



AMERICAN FORK CITY PLANNING COMMISSION AGENDA

**Regular Session
August 20, 2025
Wednesday 6:00 PM**

**American Fork City Hall
31 North Church Street
American Fork City, UT 84003**

<https://www.americanfork.gov/AgendaCenter>

Planning Commission Members

**Christine Anderson, Chair
Chris Christiansen, Vice Chair
Geoff Dupaix
Bruce Frandsen**

**Rod Martin
David Bird
Harold Dudley
Claire Oldham**

Notice is hereby given that the American Fork City Planning Commission will meet in regular session on August 20, 2025, at the American Fork City Hall, 31 North Church Street commencing at 6:00 PM. The agenda shall be as follows:

1. Regular Session

- a. Pledge of Allegiance
- b. Roll Call

2. Common Consent Agenda (Common Consent is that class of Commission action that requires no further discussion or which is routine in nature. All items on the Common Consent Agenda are adopted by a single motion unless removed from the Common Consent Agenda).

- a. Approval of the August 6, 2025, Planning Commission minutes

3. Public Hearings (Public Hearings is that class of Commission action that requires further discussion on General Plan changes, Zone changes, and Code Text Amendments that alter the land use characteristics of American Fork City. Public Hearing items will have the chance for the public to speak upon.)

- a. Public hearing, review, and recommendation on a proposed General Plan Amendment, known as American Fork Station Area Plan. The American Fork Station Area Plan looks to identify the existing conditions, the planning and visioning process, preferred development objectives, preferred development scenario, implementation strategies, and financial/funding resources for the overall Station Area.
- b. Public hearing, review, and recommendation on a proposed Code Text Amendment, known as Operational Overlays, of the American Fork City Municipal Code. Amending Section 17.4.608 Sec 4, the Code Text Amendment plans to update the Block Type Overlay and Operational Overlay maps within the transit-oriented development zone.

4. Action Items (Action Items is that class of Commission action that requires further discussion on Site Plans and proposed zoning designation for annexing areas. The Planning Commission will have authority to approve Site Plans for final action and provide recommendations for the zone of annexing property.)

5. Other Business

- a. Upcoming Projects

6. Adjournment

Dated this 7th day of August 2025

Patrick O'Brien

Development Services Director

**The order of agenda items may change at the discretion of the Planning Commission Chair*

**AMERICAN FORK CITY
PLANNING COMMISSION REGULAR SESSION**

August 6th, 2025

The American Fork City Planning Commission met in a regular session on August 6th, 2025 at the American Fork City Hall, 31 North Church Street, commencing at 6:00 p.m.

Commissioners Present: Christine Anderson, Chris Christiansen, Geoff Dupaix, Rodney Martin, David Bird

Commissioners Absent: Harold Dudley

Staff Present:

Annalisa Reed	Planner
JJ Hsu	City Engineer
Angie McKee	Administrative Assistant I
Heather Schriever	City Attorney

Others Present: Daniel J. McDonald, Angela M. McDonald, Jordan J Swapp, Jeff Lyon, Roger Williams, Jason Hadley, Joseph Bushmen, Dennis Bond

REGULAR SESSION

Christine Anderson led the “Pledge of Allegiance”

Roll Call

COMMON CONSENT AGENDA

1. Minutes of the July 16th, 2025 Planning Commission Regular Session.

Geoff Dupaix motioned to approve the Common Consent agenda.

Chris Christiansen seconded the motion.

Voting was as follows:

Christine Anderson	AYE
Chris Christiansen	AYE
David Bird	AYE
Geoff Dupaix	AYE

The motion passed

ACTION ITEMS

- a. Review and action on a request for reasonable accommodations for the property located at 1088 E 390 S, American Fork City. The request includes a residential use model that supports individuals in recovery; a use that is not explicitly permitted in the zone. The property for this request will be on approximately .17 acres and will be in the Professional Office (PO-1) Zone.**

Annalisa Reed reviewed the background information for Action Item letter a: On June 9th, 2025, American Fork City Staff received an email regarding a zoning inquiry, for a proposed use at 1088 E 390 S, American Fork. The request related to language that is not within the Municipal Code, which the applicant was seeking an opinion on, to provide a substance abuse rehabilitation clinic at the

UNAPPROVED MINUTES

08.06.2025

aforementioned address. Upon receipt, the Development Services Director reviewed the request, and the language within the code, and could not find any suitable permitted use currently outlined under 17.4.406.B which the proposed use was seeking to fall under.

The subject property is located within the PO-1 zone. As stated in § 17.4.406 of the American Fork City Code, the intent of this zone is to accommodate health care-related uses, including hospitals (human care), medical clinics, and nursing homes, as well as office buildings for professional persons. The letter provided to staff provided a thoughtful interpretation of how the applicants proposed facility could conceptually resemble a hospital or medical clinic, the City concluded that a residential treatment facility—particularly one involving long-term housing, recovery residence operations, and transitional care—is not specifically listed or contemplated as a permitted or conditional use in the PO-1 zone.

The city is fully committed to complying with all applicable state and federal laws, including the FHA, ADA, and related statutes protecting individuals with disabilities. The applicant is seeking a reasonable accommodation, pursuant to American Fork City Code 17.15, to permit them to occupy the location with their proposed use. This request is being brought before the Planning Commission in line with the requirements of American Fork City Code 17.15, with the applicant seeking a reasonable accommodation for their proposed use.

Commissioner Anderson mentioned that her understanding is that even if the commissioners find that this use fits the intent of the zone, they cannot vote to allow the use in the PO-1 zone, because this specific use is not explicitly listed in the code, which is required in order to be permitted.

Annalisa Reed explained that the specific use of a residential facility in the case of a disabled person, is usually found within the residential zones, with a maximum of 8 people.

Commissioner Anderson mentioned that as the planning staff, their job is to look at things very factually, but as a Planning Commission, they do have a little more room for interpretation.

UNAPPROVED MINUTES

08.06.2025

Commissioner Dupaix requested that they go through some information on the current use of this location.

Annalisa Reed shared information she received from the current administration of the Bel Air Senior Living Facility. (See attached document)

Commissioner Anderson added that this issue is before them mostly because the city code highlights assisted living centers, but not this specific kind of facility.

Heather Shriever, the City Attorney, gave some background on the summary document that was provided to the commission members (See Attached Document), and talked about the collaborative process involved with a reasonable accommodation request. She informed the commissioners of the state and federal laws that are applicable to this request. She explained that in the context of zoning, if there is a zone designation or a land use designation that treats a protected class unfairly or inappropriately, the law shouldn't exist or there should be a reasonable accommodation made so that those people with the disability have the ability to engage in the land use or live in a place to the same extent as somebody without that disability. The focus for the commissioners is to decide if the request is reasonable or if it imposes an undue financial or administrative burden on the city or fundamentally alters the zoning of the city. If those two criteria are met the applicant's request is not reasonable.

The applicant's attorney, Dan McDonald, explained why his clients have filed for reasonable accommodation. (See Attached presentation)

Commissioner Anderson shared that as she read the intent of the PO-1 zone, she feels this use clearly fits, but she has concerns because it is not listed as a specific use. She asked legal to clarify if they are able to permit a use based on the intent, or if it needs to be listed explicitly in the permitted use section.

Heather Shriever explained that the only hurdle she sees to that analysis is in the code provision in 17.12 it says, 'if a use is not expressly permitted in a zoning designation and a land use designation in the American Fork city code, then it's not permitted', but noted that there is also other language and other provisions that

UNAPPROVED MINUTES

08.06.2025

expressly grants the planning commission some discretion to interpret their specific uses and to broaden those uses.

Geoff Dupaix read a phrase from the code that states ‘within the zone are hereby declared as to be expressly prohibited therein, except as may be permitted by action of the planning commission or city council’, and he further explained that he believes the word “except” in the code provision gives the Planning Commission the right to add a use that is not directly listed in the current code, but asked to clarify if he was interpreting this correctly.

Heather Shriever stated that she would say that it is a fair and accurate reading of this particular code provision.

Commissioner Anderson stated that in her opinion, this was just an oversight when this code was written, and it should have included this use explicitly because it fits right in with all of the other things that are allowed in this zone.

Commissioner Christiansen spoke to his interpretation of the PO-1 uses and acknowledged that the individuals or groups involved in writing the code did their jobs by giving the Planning Commission and City Council discretion to look at these things. He noted that while it was mentioned that one of the determining factors being considered was not creating residential living in professional office spaces, because the current use allows people to live there, it makes this easy.

Commissioner Dupaix questioned if maybe some time in the near future the actual definitions in the city code need to be addressed. He stated that while he doesn’t feel like they need to craft things to be exact, the code says that residing long-term is not allowed in the PO-1 zone, but nursing homes are allowed, so the definition of long-term can be confusing.

Commissioner Christiansen agreed that the city code says long term living is not permitted, but the nursing home use is allowed and is a long-term living situation in some cases.

Commissioner Rodney Martin entered the meeting

UNAPPROVED MINUTES

08.06.2025

Commissioner Bird asked the applicant if the rehab facility program would be residential or just a daily program, and if people were going to live there, how long will the treatment program be.

Dan McDonald responded that it would be residential as people would live there. He explained that the beginning step would be a detox program, and then they usually go through 30-90 days of inpatient treatment, and then to a step-down facility, which would be a recovery facility. He informed them that this center would provide all three aspects and keep the residents at the same location while moving them through the spectrum of care. He added that while there is no cap on how long they can stay, most of them get a job, or go to school and move out. He informed the commissioners that he wanted to make it crystal clear that in his view, the planning commission has the discretion to define what a hospital is or what a medical clinic is because it's not defined in the city code. He believes this is why the planning commission exists, to help fill in the gaps that aren't defined in the definition section of the code. He asked that they just use common sense and their experience with some judgment.

Commissioner Bird asked if there would be licensed therapists, nurses, and other trained medical staff employed with the program.

Dan McDonald informed the commission that the facilities are required to have a Medical Director and a Clinical Director who are medically trained.

Commissioner Dupaix reiterated his position that some clarification on the definition of long-term would be helpful for future situations, and asked for legal interpretation of the discussion, as he does not want to put the city in jeopardy.

Heather Shriever did not have any particular concerns from a legal perspective, as far as the discussions have gone.

Commissioner Anderson stated that one ramification if they decide that this would be a permitted use, is that it would be permitted across the entire PO-1 zone, but if it is decided to provide reasonable accommodation, it would be specific to this property.

UNAPPROVED MINUTES

08.06.2025

Heather Shriever added that when a use is permitted in the zone, it is permitted in that zone throughout the city. The reasonable accommodation determination that the planning commission or city council might engage in is very fact specific and driven by the circumstances surrounding the application, so the reasonable accommodation would apply to that particular zone in which the subject property lies.

Commissioner Christiansen noted that when there is not a specific definition in the code, you have to look at other places for those definitions. He said that when looking at the definition for an assisted living facility, it is generally defined as a residential setting licensed by the state that provides housing and a range of support and services for individuals who need assistance with daily living activities and/or some level of health care. He can see this fitting the general criteria in the definition of an assisted living facility, and they would fit in this zone across the board. He added that he thinks in the future code re-write, it should explicitly include this use.

Commissioner Anderson asked to see the map of all of the PO-1 zone locations throughout the city. She informed her fellow commissioners that she came tonight thinking they would not be able to allow this project into the zone, until the other section was pulled up stating ‘except as may be permitted by action of the planning commission or City Council’, which is in 17.1.2

Heather Shriever wanted to add to the record that there is an appeal provided for the reasonable accommodation portion of this, but to her it seems that the Planning Commission is just entertaining the first issue.

Chris Christiansen moved to find that the applicant’s proposed use of the property located at 1088 East 390 South, American Fork, as a residential treatment facility for individuals with disabilities, is a permitted use within the PO-1 Zone applicable to the subject property.

David Bird seconded the motion.

Voting was as follows:

Christine Anderson	AYE
Chris Christiansen	AYE
David Bird	AYE
Geoff Dupaix	AYE
Rodney Martin	AYE

The motion passed

- b. Review and action on an application for a Commercial Site Plan, known as AT&T Tower Upgrade UTL04060 Site Plan, located at 1175 East 50 South, American Fork City. The Commercial Site Plan will be on approximately 2.14 acres and will be in the Professional Office PO-1 zone.**

Annalisa Reed reviewed the background information for Action Item letter b: The applicant has applied for a Commercial Site Plan to make upgrades to the existing cellular equipment. The project looks to perform equipment upgrades to the 3,445 square feet of space on the roof that is currently being used for equipment.

Annalisa informed the commissioners that this type of site plan equipment upgrade will be decided by the DRC beginning August 11th 2025, so this will likely be the last time they will see a minor cell tower upgrade site plan before them.

Geoff Dupaix moved to approve the proposed Commercial Site Plan, located at 1175 E 50 N, American Fork City, in the Professional Office (PO-1) Zone, subject to any conditions found in the staff report.

Rodney Martin seconded the motion.

Voting was as follows:

Christine Anderson	AYE
Chris Christiansen	AYE
David Bird	AYE
Geoff Dupaix	AYE
Rodney Martin	AYE

The motion passed

Other Business

Annalisa Reed updated the commissioners on the upcoming plans and projects for the city, including the code rewrite discussions starting August 19th at 4:00 pm. Christine Anderson informed the commissioners that Bruce Frandsen has resigned from the commission.

Adjournment

UNAPPROVED MINUTES

08.06.2025

Geoff Dupaix motioned to adjourn the meeting.

Rodney Martin seconded the motion.

Meeting adjourned at 6:48 PM

Angie McKee

Administrative Assistant I

The order of agenda items may change to accommodate the needs of the commissioners, public and staff.

Bel Aire Current Use:

Type of Facility:

- Senior living facility with memory care services.
- Not a full-service medical facility.
- Provides basic medical care (e.g., medication management).
- External medical professionals visit the facility; care is not provided in-house.

Occupancy:

- Licensed for up to 61 residents (some double-occupancy rooms) more of the rooms could possibly be used for double occupancy
- Currently housing 30 residents.

Resident Mobility:

- Residents are free to come and go.
- Treated as their home with oversight.
- Some resident drive, some rely on family members.

Staffing:

- 12–15 staff members per shift.
- Approximately 40 total employees.
- Additional

Parking:

- No known parking issues.
- Ample parking available.
- Street parking occasionally used by staff.

Community Relations:

- No complaints from neighbors.
- Facility traffic uses North County Blvd, avoiding neighborhood streets.



Reasonable Accommodation Request of Liberty Addiction Recovery Centers, LLC

*American Fork City Planning
Commission – August 6, 2025*

Presentation Agenda



-
- Introduction to Liberty Addiction Recovery Centers, LLC
 - Application Checklist
 - Applicable Legal Standards
 - Disability / handicap
 - Dwelling
 - Necessary
 - Reasonable
 - Conclusion

Introduction to Liberty Addiction Recovery Centers, LLC

Overview of the Organization and Its Mission

Compassionate Mental Health and Addiction Services

Liberty provides mental health and addiction treatment services to clients and residents with comorbidities/dual diagnoses throughout the entire continuum of care.

Licensed by the Utah Department of Health and Human Services

- Social/medical detoxification (10 beds)
- Residential treatment (70 beds)
- Recovery residence (38 beds)

Joint Commission Accredited

Joint Commission accreditation is the objective evaluation process that can help health care organizations measure, assess, and improve performance in order to provide safe, high-quality care for their patients. It is the gold standard of care.



Core Services Provided to Clients



Detoxification Services and Housing

Detoxification is the first step along the continuum of care. It helps clients safely manage withdrawal symptoms in a controlled medical environment.

Treatment Services and Housing

Inpatient treatment is the next level on the continuum of care where residents work full time on their recovery. Liberty will operate a “mental health treatment program”, “substance abuse treatment program”, and/or “substance use disorder treatment program” as those terms are defined by the Utah health and human services code.

Recovery Residence Housing

Recovery residences offer clients stepping down from inpatient treatment a place to live while they reintegrate back to normal daily life in school, work, etc.

Off-Site Outpatient Services

Outpatient programs offer flexible treatment options that allow clients to continue daily activities while receiving care. Outpatient services will be provided off site or remotely through Zoom/Teams to recovery residence residents.

The City Code's Reasonable Accommodation Application Checklist

Section 17.15.050 application checklist:

Subsection

- A – applicant contact information
- B – nature of the accommodation
- C – ordinance/policy from which relief sought
- D – proposed accommodation
- E – explanation of need for accommodation
- F – evidence of reasonableness
- G – property address

Applicant compliance?

- Yes – Application § I.A (p. 2)
- Yes – Application § I.B (pp. 2-3)
- Yes – Application § 1.C (p. 3)
- Yes – Application § 1.D (pp. 3-5)
- Yes – Application § 1.E (pp. 5-14)
- Yes – Application § 1.F (pp. 15-18)
- Yes – Application § 1.G (p. 18)

Applicable Legal Standards

Reasonable Accommodations Under the Fair Housing Act

“Discrimination” under the Fair Housing Act “includes—a refusal to make ***reasonable*** accommodations in rules, policies, practices, or services, when such accommodations may be ***necessary*** to afford such person ***equal*** opportunity to use and enjoy a dwelling[.]”

42 U.S.C. § 3604(f)(3)(B)





Applicable Laws and Regulations

Title II of the Americans with Disabilities Act

“[N]o qualified individual with a disability shall, by reason of such disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity.” 42 U.S.C. § 12132

Rehabilitation Act

“No otherwise qualified individual with a disability in the United States . . . shall, solely by reason of her or his disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance” 29 U.S.C. § 794(a)

Local Disability Rights Laws

The State of Utah’s Fair Housing Act and City Code § 17.15.050 complement federal regulations to further protect disability rights and promote accessibility.

These federal mandates empower you to waive otherwise applicable local requirements.

“[T]he thrust of a reasonable accommodation claim is that a defendant must make an affirmative change in an otherwise valid law or policy.” *Bangerter v. Orem City Corp.*, 46 F.3d 1491, 1502 (10th Cir. 1995). By definition, “a ‘reasonable accommodation’ involves ‘changing some rule that is generally applicable so as to make its burden less onerous on the handicapped individual.’” *Id.*

“And that is precisely the point of the reasonable accommodation mandate: to require changes in otherwise neutral policies that preclude the disabled from obtaining ‘the same ... opportunities that those without disabilities automatically enjoy.’” *Cinnamon Hills Youth Crisis Ctr., Inc. v. Saint George City*, 685 F.3d 917, 923 (10th Cir. 2012).



Barriers to equal land use opportunities:

PO-1 Zoning Regulations

Includes hospitals, medical clinics, nursing homes, assisted living, professional offices. UDHHS-licensed residential treatment is not listed as a permitted or conditional use and, thus, according to staff, is prohibited.

Comparable / Similar Land Uses

Liberty claims it is a type of hospital, medical clinic, or similar use and should be allowed in the PO-1 zone. Alternatively, it claims these permitted uses are comparable land uses available to persons without disabilities/handicaps. Courts have held that senior living is a relevant comparator group for purposes of assessing equal opportunities. Thus, a reasonable accommodation is necessary to give Liberty's residents an equal opportunity.

Discrimination

Discrimination occurs when similarly situated persons/uses are treated differently.



**Disability or
handicap**



Liberty's admissions criteria ensures that all residents will have a qualifying disability or handicap

Dual Diagnosis Facility

All residents will have underlying mental health conditions (anxiety, depression, PTSD, etc.) with the comorbidity of addiction or SUDs.

Addiction/SUDs are handicaps/disabilities

Courts have routinely held that addictions/SUDs are qualifying handicaps under the Fair Housing Act and qualifying disabilities under the ADA and/or RA.

Dwelling



Liberty meets the “dwelling” requirement, which is found only in the Fair Housing Act

Residents will use the facility as their “dwelling”

Because of their addictions/SUDs facilities like Liberty are the only places that persons with this level of acuity can live during this phase of their addictions/SUDs.

Courts have held that treatment centers are “dwelling[s]”

Courts have routinely held that treatment centers, recovery residences and/or sober living homes are covered “dwelling[s]” under the FHA

**The requested
accommodation
is “necessary”**



Group living is the addict's proverbial wheelchair

What the studies show

The application contains 8-9 studies showing why addicts need to live in groups and larger social networks because of their addictions/SUDs.

Declaration of Jason Webb, LCSW, ASUDC

Confirms what the studies say and explains why Liberty's requested census is necessary because of the residents' disabilities. Cites more than a dozen studies and references.

What the case law says

Courts have routinely recognized that those suffering from the disability of addiction/SUDs need group living in a residential setting.

Why Liberty needs 118 residents

Unlike seniors, Liberty residents cannot have their own bedroom because of their addictions

Isolation and loneliness are the addict's worst enemies. The facility has 55 bedrooms. But for the residents' disabilities, Liberty could have just 55 residents. The necessary buddy system doubles that.

Mentoring

Every resident must have a mentor at the appropriate level of recovery (and also be a mentor).

Homogenous therapeutic groups

The census is needed to ensure the necessary homogeneous therapeutic groups.

Therapeutic community / structured environment model

It is a necessary and critical mass to ensure that Liberty's residents receive the needed social support at all social layers.

Attrition



Necessary layers of social support for those with addictions/SUDs:

Survival group (3-5 persons)

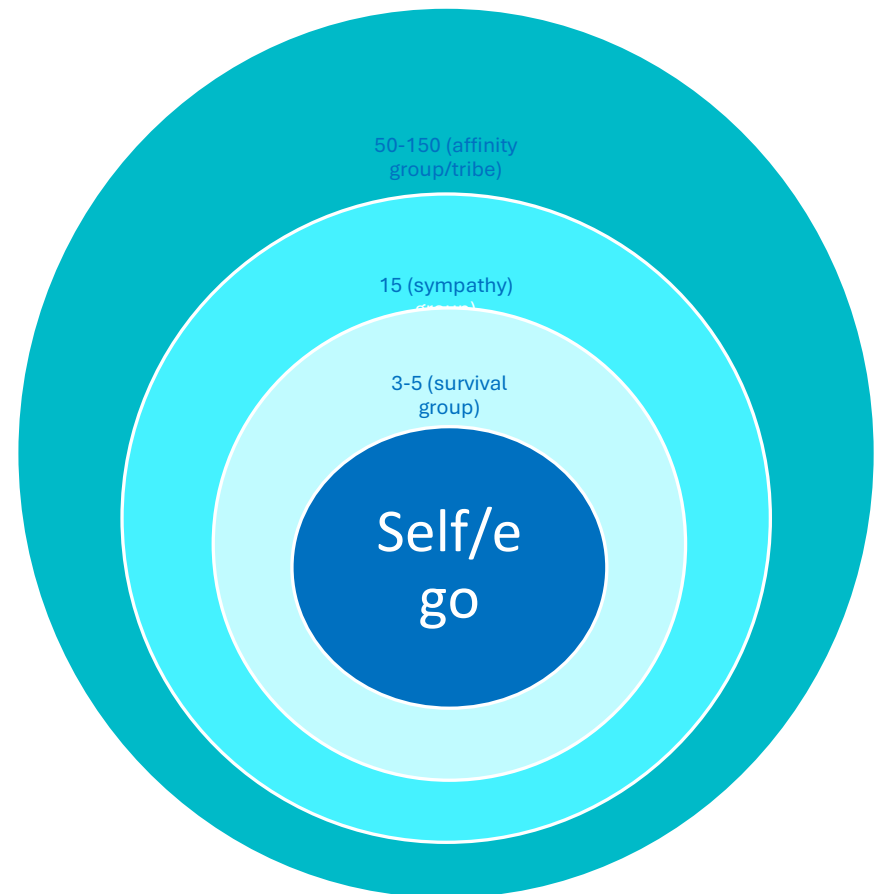
Roommates, mentors, and close friends that function as fictive kin/surrogate families.

Sympathy group (12-15 persons)

The group of reliable friends on whom one can depend for a variety of exchange relationships (e.g., friendship in the social sense, protection against harassment, minimizing social stress, etc.). Homogenous therapy groups.

Affinity group/tribe

Provides the needed larger, overarching structured and supportive environment that promotes stability, consistency, and accountability for individuals in recovery.



**The requested
accommodation
is “reasonable”**

When is an accommodation “reasonable”:

No undue financial or administrative burden and consistent with the zone’s purposes:

To be “reasonable” within the meaning of 42 U.S.C. § 3604(f)(3)(B), the ADA and/or the Rehabilitation Act, the requested accommodation must not impose an undue financial and administrative burden on a city or “fundamentally alter the nature of” the City’s zoning “service, program, or activity.” *Olmstead v. L.C.*, 527 U.S. 581, 592 (1999) (quoting 28 C.F.R. § 35.130(b)(7)(i)). *Sch. Bd. of Nassau Cty. v. Arline*, 480 U.S. 273, 288 n. 17, 107 S. Ct. 1123, 94 L.Ed.2d 307 (1987).

“[A] court may consider as factors the extent to which the accommodation would undermine the legitimate **purposes** and **effects** of existing zoning regulations” *Bryant Woods Inn, Inc. v. Howard County*, 124 F.3d 597, 604 (4th Cir. 1997) (emphasis added).

Consistent with existing neighborhood conditions and uses:

“... if the proposed use is **quite similar to surrounding uses** expressly permitted by the zoning code, it will be more difficult to show that a waiver of the rule would cause a ‘fundamental alteration’ of the zoning scheme.” *Schwarz v. Qty of Treasure Island*, 544 F.3d 1201, 1221 (11th Cir. 2008).

Liberty's use is consistent with the zone's purposes:

City Code § 17.4.406(A):

“The PO-1 professional office zone is established to provide an area which will accommodate the community's hospital and related buildings housing **various health care uses**; nursing homes and **similar structures** providing assisted care residential facilities; and a mixture of offices and related facilities for professional persons. Also, limited amounts of **housing** under planned conditions would be permitted within the zone.



Liberty will not impact the neighborhood any more than Bel Aire:

Bel Aire

- Licensed for 61 residents, all of whom are housed in the structure
- Gets by with 25 on-site, off-street parking spaces
- Uses shuttle buses and vans to transport residents
- PO-1 zoning regulations contain no parking requirements
- Square footage per resident regulated by UDHHS

Liberty

- Licensed for up to 118 residents, all of whom are housed in the structure
- Will get by with 25 on-site, off-street parking spaces because residents cannot have their own vehicles and max staffing is at 24 at peak hours
- Uses shuttle buses/vans to transport residents
- Meets City Code § 17.5.133(C)(6) (Table) parking requirement for elderly housing, independent living (25.8 stalls or .6 per dwelling unit) and elderly housing, assisted living (17.2 stalls or .4 per dwelling unit)
- Square footage per resident regulated by UDHHS

Conclusion

The City has allowed senior living at this location and would allow senior living (assisted living) in this zone as a permitted use.

Federal law requires the City to give Liberty's residents an equal housing/land use opportunity.

Granting the requested accommodation is necessary to give Liberty's residents that equal housing/land use opportunity. It is needed because of their disabilities. It is reasonable because Liberty's use is substantially similar to Bel Aire and the uses permitted in this zone.

Planning Commission Hearing Outline Reasonable Accommodation Request

August 6, 2025

Applicant: Liberty Addiction Recovery Centers, LLC

Property: 1088 East 390 South (Bel Aire Senior Living), American Fork

Proposal: Residential treatment facility licensed by the Utah Department of Health and Human Services for adults with disabilities including comorbidities of drug and/or alcohol abuse and substance abuse disorders.

1. Zoning Determination

- **Current Zone:** PO-1 (Professional Office)
- **Permitted Uses:** Includes hospitals, medical clinics, nursing homes, assisted living, professional offices
- **City Finding:** Residential treatment facility not listed in AFCC § 17.4.406; therefore, not permitted
- **Response:** Applicant requests reasonable accommodation under AFCC § 17.15.050

2. Reasonable Accommodation Process (AFCC § 17.15.050)

Checklist for Application Completeness:

Requirement	Included?
Applicant contact info	Yes/No
Nature of accommodation	Yes/No
Ordinance/policy relief requested	Yes/No
Proposed accommodation	Yes/No
Explanation of necessity	Yes/No
Evidence of reasonableness	Yes/No
Property address	Yes/No

Timelines: - Hearing within 28 days of submission - Written decision within 10 days of hearing

3. Applicable Legal Standards

Federal Law:

- Fair Housing Act (42 U.S.C. § 3601 et seq.) Prohibits housing discrimination based on disability. Requires municipalities to make reasonable accommodations in rules, policies, practices, or services when necessary for equal housing opportunity.

- ADA (42 U.S.C. § 12101 et seq.) - Title II mandates public entities to modify policies unless doing so would fundamentally alter the program or cause undue burden.

- Rehabilitation Act (29 U.S.C. § 794) – Applies to federally funded programs and requires reasonable accommodation for individuals with disabilities.

Utah Law:

- Utah Fair Housing Act (Utah Code § 57-21-5(4)(b)) – Mirrors federal accommodation requirements.

City Code:

- AFCC § 17.15.050 (Process/Procedure)

- AFCC § 17.4.406 (PO-1 Zone)

- AFCC § 17.1.200 (Uses not listed are prohibited)

4. Key Legal Questions for Planning Commission

1. Is the proposed use permitted in PO-1 zone?
 2. If not permitted, does the application qualify for reasonable accommodation?
-

5. Summary of Applicable Law for Reasonable Accommodation Requests

1. The federal Fair Housing Act (and the other applicable statutes) prohibit discrimination in housing or land uses based on disability, which includes individuals recovering from addiction or managing mental health conditions. Courts have broadly interpreted this protection to apply to group homes and treatment centers.
2. The requested accommodation must be *necessary* to afford the person with a disability an equal opportunity to use and enjoy a dwelling or existing land use. This involves showing a clear nexus between the requested zoning modification and the individual's disability-related needs.

3. Municipalities must not apply zoning laws in such a way that:
 - Has a disparate impact on protected individuals (those with disabilities);
 - Treats facilities for disabled persons less favorably than similar uses; or
 - Fails to make reasonable accommodations necessary for equal housing or land use opportunity.
4. To be granted a reasonable accommodation request, the Applicant must demonstrate the accommodation request meets the following criteria(42 USC § 3604(f)(3)(B)) :
 - **Disability:** the accommodation is for an individual with a qualifying disability.
 - **Dwelling:** the accommodation applies to the disabled individual's "dwelling" defined as "any building, structure, or portion thereof which is occupied as, or designed or intended for occupancy as, a residence by one or more families, and any vacant land which is offered for sale or lease for the construction or location of any such building, structure, or portion thereto." See 42 USC § 3602(b); *
*** the "dwelling" requirement does not apply to accommodations under the ADA or the Rehabilitation Act**
 - **Necessary:** the accommodation must be necessary to afford the person with a disability an equal opportunity to use and enjoy a dwelling or land use i.e., it removes barriers to equal housing opportunity and/or avoids unequal treatment; and
 - **Reasonable:** the accommodation must be reasonable, meaning –
 1. It does not impose an undue financial or administrative burden on the City; and
 2. It does not fundamentally alter the nature of the City's zoning program or land use policies. The City's Land Use Code goals include promoting health, safety and welfare; providing fundamental fairness in land use regulation; and protecting property values. Examples of fundamental alterations could include: incompatible use for the zone, or unreasonable intensity, density, or traffic impacts)
5. **Facts & Burden of Proof:** The Planning Commission should take into consideration all facts presented to it. The applicant bears the burden of proving that the accommodation is both *reasonable* and *necessary* -- meaning more than just helpful or convenient.

6. Reasonable Accommodation Criteria

Question	Yes/No	Evidence
Resident protected under FHA/ADA?		
Dwelling under FHA definition? (but		

Question	Yes/No	Evidence
this requirement does not apply to the ADA or RA)		
Is accommodation necessary?		
Is accommodation reasonable?		
Undue burden on City?		
Fundamental alteration of land use policy?		
Specific ordinance relief requested?		
All information submitted?		
Consistent with similar facilities?		

Conclusion:

Should the Planning Commission grant the reasonable accommodation request?

Decision: Yes / No – specific factual findings must be made to support the Planning Commission’s decision.

