and rural character.
 - Strategy 3.1.2:** Use Pony Express-style cairns or other heritage-inspired markers at key intersections and public areas.
 - Strategy 3.1.3:** Standardize public signage for clarity, durability, and design consistency across the town.

Goal 4: Recognize and safeguard places of historical significance in Fairfield through documentation, designation, and stewardship efforts.

- Policy 4.1: Preserve and promote Fairfield’s historic and cultural assets to strengthen community identity and ensure long-term protection of the town’s heritage.**
- Strategy 4.1.1:** Pursue National Register of Historic Places (NRHP) designation for the Fairfield Cemetery to formally recognize its historical importance and ensure it receives appropriate preservation support and protection.
 - Strategy 4.1.1:** Conduct a comprehensive inventory of historic buildings and structures in Fairfield to establish a foundational record that can inform future preservation initiatives, potential local or national designations, and community education efforts.





CONCLUSION

The Fairfield General Plan sets a firm direction: protect the town’s rural character, support intentional growth, and maintain local control over land use. The plan responds to community input and reflects Fairfield’s desire to remain a low-density, agricultural town—not a suburb. Rather than inviting rapid expansion, the plan identifies specific areas where growth can occur without compromising Fairfield’s identity, landscape, or infrastructure capacity.

Fairfield will concentrate future development in a few defined areas—the Tech Overlay and Allen’s Ranch Road corridor—where infrastructure investment, job creation, and regional transportation access align. These locations offer opportunities to grow Fairfield’s tax base and economic role while avoiding impacts on residential and agricultural zones. The rest of the town will continue to follow large-lot zoning, rely on private water and septic systems, and limit new development to what the land and community can support.

Transportation planning reinforces these land use choices. The envisioned loop road system directs freight, commuter, and industrial traffic around—not through—the Town Core. This protects Fairfield’s quiet, walkable center while supporting regional mobility and targeted economic investment. The plan also emphasizes trail development and traffic-calming strategies to enhance safety and rural livability.

Fairfield’s commitment to agricultural sustainability is also central to this plan. Programs for local food distribution, fruit tree planting, and hydroponic greenhouses support food resilience, strengthen the local economy, and reinforce the town’s identity as a working rural landscape.

This General Plan meets all requirements for towns under the Utah Land Use, Development, and Management Act (LUDMA), providing clear land use and transportation guidance. It also addresses housing and water within the context of Fairfield’s rural development strategy.

Above all, the plan preserves Fairfield’s way of life. Every goal, policy, and strategy reinforces the town’s long-term vision: stay rural, grow with intention, and make decisions that reflect the values of the people who live here.

Ordinance No. 2025-11 An Ordinance vacating a portion of an undeveloped right-of-way approximately located directly South of 220 North and West of 200 East, approximately located at 175 East running north and south.

Dated July 16, 2025

Created 16 July, 2025

WHEREAS, Utah Code provides, in part, that all public streets or roads shall continue to be public streets or roads until formally abandoned by ordinance of a highway authority having jurisdiction and the ordinance has been recorded by the county recorder where the street or road is located; and

WHEREAS, Utah Code provides that the Town Council may approve a petition to vacate a public street in accordance with the requirements found therein; and

WHEREAS, On May 12, 2025, a petition was filed by Nick Christensen (“Applicant”) to vacate the North–South right-of-way known as 175 East Street, located between Blocks 23 and 24 of the Fairfield Townsite, as well as a portion of the East–West right-of-way known as 220 North, located between Blocks 24 and 31 of the Fairfield Townsite. The petition included all elements required by Utah Code; and

WHEREAS, Utah Code requires that a legislative body shall hold a public hearing and determine whether: (1) good cause exists for the vacation and (2) the public interest or any person will be materially injured by the proposed vacation; and

WHEREAS, on July 2, 2025, the Town gave notice of the date, place, and time of the public hearing as required by Utah Code; and

WHEREAS, on July 16, 2025, the Town Council held a public hearing in which public comment was received regarding the proposed right-of-way vacation; and

WHEREAS, the Town Council finds good cause exists for vacation and that the public interest or any person will not materially be injured by the vacation.

NOW, THEREFORE, BE IT ORDAINED, by the Town Council of Fairfield, State of Utah:

Section 1. That portions of the undeveloped right-of-way noted above are more particularly described in Exhibit A and depicted in Exhibit B, are hereby vacated. The

same is declared to be no longer necessary as a public street, alley, or public right-of-way. The Town Recorder is hereby directed to record a copy of this ordinance in the office of the Utah County Recorder.

Section 2. The vacation of the parcels described in Exhibit A and set forth in the Vacation Plat is also SUBJECT TO any and all other easements or rights-of-way, recorded or unrecorded, for installation and maintenance of public utilities, and subject to all existing rights-of-way and easements of any third parties that may be established by law.

Section 3. Severability. If any section, subsection, sentence, clause, phrase, or portion of this ordinance is, for any reason, held invalid or unconstitutional by any court of competent jurisdiction, such provision shall be deemed a separate, distinct, and independent provision, and such holding shall not affect the validity of the remaining portions of this ordinance.

Section 4. Effective Date. This ordinance shall take effect upon: (1) Applicant deeding a portion of property in exchange for this vacation (as shown in Exhibit C), (2). The ordinance passage by a majority vote of the Fairfield Town Council, and (3) following notice and publication as required by Utah Code.

Adopted and passed this 16th day of July 2025.

FAIRFIELD TOWN

Hollie McKinney, Mayor

RL Panek	yes_____	no_____	abstain _____	absent _____
Tyler Thomas	yes_____	no_____	abstain _____	absent _____
Michael Weber	yes_____	no_____	abstain _____	absent _____
Richard Cameron	yes_____	no_____	abstain _____	absent _____

Stephanie Shelley, Recorder

(SEAL)

Exhibit A

Parcel 1 (Between Blocks 23 & 24)

A PARCEL OF LAND BEING A PORTION OF AN UNDEVELOPED ROADWAY, BETWEEN BLOCKS 23 & 24, AS SHOWN ON THE FAIRFIELD TOWNSITE PLAT, SITUATE WITHIN THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, LOCATED IN THE TOWN OF FAIRFIELD, COUNTY OF UTAH, STATE OF UTAH AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF LOT 1, BLOCK 24, FAIRFIELD TOWNSITE PLAT, WHICH PLAT WAS RETRACED BY ROBERT L. WILSON, DATED AUGUST 1943 OF OFFICIAL RECORDS IN THE OFFICE OF THE UTAH COUNTY RECORDER, AS MAP NO. "60-B", SAID SOUTHWEST CORNER BEING SOUTH 89°00'06" EAST, ALONG THE SECTION LINE, A DISTANCE OF 1194.93 FEET, AND NORTH 0°59'54" EAST, PERPENDICULAR TO SAID SECTION LINE, A DISTANCE OF 638.85 FEET, FROM THE SOUTH QUARTER CORNER OF SAID SECTION 29, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN; AND RUNNING THENCE NORTH 89°08'55" WEST, A DISTANCE OF 66.00 FEET, TO THE SOUTHEAST CORNER OF LOT 1, BLOCK 23, SAID FAIRFIELD TOWNSITE PLAT; THENCE NORTH 1°28'31" EAST, ALONG THE EAST LINE OF SAID BLOCK 23, A DISTANCE OF 435.18 FEET, TO THE NORTHEAST CORNER THEREOF; THENCE SOUTH 88°13'45" EAST, A DISTANCE OF 32.31 FEET THENCE SOUTHEASTERLY ALONG THE ARC OF A 427.00 FOOT-RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 4°31'35", A DISTANCE OF 33.73 FEET, SUBTENDED BY A LONG CHORD BEARING SOUTH 85°57'58" EAST, A DISTANCE OF 33.72 FEET, TO A POINT IN THE EAST LINE OF AFORESAID BLOCK 24; THENCE SOUTH 1°28'31" WEST, ALONG SAID EAST LINE, A DISTANCE OF 432.79 FEET, TO THE POINT OF BEGINNING.

CONTAINS: 28,672 SQ. FT., OR 0.66 ACRES.

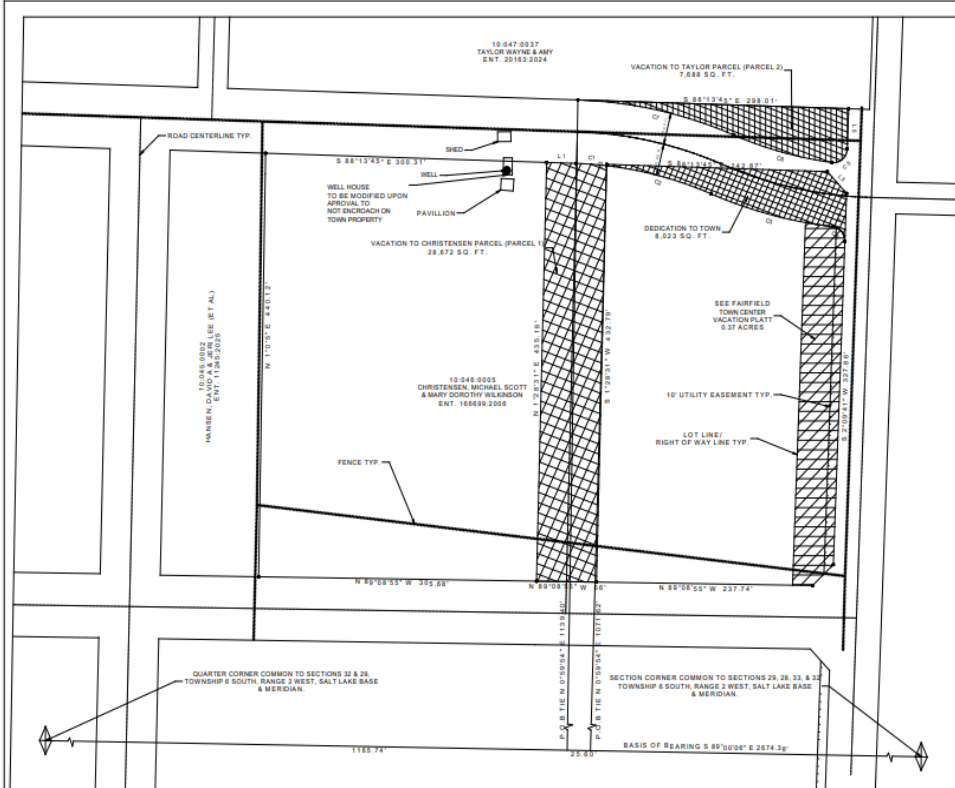
Parcel 2 (Between Blocks 24 & 31)

A PARCEL OF LAND BEING A PORTION OF AN UNDEVELOPED ROADWAY, BETWEEN BLOCKS 24 & 31, AS SHOWN ON THE FAIRFIELD TOWNSITE PLAT, SITUATE WITHIN THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, LOCATED IN THE TOWN OF FAIRFIELD, COUNTY OF UTAH, STATE OF UTAH AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE SOUTH LINE OF BLOCK 31, OF THE FAIRFIELD TOWNSITE PLAT, WHICH PLAT WAS RETRACED BY ROBERT L. WILSON, DATED AUGUST 1943 OF OFFICIAL RECORDS IN THE OFFICE OF THE UTAH COUNTY RECORDER, AS MAP NO. "60-B", SAID POINT BEING SOUTH 89°00'06" EAST, ALONG THE SECTION LINE, A DISTANCE OF 1165.74 FEET, AND NORTH 0°59'54" EAST, PERPENDICULAR TO SAID SECTION LINE, A DISTANCE OF 1139.40 FEET, FROM THE SOUTH QUARTER CORNER OF SAID SECTION 29, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN; AND RUNNING THENCE SOUTH 88°13'45" EAST, ALONG THE SOUTH LINE OF SAID BLOCK 31, A DISTANCE OF 298.01 FEET; THENCE SOUTH 02°09'40" WEST, A DISTANCE OF 41.54 FEET, TO A POINT OF CURVATURE; THENCE SOUTHWESTERLY ALONG THE ARC OF A 15 FOOT-RADIUS CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 95°08'11", A DISTANCE OF 24.91 FEET, SUBTENDED BY A LONG CHORD BEARING SOUTH 49°43'46" WEST, A DISTANCE OF 22.14 FEET, TO A POINT OF COMPOUND CURVATURE; THENCE NORTHWESTERLY ALONG THE ARC OF A 427.00 FOOT-RADIUS CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 14°59'16", A DISTANCE OF 111.70 FEET, SUBTENDED BY A LONG CHORD BEARING NORTH 75°12'31" WEST, A DISTANCE OF 111.38 FEET, TO A POINT OF REVERSE CURVATURE; THENCE NORTHWESTERLY ALONG THE ARC OF A 493.00 FOOT-RADIUS CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 20°30'53", A DISTANCE OF 176.52 FEET, SUBTENDED BY A LONG CHORD BEARING NORTH 77°58'19" WEST, A DISTANCE OF 175.58 FEET, TO THE POINT OF BEGINNING.

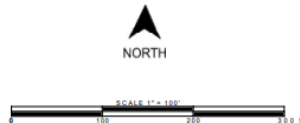
CONTAINS: 7,688 SQ. FT., OR 0.17 ACRES

Exhibit B



CURVE TABLE				
CURVE #	RADIUS	LENGTH	CHORD	BEARING
C1	427.00	33.73	4'31'25"	33.73 S85°57'58"E
C2	427.00	119.15	15°50'18"	118.77 N75°42'31"W
C3	493.00	138.29	18°04'18"	137.86 N75°45'01"W
C4	15.00	22.50	85°55'49"	20.45 N40°49'20"W
C5	15.00	24.91	95°08'11"	22.14 S49°43'48"W
C6	427.00	111.70	14°59'16"	111.38 N75°12'31"W
C7	493.00	176.52	20°30'53"	175.58 N77°58'19"W

LINE TABLE			
LINE #	DIRECTION	Length	
L1	S88°13'45"E	32.31	
L2	N1°28'31"E	1.33	
L3	S43°02'02"E	31.01	
L4	S2°09'41"W	49.92	
L5	S2°09'40"W	41.54	



VACATION TO CHRISTENSEN PARCEL

BEGINNING AT THE SOUTHWEST CORNER OF LOT 1, BLOCK 24, FAIRFIELD TOWNSITE PLAT, WHICH PLAT WAS RETRACED BY ROBERT L. WILSON, DATED AUGUST 1943 OF OFFICIAL RECORDS IN THE OFFICE OF THE UTAH COUNTY RECORDER, AS MAP NO. "60-B", SAID SOUTHWEST CORNER BEING SOUTH 89°00'00" EAST, ALONG THE SECTION LINE, A DISTANCE OF 1184.93 FEET, AND NORTH 0°09'54" EAST, PERPENDICULAR TO SAID SECTION LINE, A DISTANCE OF 638.85 FEET, FROM THE SOUTH QUARTER CORNER OF SAID SECTION 29, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE NORTH 88°58'58" WEST, A DISTANCE OF 66.00 FEET, TO THE SOUTHEAST CORNER OF LOT 1, BLOCK 23, SAID FAIRFIELD TOWNSITE PLAT, THENCE NORTH 1°28'31" EAST, ALONG THE EAST LINE OF SAID BLOCK 23, A DISTANCE OF 435.15 FEET, TO THE NORTHEAST CORNER THEREOF, THENCE SOUTH 88°13'45" EAST, A DISTANCE OF 32.31 FEET THENCE SOUTHEASTERLY ALONG THE ARC OF A 427.00 FOOT-RADIUS CURVE TO THE RIGHT, THROUGH A CENTRAL ANGLE OF 4'31'25", A DISTANCE OF 33.73 FEET, SUBTENDED BY A LONG CHORD BEARING SOUTH 85°57'58" EAST, A DISTANCE OF 33.72 FEET, TO A POINT IN THE EAST LINE OF FORESAID BLOCK 24, THENCE SOUTH 1°28'31" WEST, ALONG SAID EAST LINE, A DISTANCE OF 432.79 FEET, TO THE POINT OF BEGINNING.

CONTAINS: 28,672 SQ. FT., OR 0.66 ACRES.

