



AMERICAN FORK CITY COUNCIL
SEPTEMBER 9, 2025
CITY COUNCIL AGENDA

Notice of Electronic Meeting

One or more City Council members may be physically absent from this meeting but may participate electronically.

The American Fork City Council will hold a public hearing in conjunction with the regular session on Tuesday, September 9, 2025, in the American Fork City Hall, 31 North Church Street, commencing at 7:00 p.m. The agenda shall be as follows:

PUBLIC HEARING

- Receiving public comments on the declaration of property to be surplus and disposed of.
- Receiving public comments on the vacation of a portion of a public utility easement at 1026 North 1050 East.

REGULAR SESSION

1. Pledge of Allegiance; Invocation by Council Member John; roll call.
2. Twenty-minute public comment period - limited to two minutes per person.
3. City Administrator's Report
4. Council Reports
5. Mayor's Report

COMMON CONSENT AGENDA

(*Common Consent* is that class of Council 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.)

1. Approval of the August 12, 2025, city council minutes.
2. Approval of the August 26, 2025, city council minutes.
3. Ratification of city payments (August 20, 2025, to September 2, 2025) and approval of purchase requests over \$50,000.

ACTION ITEMS

1. Review and action on approval of appointments to various city committees and boards:
 - a. Stan Colby to the Senior Board, with a term ending 2028
 - b. Lloyd Togisala to the Cemetery Committee, with a term ending 2028
 - c. Aniva Togisala to the Cemetery Committee, with a term ending 2028
2. Review and action on approval of a Temporary/Seasonal Use Business License, known as Strangling Brother's Haunted Circus, located at 632 East 1500 South in the Planned Industrial (PI-1) Zone.
3. Review and action on a request for a Temporary/Seasonal Use License, known as Gooley Gourmet Brownies, located at approximately 850 West 700 North.
4. Review and action on for a Request for Consideration, known as Rockwell Catering, located at approximately 1325 South 500 East.

5. Review and action on an ordinance approving the vacation of a portion of the public utility easement for property at 1026 North 1050 East, located within the Autumn Crest Phase 1 Plat “B” Subdivision.
6. Review and action on an ordinance approving a 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.
7. Review and action 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.
8. Review and action on a resolution approving the first amendment to the interlocal agreement for AF 200 S Multi-Modal Improvements Project between Utah County, Utah, and American Fork City.
9. Review and action on a resolution approving the declaration of property to be surplus and disposed of.
10. Review and action on a resolution approving the disposition of lost or mislaid property or seized property.
11. Review and action on approval of change order #7 for the Auto Mall Drive Extension Project awarded to Landmark Excavating.
12. Adjournment.

Dated this 4th day of September, 2025.

/s/Terilyn Lurker
City Recorder

- In accordance with the Americans with Disabilities Act, the City of American Fork will make reasonable accommodations to participate in the meeting. Requests for assistance can be made by contacting the City Recorder at 801-763-3000 at least 48 hours in advance of the meeting.
- The order of agenda items may be changed to accommodate the needs of the City Council, staff, and the public.



**REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
SEPTEMBER 9, 2025**

Department Recorder

Director Approval Terilyn Lurker

AGENDA ITEM Review and action on the approval of appointments to various city committees and boards:

SUMMARY RECOMMENDATION

Staff would recommend approval.

BACKGROUND

The following names are being presented to the city council for appointment to the various city committees:

- Stan Colby to the Senior Board, with a term ending 2028
- Lloyd and Aniva Togisala to the Cemetery Committee, with terms ending 2028.

BUDGET IMPACT

NA

SUGGESTED MOTION

Move to approve the appointment of Stan Colby to the Senior Board with a term ending 2028 and Lloyd and Aniva Togisala to the Cemetery Committee with terms ending 2028.

SUPPORTING DOCUMENTS



**REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
SEPTEMBER 9, 2025**

Department Planning **Director Approval** Patrick O'Brien

AGENDA ITEM Review and action on a Temporary/Seasonal Use Business License, known as Strangling Brother's Haunted Circus, located at 632 E 1500 S in the Planned Industrial (PI-1) Zone.

SUMMARY RECOMMENDATION N/A

BACKGROUND The Strangling Brother's Haunted Circus is located within the Planned Industrial (PI-1) Zone of the City. It has operated on a season level for a number of years in the past. Section 17.5.122 Temporary and Seasonal Uses indicates that temporary and seasonal uses located in other zone districts other than commercial will need to have City Council approval prior to their operation. This request is to seek permission to continue the use for another season.

Subsection "B," item number two (2), states: "In other zone districts. The temporary and seasonal uses listed under paragraph C. may be permitted in other than commercial districts upon a finding that the intended use is part of a community sponsored celebration event, when located within a public building or public park, or when approved by the city council, and subject to compliance with the terms of this section and the approval of a business license therefore by the city fire authority, police authority and zone clearance officer." The property lies within a Planned Industrial Zone rather than a Commercial Zone, resulting in this determination from City Council.

BUDGET IMPACT N/A

SUGGESTED MOTION I move to approve the Strangling Brother's Haunted Circus as a temporary and seasonal use, at the location of 632 E 1500 S in the PI-1 Zone, subject to all requirements set forth in the American Fork City Municipal Code, including fire inspection and business license requirements.

I move to deny the Strangling Brother's Haunted Circus as a temporary and seasonal use, at the location of 632 E 1500 S in the PI-1 Zone.

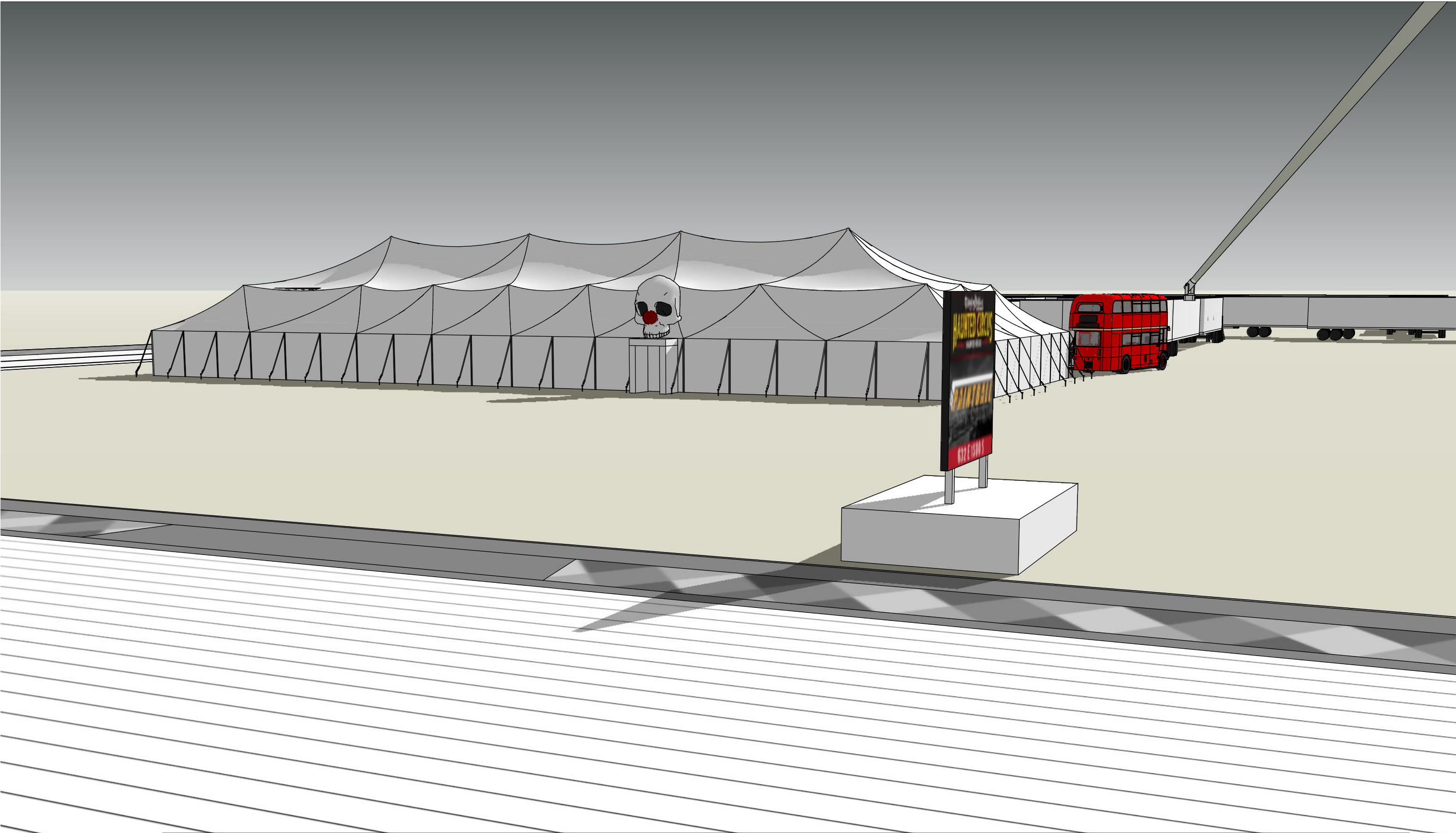
I move to table the Strangling Brother's Haunted Circus as a temporary and seasonal use, at the location of 632 E 1500 S in the PI-1 Zone and instruct staff/applicant to...

SUPPORTING DOCUMENTS

Haunted Circus - American Fork Site Plan 2025 (PDF)

Haunted Circus - American Fork Land Use Agreement 2025 (PDF)

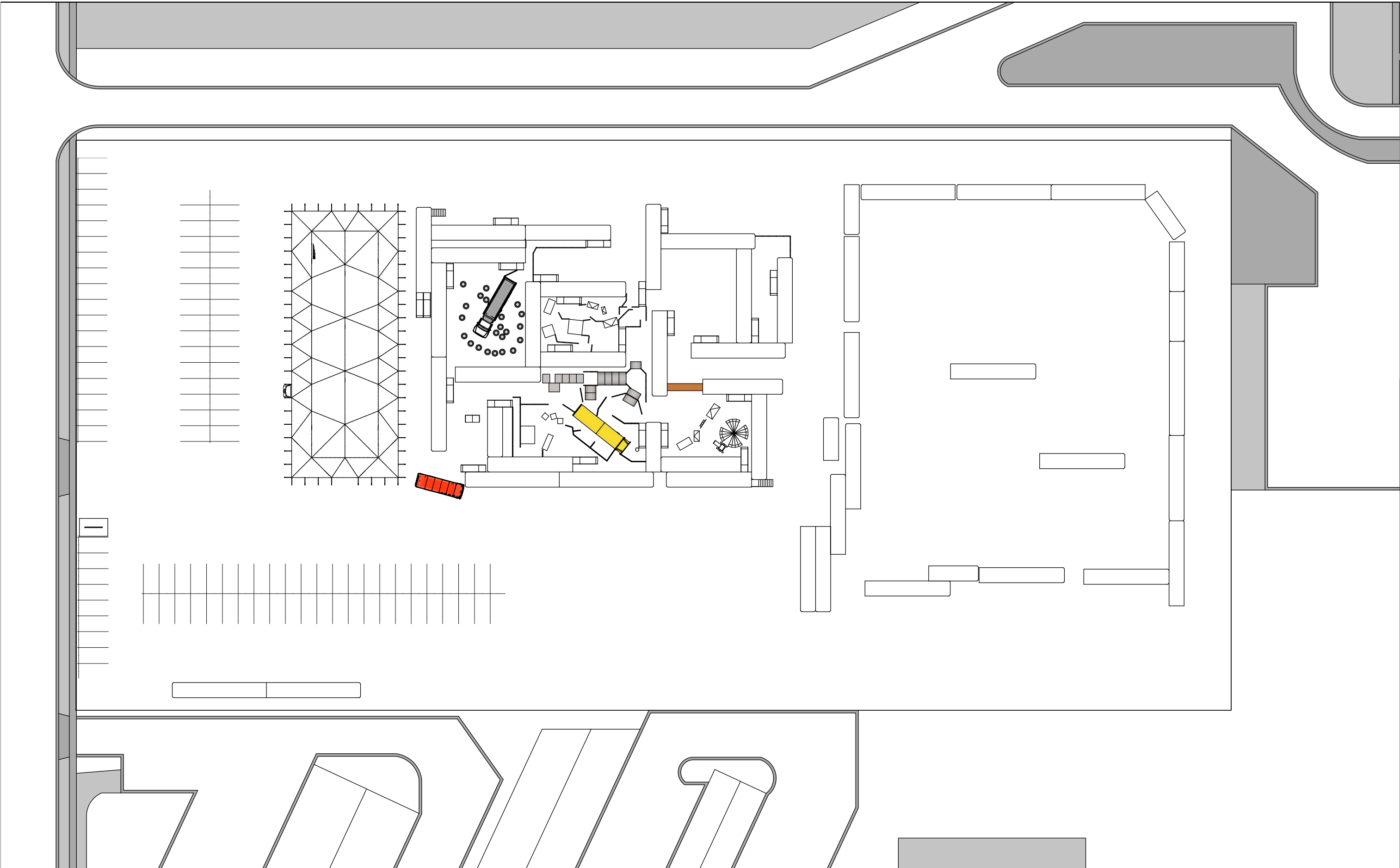
Haunted Circus - Restroom Agreement (PDF)

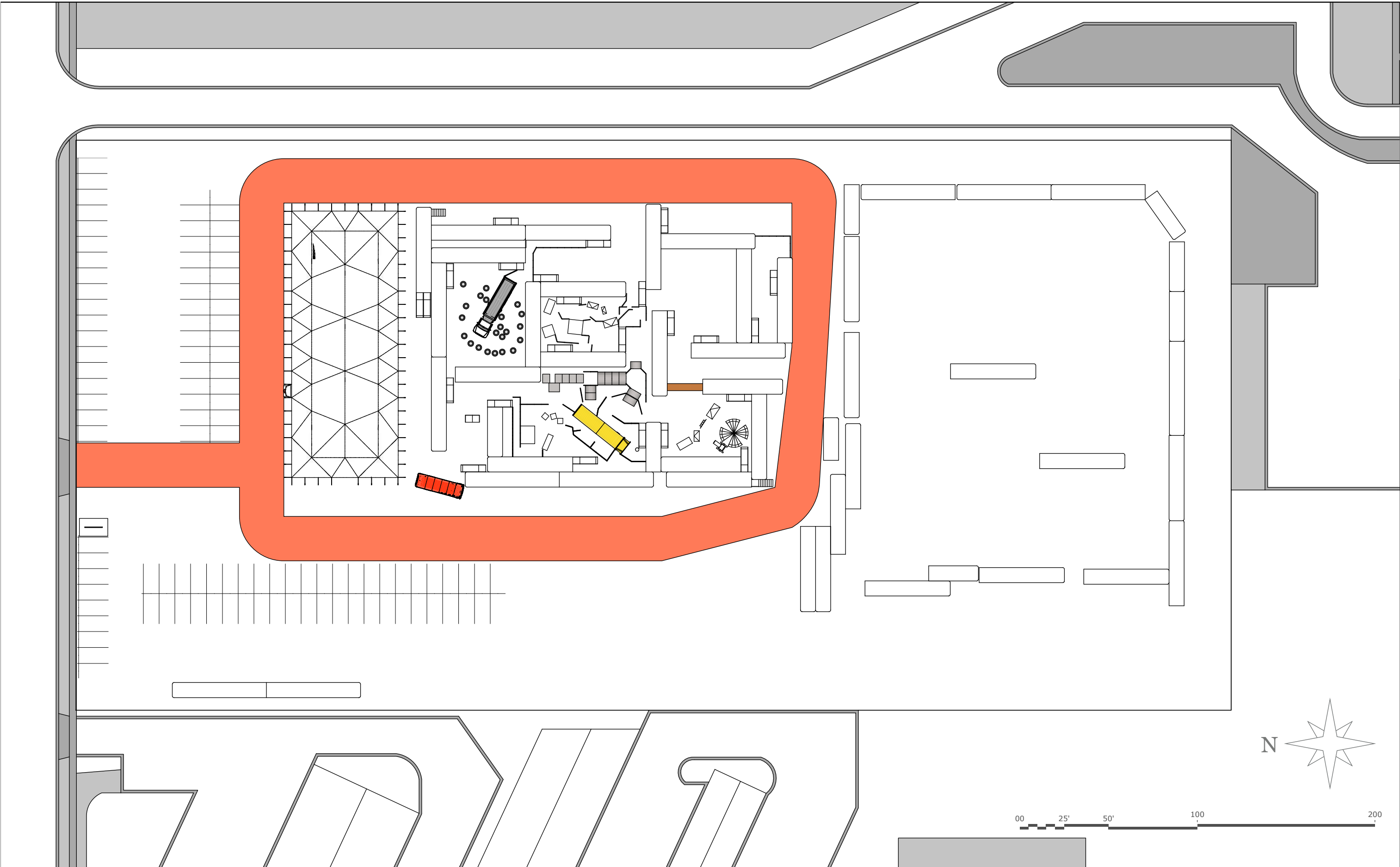


632 E. 1500 S.
American Fork, Utah 84003
(801) 850-8060
info@stranglingbros.com

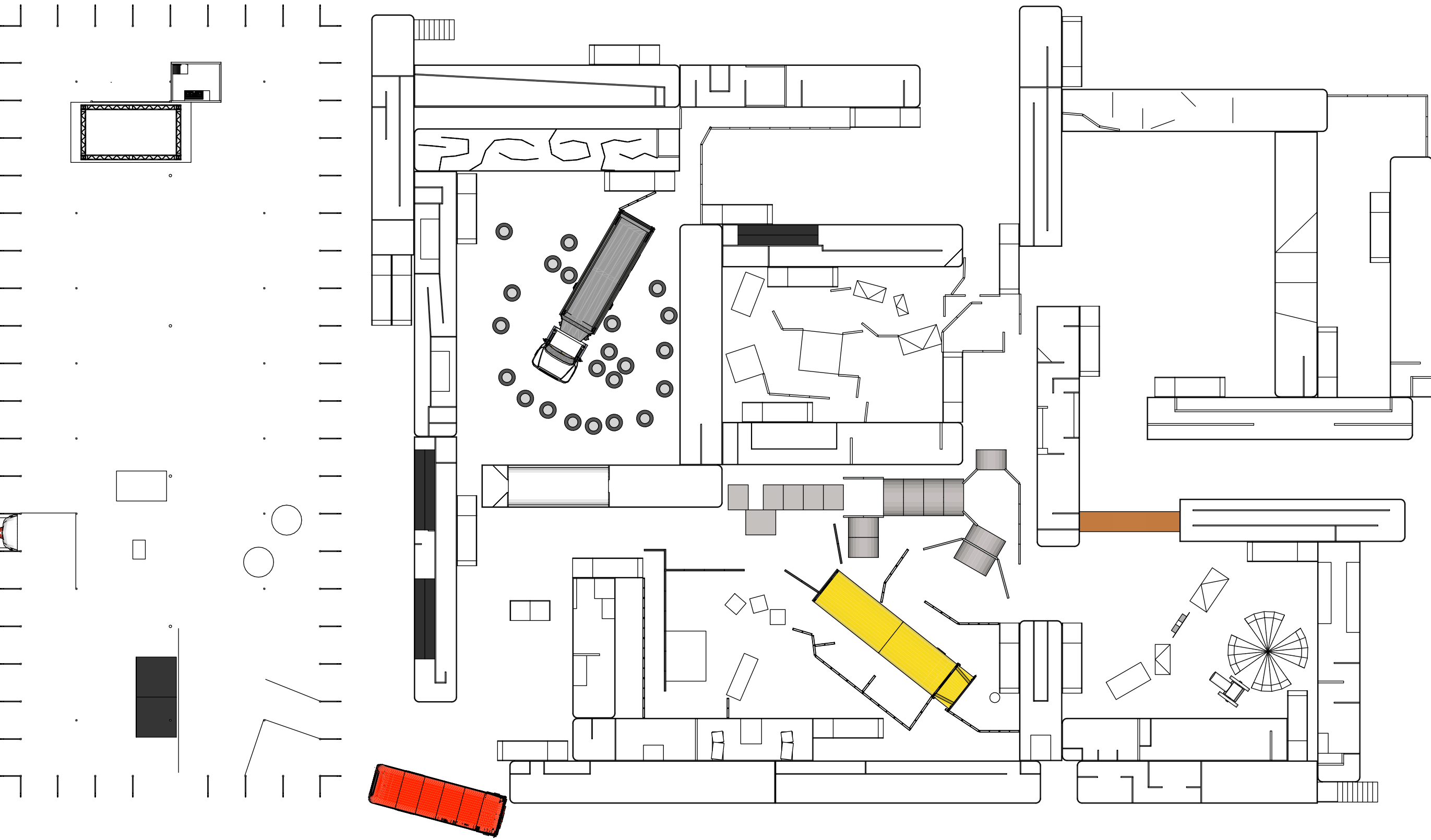
HAUNTED CIRCUS - 2017

Attachment: Haunted Circus - American Fork Site Plan 2025 (Temp/Seasonal Business License - Strangling Brothers Haunted Circus)





Attachment: Haunted Circus - American Fork Site Plan 2025 (Temp/Seasonal Business License - Strangling Brothers Haunted Circus)



Attachment: Haunted Circus - American Fork Site Plan 2025 (Temp/Seasonal Business License - Strangling Brothers Haunted Circus)



LAND USE AGREEMENT

Landblast LLC agrees to to lease property at 632E 1500 South American Fork Utah to Strangling Brothers Haunted Circus for the price of \$43,000 with \$20,000 due August 15, 2025 and \$23,000 due November 15, 2025.

Use includes land that encompasses Strangling Brothers Haunted Circus haunted attraction including tent. It also includes the land on North and West of haunted attraction structures for parking.

Agreement is between Landblast LLC and Strangling Brothers LLC.

Landblast LLC by Robert Tillotson: 

Strangling Brothers LLC: 

Restroom Agreement

We will provide our own porta-potties, including an ADA compliant porta-potty.



**REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
SEPTEMBER 9, 2025**

Department Planning Director Approval Patrick O'Brien

AGENDA ITEM Review and action on a request for a Temporary/Seasonal Use License, known as Gooley Gourmet Brownies, located at approximately 850 West 700 North.

SUMMARY RECOMMENDATION N/A

BACKGROUND The applicant is coming before the City Council to request a Temporary/Seasonal Use business license for Gooley Gourmet Brownies. They will be located within a small shack dedicated to their brownies sales on the property. This application is coming before the City Council as the location for the brownie stand is located within a residential zone rather than a commercial zone. In Section 17.5.122 (B)(2) Temporary and Seasonal Uses, it will indicate the following:

"In other zone districts. The temporary and seasonal uses listed under paragraph C. may be permitted in other than commercial districts upon a finding that the intended use is part of a community sponsored celebration event, when located within a public building or public park, or when approved by the city council, and subject to compliance with the terms of this section and the approval of a business license therefore by the city fire authority, police authority and zone clearance officer."

Gooley Gourmet Brownies has come to the City Council for their Temporary and Seasonal Use Business License previously on the May 13th, 2025, City Council Regular Session. They have come back for another Temporary and Seasonal Use Business License to request another four (4) months in the same location. If the City Council chooses to approve the Temporary and Seasonal Use for their brownie stand, the applicant will need to submit for another Temporary and Seasonal Use Business License with the City and follow compliance therein.

BUDGET IMPACT N/A

SUGGESTED MOTION I move to approve the Temporary/Seasonal Use for Gooley Gourmet Brownies, located at approximately 850 West 700 North, subject to the requirements of Section 17.5.122 Temporary and Seasonal Uses.

I move to deny the Temporary/Seasonal Use for Gooley Gourmet Brownies, located at approximately 850 West 700 North.

I move to table the Temporary/Seasonal Use for Gooley Gourmet Brownies, located at approximately 850 West 700 North.

SUPPORTING DOCUMENTS

Gooley Gourmet Brownies - To the American Fork City Council (PDF)

Gooley Gourmet Brownies - Land Lease Agreement 2025 (PDF)

Gooley Gourmet Brownies - Parking (PNG)

August 22, 2025

To the American Fork City Council,

We are writing to formally request the opportunity to continue operating “**The Gooley Shack**” in its current location under a temporary or seasonal business license through **January 31, 2026**. Since opening this past season, we’ve been thrilled to see just how much the shack has been embraced by the community, both longtime fans and new visitors alike.

Since reopening, the Gooley Shack has:

- Served over **1,800 customers** with more than **\$25,000 in net sales**.
- Fulfilled **400+ DoorDash orders**, reflecting a **44% increase in delivery sales** from last year.
- Seen continued growth on social media, with our Instagram following steadily expanding as we engage more with the Utah County community.

The Gooley Shack has become more than just a dessert spot, it’s a small landmark in American Fork that brings people together over sweet memories and indulgent treats. Our core operation is safe, clean, and efficient:

- All brownies, ice cream, and desserts are **prepped off-site** and delivered ready to serve.
- Service is grab-and-go only, with no open flames or cooking equipment onsite.
- All products are stored and served under standard health and safety guidelines.

Our customers, many of whom are local residents, often express excitement that the shack is back. Being able to continue operating, especially in this same beloved location, helps preserve a cherished part of American Fork’s community charm while safely providing a beloved product to families and visitors.

To assist in the review of our request, we have provided:

- A signed restroom agreement
- A signed land use agreement with owner approval
- A detailed site plan outlining the shack’s location and available parking
- Approval to use from UDAF

Thank you for considering our request. We are committed to **operating responsibly, safely, and respectfully**, and we would be honored to continue sharing something gooley, sweet, and good with the American Fork community.

Warmest regards,



Jensen Reynolds
gooley gourmet brownies

LAND LEASE AGREEMENT

This Land Lease Agreement ("Agreement") is made and entered into on this 31st day of March 2025, by and between:

Landowner: [REDACTED]
[REDACTED] hereinafter referred to as the "Lessor"; and

Lessee: [REDACTED], hereinafter referred to as the "Lessee."

1. LEASED PREMISES Lessor hereby leases to Lessee the land located at 6798 W 700 N St, American Fork, Utah, 84003 ("Leased Premises") and as described in Lease Area Map.

2. TERM The lease shall commence on May, 2025, and shall continue until an agreed upon date, unless earlier terminated as provided herein.

3. RENT Lessee agrees to pay Lessor the sum of \$200 per month, payable on the 1st day of each month.

4. USE OF LAND Lessee shall use the land solely for the purpose of Gooley Gourmet Brownies and shall comply with all applicable laws and regulations, including obtaining a valid business license with American Fork City.

5. INSURANCE Lessee agrees to maintain a workers' compensation insurance policy and a general liability insurance policy, with Lessor named as an additional insured. Lessee shall provide proof of insurance prior to the lease term and shall maintain insurance throughout the lease term.

6. MAINTENANCE AND REPAIRS Lessee shall be responsible for maintaining the land in good condition and shall not commit waste or damage, including control of weeds in the lease area.

7. IMPROVEMENTS Lessee shall not make any permanent improvements or alterations to the land without prior written consent from the Lessor.

8. PORTABLE TOILET RENTAL Lessee agrees to rent and maintain a portable toilet (porta potty) on the premises for the duration of the lease, ensuring it is serviced regularly and kept in sanitary condition. All costs associated with the rental and maintenance shall be the responsibility of the Lessee.

9. TERMINATION This Agreement may be terminated by either party with a written notice of thirty (30) days. Upon termination, Lessee shall vacate and return the land to Lessor in its original condition, subject to reasonable wear and tear.

10. INDEMNIFICATION Lessee shall indemnify and hold Lessor harmless from any claims, damages, or liabilities arising from Lessee's use of the land.