Agenda Topic

Public hearing, review, and recommendation on a proposed General Plan Amendment, known as American Fork Station Area Plan. The American Fork Station Area Plan looks to identify the existing conditions, the planning and visioning process, preferred development objectives, preferred development scenario, implementation strategies, and financial/funding resources for the overall Station Area.

Background

The city has initiated a proposed General Plan Amendment for the Station Area Plan. The project looks to identify the existing conditions, the planning and visioning process, preferred development objectives, preferred development scenario, implementation strategies, and financial/funding resources for the overall Station Area.

Potential Motions – General Plan Amendment

Approval

I move to recommend approval for the proposed General Plan Amendment relating to American Fork's Station Area Plan.

Denial

I move to recommend denial for the proposed General Plan Amendment relating to American Fork's Station Area Plan.

Table

I move to table action for the proposed General Plan Amendment relating to American Fork's Station Area Plan and instruct staff/developer to.....



AMERICAN FORK STATION AREA PLAN

UPDATED JUNE 2025



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TABLE OF CONTENTS

01	EXISTING CONDITIONS	1
	Introduction & Background	2
	Existing Plans & Codes	3
	Existing Land Uses	7
	Existing Transportation System	8
	Regional Context	9
	Opportunities & Constraints	10
	Conclusion	12
02	PLANNING & VISIONING PROCESS	13
	Preliminary Concepts	14
	Public Engagement Process	20
	Station Location Options	22
03	STATION AREA PLAN	26
	Preferred Development Objectives	27
	Preferred Development Options	30
	Default Station Location & Option 1 Phase 1	31
	Option 1 Phase 2	32
	Option 1 Phase 3	33
	Updated Maps	34
	Default Station Location Key Features	39
	Option 1 Phase III Key Transportation Features	40
	Active Transportation Map	41
	Implementation	43
	Financial / Funding Resources	46
04	IMPLEMENTATION SYNOPSIS	48
	Implementation Synopsis Table	49
05	APPENDICES	50
	Appendix A: Demographic Analysis	51
	Appendix B: Additional HTRZ Information	56
	Appendix C: Public Engagement Summary	57
	Appendix D: Concept Plan Renders	63

ACKNOWLEDGMENTS

STAKEHOLDER GROUP

City Council

Mayor Brad Frost
Staci Carroll
Ryan Hunter
Clark Taylor
Tim Holley
Ernie John

Planning Commission

Christine Anderson
Chris Christiansen
Harold Dudley
Bruce Frandsen
Rod Martin
David Bird
Geoff Dupaix
Claire Oldham

City Staff

David Bunker
Patrick O'Brien
Cody Opperman
Sam Kelly
Ben Hunter

Mountainland Association of Governments

Daniel Wayne
LaNiece Davenport
Shauna Mecham

Utah Transit Authority

Mary Shaffer
Paul Drake
Kayla Kinhead
Valarie Williams

UDOT

Rob Clayton
Eric Rasband
Eric Mason
Adam Lough
Matt Parker
Brian Phillips
Jeff Lewis

Other Interested Parties:

Lisa Birkeland – Parks
Committee
Richard Neilson – Utah Co.
Tyler O'Brien – Trek Bikes
Joe Brown – Land Owner
Walker Wood – Development
Community

PROJECT TEAM

Psomas

Chris Hupp
Christian Kirkham
Tanner Snow
Trevor Allen
Eli Staggs

Wall Consultant Group (WCG)

Jeremy Searle
Shawn Seager
Bryce Albrecht
Scott Johnson
Kyle Horton
Austin Feula

Zion's Bank Public Financing

Susie Becker
Heather Phipps

LRB

Fred Philpot
Logan Loftis

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Survey and Public Engagement Participants

Thank you to all the residents, property owners, visitors, and employers that participated with the interviews, open house, and surveys. We appreciate the feedback and have incorporated it into all aspects of this project. We also want to acknowledge the Utah Governor's Office of Economic Opportunity for providing technical assistance funding and the Mountainland Association of Governments for awarding funding for this project.



Station Area Plan (SAP) Certification Checklist

See SAP Certification Policy for explaining the certification process and applicant instructions.

City Name: American Fork

Station Name: FrontRunner

I. Vision

Completed	SAP Page Number(s)	Previously Completed	Impracticable	Does the SAP contain the following existing conditions, objectives, and future proposed conditions?
		(attach documentation)		
<input checked="" type="checkbox"/>	Pg. 10-12	<input type="checkbox"/>	<input type="checkbox"/>	Opportunities for the development of land within the station area under existing conditions.
<input checked="" type="checkbox"/>	Pg. 10-12	<input type="checkbox"/>	<input type="checkbox"/>	Constraints on the development of land within the station area under existing conditions.
<input checked="" type="checkbox"/>	Pg. 27-30	<input type="checkbox"/>	<input type="checkbox"/>	Objectives for the transportation system within the station area and a future transportation system that meets those objectives.
<input checked="" type="checkbox"/>	Pg. 30-33	<input type="checkbox"/>	<input type="checkbox"/>	Objectives for land uses within the station area and a future land use plan that meets those objectives.
<input checked="" type="checkbox"/>	Pg. 27, 30-33	<input type="checkbox"/>	<input type="checkbox"/>	Objectives for public and open spaces within the station area and a future public and open spaces plan that meets those objectives.
<input checked="" type="checkbox"/>	Pg. 34-38	<input checked="" type="checkbox"/>	americanfork.gov /163/Ordinances	Objectives for the development of land within the station area and the future development standards that meet those objectives.

II. Map

Completed	SAP Page Number(s)	Previously Completed	Impracticable	Have the project location and planned actions been mapped?
		(attach documentation)		
<input checked="" type="checkbox"/>	Pg. 7	<input type="checkbox"/>	<input type="checkbox"/>	Map depicting the area within the municipality subject to the station area plan.
<input checked="" type="checkbox"/>	Pg. 23-25, 31-41	<input type="checkbox"/>	<input type="checkbox"/>	Map depicting the area where each action is needed to implement the station area plan.

III. Implementation Plan (Actions and Responsible Parties)

Completed	SAP Page Number(s)	Previously Completed	Impracticable	Have the actions and responsible party(ies) required for implementation over the next five years been identified, including the following actions?
		(attach documentation)		
<input checked="" type="checkbox"/>	Pg. 34-38, 43-45	<input type="checkbox"/>	<input type="checkbox"/>	Modify land use regulations
<input checked="" type="checkbox"/>	Pg. 39-41	<input type="checkbox"/>	<input type="checkbox"/>	Make infrastructure improvements
<input type="checkbox"/>		<input type="checkbox"/>	<input checked="" type="checkbox"/>	Modify deeds or other relevant legal documents
<input checked="" type="checkbox"/>	Pg. 46-47	<input type="checkbox"/>	<input type="checkbox"/>	Secure funding or develop funding strategies
<input type="checkbox"/>		<input checked="" type="checkbox"/> (See Item I.6 Above)		Establish design standards for development within the station area
<input type="checkbox"/>		UDOT & UTA EIS	<input type="checkbox"/>	Provide environmental remediation

IV. Promotes Program Objectives

Completed	SAP Page Number(s)	Previously Completed	Impracticable	
		(attach documentation)		Does the SAP include statements of consistency demonstrating that the SAP addresses the following objectives? See cell notes for additional guidance.
<input checked="" type="checkbox"/>	Pg. 23-29	<input type="checkbox"/>	<input type="checkbox"/>	Increases the availability and affordability of housing, including moderate income housing [1]
<input checked="" type="checkbox"/>	Pg. 10-11	<input type="checkbox"/>	<input type="checkbox"/>	Promotes sustainable environmental conditions [2]
<input checked="" type="checkbox"/>	Pg. 23,26-28	<input type="checkbox"/>	<input type="checkbox"/>	Enhances access to opportunities [3]
<input checked="" type="checkbox"/>	Pg. 10,15, 23-41	<input type="checkbox"/>	<input type="checkbox"/>	Increases transportation choices and connections [4]

V. Public and Stakeholder Engagement

Completed	SAP Page Number(s)	Previously Completed	Impracticable	
		(attach documentation)		Have all relevant stakeholders been engaged in the development of the SAP, and have such efforts and input been documented?
<input checked="" type="checkbox"/>	Pg. 20-21, 31-33, 57, 62	<input type="checkbox"/>	<input type="checkbox"/>	Other impacted communities
<input checked="" type="checkbox"/>	Pg. ii	<input type="checkbox"/>	<input type="checkbox"/>	The applicable public transit district
<input checked="" type="checkbox"/>	Pg. ii	<input type="checkbox"/>	<input type="checkbox"/>	The applicable MPO
<input checked="" type="checkbox"/>	Pg. ii	<input type="checkbox"/>	<input type="checkbox"/>	The Department of Transportation
<input checked="" type="checkbox"/>	Pg.ii, Pages from V.1 above	<input type="checkbox"/>	<input type="checkbox"/>	Owners of property within the station area
<input checked="" type="checkbox"/>	Pg.ii, Pages from V.1 above	<input type="checkbox"/>	<input type="checkbox"/>	The municipality's residents and business owners.
<input checked="" type="checkbox"/>	Pg.ii, Pages from V.1 above	<input type="checkbox"/>	<input type="checkbox"/>	Other relevant stakeholders that were engaged.

[1] The municipality may consider actions including:

- a) Aligning SAP with MIHP element of general plan
- b) Providing for densities necessary to facilitate the development of moderate income housing
- c) Providing for affordable costs of living in connection with housing, transportation and parking

[2] The municipality may consider actions including:

- a) Conserving water resources through efficient land use.
- b) Improving air quality by reducing fuel consumption and motor vehicle trips,
- c) Establishing parks, open spaces, and recreational opportunities.
- d) Any other similar action that promotes the objective.

[3] The municipality may consider actions including:

- a) Maintaining and improving the connections between housing, transit, employment, education, recreation, and commerce.
- b) Encouraging mixed-use development.
- c) Enabling employment and educational opportunities within the station area.
- d) Encouraging and promoting enhanced broadband connectivity.
- e) Any other similar action that promotes the objective.

[4] The municipality may consider actions including:

- a) Supporting investment in infrastructure for all modes of transportation.
- b) Increasing utilization of public transit.
- c) Encouraging safe streets through the designation of pedestrian walkways and bicycle lanes.
- d) Encouraging manageable and reliable traffic conditions.
- e) Aligning the station area plan with the regional transportation plan of the applicable metropolitan planning organization.
- f) Any other similar action that promotes the objective.





01

EXISTING CONDITIONS

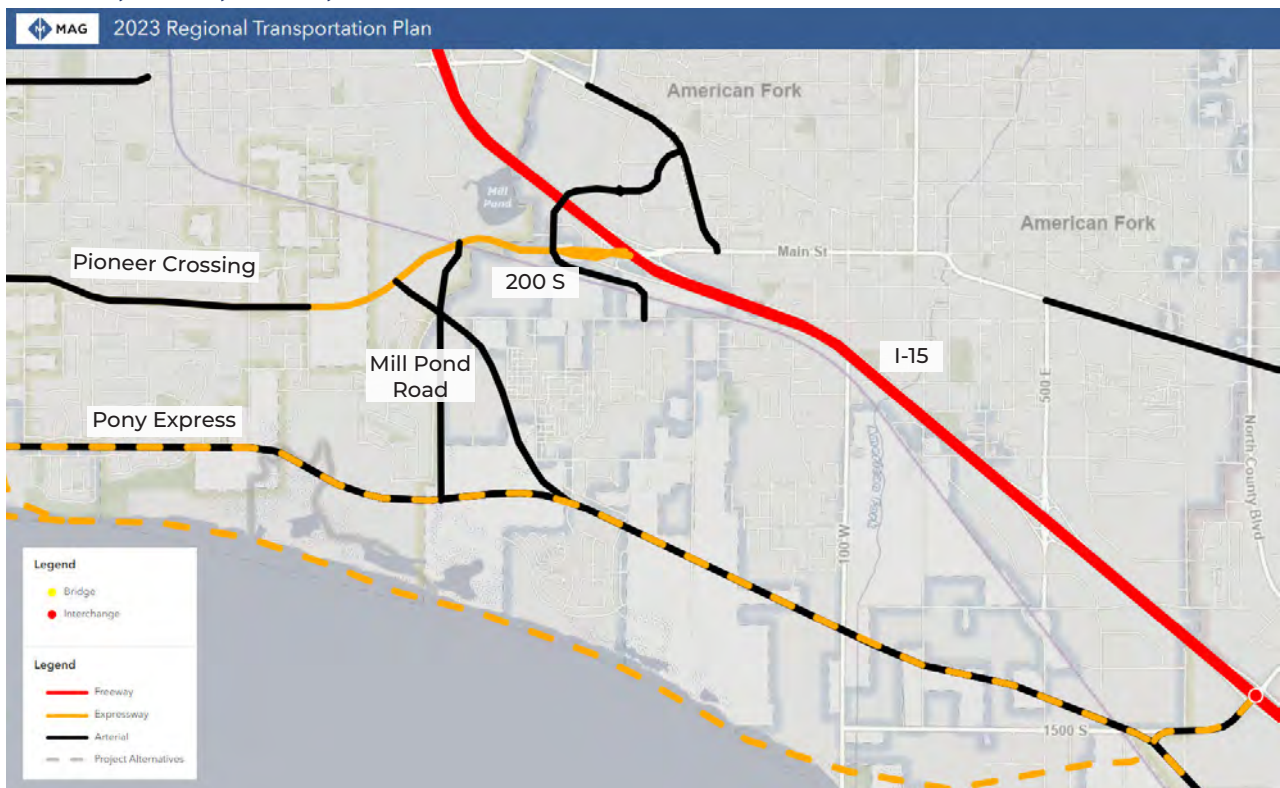
Introduction & Background

The American Fork Station Area was historically a rural agricultural area with a few large homestead lots. In 2010, the Utah Transit Authority started construction on several stations including the American Fork FrontRunner Station extending the FrontRunner Line to Provo. Over the next few years the station increased in ridership, but the area stayed relatively untouched. In 2014 the city created the first station area plan seeking to increase access and connectivity to the station, and a development plan around the station.

Over the next several years, ridership continued to increase becoming a regional hub for surrounding cities with parking at the station reaching capacity. As a result, the station area plan was updated in 2017 with modifications to the land use map and vision for the area. A form-based code and the establishment of a community reinvestment area (CRA), then followed. With the code and CRA in place, significant development pressure followed. The first development broke ground in 2018. Development peaked in 2021, seeing thousands of additional units added to the area, with little corresponding services to support this rapid growth. Many of the next steps outlined in the 2014 station area plan have been completed, with a few issues outstanding:

- **Formal adoption of The American Fork Station Area Plan (2014)** – Completed ([Docslib.org/doc/13327019/american-fork-station-area-plan-station-american-fork-afsap-connectivity-boundary-secondary-influence-zones](https://docslib.org/doc/13327019/american-fork-station-area-plan-station-american-fork-afsap-connectivity-boundary-secondary-influence-zones))

- **Conduct a traffic engineering analysis, including an analysis of the Pony Express tie-in and circulation/traffic impacts on surrounding neighborhoods** – Completed
- **Amend the City Transportation and Bicycle & Pedestrian Plans** – Completed
- **Amend capital improvement plans including water, sewer, and stormwater plans** – Completed
- **Develop and adopt a 'Form-Based' development code** – Completed ([Americanfork.gov/DocumentCenter/View/10909/2018-11-52---TOD-ordinance](https://americanfork.gov/DocumentCenter/View/10909/2018-11-52---TOD-ordinance))
- **Conduct a market analysis to understand current market conditions and project future market demands** – Completed ([Americanfork.gov/DocumentCenter/View/12020/2020-01-02---Patriot-Station-Community-Reinvestment-Project-Area-Plan](https://americanfork.gov/DocumentCenter/View/12020/2020-01-02---Patriot-Station-Community-Reinvestment-Project-Area-Plan))
- **Work with UDOT and MAG to address the Pony Express alignment** – Alignment for the Pony Express is set with portions of the alignment currently owned by American Fork City and the Utah Department of Transportation. This alignment splits approximately where it would intersect with 250 W. with a portion continuing to the west and the other connecting with Pioneer Crossing. (experience.arcgis.com/experience/2572562782c0469490fc727327eb56a0)



- The purpose of this latest update of the Station Area Plan was established during the public engagement process, and is three fold:

- These themes have been reviewed throughout the process and before each milestone to ensure the community's vision is the guiding force for this plan. Prior to the public engagement process the following existing plans, studies, and codes were reviewed to add increased clarity to the existing conditions for the site.

Several City studies and documents have been completed that impact this area of American Fork. These past plans and studies show how the community vision and plan for the Station Area has evolved, expanded and sharpened over time in response to rapid growth, new development and increased travel demand. Those existing studies and plans for the focus area were reviewed and synthesized as follows:

This land use plan was part of the city-wide general plan update and was established to provide a comprehensive guide for the future growth and development of American Fork. When the plan was implemented, FrontRunner and the American Fork Station had not yet been constructed and most of the land that makes up the current study area was still unincorporated Utah County. As a result, this area was treated in the general plan as a blank canvas. The general principle put in place to guide future development, in what would become the American Fork Station Area, is that the intensity of development would step gradually from more intense in the land closest to I-15 to less intense in the land closest to Utah Lake.



Patriot Station Community Reinvestment Area (2019)

The Patriot Station Community Reinvestment Project Area Plan strategically focuses on transit-oriented development around the American Fork Station, promoting economic growth, and aligning with the city's vision. This comprehensive plan complies with Utah's regulatory framework and underwent the necessary public engagement processes. Covering 509 acres, the Project Area includes a mix of predominantly agricultural land, residential zones, and vacant commercial areas. Key streets, 200 South/7750 North and 570 West, are vital access points poised for improvements. Anticipated development will increase population and building densities, transforming the area into a vibrant and sustainable community with diverse land uses and a potential impact on street layouts, all while adhering to legal requirements and public engagement.



American Fork Station Area Plan (2014)

One of the main purposes of this document was to designate the American Fork Station Area as a Transit-Oriented Development (TOD). The document outlines the purpose of a TOD is to

1. **Increase location efficiency and walkability**
2. **Promote the use of public transportation**
3. **Provide a wide mix of housing, retail, and transportation options**
4. **Generate revenue for both the public and private sector**
5. **And to create a sense of "place"**

In addition, the document then outlined existing conditions, potential land uses, design standards, best practices, and specific methods and implementation strategies for the project area.

Transit Oriented Development Zone Code Update (2018)



In 2018 the code for the Transit Oriented Development (TOD) zone within American Fork City was updated. The purpose of the code update was to facilitate greater flexibility of development within the TOD area while maintaining city control over the approval process and ensuring a high quality of development. The new code includes specific sections covering building form, private and public frontages, building uses, signage standards, public space standards and other applicable areas in order to ensure a cohesive, functional and aesthetically pleasing development in the TOD area.

American Fork Transportation Master Plan (2019)

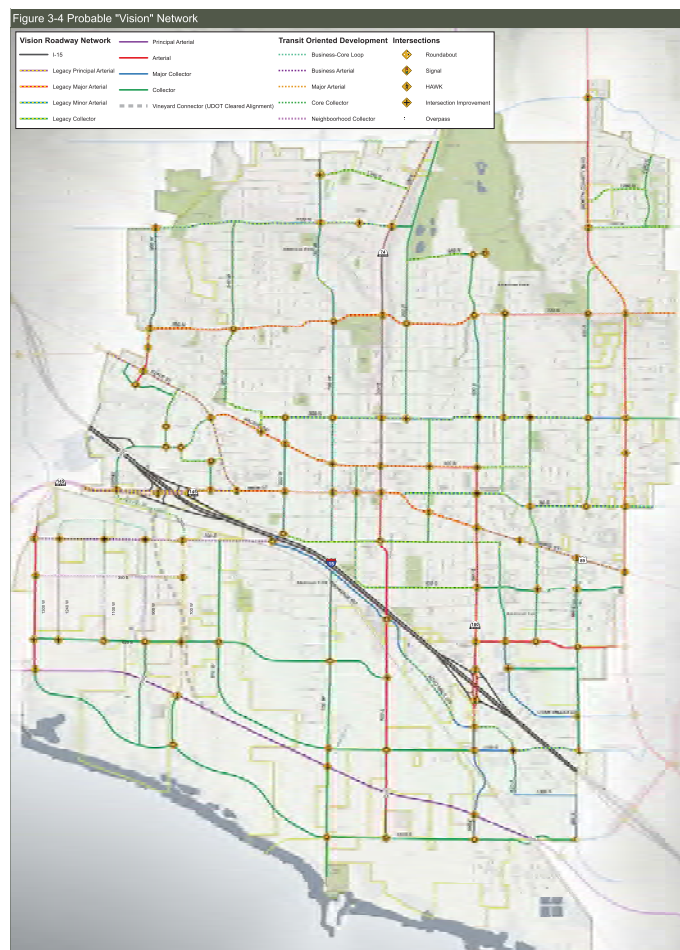


The American Fork Transportation Master Plan was developed and implemented in 2019 to guide and plan for future transportation infrastructure as American Fork continues to grow and develop. The plan mainly addresses the roadway network but also references and plans for active transportation improvements from the Bike and Pedestrian Master Plan and includes a plan for potential future transit improvements as well.

A key aspect of the plan is that it includes special roadway

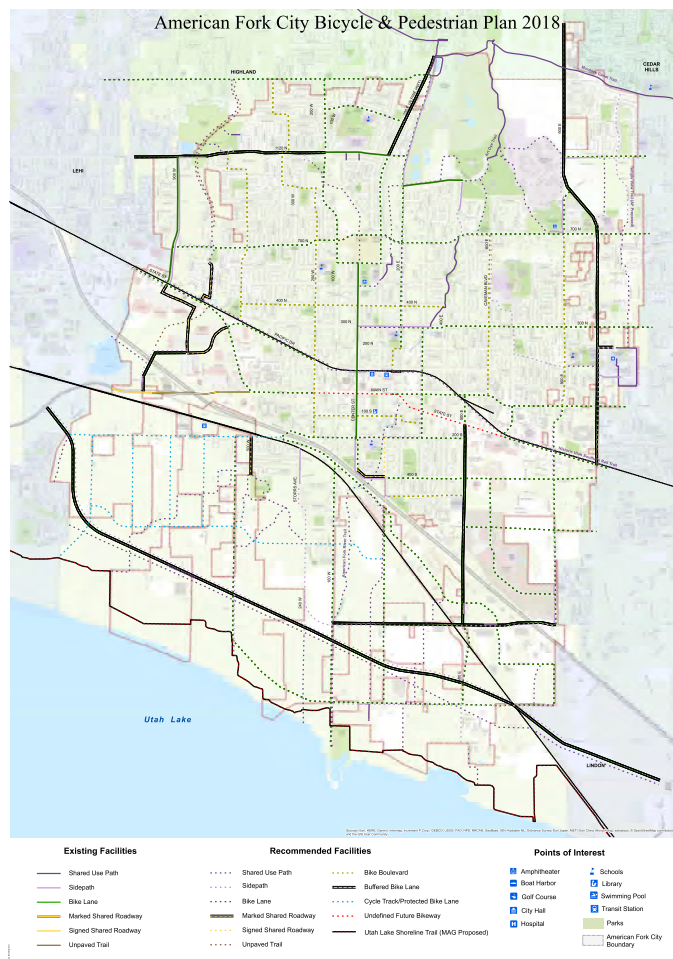


designations and cross-sections for the station area that are separate from the cross-sections that are used throughout the rest of the city. This helps to achieve the goal of creating a more urban and mixed-use feel in the station area, when compared to the rest of American Fork.



American Fork Bike and Pedestrian Master Plan (2013)

This plan was prepared in 2013 to provide a comprehensive vision and plan for the expansion of bicycle and pedestrian infrastructure within American Fork. Within the Station Area Plan study area, the plan calls for the addition of protected bike lanes along 200 S to facilitate easier access for cyclists between the FrontRunner station and central American Fork. It also calls for bike lanes and multi-use paths to connect the station and nearby mixed-use core south to the Utah Lake Shoreline regional trail and the Power Line trail.



American Fork Moderate-Income Housing Report (2023)

The latest version of the American Fork Moderate Income Housing Report was adopted in 2023 and exists to outline strategies to maintain and increase the supply of moderate-income housing as population and housing costs continue to increase throughout the city and the greater Wasatch Front region. Strategies the city has adopted that relate to the station area include, developing and adopting a station area plan, eliminating or reducing parking requirements for residential development near major transit corridors, allowing for high density or new residential development in commercial or mixed-use zones near major transit corridors, and rezoning land for densities necessary to facilitate the development of moderate-income housing.

MAG TransPlan50 (2023)

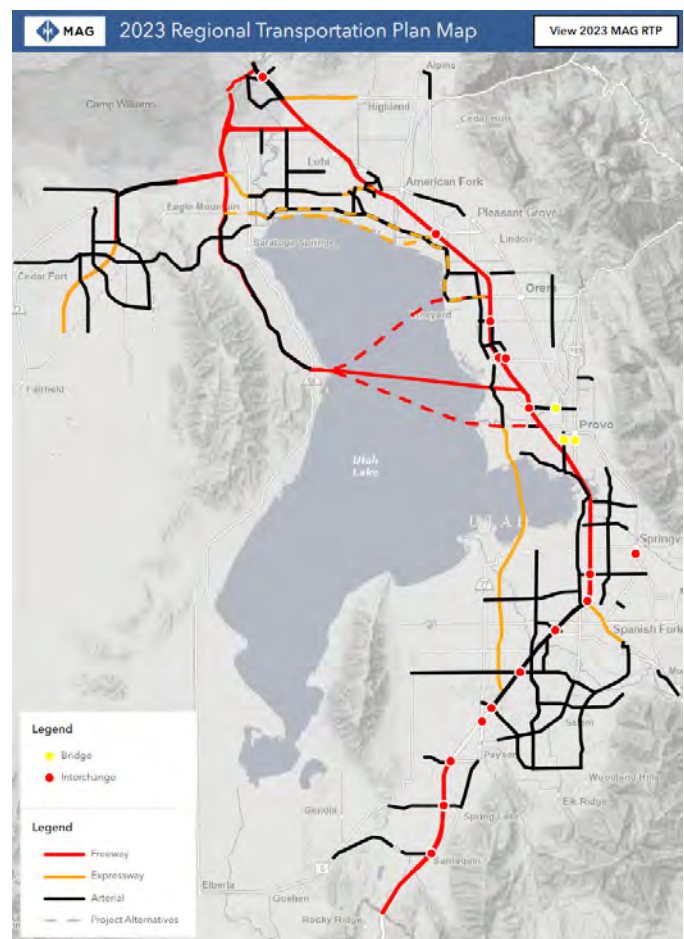
TransPlan50 is the regional transportation plan for urbanized Utah County from 2019-2050, developed by the Mountainland Association of Governments. The plan addresses the rapid population growth in the region (projected to reach 1.3 million by 2050) through a coordinated system of highway projects, transit improvements, and pedestrian/bicycle facilities. It establishes five main goals: update the regional highway system to a metropolitan grid-based network, explore additional freeways and add capacity, create a robust transit network, build a regionally connected active transportation system, and preserve existing infrastructure.

The plan includes specific projects across three phases (2019-2030, 2031-2040, 2041-2050) with an estimated total cost of \$18.8 billion, though there's a \$5 billion funding gap primarily in transit projects. Key initiatives include expanding I-15, creating new freeways, developing commuter rail and light rail networks, and building an extensive trail system throughout the county.



Disaggregated City Center Plan

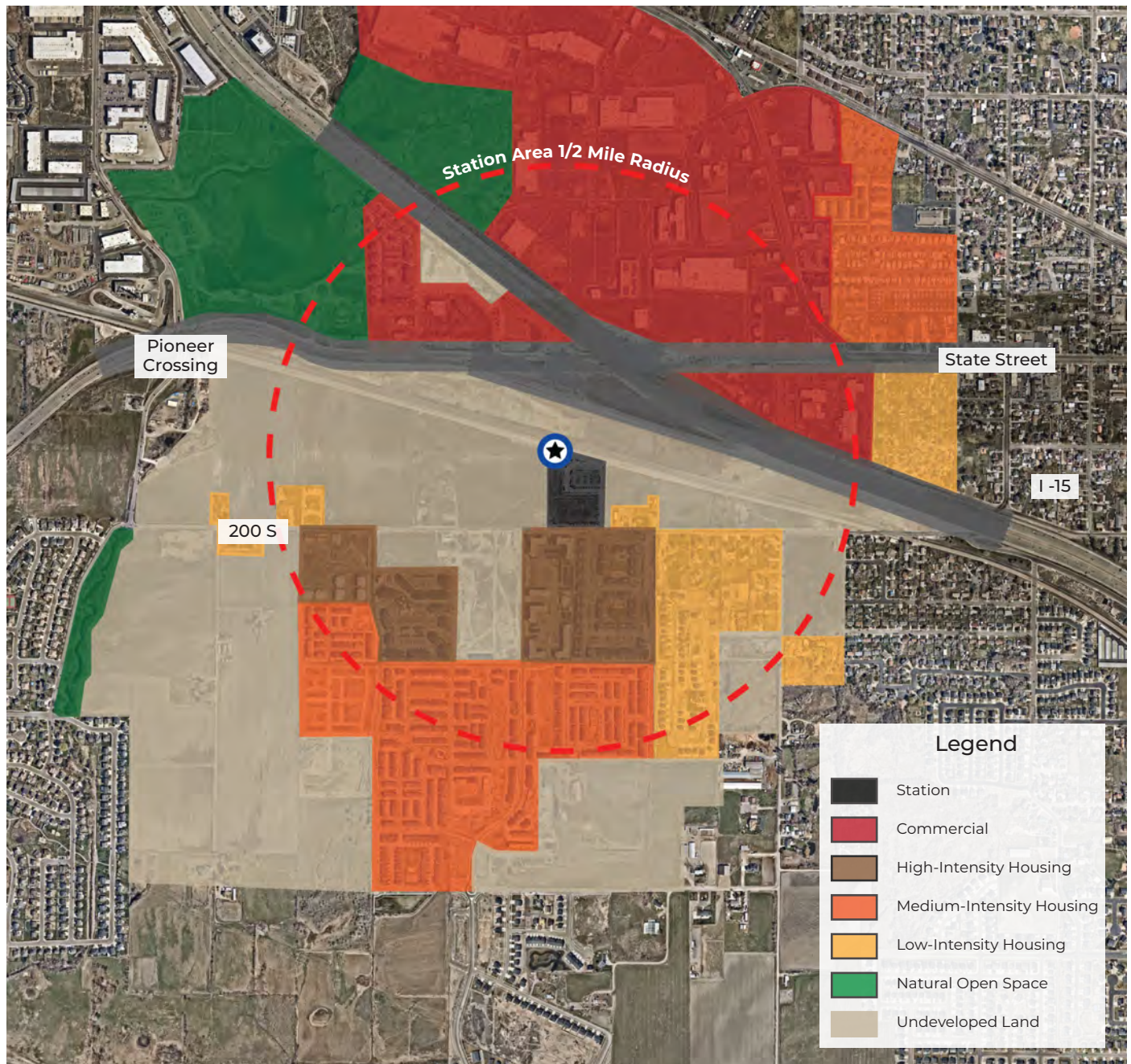
In partnership with MAG, the city is embarking on a 'Disaggregated City Center Plan' covering the station area and five other nearby activity centers noted in the 2025 American Fork General Plan Update (see map). Rather than a conventional metropolitan core surrounded by decreasing rings of development intensity, American Fork will explore how the essential elements of a conventional city center can be divided among the six districts and linked by a robust multimodal network. The city envisions that these districts will be distinctive but equitable. Separate but interconnected. Collectively providing all of the functionality and benefits of a conventional metropolitan city center, but in a form that acknowledges the local context, site constraints, and the city's established development patterns.



Existing Land Uses

Most of the land within a 1/2 mile radius of the station has already been developed, especially to the north of the train tracks and I-15. North of I-15 is the mostly commercial development of The Meadows. Within the development are many different retail, restaurant and entertainment options. South of I-15, between the train tracks and 200 S is where most of the undeveloped land within the station area is located.

Existing land uses in this section include the FrontRunner station itself, agricultural land, and a small number of single family houses. To the south side of the Station Area, south of 200 S is where most of the recent development has happened. Most of that development has been in the form of townhomes but there have been some apartments built closer to 200 S and the station and some single family homes built to the south and east on the edges of the Station Area.