VACATION TO TAYLOR PARCEL

BEGINNING AT A POINT IN THE SOUTH LINE OF BLOCK 31, OF THE FAIRFIELD TOWNSITE PLAT, WHICH PLAT WAS RETRACED BY ROBERT L. WILSON, DATED AUGUST 1943 OF OFFICIAL RECORDS IN THE OFFICE OF THE UTAH COUNTY RECORDER, AS MAP NO. "60-B", SAID POINT BEING SOUTH 89°00'00" EAST, ALONG THE SECTION LINE, A DISTANCE OF 1185.74 FEET, AND NORTH 0°09'54" EAST, PERPENDICULAR TO SAID SECTION LINE, A DISTANCE OF 1139.40 FEET, FROM THE SOUTH QUARTER CORNER OF SAID SECTION 29, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, AND RUNNING THENCE SOUTH 88°13'45" EAST, ALONG THE SOUTH LINE OF SAID BLOCK 31, A DISTANCE OF 298.01 FEET, THENCE SOUTH 02°09'40" WEST, A DISTANCE OF 41.54 FEET, TO A POINT OF CURVATURE, THENCE SOUTHWESTERLY ALONG THE ARC OF A 15 FOOT-RADIUS CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 95°08'11", A DISTANCE OF 24.91 FEET, SUBTENDED BY A LONG CHORD BEARING SOUTH 49°43'48" WEST, A DISTANCE OF 22.14 FEET, TO A POINT OF COMPOUND CURVATURE, THENCE NORTHWESTERLY ALONG THE ARC OF A 427.00 FOOT-RADIUS CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 14°59'16", A DISTANCE OF 111.70 FEET, SUBTENDED BY A LONG CHORD BEARING NORTH 75°12'31" WEST, A DISTANCE OF 111.38 FEET, TO A POINT OF REVERSE CURVATURE, THENCE NORTHWESTERLY ALONG THE ARC OF A 493.00 FOOT-RADIUS CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 20°30'53", A DISTANCE OF 175.52 FEET, SUBTENDED BY A LONG CHORD BEARING NORTH 77°58'19" WEST, A DISTANCE OF 175.58 FEET, TO THE POINT OF BEGINNING.

CONTAINS: 7,688 SQ. FT., OR 0.17 ACRES

DEDICATION TO TOWN

BEGINNING AT A POINT IN THE WEST LINE OF SAID BLOCK 24, OF THE FAIRFIELD TOWNSITE PLAT, WHICH PLAT WAS RETRACED BY ROBERT L. WILSON, DATED AUGUST 1943 OF OFFICIAL RECORDS IN THE OFFICE OF THE UTAH COUNTY RECORDER, AS MAP NO. "60-B", SAID POINT BEING SOUTH 89°00'00" EAST, ALONG THE SECTION LINE, A DISTANCE OF 1188.82 FEET, AND NORTH 0°09'54" EAST, PERPENDICULAR TO SAID SECTION LINE, A DISTANCE OF 1071.82 FEET, FROM THE SOUTH QUARTER CORNER OF SAID SECTION 29, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, THENCE NORTH 1°28'31" EAST, A DISTANCE OF 1.33 FEET, TO THE NORTHWEST CORNER OF SAID BLOCK 24, THENCE SOUTH 88°13'45" EAST, ALONG THE NORTH LINE OF SAID BLOCK 24, A DISTANCE OF 242.87 FEET, THENCE ALONG THE LINES OF THE LINES OF THE FAIRFIELD TOWN CENTER VACATION PLAT, RECORDED AS ENTRY NO. 114048-2018, MAP NO. 16388 THE FOLLOWING TWO (2) COURSES: (1) SOUTH 42°02'02" EAST, A DISTANCE OF 31.01 FEET, TO THE WEST LINE OF 200 EAST STREET (FKA: 17800 WEST STREET, AS SHOWN ON SAID FAIRFIELD TOWN CENTER VACATION PLAT) (2) SOUTH 27°09'41" WEST, A DISTANCE OF 49.92 FEET, TO A POINT OF CURVATURE, THENCE NORTHWESTERLY ALONG THE ARC OF A 15.00 FOOT-RADIUS CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 85°58'49", A DISTANCE OF 22.50 FEET, SUBTENDED BY A LONG CHORD BEARING NORTH 40°49'20" WEST, A DISTANCE OF 20.45 FEET, TO A POINT OF COMPOUND CURVATURE, THENCE NORTHWESTERLY ALONG THE ARC OF A 493.00 FOOT-RADIUS CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 18°04'18", A DISTANCE OF 138.29 FEET, SUBTENDED BY A LONG CHORD BEARING NORTH 75°45'01" WEST, A DISTANCE OF 137.84 FEET, TO A POINT OF REVERSE CURVATURE, THENCE NORTHWESTERLY ALONG THE ARC OF A 427.00 FOOT-RADIUS CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 15°59'18", A DISTANCE OF 119.15 FEET, SUBTENDED BY A LONG CHORD BEARING NORTH 75°42'31" WEST, A DISTANCE OF 118.77 FEET, TO THE POINT OF BEGINNING.

CONTAINS: 8,023 SQ. FT., OR 0.18 ACRES

VACATION PROPOSAL
PARCEL ID 10:046:0005
FAIRFIELD, UT

MK ENGINEERING LLC
MCKAY SWAINSTON
801-565-2102

MK
ENGINEERING



Exhibit C

Dedication Parcel 1 (Between Blocks 24 & 31)

A PARCEL OF LAND BEING A PORTION OF LOT 1, BLOCK 24, OF THE FAIRFIELD TOWNSITE PLAT, SAID PARCEL BEING SITUATE WITHIN THE SOUTHEAST QUARTER OF SECTION 29, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN, LOCATED IN THE TOWN OF FAIRFIELD, COUNTY OF UTAH, STATE OF UTAH AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT IN THE WEST LINE OF SAID BLOCK 24, OF THE FAIRFIELD TOWNSITE PLAT, WHICH PLAT WAS RETRACED BY ROBERT L. WILSON, DATED AUGUST 1943 OF OFFICIAL RECORDS IN THE OFFICE OF THE UTAH COUNTY RECORDER, AS MAP NO. "60-B", SAID POINT BEING SOUTH 89°00'06" EAST, ALONG THE SECTION LINE, A DISTANCE OF 1198.52 FEET, AND NORTH 0°59'54" EAST, PERPENDICULAR TO SAID SECTION LINE, A DISTANCE OF 1071.62 FEET, FROM THE SOUTH QUARTER CONER OF SAID SECTION 29, TOWNSHIP 6 SOUTH, RANGE 2 WEST, SALT LAKE BASE AND MERIDIAN; THENCE NORTH 1°28'31" EAST, A DISTANCE OF 1.33 FEET, TO THE NORTHWEST CORNER OF SAID BLOCK 24; THENCE SOUTH 88°13'45" EAST, ALONG THE NORTH LINE OF SAID BLOCK 24, A DISTANCE OF 242.87 FEET; THENCE ALONG THE LINES OF THE LINES OF THE FAIRFIELD TOWN CENTER VACATION PLAT, RECORDED AS ENTRY NO.: 114048:2018, MAP NO.: 16358 THE FOLLOWING TWO (2) COURSES: (1) SOUTH 43°02'02" EAST, A DISTANCE OF 31.01 FEET, TO THE WEST LINE OF 200 EAST STREET (FKA: 17800 WEST STREET, AS SHOWN ON SAID FAIRFIELD TOWN CENTER VACATION PLAT) (2) SOUTH 2°09'41" WEST, A DISTANCE OF 49.92 FEET, TO A POINT OF CURVATURE; THENCE NORTHWESTERLY ALONG THE ARC OF A 15.00 FOOT-RADIUS CURVE TO THE LEFT THROUGH A CENTRAL ANGLE OF 85°55'40", A DISTANCE OF 22.50 FEET, SUBTENDED BY A LONG CHORD BEARING NORTH 40°49'20" WEST, A DISTANCE OF 20.45 FEET, TO A POINT OF COMPOUND CURVATURE; THENCE NORTHWESTERLY ALONG THE ARC OF A 493.00 FOOT-RADIUS CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 16°04'18", A DISTANCE OF 138.29 FEET, SUBTENDED BY A LONG CHORD BEARING NORTH 75°45'01" WEST, A DISTANCE OF 137.84 FEET, TO A POINT OF REVERSE CURVATURE; THENCE NORTHWESTERLY ALONG THE ARC OF A 427.00 FOOT-RADIUS CURVE TO THE LEFT, THROUGH A CENTRAL ANGLE OF 15°59'18", A DISTANCE OF 119.15 FEET, SUBTENDED BY A LONG CHORD BEARING NORTH 75°42'31" WEST, A DISTANCE OF 118.77 FEET, TO THE POINT OF BEGINNING.

CONTAINS: 8,023 SQ. FT., OR 0.18 ACRES

FAIRFIELD TOWN

STATE OF UTAH)
) ss.
COUNTY OF UTAH)

I, Stephanie Shelley, Town Recorder of Fairfield Town, Utah, do hereby certify and declare that the above and foregoing is a true, full, and correct copy of an ordinance passed by the Town Council of Fairfield Town, Utah, on the 16th day of July 2025.

Ordinance No. 2025-11. An Ordinance vacating a portion of an undeveloped right-of-way approximately located directly South of 220 North and West of 200 East, approximately located at 175 East running north and south.

IN WITNESS WHEREOF, have hereunto set my hand and affixed the Corporate Seal of Fairfield Town, Utah, this 16th day of July 2025.

Stephanie Shelley
Fairfield Town Recorder

(SEAL)

AFFIDAVIT OF POSTING

FAIRFIELD TOWN

STATE OF UTAH)
) ss.
COUNTY OF UTAH)

I, Stephanie Shelley, Town Recorder of Fairfield Town, Utah, do hereby certify and declare that I posted in three (3) public places the following summary of the ordinance which was passed by Fairfield Town Council on the 16th day of July 2025, and herein referred to as:

Ordinance No. 2025-11. An Ordinance vacating a portion of an undeveloped right-of-way approximately located directly South of 220 North and West of 200 East, approximately located at 175 East running north and south.

SUMMARY.

The above named ordinance was enacted to update, define, and describe the requirements, limitations, and restrictions for vacating an undeveloped street in Fairfield, Utah.

The three places are as follows:

1. Fairfield Town Hall
2. Fairfield Town Website
3. Utah State Public Notice Website

Stephanie Shelley
Fairfield Town Recorder/Clerk

Date of Posting _____ day of _____, 20____

Unapproved Meeting Minutes

Fairfield Town Council
Regular Session Meeting
June 18, 2025

Regular Meeting

Date: Wednesday, June 18, 2025

Location: Fairfield Town Office, 103 East Main Street, Fairfield, Utah

Time: 7:01 P.M.

Minutes By: Stephanie Shelley

Call to Order

1) Roll Call

Town Council Members Present:

Mayor Hollie McKinney, RL Panek, Richard Cameron, Michael Weber, and Tyler Thomas (via Zoom) arrived in person at 8:01 pm

Staff Present:

Stephanie Shelley- Recorder, Todd Sheeran- Attorney, Codi Butterfield - Treasurer

Others Present: Tal Adair, Claudia Saldana (MAG), Jessica Delora (MAG), Amy Taylor, Wayne Taylor, Kelton Butterfield, Neil Schwendiman (North Pointe SW), Alina Pringle, Mark Pringle, Scot Hazard (Eagle Mountain), Colby Webb (Eagle Mountain), Cherie Anderson (IRL), Matthew Kolm (Eagle Mountain), Ronnie & Colleen Wilson, Kate Hooley, Tess Hooley, Vern Carson, Jayson Densley, Heidi Densley, Mike Burch, Frances Burch, Julie Clover.

Others Present Via Zoom: claudiasaldana, mckays, Brenda Tanner, Chans, jim, iPad, Neal Fraser (JUB), Brian Carver (JUB), Rob, Dagan's iPhone,

2) Prayer / Pledge Of Allegiance

Councilman Cameron offered the prayer. The Pledge of Allegiance was then recited.

Public Hearing: *The Council will accept public comments, limited to two minutes per person*

1) **Staff report and discussion on Resolution [#R2025-07](#). A Resolution Adopting The Fairfield Town Budget For [Fiscal Year 2025-2026](#).**

Codi presented the staff report on Resolution #R2025-07, stating that nothing had significantly changed since the last discussion. She suggested adding a line item for Tyler's helper in the water operating expenses, proposing the title of "water operator" or "maintenance laborer." The council discussed appropriate titles, with Tyler suggesting "water operator" as the official state title. Codi recommended moving \$3,000 from line item 6131 to 6111 for employee wages.

2) **Public comment for resolution #R2025-07**

No one present had any comments on Resolution #R2025-07.

3) **Approve the #R2025-07. A Resolution Adopting The Fairfield Town Budget For Fiscal Year 2025-2026.**

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Councilman Weber made a motion to approve #R2025-07. A Resolution Adopting The Fairfield Town Budget For Fiscal Year 2025-2026. Councillman Panek seconded the motion.

*Mayor McKinney - Yes
Councilman Thomas - Yes
Councilman Panek - Yes
Councilman Cameron - Yes
Councilman Weber - Yes*

The motion passed unanimously.

- 4) Discuss the Vacation of the road located on the Christenson property. (This address was noticed incorrectly, so it will not be passed until July.

Mayor McKinney explained that the vacation of the road located on the Christenson Property was not properly noticed and would be tabled until the following month. The road in question is situated north of 75 North and south of approximately 200 North. The mayor opened the floor for public comment, but no one commented.

- 5) **Public comment on vacation of the road**

No one present had any comments

Reports and discussions

- 1) **Sheriff's Department Update.**

Sgt Dustson reported on incidents for the month of May, including one animal injury, a medical situation, suspicious activity, traffic stops, and crowd control measures. They also clarified a recent incident involving gunfire, which occurred south of Fairfield and not within the town limits, as incorrectly reported by KSL.

Fairfield - CAD Stats - May 2025				
Officer Generated		Public Generated		
CITIZEN CONTACT	1	ANIMAL INJURED	1	
EXTRA PATROL	5	DIABETIC	1	
TRAFFIC STOP	10	INFORMATION	1	
Grand Total	16	SUSPICIOUS	1	
		VIN INSPECTION	1	
		Grand Total	5	

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2) Planning Commission Update.

Commissioner Wayne Taylor provided a formal report on the Planning Commission's recent activities. Public input included expressions of appreciation from airport representatives, as well as concerns regarding the proposed general plan maps, specifically, road placements that could impact public safety near the runway. Additional comments questioned the fire code in use, suggesting the adoption of the state fire code instead of the international version.

The Commission approved a site plan for Mike Fraughton's residence, addressing and resolving questions related to road width adjustments. Definitions from Title 10, Chapter 16 (Special Use Regulations) were approved by the Planning Commission for advancement to the Town Council, with a public hearing to be scheduled to consider relocating these definitions into Title 12.

Proposed amendments to the general plan were reviewed and moved forward, while updates to building regulations were approved with a focus on streamlining billing processes. Commissioner Strong formally submitted her resignation and will continue to serve until a replacement is appointed.

3) Discussion with [Avenue consultants](#)

Kevin from Avenue Consultants presented an update on the interagency action plan for sustainable growth in Utah County. He explained the project's purpose, goals, and objectives, focusing on regional priorities for Cedar Fort, Fairfield, Eagle Mountain, Saratoga Springs and UDOT. Kevin outlined the project schedule and discussed the types of misalignments they are addressing in their analysis. He provided an example of active transportation planning, highlighting internal, external, and process misalignments. The presentation emphasized the importance of coordinating with neighboring cities and aligning planning timelines for more effective regional development.

4) Claudia Saldana and Jessica DeLora [CDBG - Utah County](#)

Claudia Saldana and Jessica DeLora from CDBG Utah County presented information about the Community Development Block Grant program. They explained the funding sources, eligibility criteria, and potential projects that could be funded. The council discussed the benefits of participating in the program and agreed to add a resolution for participation to the next month's agenda.

5) Discuss Enbridge Gas coming into Fairfield

Mayor McKinney reported on the open house held by Enbridge Gas. The company offered to bring natural gas to Fairfield at no cost if enough residents showed interest. The mayor encouraged residents to fill out interest forms, emphasizing that it was not a commitment but would help gauge community interest. Council members discussed the potential benefits and costs associated with connecting to natural gas.

6) Discussion on speed control in town, dips, humps or rumble strips.

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Councilman Panek initiated a discussion on speed control measures in town. He expressed concerns about increased traffic and speeding, particularly near the park area. The council discussed various options including speed bumps, speed humps, rumble strips, and table-top style speed control measures. They also considered the possibility of planting trees along the roads to naturally slow traffic. The council debated the pros and cons of each option, considering factors such as cost, effectiveness, and impact on residents and emergency vehicles. They agreed to further investigate removable speed humps and to potentially implement a test installation.