11. GOVERNING LAW This Agreement shall be governed by the laws of the State of Utah.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the date first written above.

Lessor: _____

[Full Name] James Patterson

Lessee: _____

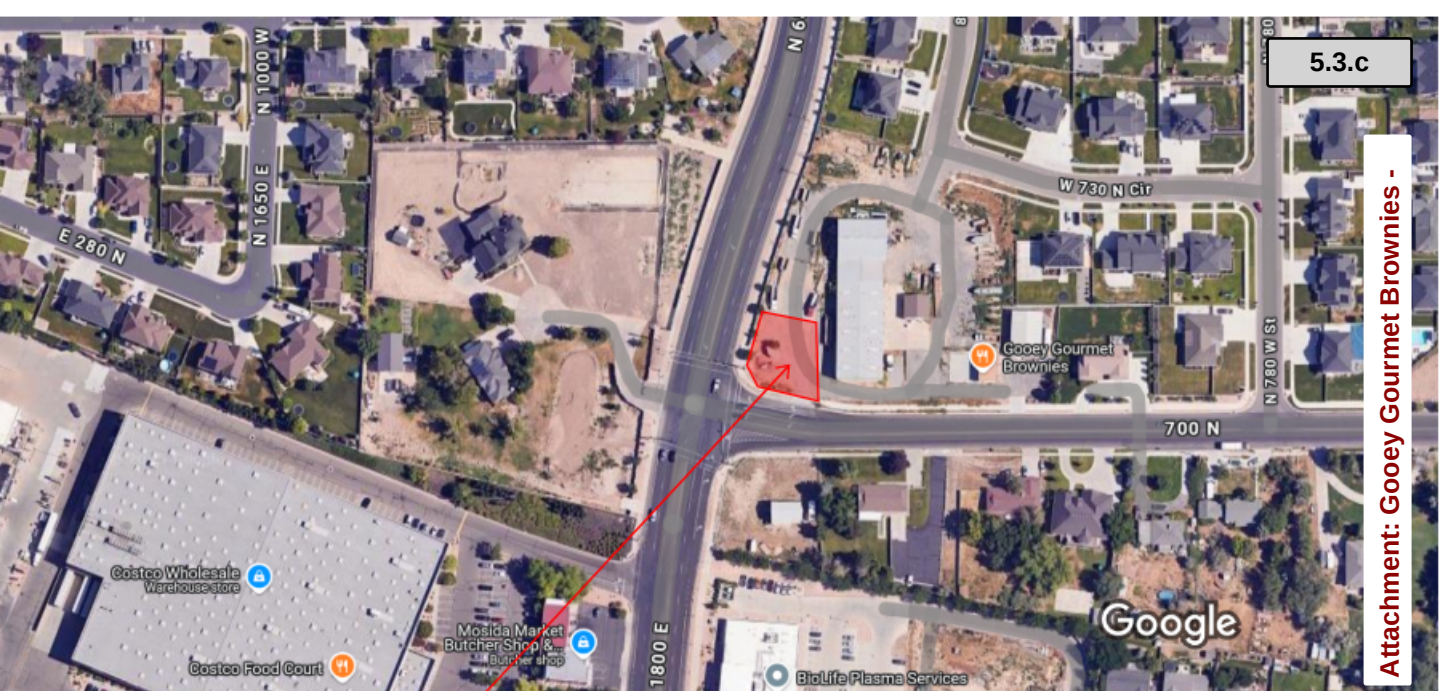
[Full Name] Jensen Reynolds

Witness: _____

[Full Name] Marc Reynolds

Witness: _____

[Full Name] Tamara Hest



5.3.c

Attachment: Goody Gourmet Brownies -

Goody Lease Area - no
customer parking
outside this area

Imagery ©2025 Airbus, Maxar Technologies, USDA/FPAC/GEO, Map data ©2025

100 ft



**REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
SEPTEMBER 9, 2025**

Department Planning **Director Approval** Patrick O'Brien

AGENDA ITEM Review and action on for a Request for Consideration, known as Rockwell Catering, located at approximately 1325 S 500 E.

SUMMARY RECOMMENDATION N/A

BACKGROUND Rockwell Catering is looking to provide a commercial kitchen in the PI-1 Zone for their catering business. The PI-1 Zone is the Planned Industrial Park Zone of the City. Permitted uses found are office buildings, research and light manufacturing buildings, the incidental sale to the public of products manufactured on site, office/warehouse establishments, free-standing project identification signs, and low power radio service antenna facilities. As catering, or commercial kitchen, is not identified within the permitted uses, the applicant is looking for the City Council to make a decision for their use being permitted within the PI-1 Zone.

This application is coming to the City Council for their decision on the matter due to the applicant utilizing a section of code found within the permitted uses of the PI-1 Zone. Section 17.7.701 (B)(1)(e) will state "other uses determined by the city council to be similar to uses specifically permitted in the zone and which will harmonize with the intent of the PI-1 industrial zone.

BUDGET IMPACT N/A

SUGGESTED MOTION I move to approve the Request for Consideration for Rockwell Catering, located at approximately 1325 S 500 E, subject to the requirements of Section 17.7.701 Planned Industrial Parks.

I move to deny the Request for Consideration for Rockwell Catering, located at approximately 1325 S 500 E.

I move to table the Request for Consideration for Rockwell Catering, located at approximately 1325 S 500 E.

SUPPORTING DOCUMENTS

Rockwell Catering - Letter (PDF)
Rockwell Catering - Supporting Documents (PDF)



4118 Clubhouse Ln. Eagle Mountain, UT
801-361-3001 info@rockwellcatering.com

To Whom It May Concern,

I am writing this letter as the co-owner of Rockwell Catering. We have recently leased a warehouse space in American Fork, located at 1325 S 500 E, with the intention of building out a commercial kitchen. As the zoning code currently reads, it does not explicitly allow for commercial food operations. We are requesting a zoning exemption to permit the construction of a commercial kitchen within our warehouse.

To give you some background on our business, we have been here in Utah for 16 years. We specialize in large-gathering, catered events, such as weddings and corporate events. Our business model is that we prepare food at our off-site kitchen and then transport it to event venues, businesses or private homes. We have catered events at nearly every event venue from Ogden to Mona. We also have clients in Evanston, Wyoming. Some of our past corporate clients include the Utah Medical Association, Stadler Rail, BYU, University of Utah, 3M, Ikea, The Apple Store and many other prestigious companies and organizations. Within American Fork, we have catered for Landmark Excavation, the American Fork Home Depot and DOMO many times. In fact, we have catered the Christmas parties for American Fork City a number of times.

Our intended use of our warehouse would be to prepare food for catered events. The proposed area within the warehouse for building the kitchen is 900 square feet. The remaining square footage would be for storage. We do not host customers at our place of business. We are not a restaurant or DoorDash-type operation. It is only a commercial kitchen and storage area for our equipment. We have two full-time employees- myself and my husband, Ethan. We own two cargo vans used for transporting food and equipment for catered events.

Our kitchen would have all the appropriate permits and licensing with the Utah County Health Department, along with biannual inspections. This includes ServSafe certification every three years, which defines our cleanliness and health standards. We would also have annual inspections by the fire marshal for our fire suppression systems. All of this is in addition to any necessary insurance for both our equipment and the warehouse building.

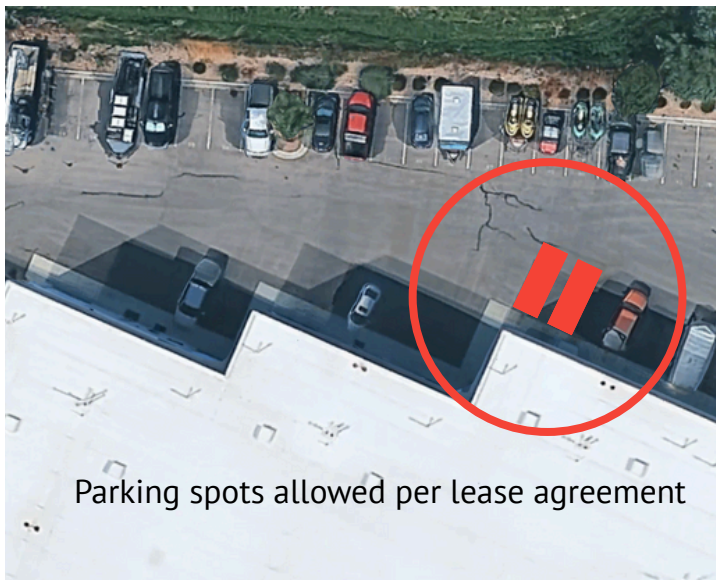
Currently, our commercial kitchen is located at The Venue at The Ranches golf course in Eagle Mountain. We are very excited at the prospect of moving our business closer to where our customer base and suppliers are located and to be closer to the freeway. Building out a commercial kitchen in this warehouse would be a pivotal moment for our small, family-run business.

There are multiple businesses in the surrounding industrial area that have similar operations to ours with a commercial kitchen. We are asking for the same zoning exemption that they would have. Thank you for your consideration.

Sincerely,

Whitney Ingram, Co-Owner
Rockwell Catering

Rockwell Catering Warehouse
1325 S 500 E Ste 312
American Fork, UT





**REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
SEPTEMBER 9, 2025**

Department Planning Director Approval Patrick O'Brien

AGENDA ITEM Review and action on an ordinance approving the vacation of a portion of the public utility easement for property at 1026 N 1050 E, located within the Autumn Crest Phase 1 Plat "B" Subdivision.

SUMMARY RECOMMENDATION

Staff recommends approval of a Vacation of an Easement at 1026 N 1050 E, American Fork, Utah.

BACKGROUND

The applicant Lauren Hales is requesting a partial vacation of a Public Utility Easement located at 1026 N 1050 E, American Fork, Utah

BUDGET IMPACT

N/A

SUGGESTED MOTION

Move to adopt the ordinance approving the vacation of a portion of the public utility easement at 1026 N 1050 E, American Fork, UT 84003.

SUPPORTING DOCUMENTS

POPPENGER PUE VACATION (1026 N 1050 E) - Ordinance (DOCX)
 Poppenger PUE Vacation_Ordinance Combined with Exhibits (PDF)
 (2025.08.13) 1. AF Connect 1026 N 1050 E PUE Vacation (PDF)
 (2025.08.13) 2. Lumen_1026 N 1050 E_No Facility_Poppenger PUE Vacation (PDF)
 (2025.08.13) 3. Comcast 1026 N 1050 E American Fork UT Easement Letter (PDF)
 (2025.08.13) 3. Comcast 1026 N 1050 E American Fork UT Utility Map (PDF)
 (2025.08.13) 4. Dominion Autumn Crest Phase 1-Lot 38 (PDF)
 (2025.08.13) 5. Rocky Mountain Power PUE_Poppenger PUE Vacation (PDF)
 (2025.08.27) Clean PUE Encroachment Legal Description_Poppenger_20250818_v1
 (DOCX)

ORDINANCE NO. _____

**AN ORDINANCE VACATING A PORTION OF A PUBLIC UTILITY EASEMENT AT
1026 N 1050 E, AMERICAN FORK, UTAH**

WHEREAS, the City of American Fork has received a request to vacate a portion of the public utility easement at 1026 N 1050 E; and

WHEREAS, staff has reviewed the request to vacate a portion of the public utility easement and has determined the vacation of the easement is not in conflict with current city code; and

WHEREAS, the City of American Fork has the authority to vacation public utility easements and finds that there is good cause for the vacating of said portion of easement and neither the public interest nor any person will be materially injured by said vacation; and

WHEREAS, the City gave advance public notice of its intent to vacate a portion of said easement as required by state law and then held a public hearing on September 9, 2025, regarding such intent and carefully considered the comments of the public thereof.

THEREFORE, BE IT ORDAINED by the City Council of American Fork City, as follows:

SECTION I: Vacation of a portion of a public utility easement at 1026 N 1050 E, American Fork, Utah

A. The City Council of American Fork finds that there is good cause for vacating a portion of the easement and that neither the public interest nor any person will be materially injured by the vacation.

B. The following described portion of the easement and shown on Exhibit A is hereby vacated:

An abandonment and vacation of a portion of the westerly 5 feet of that certain 10-foot public utility easement which runs along the easterly boundary line of Lot 38, Autumn Crest Phase 1, Plat "B", as depicted on the official plat thereof filed on January 16, 2015, and recorded as Map No. 14476, Entry 3598:2015 at the office of the Utah County Recorder, which portion of the westerly 5 feet of said public utility easement is described more particularly as follows:

Beginning at a point which is South 89°46'27" West 10.00 feet and South 00°13'33" East 5.00 feet from the northeast corner of said Lot 38; thence South 00°13'33" East 80.00 feet; thence North 89°46'27" East 5.00 feet; thence North 00°13'33" West 80.00 feet; thence South 89°46'27" West 5.00 feet to the point of beginning.

The above described abandonment and vacation contains 400 square feet in area.

SECTION II: SEVERABILITY

The sections, paragraphs, sentences, clauses, and phrases of this Ordinance are severable. If any such section, paragraph, sentence, clause, or phrase shall be declared invalid or unconstitutional by the valid judgment or decree of a Court of competent jurisdiction, such invalidity or unconstitutionality shall not affect any of the remaining sections, paragraphs, sentences, clauses, or phrases of this Ordinance.

SECTION III: EFFECTIVE DATE

This Ordinance shall take effect immediately upon its passage and first publication as provided by law.

PASSED AND ADOPTED by the City Council of American Fork City this ____ day of _____, 2025.

ATTEST:

Bradley J. Frost, Mayor

Terilyn Lurker, City Recorder

ORDINANCE NO. _____

**AN ORDINANCE VACATING A PORTION OF A PUBLIC UTILITY EASEMENT AT
1026 N 1050 E, AMERICAN FORK, UTAH**

WHEREAS, the City of American Fork has received a request to vacate a portion of the public utility easement at 1026 N 1050 E; and

WHEREAS, staff has reviewed the request to vacate a portion of the public utility easement and has determined the vacation of the easement is not in conflict with current city code; and

WHEREAS, the City of American Fork has the authority to vacation public utility easements and finds that there is good cause for the vacating of said portion of easement and neither the public interest nor any person will be materially injured by said vacation; and

WHEREAS, the City gave advance public notice of its intent to vacate a portion of said easement as required by state law and then held a public hearing on September 9, 2025, regarding such intent and carefully considered the comments of the public thereof.

THEREFORE, BE IT ORDAINED by the City Council of American Fork City, as follows:

SECTION I: Vacation of a portion of a public utility easement at 1026 N 1050 E, American Fork, Utah

A. The City Council of American Fork finds that there is good cause for vacating a portion of the easement and that neither the public interest nor any person will be materially injured by the vacation.

B. The following described portion of the easement and shown on Exhibit A is hereby vacated:

An abandonment and vacation of a portion of the westerly 5 feet of that certain 10-foot public utility easement which runs along the easterly boundary line of Lot 38, Autumn Crest Phase 1, Plat "B", as depicted on the official plat thereof filed on January 16, 2015, and recorded as Map No. 14476, Entry 3598:2015 at the office of the Utah County Recorder, which portion of the westerly 5 feet of said public utility easement is described more particularly as follows:

Beginning at a point which is South 89°46'27" West 10.00 feet and South 00°13'33" East 5.00 feet from the northeast corner of said Lot 38; thence South 00°13'33" East 80.00 feet; thence North 89°46'27" East 5.00 feet; thence North 00°13'33" West 80.00 feet; thence South 89°46'27" West 5.00 feet to the point of beginning.

The above described abandonment and vacation contains 400 square feet in area.

SECTION II: SEVERABILITY

The sections, paragraphs, sentences, clauses, and phrases of this Ordinance are severable. If any such section, paragraph, sentence, clause, or phrase shall be declared invalid or unconstitutional by the valid judgment or decree of a Court of competent jurisdiction, such invalidity or unconstitutionality shall not affect any of the remaining sections, paragraphs, sentences, clauses, or phrases of this Ordinance.

SECTION III: EFFECTIVE DATE

This Ordinance shall take effect immediately upon its passage and first publication as provided by law.

PASSED AND ADOPTED by the City Council of American Fork City this ____ day of _____, 2025.

ATTEST:

Bradley J. Frost, Mayor

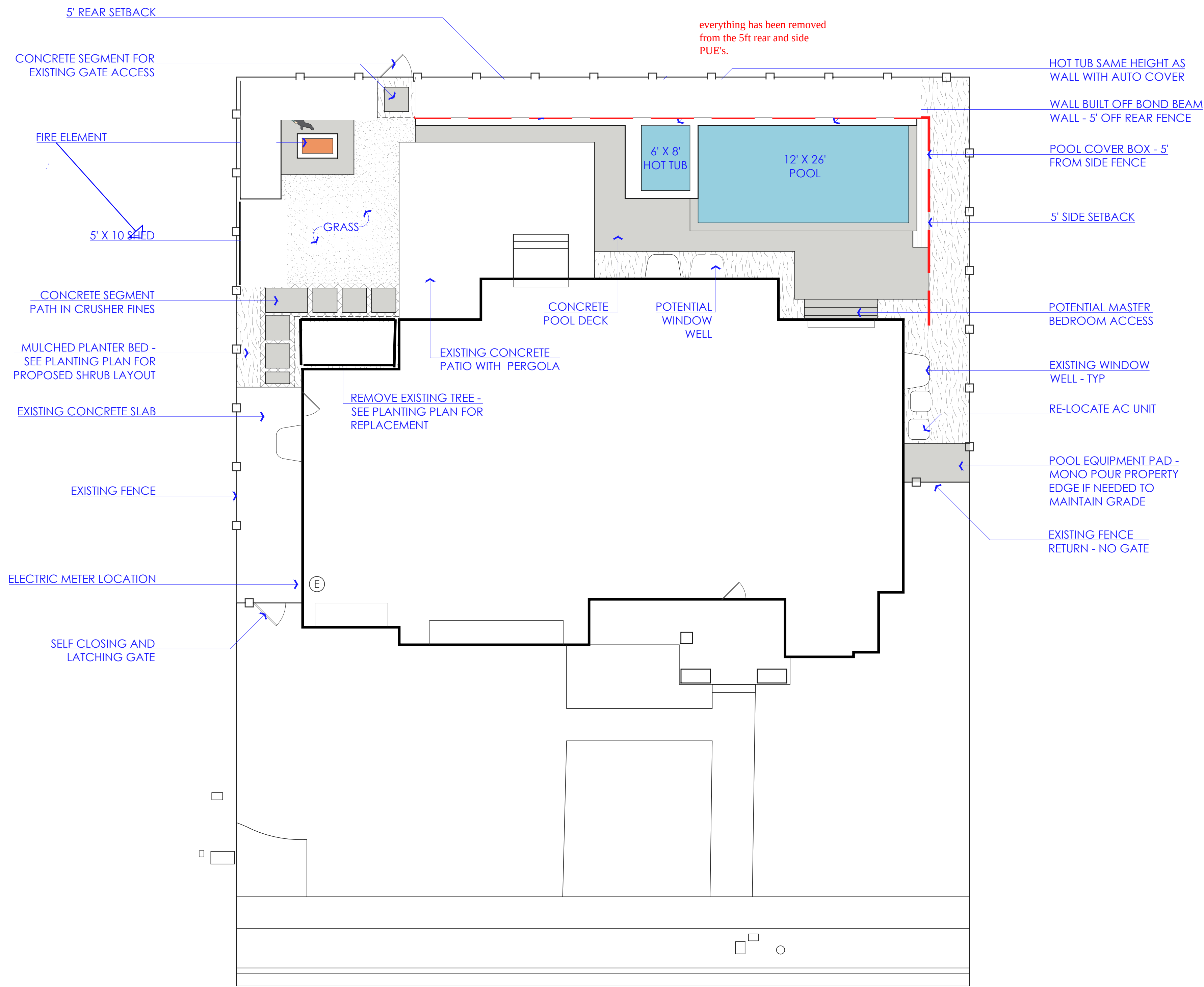
Terilyn Lurker, City Recorder

An abandonment and vacation of a portion of the westerly 5 feet of that certain 10-foot public utility easement which runs along the easterly boundary line of Lot 38, Autumn Crest Phase 1, Plat "B", as depicted on the official plat thereof filed on January 16, 2015, and recorded as Map No. 14476, Entry 3598:2015 at the office of the Utah County Recorder, which portion of the westerly 5 feet of said public utility easement is described more particularly as follows:

Beginning at a point which is South $89^{\circ}46'27''$ West 10.00 feet and South $00^{\circ}13'33''$ East 5.00 feet from the northeast corner of said Lot 38; thence South $00^{\circ}13'33''$ East 80.00 feet; thence North $89^{\circ}46'27''$ East 5.00 feet; thence North $00^{\circ}13'33''$ West 80.00 feet; thence South $89^{\circ}46'27''$ West 5.00 feet to the point of beginning.

The above described abandonment and vacation contains 400 square feet in area.

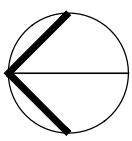
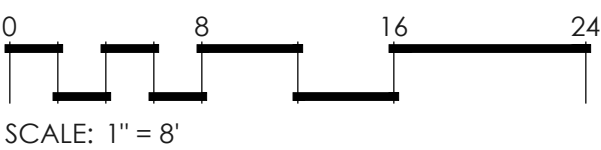
EXHIBIT A



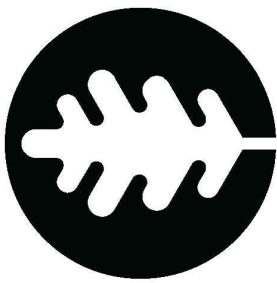
REFERENCE NOTES SCHEDULE .

SYMBOL	DESCRIPTION	QTY
	GRASS	243 sf
	MULCHED PLANTER BEDS	762 sf
	CRUSHER FINES	40 sf
	CONCRETE	549 sf
35	EDGING / CURBING	56 lf

	American Fork City Development Review Committee
Engineering Division Reviewed rburkhill 08/26/2025	



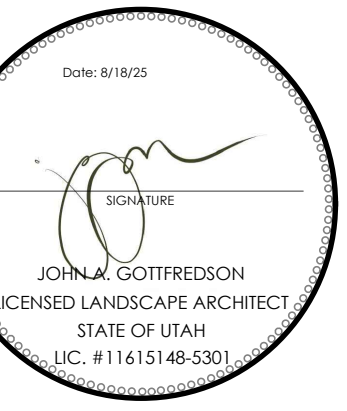
TREES
BY
DESIGN



treesbydesign.com
801.888.4506
john@treesbydesign.com

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Reproduction by permission only.

Plan is scaled to be printed on 24" x 36"
paper.



DISCLAIMERS

The installation contractor is responsible to discover and abide by any setbacks, easements, and building regulations.

The contractor is also responsible to verify all quantities, measurements, site conditions, grades, and property boundaries.

Property boundaries are derived using county maps and/or provided civil plans. Trees by Design is not responsible for the accuracy of any shown property lines.

Trees by Design makes no claim to accuracy of plans.

CUSTOMER INFO

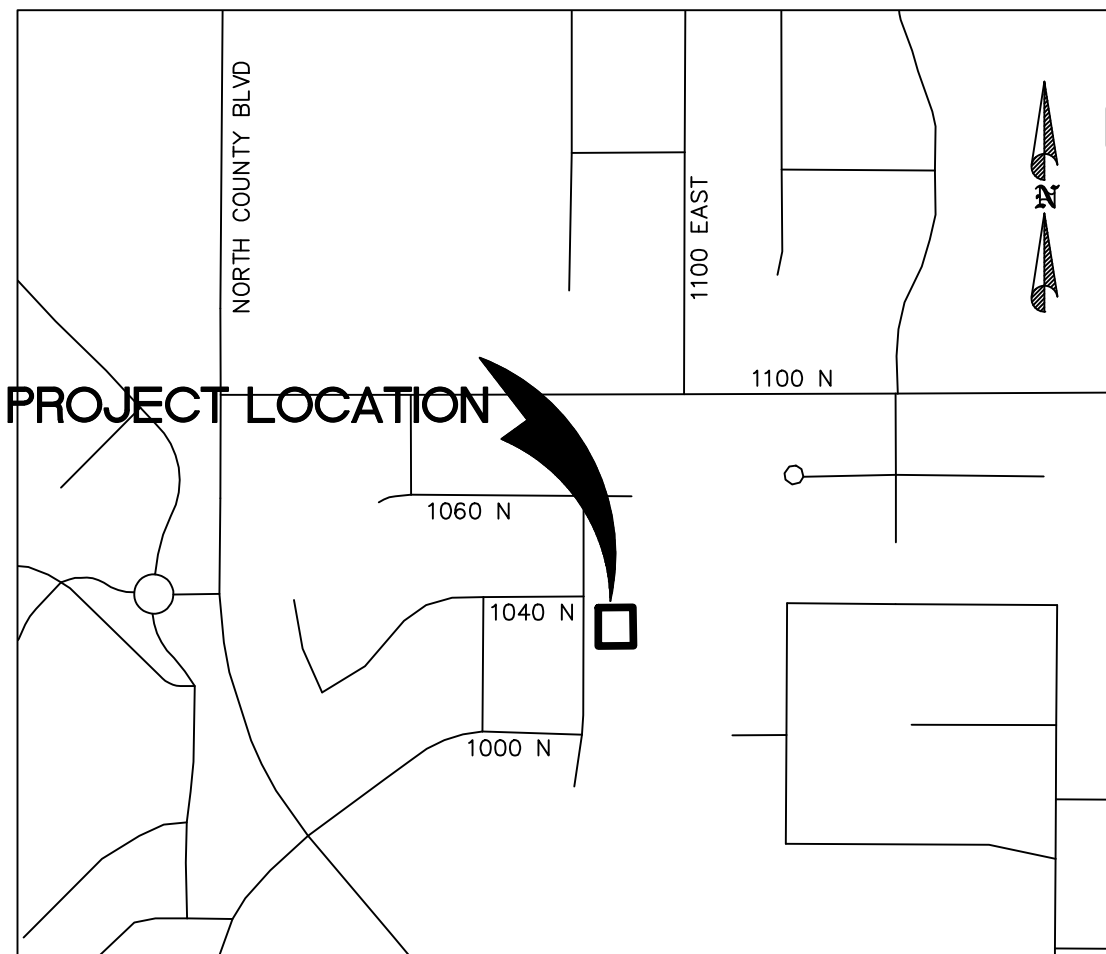
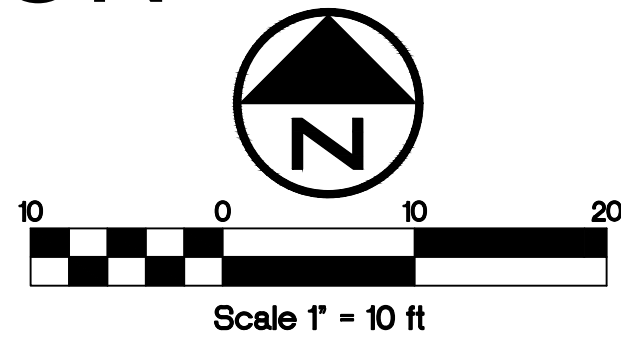
POPPENGER RESIDENCE
1026 N 1050 E
AMERICAN FORK, UT