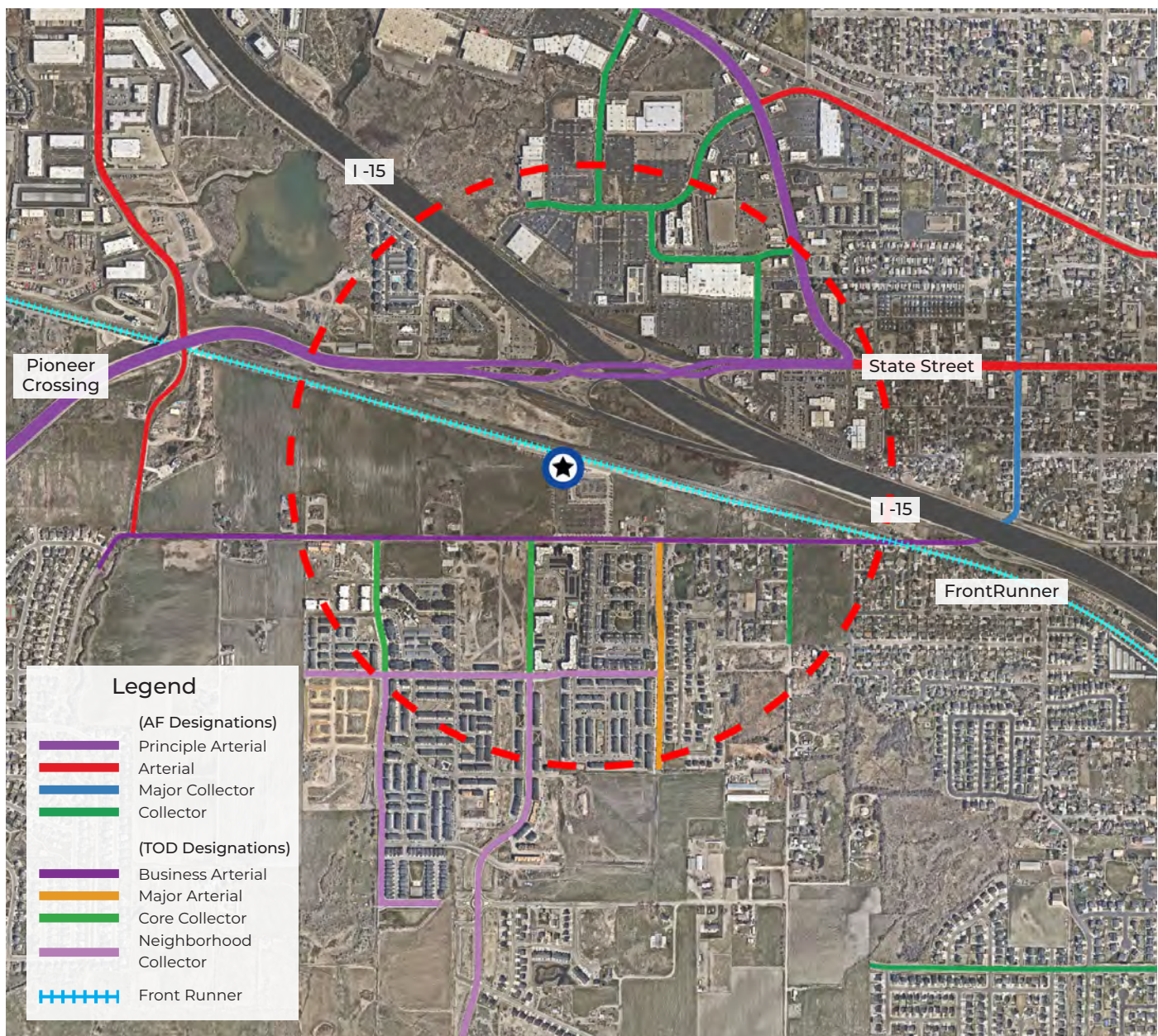


Existing Transportation System

The graphic below shows the current transportation network within the American Fork Station area based on the roadway classifications found in the 2019 American Fork Transportation Master Plan. While the transportation master plan calls for the future creation of a grid system of arterial and collector roads connecting the station area to surrounding areas, the current system of roads is still limited and lacks connection points to areas outside the immediate developed area just south of 200 S.

The grid network needs to be expanded in all directions to tie in with other neighborhoods and communities in the surrounding region.

Additionally, other transportation infrastructure, such as regional trails, bike lanes and supplemental transit outside of FrontRunner are still missing from the Station Area. Within the study area there are grade separated bike lanes and trails with no non vehicular connections to areas outside the study area. There will be a bike way as part of the 200 S improvements, but additional connections are needed.



Regional Context

The American Fork Station is at the heart of several rapidly growing communities, and serves as the main arterial for public transportation in the region. The Station Area is located at where I-15, Pioneer Crossing, and the Frontrunner line meet. I-15 travels north south, connecting Utah and Salt Lake Counties and beyond, Pioneer Crossing connects American Fork and I-15 with the rapidly growing cities of Lehi, Saratoga Springs and Eagle Mountain and the Frontrunner line is the main transit connection in the region, running currently from Ogden to Provo with an expansion planned down to Payson.

This location will continue to serve as a busy conduit for travel throughout the region and beyond. Smart planning practices, place the most intense uses at these transportation nodes, maximizing the efficiency of the transportation network. The importance of creating high quality places at these intersections is critical for maintaining the high standard of living for which Utah is known. To this end, a well-thought-out balance between regional and local needs is essential in crafting a truly livable and inviting community.



Opportunities & Constraints

The regional and local needs, existing site conditions, and previous planning efforts must be considered when developing the opportunities and constraints of this station area. They must also show the clear, consistent and well documented vision for this area that has developed over time. For this project, these findings from past studies were combined with the latest community input and site conditions to identify the following opportunities and constraints specific to the American Fork Station Area.

Opportunities & Constraints

- **City Investment & the Uncertainty of Other Players**
 - The City has put forth substantial investment in terms of infrastructure and development incentives to help establish the station area. These investments include the RDA, 200 South, increased density zoning, parking reductions, and the development code for the area.

Although, the city has put forth significant investment, the timelines, expectations, and desire for investment on the part of UDOT, and UTA is uncertain. UDOT and UTA are also placing other locations as higher priorities, despite this being a major crossroads for most of Utah County.

- **Multiple Regional Transportation Connections & Their Impact on Local Transportation Network**
 - In addition to the FrontRunner Station, I-15 and Pioneer Crossing, and the future Pony Express provide regional connections to the North, South and West of the study area. This station serves as the collector for Eagle Mountain, Saratoga Springs, South Lehi, Pleasant Grove, and parts of Lindon and Orem. As such, the American Fork Station is one of the most significant regional hubs along the entire FrontRunner Line. Given the potential ridership and area draw, this station has the potential to become the most used station out of the entire UTA Station portfolio.

Despite the incredible regional connectivity, the local transportation network connecting the station with the region is not adequate to serve current demand. There are only two points where residents and transit riders can access the station 200 S/300 W and Mill Pond Road. Neither are currently constructed in a way to handle significant increases of traffic. In addition to the road access issues, there are not existing pedestrian or cyclist connections to the Station Area, and despite the bus terminal being constructed at the station, there are no UTA bus routes that currently serve the area due to operational costs. These major infrastructure networks have lead to the community around the station to be somewhat disconnected to its surroundings and adjacent communities.

- **Available Undeveloped Land & Amount of Sensitive/Mixed-Use Development within the Area**
 - While a large portion of the station area has already been developed there still exists approximately 150 acres of agricultural or vacant land surrounding the existing station. Moving further west, there is over 200 additional acres of undeveloped land, allowing the land around the station to potentially be among the highest valued shovel ready properties along the entire FrontRunner line.

While there is still some greenfield land open for development within the Station Area, over two thirds of the land has been developed. A significant portion of the land south of the station has been developed as residential units within the last 10 years, with hundreds of new housing units constructed or under construction. As a result, opportunities for synergy of uses and with the station are limited at the station's current location, with much the land uses and buildings estimated to be unchanging for the foreseeable future.



Some of these land uses are detached residential development, which tends to be less supportive of a station area.

Furthermore, within the 1/2 mile radius of the station there are a few areas designated as existing wetlands, and some property on the west of the station within an agricultural easement. Mitigation would need to take place for some of the undeveloped land within the study area.

- **Close Proximity to The Meadows but Poor Access** – For many new developments, proximity to commercial development, transit, and services is impossible without significant redevelopment. This station has all three with over 300 acres of greenfield land and includes, as previously mentioned, great proximity to major regional road networks. The Meadows commercial development is the only major commercial development within a 5-mile radius and contains thousands of square feet of commercial and retail space.

Given the proximity to The Meadows Commercial Development, no significant mixed-use development has been established south of I-15. The result has been a mostly car dependent, bedroom community. Residents of the station area need to get in their

cars and drive for goods and services as there is only unsafe pedestrian and cyclist access to the Meadows. Congestion also presents a problem for residents of the station area as individuals are forced to either access any services by the Main Street interchange, which is also a major regional interchange, or the 200 South I-15 underpass.

Although the Meadows development falls within the 1/2 mile radius of the station area, access to it is incredibly difficult, especially during peak hours of traffic. Building pedestrian/vehicular crossings over the railroad tracks and I-15 would help alleviate much of the strain on the American Fork Main Street exit in terms of access to the station and increased mobility in the area.

- **Regional Destination / Property owners desire to develop** – The American Fork Station Area presents a unique opportunity for a large regional destination, such as an event arena, due to its central location at the intersection of major freeways. This prime positioning makes it an ideal spot to attract visitors from all over Utah Valley, offering a convenient and accessible venue for various events. Currently, apart from the 8,500-seat UCCU Center, and the private Marriott Center, there are no major public event venues of this kind in Utah Valley.



This means that establishing such a facility here would not only fill a significant gap but also serve as a substantial economic boon for both the City and the valley as a whole.

However, there are constraints to this ambitious idea. Some current landowners have little desire to sell or develop the land themselves. There is interest in preserving the land as open space or for agricultural uses within the Station Area Plan boundaries. This is in conflict with the desires of the State to provide increased densities within station areas. A few landowners who decide to hold out will significantly hinder the overall development potential and the cohesive feel of the area. This resistance poses a major challenge to realizing the full vision of the State's mandates.

- **Existence of a CRA, lack of availability to overlay an HTRZ** Another significant opportunity for the American Fork Station Area is the creation of a Housing and Transit Reinvestment Zone (HTRZ). However, the current Community Reinvestment Area (CRA) around the existing station location prevents the use of an HTRZ. If they state were to allow CRAs and HTRZs to be overlaid, it becomes possible to establish an HTRZ around station location.

This would provide essential funding for infrastructure improvements (like direct access to the station from Pioneer Crossing), enhanced access, and the development of a bike highway (rail trail) with excellent connectivity to the rest of the area.

The bike highway element directly supports Governor Spencer J. Cox's initiative for a state trail network, which aims to connect Utahans of all ages and abilities to their destinations and communities throughout the state. This initiative not only promotes sustainable transportation options but also enhances the quality of life for residents and visitors alike.

Conclusion

This preliminary information, including existing site conditions and the opportunities and constraints for development, were a critical first step in creating the American Fork Station Area Plan. Once a better understanding of the context was established, preliminary plans and concepts could be developed that would fit that context and eventually be refined into the ultimate preferred concept.



An aerial photograph of a city area, overlaid with various planning and zoning maps. A large, semi-transparent blue circle is centered in the upper half of the image. A red dashed line forms a large loop around the center. A blue dashed line follows a path through the city. A blue star icon is located near the bottom center. A blue line with a star icon runs horizontally across the middle. A blue line with a star icon runs vertically on the left. A blue line with a star icon runs horizontally at the bottom. A blue line with a star icon runs vertically on the right. A blue line with a star icon runs diagonally from the top left to the bottom right. A blue line with a star icon runs diagonally from the top right to the bottom left. A blue line with a star icon runs horizontally across the middle. A blue line with a star icon runs vertically on the left. A blue line with a star icon runs horizontally at the bottom. A blue line with a star icon runs vertically on the right. A blue line with a star icon runs diagonally from the top left to the bottom right. A blue line with a star icon runs diagonally from the top right to the bottom left.

02

PLANNING & VISIONING PROCESS

Preliminary Concepts

When crafting preliminary concepts for a station area, or any master planned area, it is critical to gather as much context on the site as possible. This context encompasses:

- previous studies and plans for the area, adjacent properties, and the region;
- state and local development codes;
- developmental constraints, utilities, capacity, topography, sensitive lands, and existing development;
- and prior public engagement and general public sentiment.

With this context, a firm understating of the existing conditions on the site can be formed. It then becomes essential, to fill in the gaps in understand and correct outdated information. To do this the project team conducted several interviews with key stakeholders for the area, including city staff, elected officials, regional public agencies, property owners, resident groups, local business, and the development community.

These stakeholders helped craft a vision for the study area that was utilized in the creation of potential development scenarios.

The purpose of these concepts is to give residents and other stakeholders the opportunity to respond to context based ideas, images, and plans with supportive information to help them make informed decisions. These decisions incorporate the look and feel of the development, as well as the specific details for how the study area should be developed. This approach gives residents greater ability to affect change and truly reflect the community's vision, while promoting thoughtful, equitable, and accessible distribution of different land uses. The process is a tool that can address location specific issues and concerns, resolving them, to prevent similar issues in the future.

Preliminary Concepts

The following pages contain the preliminary concepts for the American Fork Station Area. These concepts focused on a range of transportation networks options, and proposes the potential to move the station to help address access and connectivity issues.



Each concept maintained the land use distribution as the overwhelming sentiment from the city, residents, and development community was to have higher intensity development remain in the station area. Each concept takes into consideration Utah Department of Transportation's potential timing for making Pioneer Crossing and expressway, which would prohibit intersections of cross streets, converting them into underpasses or overpasses. These concepts also consider the four goals of Mountainland Association of Governments' Regional Transportation Plan goals:

- **Goal 1:** Enhanced Roadway Grid Network
- **Goal 2:** Expanded Freeways, Expressways & Arterials
- **Goal 3:** Robust Regional Transit System
- **Goal 4:** Active Transportation Project Development

Each of the concepts focus on connecting the northern and southern parts of the station area together, where they are currently separated by the freeway and railroad tracks. The first goal was to turn existing development into a mixed-use center by adequately connecting the commercial development to the north with the residential development to the south. This will improve the livability of the area, keeping residents from traveling long distances for everyday errands and improving the viability of commercial development. The second goal was to improve access to the station itself to increase potential ridership and the likelihood of UTA bus service to the station again in the future.



Preliminary Concept 1 - Western Crossing

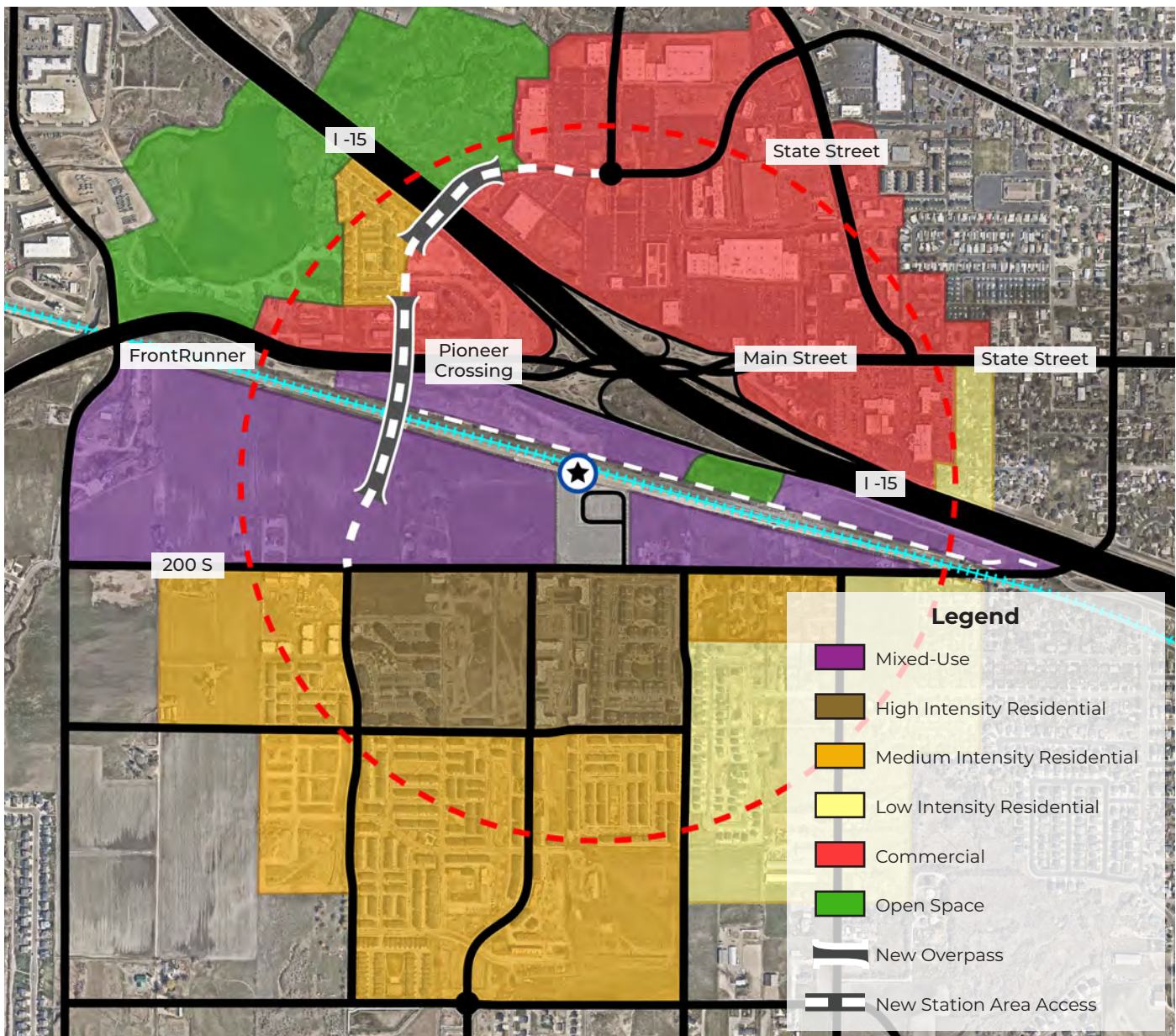
Concept 1: Western Crossing – Shows the continuation of Pacific Drive going over I-15, paralleling 1020 West, and touching down on the south side of the rail lines connecting with 1100 West.

Pros:

- Relieves pressure from the existing Main Street I-15 Interchange
- Creates a connected solution that will not need to be redone when Pioneer Crossing becomes an expressway
- Connects more directly with the south side of I-15

Cons:

- Limited access of parcels between I-15 and Pioneer Crossing and no access to parcels between I-15 and the rail line
- Mitigation would be needed for existing wetlands to be able to continue Pacific Drive over I-15.



Preliminary Concept 2 - Split Western Crossing

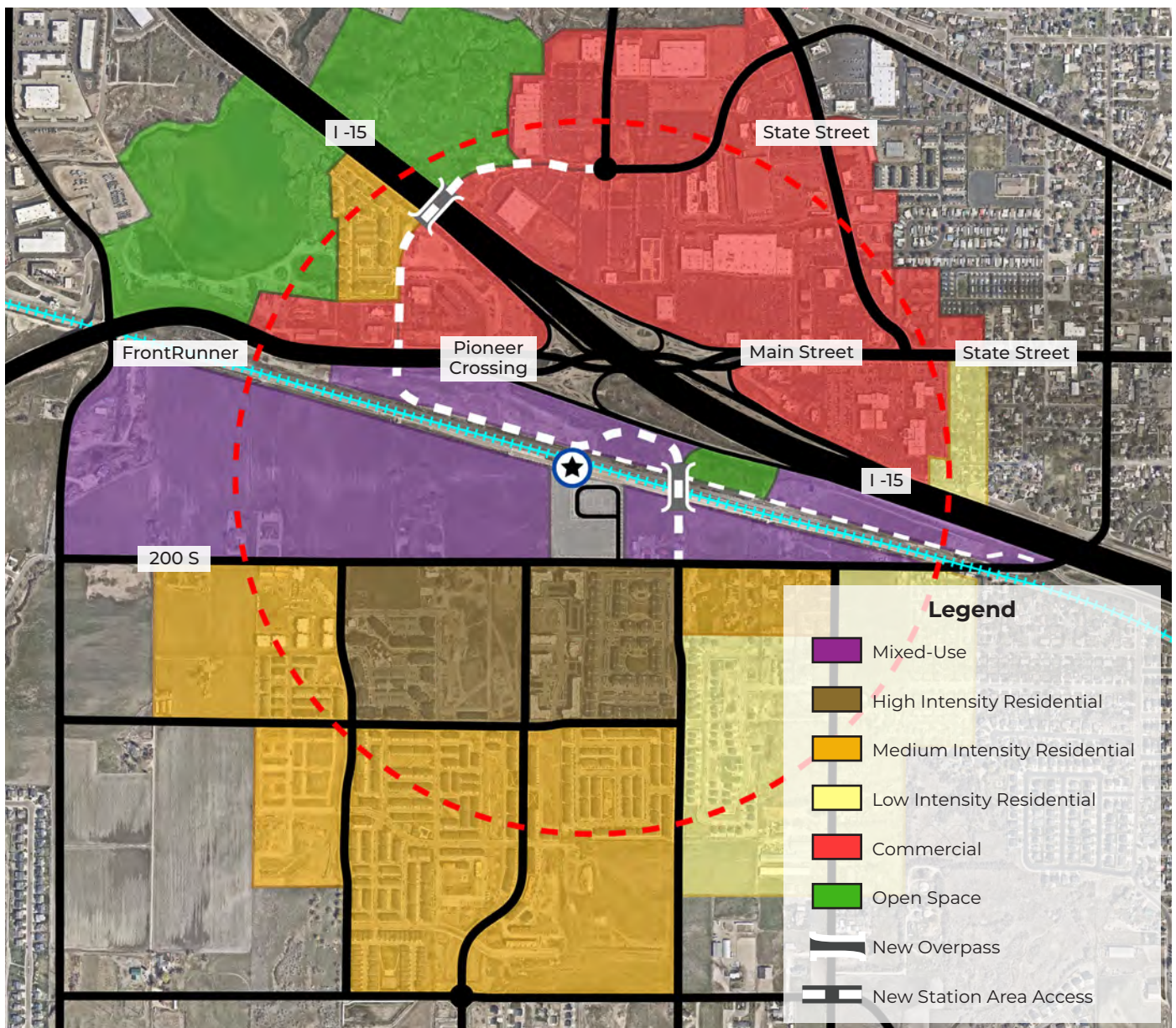
Concept 2: Split Western Crossing – Shows the continuation of Pacific Drive going over I-15 and touching down on 1020 West becoming a future underpass (at the existing elevation) of Pioneer Crossing. It then goes over the rail line on the east side of the FrontRunner station touching down again connecting with 700 West.

Pros:

- Relieves pressure from the existing Main Street I-15 Interchange
- Direct access to the Meadows Shopping area for residents south of the station.
- Provides access to parcels between I-15 and Pioneer Crossing and parcels between I-15 and the rail line

Cons:

- The intersection at 200 South and 700 West would need to be raised 15 feet~ to accommodate the elevation needed to get over the rail line and touch back down.
- Mitigation would be needed for existing wetlands to be able to continue Pacific Drive over I-15.



Preliminary Concept 3 - Eastern Crossing

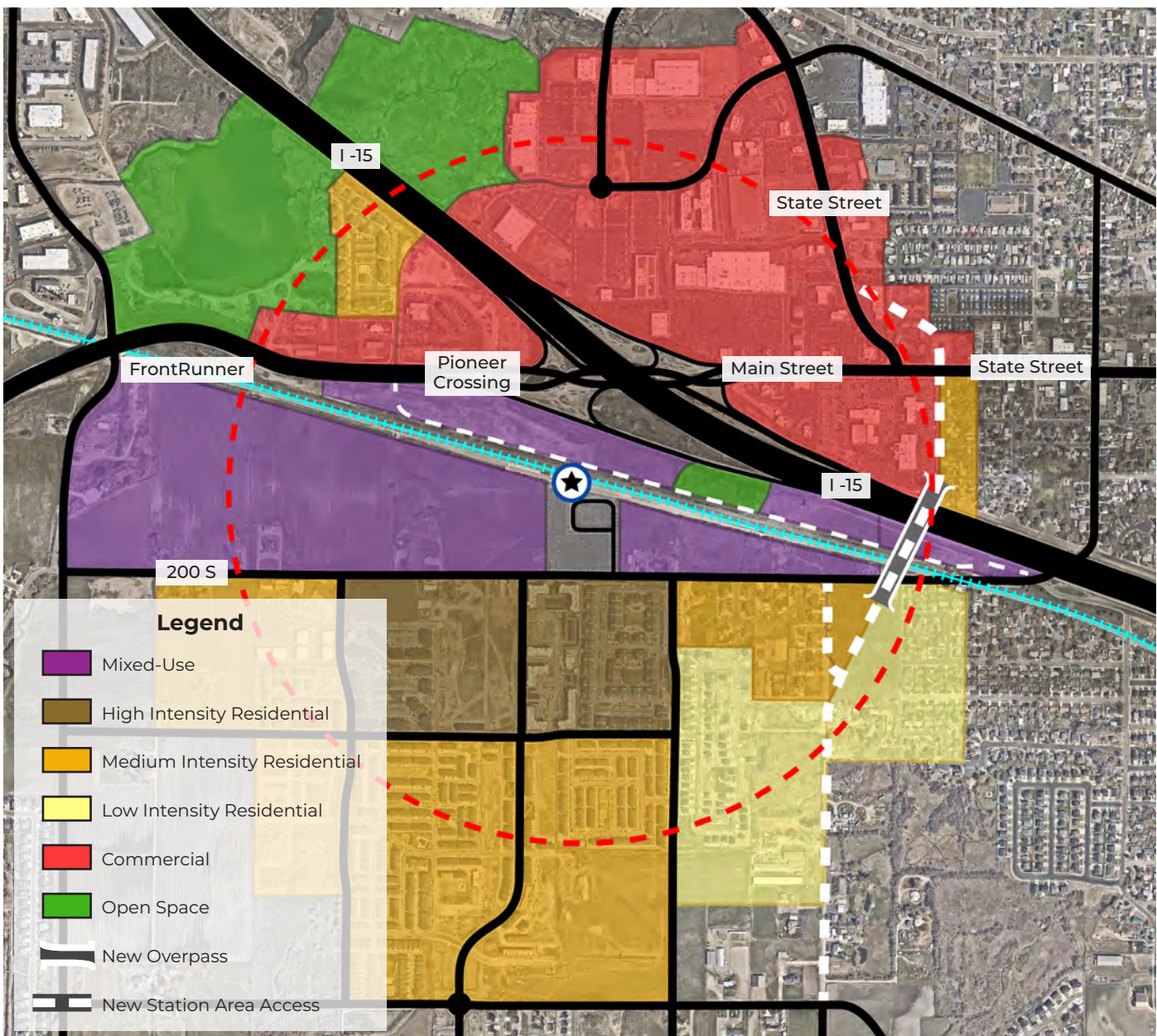
Concept 3: Eastern Crossing – Depicts the realignment of State Street to continue over I-15 and the rail line then touching down connecting with 570 West.

Pros:

- Adds traffic improvements to the existing State Street alignment
- Continues State Street to the south adding easier more intuitive access south of I-15
- Relieves pressure from the existing Main Street I-15 Interchange

Cons:

- No direct connection between the new State Street alignment and 200 S. Users would need to double back on another road to access 200 S and the station
- Potential need for relocation of existing business and residential parcels



Preliminary Concept 4 - Potential Station Relocation

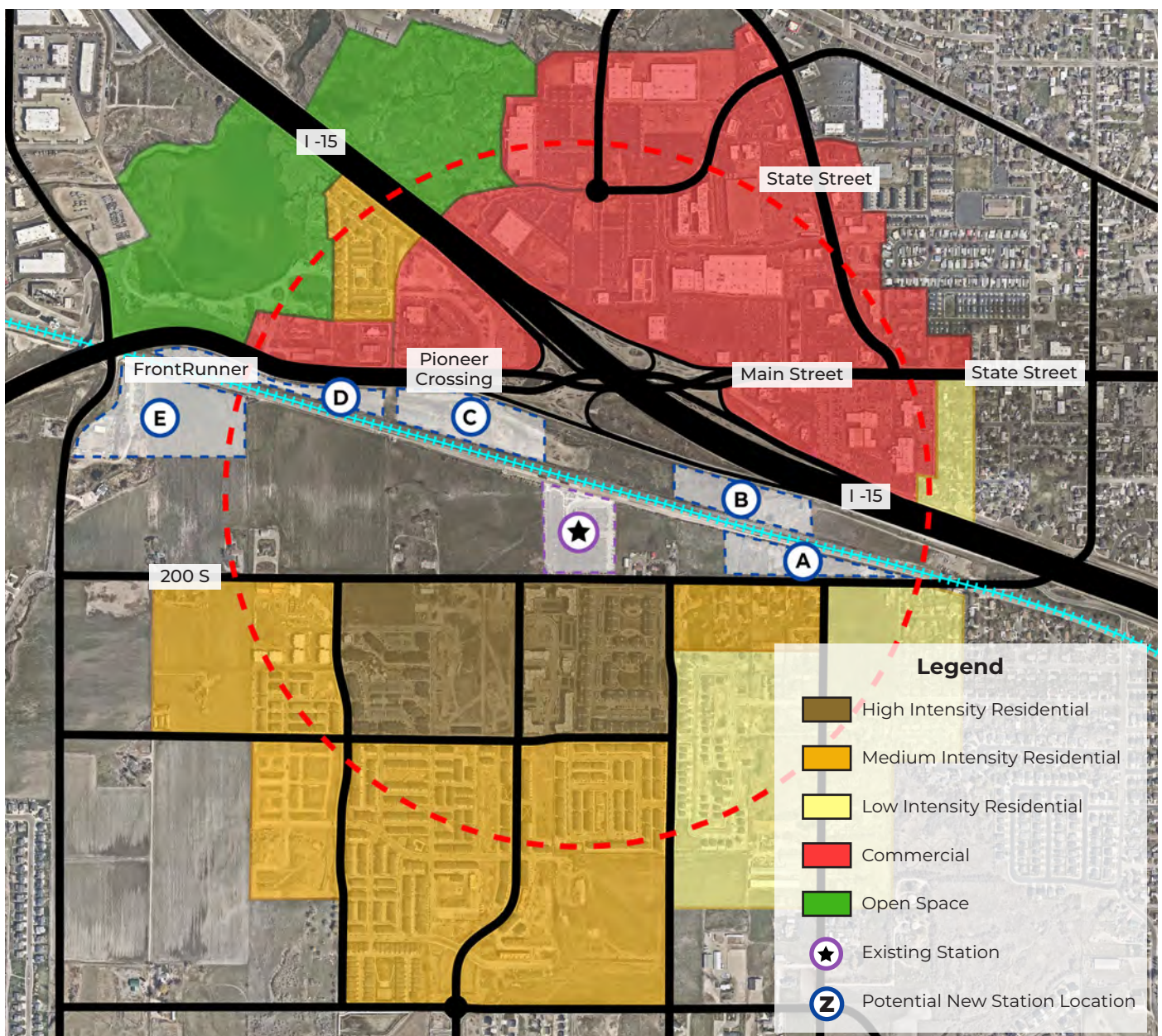
Concept 4: Potential Station Relocation – Offers potential locations where the station could be relocated to increase access and feasibility of multimodal services.

- **Pros:**

- Increases access and visibility of the FrontRunner Station from Pioneer Crossing, I-15, and Mill Pond Road
- Allows the Park N Ride lot north of Pioneer Crossing, the Kiss N Ride Area, the FrontRunner Station, and the station parking lot to be consolidated.