7) JUB Engineering- [Airpark overlay](#) discussion.

Brian Carver and Neil Fraser from JUB Engineering presented detailed information on the proposed airpark overlay zone for Fairfield Town. They explained the current overlay requirements, which extend 5000 feet in all directions from the centerline of the runway. This includes a conical airspace that allows structures further from the runway to be built higher, but within certain height restrictions to ensure safety for both the structures and aircraft. Neil Fraser provided additional technical details, explaining that the height restrictions are primarily designed to protect both the structures within the overlay zone and the aircraft using the airstrip by ensuring clear and safe airspace.

The presentation highlighted the differences between privately owned and publicly used airstrips, noting that Fairfield Town does not have the same regulatory powers over the West Desert Airpark as it would if the airstrip were publicly owned. This has created complexities in applying state and federal regulations, especially concerning safety zones and permissible land uses within these overlays.

Residents and council members expressed concerns during the discussion. There was significant apprehension about how the overlay might limit property rights and future development opportunities for landowners within the zone. Questions were also raised about the clarity and legality of imposing such restrictions, particularly given their impact on surrounding private properties and existing land uses, such as nearby landfills.

Additionally, the conversation included queries on whether the overlay could be minimized or altered to better suit the town's needs without compromising safety. The possibility of limiting the size and type of aircraft to reduce the overlay's impact was also discussed. The council recognized the need for a comprehensive review of the overlay's terms and implications before making any decisions.

This discussion highlighted the community's divided stance on the airpark and the need for further conversations to find a balanced and legally sound path forward. The council agreed to further investigate the overlay and its broader implications while ensuring residents' property rights and safety remain a top priority.

General Public Comment (2-minute limit per person):

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During the General Public Comment section, several residents and stakeholders expressed a range of concerns and opinions, with a particular focus on the contentious topic of the airport overlay and its implications. There was a strong turnout from community members, reflecting widespread interest and concern about the potential impact of the overlay on their property rights and town development.

Mike Burch questioned the current authority of the Town Council, referencing past developments such as the airport and government infrastructure that, according to him, were built without town council input or permitting. He asked what authority the council has now to revisit or alter those decisions. In response, Mayor McKinney stated she does not believe the town has legal authority to make such changes. She emphasized her view that the developments in question involve a private entity, and that the municipality cannot impose an easement on private property for private use.

Heidi Densley expressed surprise that the Town Council was initially reluctant to consider the matter, though she acknowledged they may now feel compelled to act. She highlighted past issues where certain public or appointed officials allegedly pursued personal agendas without proper oversight, leading to problematic outcomes. She emphasized that the council now has an opportunity to take meaningful action and cautioned that any decisions made could later serve as legal precedent, even if the underlying claims currently lack legal standing.

Heidi stressed that the town's legal counsel had made it clear that the council has the authority and responsibility to act in the best interests of residents. She underscored the overwhelming public support for regulating the airport, highlighting how many surveys demanded that the Town Council impose much more stringent regulations than currently exist, particularly in regard to privacy, noise, and health concerns. When asked, Councilman Thomas confirmed that nearly everyone in the community supported greater regulation, though he did not recall exact figures.

She argued that the scale of public demand was undeniable, with the vast majority favoring regulation and only a small fraction advocating in favor of the airport's private interests, which she characterized as questionable and potentially unlawful. Heidi insisted that the council has no real choice but to side with the public, warning that failure to act could lead to legal consequences and public harm.

In closing, she framed the situation as an unconstitutional land taking that violates state and federal protections. Drawing a personal parallel, she reminded the council of past instances where they themselves defended private property rights and urged them to do the same now on behalf of the community. She warned that any attempt to justify this action in court would likely fail.

Casey Morris said Heidi had already said everything they wanted to express.

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Wayne Taylor acknowledged that he made a mistake in April 2022 by expressing trust in the airport owners at a public hearing, a stance he has since reversed. He criticized the operation as overreaching and misleading, stating that while they claimed to support small aircraft use, specifically referencing 4-seat Cessnas, they failed to clarify that "small" under FAA rules includes jets weighing up to 12,500 pounds. He emphasized that jets within that weight limit, like a 10,000-pound jet, are legal. Taylor concluded by urging the town to work together while noting there are some people he personally would choose not to do business with, referring to the airport operators.

Ronnie Wilson stated he was already opposed to the airport before attending the meeting and remains firmly against it. He argued that no individual, family, or business should impose such burdensome restrictions on the community for personal gain. He emphasized the airport offers no benefit to residents—it's not a service-oriented business—and only serves one family. He questioned whether major stakeholders like the church fully understand the implications and urged the town to use every legal means necessary, including going to court, to stop the airport, which he believes brings only problems to the community.

Mike Burch asked whether the town would need to change its land use ordinance to accommodate the airport and define the allowable development envelope. He noted this would be a significant expense for the town and voiced his agreement with Ronnie Wilson's opposition.

Vern Carson stated that he believed the airport represents a taking of private property and rights. He noted that what was originally proposed years ago is entirely different from the current situation. He argued that anything beyond the property's boundary should require purchase or legal action, comparing it to him moving his farm onto their land, something he clearly sees as equally unacceptable.

Mark Pringle defended the airport, stating they are not taking anyone's property and have remained consistent with their original proposals. He noted that while the town's building height ordinance was originally 35 feet, the council approved increasing it to 50 feet next to their property. He emphasized that most aircraft using the airport are small, two-seat planes and expressed a desire to be good neighbors.

Pringle encouraged open communication, highlighting their efforts to hire local residents, offer flights to community members, and implement noise mitigation measures. He acknowledged concerns about traffic but framed aviation as part of the necessary infrastructure. He urged the town and residents to collaborate, not oppose one another, and reiterated their long-standing presence since 2002 with an open-door policy.

Heidi Densley criticized the credibility of the airport representatives, stating their word has lost value due to conflicting statements and documents. She shared that many residents have privately asked her to speak on their behalf out of fear of retaliation, specifically mentioning

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concerns about Alina visiting their homes. Heidi emphasized that this fear is a serious problem and called on the town to take a stand, insisting the airport must be regulated.

Amy Taylor, a longtime resident, expressed frustration over the disruption caused by aircraft noise, stating it has disturbed the peace and quiet she once enjoyed both inside and outside her home. She criticized what she sees as manipulative efforts by airport representatives to gain community support, emphasizing that recreation shouldn't come at the cost of residents' well-being.

She objected to the idea that the airport's \$2.4 million in funding should influence the town's decisions, stressing that residents never had a say in it. Taylor also raised concerns about potential legal risks to the town if other businesses are later restricted due to the precedent set by allowing the airport to expand. She opposed granting special allowances to one business for its benefit, primarily when it affects the property rights of others.

Finally, she pointed out the inconsistency in how the airport is labeled, sometimes as public and sometimes as private, depending on what suits its interests, calling for accountability and fairness.

Jayson Densley, a former council member, reflected on past decisions made without a full understanding of their implications, stating that if an ordinance or overlay was passed under such conditions, it could be legally void. He strongly opposed taking from one property owner to benefit another, calling it unjust and harmful.

Densley warned that allowing one individual or business special privileges sets a precedent that could lead to legal and financial consequences for the town if others are later denied similar treatment. He emphasized the importance of fairness and expressed concern that his own building project is already close to the airport's proposed restrictions. He concluded by noting that 40 feet is not a significant building height, pushing back on imposed limits.

Brenda Tanner, speaking online, emphasized that poor communication has contributed to the current conflict over the airport. She noted that much of the dialogue has happened privately, one-on-one, rather than in public forums, leading to confusion and misunderstandings. Tanner urged the town to ensure consistent and transparent communication moving forward, so that all residents receive the same information. She also expressed agreement with most of the concerns previously raised.

Tal Adair, representing the incoming Fairfield Industrial Park development, expressed a desire to be a good neighbor and build a strong community. He emphasized the importance of respecting individual property rights, including his own and those of the airport. While acknowledging the airport's legal rights, he expressed concern about how its operations might impact nearby properties, such as his own.

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Adair urged the council to carefully distinguish between enforceable laws and non-binding guidelines when making land use decisions, noting that conflicting rules from different agencies can cause confusion. He encouraged the council to rely on its authority as the land use body and to make thoughtful, informed decisions, acknowledging the difficulty of their position and thanking them for their efforts.

Alina Pringle stated that from the beginning, they worked collaboratively with the town and council, requesting a residential airport rather than imposing one. She said the town required them to build to FAA standards and that all processes, including overlays, were mandated by the state for public-use runways.

She thanked the commission for researching and distinguishing between laws and guidelines, and for thoroughly understanding the matter before voting. Pringle emphasized that their development actions were based on past assurances from town leadership and suggested that better early communication could have saved significant time and money.

Neil Schwendiman (North Pointe Landfill) raised concerns about whether his property falls within the proposed airport overlay zone, especially given the nearby landfill. He highlighted potential safety issues related to wildlife, specifically birds and dust, noting recent flocks of seagulls in the area. His primary concern was liability—questioning who would be held responsible in the event of a bird strike: the town, North Point, the pilot, or himself. He emphasized that while he tries to manage dust and deter birds, some factors are beyond his control.

Mathew Kolm, owner and flight instructor at West Weather Flight and president of the West Desert Aviators, shared efforts made to reduce aircraft noise and improve community relations. He explained that a complaint form is available on their website, and all submissions are reviewed. In response to specific complaints, he personally worked with a new pilot to teach quieter flying techniques and contacted other pilots, such as one from Spanish Fork, to adjust flight patterns.

He emphasized that the airpark is a part of the Fairfield community and that they've hosted events for all residents, not just aviation members. Mathew expressed appreciation for Fairfield and urged an end to misinformation and name-calling, encouraging a more united and respectful community approach.

The Following were emails sent in for Public Comment:

Daymon Stephens
Wed, Jun 18, 2:13 PM

Attached are some documents for tonight's meeting.

Statement for the record.:

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June 18, 2025

It is no secret that I am not now, nor have I ever been a proponent for enlarging the airpark.

I love the pringles to death and they are both considered friends, even if we have a difference of opinion on the size and number of airplanes coming in and out of the airpark. I have flown with Mark and absolutely loved every minute of it. I fully understand his and Alina's enjoyment and ambitions with flying, I just do not want to listen to it at my house.

I was on planning and zoning for many years and the actual chairman of the commission during the majority of the years when we were working on trying to come up with something that would be beneficial to both WDA (West Dessert Airpark) and the residents of the town. Alina had been voted in as the chairman of the commission at the time in which the original public hearing was held on 4-6-22 concerning the airpark zone.

Attached is the letter I had written along with an article written by UDOT in conjunction with Mountainland that was supposed to have been included into the public hearing minutes originally (4-6-22) but apparently never was and the town council states that they did not ever get a copy of it. I would like this letter to be included into tonight's meeting along with this email.

I do need to redact one thing in the original letter written. I had stated that the air park was going from 40 acres to 120 acres which was not correct. The airpark ownership is over 200 acres.

In addition to the attached letter I would like it on record that I do not agree with the new overlay being presented tonight. This restricts what a very large majority of the residents in town can do with their property and basically encompasses I would guess 90% of the residential properties currently in town.

I hope that as a town we can come up with some sort of an ordinance that will allow the WDA to continue to operate in a manner in which they were originally allowed while still allowing them to utilize their property with the same standards and opportunities afforded all of their neighbors in the industrial zones.

Thanks for your time,
Daymon Stephens
Resident, Fairfield, Utah.

Natalie Mckinney
Wed, Jun 18, 7:29 PM

I would like to discuss my concern with the airpark overlay.

I have always been in favor of the airpark and have always been in favor of land owners to be able to do develop their land that being said it is of great need to do this along the side of the town with its guidelines, ordinances and for the safety and impact of the town.

It seems as if everything that was agreed upon, all the discussions and the plans of the airpark and its overlay have greatly increased and is now becoming something that was not what the town and its people are in favor of.

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There are multiple safety issues and nuisance issues that come with this new increase of the airpark.

I was the Town Recorder for 2 years for Fairfield and sat through countless meetings discussing the airpark.

It was always sold and pushed as a private airpark/own community for private planes and private hangers for living spaces.

The pilots were never to fly their path over the town due to noise nuisances.

That all seems to have changed and about to become even more of what was not sold to the towns people and Council.

The town and its people never agreed nor would want this increase of the runway, overlay, being a public airport and the noise issues, safety issues, fire issues.

Once again I am all for the airpark and what was originally sold, pushed and agreed upon.

I can strongly tell you that 100 percent of the towns people would agree with everything I just stated.

Natalie McKinney.

Travis McKinney

Wed, Jun 18, 8:22 PM

This is Travis McKinney. I own land along Main Street I plan to build on after I retire. I don't want large cargo jets flying over my property.

Travis McKinney

Brian Carver's opinion is that Utah law strongly favors publicly owned and operated airports, granting them broad regulatory authority through police powers. However, the West Desert Air Park, being privately owned, does not have those powers. Brian acknowledged the complexity and confusion in how the definitions apply to the West Desert Airpark.

Wayne Taylor explained that the airport filed a form with the FAA to become designated as a public use, but no safety checks were conducted before approval. Afterward, Utah Aviation granted them \$2.5 million. Wayne claimed that there was no compliance with FAA planning guidelines (such as Advisory Circular 150), which recommend specific safety measures, including setbacks from landfills due to wildlife risks. They emphasized the lack of oversight and safety evaluation in the approval process.

8) Discuss purchasing property and building a Town Hall.

The council discussed the possibility of purchasing the Good property for \$725,000 and potentially using it for a new town hall. They debated various options, including remodeling the existing house, building a new structure, or selling part of the property. The council agreed to

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make a cash offer of \$665,000 for the property, contingent on appraisal and inspection. They also discussed the need for a larger meeting space and the possibility of using modular buildings as a temporary solution.

Consent Items

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

- 1) Approval of Minutes: [May 21, 2025](#), and [June 5, 2025](#).
- 2) Approval of Financials: [April 30, 2025](#), and [May 31, 2025](#).

Councilman Weber made a motion to approve the consent items, number one and two, approval of minutes for May 21, 2025, and June 5, 2025, and approval of financials for April 30, 2025, and May 31, 2025. Councilman Panek seconded the motion.

*Mayor McKinney - Yes
Councilman Thomas - Yes
Councilman Panek - Yes
Councilman Cameron - Yes
Councilman Weber - Yes*

The motion passed unanimously.

Business Items

1) **Discuss and motion to approve the new planning commissioners.**

The council discussed the appointment of two new planning commissioners, Kelton Butterfield and Jamie Mascaro, to fill the vacancy left by Heather Strong's request to be relieved of her duties.

Councilman Thomas motioned to approve Kelton Butterfield and Jamie Mascaro as new planning commissioners. Councilman Panek seconded the motion.

*Mayor McKinney - Yes
Councilman Thomas - Yes
Councilman Panek - Yes
Councilman Cameron - Yes
Councilman Weber - Yes*

The motion passed unanimously.

Ordinances

- 1) **[Ordinance No. 2025-12](#) An Ordinance Of Fairfield Town, Utah, Adopting Fairfield Town Code § 10.16 (Special Use Regulations).**

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The council discussed Ordinance No. 2025-12, which adopts Fairfield Town Code § 10.16 (Special Use Regulations). Mayor McKinney explained that the ordinance addresses additional regulations for special use permits and clarifies the placement of definitions within the code.

Councilman Weber made a motion to approve Ordinance No. 2025-12, an ordinance of Fairfield Town, Utah, adopting Fairfield Town Code 10.16 (Special Use Regulations). Councilman Cameron seconded the motion.

*Mayor McKinney - Yes
Councilman Thomas - Yes
Councilman Panek - Yes
Councilman Cameron - Yes
Councilman Weber - Yes*

The motion passed unanimously.

The Town Council discussed installing speed bumps to reduce speeding, especially near the State Park, where children's safety is a major concern. Councilman Panek voiced his fear of a child being hit by a car, emphasizing that no parent wants to receive such a call. The Council agreed to install tabletop-style speed bumps, which they believe are more suitable for trucks and trailers. They decided to place them on 75 North and Main Street and will look into installing two on each street for greater effectiveness.

Closed Session

Possible motion to enter into closed session for the purchase, exchange, or lease of property; pending or reasonably imminent litigation; the character, professional competence, or the physical or mental health of an individual; or the deployment of security personnel, devices, or systems.