SHEET NAME

layout plan

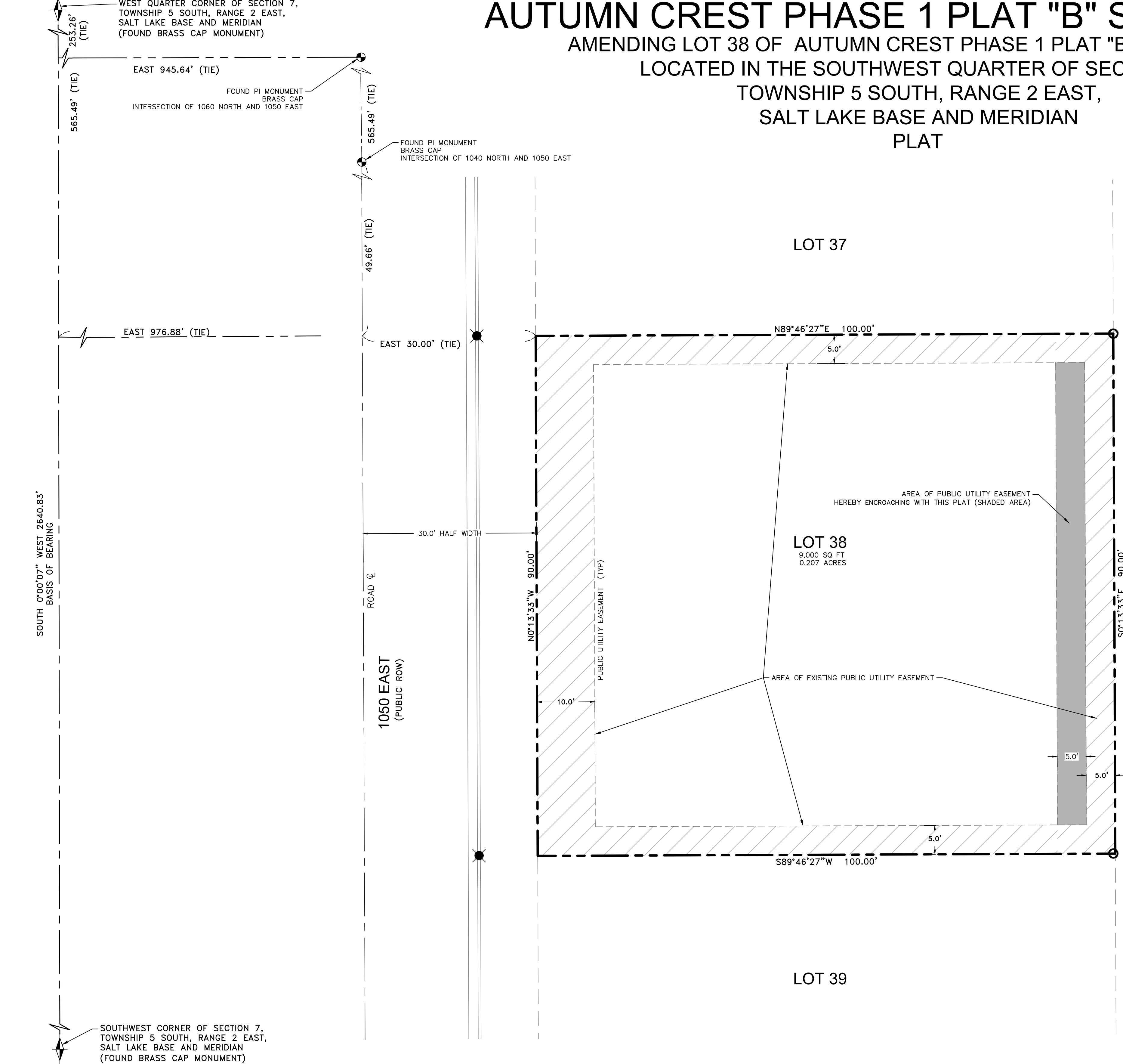
EXHIBIT A

AUTUMN CREST PHASE 1 PLAT "B" SUBDIVISION
AMENDING LOT 38 OF AUTUMN CREST PHASE 1 PLAT "B" SUBDIVISION
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 7,
TOWNSHIP 5 SOUTH, RANGE 2 EAST,
SALT LAKE BASE AND MERIDIAN
PLAT



VICINITY MAP
SCALE: 1" = 500'
AMERICAN FORK, UTAH

SURVEYOR'S CERTIFICATE: I, SHAD D. HALL, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NO. 6269078, AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE MADE OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, AND THAT THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT. FOR REVIEW SHAD D. HALL, PLAT 8-15-25 DATE	
PROPERTY DESCRIPTION LOT 38, PLAT "B", AUTUMN CREST PHASE 1, A RESIDENTIAL SUBDIVISION, ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE IN THE OFFICE OF THE UTAH COUNTY RECORDER.	
DESCRIPTION OF VACATED EASEMENT A VACATED EASEMENT BEING SITUATE IN THE SOUTHWEST QUARTER OF SECTION 7, TOWNSHIP 5 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN, HAVING A BASIS OF BEARINGS OF SOUTH 0°00'07" WEST BETWEEN THE WEST QUARTER CORNER AND THE SOUTHWEST CORNER OF SECTION 7, SAID TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT A POINT WHICH IS THE NORTHEAST CORNER OF LOT 38, PLAT "B", AUTUMN CREST PHASE 1, A RESIDENTIAL SUBDIVISION, THENCE SOUTH 0°01'33" EAST 90.00 FEET; THENCE SOUTH 89°46'27" WEST 10.00 FEET; THENCE NORTH 0°01'33" WEST 90.00 FEET; THENCE NORTH 89°46'27" EAST 10.00 FEET TO THE POINT OF BEGINNING. CONTAINS 900 SQUARE FEET OR 0.021 ACRES, MORE OR LESS.	
OWNERS DEDICATION AND CONSENT TO RECORD KNOW ALL MEN BY THESE PRESENTS THAT I/WE, THE UNDERSIGNED OWNER(S) OF ALL THE PROPERTY DESCRIBED IN THIS SURVEYOR'S CERTIFICATE AND SHOWN ON THIS MAP, HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS AND EASEMENTS, AND HEREBY DEDICATE THE SAME FOR PERPETUAL USE BY THE PUBLIC. IN WITNESS WHEREOF WE HAVE HEREUNTO SET OUR HANDS THE ____ DAY OF ____ A.D. ____ CARSON W. POPPENGER AMY POPENGER	
ACKNOWLEDGEMENT STATE OF UTAH } SS COUNTY OF ____ ON THIS ____ DAY OF ____ A.D. ____, PERSONALLY APPEARED BEFORE ME CARSON W. POPPENGER, WHO BEING DULY SWORN OF AFFIRMED, DID SAY THAT HE IS THE SIGNER OF THE WITHIN OWNER'S DEDICATION AND THAT SAID DEDICATION WAS SIGNED BY HIM FREELY AND VOLUNTARILY AND FOR THE PURPOSES THEREIN STATED. SIGNATURE _____ PRINTED NAME, A NOTARY PUBLIC COMMISSIONED IN UTAH COMMISSION NUMBER _____ EXPIRATION DATE _____	
ACKNOWLEDGEMENT STATE OF UTAH } SS COUNTY OF ____ ON THIS ____ DAY OF ____ A.D. ____, PERSONALLY APPEARED BEFORE ME AMY POPENGER, WHO BEING DULY SWORN OF AFFIRMED, DID SAY THAT SHE IS THE SIGNER OF THE WITHIN OWNER'S DEDICATION AND THAT SAID DEDICATION WAS SIGNED BY HER FREELY AND VOLUNTARILY AND FOR THE PURPOSES THEREIN STATED. SIGNATURE _____ PRINTED NAME, A NOTARY PUBLIC COMMISSIONED IN UTAH COMMISSION NUMBER _____ EXPIRATION DATE _____	
ADMINISTRATIVE APPROVAL AUTHORITY THE ADMINISTRATIVE APPROVAL AUTHORITY OF AMERICAN FORK CITY, COUNTY OF UTAH, HEREBY APPROVES THIS SUBDIVISION ON THIS ____ DAY OF _____ A.D. 20____. _____ DEVELOPMENT SERVICES DIRECTOR	
AUTUMN CREST PHASE 1 PLAT "B" SUBDIVISION AMENDING LOT 38 OF AUTUMN CREST PHASE 1 PLAT "B" SUBDIVISION LOCATED IN THE SOUTHWEST QUARTER OF SECTION 7, TOWNSHIP 5 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN RECORD OF SURVEY	



	American Fork City Development Review Committee
Engineering Division Reviewed rburkhill 08/26/2025	

WILDING
ENGINEERING

14721 SOUTH HERITAGE CREST WAY
BLUFFDALE, UTAH 84065
801.553.8112
WWW.WILDINGENGINEERING.COM

G:\DATA\25238 Melco 1026 N 1050 E\dwg\25238 Melco Plat.dwg
PLOT DATE: Aug 15, 2025

LEGEND

- SECTION LINE
- FOUND SECTION CORNER
- EXISTING ROW CENTERLINE
- SET 5/8 REBAR AND CAP (BOUNDARY LINE)
- (WILDING ENGINEERING)
- LOT LINE
- FOUND PLUG

REFERENCE DOCUMENTS NOTICE OF INTEREST, BUILDING REQUIREMENTS, AND ESTABLISHMENT OF RESTRICTIVE COVENANTS; RECORDED IN THE OFFICE OF THE UTAH COUNTY RECORDER AS ENTRY NO: _____	SEWER AND WATER AUTHORITY APPROVAL APPROVED THIS ____ DAY OF _____ A.D. 2025, BY THE WATER AUTHORITY. _____ SEWER AND WATER AUTHORITY DATE	CLERK-RECORDER SEAL 	RECORDER'S OFFICE NOT FOR RECORDATION
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**AMERICAN FORK CITY**

801-763-3060 | 275 E 200 N, American Fork, UT 84003

**NOTICE TO UTILITY COMPANY REGARDING PROPOSED
VACATION/AMENDMENT OF MUNICIPAL UTILITY**

Submittal Type: ☐ Commercial ☒ Residential
 Development Name: Lot 38 Plat B
 Development Address: 1026 N 1050 E American Fork, UT
 Developer Name/Contact: Odyssey Builders
 Developer Business Address: 628 E Vandalay Lane Draper, UT 84020
 Developer Phone: 801-598-8616
 Developer Email: lauren@odysseypoolsutah.com

The utility companies listed need to receive plans and necessary information for the above-stated development to begin the process of providing their services to this project. Plans will not be approved by the City until this document is completed and returned.

AFCONNECT

Name: Kyle Petersen
 Signature: [Signature]
 Suggested Contact: Kyle Peterson, 801-400-2933, kylep@afconnect.com

Title: Area Lead
 Date: 5/21/25

CENTURY LINK (QWEST)

Name: _____
 Signature: _____
 Suggested Contact: Korby Whiting, 385-208-6724, korby.whiting@lumen.com

Title: _____
 Date: _____

COMCAST CABLE TELEVISION

Name: _____
 Signature: _____
 Suggested Contact: Elysia Valdez, 801-201-0177, JointTrench_Utah@comcast.com

Title: _____
 Date: _____

DOMINION ENERGY

Name: _____
 Signature: _____
 Suggested Contact: Jeremy Litteral, 385-315-8599, jeremy.d.litteral@dominionenergy.com

Title: _____
 Date: _____

ROCKY MOUNTAIN POWER

Name: _____
 Signature: _____
 Suggested Contact: Teria Walker, 801-756-1310, teria.walker@rockymountainpower.net

Title: _____
 Date: _____

Attachment: (2025.08.13) 1. AF Connect 1026 N 1050 E PUE Vacation (PUE Vacation - Poppenger (1026 N 1050 E))

The LUMEN logo is displayed in a sans-serif font. The word "LUMEN" is in black, with a registered trademark symbol (®) to its upper right. The letter "E" is stylized with a blue horizontal bar across its middle.

Date: 5/19/2025

RE:
1026 N 1050 E
America Fork, UT 84003

To Whom It May Concern,

As you requested, Lumen hereby consents to Lauren Hales, an encroachment of the existing MTN STATES TELEPHONE & TELEGRAPH CO ROW ESMT, on the south and east property lines of the property at 1026 N 1050 E America Fork, UT 84003, for the placement of a swimming pool.

However, this consent does not waive or relinquish any rights necessary to the operation, maintenance, renewal, construction, repair, or removal of Lumen lines, conduit, or other communication facilities, which are or may be located on said easement. Also, all clearances must be maintained from Lumen lines.

It has been determined that there are no existing Lumen cables in this existing easement.

As consideration for Lumen granting you permission to encroach upon said easement, it will be necessary for you to hold Lumen harmless from any and all claims for personal injuries or damage to property when such injuries or damages, directly or indirectly, arise out of the existence, construction, installation, maintenance, condition, use or presence of your structures upon said easement. Lumen shall not be responsible for any damage to structures or property located on said easement.

Sincerely,

A handwritten signature in black ink that reads "DAVID SLOAN". The letters are cursive and slightly slanted to the right.

David Sloan
385-315-6586
david.sloan2@lumen.com
Sr Network Implementation Engineer
Lumen

Attachment: (2025.08.13) 2. Lumen_1026 N 1050 E_No Facility_Poppenger PUE Vacation (PUE Vacation - Poppenger (1026 N 1050 E))



Comcast Cable Communications, Inc.
1350 E. Miller Ave.
Salt Lake City, Utah 84106
801-401-3041 Tel
801-255-2711 Fax

May 23, 2025

Poppenger Family
1026 North 1050 East
American Fork, UT 84003

To whom it may concern,

Comcast of Utah II grants permission to encroach upon the existing utility easements, which exists along the South and East property lines of 1026 North 1050 East, American Fork, UT, as long as it does not interfere with or deny access to our existing facilities (poles, cable, conduits, pedestal, electronics). Three feet of clearance must be maintained around all pedestals.

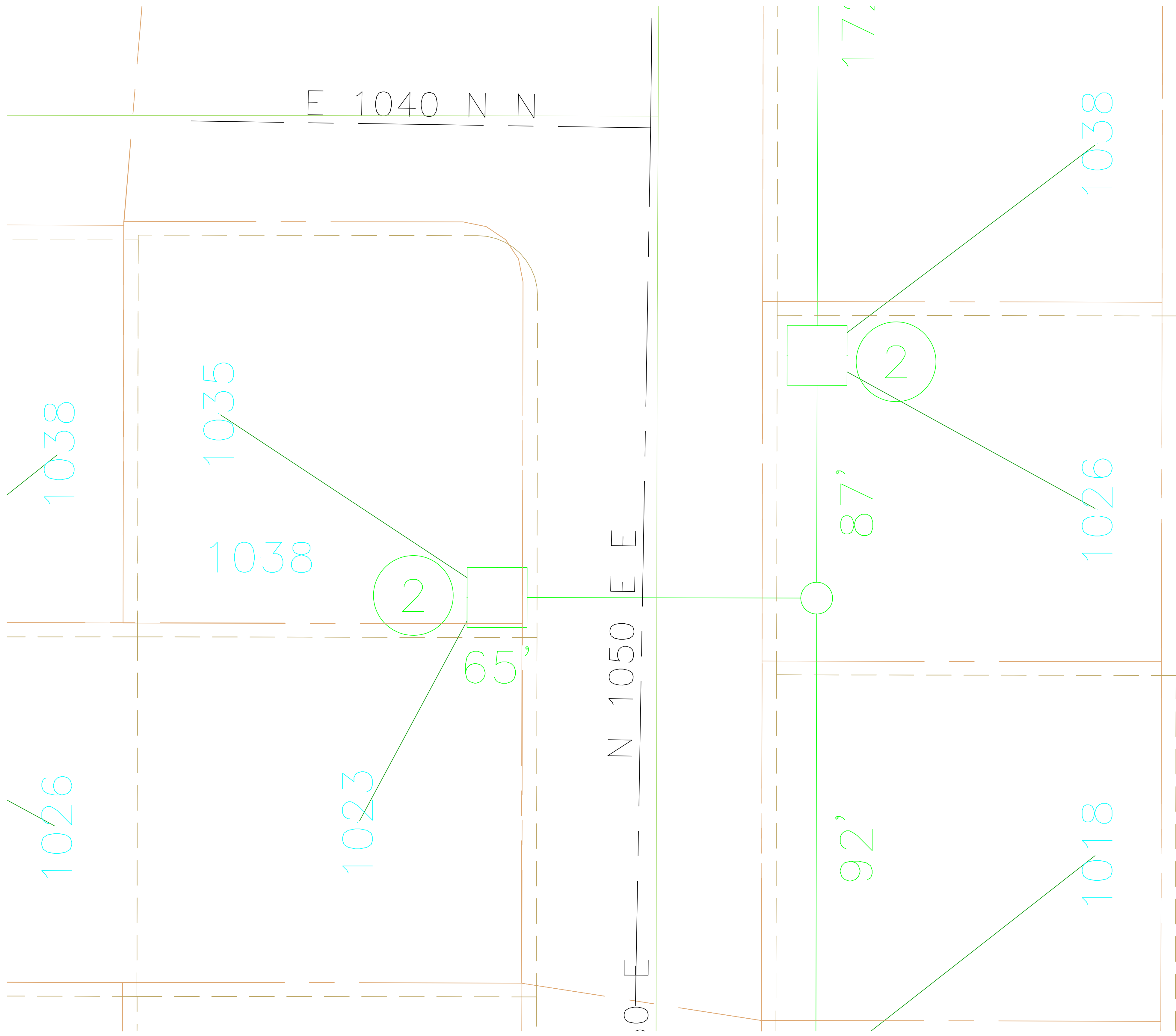
If you need our facilities to be moved, it can be done at your expense. If any damage is incurred to our facilities due to your encroachment, repairs will be done at your expense. Be sure to contact Blue Staks to locate all utility services at least 48 hours before digging.

Sincerely,

Annette Harm

Annette Harm
Authorized Representative

Attachment: (2025.08.13) 3. Comcast 1026 N 1050 E American Fork UT Easement Letter (PUE Vacation - Poppenger (1026 N 1050 E))



Space above for County Recorder's use
 PARCEL I.D.# 34:550:0038

DISCLAIMER OF UTILITY EASEMENT

The undersigned, QUESTAR GAS COMPANY dba Enbridge Gas Utah, Grantor, hereby disclaims and releases any rights, title or interest which it may have in and to the following-described real property in Utah County, Utah, to-wit:

All public utility easements, excepting the easement(s) or portion of easement(s) running adjacent and parallel to the street(s), located within Lot 38, Autumn Crest Phase 1 Subdivision, located in the Southwest quarter of Section 7, Township 5 South, Range 2 East, Salt Lake Base and Meridian, Utah County, Utah; said Subdivision recorded in the Office of the County Recorder for Utah County, Utah.

IN WITNESS WHEREOF, this disclaimer and release of any right, title or interest has been duly executed on May 20, 2025.

QUESTAR GAS COMPANY
 Dba Enbridge Gas Utah

By: *Pauline Caraves*
 Authorized Representative

STATE OF UTAH)
) ss.
 COUNTY OF SALT LAKE)

On May 20, 2025, personally appeared before me *Pauline Caraves*, who, being duly sworn, did say that (s)he is an Authorized Representative for QUESTAR GAS COMPANY dba Enbridge Gas Utah, and that the foregoing instrument was signed on behalf of said corporation pursuant to a Delegation of Authority.



Angela M Barber
 Notary Public

Attachment: (2025.08.13) 4. Dominion Autumn Crest Phase 1-Lot 38 (PUE Vacation - Poppenger (1026 N 1050 E))

AMERICAN FORK CITY

801-763-3060 | 275 E 200 N, American Fork, UT 84003



NOTICE TO UTILITY COMPANY REGARDING PROPOSED VACATION/AMENDMENT OF MUNICIPAL UTILITY

Submittal Type: ☐ Commercial ☒ Residential
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The utility companies listed need to receive plans and necessary information for the above-stated development to begin the process of providing their services to this project. Plans will not be approved by the City until this document is completed and returned.

AFCONNECT

Name: _____ Title: _____
 Signature: _____ Date: _____
 Suggested Contact: Kyle Peterson, 801-400-2933, kylep@afconnect.com

CENTURY LINK (QWEST)

Name: _____ Title: _____
 Signature: _____ Date: _____
 Suggested Contact: Korby Whiting, 385-208-6724, korby.whiting@lumen.com

COMCAST CABLE TELEVISION

Name: _____ Title: _____
 Signature: _____ Date: _____
 Suggested Contact: Elysia Valdez, 801-201-0177, JointTrench_Utah@comcast.com

DOMINION ENERGY

Name: _____ Title: _____
 Signature: _____ Date: _____
 Suggested Contact: Jeremy Litteral, 385-315-8599, jeremy.d.litteral@dominionenergy.com

ROCKY MOUNTAIN POWER

Name: Teria Walker Title: Estimator
 Signature: Teria Walker Date: 5/27/25
 Suggested Contact: Teria Walker, 801-756-1310, teria.walker@rockymountainpower.net

Attachment: (2025.08.13) 5. Rocky Mountain Power PUE_Poppenger PUE Vacation (PUE Vacation - Poppenger (1026 N 1050 E))

An abandonment and vacation of a portion of the westerly 5 feet of that certain 10-foot public utility easement which runs along the easterly boundary line of Lot 38, Autumn Crest Phase 1, Plat "B", as depicted on the official plat thereof filed on January 16, 2015, and recorded as Map No. 14476, Entry 3598:2015 at the office of the Utah County Recorder, which portion of the westerly 5 feet of said public utility easement is described more particularly as follows:

Beginning at a point which is South 89°46'27" West 10.00 feet and South 00°13'33" East 5.00 feet from the northeast corner of said Lot 38; thence South 00°13'33" East 80.00 feet; thence North 89°46'27" East 5.00 feet; thence North 00°13'33" West 80.00 feet; thence South 89°46'27" West 5.00 feet to the point of beginning.

The above described abandonment and vacation contains 400 square feet in area.



**REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
SEPTEMBER 9, 2025**

Department Planning **Director Approval** Patrick O'Brien

AGENDA ITEM Review and action 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.

SUMMARY RECOMMENDATION The staff would recommend approval. The Planning Commission recommended approval of this project at the August 20, 2025 meeting.

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.

BUDGET IMPACT N/A

SUGGESTED MOTION I move to adopt the ordinance approving the Code Text Amendment, amending Section 17.4.608 Sec 4, titled Operational Overlays with instructions to the City Recorder to withhold publication of the ordinance subject to all conditions identified in the public record of the August 20, 2025, Planning Commission meeting have been met.

SUPPORTING DOCUMENTS

17.4.608 Sec 4 District Framework Plans 1 (DOCX)
 17.4.608 Sec 4 District Framework Plans REDLINE(PDF)
 17.4.608 Sec 4 District Framework Plans 1 (PDF)
 17.4.608 Sec 4 District Framework Plans REDLINE(PDF)
 AF City TOD Block Type Overlay w Proposed Streets v3 (PDF)
 TOD Operational Overlay.pdf 202508 (PDF)

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.

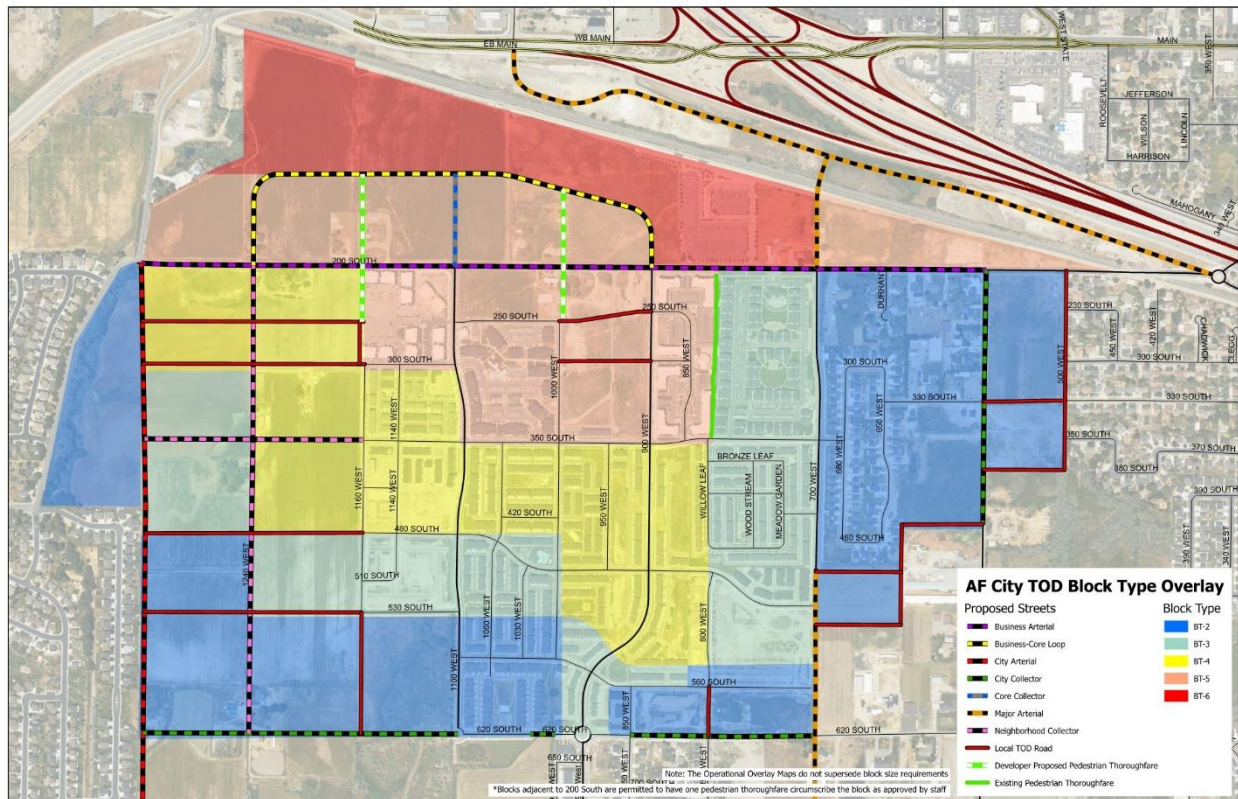
7. Special Requirements

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



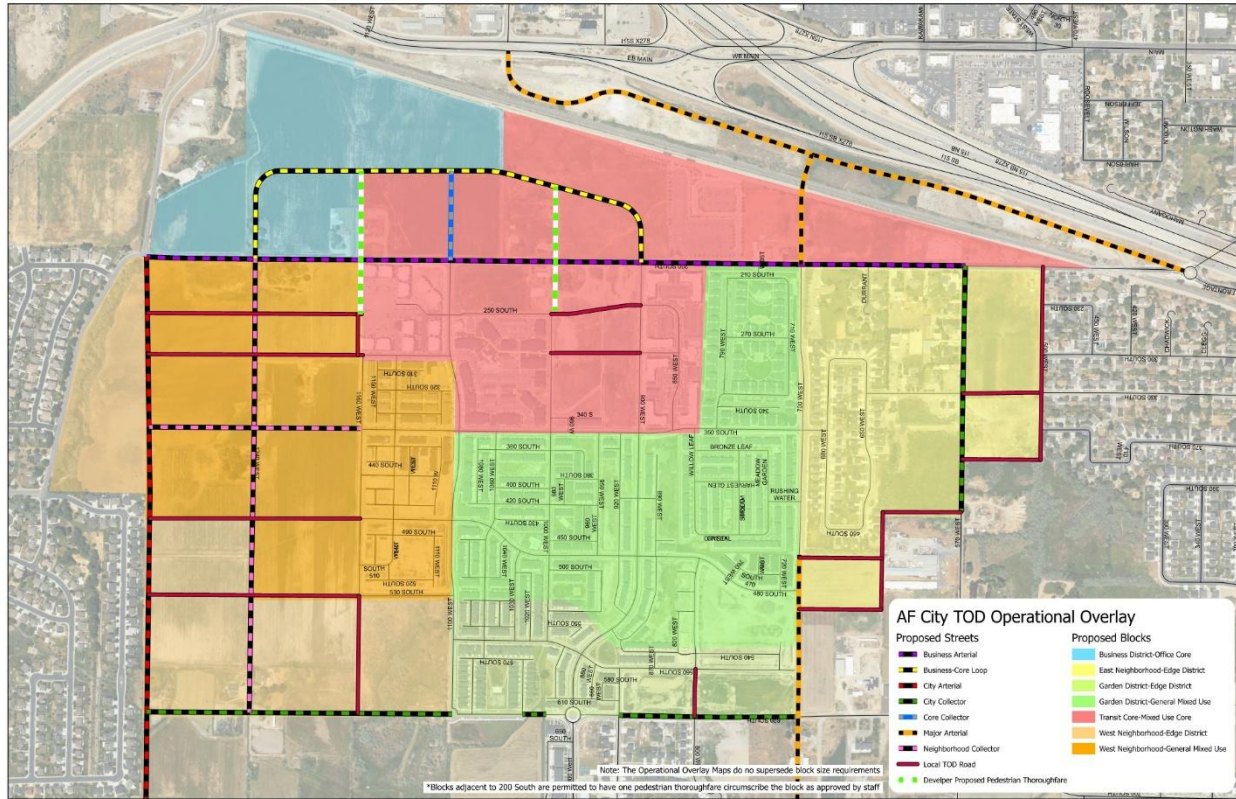


Table 4B - BLOCK TYPE AND SUB-DISTRICT ASSIGNMENTS

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.
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.