- **Cons:**

- Reduces cost of operations for UTA bus services to the station
- Cost to relocate the FrontRunner Station (Potentially offset or a net positive due to cost of land sale, funding sources and potential partnership with city, and private development groups)
- Timing of UTA double tracking project, and UDOT Pioneer Crossing Expressway design



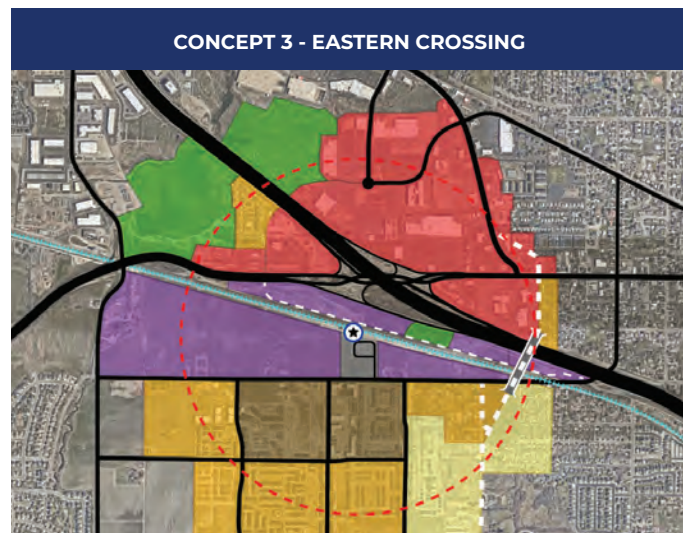
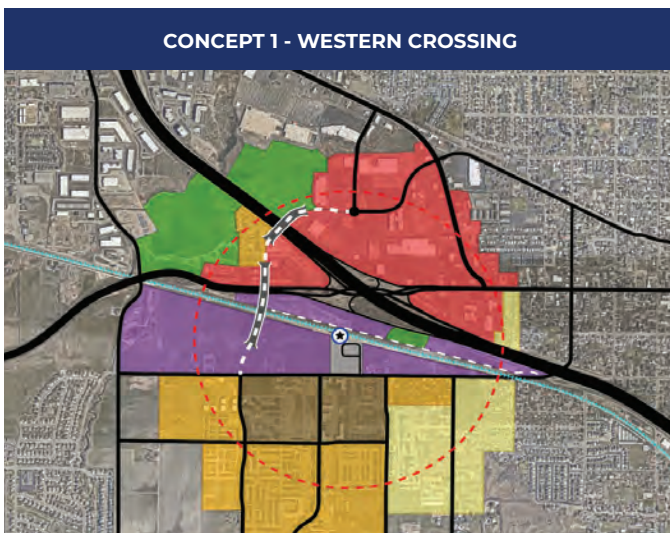
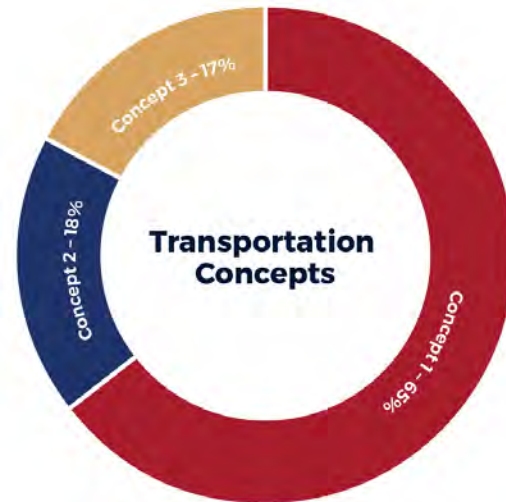
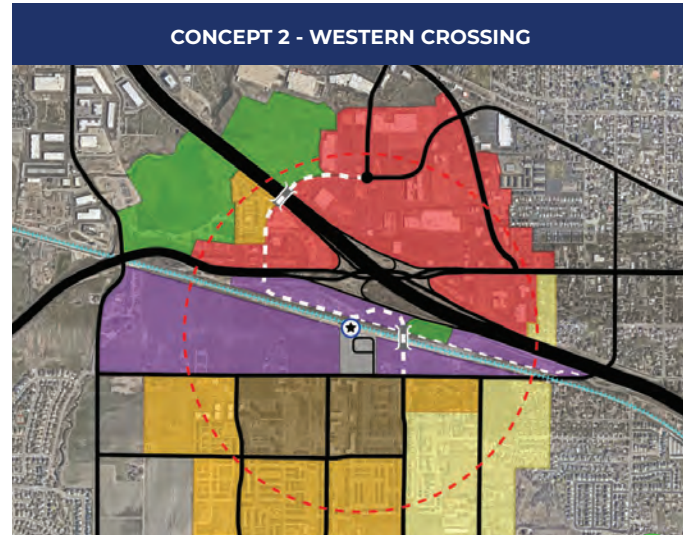
Public Engagement Process

Significant outreach has been completed for this study area over the last few years as part of the other previous plans. To supplement and build upon this engagement, the project team held stakeholder interviews and ran a booth at the American Fork Steel Days event. Several boards were set up to allow residents and other stakeholders to give feedback and vote on the transportation concepts listed above. Boards were also set up to help residents give feedback on their visual preferences of how the station area will look and feel and the types of amenities and services that may be located there. These boards included:

- Transportation, Urban Design, & Streetscapes
- Open Space, Recreation, & Entertainment
- Land Uses
- Building Height

The results and feedback for this event were as follows:

- **Concept 1** – Western Crossing: 65%
- **Concept 2** – Split Western Crossing: 18%
- **Concept 3** – Eastern Crossing: 17%
- **General Feedback**
 - We need more apartments
 - Public transportation to the station
 - We need a bus down Main Street to take you to the station, or at least side walks to bike there safely. It's not convenient and doesn't feel safe.
 - More options to get over or under the tracks & freeway to access the south side!
 - Wider frontage road especially by where the train crosses the road
 - How do bikes/peds access all this? That will determine success of accessibility.



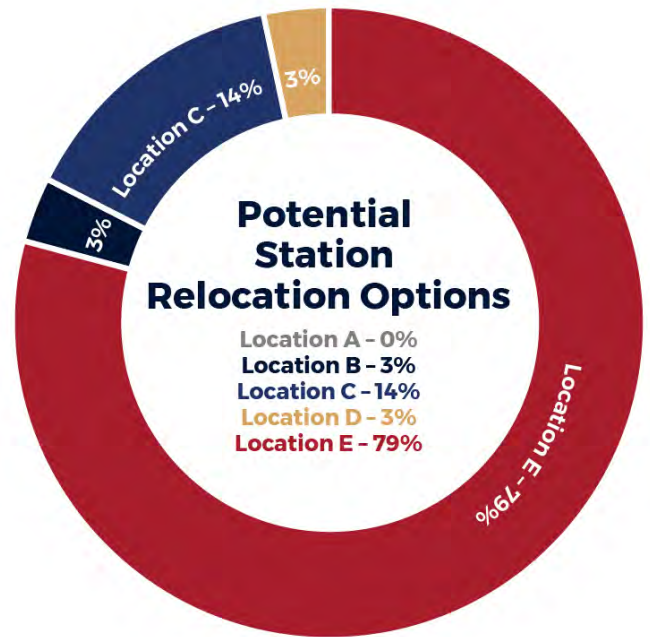
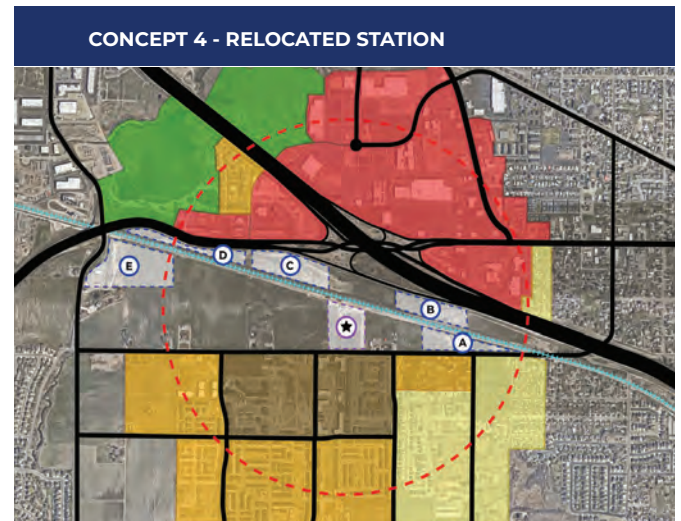
- **Concept 4 – Relocated Station Options**

- Location A: 0%
- Location B: 3%
- Location C: 14%
- Location D: 3%
- **Location E: 79%**

- **General Feedback**

- Bigger frontage road
- Location A would be difficult with traffic merging onto I-15 S.
- More parking near FrontRunner
- I like moving the station to a more convenient location
- Need better apps
- Repair 200 South and add lines, increase speed limit
- Moving the station to Pioneer Crossing is a great idea!
- Public transportation to the Station
- This works only with addition of a traffic signal near Holiday Oil
- 300 E by the real road needs a 4-way stop not a 2-way stop
- I like the move to the north side of the tracks
- Build a belt loop road on Canyon Road

Additional feedback on the look, feel and amenities for the stations, and from stakeholder interviews can be found in the appendix at the end of the plan.



Station Location Options

The location of the FrontRunner station in American Fork has been a central consideration for this project. Preliminary locations were identified and vetted during the concept phase outlined above. After extensive analysis and stakeholder input, American Fork City requested we find and consider additional options. From that research and analysis we have identified three potential viable station locations within the City. These options were selected based on their ability to accommodate the future growth of the region in terms of population, transportation, and access (see the map below).

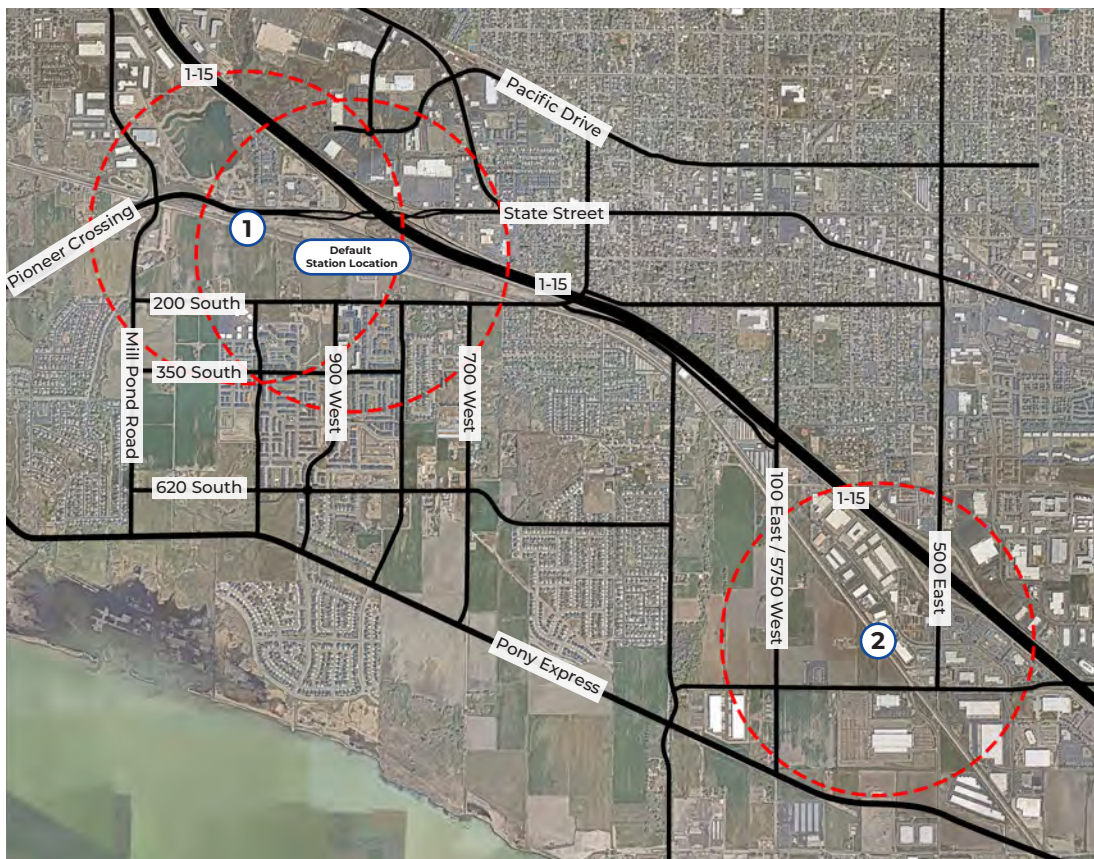
- **Default Station Location** would keep the existing station location;
- **Option 1** is northwest of the current location near the Pioneer Crossing roadway;
- **Option 2** currently is southeast near the 500 East interchange

Several factors have been considered in the narrowing of these three options, including cost, economic impact, traffic impact and access, funding opportunities, and potential for redevelopment. As a result, the options have been organized by preference, with the Default Station Location

being initially preferred if it can be made viable, followed by Option 1 and finally Option 2.

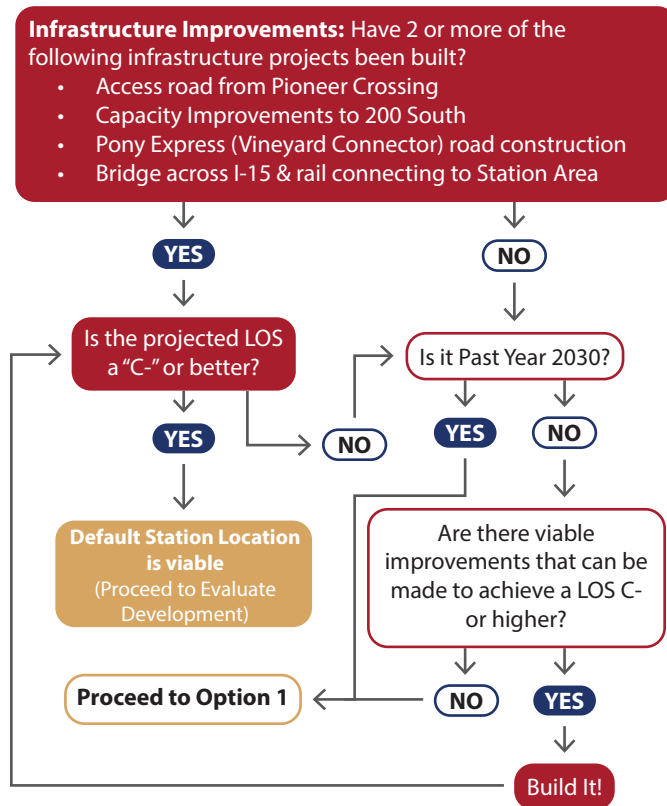
The evaluation of the viability of each option is accomplished by setting conditions and milestones within a given timeframe. The year 2030 was chosen as the first milestone year so there will be time to pivot to a new strategy if needed before the 2034 Olympics.

By default, the plan assumes that the station will remain at its current location, but also includes two options for station relocation. Option 1 (i.e., relocate station to the northwest, near Pioneer Crossing) and Option 2 (i.e., relocate station southeast near the 500 E/I-15 interchange) do not represent UTA Board-approved commitments or future plans from UTA, nor does this plan include any actionable items that would appropriate UTA's resources for the station relocation; however, should the development community fail to deliver transit-oriented development around the current station location, and/or if the lack of accessibility to the current station cannot be resolved, the city will re-engage UTA to discuss a mutually-agreeable options. The following decision trees outline the evaluation criteria and triggers associated with Option 1 and Option 2.

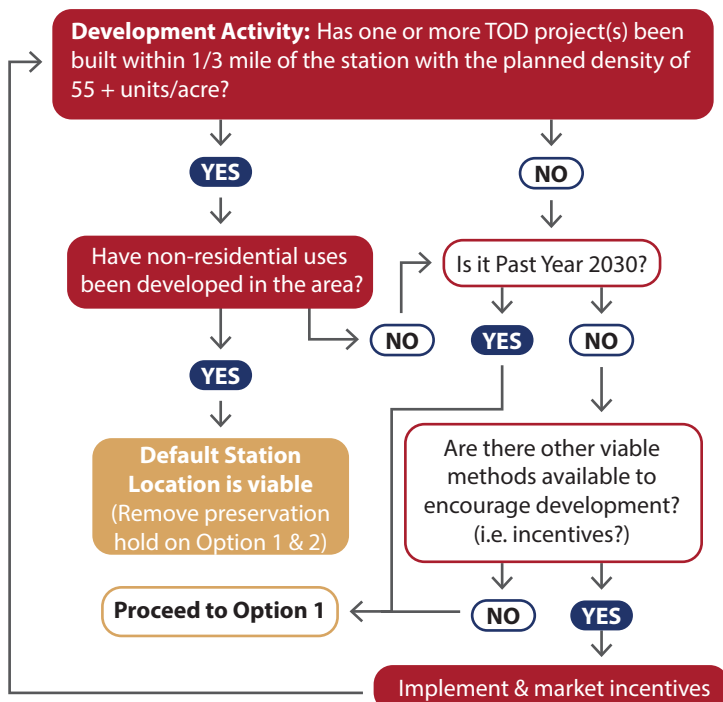


DEFAULT STATION LOCATION

Evaluating: Traffic Level of Service (LOS)



Evaluating: Development



Default Station Location Station Triggers

Access

1. **Access road from Pioneer Crossing** - UDOT was willing to show direct access to the station from Pioneer Crossing to alleviate access concerns.
2. **Capacity improvements on 200 South** - Several improvements are in-progress on 200 South which will help address access, capacity, and safety issues along the route. Multimodal improvements are also underway.
3. **Pony Express (Vineyard Connector)** - This regional roadway needs to be built with sufficient access to the Station and through the station area, thus adding multiple connection points with the larger station area.
4. **Bridge across I-15 & rail connecting to Station Area** - Plans for an overpass will improve North-South connectivity to station area and alleviate congestion at the interchange. This would improve the ability to service the station with buses, and is shown on UTA's route planning.

LOS

1. Anything below LOS "C" is unacceptable by UDOT's standards (see [Utah Office of Administrative Rules](#)). This projected LOS needs to be associated with the LOS at full build out.

Development Activity

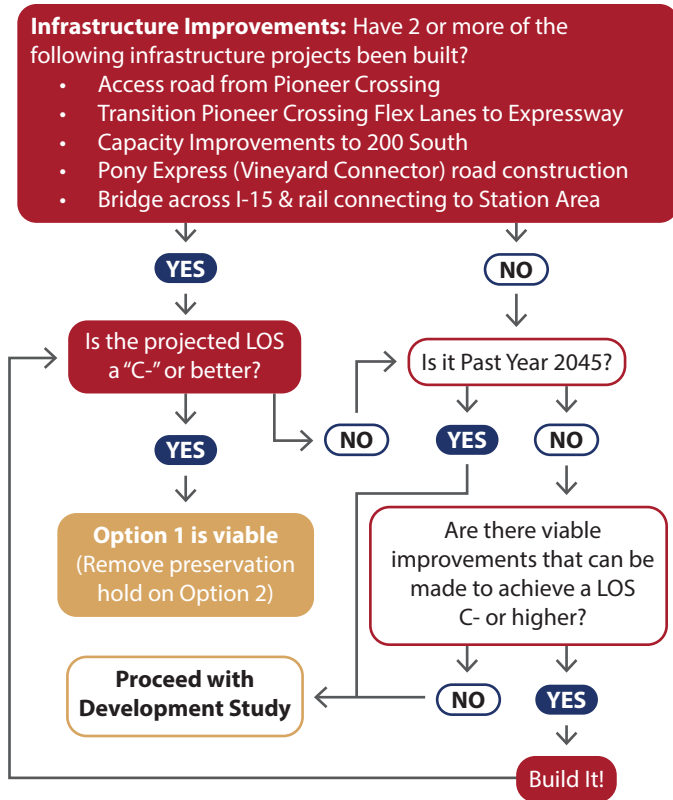
1. The station's current location was acknowledged by the city, its residents, UTA riders, UTA, UDOT, and the consultant team as a less than ideal location for the station. If the development community shows that the 55+ units/acre around the current station is not feasible within the timeframe, we should proceed to Option 1. This feasibility can be tracked by a successful application of a mixed-use community with 55+ units/acre or greater within 1/3 mile of the station.
2. UTA currently has plans for servicing the station area with buses. If the station does not have adequate bus service, or UTA has not redeveloped or found a partnership to redevelop their surface parking lot within this timeframe, we should proceed to Option 1.

Timeframe

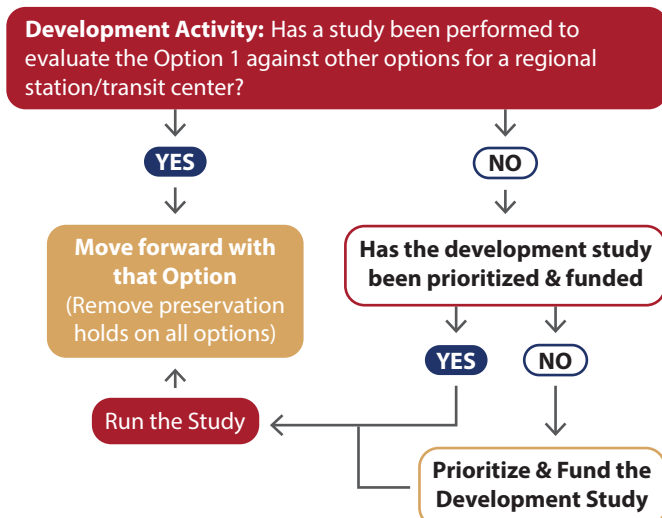
1. 2030 is four years before the Olympics, so if these improvements have not been made by then, we need sufficient time to establish a working station.
2. State requires a five-year station area plan, so the year 2030 gives an additional five-year window to make the existing station work. (2010 - 2030 offers the station a 20 year window.)

Option 1: NORTHWEST LOCATION

Evaluating: Traffic Level of Service (LOS)



Development Study



Option 1 Preservation Measures

1. Establish zoning with minimum densities / mixed use requirements around Option 1 Station Area.

2. Place restrictions on new roads not in alignment with critical infrastructure on the Option 1 Phase III Station Concept Plan.
3. If development is permitted in the area, a focus on walkability and integration with potential future station should be encouraged.

Option 1 Station Triggers

Access

1. **Access road from Pioneer Crossing** - (See Default Station Location for details)
2. **Transition Pioneer Crossing Flex Lanes to Expressway** - UDOT should consider transitioning the currently proposed flex lanes for Pioneer Crossing to a higher-capacity expressway within the Option 1 timeframe. This expressway would straighten out Pioneer Crossing where it crosses the railway. Our Option 1 station location takes into consideration that potential alignment.
3. **Capacity improvements on 200 South** - (See Default Station Location for details)
4. **Pony Express (Vineyard Connector)** - (See Default Station Location for details)
5. **Bridge across I-15 & rail connecting to Station Area** - (See Default Station Location for details)

LOS

1. Anything below LOS "C" is considered unacceptable by UDOT's standards (see [Utah Office of Administrative Rules](#)). This LOS needs to be associated with the projected LOS at full build out.

Development Activity

1. The proposed Option 1 location would require coordination with property ownership, UTA, and UDOT, and discussions should take place on a state level with coordination from the City and MPO. The regional demographics and transportation needs; and holistic regional infrastructure development, operations, and maintenance costs at the time of the study should be considered when evaluating Option 1 against other options. Each should be ranked by priority and ability to serve the region. This study should serve as the primary driver for redevelopment activity. The options evaluation process should close out all other options to move forward with Option 1, or move on to Option 2.

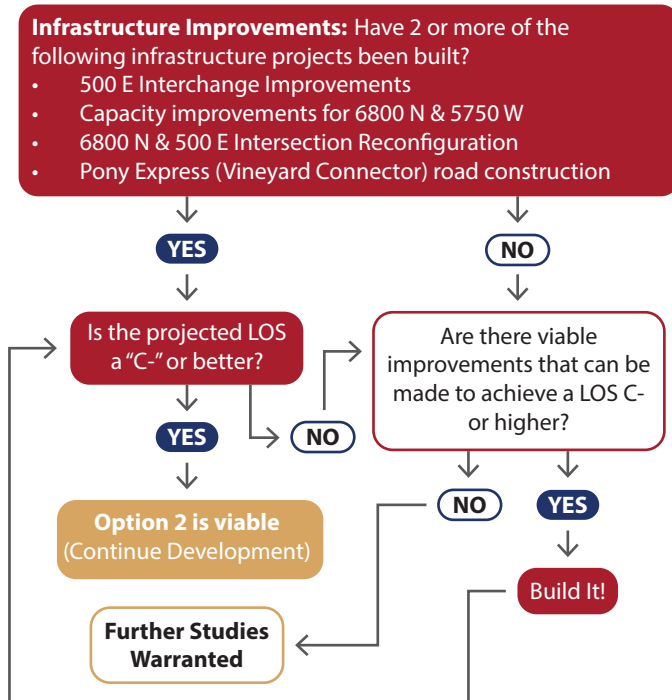
Timeframe

1. 2045 is fifteen years after the deadline for the Default Station Location, which is a sufficient timeframe to adjust the Station Area Plan and develop a robust station area, or prioritize the development study.



Option 2: DEVELOPMENT STUDY LOCATION

Evaluating: Traffic Level of Service (LOS)
(If Option 2 on the map above is selected)



Option 2 Station Triggers (for Option 2 on the map above)

1. **500 East Interchange Improvements** - UDOT should consider interchange improvements to allow for greater trips to/from this location.
2. **Capacity improvements for 6800 N & 5750 W** - Mimic the studies and design for 200 S.
3. **6800 N & 500 E intersection Reconfiguration** - Raised and/or lighted intersection to go over the rail.
4. **Pony Express (Vineyard Connector) road connections** - (See Default Station Location for details)

Note

Option 2 as listed on the map above is the last currently-evaluated viable option for keeping the station within American Fork. This development study should consider all viable options including the Option 2 location listed on the map above. In typical EIS fashion, the option of no station should be considered.

Option 2 Preservation Measures (for Option 2 on the map above)

1. Zoning in place with minimum densities / mixed use requirements around station.
2. Restrictions on new roads not in alignment with the station plan.
3. If development is permitted in the area, a focus on walkability and integration with potential future station should be encouraged.



03

STATION AREA PLAN



Preferred Development Objectives

The phased concepts for the potential options are outlined on pages 31-33. Each concept takes into consideration the unified vision of American Fork stakeholders and incorporates the key takeaways and desired objectives for the transportation, land uses, and open spaces from the public engagement process. Those objectives are as follows:

1. Create a Vibrant Higher-End Mixed-Use Community with: (See Page 30, 31, 33, & 35)

- A mix of daytime and evening uses
- Vertical Mixed-Use with pedestrian-oriented design on the first floor
- High quality development with great wayfinding
- Every Day Services
- Variety of housing options
- Restaurants and Entertainment options

2. Promote an Entertainment Focus (See Page 31-33)

- Event venues
- Theaters
- Community Gathering Spaces
- Family Entertainment
- Range of Open Space Amenities including:
 - Trails
 - Beach Access
 - Splash Pad
 - Dog Park
 - Farmers Market
 - Daylighted Stream
 - Nature Playground
 - Event Center
 - Native Wetlands
 - Hammock Park

3. Facilitate Very High Intensity Areas (See Page 31-33 & 38)

- The area within 1/3 mile of the viable station location should be designated as a Housing and Transit Reinvestment Zone (HTRZ) (wfrc.org/programs/htrz/). Coordination with state representatives should be made to allow for HTRZ's and CRAs to be overlaid.
- Maintain the current transit-oriented development code for this area that allows building heights to range from 3 - 7 stories.

4. Increase Access, Redundancy, & Efficiency of transportation infrastructure to the Station Area (See Page 31-33, 36-37, & 39-41)

- Several transportation issues exist within the station area options that need to be resolved as part of a holistic long-term solution.
 - Location of the station in proximity to Pioneer Crossing and I-15 or 500 East and I-15
 - Existing road quality of 200 South, 6800 North, 5750 West, and 500 East
 - Two access points to the existing station
 - Inefficient intersections at 200 South on the east by the I-15 underpass / rail crossing and western intersection with Mill Pond Road
 - Congestion at the I-15 Main Street Interchange
 - Access to services on the north side of I-15
 - Pioneer Crossing's future flex lanes and expressway designation and existing infrastructure constraints
 - Future travel demands with flex lanes or expressway and surrounding infrastructure
 - Multimodal access to the station
 - There is no current Utah Transit Authority (UTA) Bus Service to the station
- Very few of these items have an existing funded plan that would resolve these issues.



5. Increase Access, Visibility, & Efficiency (See Page 22-25 & 31-33)

- An overwhelming percentage of stakeholders not only desired the station to move to increase access and visibility but wanted it to move to Location E (Option 1) on the concept listed on page 21.
- After discussions with the UTA, they were open to the potential of moving the station closer to the Pioneer Crossing and Mill Pond Road intersection to decrease cost of bus operations, and increase ease of access to the station. The movement of the station should incorporate the Kiss N Ride area, and the Park N Ride lots. Before the move of the station is adopted, efforts need to be made to work towards viability of the station's current location.
 - Much of the Option 1 area falls within an agricultural easement. That easement should be terminated at the state level or renewal should be denied given the level of state and local funding for transportation infrastructure that has been allocated to this area.
- Further discussions with stakeholders highlighted an additional potential station location closer to the 500 East freeway interchange (Option 2).
- Page 22 of this document discusses the triggers to developing each of the three options.
- A high level cost estimate was developed to give context to Option 1 or 2, which require the station to move. See table below:

HIGH LEVEL COSTS TO MOVE THE STATION	
New Platform	\$10 M
Covered Station* & Bus Loop	\$20 M
Track Shift & New Track	\$1.35 M
New Signals*	\$1 M
New Turnout*	\$1 M
Parking Garage	\$18 M
Contingency	\$2 M
TOTAL	\$53.35 M

(* Denotes Likely Development Community Contributions)

- A few items that help offset these costs are as follows:
 - Establishing a **Housing and Transit Reinvestment Zone (HTRZ)**. HTRZs were created by the Utah Legislature to encourage higher-density and mixed-use development surrounding transit stations including affordable housing.

For a commuter rail station, an approved HTRZ can receive 80 percent of tax increment for a maximum of 25 years per parcel. Depending on the type of development that occurs, significant revenues can be generated that can be used to offset the costs associated with affordable housing, public infrastructure, parking structures and increased density of development. Additional information on HTRZs found in Appendix B.

- UTA is already working on double tracking several sections with this section of the FrontRunner Line as a future phase. The cost to design and construct a **new track** and the **track shift** could be included within that process thus removing significant added costs.
- **New signals** and a **turnout** would be developed privately or as required by the new development, and prior to the timing when the station would move, which would eliminate that cost as being incurred by UTA.
- The existing station sits on 7.65 acres of land. The average land value per acre in this area is approximately \$440,200, which would equal approximately \$3,367,500. The station in each of the options should be part of a larger mobility hub with mixes of uses. As such, UTA should find a partner to develop the covered transit station and help offset land acquisition costs for the station improvements, they could utilize HTRZ funds, utilize this location as a consolidation of other assets, and/or a potential revenue generator. There is significant interest in obtaining larger acreage around the Option 1 station area potentially supporting that option and the ability for the development community to financially support the stations move.

AVERAGE DAILY BOARDINGS BY YEAR	
2017	614
2018	583
2019	562
2020	220
2021	237
2022	357
2023	377
TOTAL AVERAGE	422



- Given the potential for the HTRZ overlay, state and federal funding, and the likelihood of a public/private partnership much of the incurred cost to move the station could potentially be mitigated.
- As previously mentioned, there is no existing bus service to this current station despite having a Kiss N Ride area and six sawtooth bus stalls. This is due in part to access to the existing station, and cost of bus operations to get to the station. Two new Park N Ride Lots, which would feed the American Fork station, are in development with one in Eagle Mountain and the other in Saratoga Springs. In addition, average daily ridership has continued to increase since passenger boardings were significantly reduced across UTA in 2020 (see table on the previous page).
- If the station is moved to Option 1, vehicular miles driven would be 1.2 miles less per day per user (.6 mile to and from the station) with an average user making 260 visits per year. This would be a reduction in approximately 312 less miles per user per year. For Default Station Location to be viable, significant infrastructure and access improvements need to be made. One of these improvements would include a direct access route from Pioneer Crossing. This improvement alone costs approximately \$31M.
- Each station option has barriers to overcome, to meet the needs of multimodal access and UTA riders. Significant ridership, environmental, operations, access, and infrastructure costs for each option should be evaluated, and decisions to move forward with any of the three options should support the long-term viability of the American Fork Station. Given the area's potential, this could be a great example site for how UTA is looking to transition their surface-parked facilities in the future.