Councilman Cameron made a motion to temporarily recess the council meeting to go into a closed session for the following purposes: Discussion of the character, professional competence, or physical or mental health of an individual. Strategy sessions to discuss collective bargaining. Strategy sessions to discuss pending or reasonably imminent litigation. Strategy sessions to discuss the purchase, exchange, or lease of real property, or to discuss a proposed development agreement, project proposal, or financing proposal related to the development of land owned by the city. Strategy sessions to discuss the sale of real property. Discussion regarding the deployment of security personnel, devices, or systems. Investigative proceedings regarding allegations of criminal misconduct. Considering a loan application. Councilman Panek seconded the motion.

*Mayor McKinney - Yes
Councilman Thomas - Yes
Councilman Panek - Yes
Councilman Cameron - Yes*

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Councilman Weber - Yes

The motion passed unanimously.

The time was 9:55 pm

Adjournment

Councilman made a motion to adjourn the meeting. Councilman seconded the motion. the motion passed unanimously.

The meeting adjourned at p.m.

Minutes Approval Date

Stephanie Shelley Town Recorder



Stephanie Shelley <sshelley@fairfieldtown-ut.gov>

Fairfield Town - Town Council Wednesday, 18th 7 pm

Natalie Mckinney <macenat16@yahoo.com>

Wed, Jun 18, 2025 at 7:29 PM

To: Stephanie Shelley <sshelley@fairfieldtown-ut.gov>

I would like to discuss my concern with the airpark overlay.

I have always been in favor of the airpark and have always been in favor of land owners to be able to do develop their land that being said it is of great need to do this along the side of the town with its guidelines, ordinances and for the safety and impact of the town.

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Natalie Mckinney.

On Jun 17, 2025, at 5:01 PM, Stephanie Shelley <sshelley@fairfieldtown-ut.gov> wrote:

[Quoted text hidden]

<TC 25-06-18 Agenda.pdf>



Gmail

Stephanie Shelley <sshelley@fairfieldtown-ut.gov>

Flight path over Fairfield

1 message

Travis McKinney <travis@chunky.net>

Wed, Jun 18, 2025 at 8:22 PM

To: "sshelley@fairfieldtown-ut.gov" <sshelley@fairfieldtown-ut.gov>

This is Travis McKinney. I own land along Main Street I plan to build on after I retire. I don't want large cargo jets flying over my property.

Travis McKinney
801-368-0087



Stephanie Shelley <sshelley@fairfieldtown-ut.gov>

Fairfield Town - Town Council Wednesday, 18th 7 pm

Daymon Stephens <daymon.stephens03@gmail.com>
To: Stephanie Shelley <sshelley@fairfieldtown-ut.gov>

Wed, Jun 18, 2025 at 2:13 PM

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Thanks for your time,
Daymon Stephens
Resident, Fairfield Utah.

[Quoted text hidden]

2 attachments

 **airport-land-use-guide---web.pdf**
10514K

 **letter on airpark .docx**
26K

These are the facts that the post card from the town of Fairfield, and the distributed brochure from West Dessert Airport (WDA) did not tell you about the proposed zone change for the airport. To make sure that the voice of the residents of our town is heard, I implore you to come and voice your opinion at the public hearing tomorrow night, April 6th 7:00 pm at the schoolhouse.

When the Planning Commission originally stated that we needed to create an airport zone and started working with the WDA several years ago, the intent was to have a zone that protected the airport and allowed for WDA to continue operating as an airport, which they have been doing since 2002. It was never the intention of the commission at that time to increase the size of the airport, or the number of planes allowed. The airport, in the state that it is in now, is in a light industrial zone and has been since Fairfield became a town. WDA agreed to be in a light industrial zone, and as such has all the same business opportunities that anyone else in the Light Industrial West Zone has.

- The proposed zone will literally triple the size of the current Airport. This proposed change will allow the airport to grow from the current 41.12 acres to over 120 acres.
- The proposed zone allows for the extension of the runway from 2600 feet to approximately 5000, moving the classification of the airport from a small to a medium sized facility. This change will allow for as many as 100 home based aircraft and up to 50,000 operations a year. The proposed zone as written controls none of this.
- The proposed zone allows for residential homes to be incorporated into the Light Industrial West Zone. We have residential zones and industrial zones for a reason, and it is because the 2 do not go together, they are completely different uses. The proposed zone has no verbiage at all on total number of homes that can be put in or the lot sizes for these homes. The only limitation is that they cannot encompass more than 25% of the Zone with residential. That equivalates out to 30 acres of ground with no mandatory lot sizes. Will these 30 acres be put into ¼ acre lots for a total of 120 homes? Maybe its ½ acre lots for a total of 60. There are not even 60 homes currently in Fairfield. Even if it is 1 acre lots that is still 30 additional homes in the middle of a light industrial zone. Adding 30 homes to the town brings the total to approximately 90 residences in town. This would make 1/3 of our voting demographic airplane pilots. Nothing particularly against pilots but I am not sure they have the same ideas about ranching and farming that the majority of the residents here have.
- The proposed zone does not limit the number of hangars that can be built on the property. WDA has made the statement several times that if they can't have residential then they can just fill the whole place with hangars. As written this zone would permit that.
- The proposed zone change does not have any limiting factors on the number of home-based planes. i.e., the number of planes that will be indefinitely kept, flown and landed at the air park will not and cannot be regulated.
- The proposed zone does not limit the number of flight operations in and out of the airport a year.

- This proposed zone allows for what are being deemed as Crew Rest Facilities to be allowed in every hangar. This basically allows for every hangar to be utilized as a living facility with a kitchen, sleeping quarters, bathroom etc. and no realistic way to govern it.
- The proposed zone change allows for an HOA to exist within the airport zone. An HOA that the Town of Fairfield has absolutely no ordinances currently in place to govern. To date, HOA's and master planned developments have not been allowed in Fairfield because we have restricted the number of building permits allowed a year due to our current infrastructure and our ability to supply basic utilities to a development of this type.

(see attached article)

The air park as it exists today would be classified as a small airport according to an article written by the Utah Department of Transportation (UDOT) in conjunction with Mountainland Association of Governments (MAG). This article was specifically written to help municipalities in making informed decisions about ordinances related to an airport/airport.

Small Airport/Airpark:

- Less than 20 home based aircraft: WDA has stated that they already have 23+ home based aircraft located at the airport.
- Runways of less than 5,000 feet in length: The existing runway is approximately 2600' long keeping WDA classified as a small airport. The current runway extends North to South and encompasses all but just a few feet of the frontage available on the 41 acre parcel of ground the airport currently sits on.
- **NO Development Zone/Area:** This zone states that there should be **no development of property at all 1200' North or 1200' South** of the current runway. WDA does not own any property to the North or the South of the current runway. Therefore, this **no development zone** completely limits the ability of other landowners who have nothing to do with the airport to utilize their property.
- Limited Development Zone/Area: 3200' from the end of the runway x 5000' wide. This zone controls the height of buildings along with any residential uses in the area 3200' North or South of the current runway as well as 2500' East or West from the centerline of the runway. This is an area that stretches clear up into the Densely property to the North and over into Camp Floyd to the West.
- Controlled Development Zone/Area: 5000' in each direction from the runway this zone controls the type of crops, building heights as well as lighting and other things that can be used in this area further limiting the use of property by current property owners other than WDA. This zone extends clear past what is now currently Main Street to the North.

Medium Airport/Airpark – what the proposed zone change allows for.

- Moves from 20 home based aircraft to 100
- Moves from 10,000 annual operations to 50,000
- No development zone would stay the same North to South but increases in width
- Limited use zone would extend from 5000' to 6200' which puts it just past Main Street to the North.
- Controlled development zone would extend from 5,000' to 10,000 feet. This is an area the goes past Vern Carsons home to the North and clear out into the dry farms to the west.

This proposed zone was written by WDA and rammed through planning and zoning by the Planning and Zoning Commission Chair Alina Pringle (owner of west desert airpark) and Mayor Gurney. The proposed zone change only benefits one property owner in this town period while limiting the utilization of property for many property owners to the North which is not right.

WDA keeps bringing up how much this change will benefit the town with special events, a café, bar and so on. The special events would only attract someone who is interested in flying. A larger airport with a café, bar, condominiums, and crew rest facilities only adds to the number of planes the residents must listen to coming and going.

I do not see the benefit of this to any of the residents of the town.

As a member of Planning and Zoning now for 15+ years I take very seriously the charge to ensure that the decisions we make today do not adversely affect our children or other future residents of Fairfield in the future. Cedar valley is growing rapidly and as it does, we need look 20-25 years into the future and ask ourselves, if an airport the size of what is being proposed is going to fit in with this growth. That answer *must* be NO. I would not have voted to put the current airport in 20 years ago and feel it was very negligent of the county commissioners who allowed it to be permitted as close as they did to what was then the main residential area of Fairfield. The airpark as a whole limits the use of others property while adding a nuisance that will exist indefinitely into the future.

Hopefully this never happens but with the addition of every plane that comes in and out also comes the chance that something goes wrong and one of those planes ends up crashing into someone's home. This will end up causing thousands of dollars in damage and in the worst of all scenario's loss of life. There was already one crash last year on an adjacent property to the current airport.

I agree that we need to create an air park zone, but it needs to be for the purpose of preserving what the majority of the residents in town enjoy while at the same time ensuring that the airpark is able to continue doing what it has done in the past. It should not be a one-sided ordinance that leaves everyone else to deal with more noise and restrictions put onto their property while WDA gets all the financial gains.

AIRPORTS & LAND USE

AN INTRODUCTION FOR LOCAL LEADERS



**WORKFORCE
SERVICES**
HOUSING & COMMUNITY
DEVELOPMENT
COMMUNITY
DEVELOPMENT OFFICE

AIRPORTS & LAND USE

An airport can provide numerous benefits to a community, but only if the community can balance between various local interests. Imbalances between public and private interests can result in overregulation or underregulation that fuels conflict between airport operators, sponsors, and the public. Finding balance between these interests requires establishing adequate airport land use buffers that keep people and property safe while adopting appropriately flexible regulations that do not overwhelm or frustrate the community. Although maintaining the right balance will be challenging, this document can help communities navigate common pitfalls associated with land use planning around airports.

This document was expressly created with Utah's rural communities in mind—particularly those communities who already operate or want to operate an airport. It provides a brief introduction to key considerations that local leaders need to understand about land use planning for airports. These considerations are vital for maintaining the long-term benefits of operating an airport and mitigating burdens on the surrounding community. It draws upon the guidelines and best practices promoted by the U.S. Federal Aviation Administration (FAA), the Utah Department of Transportation Division of Aeronautics (UDOT), and leaders in the aviation and aeronautics industries.

IN UTAH

THERE ARE

46

AIRPORTS

85%

OF THOSE
ARE IN

RURAL COUNTIES

LAND USE AIRPORTS IS A RURAL ISSUE¹



Good airport planning requires thinking comprehensively, considering long-term possibilities, and planning accordingly. This helps avoid future confrontations, protects the airport as an ongoing community asset, and provides community leaders with an opportunity to benefit future generations. Every community that hopes for or expects significant growth should consider how land use actions taken today will impact future opportunities.



Airports are generally stable community institutions whose long-term viability is determined by decisions made decades in advance. As a result, good airport plans and land-use decisions require planning well into the future. Most airport master plans contain airport goals and plans for 20–25 years and are updated about every 10 years. When considering land use around an airport, a much longer view, even 50–100 years, is required to adequately protect both residents and the airport. This long-run approach is justified by the large amount of property needed to house and maintain an airport along with the potential for frustration between airports and landowners.

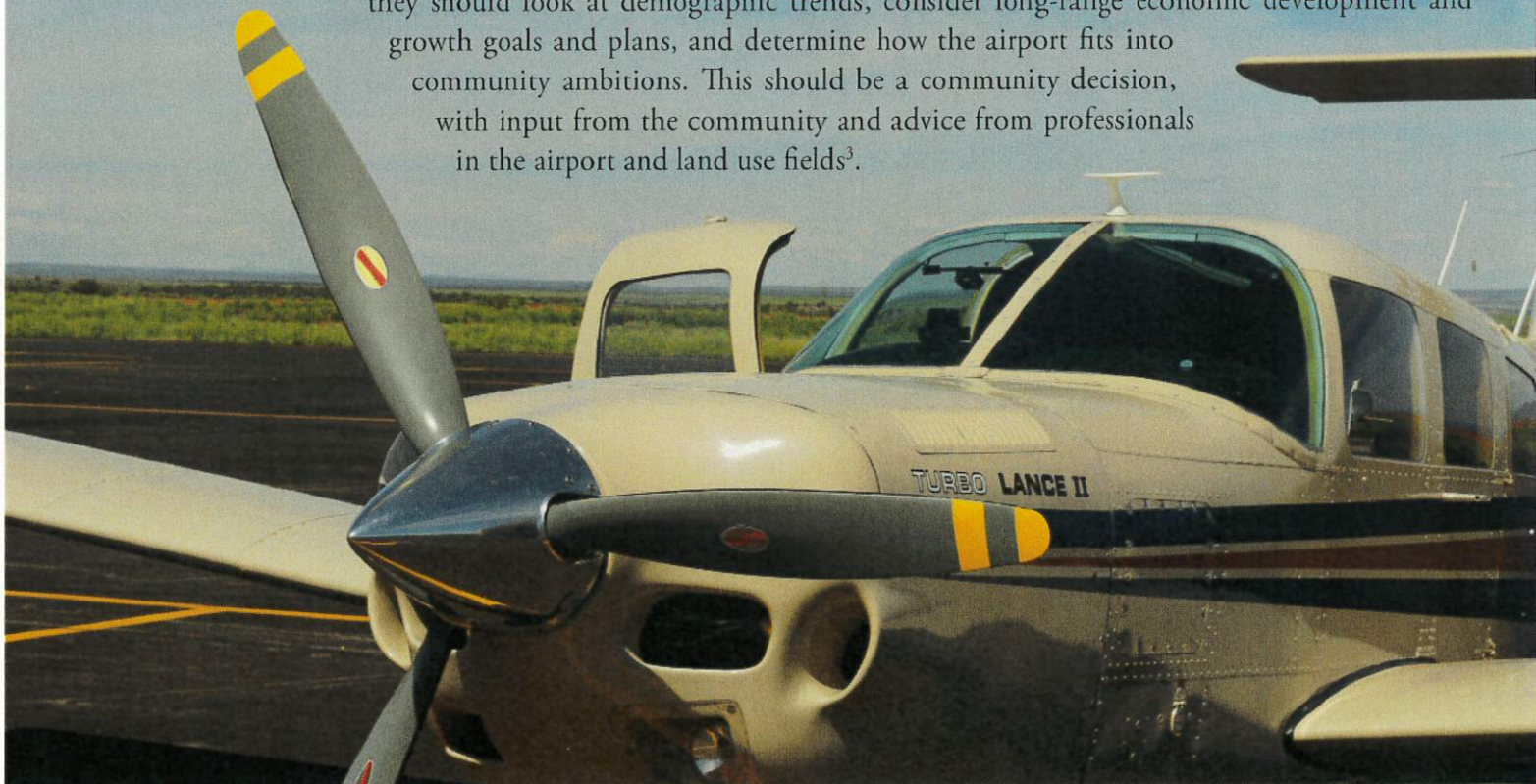
As a result, community leaders should understand what the community would like to become, what the community is likely to become, and how outside forces will affect the community's final outcome. These perspectives can then be applied to a community's unique airport situation.

Operationalizing a “long-term perspective” for your airport means assessing current conditions and long-term ambitions for the airport. Current conditions inform what should be done to protect residents and airport operations as they exist today. Assessing long-term ambition informs land use designations so that potential conflicts arising from airport expansion are prevented from occurring in the future.

To assist communities and counties as they consider land use regulation surrounding an airport, UDOT and the Mountainland Association of Governments (MAG) put together a reference guide called the *Compatible Land Use Guide for Utah Airports* (LUPG) for airport land use issues in Utah². LUPG lays out planning templates and considers how to address some common airport land use issues.

CURRENT CONDITIONS LONG-TERM AMBITIONS

Factors such as new technological advancements, tourism expansion, regional growth, or an influx of business operations in or near your community could alter the demand for airport use. These are important considerations for any airport. As communities consider the future of their airports, they should look at demographic trends, consider long-range economic development and growth goals and plans, and determine how the airport fits into community ambitions. This should be a community decision, with input from the community and advice from professionals in the airport and land use fields³.