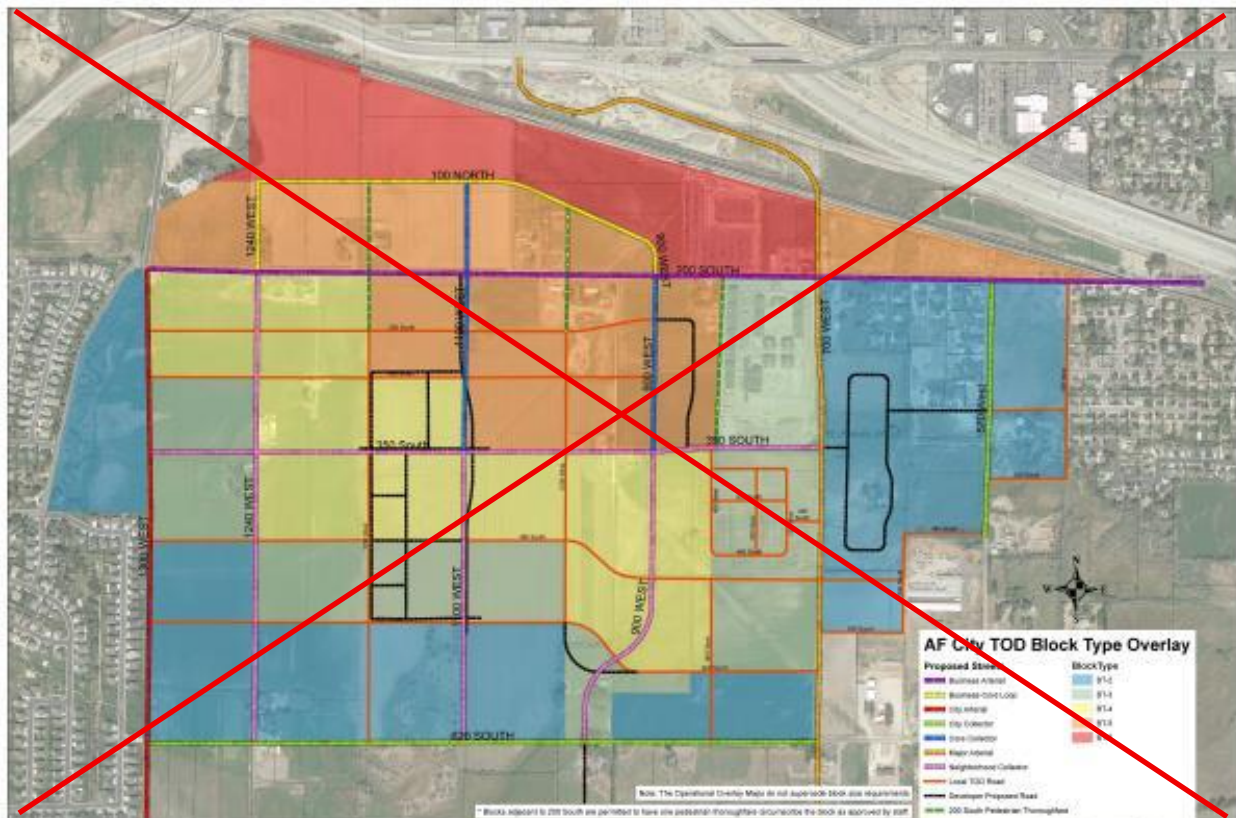
7. Special Requirements

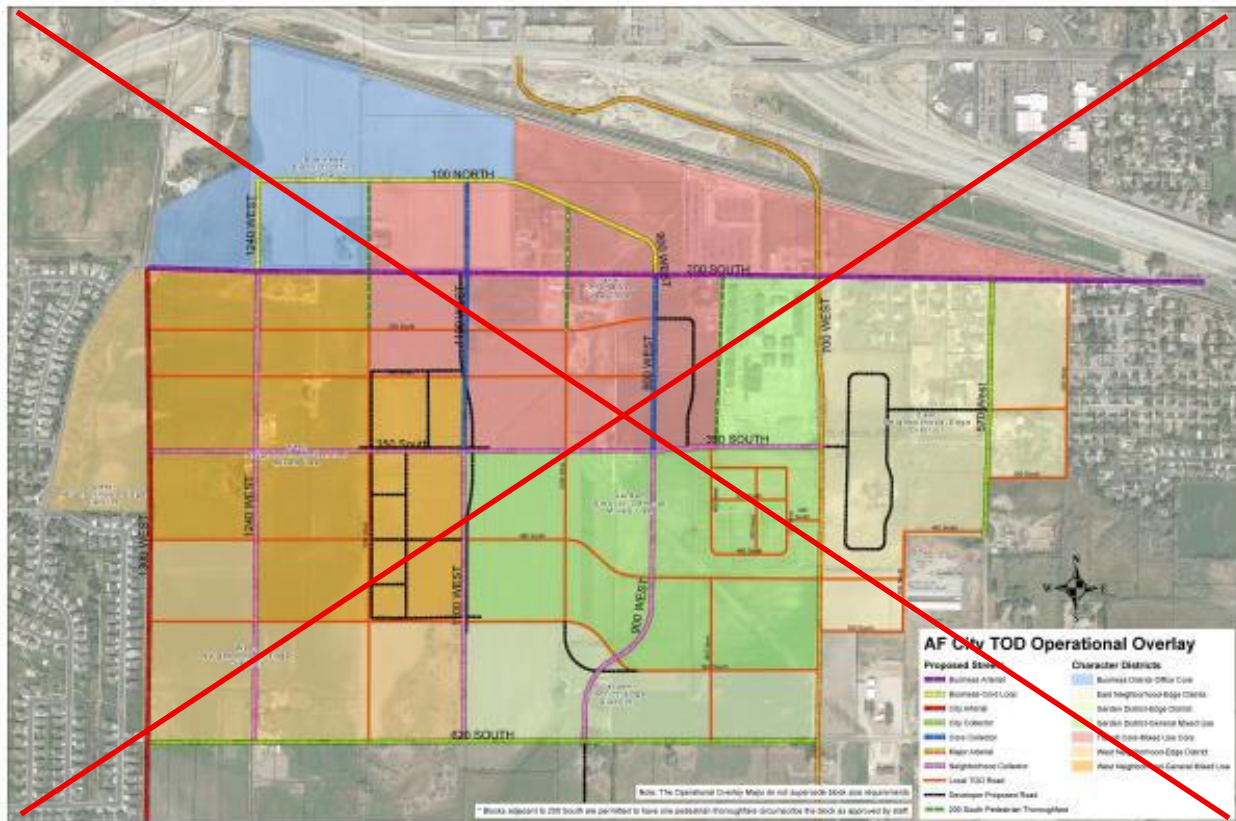
1. A *district framework plan* must demonstrate compliance with any special requirements designated in the development area plan.
2. A *district framework plan* may designate the following special requirements:
 1. A mandatory connection requiring block plans provide a vehicular or pedestrian thoroughfare 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





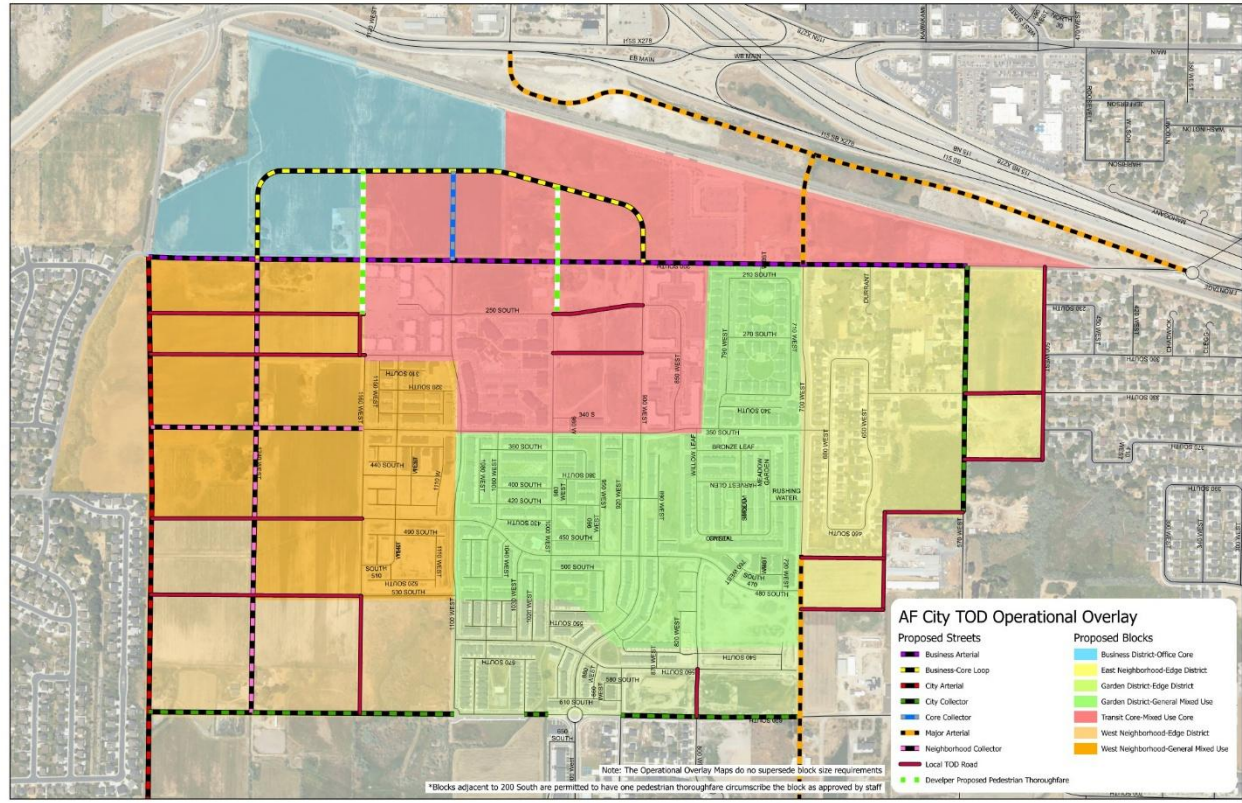


Table 4B - BLOCK TYPE AND SUB-DISTRICT ASSIGNMENTS

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>
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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
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West Neighborhood	4 acre min. 8 acre max. 12 acre for sensitive lands	40% min. Orthogonal or Rhomboidal
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4. A *district framework plan* must show conformance with Table 4A - Operational Overlays.
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6. A district framework plan submitted for approval must demonstrate compliance with:
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 3. Boundary of the property or properties with dimensions,
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 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.

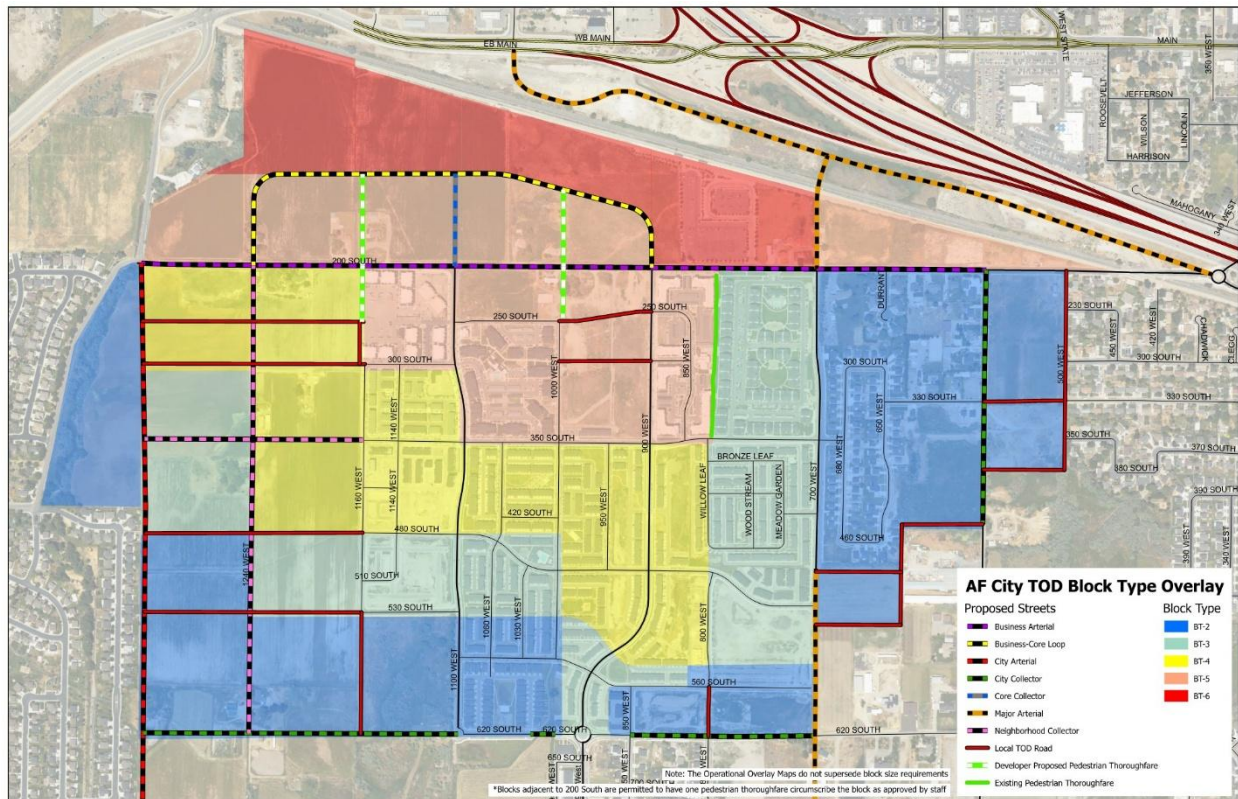
7. Special Requirements

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



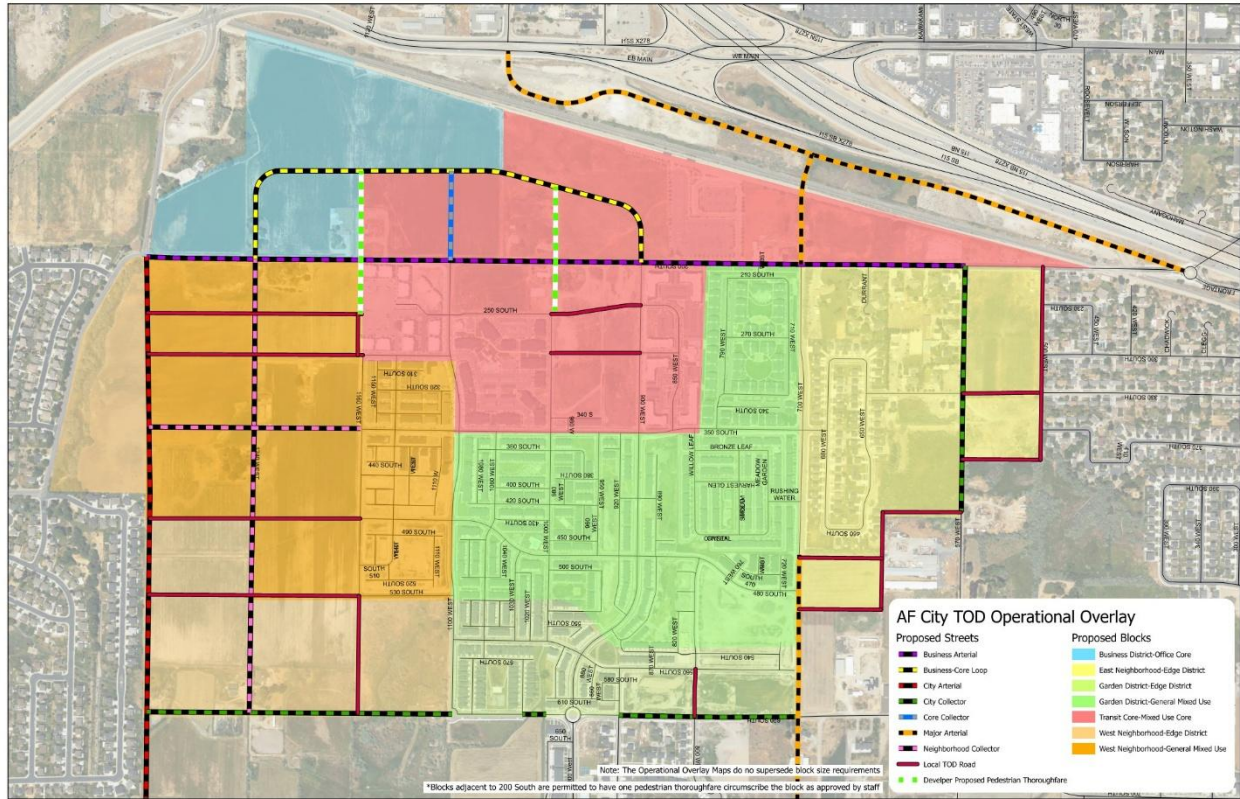


Table 4B - BLOCK TYPE AND SUB-DISTRICT ASSIGNMENTS

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:
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10. Exhibit 10: Traffic Study, including:
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 3. Connecting streets to other *character districts* (if applicable)
11. Exhibit 11: Civic District Plan, including:
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 4. Public safety facilities,

5. Any additional *civic districts*.

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

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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.

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1. North arrow, graphic scale, and date.
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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.

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

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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.
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8. *District framework plans* must map existing and future major utility easements for utilities with a continuous easement traversing more than the subject district.
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 2. Future major utility easements should avoid entering districts when possible.

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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.
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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.

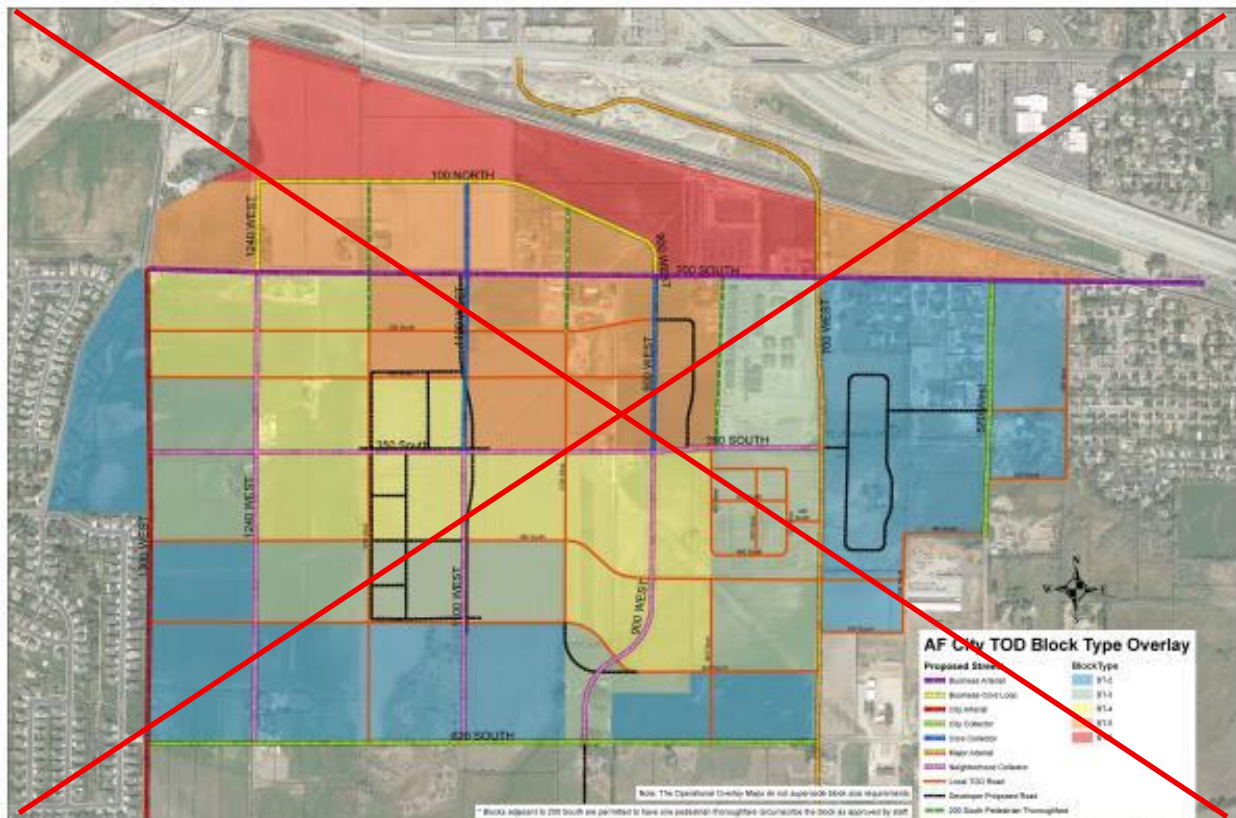
7. Special Requirements

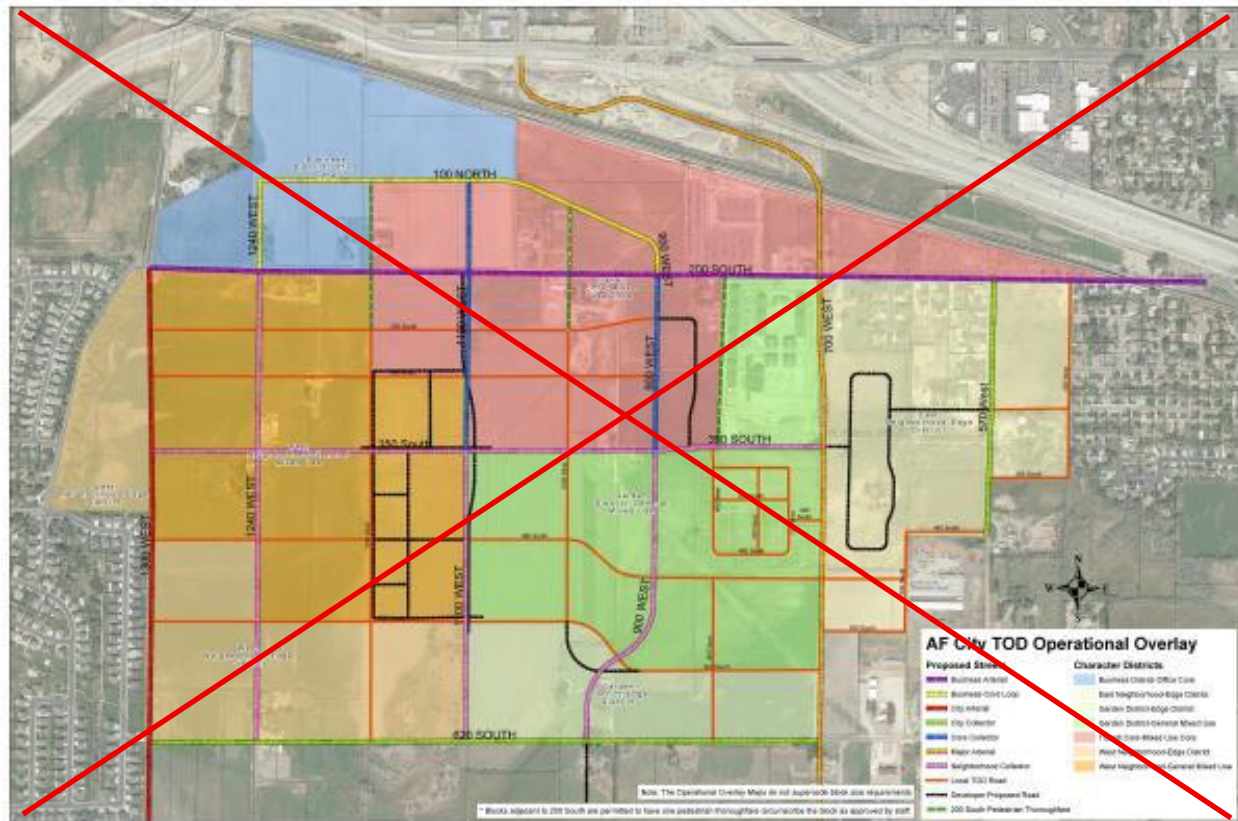
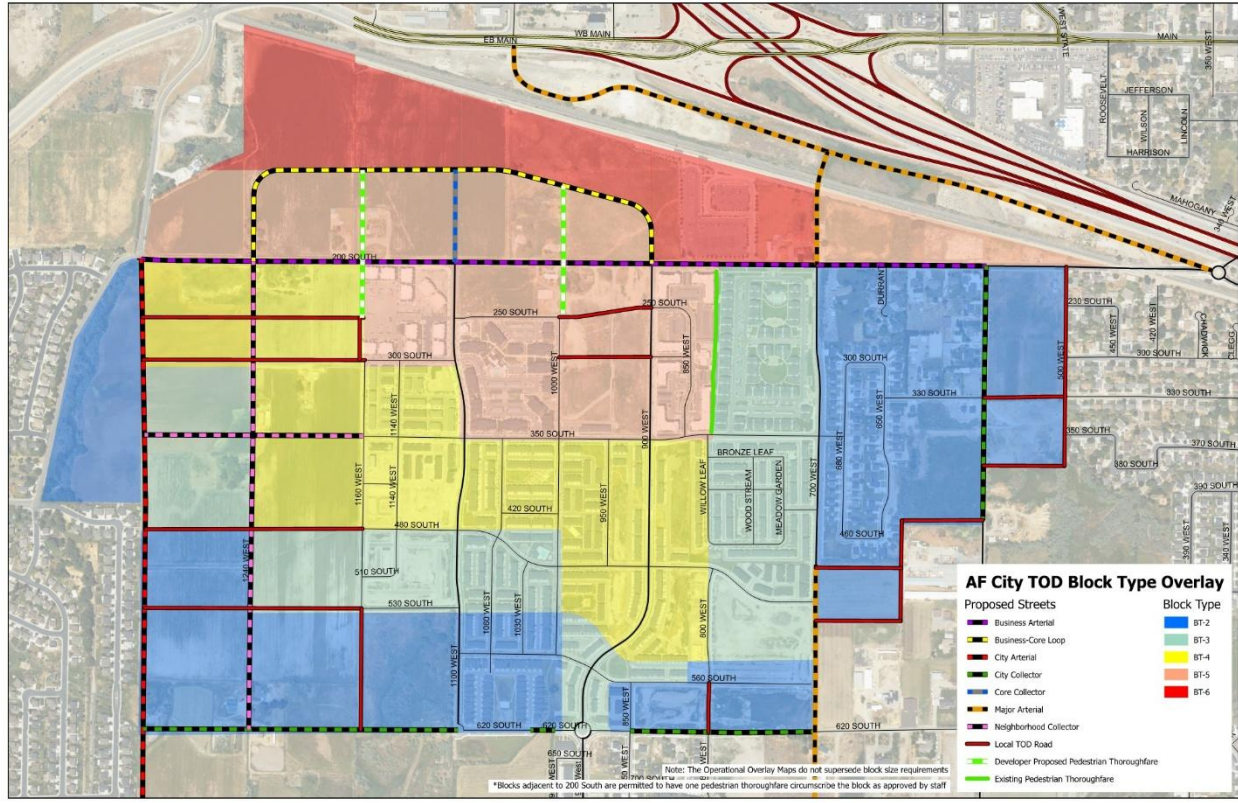
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 2. A mandatory zoning restriction requiring block plans assign a specified category for lots along an edge of a block type.