6. Great Multimodal Connectivity & Access (See Page 36-37, & 41)

- Residents wanted well-connected pedestrian and bicycle facilities with the potential to be car free within the station area. Many communities desire this outcome, but achieving it can be difficult without necessary services and infrastructure within the station area.
- American Fork is currently in the process of developing a bike boulevard along 200 South and has implemented several bike and pedestrian networks throughout the Transit-Oriented Development Area (see page 41).
- The American Fork FrontRunner Station has significant goods and services within a 1/2 mile of the platform, but access to these opportunities is highly limited.



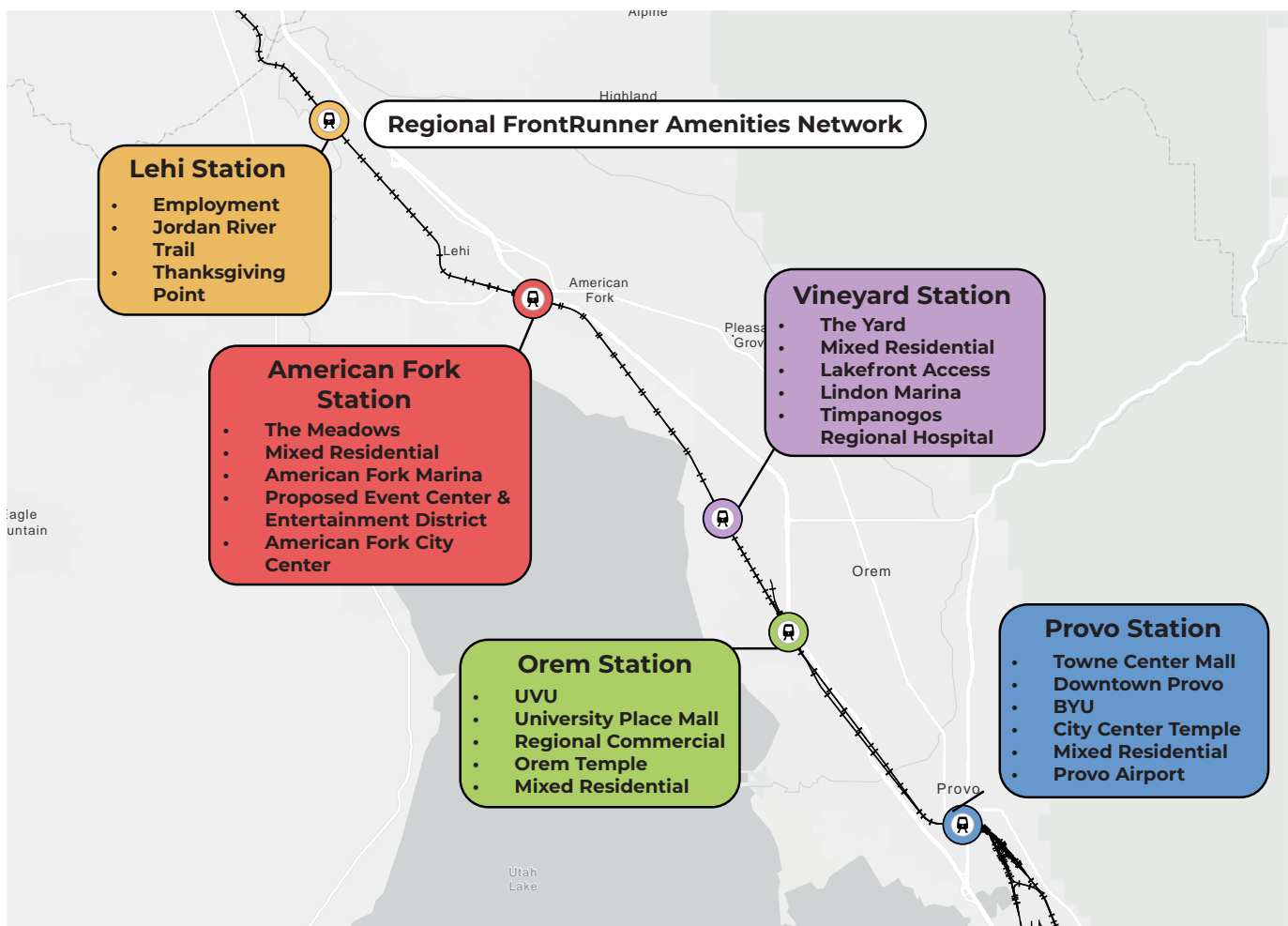
Preferred Development Options

Critical services like a hospital, library, and post office are outside of this area. This station should be looked at as part of the larger network for stations in Utah County (see the map below for additional stations and their focus.)

- To ensure the station is truly car free, these services must be integrated within the station area network, or within the American Fork Station area, and improved information for the regional FrontRunner network should be established. The buildings within the Transit Core and Business Core could help facilitate the existing gaps and further support the larger FrontRunner network (see the Updated Districts & Sub Districts Maps on page 34-35).

The renderings on the following pages depict the result of the unified community vision and objectives, with potential solutions to resolve the issues and concerns previously addressed. The graphics showcase possible amenities and key features and opportunities of the future station area, and how they could be incorporated. The maps on pages 30 - 36 update the station area's district boundaries, land uses, transportation, and block types. Page 35 delineates the proposed infrastructure improvements with their associated responsible parties.

The preferred development scenario is a very ambitious plan, but is critical for the regional transportation system as it where all major modes intersect. Stakeholders and residents understand that this development needs to be done right from this point on, or it is destined to fail. As rapid growth continues, it is essential that this area becomes a true regional connector and destination, providing services and connecting people within the station area and throughout the wider region and FrontRunner Network.





DEFAULT STATION LOCATION & OPTION 1 PHASE I

Key Concept Plan Features/Opportunities & Improvement Areas

- ★ ★ Existing & Proposed Option 1 FrontRunner Station
- ① Rail Trail (proposed to run the entirety of the FrontRunner Line)
- ② Spring Creek Linear Open Space (with potential for splash pad)
- ③ Daylighted Spring Creek
- ④ Adjusted Pioneer Crossing Flex Lanes Alignment with flex lanes for shifting time of day use and improved access to 200 South & the FrontRunner station
- ⑤ Preserved Pioneer Crossway Expressway Right of Way
- ⑥ Access to the Station from Pioneer Crossing & Mill Pond Road
- ⑦ American Fork Roundabout (with landscaped logo for commuter identification)
- ⑧ Potential Pony Express Connection Leg
- ⑨ Mill Pond Regional Park (with 2+ miles of trails, water activities, preserve, picnic areas, potential dog park, & natural playground area)
- ⑩ Proposed Extension of Harts Drive Connection to Mill Pond & West Main Street
- ⑪ Pacific Drive Extension & I-15 Overpass & Connection to 700 W
- ⑫ Pedestrian Bridge & Bus Loop - Bridge to service public transportation, pedestrians, and cyclists. (Connecting 200 South Bikeway & Rail Trail to Murdock, Shoreline, & Art Dye Trails through Meadows Crossing, 1020 West Extension Tie-In to 200 South Roundabout)
- ⑬ Existing Station Park N Ride, Kiss N Ride, & Bus Station Loop

NOTE: A copy of this plan has been provided to the Lehi City Planning Department as one of the proposed solutions would be to shift the station to the west. This shift would impact future plans for Lehi City as the updated 1/2 mile radius would fall in part within Lehi City limits.



Option 1 PHASE II

Key Concept Plan Features/Opportunities & Improvement Areas

- ★ Existing American Fork FrontRunner Station
- ① **Proposed Option 1 Enclosed FrontRunner Station Relocation** (with access from Pioneer Crossing, the event venue, outdoor gathering plaza, the rail trail, a pedestrian bridge over the Union Pacific rail line, and wrapped office and retail development.)
- ② **20,000 Seat Event Venue & Structured Parking** (with underground parking structure, and wrapped commercial retail/dining opportunities. Multi-level overflow parking structure connected to the station and event center by a multi-use path, pedestrian bridge over railroad tracks, and shuttle loop.)
- ③ **50,000 SF Outdoor Gathering Plaza**
- ④ **Pedestrian Paseo** (connecting to outdoor gathering plaza, shopping, and event venue)
- ⑤ **Rail Trail** (proposed to run the entirety of the FrontRunner Line)
- ⑥ **Spring Creek Linear Open Space** (with potential for splash pad)
- ⑦ **Daylighted Spring Creek**
- ⑧ **Adjusted Pioneer Crossing Flex Lanes Alignment** with flex lanes for shifting time of day use and improved access to 200 South & the FrontRunner station
- ⑧a **Preserved Pioneer Crossway Expressway Right of Way**
- ⑨ **Access to the Relocated Station from Pioneer Crossing & Mill Pond Road**
- ⑩ **American Fork Roundabout** (with landscaped logo for commuter identification)
- ⑪ **Potential Pony Express Connection Leg**
- ⑫ **Mill Pond Regional Park** (with 2+ miles of trails, water activities, preserve, picnic areas, potential dog park, & natural playground area)
- ⑬ **Proposed Extension of Harts Drive Connection to Mill Pond & West Main Street**
- ⑭ **Pacific Drive Extension & I-15 Overpass & Connection to 700 W**
- ⑮ **Pedestrian Bridge & Bus Loop** -Bridge to service public transportation, pedestrians, and cyclists. (Connecting 200 South Bikeway & Rail Trail to Murdock, Shoreline, & Art Dye Trails through Meadows Crossing, 1020 West Extension Tie-In to 200 South Roundabout)
- ⑯ **Station Park N Ride & Kiss N Ride, & Bus Station Loop**

NOTE: A copy of this plan has been provided to the Lehi City Planning Department as one of the proposed solutions would be to shift the station to the west. This shift would impact future plans for Lehi City as the updated 1/2 mile radius would fall in part within Lehi City limits.



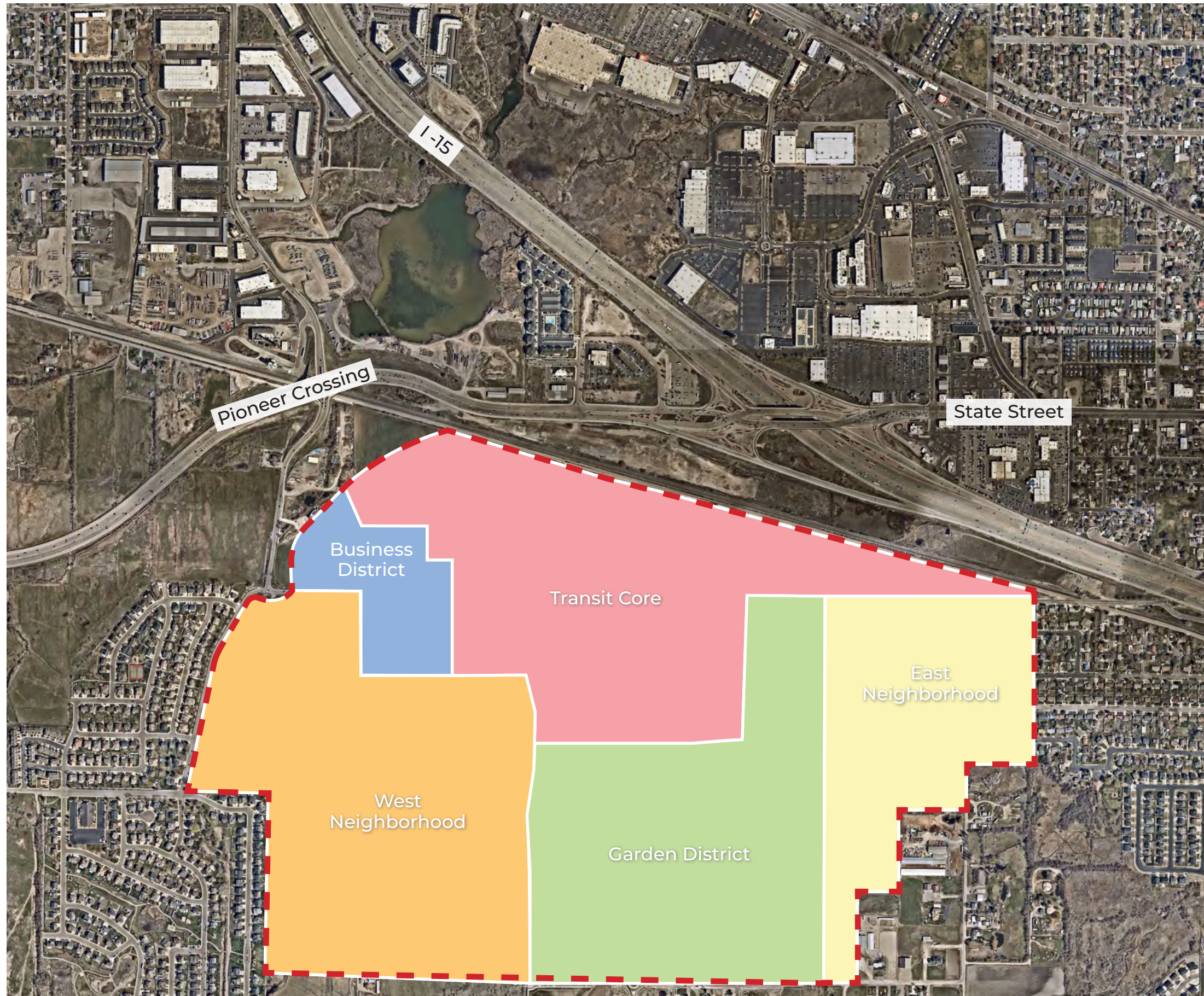


Option 1 PHASE III

Key Concept Plan Features/Opportunities & Improvement Areas

- ★ Existing American Fork FrontRunner Station
- ① **Proposed Option 1 Enclosed FrontRunner Station Relocation** (with access from Pioneer Crossing, the event venue, outdoor gathering plaza, the rail trail, a pedestrian bridge over the Union Pacific rail line, and wrapped office and retail development.)
- ② **20,000 Seat Event Venue & Structured Parking** (with underground parking structure, and wrapped commercial retail/dining opportunities. Multi-level overflow parking structure connected to the station and event center by a multi-use path, pedestrian bridge over railroad tracks, and shuttle loop.)
- ③ **50,000 SF Outdoor Gathering Plaza**
- ④ **Pedestrian Paseo** (connecting to outdoor gathering plaza, shopping, and event venue)
- ⑤ **Rail Trail** (proposed to run the entirety of the FrontRunner Line)
- ⑥ **Spring Creek Linear Open Space** (with potential for splash pad)
- ⑦ **Daylighted Spring Creek**
- ⑧ **Adjusted Pioneer Crossing Expressway Alignment** (with improved access to 200 South & the FrontRunner station, an interchange with Mill Pond Road & the Pioneer Crossing Expressway, & new access from I-15 to Pioneer Crossing & West Main Street)
- ⑨ **Access to the Relocated Station from Pioneer Crossing & Mill Pond Road**
- ⑩ **American Fork Roundabout** (with landscaped logo for commuter identification)
- ⑪ **Potential Pony Express Connection Leg**
- ⑫ **Mill Pond Regional Park** (with 2+ miles of trails, water activities, preserve, picnic areas, potential dog park, & natural playground area)
- ⑬ **Proposed Extension of Harts Drive Connection to Mill Pond & West Main Street**
- ⑭ **Pacific Drive Extension & I-15 Overpass & Connection to 700 W**
- ⑮ **Pedestrian Bridge & Bus Loop** -Bridge to service public transportation, pedestrians, and cyclists. (Connecting 200 South Bikeway & Rail Trail to Murdock, Shoreline, & Art Dye Trails through Meadows Crossing, 1020 West Extension Tie-In to 200 South Roundabout)
- ⑯ **Station Park N Ride & Kiss N Ride, & Bus Station Loop**

NOTE: A copy of this plan has been provided to the Lehi City Planning Department as one of the proposed solutions would be to shift the station to the west. This shift would impact future plans for Lehi City as the updated 1/2 mile radius would fall in part within Lehi City limits.



Updated District Boundaries Map

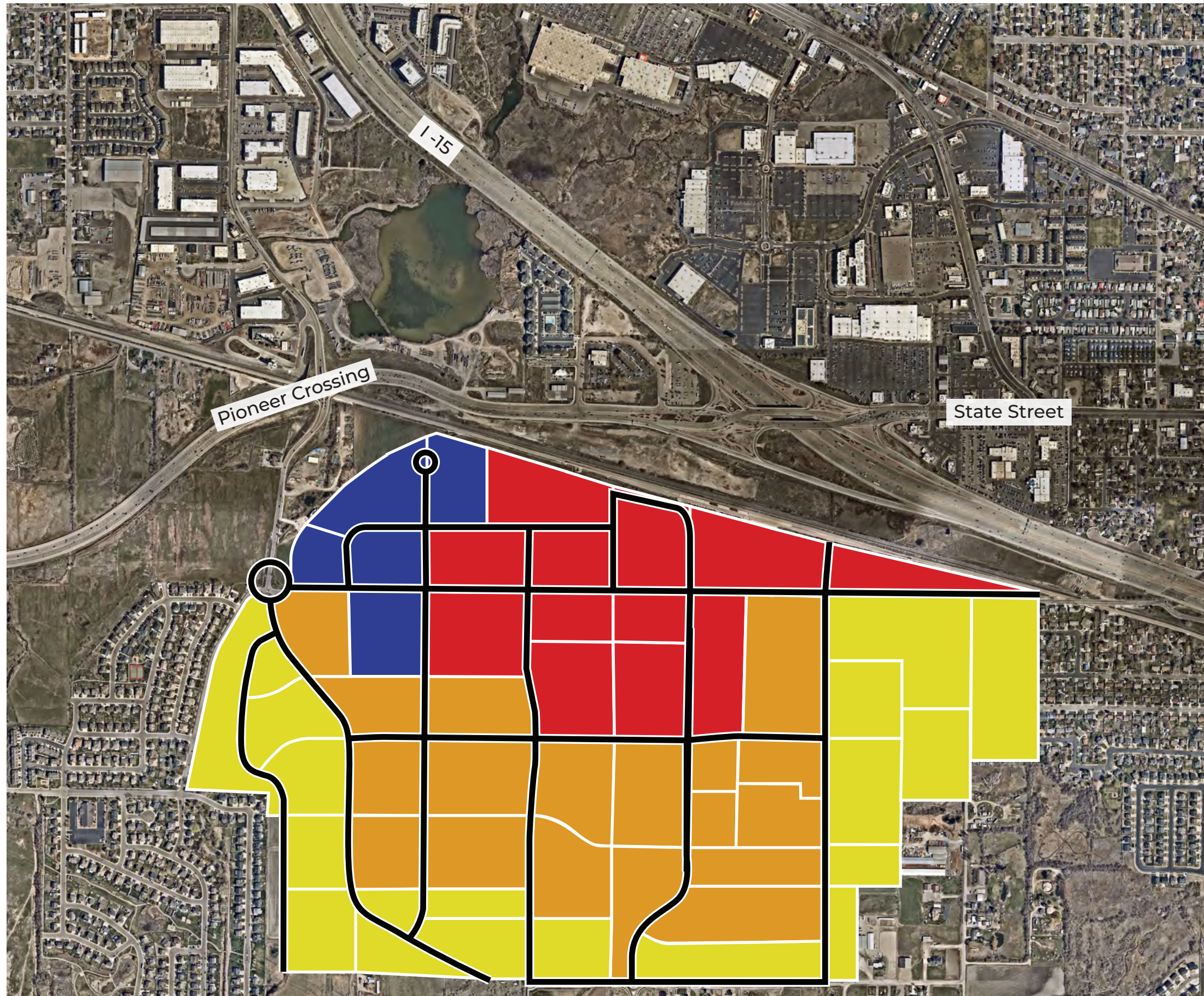
- Transit-Oriented Development Area Boundary

Changes

- Overall District Boundary adjustment to accommodate adjustments to Pioneer Crossing Expressway
- Transit Core Extends to the new western boundary
- Business District grows to the south of 200 South roadway

NOTE: All district designations in this Updated District Boundaries Map correspond with the character district designations defined in pages 3-4 of the 2019 American Fork Transit Oriented Development Zoning Code <https://www.americanfork.gov/DocumentCenter/View/10909/2018-11-52---TOD-ordinance>





Updated Sub-Districts

- Office Core
- Mixed-Use Core
- General Mixed-Use
- Neighborhood Edge

Changes

- Adjustments to the road network to match existing and proposed roads
- Minor block adjustments to update block shapes to existing and proposed plans
- One block shifted from a General Mixed-Use to Office Core (two blocks east of the new roundabout and just south of 200 South)
- One block shifted from a Office Core to a Mixed-Use Core (four blocks east of the new roundabout and two blocks north of 200 South)

NOTE: All land use designations in this Updated Sub-Districts Map correspond with the sub-district designations defined in pages 24-25 of the 2019 American Fork Transit Oriented Development Zoning Code <https://www.americanfork.gov/DocumentCenter/View/10909/2018-11-52---TOD-ordinance>



Updated Transportation Map

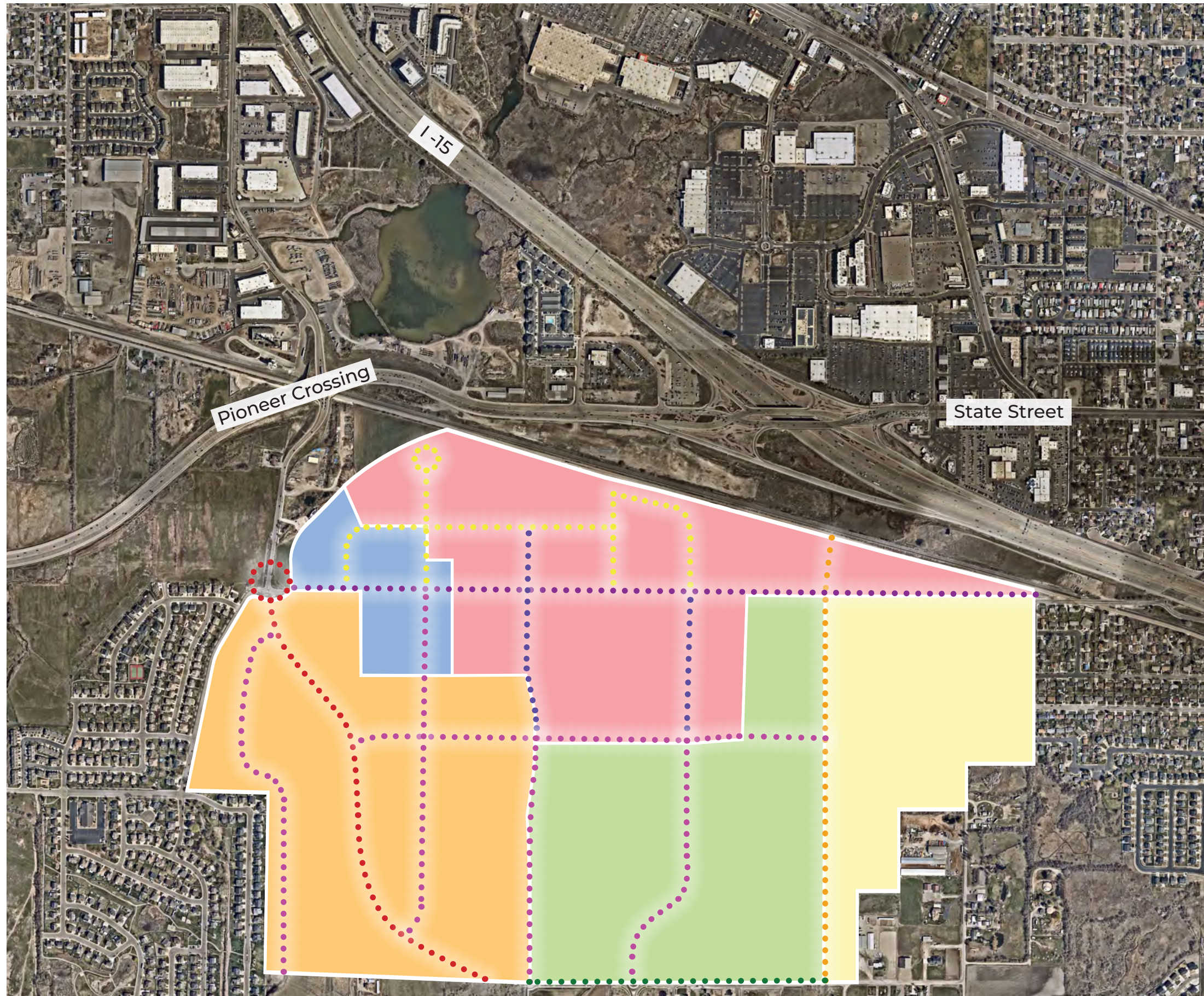
- Major Arterial
- Business Arterial
- Core Collector
- Neighborhood Collector
- Business - Core Loop
- City Collector
- City Arterial

Changes

- Slight adjustments to the Business Core Loop on east side for more feasible development
- Additional Business Core Loop access road running north & south
- Adjusted City Arterial to meet the Transplan50 alignment
- Modified Neighborhood Collector roads based on existing development patterns
- Additional Neighborhood Collector road west of City Arterial

- **NOTE:** All road designations in this Updated Transportation Map correspond with cross sections found in the 2019 American Fork Transportation Master Plan <https://www.utah.gov/pmn/files/582415.pdf>





Updated Combined Map

Sub-Districts

- Office Core
- Mixed-Use Core
- General Mixed-Use
- Neighborhood Edge

Changes

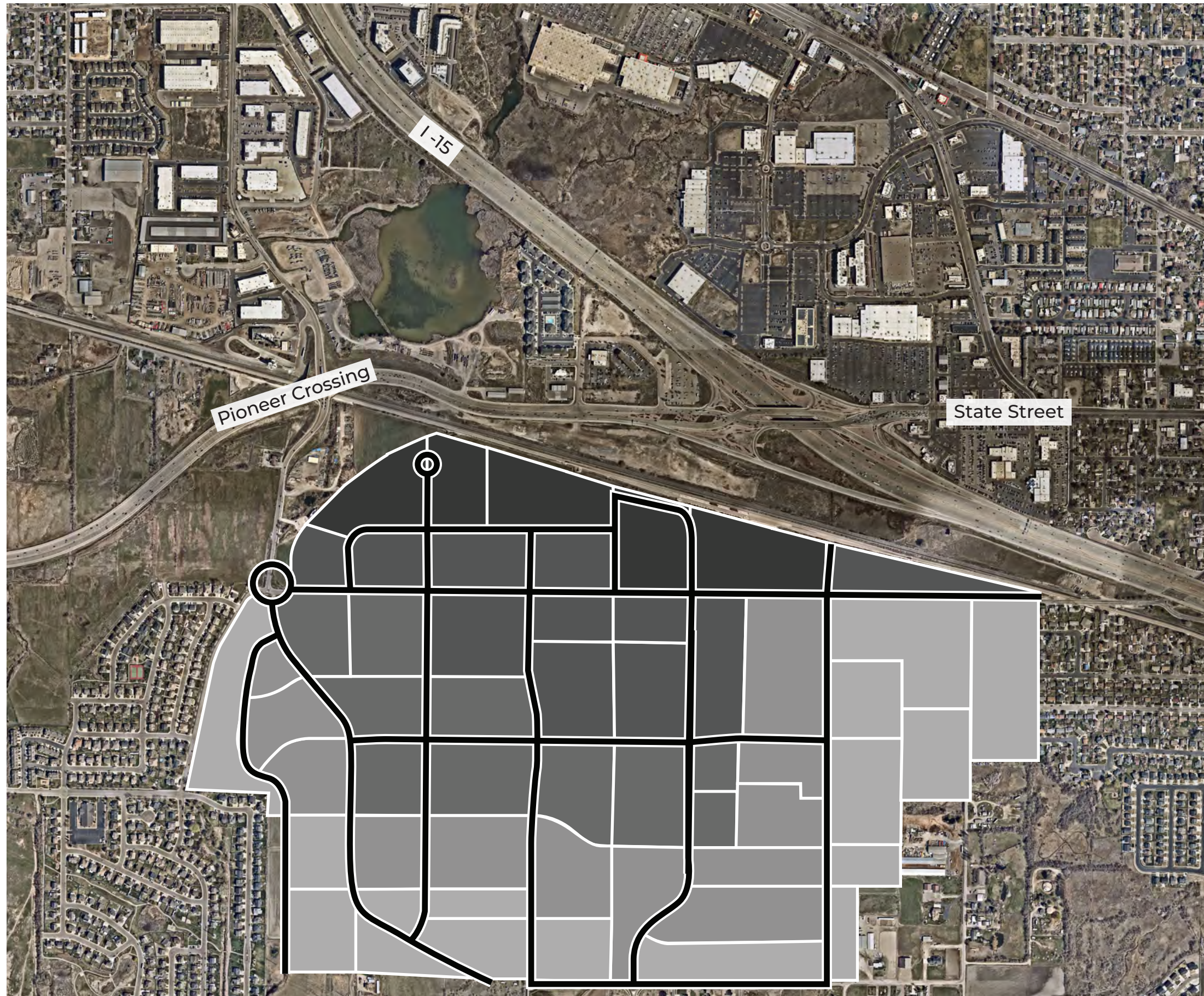
- Adjustments to the road network to match existing and proposed roads
- Minor block adjustments to update block shapes to existing and proposed plans
- One block shifted from a General Mixed-Use to Office Core (two blocks east of the new roundabout and just south of 200 South)
- One block shifted from a Office Core to a Mixed-Use Core (four blocks east of the new roundabout and two blocks north of 200 South)

Transportation

- Major Arterial
- Business Arterial
- Core Collector
- Neighborhood Collector
- Business - Core Loop
- City Collector
- City Arterial

Changes

- Slight adjustments to the Business Core Loop on east side for more feasible development
- Additional Business Core Loop access road running north & south
- Adjusted City Arterial to meet the Transplan50 alignment
- Modified Neighborhood Collector roads based on existing development patterns
- Additional Neighborhood Collector road west of City Arterial



Updated Block Types & Structure

- Block Type 2 (BT-2)
- Block Type 3 (BT-3)
- Block Type 4 (BT-4)
- Block Type 5 (BT-5)
- Block Type 6 (BT-6)

Changes

- Adjustments to the road network to match existing and proposed roads
- Minor block adjustments to update block shapes to existing and proposed plans
- One block shifted from a Block Type 4 to a Block Type 5 (two blocks east of the new roundabout and just north of 200 South)

NOTE: All block types in this Updated Block Types & Structure Map correspond with the block types defined in pages 4-5 of the 2019 American Fork Transit Oriented Development Zoning Code <https://www.americanfork.gov/DocumentCenter/View/10909/2018-11-52---TOD-ordinance>





DEFAULT STATION LOCATION

Key Transportation Features & Recommended Improvements

- ★ Existing American Fork FrontRunner Station – UTA
- ① Adjusted Pioneer Crossing Flex Lanes Alignment – UDOT, MAG
- ② Roundabout connecting 200 South, Mill Pond Road, & Future Pony Express Leg – AF
- ③ Planned Pony Express Legs – AF, UDOT, MAG
- ④ Proposed Extension of Harts Drive Connection to Mill Pond & Pioneer Crossing – AF
- ⑤ Pacific Drive Extension & I-15 Overpass – UDOT, MAG, AF
- ⑥ At Grade Connection to 1020 West – UDOT, MAG, AF
- ⑦ 1020 West to Pioneer Crossing At Grade Connection Improvements – UDOT, AF
- ⑧ Connection from Mill Pond Road to Station Area – AF
- ⑨ Proposed Connection from Pioneer Crossing to FrontRunner Station – UDOT, AF, UTA
- ⑩ Proposed Rail Trail for Increased Access to FrontRunner Stations (Rail Trail should run the length of the FrontRunner line with signage for distance to closest station) – UTA, MAG, WFRC
- ⑪ 570 West Bridge Connection to 1020 West and Pioneer Crossing Intersection – UTA, AF
- ⑫ Multi Use Rail Trail, Pedestrian Bridge & 200 South Bikeway Connection Point – UDOT, MAG, AF
- ⑬ Pedestrian Bridge Connecting 200 South Bikeway & Rail Trail (to Murdock, Shoreline, & Art Dye Trails Through Meadows Crossing) – UDOT, MAG, AF
- ⑭ 1020 West Extension Tie-In to 200 South Roundabout