Grant assurances are agreements entered into by an airport sponsor upon receiving federal or state assistance. FAA grant assurances 20 and 21 deal directly with land use and zoning ordinances and require airport sponsors to do what they can to maintain compatible uses around the airport (*see Appendix A*).

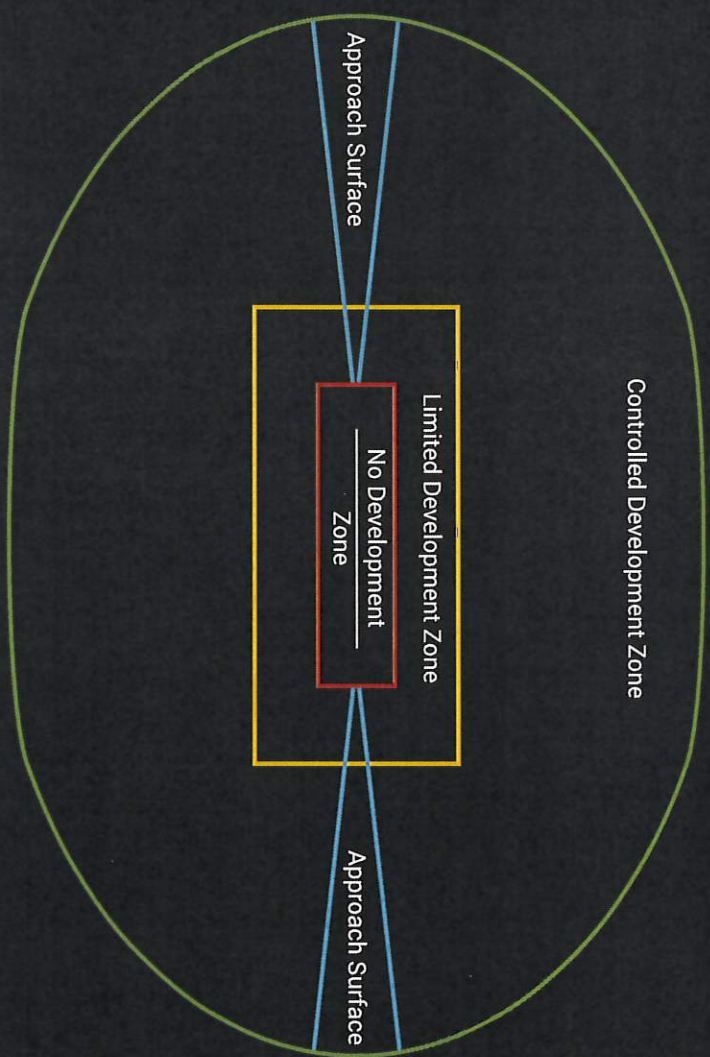
PLANNING TEMPLATES

LUPG defines three sizes of airports: small, medium, and large. Despite large differences in size and traffic, the same principles can be applied to manage land use around these different sizes of airports.

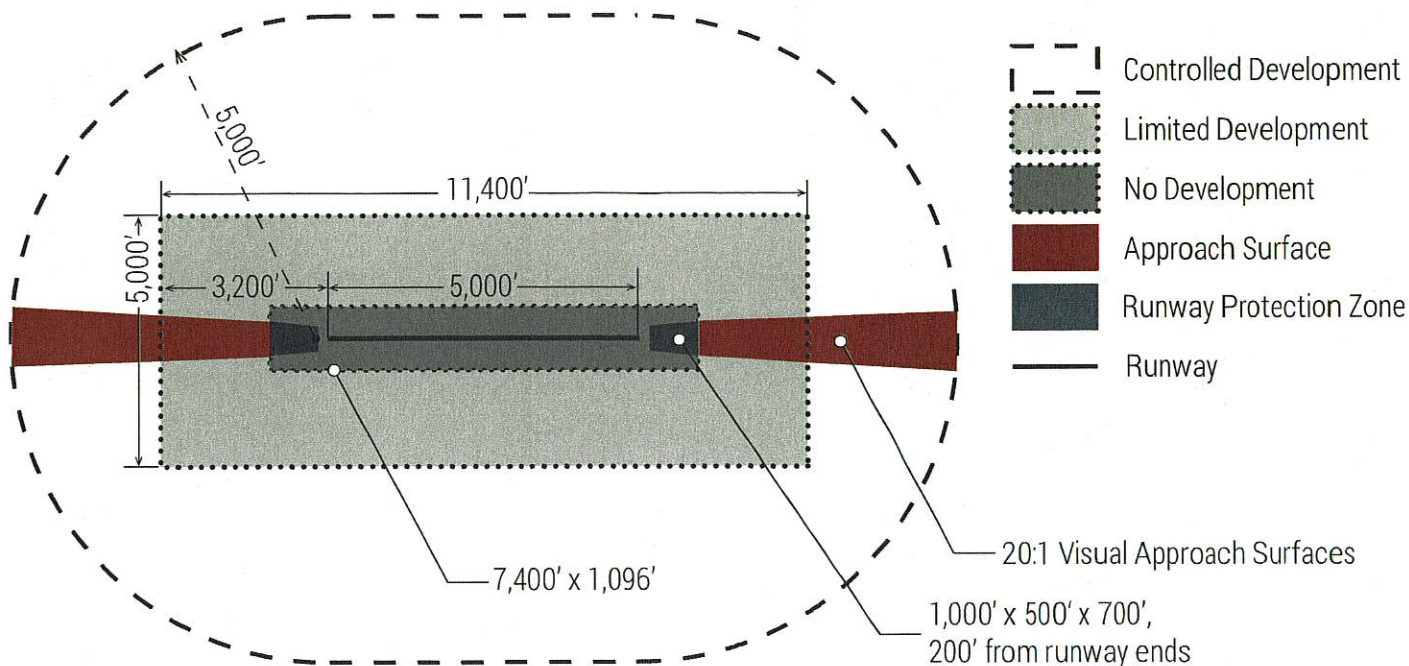
The graphic to the right is a general planning diagram of the areas impacted by the existence of an airport for current and future land use and contains recommendations from MAG and UDOT. These are not FAA requirements per se. They represent a planning framework that allows airports to meet FAA requirements and limits airport impact on residents through controlling specific uses. The templates on the following pages illustrate how this diagram is applied to an airport's current or planned size.

This document illustrates templates for small and medium sized airports, as large airports are uncommon and unlikely to develop in most rural areas.

NAME	DESCRIPTION
Controlled Development	The Controlled Development Zone sphere has relatively few regulations, primarily consisting of lighting and height.
Limited Development	The Limited Development Zone prohibits many kinds of uses while placing restrictions on others.
No Development	The No Development Zone only allows for airport-related building.
Approach Surfaces	Recommend no residential use to protect against noise and safety hazards.



Not to scale



SMALL AIRPORT TEMPLATE

For “small” airports (defined to the right), the areas illustrated above provide adequate regulations to keep operating at its current level. Regulating to these specifications limits safety concerns and the likelihood of conflict related to airport operations.

Specifically, FAA regulations and LUPG suggest that 548 feet on either side of the runway centerline and 1,200 feet off both runway ends be a “no development zone,” where only structures used for maintenance of the airport and storage of aircraft should be allowed.

The “Limited Development Zone” should be the width of the airport’s longest runway and extend 3,200 feet beyond the end of either runway. Residential uses in this zone should be prohibited to protect residents. However, commercial, industrial, and other uses are appropriate¹.

The 5,000 foot “Controlled Development Zone” should include restrictions on crops that attract birds, require buildings over 200 feet in height to register with the FAA, control lighting open to the sky, and limit residential development (or require disclosure statements about the location relative to the airport and associated hazards)⁴. “Approach Surfaces” extend from the end of the runway to the end of the “Controlled Development Zone.” These areas are the most impacted by safety concerns and noise nuisances.

SMALL AIRPORTS DEFINED

LUPG defines a small airport as:

- Runway less than 5,000 feet
- Less than 10,000 annual operations
- Visual approaches only
- Airport Reference Code (ARC) A-I/B-I
- Less than 20 based aircraft

Just because your community’s airport currently fits this definition does not mean this is the correct planning model to use for your airport. Rather, (as noted above) leaders should consider what their airport could become in the near- and long-term, then determine if they should regulate the land to protect for the possibility of expansion in the future.

Depending on community aspirations and probable futures, it may be most appropriate to prepare for a medium or even large airport. Taking current property owners rights into account is vital; communities should discuss possibilities as a community and with the FAA.

Medium airports (defined to the right) increase the size of the “No Development Zone” to 614 feet on either side of the runway centerline and 1,200 feet of either end of the runway to be used for airport specific development only.

The “Limited Development Zone” remains the width of the longest runway and 3,200 feet off the end of both sides of the runway. While LUPG recommends restricting residential development in this zone, other uses (including commercial, industrial, agricultural, etc.) are effective land uses that can maximize the transportation and shipping benefits attendant an airport.

The 10,000 foot “Controlled Development Zone” should have the same restrictions as the “Controlled Development Zone” for small airports.

“Approach Surfaces” are largely the same. However, their angle can change as new instrument approaches are used, changing from a 20:1 angle (20 feet forward for every 1 foot wider) to a 34:1 angle or even 50:1 angle depending on the instrument in use.

MEDIUM AIRPORTS DEFINED

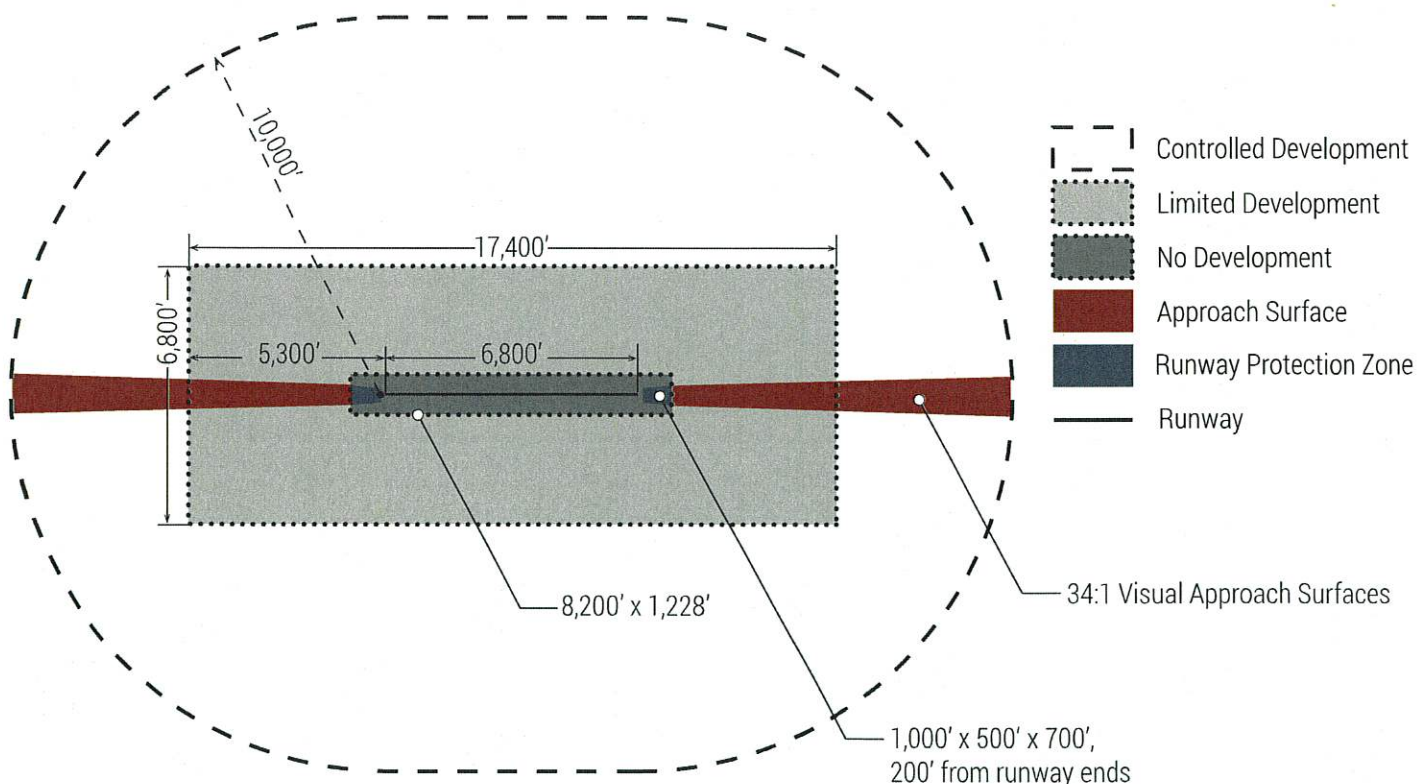
LUPG defines a medium airport as:

- Runway between 5,000–7,000 feet
- Between 10,000–50,000 operations annually
- Non-precision instrument approach
- Airport Reference Code (ARC) B-II
- Between 20–100 based aircraft
- Occasional jet aircraft operations

If leaders believe their airport will grow beyond the medium size, they may need to plan for an even larger airport. They should consider the potential timeline and discuss when this could occur and what steps they can take to protect that possibility for the airport.

Appendix B has specific recommendations for what constitutes compatible and incompatible land uses in each “Zone” and for the “Approach Surfaces.” These recommendations are an important tool for leaders as they discuss what zoning and regulatory measures should be taken to protect residents and the airport.

MEDIUM AIRPORT TEMPLATE



Leaders should first consider the airport's current size, followed by the intended runway size (information on planned expansions in the next 15–25 years should be available in the airport master plan, while expansions in a longer time frame will require assessment from leaders). The estimated maximum airport size should be the guide on zone sizes and regulation. This ensures that when the airport does expand, it will not have significant negative impacts on residents.

Where expansion is not likely for decades, but leadership want to retain the possibility of expansion, interim uses can allow certain uses in the short term with assurances from landowners that the use will phase out over time. These protect plausible expansions and property owners' rights.

OVERLAY ZONING

Traditional zones can be adopted for each of these different areas (no development, limited development, controlled development, approach surfaces); however, overlay zones can simplify land use regulations for land owners and residents. Overlay zones are sets of additional standards or requirements that are applied over the top of current zoning (*see Appendix C*). Overlay zones allow leaders to maintain consistent zones, while ensuring requirements for specific areas are met before development can occur. Overlay zones are recommended in the case of airports for four primary reasons:

1. **Flexibility.** An overlay zone still allows the zoning underneath to change. It ensures that however the zoning changes, the overlay will still protect residents from potential negative impacts of the airport.

2. **Workload.** It reduces workload for those developing the zoning regulations. Rather than creating entirely new zones, overlay zones allow the appropriate requirements to be added onto the current zoning structure.
3. **Community Understanding.** While overlay zones could increase complexity initially, it is overall much simpler for land owners, and residents. It helps buyers to understand that they are purchasing a commercial zone with additional requirements rather than understanding multiple (unfamiliar) new zones.
4. **Political feasibility.** Because overlay zones are only applied to specific areas and maintain the underlying zoning, they can be more politically feasible than multiple new zones.