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





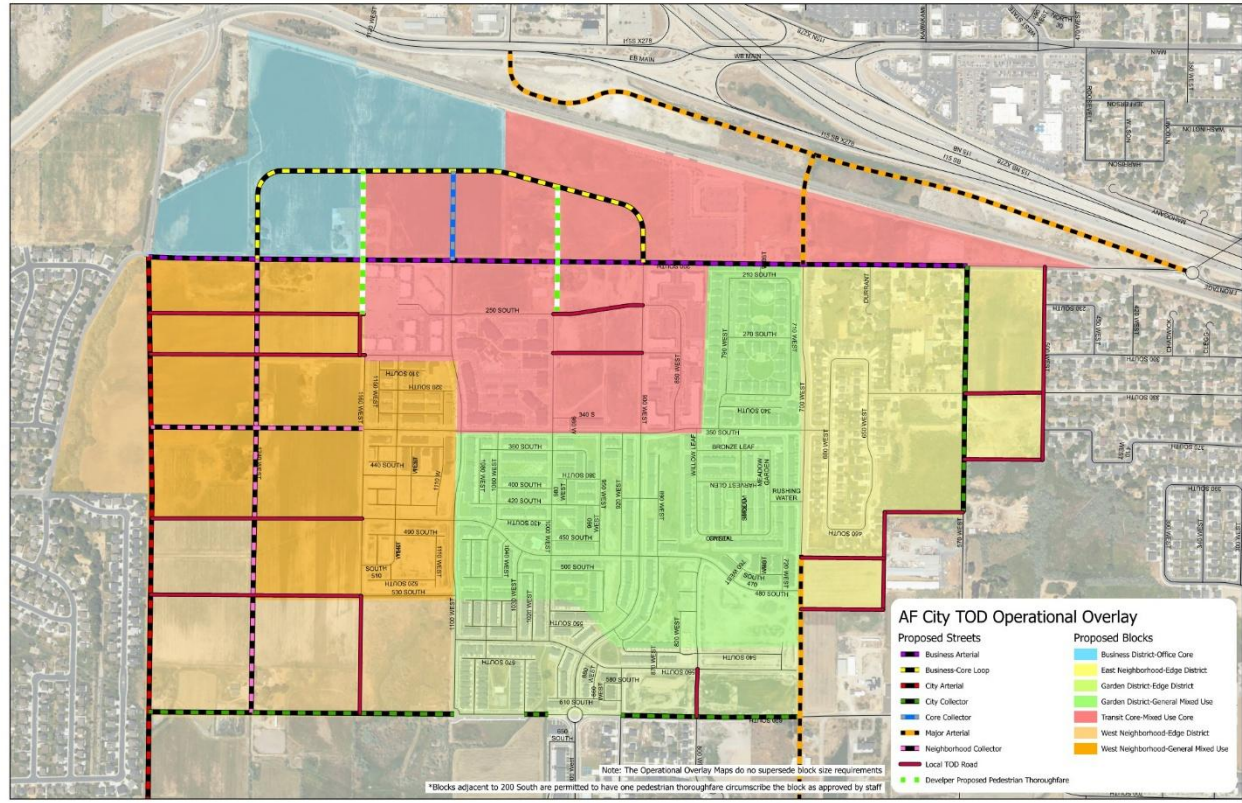


Table 4B - BLOCK TYPE AND SUB-DISTRICT ASSIGNMENTS

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
-------------------	--	-----------------------------------

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



AF City TOD Operational Overlay

Proposed Streets

- Business Arterial
- Business-Core Loop
- City Arterial
- City Collector
- Core Collector
- Major Arterial
- Neighborhood Collector
- Local TOD Road
- Developer Proposed Pedestrian Thoroughfare

Proposed Blocks

- Business District-Office Core
- East Neighborhood-Edge District
- Garden District-Edge District
- Garden District-General Mixed Use
- Transit Core-Mixed Use Core
- West Neighborhood-Edge District
- West Neighborhood-General Mixed

Note: The Operational Overlay Maps do no supersede block size requirements

*Blocks adjacent to 200 South are permitted to have one pedestrian thoroughfare circumscribe the block as approved by staff



**REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
SEPTEMBER 9, 2025**

Department Planning **Director Approval** Patrick O'Brien

AGENDA ITEM Review and action 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.

SUMMARY RECOMMENDATION Staff recommends approval. The Planning Commission recommended approval of this project at the August 20, 2025 meeting.

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.

BUDGET IMPACT N/A

SUGGESTED MOTION I move to approve the American Fork Station Area Plan as to form, and propose that it proceed to the Station Area Plan Policy Committee for consideration of approval and certification.

SUPPORTING DOCUMENTS

25-6-3 AF Station Area Plan (Compressed) (PDF)



AMERICAN FORK STATION AREA PLAN

UPDATED JUNE 2025



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ACKNOWLEDGMENTS

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Richard Neilson – Utah Co.
Tyler O'Brien – Trek Bikes
Joe Brown – Land Owner
Walker Wood – Development
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SPECIAL THANKS

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)		
☒	Pg. 10-12	☐	☐	Opportunities for the development of land within the station area under existing conditions.
☒	Pg. 10-12	☐	☐	Constraints on the development of land within the station area under existing conditions.
☒	Pg. 27-30	☐	☐	Objectives for the transportation system within the station area and a future transportation system that meets those objectives.
☒	Pg. 30-33	☐	☐	Objectives for land uses within the station area and a future land use plan that meets those objectives.
☒	Pg. 27, 30-33	☐	☐	Objectives for public and open spaces within the station area and a future public and open spaces plan that meets those objectives.
☒	Pg. 34-38	☒	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	
		(attach documentation)		Have the project location and planned actions been mapped?
☒	Pg. 7	☐	☐	Map depicting the area within the municipality subject to the station area plan.
☒	Pg. 23-25, 31-41	☐	☐	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)		
☒	Pg. 34-38, 43-45	☐	☐	Modify land use regulations
☒	Pg. 39-41	☐	☐	Make infrastructure improvements
☐		☐	☒	Modify deeds or other relevant legal documents
☒	Pg. 46-47	☐	☐	Secure funding or develop funding strategies
☐		☒ (See Item I.6 Above)		Establish design standards for development within the station area
☐		UDOT & UTA EIS	☐	Provide environmental remediation

IV. Promotes Program Objectives

Completed	SAP Page Number(s)	Previously Completed	Impracticable	Does the SAP include statements of consistency demonstrating that the SAP addresses the following objectives? See cell notes for additional guidance.
		(attach documentation)		
☒	Pg. 23-29	☐	☐	Increases the availability and affordability of housing, including moderate income housing [1]
☒	Pg. 10-11	☐	☐	Promotes sustainable environmental conditions [2]
☒	Pg. 23,26-28	☐	☐	Enhances access to opportunities [3]
☒	Pg. 10,15, 23-41	☐	☐	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?
☒	Pg. 20-21, 31-33, 57, 62	☐	☐	Other impacted communities
☒	Pg. ii	☐	☐	The applicable public transit district
☒	Pg. ii	☐	☐	The applicable MPO
☒	Pg. ii	☐	☐	The Department of Transportation
☒	Pg.ii, Pages from V.1 above	☐	☐	Owners of property within the station area
☒	Pg.ii, Pages from V.1 above	☐	☐	The municipality's residents and business owners.
☒	Pg.ii, Pages from V.1 above	☐	☐	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.

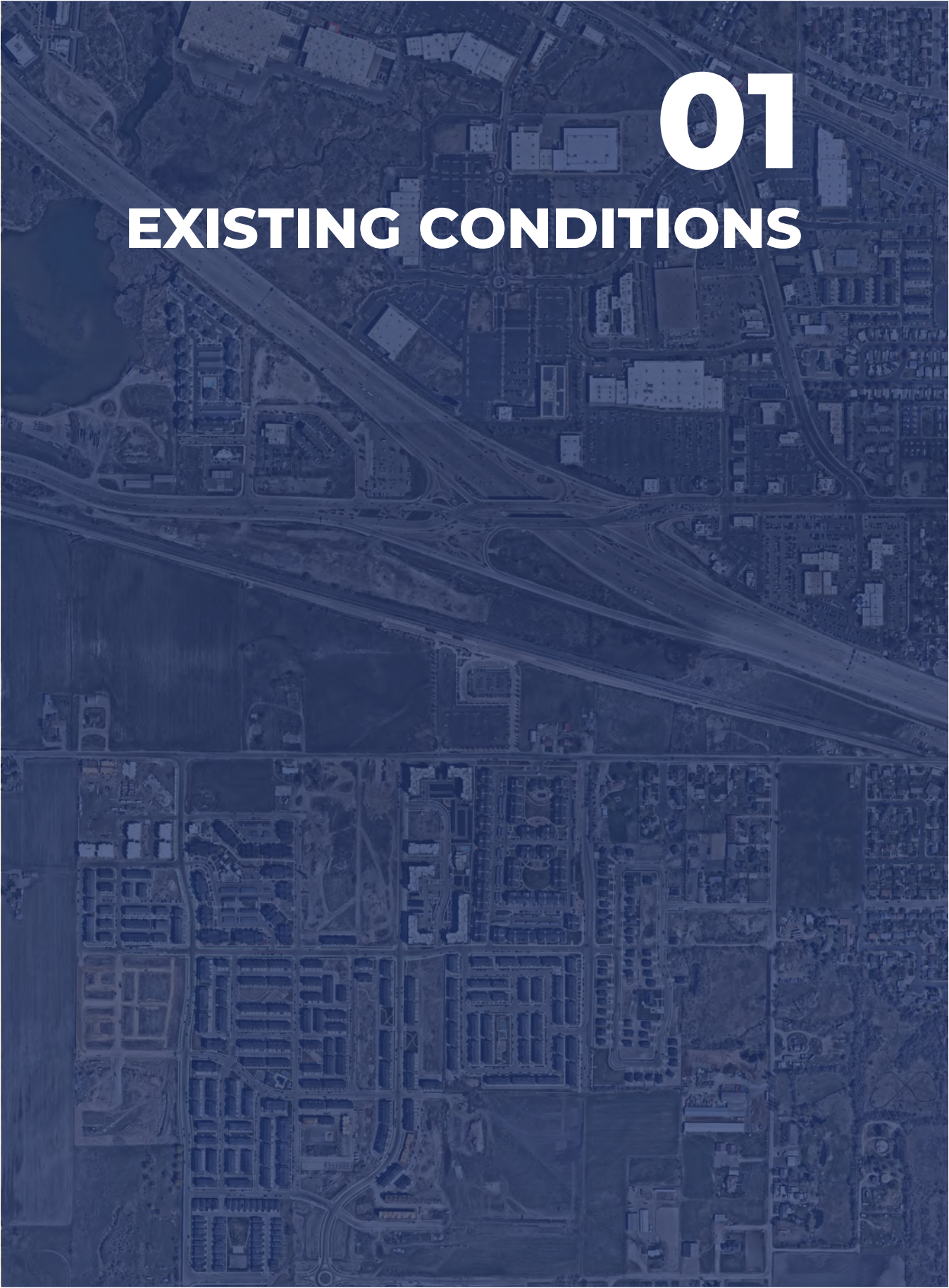
[3] The municipality may consider actions including:

- 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

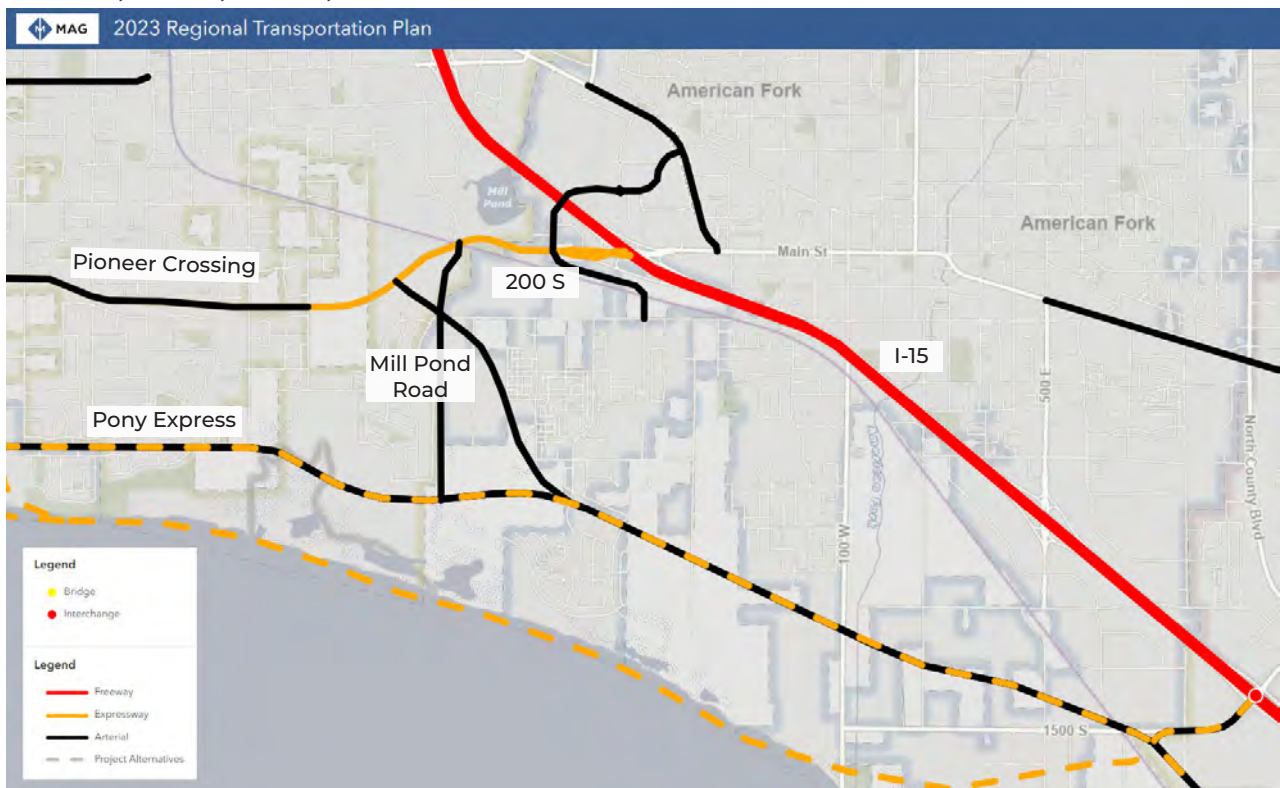
Introduction & Background

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)



- 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.

AMERICAN
18 **FBI**

Packet Pg. 112

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)

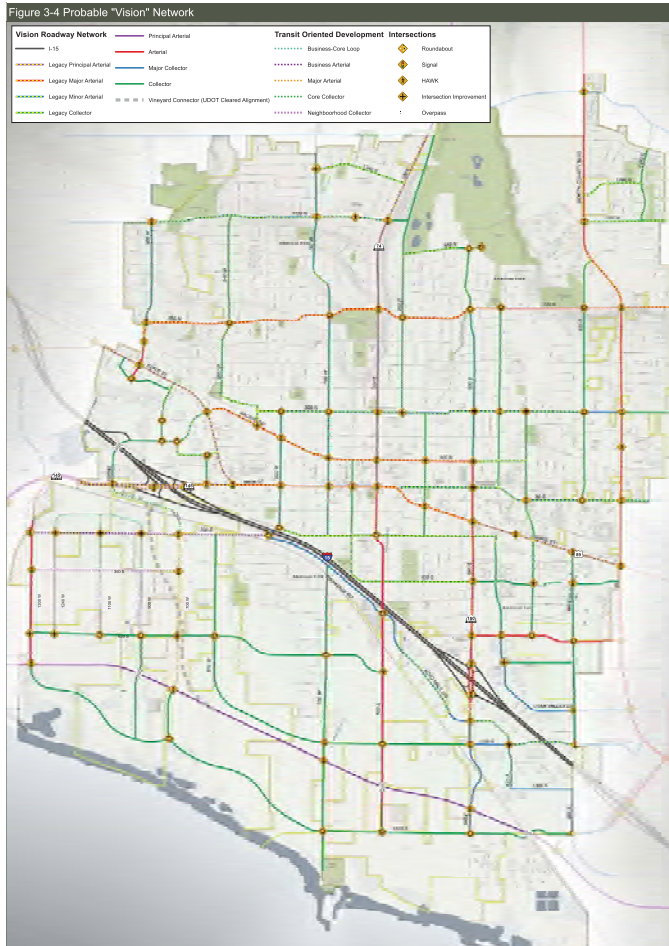


The American Fork Transportation Master Plan was developed and implemented in 2019 to guide and plan for future transportation infrastructure as American Fork continues to grow and develop. The plan mainly addresses the roadway network but also references and plans for active transportation improvements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

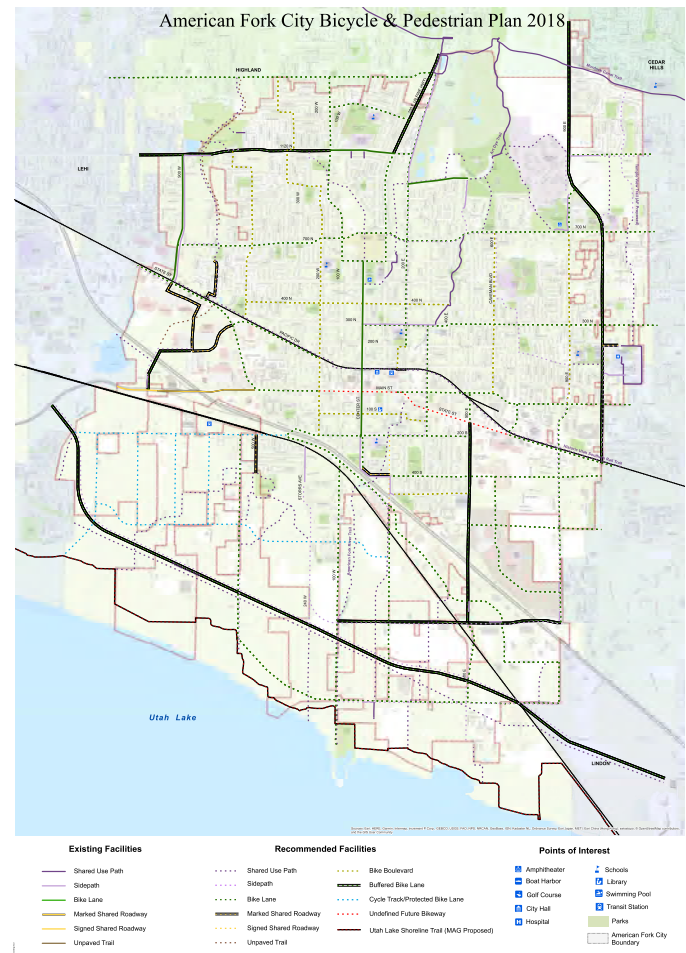


designations and cross-sections for the station area that are separate from the cross-sections that are used throughout the rest of the city. This helps to achieve the goal of creating a more urban and mixed-use feel in the station area, when compared to the rest of American Fork.



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)

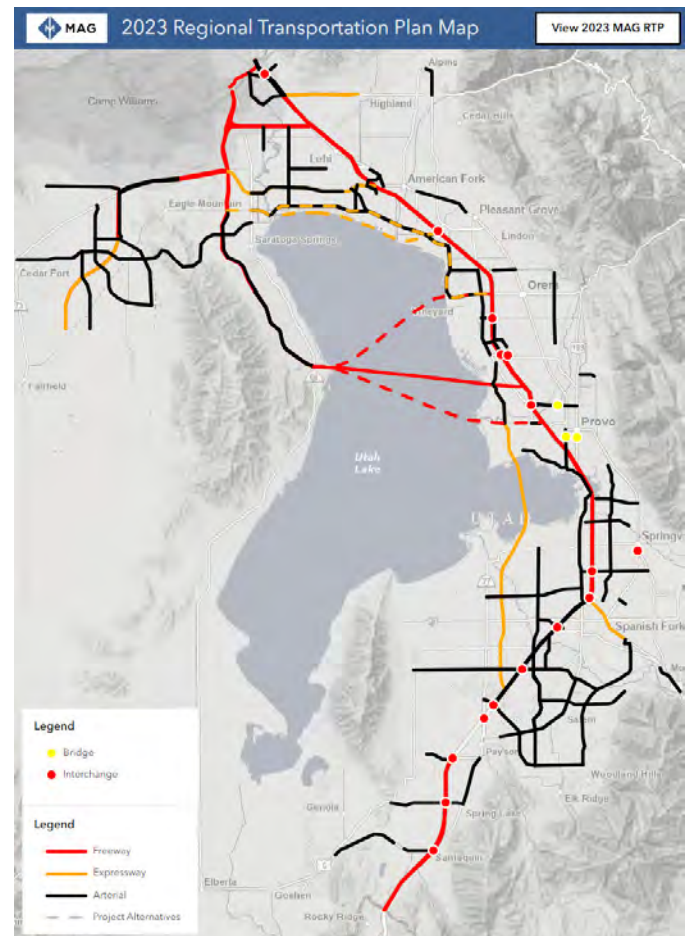
TransPlan50 is the regional transportation plan for urbanized Utah County from 2019-2050, developed by the Mountainland Association of Governments. The plan addresses the rapid population growth in the region (projected to reach 1.3 million by 2050) through a coordinated system of highway projects, transit 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

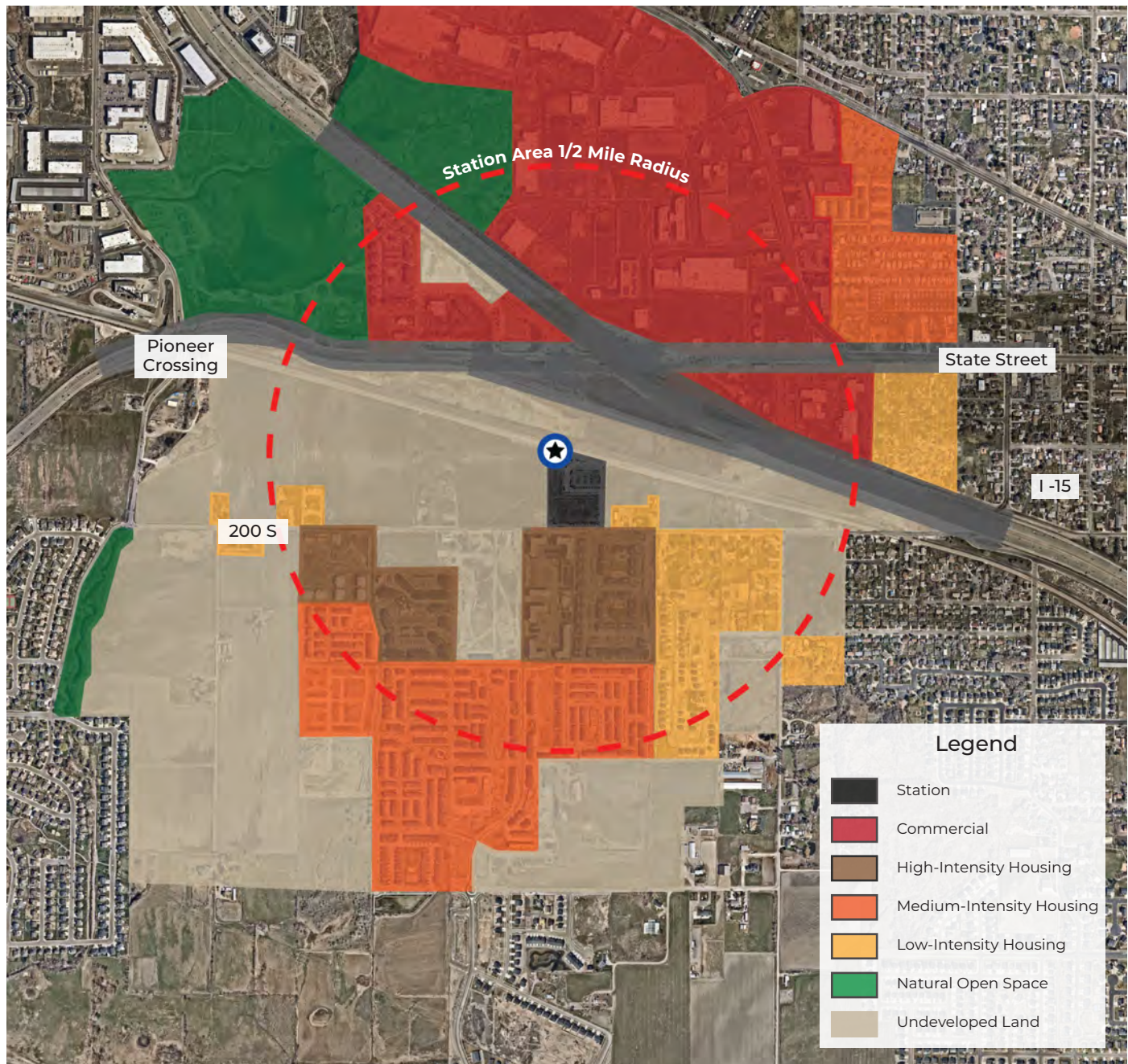
In partnership with MAG, the city is embarking on a 'Disaggregated City Center Plan' covering the station area and five other nearby activity centers noted in the 2025 American Fork General Plan Update (see map). Rather than a conventional metropolitan core surrounded by decreasing rings of development 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.