Legend – Responsible Entities for Transportation Infrastructure Improvements:

AF – American Fork

MAG – Mountainland Association of Governments

UDOT – Utah Department of Transportation

UTA – Utah Transit Authority

WFRC – Wasatch Front Regional Council



OPTION 1 PHASE III

Key Transportation Features & Recommended Improvements

- ★ Existing American Fork FrontRunner Station – UTA
- 1 Adjusted Pioneer Crossing Expressway Alignment – UDOT, MAG
- 2 New Pioneer Crossing Expressway Bridge Over Rail Line – UDOT
- 3 Mill Pond Road On / Off Ramps to Pioneer Crossing Expressway (3a – Existing Pioneer Crossing Alignment.) – UDOT, AF, Lehi
- 4 Commercial Access to Mill Pond Road Intersection – UDOT, Lehi
- 5 Roundabout connecting 200 South, Mill Pond Road, Direct FrontRunner Station Access, Pioneer Crossing Expressway On / Off Ramps, & Future Vineyard Connector Leg – AF
- 6 Planned Pony Express Leg – UDOT, MAG
- 7 Proposed Extension of Harts Drive Connection to Mill Pond & Pioneer Crossing – AF
- 8 Future I-15 Flyover Connection to Pioneer Crossing – UDOT, MAG
- 9 Future I-15 Connection to West Main Street (Existing Pioneer Crossing) – UDOT, MAG, AF
- 10 Pacific Drive Extension & I-15 Overpass – UDOT, MAG, AF
- 11 At Grade Connection to 1020 West – UDOT, MAG, AF
- 12 Future 1020 West - Pioneer Crossing Underpass – UDOT, AF
- 13 New American Fork Park N Ride & Access to I-15 South – UDOT, UTA
- 14 Roundabout Connecting 1020 West, I-15 South On Ramp, Pioneer Crossing West On Ramp, American Fork Park N Ride, & Access to Mill Pond Road – UDOT, UTA, AF
- 15 Pedestrian Bridge Over Rail & Union Pacific Line to Event Center / FrontRunner Station, & Park N Ride – UTA, AF
- 16 Proposed Future Enclosed American Fork FrontRunner Station (with Six Bus Stations & Direct Access from Pioneer Crossing) – UTA, AF
- 17 Proposed Rail Trail for Increased Access to FrontRunner Stations (Rail Trail should run the length of the FrontRunner line with signage for distance to closest station) – UTA, MAG, WFRC
- 18 570 West Bridge Connection to 1020 West – UTA, AF
- 19 Multi Use Rail Trail, Pedestrian Bridge & 200 South Bikeway Connection Point – UDOT, MAG, AF
- 20 Pedestrian Bridge Connecting 200 South Bikeway & Rail Trail (to Murdock, Shoreline, & Art Dye Trails Through Meadows Crossing) – UDOT, MAG, AF
- 21 1020 West Extension Tie-In to 200 South Roundabout

Legend – Responsible Entities for Transportation Infrastructure Improvements:

AF – American Fork

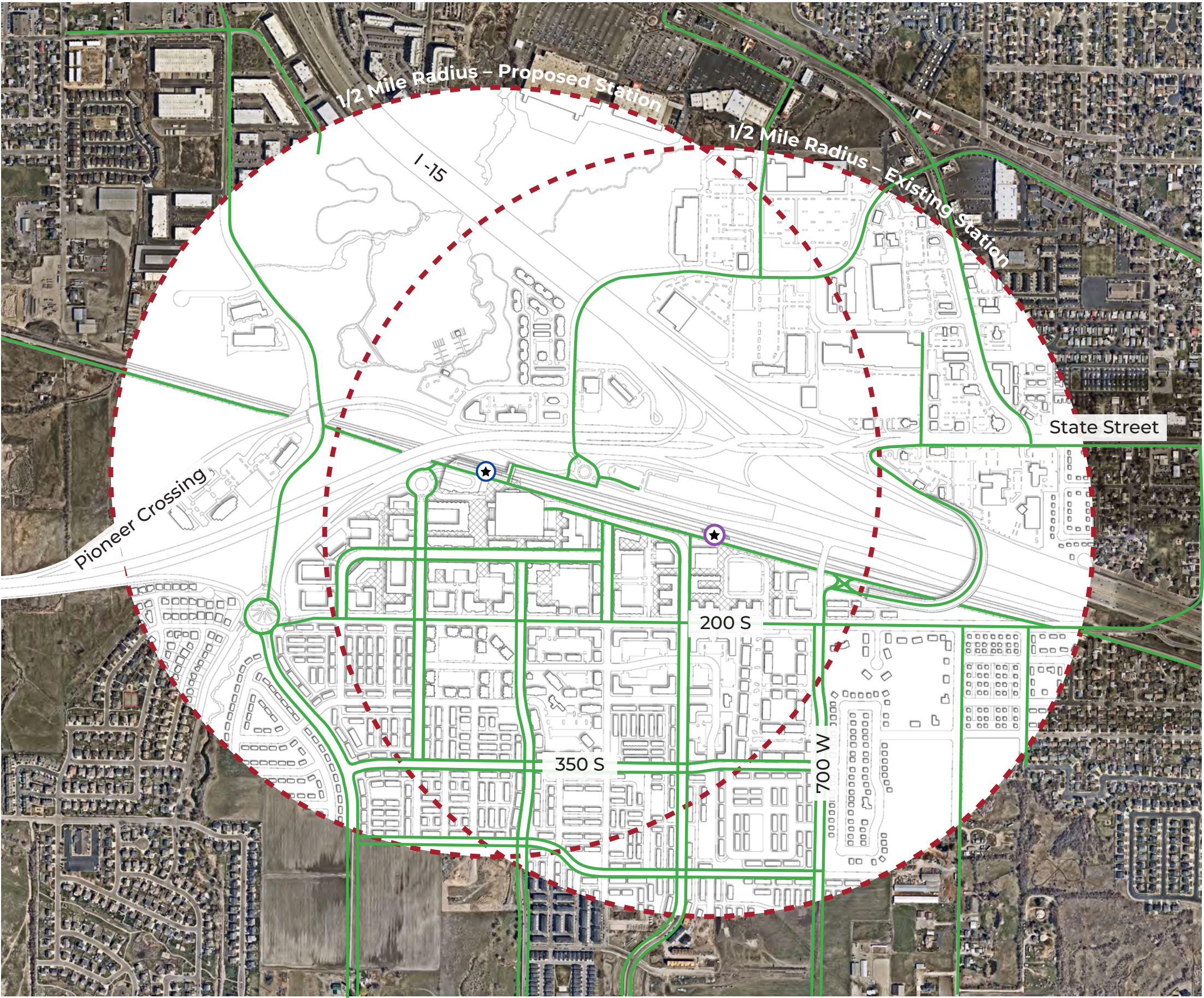
MAG – Mountainland Association of Governments

UDOT – Utah Department of Transportation

UTA – Utah Transit Authority

WFRC – Wasatch Front Regional Council





DEFAULT STATION LOCATION & OPTION 1

Proposed Active Transportation Map

- Existing American Fork FrontRunner Station
- Proposed American Fork FrontRunner Station
- Active Transportation Route

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Implementation

The following items are strategies which should be used to accomplish the goals and future vision of the American Fork Station Area as outlined in these options. Diligently working to accomplish these objectives will ensure that the American Fork Station area becomes a regional destination and beacon for sustainable, high-quality development in northern Utah County and the wider Wasatch Front region.

1. **Establish a Housing and Transit Reinvestment Zone (HTRZ) for the area within 1/3 mile of the American Fork Station** (within Seven Years | Objective 1, 3, 5, & 6)

HTRZ's were authorized in Utah in 2021 and exist to help facilitate mixed-use development and the development of multifamily and affordable housing within close proximity to existing high capacity transit stations. HTRZ's work by capturing incremental tax revenue within a specific area over a fixed amount of time.

That revenue can be used by cities, in conjunction with development partners to offset the costs of building affordable housing, improvement of transportation infrastructure or other development costs. A community reinvestment agency (CRA) is currently established around the existing station area. According to state regulations, HTRZs can not overlap with CRA boundaries.

Officials should encourage the state to research the ability to overlay HTRZs with CRAs to capture more of the tax increment financing within these areas, and allow the ability to overlay additional HTRZs where CRAs have been implemented.

The implementation of an HTRZ within the station area would provide funds to facilitate necessary infrastructure to connect within and in between the areas north and south of I-15 which fall in the station area. These funds also help meet the state mandates for higher intensity development to occur. This necessary infrastructure includes improvements to the active transportation networks, enhanced multi-modal street networks, and access across I-15. Additional information on HTRZs found in Appendix B.



2. Adopt Standards Requiring Developers to Provide Open Space Amenities as Part of New Developments (within Three Years | Objective 1 & 2)

As the American Fork Station Area has developed, one of the services that has been most lacking, for residents, is a variety of open space types. This is especially important as the housing that has and will be built in this area is almost all townhomes and apartment units with little to no private outdoor space. As part of the Transit Oriented Development Zoning Code for the Station Area, a section should be added regulating the development of a variety of open spaces within the area requiring developers to provide open space amenities that target a range of potential users.

3. Adopt (Legislatively) and Follow the Flow Chart Outlined on Pages 22 - 25 & Make a Decision on the Default Station Location (within Five Years | Objective 1, 2, 3, 4, & 6)

To facilitate the future growth of the area and ensure that it meets the community and city's vision, a wide range of transportation options and preservation measures should be officially adopted by the City Council, UTA, and UDOT. These options include road,

transit, and active transportation improvements. The government entity or entities with jurisdiction over these improvements, as indicated on page 39 & 40, should be responsible for completing them (when feasible or by the outline listed on pages 23 - 25). General Improvements are as follows:

• Transit Improvements

- Restore UTA bus service to American Fork Station connecting downtown American Fork, Saratoga Springs and Eagle Mountain with Front Runner commuter rail.
- Redevelop UTA Surface Parking Lot

• Active Transportation Improvements

- Construct a new Pedestrian Bridge over I-15 connecting the 200 South Bikeway & Rail Trail (to Murdock, Shoreline, & Art Dye Trails through Meadows Crossing)
- Create a new multi-use rail trail running along the length of FrontRunner connecting each station and city that is served
- Continue to expand the existing network of bike lanes, multi-use paths and active transportation infrastructure south of 200 S, as planned in the American Fork Transportation Master Plan (2019) utah.gov/pmn/files/582415.pdf
- Evaluate the viability of micromobility programs within the station area (Ex. bike-,



scooter-, & car-share, etc.).

- **Roadway Improvements**

- Construct a new flex lanes/expressway alignment for Pioneer Crossing
- Extend Pacific Drive over I-15 connecting into 1020 W
- Extend 1020 W through Pioneer Crossing with alignment running south east acting as a new frontage road between I-15 and the railroad tracks eventually connecting in with 200 S at the east roundabout.
- Extend 570 W to the north as a bridge over the railroad tracks, connecting in with 1020 W
- Construct Pony Express north of Utah Lake
- Continue to expand existing grid network of collector and arterial roads south of 200 S, as planned in the American Fork Transportation Master Plan (2019) utah.gov/pmn/files/582415.pdf

4. Follow the Flow Chart Outlined on Page 24 If the Default Station Location is Not Viable (within 20 Years | Objective 1, 2, 3, 4, 5, & 6)

As increased transit and traffic comes to and through the greater Pioneer Crossing I-15 interchange area serious progress needs to be made to improve access to the station no matter its location. If the timeframe

is not met by the Default Station Location, all efforts should be shifted to validate Option 1. The aggressive timeframe is critical to make this area work before the existing issues increase beyond making any location work.

5. Follow the Flow Chart Outlined on Page 25 If Option 1 is Not the Optimal Location as Found in the Development Study. (within 25 Years | Objective 3, 4, 5, & 6)

6. Update Existing Land Use Maps to Reflect the Station Area Preferred Plan (within One Year | Objective 1, 3, 4, & 6)

The following maps within the American Fork Transit Oriented Development Zoning Code should be updated to reflect the new preferred development scenario within the station area. These maps include:

- District Boundaries Map
- Sub-Districts Map
- Transportation Map
- Combined Map
- Block Types & Structures Map



Financial / Funding Resources

Listed below are various funding resources available for development within the American Fork Station Area Plan that could help offset costs associated with infrastructure improvements. They are from a variety of local, state and federal sources.

- **Transportation Improvement Program (TIP)**

TIP is a five-year funded construction program for communities within the Provo/Orem urban area. MAG, UDOT and UTA utilize funds for projects, programs and studies to expand the regional transportation network mountainland.org/tip/

- **Technical Assistance to Governments (TAG) Program**

MAG offers funding and consulting services on behalf of local governments to guide future growth and development plans.

mountainland.org/tag/

- **Safe Routes to School (SRTS) Program**

SRTS funding is used for non-infrastructure (education and encouragement programs) and infrastructure (sidewalks, bicycle parking, etc.) related projects to aid and encourage students living within a 1.5-2 mile to walk or bike to school.

udot.utah.gov/connect/business/public-entities/safe-routes-to-school-srts-program/

- **Safe Sidewalks Program**

The Safe Sidewalks Program is a legislative funding device for the construction of new sidewalks. To be considered, planned construction must be located adjacent to a State highway where there is significant pedestrian traffic and sidewalks do not currently exist docs.google.com/document/d/1sf0Qu5qictzKDAj0yDvSO48JFuYrZZbuYsyW4bbardY/edit

- **Congestion Mitigation / Air Quality (CMAQ)**

The US Department of Education apportions CMAQ funds for transportation projects and programs that reduce congestion and enhance air quality transportation.gov/sustainability/climate/federal-programs-directory-congestion-mitigation-and-air-quality-cmaq

- **Surface Transportation Program (STP)**

STP provides States and municipalities with federal funds for projects to improve condition and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure and transit capital projects

fhwa.dot.gov/map21/factsheets/stp.cfm#cmq

- **Carbon Reduction Program (CRP)**

The US Department of Transportation allocations CRP funds based on a population formula that may be used on projects that reduce on-road CO2 emission.

fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm

- **Revolving Loan Funds and Grants**

A revolving loan fund is a source of money from which loans are made for small business development projects. A loan is made to a business and as repayments are made, funds become available for future loans to other businesses. This tool is mainly used to finance local, expanding, or small businesses within the community. The funds used to create a revolving loan fund may have rules governing the program design. For example, the Department of Housing and Urban Development has specified rules for Community Development Block Grants. Matching grants or revolving loan funds have been very successful in various communities throughout Utah.





Dilapidated areas within the City may benefit from creating a revolving loan fund that would encourage the upgrade of facades and other building renovations. Most businesses see increased traffic from improvements to their properties.

- **Community Development Block Grants**
Community Development Block Grants can be used for development in parts of the community that qualify as low- and moderate-income areas. These funds may also be used for projects that remove impediments of access for elderly and the disabled.
- **Housing and Transit Reinvestment Zone (HTRZ)**
A HTRZ is a funding mechanism to capture a portion of incremental tax revenue growth in an area surrounding a transit station to support costs of development in the area. Communities may utilize funds in the HTRZ zone for housing costs, structured parking, and other development costs to facilitate mixed-use, multi-family, and affordable housing within a radius of light rail, bus rapid transit, and commuter rail stations.
- **Community Reinvestment Area**
Additional Redevelopment Agency (RDA) funds could become available to the community with the establishment of Community Reinvestment Areas and the redevelopment of selected sites. Under Community Reinvestment Areas (CRAs), the redevelopment agency is required to allocate 10 to 20 percent of total tax increment revenues it receives (from CRAs) to affordable housing. In the event the City creates a new CRA, tax increment would be set aside for affordable housing.

- **Sales Tax Incentives**
For strong destination retail anchors, the City may offer a sales tax incentive for a period of time. The City should consider sales tax incentives on a case-by-case basis. This should only be considered for a major tax-generating retailer or to retain a current major tax-generating business
- **Special Assessment Bonds**
Special Assessment Bonds allow a governmental entity to designate a specific area which will be benefited by public improvements and levy a special assessment, like a tax lien, to finance the public improvements. This assessment is then used to repay the debt service. Usually, only the property owners receiving the benefit from the improvements are assessed the costs. These bonds may not be created if 50 percent or more of those liable for the assessment payment protest its creation. They usually have a higher interest rate than the other bonds discussed in this section. All improvements must be owned by the issuer and repayment cannot exceed twenty years. The main advantage to these bonds is: 1) no bond election required, 2) only benefited owners pay for the improvements, and 3) limited risk to the City.
- **Sales Tax Revenue Bonds**
Sales tax revenues can be utilized as a sole pledge for the repayment of debt. These bonds do not require a bond election and are often used for the acquisition and construction of any capital facility owned by the issuing entity. The bond market usually requires a higher debt service ratio of at least two or three times the revenue to debt.

04

IMPLEMENTATION SYNOPSIS

Implementation Synopsis Table

The following table outlines the specific policy items that should be implement as part of this station area plan. The table includes responsible parties, timeframe for completion and other key information as needed.

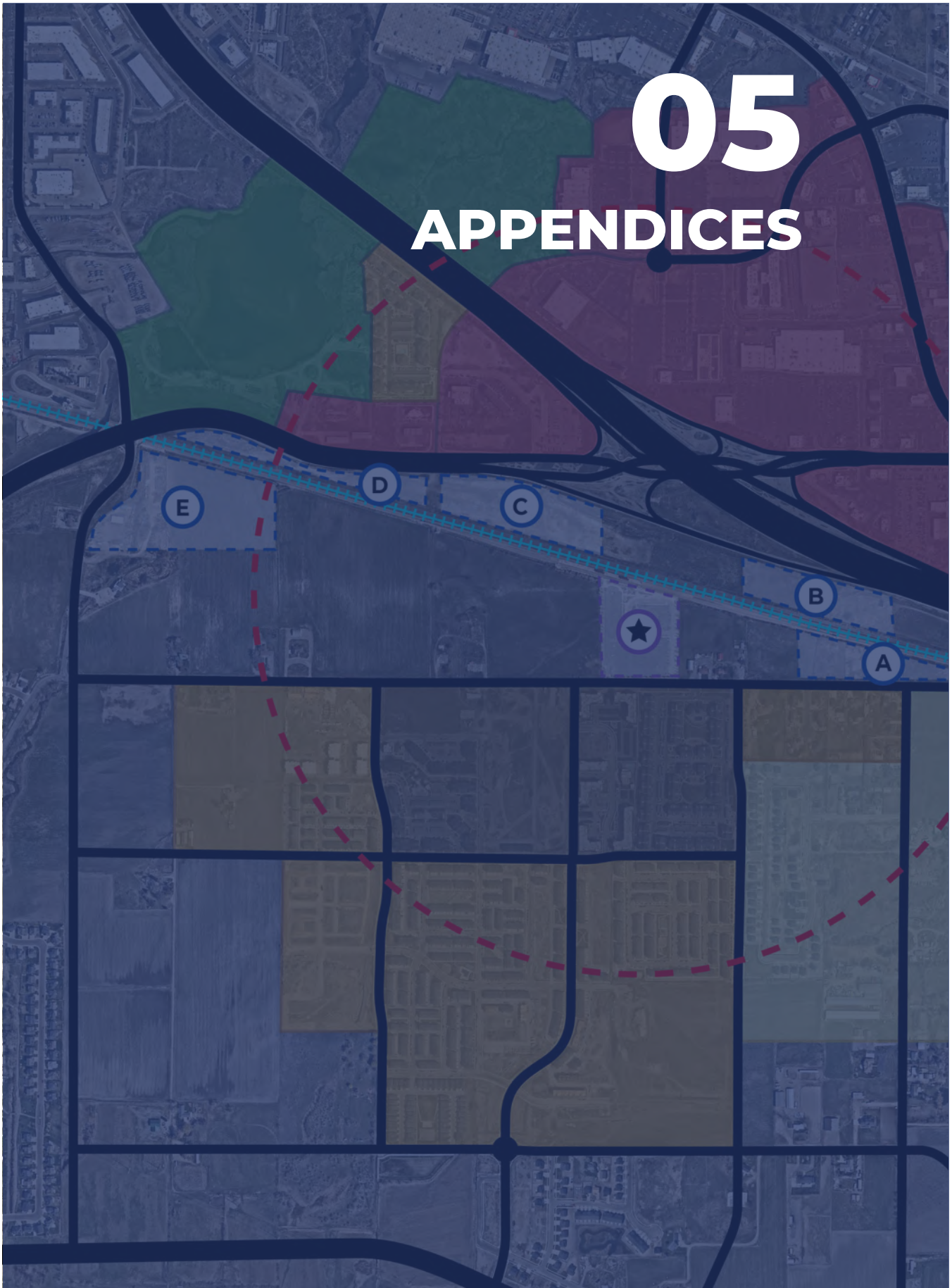
Transportation improvements that should be made for Options 1 and 2 and their responsible parties are delineated on pages 39 and 40 of this document. The timeframe for the Default Station Location improvements is ≤ 5 years, whereas the timeframe for Option 1 is between 5 to 25 years.

IMPLEMENTATION OVERVIEW - POLICY				
Implementation Item	Option	Timeframe	Responsible Party	Notes
Study & Site Future Station Location in Doubletracking Design Project	2, 3	≤ 2 Years	UTA	Study is currently underway for doubletracking
Construct Footings for Future Station Platform	2	≤ 6 Years	UTA	If the Default Station Location is not viable, UTA should construct the footings for Option 1
Establish HTRZ – 1/3 mi Around Station Area	1, 2	≤ 7 Years	American Fork	Contingent on updates to state HTRZ Code
Adopt Open Space Amenities Standards	1, 2, 3	≤ 3 Years	American Fork	As part of the Transit Oriented Development Zoning Code
Adopt/Follow the Station Location Options Flowcharts	1, 2, 3	≤ 5 Years to 25 Years	American Fork, UDOT, UTA	American Fork City Council Approval, UDOT & UTA integrate with planning documents. See Flow Charts & Transportation Improvements
Update Existing Land Use Maps to Reflect the Station Area Plan	1, 2	≤ 3 Year	American Fork	See Pages 34-38
Conduct the Development Study if the Default Station Location & Option 1 Are Not Optimal	3	≤ 25 Year	UDOT, UTA, MAG, American Fork	See Pages 24-25



05

APPENDICES



Appendix A - Demographics Analysis

SECTION I: DEMOGRAPHICS

POPULATION

The population and housing units of the Station Area were calculated using Census block-level data, while the remaining demographics were determined by leveraging Census tract-level data. The boundary for Station Area includes four partial Census tracts and 40 Census blocks, with 23 blocks falling partially within the boundary. Using GIS analysis, we calculated the area that falls within the Station Area's boundary. The Census tract data was consequently multiplied by this ratio, as shown in **Table 1.1**. The same methodology was applied to Census block-level data.

TABLE 1.1: STATION AREA CENSUS TRACT ASSUMPTIONS

	TRACT AREA (US SURVEY ACRES)	AREA (US SURVEY ACRES)	% ALLOCATED TO STATION AREA
Census Tract 1.03	1,112.54	54.81	4.93%
Census Tract 2.07	701.98	102.73	14.64%
Census Tract 101.31	5,412.83	318.58	5.89%
Census Tract 4	946.51	26.44	2.79%

Table 1.2 below illustrates the population and household comparison using Census estimates and 2019 TAZ data compiled and updated by the WFRC in April 2021.

TABLE 1.2: POPULATION & HOUSING ESTIMATES COMPARISONS

	2020 ESTIMATES			
	CENSUS BLOCKS ESTIMATE	CENSUS TRACT (ACS)	CENSUS TRACT (REDISTRICTING)	WFRC
Population	692	968	1,047	681
Households	320	288	332	224

The US Census Bureau's Decennial Redistricting Data ("DEC") report American Fork City ("City") has experienced an average annual growth rate ("AAGR") in population of 2.4 percent from 2010 through 2020. This growth is lower than Utah County at 2.5 percent and higher than the State of Utah at 1.70 percent. The DEC and American Community Survey ("ACS") population information for each Station Area was calculated using Census tract-level data. The table below shows a comparison between population estimates using Census block-level, DEC, and ACS surveys.

TABLE 1.3: POPULATION & AAGR

	CENSUS BLOCKS ESTIMATE	REDISTRICTING ("DEC")			AMERICAN COMMUNITY SURVEY ("ACS")			
	2020	2010	2020	2010-2020 AAGR	2010	2020	2010-2020 AAGR	2021
Study Area*	692	N/A	1,047	N/A	N/A	968	N/A	1,044
American Fork	N/A	26,263	33,337	2.4%	25,370	31,636	2.2%	32,822
Utah County	N/A	516,564	659,399	2.5%	486,067	621,506	2.5%	684,986
State of Utah	N/A	2,763,885	3,271,616	1.7%	2,657,236	3,151,239	1.7%	3,231,370

* Census Tract data does not include full data prior to 2020.

Source: US Census Bureau, Table(s) DP05, P1; US Census Bureau Tract-Level Data; US Census Bureau Census Block-Level Data

To determine the Station Area's TAZ projections, GIS analysis was also utilized to calculate the area relative to the TAZs that fall within the Station Area boundary. The TAZ information was then multiplied by the proportional area ratio. As a result, the TAZ projections start lower than the Census estimates of 681 in 2020. The AAGR utilized in the TAZ data from 2020 to 2030 is 12.8 percent, 6.8 percent from 2030 to 2040, and 0.6 percent from 2040 to 2050, demonstrating high growth within the next 20 years with a slowdown from 2040 to 2050.

TABLE 1.4: TAZ POPULATION PROJECTIONS

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2020 – 2030 AAGR
Population	681	808	984	1,143	1,322	1,488	1,624	1,753	1,888	2,097	2,278	12.8%
Households	224	267	324	376	434	493	537	579	624	693	752	12.9%

Source: WFRC TAZ Data

TABLE 1.4: (CONT.)

	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2030 – 2040 AAGR
Population	2,631	2,812	3,155	3,455	3,644	3,888	4,022	4,131	4,293	4,403	6.8%
Households	845	914	1,019	1,118	1,194	1,286	1,341	1,385	1,455	1,497	7.1%

Source: WFRC TAZ Data

TABLE 1.4: (CONT.)

	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2040 – 2050 AAGR
Population	4,460	4,500	4,586	4,638	4,650	4,662	4,675	4,678	4,678	4,672	0.6%
Households	1,517	1,532	1,564	1,587	1,597	1,605	1,613	1,618	1,623	1,626	0.8%

Source: WFRC TAZ Data

AGE

Table 1.5 displays the distribution of age categories within each Station Area and the City. The Station Areas' age is similar to that of the City, which indicate a concentration in the 25 to 44 years of age category.

TABLE 1.5: AGE DISTRIBUTION

POPULATION	STUDY AREA		AMERICAN FORK CITY	
	968		31,636	
	COUNT	PERCENT	COUNT	PERCENT
Under 5 years	89	9%	3,057	10%
5 to 9 years	110	11%	2,802	9%
10 to 14 years	64	7%	2,843	9%
15 to 19 years	94	10%	3,103	10%
20 to 24 years	69	7%	2,140	7%
25 to 34 years	155	16%	4,782	15%
35 to 44 years	134	14%	4,227	13%
45 to 54 years	105	11%	2,968	9%
55 to 64 years	60	6%	2,730	9%
65 to 74 years	47	5%	1,784	6%
75 to 84 years	33	3%	944	3%
85 years and over	6	1%	256	1%

The Station Area's populace has a median age of 28, demonstrating residents are roughly the same age as American Fork (28.1) and older than the County (25.0) on average.

TABLE 1.6: MEDIAN AGE

	STUDY AREA	AMERICAN FORK	UTAH COUNTY
Median Age	28.0	28.1	25.0

Source: US Census Bureau, ACS (2020) Table DP05; US Census Bureau Tract-Level Data

HOUSEHOLDS

As indicated in Table 1.2, the number of households in the Station Area according to 2020 US Census ACS survey is 288. Of the total housing units, 96.7 percent are occupied with 3.3 percent unoccupied. Utah County has approximately 95.5 percent housing occupancy rate, compared to American Fork at 96.8 percent. When utilizing Census block-level information, the 2020 US Census Bureau data reports that the City has 320 households while TAZ estimates the total



number of households as of 2020 as 224.

TABLE 1.7: HOUSING UNITS

	STUDY AREA		AMERICAN FORK		UTAH COUNTY	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
Total Housing Units	288	100.0%	9,562	100.0%	180,088	100.0%
Occupied Housing Units	278	96.7%	9,254	96.8%	171,899	95.5%
Owner-occupied Units	201	69.9%	6,833	71.5%	116,732	64.8%
Renter-occupied Units	77	26.8%	2,421	25.3%	55,167	30.6%
Vacant Households	10	3.3%	308	3.2%	8,189	4.5%

Source: US Census Bureau, ACS (2020) Table DP04; US Census Bureau Tract-Level Data

There are more homeowners than renters within the Station Area, with 72.3 percent of housing being owner-occupied. As shown in **Table 1.9**, 81.9 percent of the Station Area's stock is single family with the remaining 18.1 percent being multi-family. By comparison, American Fork City's housing stock is comprised of 81.5 percent single family and 18.5 percent multi-family, mobile home, and other housing types.

TABLE 1.8: AMERICAN FORK HOUSING STOCK

TYPE	OWNER OCCUPIED		RENTER OCCUPIED		TOTAL	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
Single Family	6,490	95.0%	1,055	43.6%	7,545.00	81.5%
2 to 4 Units	22	0.3%	704	29.1%	726.00	7.8%
5 to 9 Units	123	1.8%	104	4.3%	227.00	2.5%
10 or more Units	8	0.1%	558	23.0%	566.00	6.1%
Mobile Home & Other	190	2.8%	-	0.0%	190.00	2.1%
Total Units	6,833	73.8%	2,421	26.2%	9,254	100.0%

Source: US Census Bureau, ACS (2020) Table B25032; US Census Bureau Tract-Level Data

TABLE 1.9: STUDY AREA HOUSING STOCK

TYPE	OWNER OCCUPIED		RENTER OCCUPIED		TOTAL	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
Single Family	191	95.0%	37	47.9%	227.82	81.9%
2 to 4 Units	1	0.3%	27	34.9%	27.55	9.9%
5 to 9 Units	1	0.4%	2	2.5%	2.78	1.0%
10 or more Units	-	0.0%	11	14.8%	11.41	4.1%
Mobile Home & Other	9	4.3%	-	0.0%	8.59	3.1%
Total Units	201	72.3%	77	27.7%	278	100.0%

Source: US Census Bureau, ACS (2020) Table B25032; US Census Bureau Tract-Level Data

INCOME AND HOUSING COSTS

The Utah median adjusted gross income ("MAGI") represents an individual's total gross income minus specific tax deductions. As of 2020, the Utah State Tax Commission reports American Fork's MAGI was \$64,100. The City's MAGI was higher than Utah County's \$58,900 and the State at \$51,562. The median income in American Fork was \$78,690, which is higher than Utah County's median income (\$77,057).

The median income is estimated at \$61,014 for the Station Area. The Station Area's owner-occupied income in 2020 was \$84,386 while renter-occupied income was \$76,705. The monthly costs for owner-occupied housing units with a mortgage is \$1,800 while those without a mortgage is \$478. The median gross rent in the Station Area is \$1,346. The ratio of the Station Area's median rent to renter income is 21.1 percent. The ratio of the Station Area's owner-occupied median income to median mortgage is 25.6 percent. Ratios greater than 30 percent suggest the average renter or household owner is burdened by housing costs. Ratios greater than 50 percent suggest a severe burden. Currently, the overall renter income to rent ratio is not considered a burden although the ratio is nearing the burden threshold.