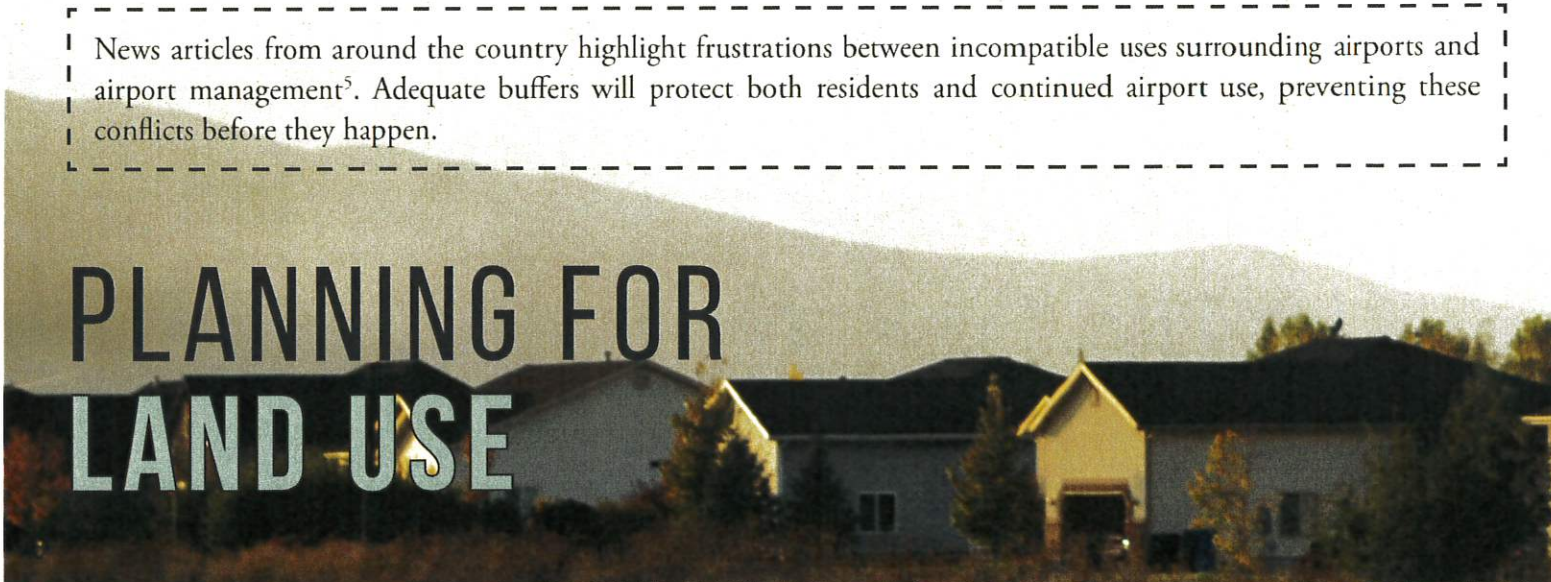
As leaders work with community members, landowners, and the airport board, they should look for the option that best meets community desires and airport needs.

COMPATIBLE LAND USES

Allowable uses in these zones do not encroach on height restrictions, prevent future safety hazards, reduce frustrations between citizens and the airport, and maintain long-term airport viability. In contrast, allowing incompatible uses increases frustrations between residents and the airport. These tensions typically increase as incompatible uses become more common and airport traffic increases. Land use around airports, even with limited development, can be threatened by incompatible uses. If the airport expands operations, conflict with residents is a common result⁵. See Appendix B for LUPG's list of compatible and non-compatible uses.

News articles from around the country highlight frustrations between incompatible uses surrounding airports and airport management⁵. Adequate buffers will protect both residents and continued airport use, preventing these conflicts before they happen.

PLANNING FOR LAND USE



WHO MANAGES PLANNING?

An airport sponsor is the city, county, company, or individual responsible for the airport. The airport's master plan is completed by the airport sponsor and establishes the airport's intentions for the next 20–25 years. However, land use surrounding the airport is up to the municipalities and counties that have jurisdiction over the airport's current and potential area of influence (*see maps pages 6–7*). As a result, land use planning around an airport regularly involves more than one community and/or the county.

For municipalities where the area of airport influence, or controlled development zone (*see map on pages 6–7*), is wholly within a community's boundaries, the community or county planning commission makes recommendations to the legislative body who adopts, alters, or rejects the recommendations.

For airports with influence areas that cross jurisdictional boundaries, each community maintains zoning authority for the area within their boundaries. If communities determine to maintain zoning authority over their portion of the airport influence area, significant efforts to streamline and coordinate zoning regulations between entities is vital to avoid future conflict.

The Utah State Legislature has provided another alternative for cross-jurisdictional airports in the Airport Zoning Act⁶. This act provides leadership with the option to create a Joint Airport Zoning Board. The commission requires “two representatives appointed by each political subdivision participating in its creation,” and provides the commission with authority to “adopt, administer, and enforce... airport zoning regulations for the airport hazard area.”

There are benefits and drawbacks to joint boards. Relinquishing local control can help increase zoning consistency for all residents by streamlining regulation,

reducing political pressure on individual communities, and forcing communities to create mutually agreeable terms. In contrast, joint boards may delay rule creation, or frustrate the current planning commissions and landowners who are unfamiliar with the concept of an airport zoning board.

Ultimately, it is up to the airport sponsor and entities with jurisdiction in the airport hazard area to determine when and how to handle regulations around an airport. Communities should not wait for conflicts to arise before trying to address land use in the area. Rather, they should proactively create a cooperative approach that increases clarity for landowners and public officials.

PLANNING QUESTIONS

The following questions should help entities plan for an airport's future:

Current Zoning. *Do current zones (or overlay zones) allow compatible uses while prohibiting incompatible uses?*

Are zones more restrictive than necessary, potentially and unnecessarily reducing land values?

Current Plans. *Consider the airport master plan. Are there intentions to extend the runway? Increase use? Expand facilities?*

How will these planned changes impact the size of areas that need additional land use regulations?

How does the airport fit into current quality of life and economic development in the community?

Future Possibilities. *Consider the next 50, 75, and 100 years. What are the ambitions and possibilities for the community?*

How does the airport fit into the economic ambitions and possibilities of the community in this time frame?

What essential services does the airport provide? What expanded services are foreseen or hoped for?

How will decisions affect landowner rights over the same time period?



LAND USE TOOLS

LUPG provides information on a variety of tools that airport sponsors, joint airport zoning boards, and affected communities can use to protect airports and residents from negative impacts. These tools are either cooperative (working with landowners to achieve mutually acceptable arrangements) or unilateral (government taking action without consent from property owners).

COOPERATIVE

Fee-simple Acquisition. Airport sponsors should own all land used for runways, terminals, hangars, tie down areas, and other airport-only uses. Fee title acquisition entails purchasing the land and all associated development rights.

Note: At times, purchasing land outside of these areas, then reselling them with conditions attached can help mitigate future problems.

Avigation Easements. Avigation easements are rights to the use of airspace above property. These are typically cost effective and protect the airport, pilots, and citizens from dangerous development.

Transfer or Purchase of Development Rights and Density Transfers. Transferring development rights separates development rights from the physical property and allows that development to move to another location⁷. This enables airport sponsors to protect the highest priority areas while maintaining property owner's rights to develop.

Real Estate Disclosure Statements. A real estate disclosure statements require sellers to notify potential buyers that overflight and noise impacts are likely to occur. These are typically attached to the warranty deed. Communities considering this mitigation tactic should require disclosures for areas that are likely to have an impact in the future.

Developer Incentives and Agreements. Incentives and agreements with developers can be used to limit density in a specific section of proposed development by trading it for higher density development in a zone further from the airport.

UNILATERAL

Zoning. Creating an overlay zone that prohibits incompatible uses protects airport users, current residents, and future residents from potential hazards and nuisances. Compatible and incompatible uses must be identified and defined in the community's land use code. The Land Use Planning Guide for Utah Airports provides recommended compatible uses for different overlay zones surrounding an airport (see Appendix B).

Interim Permits. Interim use permits allow uses for a set period of time to help protect the airports long-term development. This generally excludes any sort of residential or high-density uses. Interim uses require cooperation from landowners to work.

Note: Don't do conditional use permits.

Dedications and Extractions. Dedications are impact fees paid for with land, rather than cash. A developer may obtain a zone change for a specific area, and "pay" for the dedication by not developing in high sensitivity areas. Extractions are the same as dedications, except that the land cannot be substituted for cash—they are required land donations from the developer.

Eminent Domain. Eminent domain is the power to take private property for public use in exchange for fair compensation without the owner's consent. Eminent domain can also be conducted on landowners' future development rights. In all eminent domain cases, the government is required to (1) pay just compensation for the property and (2) demonstrate a need for the property for public use⁸.

Additional governmental tools exist. The best way to address issues is using a mix of available options that match community circumstances and culture, while reviewing airport planning best practices, current conditions, future aspirations, and then developing a plan that best meets community needs.

DRONES

Additional considerations exist for airports—particularly unmanned aircrafts. According to FAA rules, unmanned aircraft operators are required to register their drone with FAA, and must inform airport flight control if they intend to operate their drone within five miles of an airport⁹. The State of Utah could be introducing additional regulations in current or future legislative sessions. Airport sponsors and surrounding cities should pay attention to these rules and ensure residents and visitors are informed to help keep pilots and residents safe.

Residents of small communities may question the importance of protecting small, rarely used airports, or be unable to fathom their tiny airport having long-term, major impacts on the quality of life for residents. When communities zone explicitly to protect an airport and residents, they are protecting future potential and community ambition. The impact of the airport may not be felt for decades, however the potential benefits to local economies is enormous.

Leaders working to protect their airports and residents should give special consideration to maximizing property use options for affected landowners. Application of a wide range of tools will help ensure landowners have input in their land's future and can optimize their land's uses. Airports provide opportunities and challenges to landowners; leadership should actively help landowners recognize the opportunities while mitigating the impacts. Communities should come together to determine the possibilities for their community and airport and take steps necessary to protect both into the future.

LANDOWNER IMPACTS & PROTECTING AIRPORTS

REFERENCES & ADDITIONAL RESOURCES

Significant portions of this document came from the *Compatible Land Use Planning Guide for Utah Airports* prepared by the Wasatch Front Regional Council and Utah Division of Aeronautics (part of the Utah Department of Transportation) in December 2000. UDOT and FAA both recommended this guide as a relevant, good thought process for airport land use. Many additional documents were reviewed for information on FAA requirements, best practices, and land-use challenges other communities have faced surrounding their airports. The remainder came from meetings and interviews with UDOT, FAA, and involved residents and leaders. The resources below can provide additional information for leaders.

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6. Utah State Code. Airport Zoning Act. 72-10-4 (403-406).
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8. Utah State Property Rights Ombudsman. Takings and Eminent Domain. <http://propertyrights.utah.gov/takings-and-eminent-domain/>.
9. Federal Aviation Administration. "Airspace Restrictions." Unmanned Aircraft Systems, Where to Fly. https://www.faa.gov/uas/where_to_fly/airspace_restrictions/.

ADDITIONAL RESOURCES

Federal Aviation Administration. "Federal Aviation Regulation Part 77." <http://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&SID=61302bd90d79271a583474ad2f9dcd7e&rgn=div5&view=text&node=14:2.0.1.2.9&idno=14>.

Federal Aviation Administration. "150/51&48 "A Model Ordinance to Limit the Height of Objects Around Airports." 1987. https://www.faa.gov/documentLibrary/media/advisory_circular/150-5190-4A/150_5190_4A.pdf.

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APPENDIX A

ASSURANCES REQUIRED OF AIRPORT SPONSORS RECEIVING FAA FUNDS

These are assurances required of airport sponsors who receive federal funds from FAA. Manti-Ephraim has signed these (or similar) assurances with the intent of protecting nearby residents while ensuring long-term viability of the airport. These are taken from the Aircraft Owner and Pilots Association's (AOPA) "Guide to Airport Noise and Compatible Land Use." These are the two assurances most directly related to land use and provide context for the Cities' obligations.

ASSURANCE 20

Hazard Removal and Mitigation: [The airport owner] will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including establishing minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting, or otherwise mitigating existing airport hazards and by preventing the establishment or creating of future airport hazards.

ASSURANCE 21

Compatible Land Use: [The airport owner] will take appropriate action, including the adoption of zoning laws, to the extent reasonable, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft. In addition, if the project is for noise compatibility program implementation, it will not cause or permit any change in land use within its jurisdiction that will reduce with compatibility, with respect to the airport, of the noise compatibility measures upon which federal funds have been expended.

APPENDIX B

COMPATIBLE LAND USE MATRIX (PAGES 27-32)

In their 2000 document, Wasatch Front Regional Council, Mountain Land Association of Governments, and Utah's Division of Aeronautics put together a list of compatible land uses that will protect residents from noise, light, and safety concerns, while allowing compatible uses near the airport. This helps protect property owners rights to use their property while securing the future of the airport. The table on pages 27 - 32 of the Compatible Land Use Planning Guide for Utah airports highlight recommended land uses in the zones established in the general planning diagram on page five of this document. These recommendations follow on the next six pages.

TABLE 3 - RECOMMENDED LAND USES AND ACTIVITIES		NO DEVELOPMENT (RED)	LIMITED DEVELOPMENT (BLUE)	LIMITED DEVELOPMENT APPROACH SURFACE	CONTROLLED DEVELOPMENT (GREEN)	CONTROLLED DEVELOPMENT APPROACH SURFACE
TRANSPORTATION \ COMMUNICATION \ UTILITIES						
Passenger Facilities	I		Y	C	Y	Y
Cargo-Freight Facilities	I		Y	C	Y	Y
Road and Rail Facilities	I		Y	C	Y	Y
Vehicle Parking	I		Y	C	Y	Y
Vehicle Storage	N		Y	C	Y	Y
Telecommunications	N		Y	C	Y	Y
Broadcast Communications	N		Y	C	Y	Y
Electric Generating Plants	N		I	I	C	C
Sewer-Waste Water Treatment	N		C	C	Y	Y
Gas Utility Facilities	N		C	N	C	C
Electric Utility Facilities	N		C	I	C	C
Y = Land use is compatible and should be permitted	C = Land use is generally compatible and should be permitted provided certain restrictions are complied with.	I = Land use is generally incompatible and should be prohibited. If a demonstrated community need for the development exists and no viable alternative exists, the use may be allowed provided specified conditions are met.	U = Land use is not clearly compatible or incompatible	N = Land use is not compatible and should be prohibited.		
1-Limit densities to <25 people per acre. 2-Limit densities to <50 people per acre. 3-During site development shift structures away from runway centerline when possible 4-Cluster development to maximize open space 5-Prohibit high overhead lighting 6-Require downward shading of outdoor lighting 7-Obtain Avigation Easements 8-Obtain obstruction easements 9-Ensure permitted uses will not create large areas of standing water, or generate smoke, steam or other visual obstructions 10-Require the use of approved sound proofing techniques						

**TABLE 3 - RECOMMENDED
LAND USES AND ACTIVITIES**

TABLE 3 - RECOMMENDED LAND USES AND ACTIVITIES		NO DEVELOPMENT (RED)	LIMITED DEVELOPMENT (BLUE)	LIMITED DEVELOPMENT APPROACH SURFACE	CONTROLLED DEVELOPMENT (GREEN)	CONTROLLED DEVELOPMENT APPROACH SURFACE
RETAIL TRADE						
Building Materials and Hardware	N	Y	C ^{3,7}	Y	Y	
Automotive, Farm and Marine Craft	N	Y	C ^{3,7}	Y	Y	
Apparel and General Merchandise	N	Y	C ^{3,7}	Y	Y	
Groceries and Food Stuff	N	C ^{5,6,8}	I ^{3,7}	Y	Y	
Eating and Drinking Establishments	N	C ^{5,6,8}	I ^{3,7}	C	C	
Shopping Malls and Centers	N	C ^{5,6,8}	I ^{3,7}	C	C	
Gas and Convenience Stores	N	C ^{5,6,8}	I ^{3,7}	C	C	
Liquified and Bottled Gas	N	I	I ^{3,7}	C	C	
WHOLESALE TRADE						
Home Furnishings and Building Materials	N	C	C ^{3,7}	C	C	
Food Products and General Merchandise	N	C	C ^{3,7}	C	C	
Liquified Gasses	N	I	N	C	C	
Petroleum and Distillate Products	N	I	N	C	C	
Industrial Chemicals	N	I	N	C	C	
Explosive and Pyrotechnic Products	N	I	N	C	C	
Other Wholesale Trade	N	C	C ^{3,7}	C	C	
Y = Land use is compatible and should be permitted	C = Land use is generally compatible and should be permitted provided certain restrictions are complied with.	I = Land use is generally incompatible and should be prohibited. If a demonstrated community need for the development exists and no viable alternative exists, the use may be allowed provided specified conditions are met.	U = Land use is not clearly compatible or incompatible	N = Land use is not compatible and should be prohibited		
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MANUFACTURING						
Food Products and Processing	N	C 8,9	C 8,9	Y	C	
Textiles and Apparel	N	C 8,9	C 8,9	Y	C	
Lumber and Wood Products	N	C 8,9	C 8,9	Y	C	
Paper and Allied Products	N	C 8,9	C 8,9	Y	C	
Chemicals and Allied Products	N	I 8,9	N	C	C	
Petroleum Refining and Related Products	N	I 8,9	N	C	C	
Explosive and Pyrotechnic Products	N	I 8,9	N	C	C	
Rubber and Plastic Products	N	C 8,9	I 8,9	C	C	
Clay and Glass Products	N	C 8,9	I 8,9	C	C	
Metal Fabrication	N	C 8,9	I 8,9	C	C	
Electronic and Optic Products	N	C 8,9	C 8,9	C	C	
Professional and Scientific Products	N	C 8,9	C 8,9	C	C	
Other Manufacturing	N	C 8,9	C 8,9	C	C	
Y = Land use is compatible and should be permitted	C = Land use is generally compatible and should be permitted provided certain restrictions are complied with.	I = Land use is generally incompatible and should be prohibited. If a demonstrated community need for the development exists and no viable alternative exists, the use may be allowed provided specified conditions are met.	U = Land use is not clearly compatible or incompatible	N = Land use is not compatible and should be prohibited		
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RESOURCE PRODUCTION AND RECOVERY						
Livestock and Poultry Breeding		N	Y	C ⁸	Y	Y
Animal and Poultry Breeding		N	Y	C ⁸	Y	Y
Crop and Related Agricultural Production		N	Y	Y	Y	Y
Fishing and Aquiculture Activities		N	Y	C ⁸	Y	Y
Forestry and Timber Production		N	Y	C ⁸	Y	Y
Oil and Natural Gas Wells		N	Y	C ⁸	Y	Y
Strip and Open Pit Mining		N	Y	C	Y	Y
Stone and Mineral Quarries		N	Y	C	Y	Y
Other Mining Activity		N	Y	C	Y	Y
Y = Land use is compatible and should be permitted	C = Land use is generally compatible and should be permitted provided certain restrictions are complied with.	I = Land use is generally incompatible and should be prohibited. If a demonstrated community need for the development exists and no viable alternative exists, the use may be allowed provided specified conditions are met.	U = Land use is not clearly compatible or incompatible	N = Land use is not compatible and should be prohibited		
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APPENDIX C

OVERVIEW OF OVERLAY ZONES FROM AMERICAN PLANNING ASSOCIATION

The following is a brief description of overlay zones, their intended use, history, and legal implications. Additional information is available online. This is provided as a brief introduction for those not familiar with the concept.