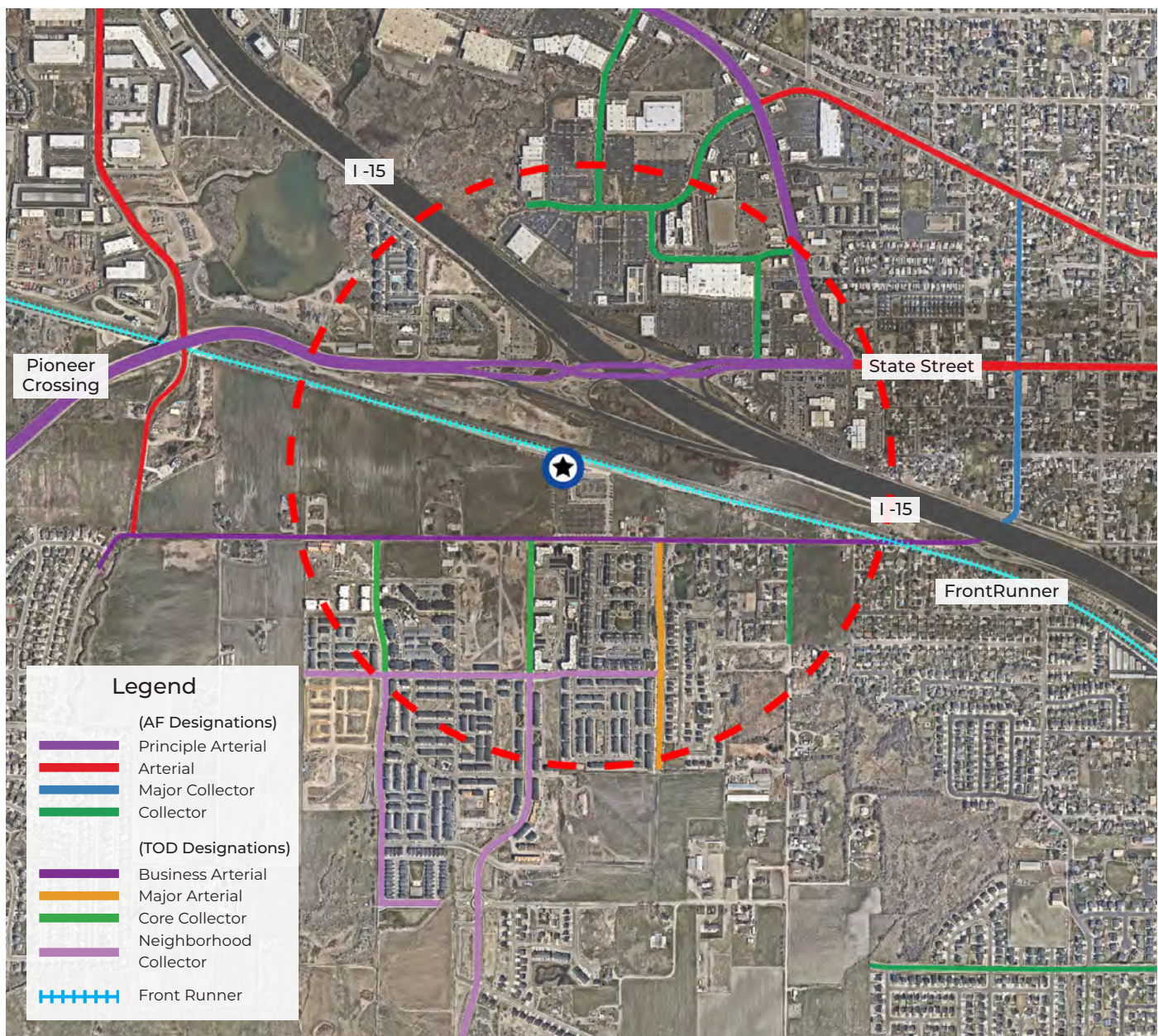


Existing Transportation System

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, likely American Fork, Utah, overlaid with various planning maps. A large, semi-transparent blue rectangle covers the top half of the image. Overlaid on the map are several colored regions: a green area in the upper left, a large red area in the upper right, and a purple area in the lower left. A thick, dark blue line, possibly representing a river or a major transportation corridor, runs diagonally from the top left towards the center. A dashed red line forms a large loop around the central part of the map. A dashed blue line runs horizontally across the middle. A blue star icon is located on the dashed blue line. The text '02 PLANNING & VISIONING PROCESS' is overlaid in large, white, bold, sans-serif font on the blue rectangle.

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

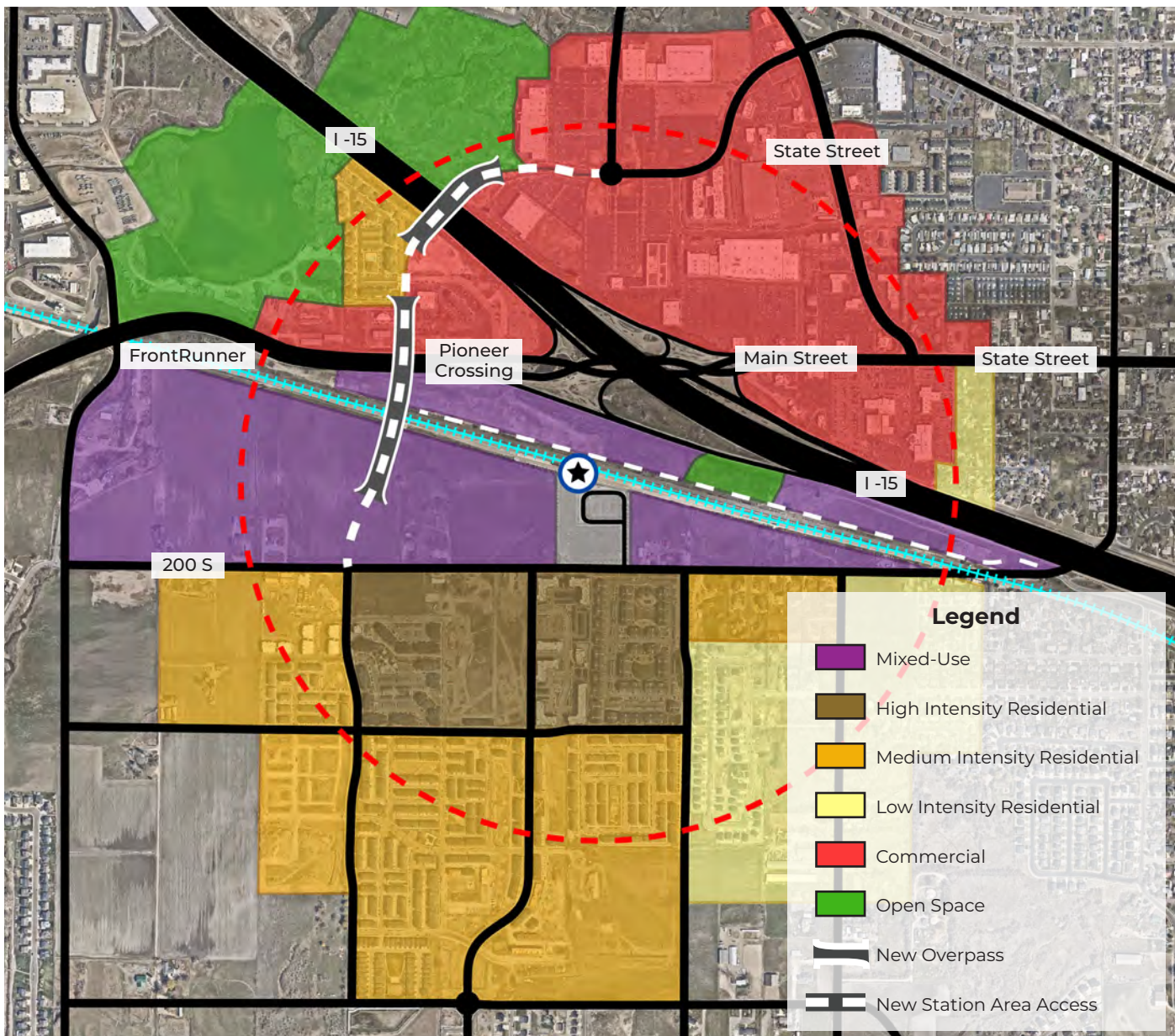
Concept 1: Western Crossing – Shows the continuation of Pacific Drive going over I-15, paralleling 1020 West, and touching down on the south side of the rail lines connecting with 1100 West.

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

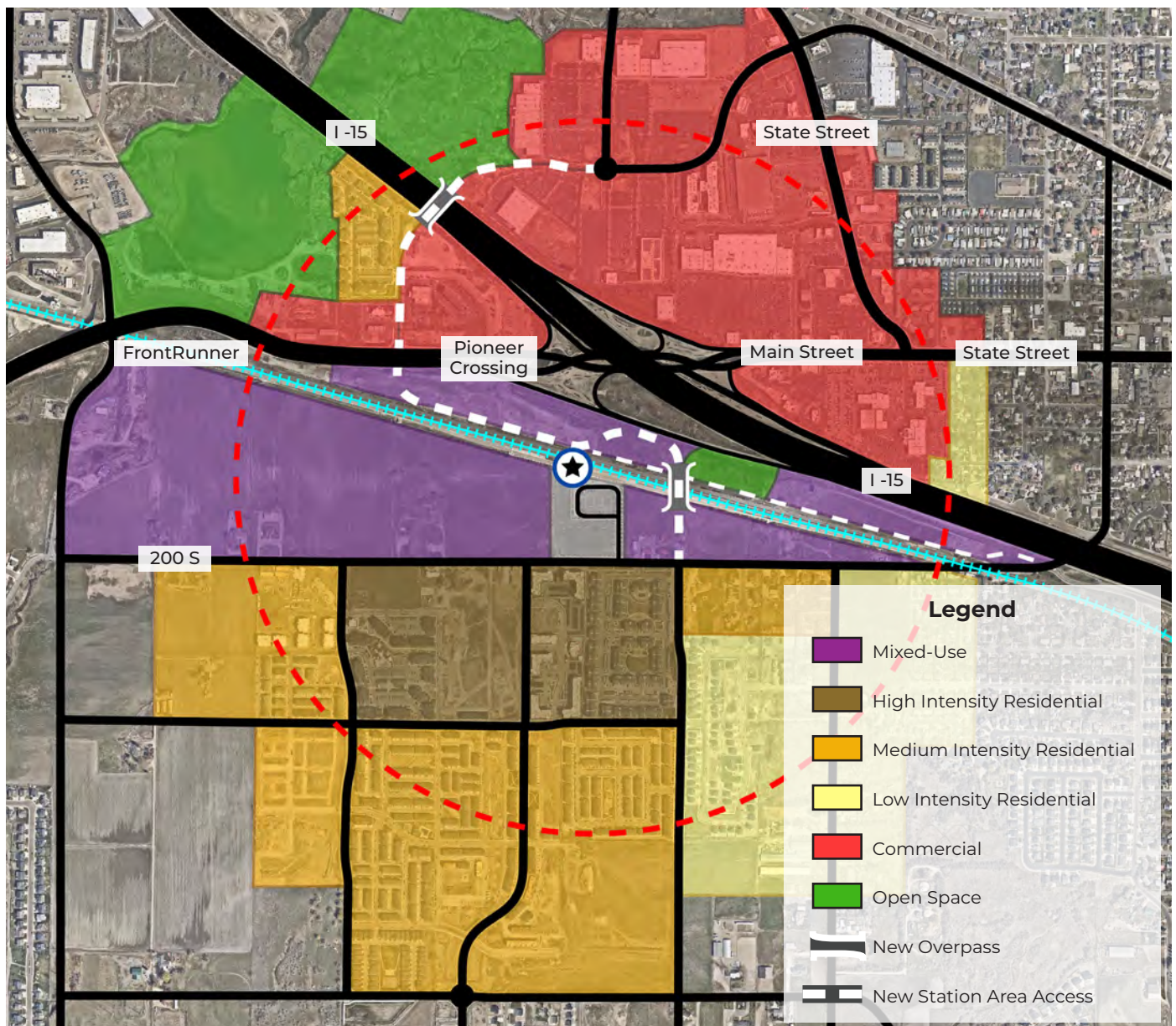
Concept 2: Split Western Crossing – Shows the continuation of Pacific Drive going over I-15 and touching down on 1020 West becoming a future underpass (at the existing elevation) of Pioneer Crossing. It then goes over the rail line on the east side of the FrontRunner station touching down again connecting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

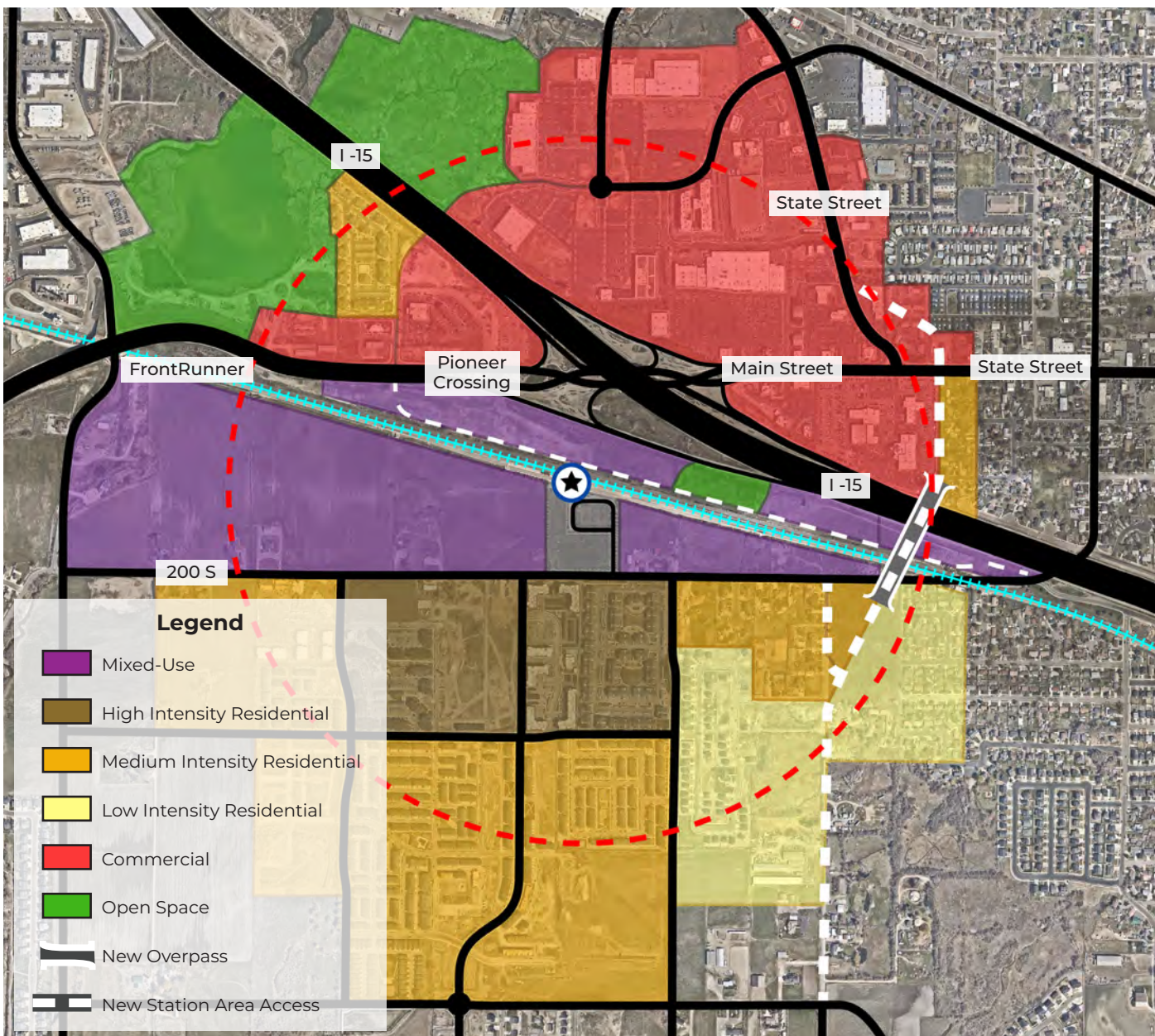
Concept 3: Eastern Crossing – Depicts the realignment of State Street to continue over I-15 and the rail line then touching down connecting with 570 West.

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

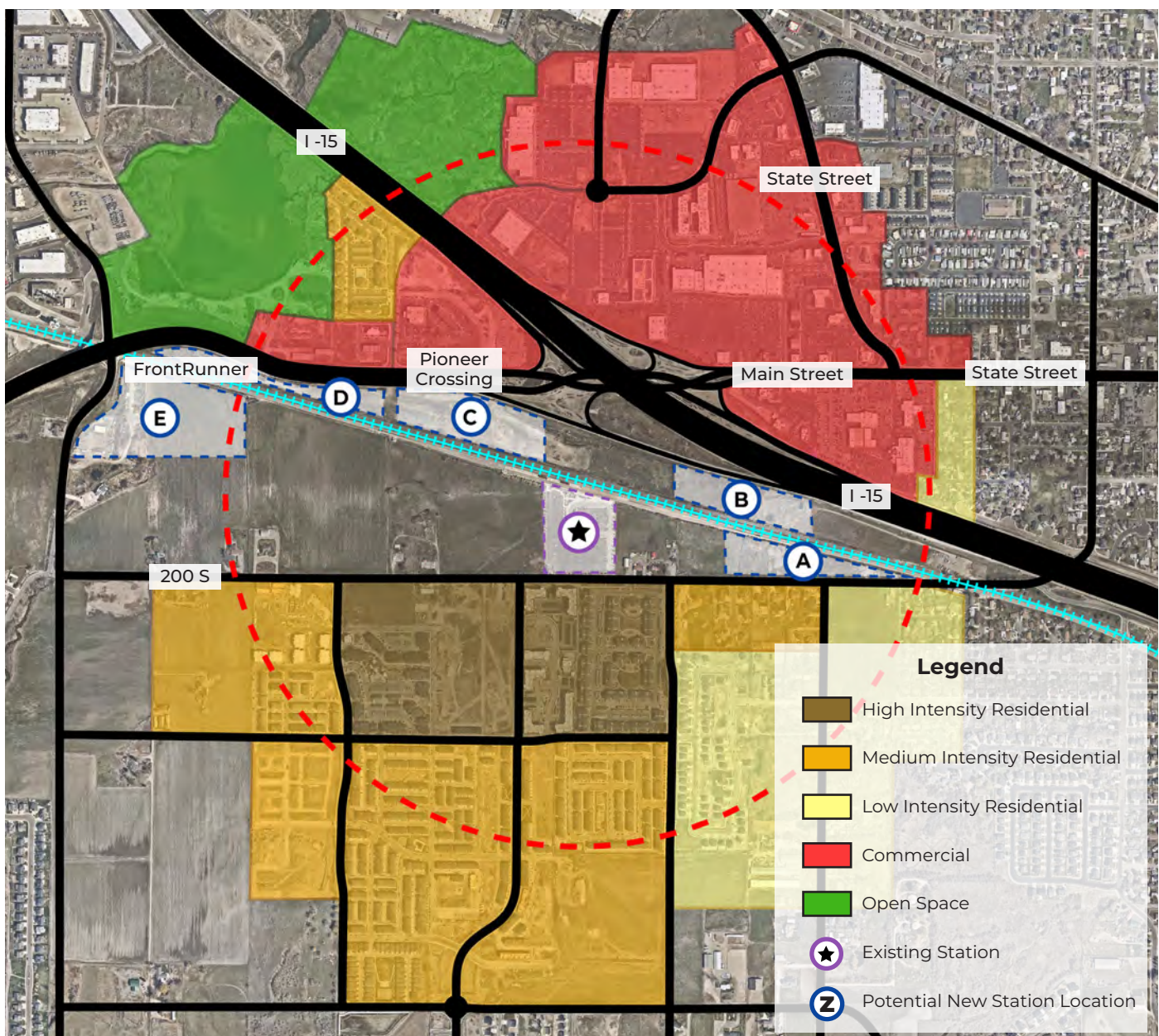
Concept 4: Potential Station Relocation – Offers potential locations where the station could be relocated to increase access and feasibility of multimodal services.

- 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



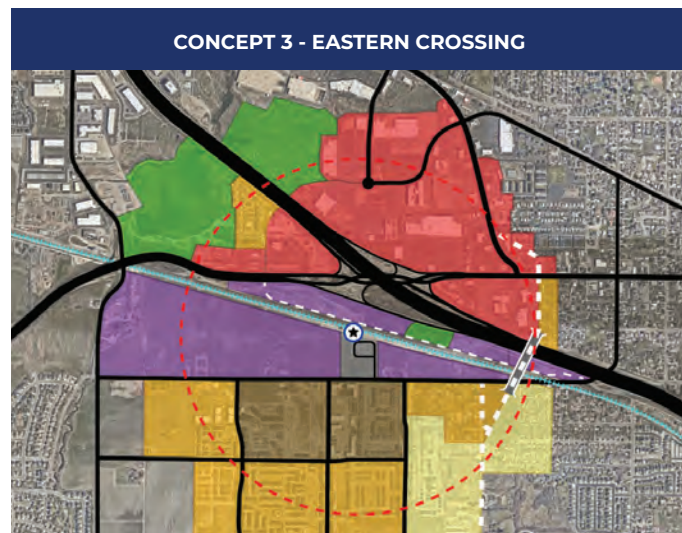
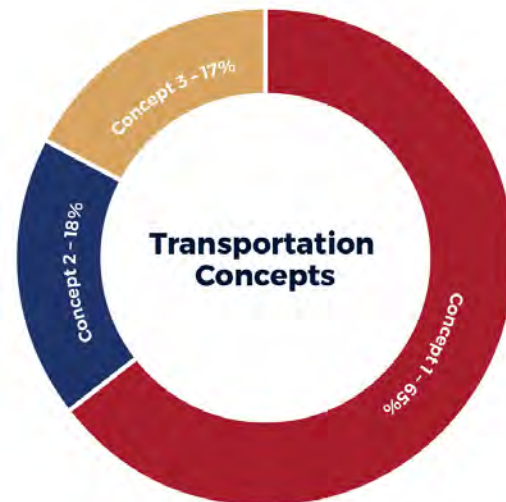
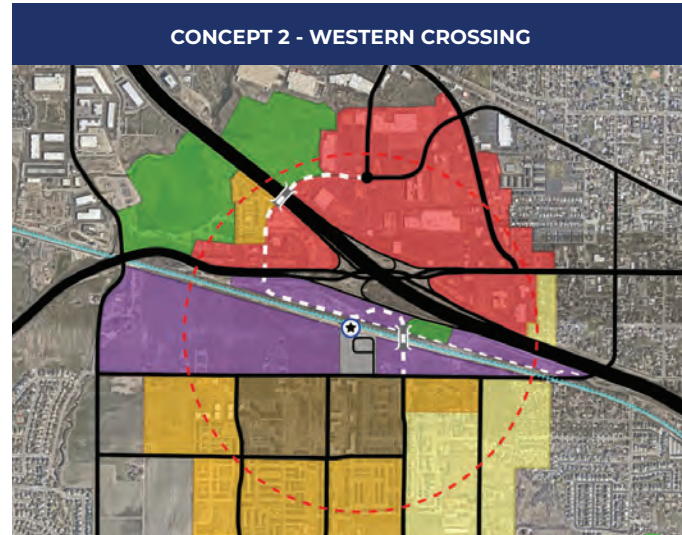
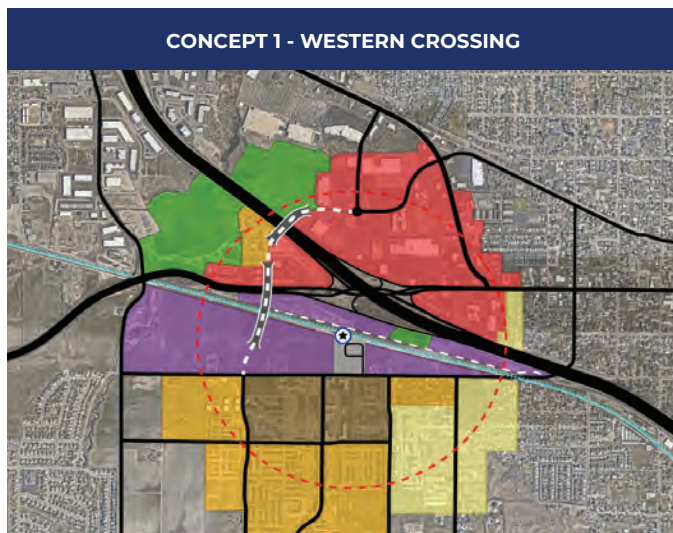
Public Engagement Process

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

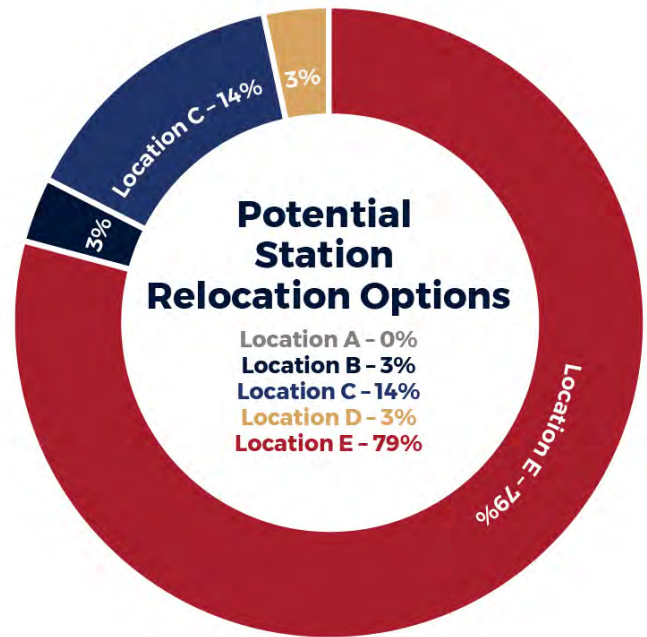
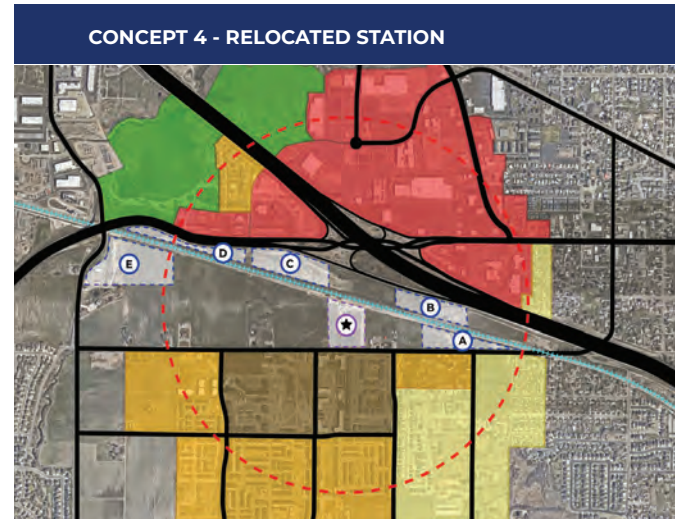
The results and feedback for this event were as follows:

- **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).