TABLE 1.10: 2230 N HOUSING COST RATIO

	STUDY AREA	AMERICAN FORK
Median Adjusted Gross Income ("MAGI")	N/A	\$64,100
Median Income	\$84,167	\$78,690
Owner-occupied Median Income	\$84,386	\$85,750
Renter-occupied Median Income	\$76,705	\$59,801
Median Gross Rent	\$1,346	\$1,256
Owner-occupied w/ Mortgage Cost	\$1,800	\$1,658
Owner-occupied w/o Mortgage Cost	\$478	\$425
Median Rent to Renter Income	21.1%	25.2%
Median Mortgage to Owner Income	25.6%	23.2%

Source: US Census Bureau, ACS (2020) Table(s) B25119, B25088, B25064; US Census Bureau Tract-Level Data

RESIDENTIAL BUILDING PERMITS AND NEW COMMERCIAL VALUATION

The Kem C. Gardner Policy Institute tracks building permit activity across the State and maintains the Ivory-Boyer Construction Database. Provo, Utah County, and the State of Utah have experienced significant increases from 2012 through 2022 in building activity including residential building permits, new residential value, and new non-residential value as displayed in Table 1.11.

TABLE 1.11: BUILDING ACTIVITY

	RESIDENTIAL BUILDING PERMITS / UNITS			NEW RESIDENTIAL VALUE			NEW NON-RESIDENTIAL VALUE		
	2012	2022	AAGR	2012	2022	AAGR	2012	2022	AAGR
American Fork	105	637	19.8%	\$25,763,800	\$205,108,738	23.1%	\$8,580,200	\$35,665,067	15.3%
Utah County	2,482	8,555	13.2%	\$534,530,300	\$2,239,401,043	15.4%	\$171,903,950	\$877,996,891	17.7%
State of Utah	11,919	29,883	9.6%	\$2,204,970,198	\$7,122,052,641	12.4%	\$1,020,205,938	\$3,693,502,573	13.7%

Source: Ivory-Boyer Construction Database

EDUCATION

According to the US Census ACS 2020 five-year estimates, approximately 48.6 percent of the Station Area's population 25 years and older has an associate degree or higher, compared to the City at 49.7 percent and the County at 51.7 percent.

TABLE 1.12: 2230 N EDUCATIONAL ATTAINMENT

	STATION AREA		AMERICAN FORK		UTAH COUNTY	
POPULATION 25 YEARS AND OVER	536		17,691		310,161	
	COUNT	PERCENT	COUNT	PERCENT	COUNT	PERCENT
Less than 9th grade	15	2.7%	404	2.3%	5,457	1.8%
9th to 12th grade, no diploma	19	3.6%	609	3.4%	9,542	3.1%
High School graduate (includes equivalency)	108	20.1%	2,982	16.9%	51,916	16.7%
Some college, no degree	152	28.5%	4,902	27.7%	82,992	26.8%
Associate's degree	63	11.7%	1,908	10.8%	32,697	10.5%
Bachelor's degree	147	27.5%	4,966	28.1%	88,312	28.5%
Graduate or professional degree	32	6.0%	1,920	10.9%	39,245	12.7%
College Degree	242	45.1%	8,794	49.7%	160,254	51.7%

Source: US Census Bureau, ACS (2020) Table(s) S1501; US Census Bureau Tract-Level Data

EMPLOYMENT

The Utah Department of Workforce Services' seasonally adjusted data indicates the unemployment rate in Utah County was 2.4 percent in 2022. This is much lower than the national average unemployment rate of 3.5 percent. The State of Utah's unemployment rate is more favorable at 2.4 percent.

Employment within the Station Area is expected to decrease from 2020 through 2050 on average. It is important to



note that this data represents employment populations within a community and not the amount of workforce living within a community.

TABLE 1.13: 2230 N TAZ EMPLOYMENT PROJECTIONS

	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2020 – 2030 AAGR
Industrial	21	21	21	21	21	23	23	23	23	23	23	0.7%
Office	641	644	647	650	654	661	667	673	683	702	721	1.2%
Retail	1,031	1,035	1,036	1,038	1,042	1,043	1,046	1,049	1,052	1,054	1,057	0.2%
Non-Typical	302	379	181	407	443	194	235	365	497	288	205	-3.8%
Total	1,995	2,077	1,885	2,118	2,160	1,920	1,969	2,109	2,254	2,067	2,006	0.1%

Source: WFRC TAZ Data

TABLE 1.13: (CONT.)

	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2030 – 2040 AAGR
Industrial	24	25	27	28	30	32	34	35	37	37	5.0%
Office	759	797	829	850	875	919	950	968	1,001	1,104	4.3%
Retail	1,058	1,062	1,064	1,067	1,095	1,101	1,113	1,122	1,128	1,203	1.3%
Non-Typical	240	474	314	335	424	176	238	475	250	201	-0.2%
Total	2,083	2,357	2,235	2,279	2,425	2,228	2,335	2,602	2,416	2,546	2.4%

Source: WFRC TAZ Data

TABLE 1.13: (CONT.)

	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2040 – 2050 AAGR
Industrial	37	38	38	39	38	39	39	39	39	40	0.7%
Office	1,128	1,154	1,185	1,199	1,218	1,232	1,251	1,262	1,359	1,425	2.6%
Retail	1,212	1,218	1,219	1,234	1,238	1,240	1,243	1,243	1,245	1,247	0.4%
Non-Typical	138	589	192	150	163	200	149	306	149	353	5.8%
Total	2,516	2,997	2,634	2,621	2,658	2,711	2,681	2,850	2,792	3,064	1.9%

Source: WFRC TAZ Data

Appendix B - Additional Information: Housing and Transit Reinvestment Zones (HTRZs)

HTRZ Requirements:

Requirements differ for commuter rail, light rail and bus-rapid transit (BRT) stations. The requirements for commuter rail are shown in the following table. Key requirements for commuter rail stations include housing on 51 percent of the developable land, at least 50 residential units per acre and 12 percent affordable units (9 percent at 80 percent of the Area Median Income and 3 percent at 60 percent of the Area Median Income). This development must all take place within 1/3 mile of the station itself.

Description	Requirement
% Affordable housing required on developable acres	12%*
% Affordable housing at 80% of AMI	9%
% Affordable housing at 60% of AMI	3%
Residential % of developable land	51%
# DUs per acre	>=50
Mixed-use development required	Yes
Reasonable % of DUs >1 bdrm required	Yes
Radius from station	<=1/3 mile**
Minimum acres	10
Maximum acres (noncontiguous)****	125
Property tax increment capture	80%, 25 yrs max per parcel, 45-yr period
Sales tax increment capture	15% to TTIF
Maximum number of trigger dates for tax increment collection periods	3

As an example, the following table demonstrates the amount of annual property tax revenues that could flow to the HTRZ based on 80 percent of increment. A range of investment values are shown. At this point, no distinction has been made for residential and nonresidential development. Since primary residential development is taxed at 55 percent of market value, the table below simply assumes taxable value investment amounts.

80% of Property Tax Revenue		Investment- Taxable Value			
Tax Entity	Tax Rate	\$25,000,000	\$50,000,000	\$100,000,000	\$200,000,000
Utah County	0.000656	\$13,120	\$26,240	\$52,480	\$104,960
Alpine School District	0.005518	\$110,360	\$220,720	\$441,440	\$882,880
American Fork City	0.001778	\$35,560	\$71,120	\$142,240	\$284,480
North Utah County Water Conservancy District	0.000012	\$240	\$480	\$960	\$1,920
Central Utah Water Conservancy District	0.0004	\$8,000	\$16,000	\$32,000	\$64,000
TOTAL	0.008364	\$167,280	\$334,560	\$669,120	\$1,338,240



Appendix C - Public Engagement Summary

TRANSPORTATION, URBAN DESIGN, & STREETSCAPES



Multi-Use Trail



Protected Bike Lanes



Bike Boulevards



Bike/Pedestrian



Micro-Mobility



Bike-Safe Roundabouts



Bike / Scooter Parking



Mid Block Crossings



Wayfinding Signage



On-Street Parking



Outdoor Dining



Public Art



Decorative Lighting



Street Furniture / Seating



Street Trees



Bio-Swales

- **General Feedback**

- Fix the roads please!
- Fix the main road by the FrontRunner. Very rough road.
- More street lights
- Crossing guards at elementary schools
- Widen 200 S that goes in front of the station as well as 500 W

OPEN SPACE, RECREATION, & ENTERTAINMENT



Trails



Green Space / Pocket Park



Plaza



Beach Access



Dog Park



Playground



Nature Playground



Outdoor Games / Sports Courts



Pump / Cycle Track



Splash Pad / Pool



Native Wetlands



Hammock Park



Outdoor Amphitheatre



Farmers Market



Indoor/Outdoor Event Center



Daylight Stream

General Feedback

- Live theater – 3 Likes
- Basketball court – 6 Likes
- Farm land / community garden – 1 Like
- Pickleball courts – 3 Likes
- Shooting range - 1 Like
- Indoor play place - 6 Likes
- Splash pad / better swim area – 14 Likes
- I would like the carnival back at the AF park. Its way to hot up here.



LAND USES



- **General Feedback**
 - Restaurants / Food
 - Smith's Marketplace
 - No more restaurants!
 - Hospitals
 - More shops
 - Get Elon & The Boring Company

BUILDING HEIGHT



4 Stories - Northeast View



4 Stories - Southwest View



6 Stories - Northeast View



6 Stories - Southwest View



8 Stories - Northeast View



8 Stories - Southwest View



Stakeholder Feedback Synopsis

Land Use / Economic Development

- **Housing**
 - Different types of housing for people in different stages of life
 - More affordable housing
 - More single-family detached homes
- **Land Uses**
 - Synergy of uses and mix of during all times of day
 - No large box developments
 - Restaurants, shops, entertainment, and bars
 - High end retail, no dentist offices, etc.
 - Commercial most dense in the core but also spaced through the development
 - Needs to provide for basic needs – groceries, shopping, post office, gas station, offices, etc.
 - Sizable grocery store is very important
 - Downtown AF has civic uses, station area has entertainment venues, farmers markets, etc.
 - Potential for class A office space with I-15 and the FrontRunner

Community Character

- **Design Standards**
 - High density, transit-oriented community
 - Decreasing density stepping out from the station core
 - Smaller setbacks, buildings come close to the street
 - Parking located behind buildings
 - Trees and green landscaping along streets
 - Inviting main floor retail spaces
 - Look and feel of the commercial development is more important than the actual users
 - Community living room where a road could be blocked off for different events
 - Add good wayfinding and lighting along multi-use paths

Recreation/Open Space

- **Amenities**
 - Create gathering spaces for the community
 - Paved pump track
 - Modern parks, frisby, drones, hammocks, fire pits, pickleball, indoor soccer, ADA accessible playgrounds
 - 30 acre park for the area is underway
 - No sports fields, more passive amenities with walking trails and other amenities

- Sculptures
- Focus on open space throughout
- Playgrounds and picnic areas
- Basketball Courts in the city
- Public bathrooms in parks
- 6-8 acre parks throughout the area
- Require developers to provide more open space and a variety of different kinds of open space

Transportation

- Walkable
- Bike lanes, bike path connections, and bike racks for secure storage to become a more bicycle friendly community
- Scooters and other micro mobility, charging stations
- EV charging stations
- Slow traffic on Main Street
- Car free zones if possible
- High level of connectivity is very important
- Limit roads near the FrontRunner station and add more further out
- Make it easy for buses to access the station from 200 S
- Future I-15 flyover is very important
- Paths connecting places where people live to destinations

Opportunities

- **Land Use / Economic Development**
 - Potential for the city to offer incentives to help create deed restricted affordable housing
 - Potential for parking structures to alleviate parking concerns, partner with other agencies like UTA and UDOT
 - There is room for parking on the north side of the tracks
 - Market potential for studio apartments
 - Potential entertainment venue
 - City is prepared to make a significant investment in the area including density bonuses to make it easier to build affordable housing
- **Recreation / Open Space**
 - Residents love living here they just need more urban amenities and community green space
 - Parks tax is a good source of revenue, coming up for bond soon
 - Daylight creeks and other waterways
 - Survey current residents to see what amenities they would like in the area
 - American Fork City has plans for a rec center, how can parks in this area tie in with that

- Connect with wetlands by Utah Lake
- Connect parks here with other parks in the city, support existing parks master plan
- 1.5 million in CRA funding is available for open space and public parks

- **Transportation**

- FrontRunner makes a transit commute possible
- Connect with other trail systems, Bonneville Shoreline Trail, Lakeshore trail, Murdoch Canal Trail, etc.
- This station will become more and more important to UTA as time goes on
- There are plans for buses to return to AF and the station
- Coordinate with UTA they are willing to change the area
- Improve access from this area to I-15
- Pedestrian bridge across railroad and I-15
- The area already has a strong biking community, but it is more racing/recreation focused than commuting right now

- **Transportation**

- Safety and access is an issue on 200 S, lack of streetlights and sidewalks
- Lacks connections to downtown and transit outside of the FrontRunner
- I-15 flyover will be very expensive, what will the short term solution be
- No current connection between station and future state street BRT or current route 850 bus
- Environmental Impact Statement was not funded
- Bike paths are difficult to maintain in the winter
- Existing multi-use trails in the city are crowded
- Water running out on the south end of the site

- **Recreation/Open Space**

- City has hard time finding land for parks in area

- **Sites of Interest/Areas to Conserve**

- Spring / fishing pond
- Be respectful of existing waterways
- Important to preserve water use for southern residents

Constraints

- **Land Use / Community Character / Economic**

- Parking an issue, there are more cars than 1/ unit
- City needs more public services – as police/fire
- Commercial development and services may take a long time to come to the area
- There is little current demand for vertically integrated development, horizontal development is easier
- How would this area work together downtown American Fork?

Other Ideas

- If more capacity needed increase transit instead of car
- Use tax increment financing for funding
- Mix uses so there is vibrancy during day and evening
- Work with residents to preserve what is already there
- Create community character guidelines
- Increase active transportation access to the station
- Make it easier for developers to get entitlements before they spend money on infrastructure and design



Appendix D - Concept Plan Renderings

The following pages contain full size images of the concept plan renderings created as part of the Station Area Plan process.

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Concept Station Area Looking Northeast



Conceptual Station Area Looking Northeast





Conceptual Station Area Looking Southwest



Conceptual Station Area Looking West





Conceptual Station Area Closeup

Agenda Topic

Public hearing, review, and recommendation on a proposed Code Text Amendment, known as Operational Overlays, of the American Fork City Municipal Code. Amending Section 17.4.608 Sec 4, the Code Text Amendment plans to update the Block Type Overlay and Operational Overlay maps within the transit-oriented development zone.

Background

Staff has initiated a Code Text Amendment to amend Section 17.4.608, Sec 4, of the American Fork City Municipal Code. The proposed amendment looks to provide updates to the Block Type Overlay and Operations Overlay maps of the Transit Oriented Development (TOD) Zone. The updates plan to match existing and planned roadway layouts within the TOD area.

Potential Motions – Code Text Amendment

Approval

I move to recommend approval for the proposed Code Text Amendment, amending Section 17.4.608 Sec 4, titled Operational Overlays, relating to updates to the Block Type Overlay and Operational Overlay maps of the TOD Zone, and providing an effective date for the ordinance.

Denial

I move to recommend denial for the proposed Code Text Amendment, amending Section 17.4.608 Sec 4, titled Operational Overlays, relating to updates to the Block Type Overlay and Operational Overlay maps of the TOD Zone.

Table

I move to table action for the proposed Code Text Amendment, amending Section 17.4.608 Sec 4, titled Operational Overlays, relating to updates for the Block Type Overlay and Operational Overlay maps of the TOD Zone and instruct staff/developer to.....

Sec 4 District Framework Plans

1. Instructions

1. Within character *districts* a landowner is subject to a *district framework* plan in accordance with Section 4. The landowner, their agents, or designee must prepare a district framework plan to guide future development.
 1. A *district framework plan* must be prepared in a manner consistent with a governing development area plan.
 2. The landowner, their agents, or designee must consult with American Fork City, all affected municipal entities, transit authority, and the local school district for input and feedback in the preparation of a district framework plan.
2. A *district framework plan* is subject to approval by the City Council, after review and recommendation by the Planning Commission.
3. *District framework plans* shall expire 24 months after approval if not acted upon further through the submittal of a block plan. Time extensions may be granted by the City Council upon request.
4. A *district framework plan* must show conformance with Table 4A - Operational Overlays.
5. A *district framework plan* must assign land within the *character district* to sub-districts, block types, and thoroughfares. Regional open space and thoroughfares, located adjacent to and outside of the subject character district, must also be assigned when applicable.
6. A district framework plan submitted for approval must demonstrate compliance with:
 1. *Block type standards* (subsection C)
 2. *Sub-district standards* (subsection D)
 3. Transportation network standards (subsection E)
 4. Special requirements, if any (subsection F)
 5. Phasing standards (subsection G)
 6. Operational Overlay (subsection H)

2. Submission Requirements

1. A *district framework plan* submittal must include the following exhibits:

1. Exhibit 1: Legal Description, including a legal description of the property.
2. Exhibit 2: Boundary Survey.
3. Exhibit 3: *Development Area Plan*, including the governing development area plan, where appropriate, and indicating the character district subject to this district framework plan.
4. Exhibit 4: Boundary Map, including:
 1. Name and ownership of the property or properties,
 2. Acreage of the property or properties,
 3. Boundary of the property or properties with dimensions,
 4. Existing land use of all properties within 500 feet of the character district boundaries.
5. Exhibit 5: Constraints Map, including:
 1. Portions of the property or properties currently designated as flood plain and wetlands, water bodies, and other sensitive lands. If future action is to be taken to modify or mitigate these constraints, this map should be updated to reflect any changes.
6. Exhibit 6: District Framework Plan, including:
 1. *Block type* boundaries and IDs and a data table including block type assignment, net acreage and gross acreage of each block type.
 2. *Civic district* boundaries, and a data table including types, acreages, and any assigned uses.
 3. A data table including the gross acreage and net acreage of the district, net acres of developable land and total acreage assigned to thoroughfares.

4. A data table indicating the total aggregated gross acreage of each block type and *civic district* (e.g. 50.03 acres of BT-2) and percentage of the gross character district acreage (e.g. BT-2 is 20% of the gross *character district* acreage).
7. Exhibit 7: Transportation Network Plan, including:
 1. A key showing the thoroughfare network of the governing *development area plan* and the transportation master plan.
 2. Existing, new, and modified thoroughfares as required in Section 7.
 3. New and modified intersections, identifying the type.
 4. Existing, new, and relocated major utility easements.
 5. A data table including all thoroughfares within the *character district*, indicating ownership, Right-of-Way width, number of vehicular lanes, thoroughfare type, and transportation provisions.
8. Exhibit 8: Thoroughfare Naming Plan, including:
 1. Names for each thoroughfare within the *character district* in accordance with the City's street naming ordinance.
9. Exhibit 9: Bicycle Network Plan, including:
 1. Existing and new bicycle networks.
10. Exhibit 10: Traffic Study, including:
 1. Street system within the applicable *character district*,
 2. Adjacent streets outside of character district,
 3. Connecting streets to other *character districts* (if applicable)
11. Exhibit 11: Civic District Plan, including:
 1. Regional open space network,
 2. Trail network,
 3. Schools,
 4. Public safety facilities,

5. Any additional *civic districts*.

12. Exhibit 12: Thoroughfare Assemblies, including:

1. Thoroughfare assemblies for new and modified existing thoroughfares, in compliance with Section 7.

13. Exhibit 13: Intersection Assemblies, including:

1. *Intersection* assemblies for all new or modified intersections, in compliance with Section 7.

14. Exhibit 14: Phasing Plan, including:

1. Phase boundaries, acreages, and sequence for each phase as required in Section 5.09.

15. Exhibit 15: Detailed Architectural Standards providing for architectural regulation in addition to those required by Section 6.

16. Exhibit 16: Special Requirements, including:

1. A graphic depiction of special requirements according to subsection G.

2. All exhibits must include:

1. North arrow, graphic scale, and date.
2. Existing land use of all properties within 500 feet of the *character district* boundaries. Exhibits 12 - 15 may exclude this item.

3. All documents must be submitted digitally in portable document format (PDF) and hard copy format, including both a submission booklet at 11' x 17' and each exhibit at 24' x 36'.

4. Application forms and fees must be submitted according to the Municipality Fee Schedule.

5. A plan identifying the funding and phasing according to unit absorption for all civic open spaces must be submitted as an addendum to the required exhibits.

3. **Block Type Standards**

1. Each *block* defined by the thoroughfare network grid must be assigned a single *block type*.

2. *Block type* assignments are limited by *character district* according to Table 4B - Block Type & Sub-District Assignments and Table 4D - Block type Location.

1. The percentage of each block type is calculated as the sum of the *gross block type area* for each block type designation divided by the gross acreage of the *character district*.

3. Blocks containing *civic districts* may exceed 15 acres.

4. **Sub-District Standards**

1. Each *block* defined by the thoroughfare network grid must be assigned to a sub-district.
2. Sub-district assignments are limited by character district according to Table 4B - Block Type & Sub-District Assignments.
3. Sub-districts identify allowable uses by general category according to Table 4C - Sub- District & Permitted Uses.

1. Uses that are not identified by Sub-District are considered prohibited.

5. **Transportation Network Standards**

1. *District framework plans* must map existing and planned thoroughfares including the following:
 1. The major thoroughfare network as mapped in the *development area plan*,
 2. The minor *thoroughfare network* as represented in the *district framework plan* Table 4A - Operational Overlays.
 3. Existing thoroughfares not mapped on the major thoroughfare network.
2. *District framework plans* must map a future minor *thoroughfare network*, consisting of the following:
 1. Modifications to existing thoroughfares,
 2. New thoroughfares,
 3. Modifications to existing intersections,
 4. New *intersections*.

3. The thoroughfare network must be configured as a grid creating blocks according to the following:
 1. *Blocks* must be sized according to Table 4D - Block Characteristics.
 2. *Blocks* must be shaped according to Table 4D - Block Characteristics.
 3. The thoroughfare network may deviate from these requirements to accommodate natural conditions, to intersect major thoroughfares at right angles, at character district boundaries and outside of the *pedestrian shed*.
4. Thoroughfares and intersections must be configured according to the following:
 1. All thoroughfares must connect to other thoroughfares, forming a network,
 2. New thoroughfares must connect wherever possible to thoroughfares outside of a character district,
5. Thoroughfare assemblies and *intersection* assemblies must be included for each mapped thoroughfare and intersection in accordance with the American Fork City Public Improvement Specifications, Standards, and Drawings.
6. Minor thoroughfare assemblies (external to blocks) may be proposed, but must (at a minimum) meet the following:
 1. 32 feet of asphalt on a two-way thoroughfare;
 2. Proposed thoroughfare must accommodate drainage;
 3. Proposed thoroughfare must accommodate pedestrians.
7. *District framework plans* must map a future bicycle network, consistent with the governing development area plan, indicating the following:
 1. Existing and future bicycle facilities and network,
 2. *Bicycle lanes*, routes and trails connecting to the existing bicycle network, regional open space, existing and future trail networks, schools, and *civic districts*.

8. *District framework plans* must map existing and future major utility easements for utilities with a continuous easement traversing more than the subject district.
 1. Major utility easements should be assigned to thoroughfare rights-of-way.
 2. Future major utility easements should avoid entering districts when possible.

6. **Civic Districts Standards**

1. Land designated *civic district* is reserved for public open space and *civic buildings*.
2. A *district framework plan* must assign *civic districts* in the amount required in Table 4B - Block Type & Sub-District Assignments.
3. A designation of civic open space (CS) may be applied to any *civic district*, restricting its use to those *civic* space types specified in Table 7D - Civic Open Space Types, and associated structures.
4. *Civic* open space must be publicly accessible.
5. *Civic* open space less than 5 contiguous acres will not be managed by the City; a management authority will need to be assigned in coordination with the City.
 1. Open space maintenance shall comply with Section 12.12 of the American Fork City Code.
6. No more than 20% of the land area of a character district may be assigned to civic open space.
7. A *district framework plan* may designate *civic districts* reserved for school sites and other buildings of *civic* importance, to be used as *civic* open space temporarily.
8. Designation of *civic building* (CB) may be applied to any *civic district*, or portion thereof, less than 2 acres in area, restricting its use to those *civic building* types specified in Table 7D - Civic Open Space Types.

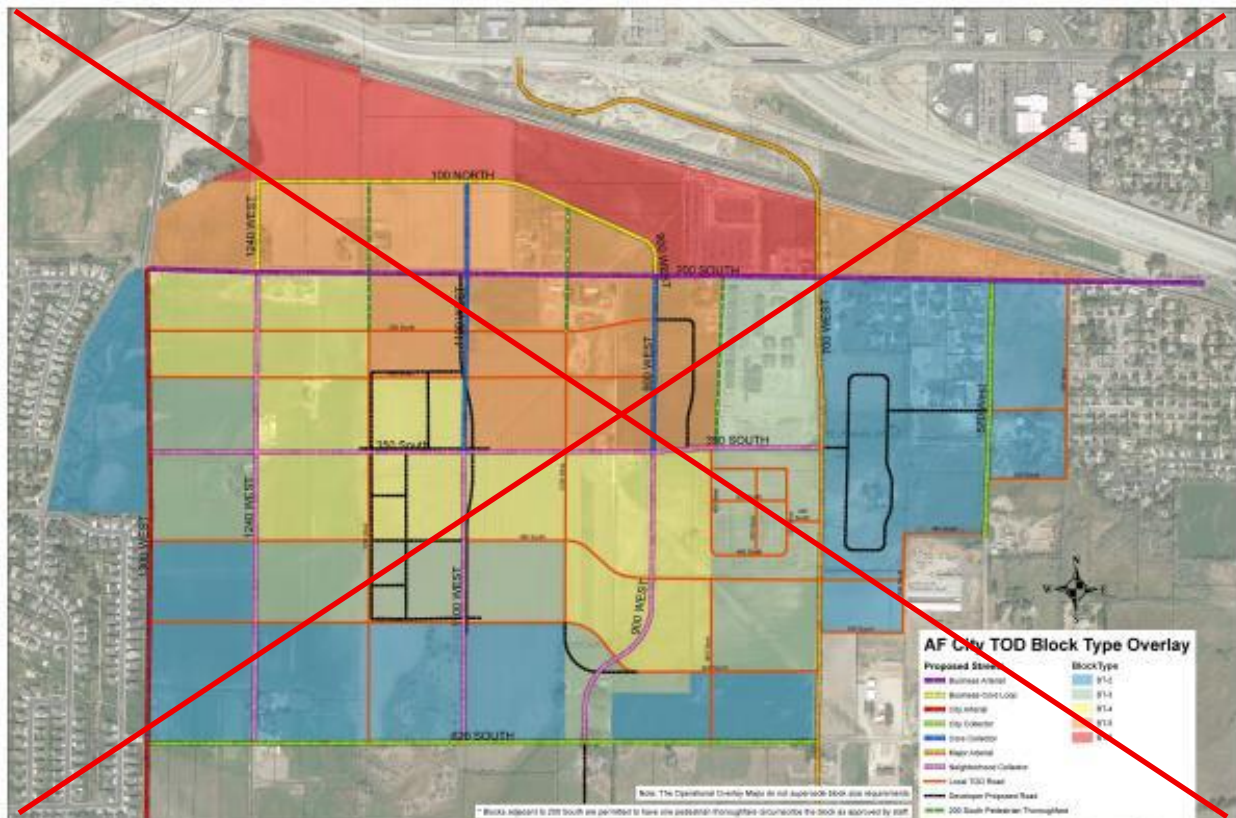
7. **Special Requirements**

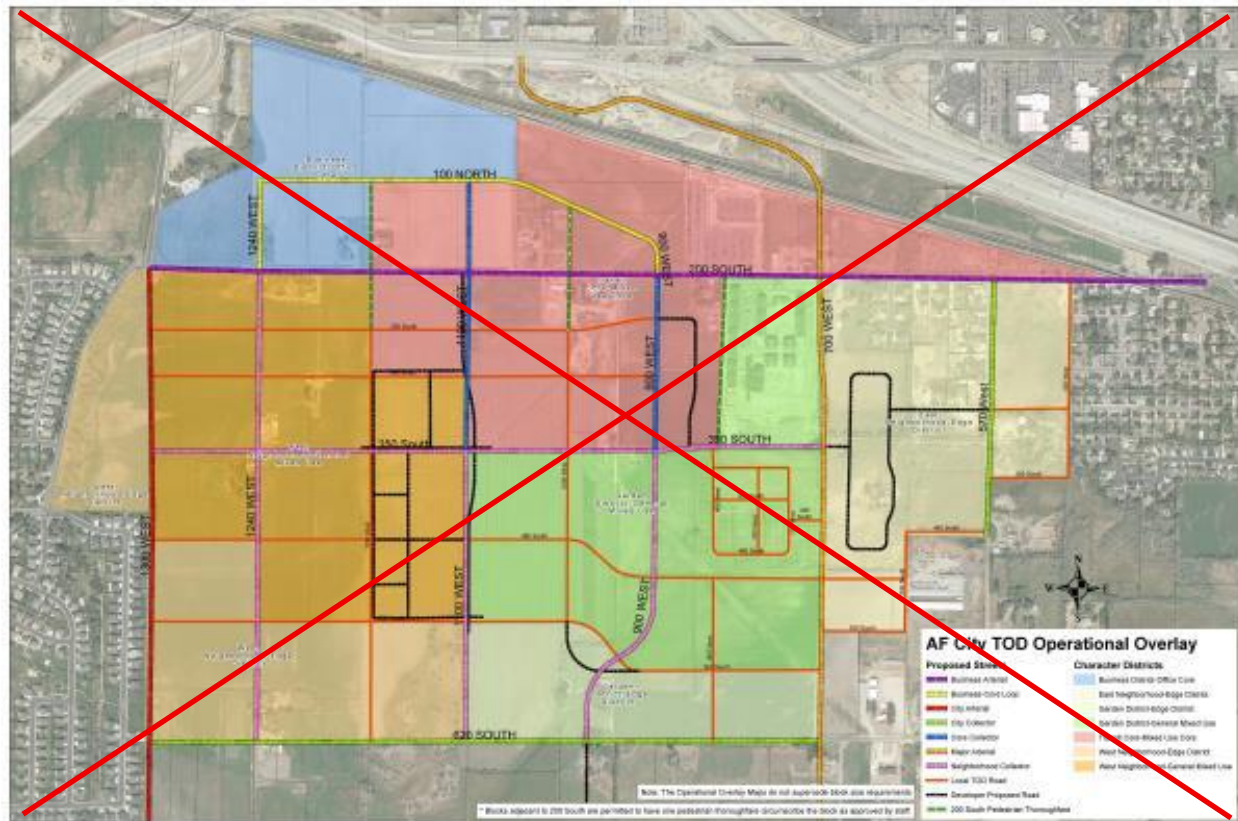
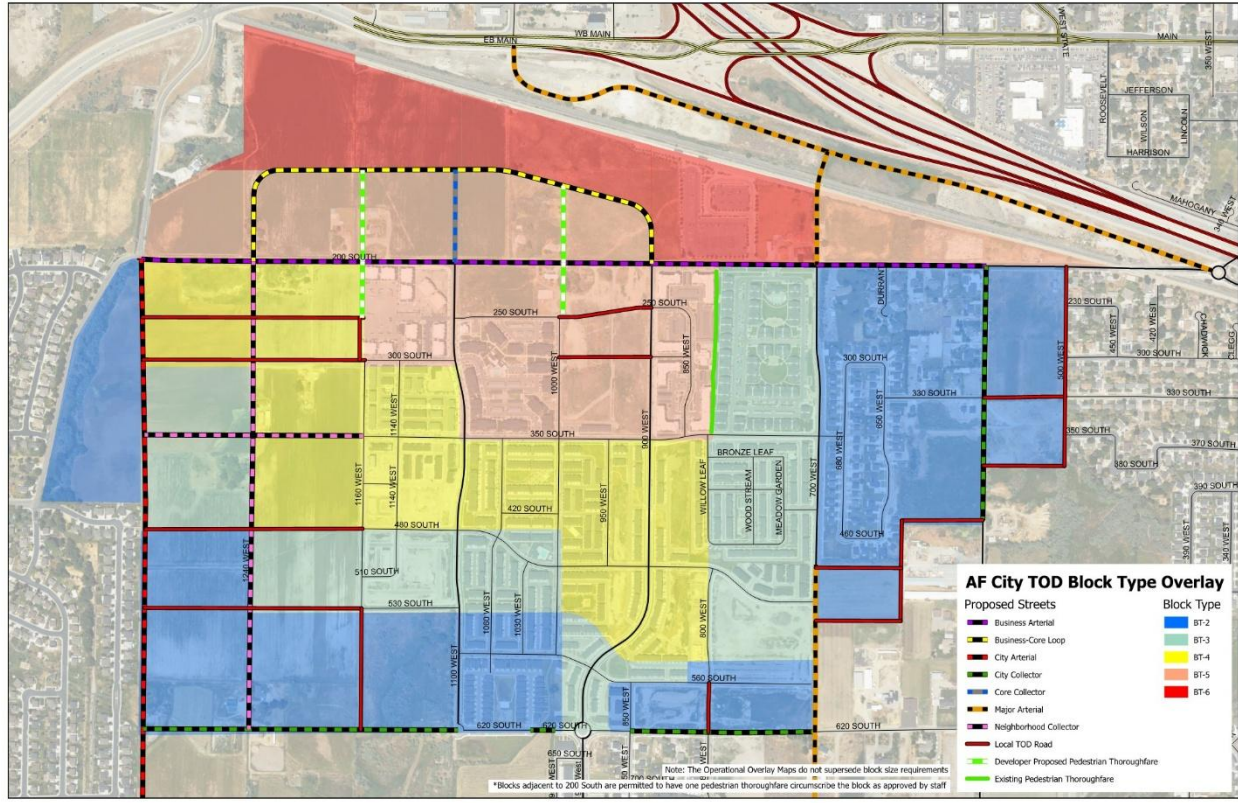
1. A *district framework plan* must demonstrate compliance with any special requirements designated in the development area plan.
2. A *district framework plan* may designate the following special requirements:
 1. A mandatory connection requiring block plans provide a vehicular or pedestrian thoroughfare along a provided trajectory.
 2. A mandatory zoning restriction requiring block plans assign a specified category for lots along an edge of a block type.