OVERLAY ZONES

Basics — An overlay zone is a zoning district which is applied over one or more previously established zoning districts, establishing additional or stricter standards and criteria for covered properties in addition to those of the underlying zoning district. Communities often use overlay zones to protect special features such as historic buildings, wetlands, steep slopes, and waterfronts. Overlay zones can also be used to promote specific development projects, such as mixed-used developments, waterfront developments, housing along transit corridors, or affordable housing.

Historical and Legal Implications — As with traditional zoning, uses that can be justified as contributing to the health, safety, and welfare of the population are generally allowed to be regulated via overlay zoning. Common regulations include those for historic districts, natural resource protection, and economic development, though local governments are given broad authority to determine what regulation is in their community's best interest. As with zoning, however, communities must be careful not to violate the "uniformity clause" of the Standard State Zoning Enabling Act by ensuring that all similar properties are treated similarly. For further court opinions on the legality of overlay zoning, see *Jachimek v. Superior Court*, 169 Ariz. 317 (Ariz. 1991) and *A- S- P Associates v. City of Raleigh*, 258 S.E.2d 444 (N.C. 1979).

Discussion — Overlay zones have the potential to be very effective governmental regulatory tools. Since they tailor regulations to specific properties and districts to meet specific community goals, they can be more politically feasible to implement and can help communities meet stated goals or address specific inequities. On the other hand, they can create inefficiencies and inequities by applying regulations and restrictions to some properties and not others. Moreover, additional regulations may increase time and expense both for developers and for the public bodies involved in the development approval process.

APPENDIX D

UTAH'S AIRPORTS

The Utah Department of Transportation's Division of Aeronautics is responsible for transportation issues in the state involving airports. The Federal Aviation Administration (FAA) provides rules that apply nationwide for all airport and plane use. FAA is broken into nine regions across the United States. Utah falls into the Northwest Mountain region. The Northwest Mountain region's office for Utah's district is in Denver. They provide funding for airports in the region and information for airport operations.

According to UDOT, there are 46 airports in the state of Utah—39 of these are in rural areas (see map to the right). There are four primary commercial airports, three commercial service airports, three reliever airports, and 36 general aviation airports.

AIRPORT CATEGORY DEFINITIONS

Primary Commercial Airport: Airports with > 10,000 passenger boardings annually.

Commercial Service Airport: Airports with between 2,500–10,000 passenger boardings annually.

Reliever Airport: Airports designated to relieve commercial airport congestion and provide general aviation access.

General Aviation Airport: Public-use airports without scheduled service or with < 2,500 passenger boardings annually.

Source: Federal Aviation Administration, Airport Categories

CONTACTS

UDOT Division of Aeronautics

135 N 2400 W

Salt Lake City, UT 84116

801-715-2260

tinyurl.com/zgmm46v

FAA Denver Airports District Office

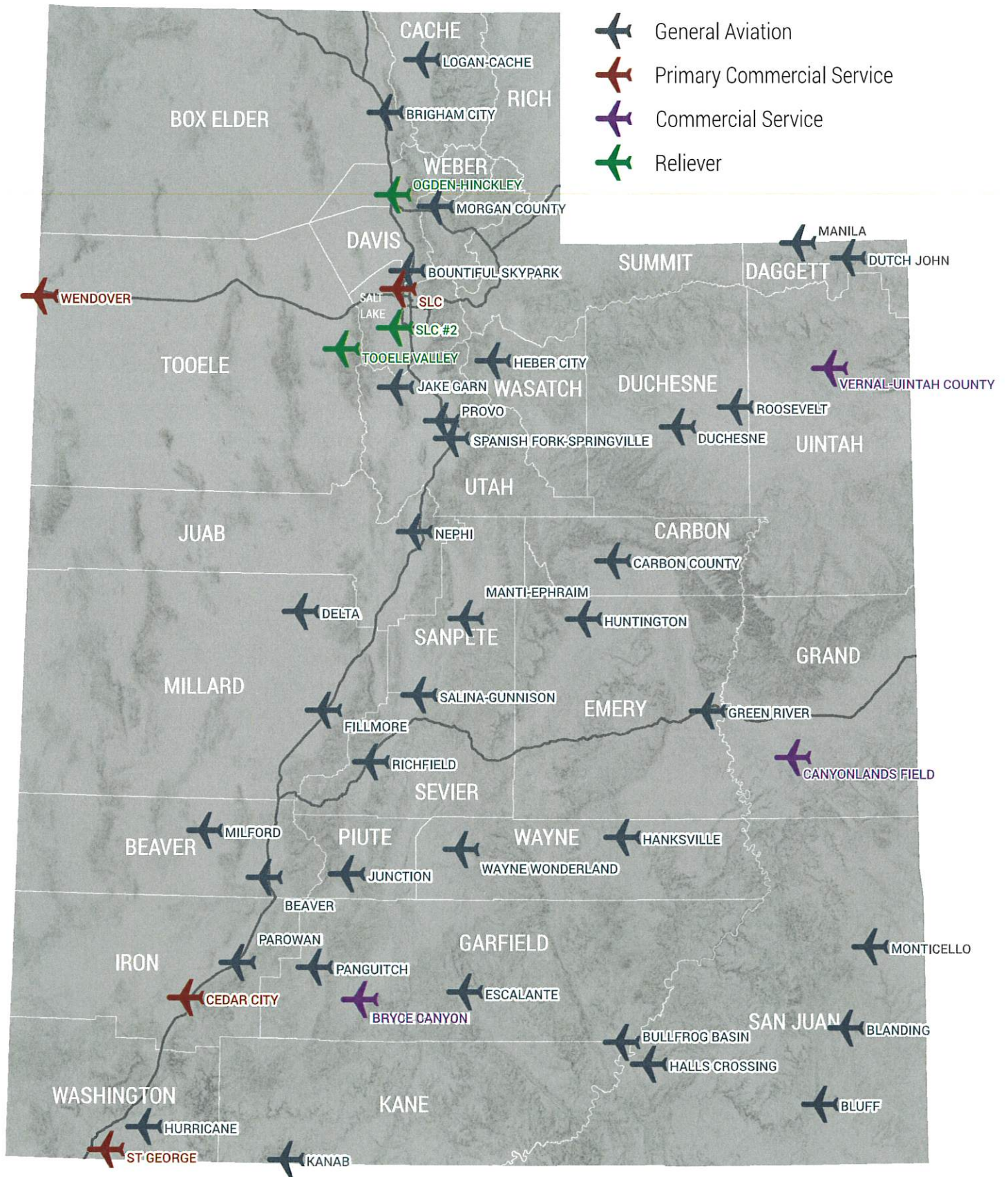
26805 E. 68th Avenue, Suite 224

Denver, CO 80249-6361

303-342-1260

www.faa.gov/airports/northwest_mountain/about_airports/denver/

UTAH'S AIRPORTS





**WORKFORCE
SERVICES
HOUSING & COMMUNITY
DEVELOPMENT
COMMUNITY
DEVELOPMENT OFFICE**

For more resources, visit ruralplanning.org/toolbox

*The Community Development Office is housed in the Housing and Community Development Division, part of the Utah Department of Workforce Services.
info@ruralplanning.org • 801-468-0133*

#R2025-12 A Resolution Of Fairfield Town, Utah, Approving The Interlocal Cooperation Agreement With Utah County For The Relating To The Conduct Of Community Development Block Grant Program For Federal Fiscal Years 2026 Through 2028 And Successive 3-Year Periods Thereafter. **Dated July 16, 2025**

WHEREAS, the Fairfield Town (the “Town”) and Utah County (the “County”) are local government units under the laws of the State of Utah; and

WHEREAS, the Town and the County are authorized by the Utah Interlocal Cooperation Act, Utah Code § 11-13-101, *et seq.*, to enter into agreements with each other, upon resolution to do so by their respective governing bodies, for the purpose of enabling them to make the most efficient use of their resources; and

WHEREAS, this interlocal agreement (the “Agreement”) pertains to the Town For The Relating to the Conduct of Community Development Block Grant Program for Federal Fiscal Years 2026 Through 2028 And Successive 3-Year Periods Thereafter; and

WHEREAS, the Fairfield Town Council (the “Town Council”) finds that the Agreement will enhance the health, safety, and welfare of the residents.

NOW, THEREFORE, BE IT RESOLVED BY THE Town COUNCIL OF Fairfield Town, UTAH:

SECTION 1. Authorization to Sign. The Town Council hereby approves the Agreement, attached as **Exhibit A**, and authorizes the Mayor to sign the same.

SECTION 2. EFFECTIVE DATE. This Resolution shall become effective immediately upon passage.

Passed and Adopted this **16th day of July 2025**.

FAIRFIELD TOWN

Hollie McKinney, Mayor

RL Panek	yes_____	no_____	abstain_____	absent_____
Tyler Thomas	yes_____	no_____	abstain_____	absent_____
Michael Webe	yes_____	no_____	abstain_____	absent_____
Richard Cameron	yes_____	no_____	abstain_____	absent_____

ATTEST:

Stephanie Shelley, Recorder

(OFFICIAL SEAL)

FAIRFIELD TOWN

STATE OF UTAH)
) ss.
COUNTY OF UTAH)

I, Stephanie Shelley, Town Recorder of Fairfield Town, Utah, do hereby certify and declare that the above and foregoing is a true, full, and correct copy of an ordinance passed by the Town Council of Fairfield Town, Utah, on the **16th day of July 2025**.

#R2025-12 A Resolution Of Fairfield Town, Utah, Approving The Interlocal Cooperation Agreement With Utah County For The Relating To The Conduct Of Community Development Block Grant Program For Federal Fiscal Years 2026 Through 2028 And Successive 3-Year Periods Thereafter.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Corporate Seal of Fairfield Town, Utah, this **16th day of July 2025**.

_____,
Stephanie Shelley
Fairfield Town Recorder/Clerk

(SEAL)

EXHIBIT A

25-07-14 Working Draft

AGREEMENT NO. 2025-

INTERLOCAL COOPERATION AGREEMENT

between

UTAH COUNTY and FAIRFIELD TOWN

relating to the conduct of

COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

for FEDERAL FISCAL YEARS 2026 THROUGH 2028

and successive 3-year periods thereafter

INTERLOCAL COOPERATION AGREEMENT

THIS IS AN INTERLOCAL COOPERATION AGREEMENT, made and entered into by and between UTAH COUNTY, UTAH, referred to as “the County”, a body corporate and politic of the State of Utah, and FAIRFIELD TOWN, referred to as “the City”.

RECITALS

A. In 1974 the U.S. Congress enacted the Housing and Community Development Act of 1974, as since amended (42 U.S.C. 5301 *et seq.*), and in 1990 the U.S. Congress enacted the Cranston-Gonzales National Affordable Housing Act, as since amended (42 U.S.C. 5301 *et seq.*) collectively (the “Act”), permitting and providing for the participation of the United States government in a wide range of local housing and community development activities and programs of the Act which activities and programs are administered by the U.S. Department of Housing and Urban Development (“HUD”).

B. The primary objective of the Act is the development of viable urban communities and access by every resident to decent housing, shelter and ownership opportunity regardless of income or minority status, by providing decent housing and a suitable living environment and expanding economic opportunities, principally for persons of low and moderate-income, with this objective to be accomplished by the federal government providing financial assistance pursuant to the Act in the form of community development block grant (“CDBG”) Program funds to state and local governments to be used in the conduct and administration of housing, shelter and community development activities and projects as contemplated by the primary objectives of the Act (the “CDBG program”).

C. To implement the policies, objectives and other provisions of the Act, HUD has issued rules and regulations governing the conduct of the CDBG program, published in 24 Code of Federal Regulations (CFR), Part 91 and Part 570 (the "Regulations"), which regulations provide that a county may qualify as an "urban county," as defined in Section 570.3 of the Regulations, and thereby become eligible to receive entitlement grants from HUD for the conduct of CDBG program activities as an urban county and that City and other units of general local governments in the same metropolitan statistical area that do not or cannot qualify for separate entitlement grants may be included as a part of the urban county by entering into cooperation agreements with the urban county in accordance with the requirements of the Regulations.

D. The County is now qualified under the Regulations to become an urban county and to begin receiving CDBG program funds from HUD by annual grant agreements.

E. In 1981, and again since then, HUD amended the Regulations, pursuant to amendments of the Act, revising the qualification period for urban counties by providing that the qualification by HUD of an urban county shall remain effective for three successive federal fiscal years regardless of changes in its population during that period, except for failure of an urban county to receive a grant during any year of that period, and also providing that during the three-year period of qualification, no included city or other unit of general local government may withdraw from nor be removed from the urban county for HUD's grant computation purposes, and no city or other unit of general local government covering an additional area may be added to the urban county during that three-year period except where permitted by HUD regulations.

F. This Agreement provides for an initial three-year term with successive three-year terms corresponding with HUD qualification periods, automatically renewing.

G. The County recognizes and understands that it does not have independent legal authority to conduct some kinds of community development and housing assistance activities within the boundaries of an incorporated city without that city's approval. In order to ensure participation by the City in the urban county and as part of the fiscal years 2026-2028 urban county qualification process, the County and City are required to enter into this interlocal agreement authorizing the County to undertake or to assist in undertaking essential community development and housing assistance activities within the City as may be specified in the "Annual Action Plan of Community Development Objectives and Projected Use of Funds" (the "Action Plan") to be submitted to HUD annually by the County to receive its annual CDBG grant. The County also participates in the Utah Valley HOME Consortium, through which it receives HOME funding administered by the City of Provo. This Agreement covers the following formula funding programs administered by HUD where the County is awarded and accepts funding directly from HUD: the CDBG Program, and the HOME Program.

H. Under general provisions of Utah law governing contracting between governmental entities and by virtue of specific authority granted in the Utah Interlocal Cooperation Act, Section 11-13-101 *et seq.*, Utah Code Ann. (2005), any two or more public agencies may enter into agreements with one another for joint or cooperative action, or for other purposes authorized by law.