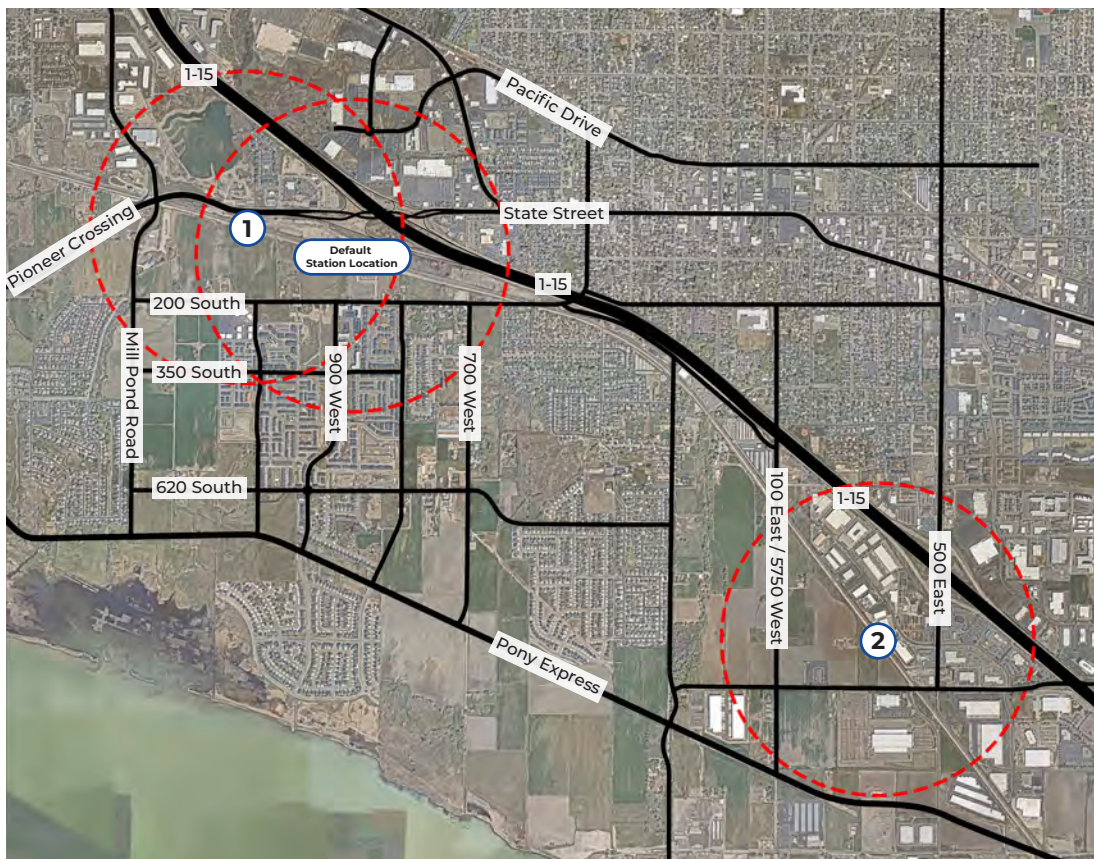
- **Default Station Location** would keep the existing station location;
- **Option 1** is northwest of the current location near the Pioneer Crossing roadway;
- **Option 2** currently is southeast near the 500 East interchange

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.

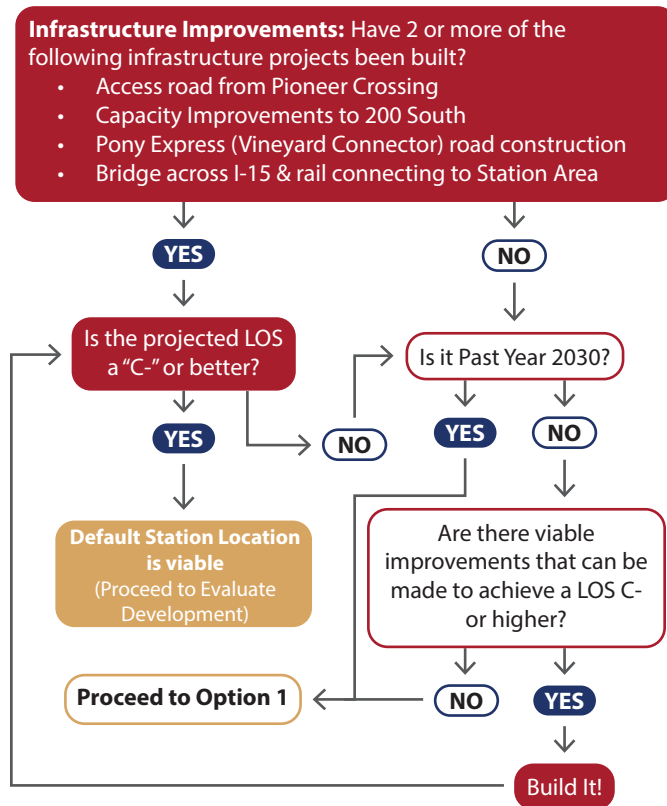
The evaluation of the viability of each option is accomplished by setting conditions and milestones within a given timeframe. The year 2030 was chosen as the first milestone year so there will be time to pivot to a new strategy if needed before the 2034 Olympics.

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.

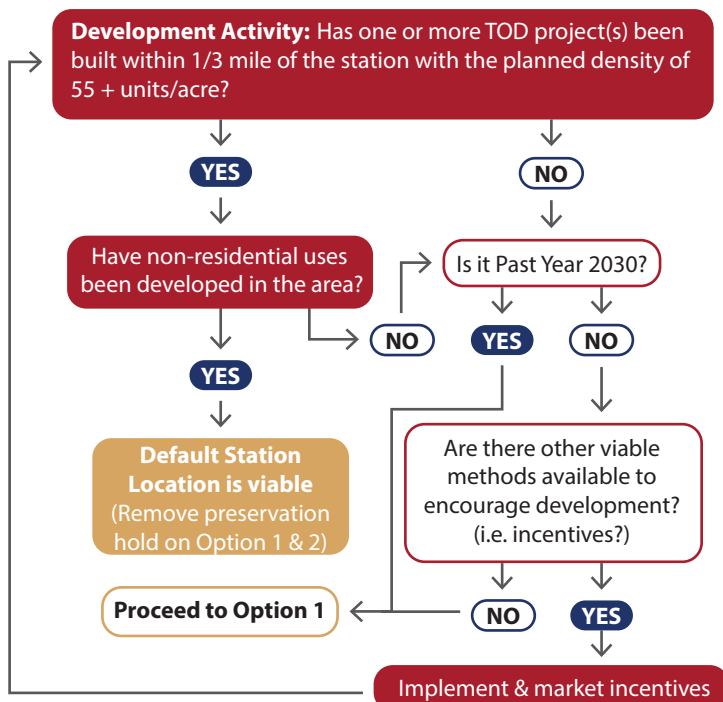


DEFAULT STATION LOCATION

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

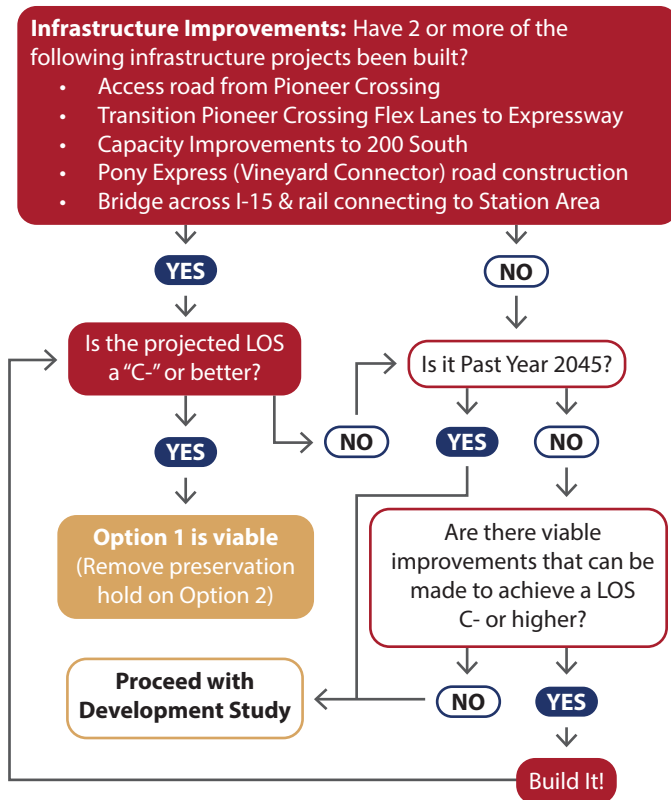
1. The station's current location was acknowledged by the city, its residents, UTA riders, UTA, UDOT, and the consultant team as a less than ideal location for the station. If the development community shows that the 55+ units/acre around the current station is not feasible within the timeframe, we should 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

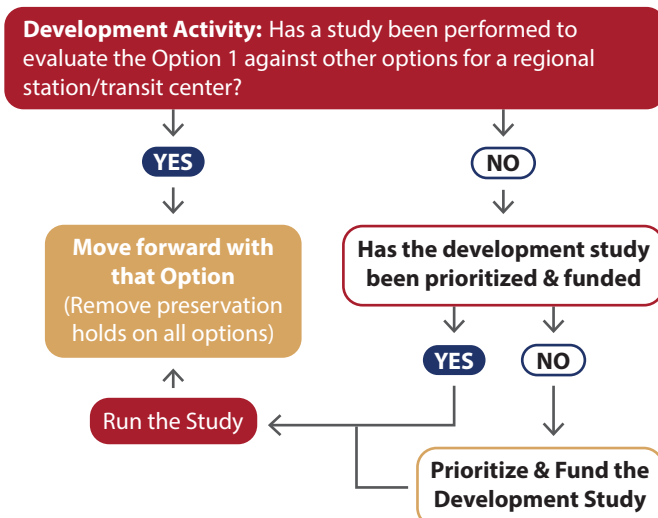
1. 2030 is four years before the Olympics, so if these improvements have not been made by then, we need sufficient time to establish a working station.
2. State requires a five-year station area plan, so the year 2030 gives an additional five-year window to make the existing station work. (2010 - 2030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

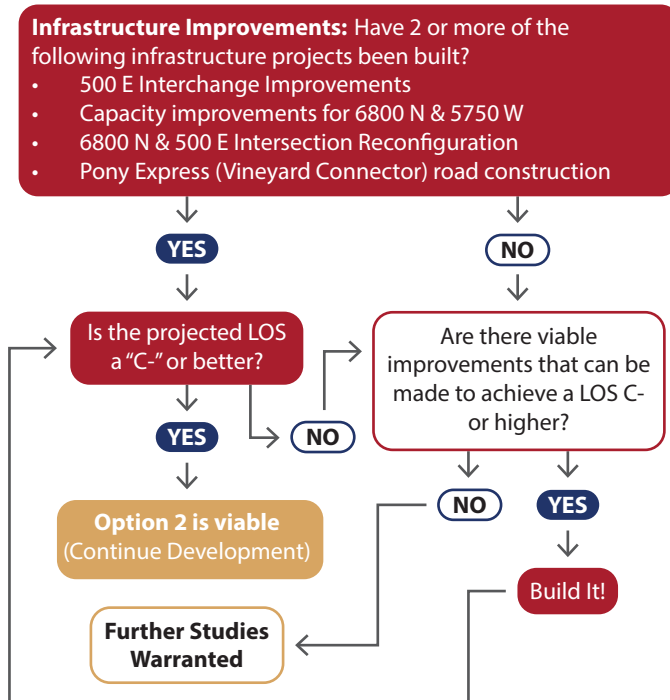
Timeframe

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 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.



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.

03

STATION AREA PLAN

Attachment: 25-6-3 AF Station Area Plan (Compressed) (General Plan Amendment - American Fork 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.



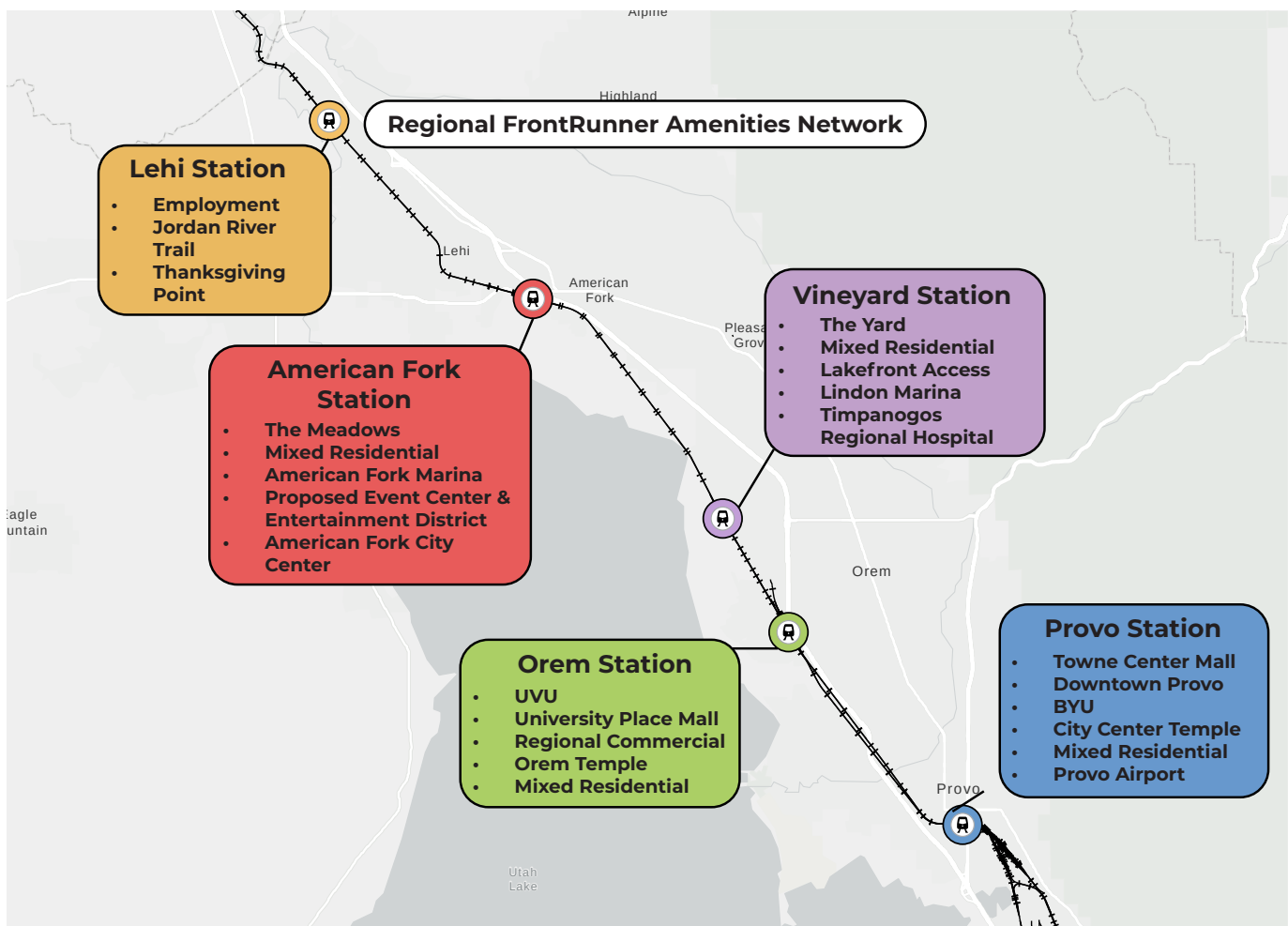
Preferred Development Options

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.



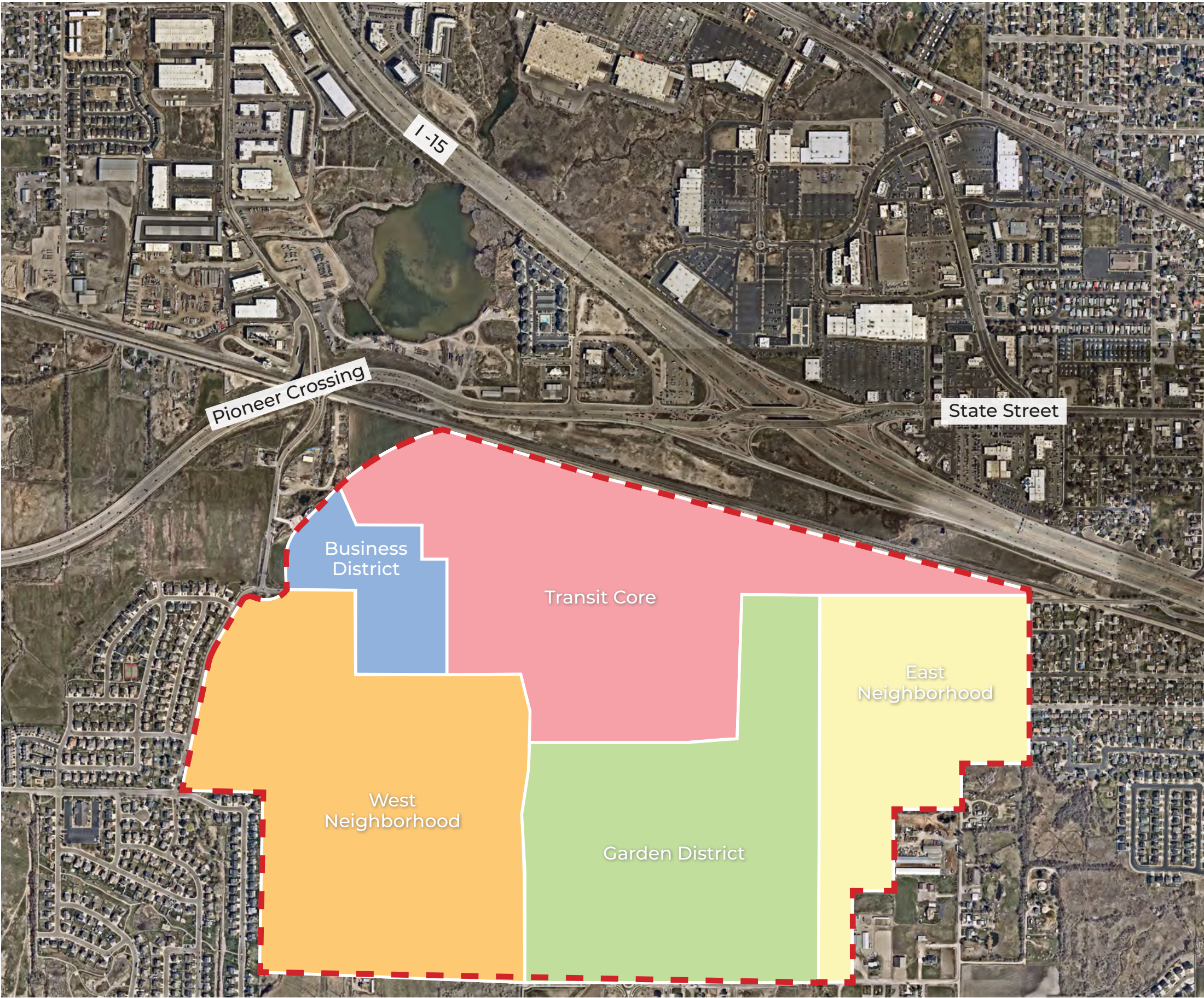


Option 1 PHASE III

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.



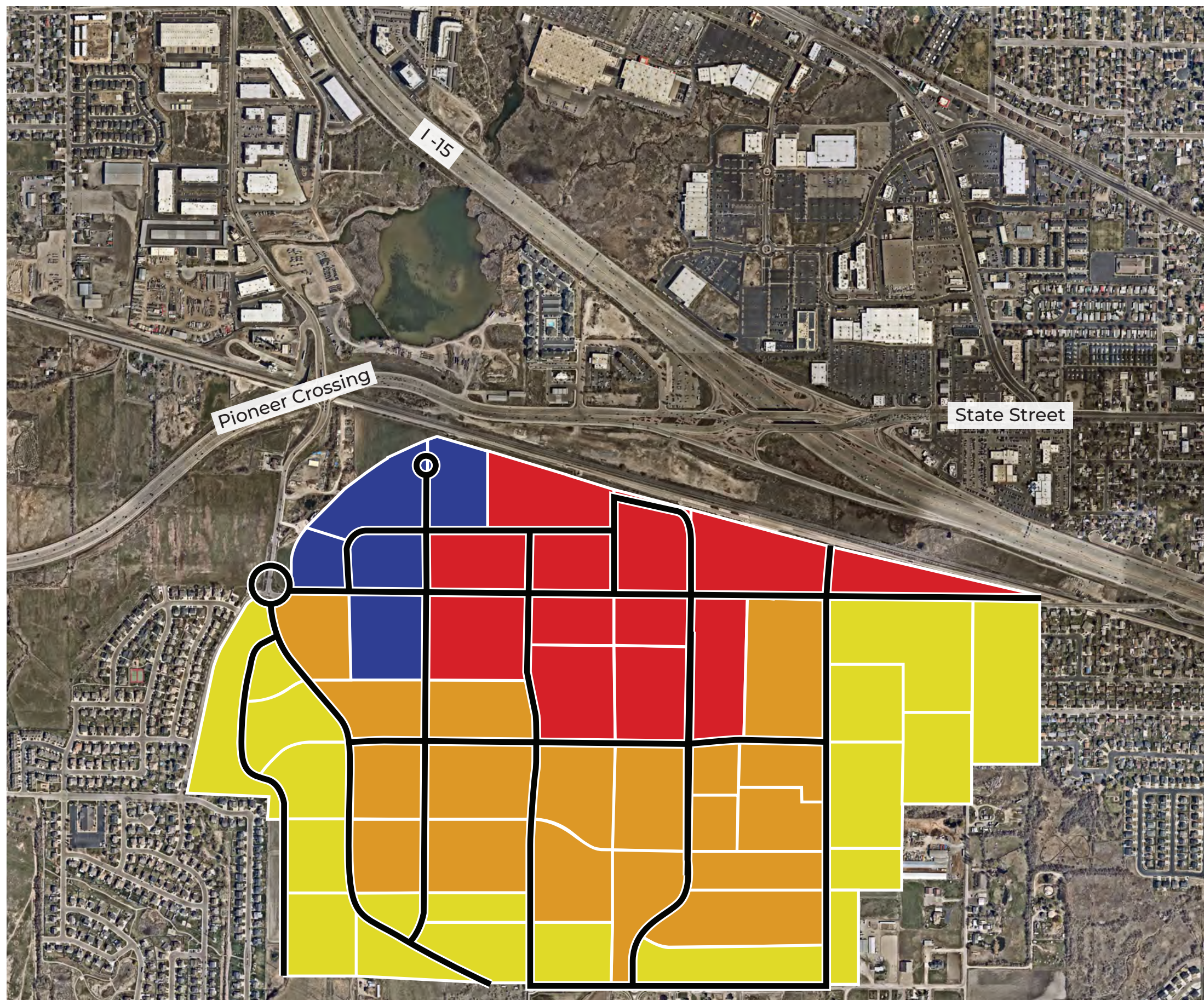
Updated District Boundaries Map

- 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>



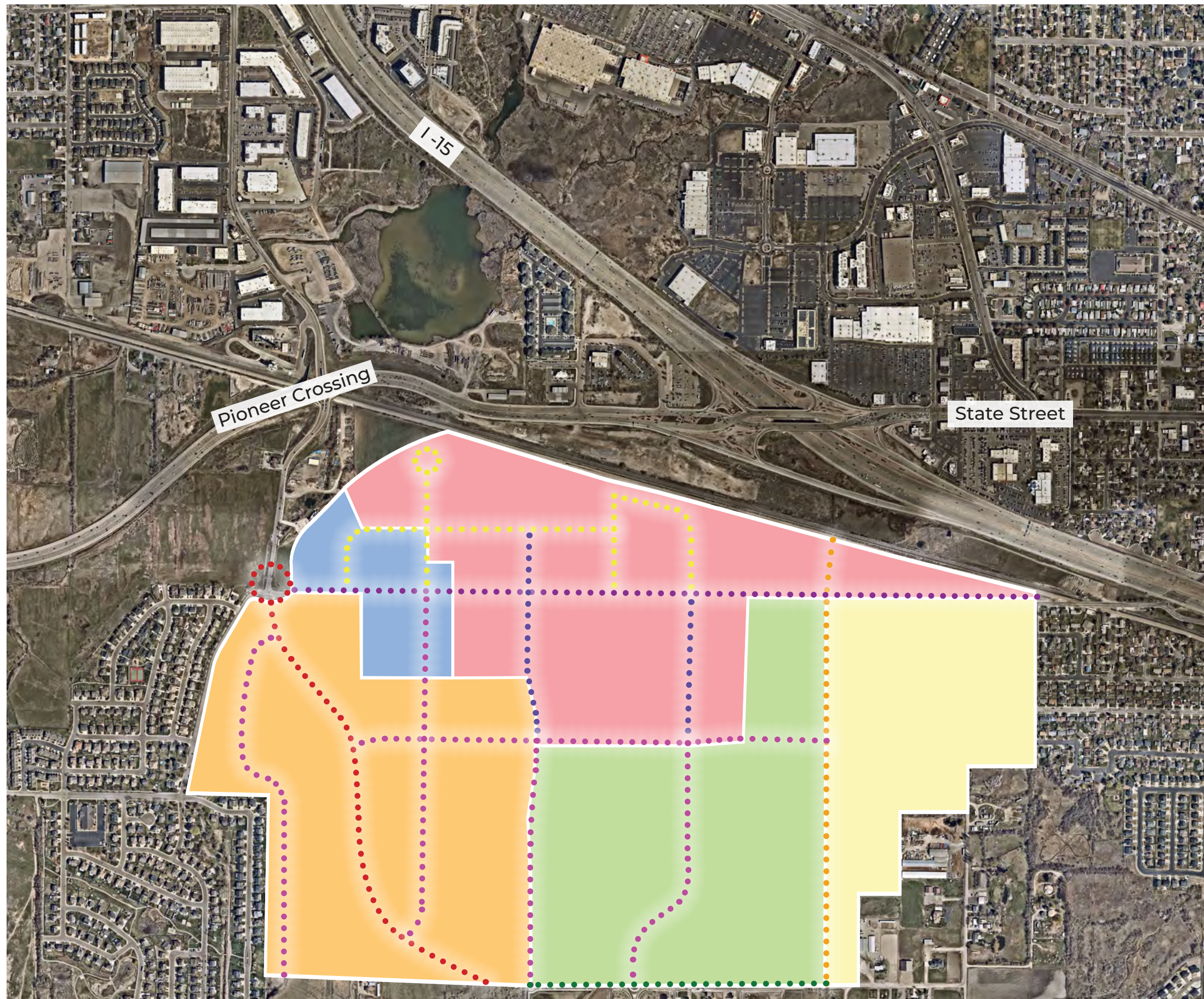
Updated Transportation Map

- 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

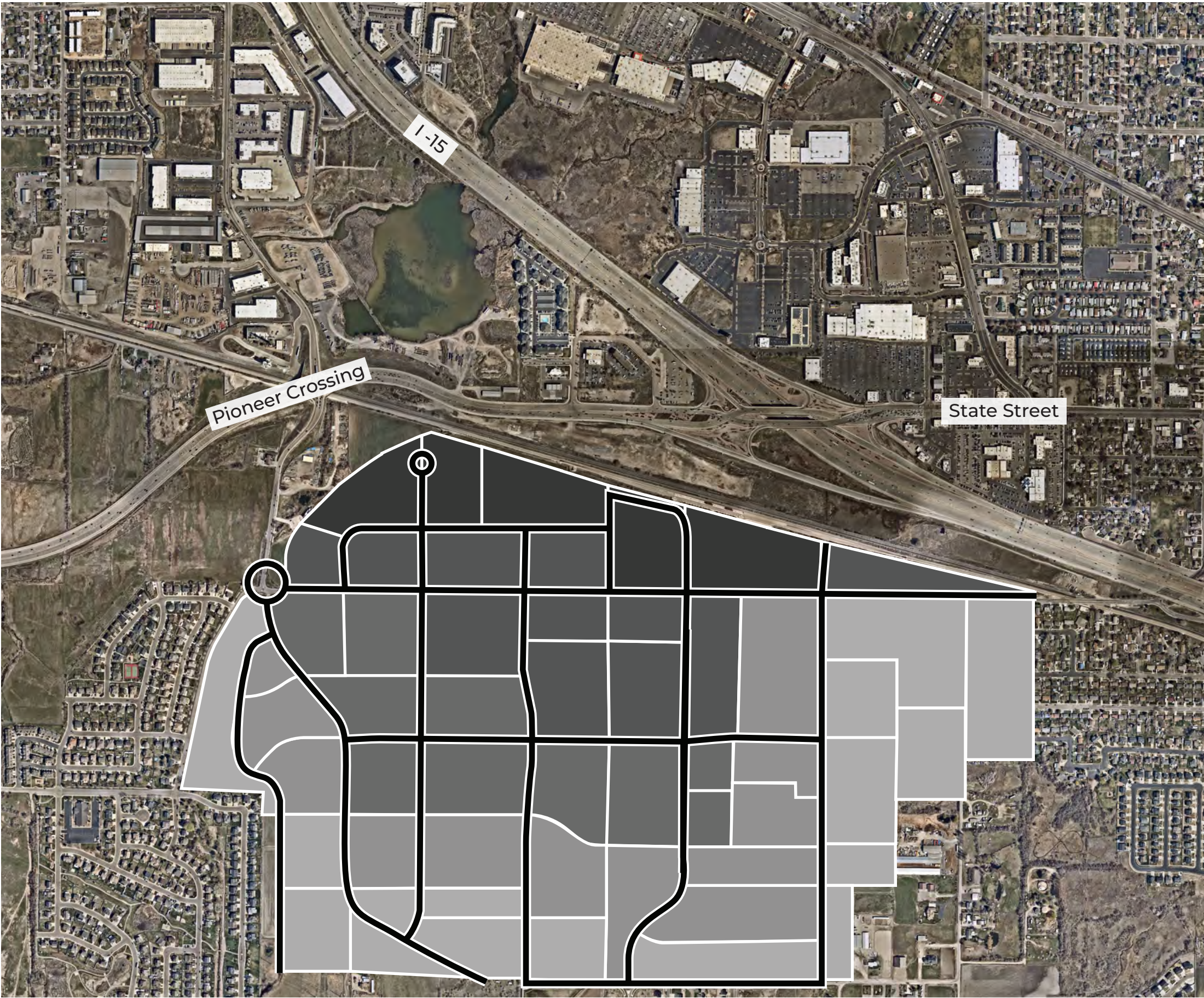
- Adjustments to the road network to match existing and proposed roads
- Minor block adjustments to update block shapes to existing and proposed plans
- One block shifted from a General Mixed-Use to Office Core (two blocks east of the new roundabout and just south of 200 South)
- One block shifted from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