8. Operational Overlay

1. A district framework plan must demonstrate general compliance with Table 4A - Operational Overlays.
2. A district framework plan shall illustrate the minor thoroughfares network and must demonstrate how it will maintain connectivity of pedestrian and vehicular thoroughfares to all properties adjacent to the proposed district framework plan. Minor thoroughfares shall also provide for the future extension of public thoroughfares to all adjacent properties.

Table 4A - OPERATIONAL OVERLAYS





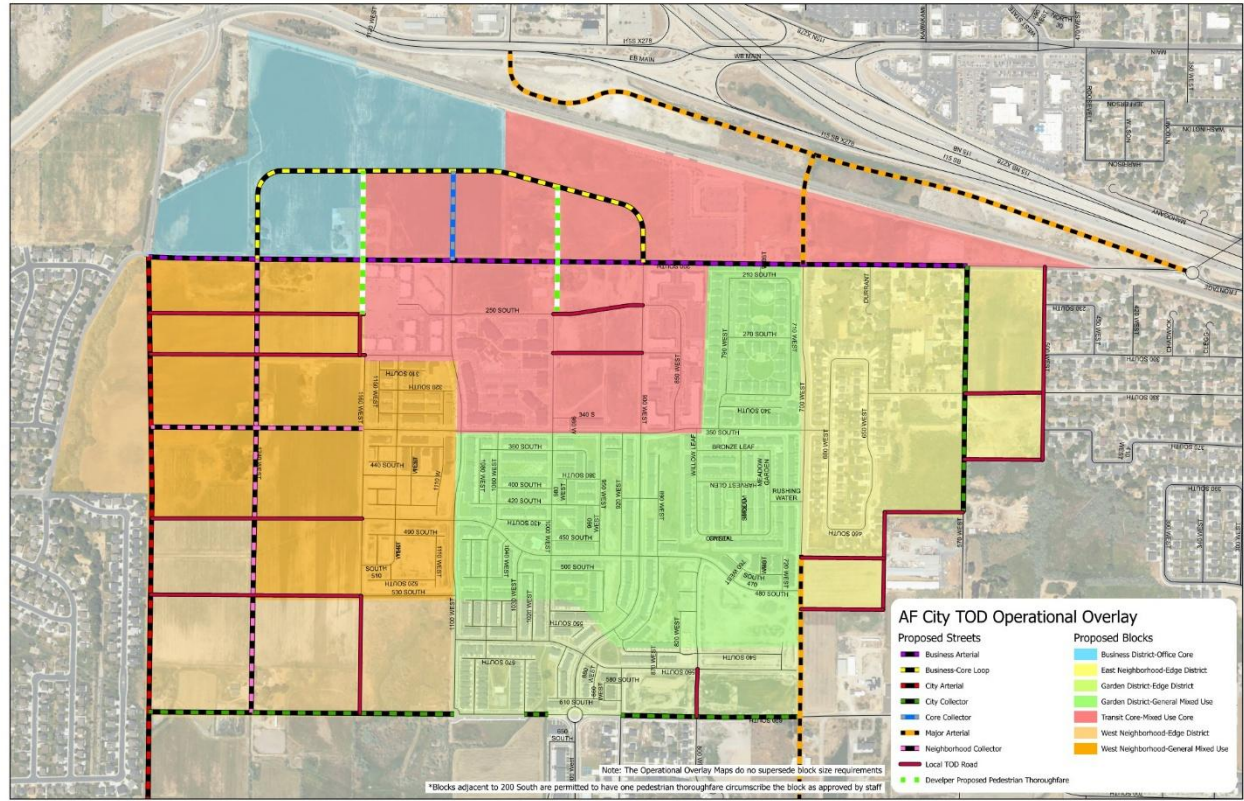


Table 4B - BLOCK TYPE AND SUB-DISTRICT ASSIGNMENTS

District	Block Type Percentages							Civic Open Spaces
		BT-1	BT-2	BT-3	BT-4	BT-5	BT-6	
Business District								
Neighborhood Edge	ED-R	N/A	N/A	N/A	N/A	N/A	N/A	N/A
General Mixed-Use	MU-G	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Office Core	OF-C	N/A	N/A	N/A	0-20%	15-30%	20-50%	5-10%
Mixed-Use	MU-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Transit Core								

Neighborhood Edge	ED-R	N/A	N/A	N/A	N/A	N/A	N/A	N/A
General Mixed-Use	MU-G	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Office Core	OF-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mixed-Use	MU-C	N/A	N/A	N/A	N/A	30-60%	0-50%	5-10%

West Neighborhood

Neighborhood Edge	ED-R	0-40%	10-60%	N/A	N/A	N/A	N/A	10-20%
General Mixed-Use	MU-G	N/A	20-50%	10-40%	0-25%	N/A	N/A	10-20%
Office Core	OF-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mixed-Use	MU-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Garden District

Neighborhood Edge	ED-R	20-40%	10-40%	0-25%	N/A	N/A	N/A	10-20%
General Mixed-Use	MU-G	N/A	20-50%	10-40%	0-25%	N/A	N/A	10-20%
Office Core	OF-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mixed-Use	MU-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A

East Neighborhood

Neighborhood Edge	ED-R	0-60%	40-100%	N/A	N/A	N/A	N/A	10-20%
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General Mixed-Use	MU-G	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Office Core	OF-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mixed-Use	MU-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table 4C - SUB-DISTRICT AND PERMITTED USES

PERMITTED USES	SUB-DISTRICT			
	ED-R	MU-G	OF-C	MU-C
A. Residential				
Mixed Use		X		X
Multi-Family		X		X
Single Family: Attached	X	X		X
Single Family: Detached	X			
Senior Housing	X	X		X
Work/Live Unit		X		X
Accessory Dwelling Unit	X	X		
Dormitory		X		X
B. Lodging				
Hotel (no room limit)			X	X
Inn (up to 12 rooms)		X		X
Bed & Breakfast (up to 5 rooms)	X			
C. Business				
Office Building			X	X
Home Occupation	X	X		

D. Retail

Open Market		X		X
Neighborhood Retail		X	X	X
Display Gallery		X		X
Restaurant		X	X	X
Food Truck	X	X	X	X
Drive-Through		X		X
Kiosk		X	X	X
Push Cart		X	X	X

E. Automotive

Gas Station		X		
Automobile Service				
Drive-Through		X		

F. Civil Support

Assembly	X	X	X	X
Cemetery	X	X		
Funeral Home		X		X
Hospital		X	X	X
Medical Clinic		X	X	X
Library		X		X
Museum		X	X	X
Post Office		X	X	X
Public Safety	X	X	X	X

Laboratory			X	
Transit Stop/Station	X	X	X	X

G. Education

College			X	X
Trade School		X	X	X
High School	X	X		
Junior High School	X	X		
Elementary School	X	X		X
Child Care Center	X	X	X	X
Charter School	X	X		X

H. Infrastructure

Parking Lot		X	X	X
Parking Structure		X	X	X
Utility & Infrastructure	X	X	X	X
Open Space	X	X	X	X

Table 4D - BLOCK TYPE LOCATION

BLOCK TYPE	LOCATION	ADJACENCIES
BT-1	<i>BT-1</i> Should be located towards the edge of character districts, within or outside of the <i>pedestrian shed</i> .	<i>BT-1</i> may be located adjacent to existing single-family residentially zoned properties
BT-2	<i>BT-2</i> should be located towards the edge of character districts, within or outside of the <i>pedestrian shed</i>	<i>BT-2</i> may be located adjacent to existing single-family residentially zoned properties. Where this occurs a special

		requirement map must assign LT-2 and/or LT-3 at adjacent edges
BT-3	<i>BT-3 should be located within pedestrian sheds.</i>	<i>BT-3 may be located adjacent to existing single-family residentially zoned properties. Where this occurs a special requirement map must assign LT-3 at adjacent edges.</i>
BT-4	<i>BT-4 should be located within pedestrian sheds, along major thoroughfares.</i>	<i>BT-4 should not be located adjacent to existing single family residentially zoned properties</i>
BT-5	<i>BT-5 should be located within pedestrian sheds, along major thoroughfares or at the edge of the pedestrian shed, along major thoroughfares.</i>	<i>BT-5 must not be located adjacent to existing single family residentially zoned properties.</i>
BT-6	<i>BT-6 should be located within pedestrian sheds, along major thoroughfares or at the edge of the pedestrian shed, along major thoroughfares.</i>	<i>BT-6 must not be located adjacent to existing single family residentially zoned properties.</i>

Table 4E - BLOCK CHARACTERISTICS

CHARACTER DISTRICTS	Block Size (net acres)	Block Shape
Business District	4 acre min. 8 acre max. 12 acre for sensitive lands	Orthogonal or Rhomboidal
Transit Core	4 acre min. 8 acre max. 12 acre for sensitive lands	Orthogonal or Rhomboidal
West Neighborhood	4 acre min. 8 acre max. 12 acre for sensitive lands	40% min. Orthogonal or Rhomboidal
Garden District	6 acre min. 10 acre max. 12 acre for sensitive lands	40% min. Orthogonal or Rhomboidal

East Neighborhood	6 acre min. 10 acre max. 12 acre for sensitive lands	50% min. Orthogonal or Rhomboidal
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HISTORY

Amended by Ord. [2018-11-52](#) on 11/27/2018

Amended by Ord. [2019-09-62](#) on 9/24/2019

Amended by Ord. [2020-09-48](#) on 9/8/2020

Sec 4 District Framework Plans

1. Instructions

1. Within character *districts* a landowner is subject to a *district framework* plan in accordance with Section 4. The landowner, their agents, or designee must prepare a district framework plan to guide future development.
 1. A *district framework plan* must be prepared in a manner consistent with a governing development area plan.
 2. The landowner, their agents, or designee must consult with American Fork City, all affected municipal entities, transit authority, and the local school district for input and feedback in the preparation of a district framework plan.
2. A *district framework plan* is subject to approval by the City Council, after review and recommendation by the Planning Commission.
3. *District framework plans* shall expire 24 months after approval if not acted upon further through the submittal of a block plan. Time extensions may be granted by the City Council upon request.
4. A *district framework plan* must show conformance with Table 4A - Operational Overlays.
5. A *district framework plan* must assign land within the *character district* to sub-districts, block types, and thoroughfares. Regional open space and thoroughfares, located adjacent to and outside of the subject character district, must also be assigned when applicable.
6. A district framework plan submitted for approval must demonstrate compliance with:
 1. *Block type standards* (subsection C)
 2. *Sub-district standards* (subsection D)
 3. Transportation network standards (subsection E)
 4. Special requirements, if any (subsection F)
 5. Phasing standards (subsection G)
 6. Operational Overlay (subsection H)

2. Submission Requirements

1. A *district framework plan* submittal must include the following exhibits:

1. Exhibit 1: Legal Description, including a legal description of the property.
2. Exhibit 2: Boundary Survey.
3. Exhibit 3: *Development Area Plan*, including the governing development area plan, where appropriate, and indicating the character district subject to this district framework plan.
4. Exhibit 4: Boundary Map, including:
 1. Name and ownership of the property or properties,
 2. Acreage of the property or properties,
 3. Boundary of the property or properties with dimensions,
 4. Existing land use of all properties within 500 feet of the character district boundaries.
5. Exhibit 5: Constraints Map, including:
 1. Portions of the property or properties currently designated as flood plain and wetlands, water bodies, and other sensitive lands. If future action is to be taken to modify or mitigate these constraints, this map should be updated to reflect any changes.
6. Exhibit 6: District Framework Plan, including:
 1. *Block type* boundaries and IDs and a data table including block type assignment, net acreage and gross acreage of each block type.
 2. *Civic district* boundaries, and a data table including types, acreages, and any assigned uses.
 3. A data table including the gross acreage and net acreage of the district, net acres of developable land and total acreage assigned to thoroughfares.

4. A data table indicating the total aggregated gross acreage of each block type and *civic district* (e.g. 50.03 acres of BT-2) and percentage of the gross character district acreage (e.g. BT-2 is 20% of the gross *character district* acreage).
7. Exhibit 7: Transportation Network Plan, including:
 1. A key showing the thoroughfare network of the governing *development area plan* and the transportation master plan.
 2. Existing, new, and modified thoroughfares as required in Section 7.
 3. New and modified intersections, identifying the type.
 4. Existing, new, and relocated major utility easements.
 5. A data table including all thoroughfares within the *character district*, indicating ownership, Right-of-Way width, number of vehicular lanes, thoroughfare type, and transportation provisions.
8. Exhibit 8: Thoroughfare Naming Plan, including:
 1. Names for each thoroughfare within the *character district* in accordance with the City's street naming ordinance.
9. Exhibit 9: Bicycle Network Plan, including:
 1. Existing and new bicycle networks.
10. Exhibit 10: Traffic Study, including:
 1. Street system within the applicable *character district*,
 2. Adjacent streets outside of character district,
 3. Connecting streets to other *character districts* (if applicable)
11. Exhibit 11: Civic District Plan, including:
 1. Regional open space network,
 2. Trail network,
 3. Schools,
 4. Public safety facilities,

5. Any additional *civic districts*.

12. Exhibit 12: Thoroughfare Assemblies, including:

1. Thoroughfare assemblies for new and modified existing thoroughfares, in compliance with Section 7.

13. Exhibit 13: Intersection Assemblies, including:

1. *Intersection* assemblies for all new or modified intersections, in compliance with Section 7.

14. Exhibit 14: Phasing Plan, including:

1. Phase boundaries, acreages, and sequence for each phase as required in Section 5.09.

15. Exhibit 15: Detailed Architectural Standards providing for architectural regulation in addition to those required by Section 6.

16. Exhibit 16: Special Requirements, including:

1. A graphic depiction of special requirements according to subsection G.

2. All exhibits must include:

1. North arrow, graphic scale, and date.
2. Existing land use of all properties within 500 feet of the *character district* boundaries. Exhibits 12 - 15 may exclude this item.

3. All documents must be submitted digitally in portable document format (PDF) and hard copy format, including both a submission booklet at 11' x 17' and each exhibit at 24' x 36'.

4. Application forms and fees must be submitted according to the Municipality Fee Schedule.

5. A plan identifying the funding and phasing according to unit absorption for all civic open spaces must be submitted as an addendum to the required exhibits.

3. **Block Type Standards**

1. Each *block* defined by the thoroughfare network grid must be assigned a single *block type*.

2. *Block type* assignments are limited by *character district* according to Table 4B - Block Type & Sub-District Assignments and Table 4D - Block type Location.

1. The percentage of each block type is calculated as the sum of the *gross block type area* for each block type designation divided by the gross acreage of the *character district*.

3. Blocks containing *civic districts* may exceed 15 acres.

4. **Sub-District Standards**

1. Each *block* defined by the thoroughfare network grid must be assigned to a sub-district.
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1. Uses that are not identified by Sub-District are considered prohibited.

5. **Transportation Network Standards**

1. *District framework plans* must map existing and planned thoroughfares including the following:
 1. The major thoroughfare network as mapped in the *development area plan*,
 2. The minor *thoroughfare network* as represented in the *district framework plan* Table 4A - Operational Overlays.
 3. Existing thoroughfares not mapped on the major thoroughfare network.
2. *District framework plans* must map a future minor *thoroughfare network*, consisting of the following:
 1. Modifications to existing thoroughfares,
 2. New thoroughfares,
 3. Modifications to existing intersections,
 4. New *intersections*.

3. The thoroughfare network must be configured as a grid creating blocks according to the following:
 1. *Blocks* must be sized according to Table 4D - Block Characteristics.
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 2. New thoroughfares must connect wherever possible to thoroughfares outside of a character district,
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 2. Proposed thoroughfare must accommodate drainage;
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7. *District framework plans* must map a future bicycle network, consistent with the governing development area plan, indicating the following:
 1. Existing and future bicycle facilities and network,
 2. *Bicycle lanes*, routes and trails connecting to the existing bicycle network, regional open space, existing and future trail networks, schools, and *civic districts*.

8. *District framework plans* must map existing and future major utility easements for utilities with a continuous easement traversing more than the subject district.
 1. Major utility easements should be assigned to thoroughfare rights-of-way.
 2. Future major utility easements should avoid entering districts when possible.

6. **Civic Districts Standards**

1. Land designated *civic district* is reserved for public open space and *civic buildings*.
2. A *district framework plan* must assign *civic districts* in the amount required in Table 4B - Block Type & Sub-District Assignments.
3. A designation of civic open space (CS) may be applied to any *civic district*, restricting its use to those *civic* space types specified in Table 7D - Civic Open Space Types, and associated structures.
4. *Civic* open space must be publicly accessible.
5. *Civic* open space less than 5 contiguous acres will not be managed by the City; a management authority will need to be assigned in coordination with the City.
 1. Open space maintenance shall comply with Section 12.12 of the American Fork City Code.
6. No more than 20% of the land area of a character district may be assigned to civic open space.
7. A *district framework plan* may designate *civic districts* reserved for school sites and other buildings of *civic* importance, to be used as *civic* open space temporarily.
8. Designation of *civic building* (CB) may be applied to any *civic district*, or portion thereof, less than 2 acres in area, restricting its use to those *civic building* types specified in Table 7D - Civic Open Space Types.

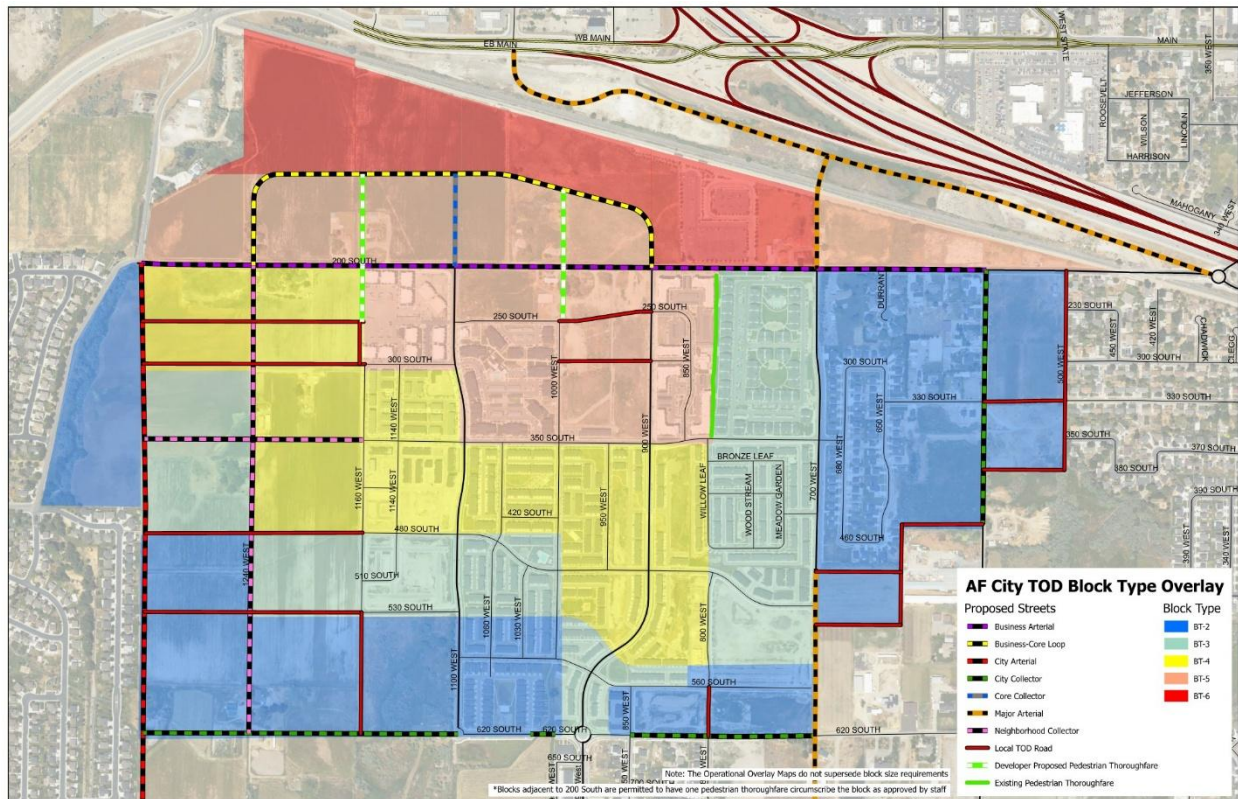
7. **Special Requirements**

1. A *district framework plan* must demonstrate compliance with any special requirements designated in the development area plan.
2. A *district framework plan* may designate the following special requirements:
 1. A mandatory connection requiring block plans provide a vehicular or pedestrian thoroughfare along a provided trajectory.
 2. A mandatory zoning restriction requiring block plans assign a specified category for lots along an edge of a block type.

8. Operational Overlay

1. A district framework plan must demonstrate general compliance with Table 4A - Operational Overlays.
2. A district framework plan shall illustrate the minor thoroughfares network and must demonstrate how it will maintain connectivity of pedestrian and vehicular thoroughfares to all properties adjacent to the proposed district framework plan. Minor thoroughfares shall also provide for the future extension of public thoroughfares to all adjacent properties.

Table 4A - OPERATIONAL OVERLAYS



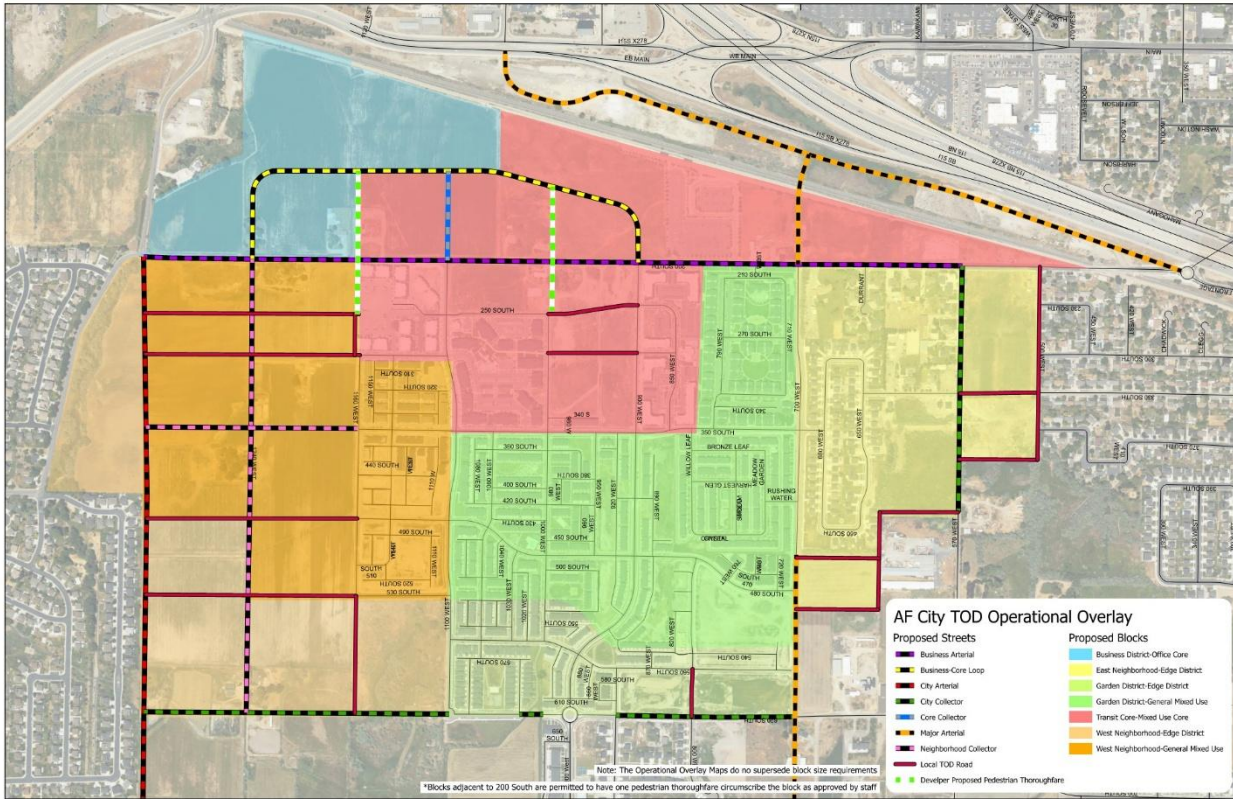


Table 4B - BLOCK TYPE AND SUB-DISTRICT ASSIGNMENTS

District	Block Type Percentages							Civic Open Spaces
		BT-1	BT-2	BT-3	BT-4	BT-5	BT-6	
Business District								
Neighborhood Edge	ED-R	N/A	N/A	N/A	N/A	N/A	N/A	N/A
General Mixed-Use	MU-G	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Office Core	OF-C	N/A	N/A	N/A	0-20%	15-30%	20-50%	5-10%
Mixed-Use	MU-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Transit Core								

Neighborhood Edge	ED-R	N/A	N/A	N/A	N/A	N/A	N/A	N/A
General Mixed-Use	MU-G	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Office Core	OF-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mixed-Use	MU-C	N/A	N/A	N/A	N/A	30-60%	0-50%	5-10%

West Neighborhood

Neighborhood Edge	ED-R	0-40%	10-60%	N/A	N/A	N/A	N/A	10-20%
General Mixed-Use	MU-G	N/A	20-50%	10-40%	0-25%	N/A	N/A	10-20%
Office Core	OF-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mixed-Use	MU-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Garden District

Neighborhood Edge	ED-R	20-40%	10-40%	0-25%	N/A	N/A	N/A	10-20%
General Mixed-Use	MU-G	N/A	20-50%	10-40%	0-25%	N/A	N/A	10-20%
Office Core	OF-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mixed-Use	MU-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A

East Neighborhood

Neighborhood Edge	ED-R	0-60%	40-100%	N/A	N/A	N/A	N/A	10-20%
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General Mixed-Use	MU-G	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Office Core	OF-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mixed-Use	MU-C	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Table 4C - SUB-DISTRICT AND PERMITTED USES

PERMITTED USES	SUB-DISTRICT			
	ED-R	MU-G	OF-C	MU-C
A. Residential				
Mixed Use		X		X
Multi-Family		X		X
Single Family: Attached	X	X		X
Single Family: Detached	X			
Senior Housing	X	X		X
Work/Live Unit		X		X
Accessory Dwelling Unit	X	X		
Dormitory		X		X
B. Lodging				
Hotel (no room limit)			X	X
Inn (up to 12 rooms)		X		X
Bed & Breakfast (up to 5 rooms)	X			
C. Business				
Office Building			X	X
Home Occupation	X	X		

D. Retail

Open Market		X		X
Neighborhood Retail		X	X	X
Display Gallery		X		X
Restaurant		X	X	X
Food Truck	X	X	X	X
Drive-Through		X		X
Kiosk		X	X	X
Push Cart		X	X	X

E. Automotive

Gas Station		X		
Automobile Service				
Drive-Through		X		

F. Civil Support

Assembly	X	X	X	X
Cemetery	X	X		
Funeral Home		X		X
Hospital		X	X	X
Medical Clinic		X	X	X
Library		X		X
Museum		X	X	X
Post Office		X	X	X
Public Safety	X	X	X	X

Laboratory			X	
Transit Stop/Station	X	X	X	X

G. Education

College			X	X
Trade School		X	X	X
High School	X	X		
Junior High School	X	X		
Elementary School	X	X		X
Child Care Center	X	X	X	X
Charter School	X	X		X

H. Infrastructure

Parking Lot		X	X	X
Parking Structure		X	X	X
Utility & Infrastructure	X	X	X	X
Open Space	X	X	X	X

Table 4D - BLOCK TYPE LOCATION

BLOCK TYPE	LOCATION	ADJACENCIES
BT-1	<i>BT-1</i> Should be located towards the edge of character districts, within or outside of the <i>pedestrian shed</i> .	<i>BT-1</i> may be located adjacent to existing single-family residentially zoned properties
BT-2	<i>BT-2</i> should be located towards the edge of character districts, within or outside of the <i>pedestrian shed</i>	<i>BT-2</i> may be located adjacent to existing single-family residentially zoned properties. Where this occurs a special

		requirement map must assign LT-2 and/or LT-3 at adjacent edges
BT-3	<i>BT-3 should be located within pedestrian sheds.</i>	<i>BT-3 may be located adjacent to existing single-family residentially zoned properties. Where this occurs a special requirement map must assign LT-3 at adjacent edges.</i>
BT-4	<i>BT-4 should be located within pedestrian sheds, along major thoroughfares.</i>	<i>BT-4 should not be located adjacent to existing single family residentially zoned properties</i>
BT-5	<i>BT-5 should be located within pedestrian sheds, along major thoroughfares or at the edge of the pedestrian shed, along major thoroughfares.</i>	<i>BT-5 must not be located adjacent to existing single family residentially zoned properties.</i>
BT-6	<i>BT-6 should be located within pedestrian sheds, along major thoroughfares or at the edge of the pedestrian shed, along major thoroughfares.</i>	<i>BT-6 must not be located adjacent to existing single family residentially zoned properties.</i>

Table 4E - BLOCK CHARACTERISTICS

CHARACTER DISTRICTS	Block Size (net acres)	Block Shape
Business District	4 acre min. 8 acre max. 12 acre for sensitive lands	Orthogonal or Rhomboidal
Transit Core	4 acre min. 8 acre max. 12 acre for sensitive lands	Orthogonal or Rhomboidal
West Neighborhood	4 acre min. 8 acre max. 12 acre for sensitive lands	40% min. Orthogonal or Rhomboidal
Garden District	6 acre min. 10 acre max. 12 acre for sensitive lands	40% min. Orthogonal or Rhomboidal

East Neighborhood	6 acre min. 10 acre max. 12 acre for sensitive lands	50% min. Orthogonal or Rhomboidal
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HISTORY

Amended by Ord. [2018-11-52](#) on 11/27/2018

Amended by Ord. [2019-09-62](#) on 9/24/2019

Amended by Ord. [2020-09-48](#) on 9/8/2020