I. Accordingly, the County and City have determined that it will be mutually beneficial and in the public interest to enter into this interlocal cooperation agreement regarding the conduct of the County's CDBG Program,

THEREFORE, in consideration of the promises and the cooperative actions contemplated hereunder, the parties agree as follows:

1. A fully executed copy of this interlocal cooperation agreement (the “Agreement”), together with the approving resolutions of the City and the County, shall be submitted to HUD by the County as part of its qualification documentation. The City hereby gives the County the authority to carry out CDBG Program activities and projects within the City’s respective municipal boundaries. By entering into this agreement with the County, the City shall be included as a part of the urban county for CDBG program qualification and grant calculation purposes. The qualification period of this agreement shall cover Federal Fiscal Years 2026-2028 and successive 3-year periods thereafter. Each party will participate for the next three program years, and automatically renewing each successive 3-year period. Subject to the termination provisions set forth in Paragraph 12, below, the City may terminate its participation in the agreement by giving written notice to the County prior to the commencement of the next 3-year period; provided, however, that this agreement will remain in effect in accordance with Paragraph 14 of this agreement. As provided in Section 570.307 of the Regulations, the qualification of the County as an urban county shall remain effective for the entire 3-year period in effect regardless of changes in its population during that period of time, and the parties agree that a City may not withdraw from nor be removed from inclusion in the urban county for HUD’s grant computation purposes during that 3-year period. Prior to the beginning of each succeeding qualification period, by the date specified in HUD’s urban county qualification notice for the next qualification period, the County shall notify each City in writing of its right not to

participate and shall send a copy of such notice to the HUD field office by the date specified in the urban county qualification schedule issued for that period.

2. The City and the County shall cooperate in the development and selection of CDBG program activities and projects to be conducted or performed in the City during each of the three Federal Fiscal Years 2026 - 2028 and for each successive 3-year covered by this agreement. The City understands and agrees, however, that the County shall have final responsibility for selecting the CDBG program activities and projects to be included in each annual grant request and for annually filing the Annual Action Plan with HUD.

3. The City recognizes and understands that the County, as a qualified urban county, will be the entity required to execute all grant agreements received from HUD pursuant to the County's annual requests for CDBG program funds and that as the grantee under the CDBG programs it will be held by HUD to be legally liable and responsible for the overall administration and performance of the annual CDBG programs, including the projects and activities to be conducted in the City. By executing the agreement, the City understands that they (1) may not apply for grants under the Small Cities or State CDBG Programs from appropriations for fiscal years during the period in which they are participating in the urban county's CDBG program; (2) the City may receive a HOME Program funding through its participation in the Utah Valley HOME Consortium, administered by the City of Provo; and (3) the City may receive a formula allocation under the ESG Program only through the Urban County.

4. The City shall cooperate fully with the County in all CDBG program efforts planned and performed hereunder. The City agrees to allow the County to undertake or assist in undertaking, essential community development and housing assistance activities within the City as may be

approved and authorized in the County's CDBG grant agreement including the 5-year Consolidated Plan. The City and the County also agree to cooperate to undertake, or assist in the undertaking, community renewal and lower income housing assistance activities.

5. The City understands that it will be necessary for the City to enter into separate project agreements or sub-grants in writing with the County with respect to the actual conduct of the projects and activities approved for performance in the City and that the funds designated in the County's Final Statements for those projects and activities will also be funded to the City under those separate project agreements or subgrants. Subject to the provisions of Paragraph 3 above, the City will administer and control the performance of the projects and activities specified in those separate project agreements, will be responsible for the expenditure of the funds allocated for each such project or activity, and will conduct and perform the projects and activities in compliance with the Regulations and all other applicable federal laws and requirements relating to the CDBG program. The City also understands and agrees that, pursuant to 24 CFR 570.501(b), they are subject to the same requirements applicable to subrecipients, including the requirement of a written agreement as described in 24 CFR 570.503. Prior to disbursing any CDBG program to any subrecipients, the City shall enter into written agreements with such subrecipients in compliance with 24 CFR 570.503 (CDBG) of the Regulations.

6. All CDBG program funds that are approved by HUD for expenditure under the County's grant agreements for the three Program years covered by this agreement and its extensions, including those that are identified for projects and activities in the City, will be budgeted and allocated to the specific projects and activities described and listed in the County's Annual Plan submitted annually to HUD and those allocated funds shall be used and expended only for the

projects or activities to which the funds are identified. No project or activity, or the amount of funding allocated for such project or activity, may be changed, modified, substituted or deleted by a City without the prior written approval of the County and the approval of HUD when that approval is required by the Regulations.

7. The City agrees to do all things that are appropriate and required of it to comply with the applicable provisions of the grant agreements received by the County from HUD, the provisions of the Act, and all Rules and Regulations, guidelines, circulars, and other requisites promulgated by the various federal departments, agencies, administrations and commissions relating to the CDBG program. The City and the County agree that failure by them to adopt an amendment to the agreement incorporating all changes necessary to meet the requirements for cooperation agreements set forth in the Urban County Qualification Notice applicable for a subsequent three-year qualification period, and to submit the amendment to HUD as provided in the urban county qualification notice, will void the automatic renewal of such qualification period. In addition, the City and the County shall take all actions necessary to assure compliance with the certification required of the County by Section 104(b) of Title I of the Housing and Community Development Act of 1974 as amended, that the grant will be conducted in conformity with Title VI of the Civil Rights Act of 1964, and the implementing regulations at 24 CFR part 1, and the Fair Housing Act, and the implementing regulations at 24 CFR part 100 and other applicable laws. In addition, the City and the County shall take all actions necessary to assure compliance with Title VI of the Civil Rights Act of 1964; the Fair Housing Act; Section 109 of the Title I of the Housing and Community Development Act of 1974, and the implementing regulations at 24 CFR part 6, which incorporates Section 504 of the Rehabilitation Act of 1973, and the

implementing regulations at 24 CFR part 8; Title II of the Americans with Disabilities Act, and the implementing regulations at 28 CFR part 35; the Age Discrimination Act of 1975, and the implementing regulation at 24 CFR part 146; Section 3 of the Housing and Urban Development Act of 1968; and other applicable laws, and shall affirmatively further fair housing.

8. The City and County agree to prohibit urban county funding for activities in, or in support of, any cooperating unit of general local government that does not affirmatively further fair housing within its own jurisdiction or that impedes the county's actions to comply with the county's fair housing certification.

9. Parties to this Agreement understand and agree that they may not sell, trade, or otherwise transfer all or any portion of CDBG funds to a Metropolitan City, Urban County, unit of general local government, or insular area that directly or indirectly receives CDBG funds in exchange for any funds, credits, or non-Federal considerations, but must use such funds for activities eligible under Title I of the Housing and Community Development Act of 1974, as amended.

10. The City affirms that it has adopted and is enforcing:

(a) a policy prohibiting the use of excessive force by law enforcement agencies within its jurisdiction against any individuals engaged in non-violent civil rights demonstrations; and

(b) a policy of enforcing applicable State and local laws against physically barring entrance to or exit from a facility or location which is the subject of such non-violent civil rights demonstrations within its jurisdiction.

11. While this Agreement remains in effect for each qualification period, as provided in Paragraph 1, each City shall:

(a) Report and pay to the County any program income, as defined in 24 CFR 570.500(a) for the CDBG program, received by the City, or retain and use that program income subject to and in accordance with the applicable program requirements and the provisions of the separate CDBG project agreements that will be entered into between the City and the County for the actual conduct of the CDBG program,

(b) Keep appropriate records regarding the receipt of, use of, or disposition of all program income and make reports thereon to the County as will be required under the separate CDBG project agreement between the City and the County, and

(c) Pay over to the County any program income that may be on hand in the event of close-out or change in status of the City or that may be received subsequent to the close-out or change in status as will be provided for in the separate CDBG project agreements mentioned above.

12. The separate CDBG project agreements or sub-grants that will be entered into between the County and the City for the conduct of the CDBG Program, as mentioned and referred to elsewhere in this agreement, shall include provisions setting forth the standards which shall apply to any real property acquired or improved by the City in whole or in part using CDBG Program funds. These standards will require the City to:

(a) Notify the County in a timely manner of any modification or change in the use of that property from the use planned at the time of the acquisition or improvement and this notice requirements shall include any disposition of such property.

(b) Reimburse the County in an amount equal to the current fair market value of property acquired or improved with CDBG Program funds (less any portion thereof attributable to expenditures of non-CDBG funds) that is sold or transferred for a use which does not qualify under the Regulations, and

(c) Pay over to the County any Program income that is generated from the disposition or transfer of property either prior to or subsequent to any close-out, change of status or termination of this cooperation agreement or any separate project agreement that is applicable.

13. Any changes and modifications to this agreement shall be made in writing, shall be executed by both parties prior to the performance of any work or activity involved in the change and be approved by HUD if necessary to comply with the Regulations.

14. This agreement shall remain in effect until the CDBG and HOME funds and program income received (with respect to activities carried out during the three-year qualification period, and any successive qualification periods) are expended and the funded activities completed. The County and the City cannot terminate or withdraw from the cooperation agreement while it remains in effect.

15. If the County qualifies as an urban county, the parties agree not to veto or otherwise obstruct the implementation of the approved 5-year Consolidated Plan during that three-year (*cooperation*) agreement period and for such additional times as may be required for the expenditure of Consolidated Plan funds granted for that period.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be duly authorized and executed by The City and by the County on the ____ day of _____, 2025.

By signing below, FAIRFIELD TOWN accepts the terms of the Urban County Interlocal Agreement for the current qualification period and subsequent periods.

Mayor Hollie McKinney

SIGNATURE PAGE FOR UTAH COUNTY
TO
INTERLOCAL COOPERATION AGREEMENT
COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM
FOR FEDERAL FISCAL YEARS 2026 – 2028 AND
SUCCESSIVE THREE YEAR PERIODS THEREAFTER

BOARD OF COUNTY COMMISSIONERS
UTAH COUNTY, UTAH

Brandon Gordon, Chair

STATE OF UTAH)
 :SS
COUNTY OF UTAH)

On this _____ day of _____, 2025, personally appeared before me Brandon Gordon, who being duly sworn, did say that he is the Chairman of the Board of County Commissioners of Utah County, State of Utah, and that the foregoing instrument was signed on behalf of _____ County, by authority of law.

NOTARY PUBLIC
Residing in _____ County

ATTEST: AARON DAVIDSON
Utah County Clerk/Auditor

APPROVED AS TO FORM AND
COMPLIANCE WITH APPLICABLE
LAWS:
Utah County Attorney

By: _____
Deputy Clerk/Auditor

Deputy County Attorney

Resolution #R2025-10 A Resolution Of Fairfield Town To Participate In The Utah County CDBG Program

Dated July 16, 2025

WHEREAS, Fairfield Town is not a CDBG Entitlement city; and

WHEREAS, Fairfield Town has entered into an interlocal agreement to participate in the Utah County CDBG program.

NOW THEREFORE, BE IT RESOLVED, by the Fairfield Town Council of Fairfield that the attached Agreement with the County is hereby approved, and that the Town's mayor and recorder are authorized and directed to execute and deliver the Agreement on behalf of the Town. The mayor is authorized to execute the attached Interlocal Cooperation Agreement and future agreements that provide for the continuation of the Fairfield and county cooperation in the CDBG program; and

FURTHER RESOLVED, that the town council of Fairfield Town hereby adopts, or affirms, the following policies: (a) a policy prohibiting the use of excessive force by law enforcement agencies within the Town's jurisdiction against any individuals engaged in non-violent civil rights demonstrations, and (b) a policy of enforcing applicable state and local laws against physically barring entrance to or exit from a facility or location which is the subject of such non-violent civil rights demonstrations within its jurisdiction.

EFFECTIVE DATE: This Resolution shall become effective immediately upon adoption.

Passed and Adopted this **16th day of July 2025**.

FAIRFIELD TOWN

Hollie McKinney, Mayor

RL Panek	yes_____	no_____	abstain_____	absent_____
Tyler Thomas	yes_____	no_____	abstain_____	absent_____
Michael Weber	yes_____	no_____	abstain_____	absent_____
Richard Cameron	yes_____	no_____	abstain_____	absent_____

ATTEST:

Stephanie Shelley, Recorder

(OFFICIAL SEAL)

FAIRFIELD TOWN

STATE OF UTAH)
) ss.
COUNTY OF UTAH)

I, Stephanie Shelley, Town Recorder of Fairfield Town, Utah, do hereby certify and declare that the above and foregoing is a true, full, and correct copy of an ordinance passed by the Town Council of Fairfield Town, Utah, on the **16th day of July 2025.**

Resolution #R2025-10 A Resolution Of Fairfield Town To Participate In The Utah County Cdbg Program

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Corporate Seal of Fairfield Town, Utah, this **16th day of July 2025.**

_____,
Stephanie Shelley
Fairfield Town Recorder/Clerk

(SEAL)

Ordinance #2025-13, An Ordinance of the Fairfield Town Council of Fairfield Town, Utah, Amending Section 5.1.120.E.6, Excessive Sound Levels, Related to the Use Of Jake Brakes Within Fairfield; and Amending Text in Section 5.1.10.(B) and Adding Definition for Dynamic Braking Device.

Dated July 16, 2025

WHEREAS, Utah Code grants the Fairfield Town authority to enact ordinances that the Fairfield Town considers necessary or appropriate for the use and development of land within the Town; and

WHEREAS, the subject text amendment enacts provisions related to the regulation of nuisance; and

WHEREAS, the Town Council finds that the subject text amendment will enhance public health, safety, and welfare.

NOW, THEREFORE, BE IT ORDAINED By the Town Council Of Fairfield, State of Utah:

SECTION 1. Text Amendment. That Fairfield Town Code Section 5.1.10.(B) and 5.1.120.E.(6), shall be amended to read as follows:

Section 5.1.10.(B). Definitions. The definitions provided in this section shall be specific to this section only. In the event of conflict between a definition in this section and a definition in Title 12., the definition in this section shall prevail.

Dynamic Braking Device, commonly referred to as "jake brake". Means a device used primarily on trucks for the conversion of the engine from an internal combustion engine to an air compressor for the purpose of braking without the use of wheel brakes.

Section 5.1.120.E(6). Excessive Sound Levels.

A. No person shall operate or permit the operation of any motor vehicle with a dynamic braking device engaged within the boundaries of Fairfield Town, except to avert imminent danger. The emitting of any compression noise shall be prima facie evidence of the use of engine compression.

B. Penalty.

Any person violating the dynamic braking device provisions shall be guilty of a class C misdemeanor. Each day such violation is committed or permitted to continue shall constitute a separate offense and shall be punishable as such.

SECTION 2. Severability. If any section, part, or provision of this Ordinance is held invalid or unenforceable, such invalidity or unenforceability shall not affect any other portion of this Ordinance, and all sections, parts, provisions, and words of this Ordinance shall be severable.

SECTION 3. Effective Date. This Ordinance shall become effective immediately upon publication or posting as required by law.

Passed and Adopted this 16th day of July 2025.

FAIRFIELD TOWN

Hollie McKinney, Mayor

RL Panek	yes	no	abstain	absent
Tyler Thomas	yes	no	abstain	absent
Michael Weber	yes	no	abstain	absent
Richard Cameron	yes	no	abstain	absent

Stephanie Shelley, Recorder

(SEAL)

FAIRFIELD TOWN

STATE OF UTAH)
) ss.
COUNTY OF UTAH)

I, Stephanie Shelley, Town Recorder of Fairfield Town, Utah, do hereby certify and declare that the above and foregoing is a true, full, and correct copy of an ordinance passed by the Town Council of Fairfield Town, Utah, on the 16th day of July, 2025.

Ordinance #2025-13, An Ordinance of the Fairfield Town Council of Fairfield Town, Utah, Amending Section 5.1.120.E.6, Excessive Sound Levels, Related to the Use Of Jake Brakes Within Fairfield; and Amending Text in Section 5.1.10.(B) and Adding Definition for Dynamic Braking Device.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the Corporate Seal of Fairfield Town, Utah, this 16th day of July, 2025.

_____,
Stephanie Shelley
Fairfield Town Recorder/Clerk

(SEAL)

AFFIDAVIT OF POSTING

STATE OF UTAH)
) ss.
COUNTY OF UTAH)

I, Stephanie Shelley, Town Recorder of Fairfield Town, Utah, do hereby certify and declare that I posted in three (3) public places the following summary of the ordinance which was passed by the Fairfield Town Council on the 16th Day of July 2025, and herein referred to as:

Ordinance #2025-13, An Ordinance of the Fairfield Town Council of Fairfield Town, Utah, Amending Section 5.1.120.E.6, Excessive Sound Levels, Related to the Use Of Jake Brakes Within Fairfield; and Amending Text in Section 5.1.10.(B) and Adding Definition for Dynamic Braking Device.

SUMMARY.

Excessive Sound Levels Related to the Use Of Jake Brakes Within Fairfield.

The three places are as follows:

1. Fairfield Town Hall
2. Fairfield Town Website
3. Utah State Public Notice Website

Stephanie Shelley
Fairfield Town Recorder/Clerk

Date of Posting _____ day of _____, 20____