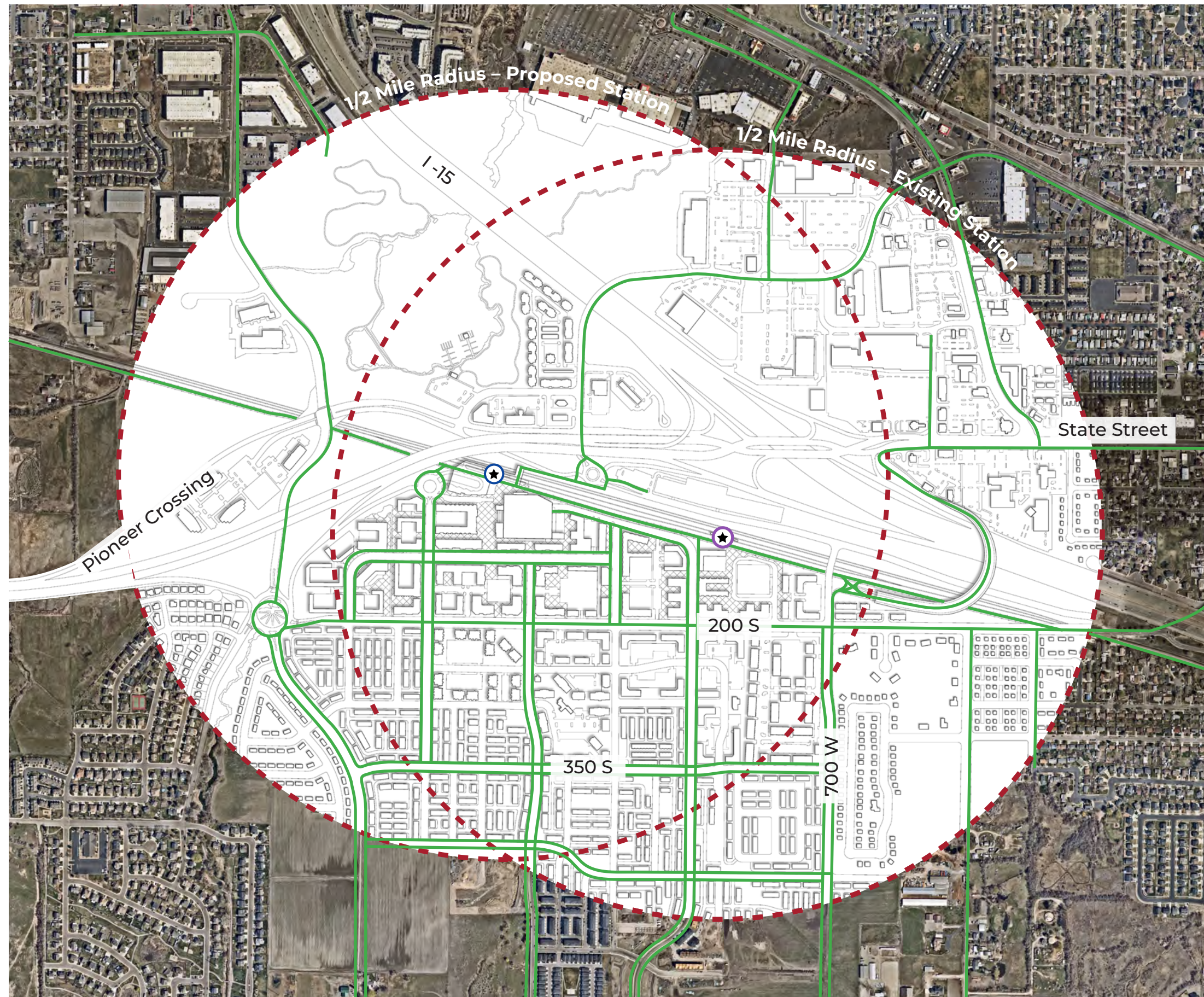
Key Transportation Features & Recommended Improvements

- ★ 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/1sfOQu5qictzKDAj0yDvSO48JFuYrZZbuYsyW4bbardY/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.cfmcmag
- **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**

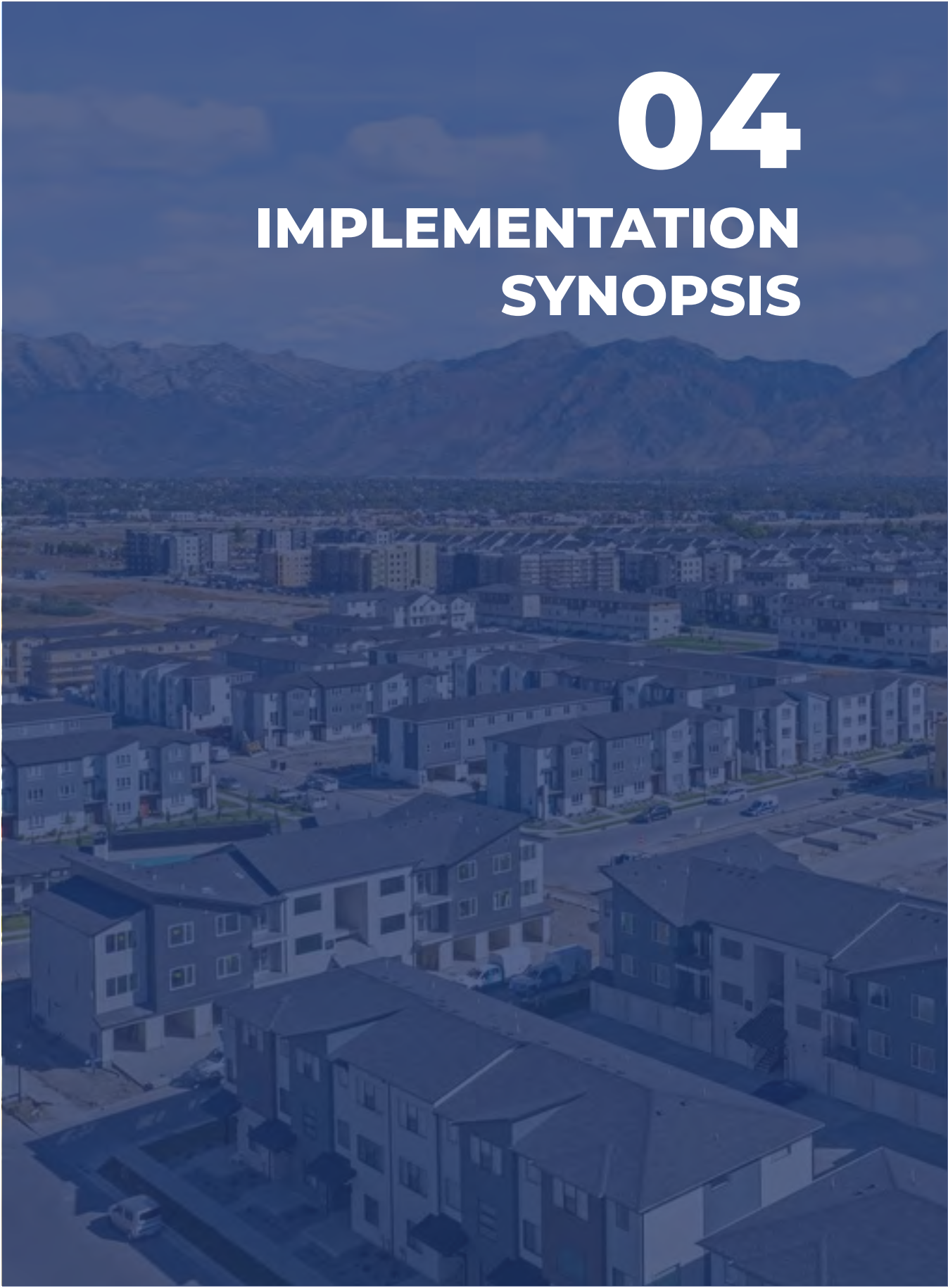
For strong destination retail anchors, the City may offer a sales tax incentive for a period of time. The City should consider sales tax incentives on a case-by-case basis. This should only be considered for a major tax-generating retailer or to retain a current major tax-generating business

- **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

Attachment: 25-6-3 AF Station Area Plan (Compressed) (General Plan Amendment - American Fork Station Area Plan)

Implementation Synopsis Table

The following table outlines the specific policy items that should be implemented 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

Attachment: 25-6-3 AF Station Area Plan (Compressed) (General Plan Amendment - American Fork Station Area Plan)

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

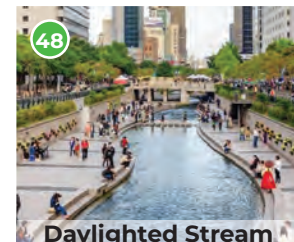


Bio-Swales

• 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

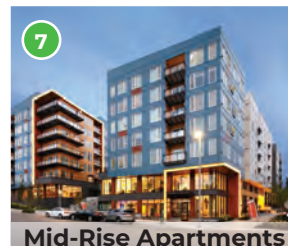
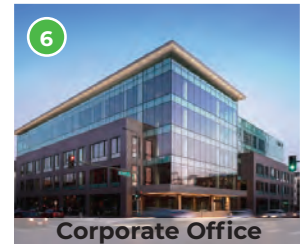
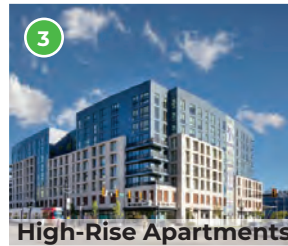


General Feedback

- 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



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

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?

- **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

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

Attachment: 25-6-3 AF Station Area Plan (Compressed) (General Plan Amendment - American Fork Station Area Plan)



Conceptual Station Area Looking Northeast

Attachment: 25-6-3 AF Station Area Plan (Compressed) (General Plan Amendment - American Fork Station Area Plan)





Conceptual Station Area Looking Southwest

Attachment: 25-6-3 AF Station Area Plan (Compressed) (General Plan Amendment - American Fork Station Area Plan)



Conceptual Station Area Looking West

Attachment: 25-6-3 AF Station Area Plan (Compressed) (General Plan Amendment - American Fork Station Area Plan)





Conceptual Station Area Closeup

Attachment: 25-6-3 AF Station Area Plan (Compressed) (General Plan Amendment - American Fork Station Area Plan)



**REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
SEPTEMBER 9, 2025**

Department Public Works

Director Approval Sam Kelly

AGENDA ITEM Review and action on a resolution approving the first amendment to the interlocal agreement for AF 200 S Multi-Modal Improvements Project between Utah County, Utah, and American Fork City.

SUMMARY RECOMMENDATION

Staff recommend approval of the amendment to the interlocal agreement.

BACKGROUND

This is an amendment to the interlocal agreement between Utah County, Utah, and American Fork City for the AF 200 S Multi-Modal Improvements Project. The original agreement (attached, 2019-873) states that the agreement duration would be 3 years from the effective date, making the expiration November 5th, 2022. This amendment is to extend the agreement duration three years from new execution date, August 31st, 2028.

BUDGET IMPACT

NA

SUGGESTED MOTION

Move to adopt the resolution approving the first amendment to interlocal agreement 2019-873 for the AF 200 S Multi-Modal Improvements Project.

SUPPORTING DOCUMENTS

09.09.25 - 1st Amendment to Interlocal - 200 South Multi-modal improvement project (DOCX)
(Original Agreement) 2019-049 - Interlocal with Utah County on 200 South Multi-Modal Improvements (PDF)
(Amendment) AF 200 S Multi-Modal Improvements Project First Amendment Aug 2025 (PDF)

RESOLUTION NO. _____

A RESOLUTION AUTHORIZING THE EXECUTION OF A FIRST AMENDMENT TO THE INTERLOCAL COOPERATION AGREEMENT BETWEEN AMERICAN FORK CITY AND UTAH COUNTY FOR THE AF 200 SOUTH MULTI-MODAL IMPORVEMENTS PROJECT.

WHEREAS, American Fork City desires to enter into the first amendment to the interlocal agreement with Utah County for the AF 200 South Multi-Modal Improvements project; and

WHEREAS, the amendment is necessary to extend the term of the interlocal agreement so that the terms and conditions may be fulfilled.

NOW, THEREFORE, the City Council of American Fork, resolves to enter into the attached first amendment to the interlocal agreement with Utah County for the AF 200 South Multi-Modal Improvements project.

ADOPTED BY THE CITY COUNCIL OF AMERICAN FORK, UTAH, THIS ____ DAY OF SEPTEMBER 2025.

Bradley J. Frost, Mayor

ATTEST:

Terilyn Lurker, City Recorder

2019-047

Agreement No. 2019- 87

INTER-LOCAL COOPERATION AGREEMENT

between

**UTAH COUNTY and
AMERICAN FORK CITY****For A Project Known As**

AF 200 S. Multi-Modal Improvements

THIS AGREEMENT, made and entered into this 5 th day of November 2019, by and between **UTAH COUNTY (Program Manager)**, a political subdivision of the State of Utah, with principle offices located at 100 East Center ST, Suite 2300, Provo, Utah 84606 and **AMERICAN FORK CITY (Project Sponsor)**, a political subdivision of the State of Utah, with principle offices located at 51 East Main Street, American Fork, Utah 84003.

RECITALS:

WHEREAS, the Utah Interlocal Cooperation Act, Title 11, Chapter 13, Utah Code Annotated (1953), as amended, permits local governmental units including cities, counties, inter-local agencies and political subdivisions of the State of Utah to make the most efficient use of their powers by enabling them to cooperate with other public entities on the basis of mutual advantage and to exercise joint cooperative action for the benefit of their respective citizens; and

WHEREAS, the Program Manager and the Project Sponsor desire to facilitate the construction of a road - widen project known as AF 200 S. Multi-Modal Improvements (**Approved Project**) which consists of placing a multi-modal path along 200 South leading to the FrontRunner Station from American Fork City to Lehi City as well as a trail and/or bike lane connection from the Murdock Canal Trail to the FrontRunner Station. Additional funds, if available, could fill in two sections of missing trail on the existing City trail network along Center Street (3500 feet) and 500 East (800 feet); and

WHEREAS, the Project Sponsor approved this Agreement by the commission, board, council, or other body or officer vested with the executive power of the public agency.; and

WHEREAS, the Program Manager approved this Agreement by the commission or officer vested with the executive power.

NOW THEREFORE, in consideration of the covenants and agreements contained herein and other valuable consideration, the sufficiency of which is hereby acknowledged, the Program Manager and the Project Sponsor hereby agree as follows:

Section 1. PURPOSES.

This Agreement has been established and entered into between the Program Manager and the Project Sponsor for the purpose of outlining the respective rights and responsibilities of the Program Manager and the Project Sponsor in the construction of the Approved Project.

Section 2. ADMINISTRATION OF AGREEMENT.

The parties hereto agree that, pursuant to Section 11-13-207, Utah Code Annotated, 1953 as amended, the Utah County Public Works Director shall act as the administrator responsible for the administration of this Agreement. The parties further agree that this Agreement does not anticipate nor provide for any organizational changes in the parties. The administrator agrees to keep all books and records in such form and manner as the Utah County Clerk/Auditor shall specify and further agrees that said books shall be open for examination by the parties hereto at all reasonable times.

Section 3. MULTIPLE JURISDICTIONS.

If a project is within multiple jurisdictions and/or agencies, one jurisdiction or agency will enter in to this interlocal agreement and interface with the Program Manager as the Project Sponsor. Multiple jurisdictions and/or agencies interactions will be outlined within a separate interlocal agreement between said jurisdictions and/or agencies. This agreement shall be referenced in such agreement as an Exhibit.

Section 4. EFFECTIVE DATE; DURATION.

This Agreement shall become effective and shall enter into force within the meaning of the Interlocal Cooperation Act, upon the submission of this Agreement to, and the approval and execution hereof by the governing bodies of the Program Manager and the Project Sponsor. The term of this Agreement shall be from the date of execution hereof until the terms and obligations identified herein are completed, but in no event longer than 3 years from the execution date.

Section 5. NO SEPARATE LEGAL ENTITY.

The Program Manager and the Project Sponsor do not contemplate nor intend to establish a separate legal or administrative entity under the terms of this Agreement.

Section 6. TERMS.

- 1) **Project Scope** – The purpose of this project is to provide safety and mobility for pedestrians and bicycles along 200 South to and from the American Fork FrontRunner Station. Currently 200 South does not provide a sidewalk or trail allowing a safe transportation route for pedestrian and bicycle access to the FrontRunner Station.
- 2) **Procurement** - The Project Sponsor will designate a qualified project engineer from its staff or hire a project engineer from the Project Sponsors consultant pool or the prequalified UDOT pool, who will be responsible for project delivery. The Project Sponsor shall follow Utah state code Section 63G-6a-101 or its own procurement/purchasing policy. Different project engineers can be designated or hired for different phases of the project.
- 3) **Project Development** - The Project Sponsor and the designated project engineer, will design, acquire the necessary rights-of-way (ROW), bid out and manage the construction of the Approved Project.
 - a) **Design Standard** - The design and construction of the Approved Project will meet or exceed American Fork City design standards.
 - b) **Environmental Work** - The Project Sponsor will acquire the appropriate clearances and permits through the design process. The Project Sponsor can follow their own adopted environmental process, or follow the Recommended Environmental Guidance / Mountainland & Utah County Programmed Projects document (including designating with the Program Manager the type of environmental work to be completed), or any other stricter environmental process under local or federal law. The Project Sponsor must follow any National Environmental Policy Act (NEPA) requirements required (Endangered Species Act, Clean Water Act, etc.), and any other local or government agency requirements for the Approved Project.

- c) **Design Work** - The Project Sponsor will involve the Program Manager at the following design milestones:
- (1) Kickoff Meeting,
 - (2) 30% Scope and Schedule Review,
 - (3) 60% On Site Plan Review,
 - (4) 90% Plans, Specifications and Estimate,
- d) **Final Design Approval** - Once project design is completed, the Project Sponsor will review the final design with the Program Manager. Both parties shall agree that the project is ready for the construction phase.
- e) **ROW Acquisition** - The Project Sponsor will be responsible to acquire all necessary ROW adhering to state and local laws. The Project Sponsor can follow their own adopted ROW acquisition process or follow the Recommended Right of Way Acquisition Guidance / Mountainland & Utah County Programmed Projects guidance document, or as required by Utah law.
- f) **Construction Advertising** - To advertise construction, the Project Sponsor shall follow Utah state code Section 63G-6a-101 or its own procurement/purchasing policy. All construction bids will include a 10% construction contingency. The Project Sponsor will provide a copy of the advertisement and the notice of award to the Program Manager.
- 4) **Project Signage/Contact Info** - It is recommended that the Project Sponsor install signage informing the public of the following:
- a) Project name.
 - b) Project description.
 - c) Start and completion dates (general).
 - d) Contact name, phone number, website address, email.
 - e) Use the sentence "This project funded with Mountainland Transportation Funding".
 - f) List project sponsors and their logos (Project Sponsor, Mountainland, Utah County).
 - g) Generally, one sign at each access point to the project shall be installed.
 - h) Signs should be at least 4' x 6', or large enough for passing motorists to read.
 - i) Signs should be installed prior to construction and stay in place through construction.

- 5) **Construction Process** - The Project Sponsor will manage the construction process.
 - a) The Program Manager will be notified of any changes that affect the scope of the project or costs that exceed the construction contingency.
- 6) **Project Completion** - Program Manager staff will be notified and allowed to attend the final inspection of the completed project.
- 7) **Project Hold** - The Program Manager has the authority to place a project on hold at any time during the project development process or withhold reimbursement of invoices during the construction process if the Program Manager deems that the Approved Project is not within the Approved Project scope or budget. The Program Manager shall notify the Project Sponsor of the hold in writing and will work with the Project Sponsor to rectify the issues promptly. If the Project Sponsor and Program Manager cannot bring the Approved Project back into scope or if additional funding is needed above what the Program Manager or the Project Sponsor can provide, the issues will be brought to the Mountainland MPO committees for their review, recommendations, resolutions, and approvals.
- 8) **Total Project Cost** - Both the Program Manager and Project Sponsor acknowledge that the Approved Project has been authorized by the Mountainland MPO Regional Planning Committee (Utah County Commission must also approve if county funds are used) to be funded at an amount not to exceed \$4,715,391.00 (Total Project Cost) for the direct costs of the Approved Project.
 - a) **Matching Funds** - The Project Sponsor is required to pay a match or portion of the Total Project Cost. This amount is 6.77% of the Total Project Cost. The use of Project Sponsor equipment and/or Project Sponsor employee time for the project shall not be reimbursable, but can be claimed by the Project Sponsor as a soft match toward the required 6.77% matching funds required from the Project Sponsor. Soft match being used as the required match for this project is N/A, equating to \$0.00. The Project Sponsor is required to pay the difference between the required match and the value of the soft match, if any.
 - b) **Multi-Year Funding** - Some projects require funding across multiple fiscal years. Reimbursement for Approved Project activities can only be made up to the available amount identified in a single fiscal year. Any balance from a prior year where available funds have not been expended for the Approved Project are then advanced to the next fiscal year and are added to the funds available that fiscal year. Fiscal years for MAG Exchange Funds begin each year on October 1st or as otherwise designated in the Cooperative Agreement between MAG and UDOT, and for County Transportation Sales Tax Funds on

January 1st. The Approved Project has \$4,715,391.00 in 2019, N/A in NA.

- c) **Funding Availability** - MAG Exchange funds are distributed to the MPO generally in October each year through a cooperative agreement with UDOT. The exchange process requires that MPO federal funds be exchanged with UDOT for state funds on an annual basis. The federal funds are made available by congress, the release of funds can fluctuate yearly. County Transportation Sales Tax funds are generally available each January and are generated by sale tax revenue, which can fluctuate with the economy. MAG will not reimburse expenses on an Approved Project unless funding is made available by UDOT and Utah County. This could require the Approved Project to be placed on hold by the Program Manager or that the Project Sponsor advance their own funds toward the Approved Project with reimbursement to be made by the Program Manager upon receipt of available funding from UDOT and/or Utah County.
- d) **Reimbursement** - The Project Sponsor, if desiring reimbursement for the direct costs of the Approved Project, will provide the Program Manager with one monthly itemized invoice detailing actual costs for the ROW acquisition, design, utility relocation, construction, or other approved elements of the project. Appropriate backup materials shall also be supplied by the Project Sponsor to the Program Manager without requiring separate inquiry. The Program Manager agrees to reimburse the Project Sponsor within 30 days of receiving acceptable itemized invoices establishing the validity of the direct costs of the Approved Project. The maximum amount of reimbursement from the Program Manager to the Project Sponsor for any fiscal year shall be the available funds actually received by the Program Manager for such fiscal year. The maximum amount of reimbursement from the Program Manager to the Project Sponsor for the entire cost of the Approved Project shall not exceed \$4,715,391.00 (Total Project Cost less Matching Funds). Any costs which exceed \$4,715,391.00 shall be the sole responsibility of the Project Sponsor. The Program Manager will review and approve monthly each itemized invoice and will reimburse the total invoice amount less the required matching funds.
- e) **Cost Overruns** - The Program Manager maintains a contingency account for cost overruns. The Project Sponsor may request additional funds above the approved Total Project Cost with supporting documentation demonstrating the need for additional funds. The Program Manager may approve up to 10% of the Total Project Cost up to a maximum of \$500,000. The MPO Regional Planning Committee can approve higher amounts (Utah County Commission must also approve if county funds are used). The addition of these contingency funds would require a modification to this Agreement. If no additional funds are awarded or the Approved Project still requires additional funds, the Project Sponsor

will be responsible to fund the overrun.

- f) **Surplus Funds** - Any surplus funds remaining after the completion of the Approved Project will be returned to the Mountainland or Utah County fund balance to be reallocated to other projects selected through the MPO project selection process. Note that Mountainland and Utah County selects and funds projects, not project sponsors. Surplus funds cannot be moved to a new project not already approved through the MPO project selection process. Any surplus funds paid by the Project Sponsor shall be returned to the Project Sponsor.
- 9) **Liability, Ownership and Maintenance of Approved Project** - The Project sponsor bears all liability through all stages of project development and construction. The Project Sponsor shall own and be responsible for maintenance, repair and replacement of the completed project.
- 10) **Inspection of Approved Project** - The Program Manager and its designees, upon reasonable notice, reserve the right to enter upon the Approved Project to inspect the same to verify compliance with this Agreement.
- 11) **Other Expenses** - Except as otherwise expressly stated herein, all expenses not identified as a part of the Approved Project or executed prior to the Agreement shall be the sole responsibility of the Project Sponsor.
- 12) **No Third-Party Rights** - The obligations of the parties set forth in this Agreement shall not create any rights in or obligations to any persons or parties other than to the Project Sponsor and Program Manager. This Agreement is not intended to nor shall it be construed to benefit any third party.
- 13) **Recitals** - The Recitals portion of this Agreement constitutes a part of this Agreement.

Section 7. FILING OF INTERLOCAL COOPERATION AGREEMENT.

Executed copies of this Agreement shall be placed on file with the official keeper of records of the Program Manager and the Project Sponsor, and shall remain on file for public inspection during the term of this Agreement.

Section 8. AMENDMENTS.

- 1) **Amending this Agreement** - This Agreement may not be amended, changed, modified or

altered except by an instrument in writing which shall be one of the following: (a) approved by Resolution of the governing body of each of the parties, (b) executed by a duly authorized official of each of the parties, and (c) filed in the official records of each party.

- 2) **Change Orders** - Changes can occur throughout a project. Changes that are outside the scope outlined in this Agreement must be amended as stated above. Minor changes and adjustments that fall within the original project scope can be addressed with a change order. A change order does not require amending this agreement. A change order is defined as that additional effort necessary by reason of changed conditions which are radical, unforeseen, and completely beyond the control of the Project Sponsor. The Project Sponsor shall create the change order and keep records of them. Any additional costs incurred can be covered by the construction contingency or by added local funding and should be addressed in the change order. If additional costs are more than the construction contingency and available local funds, the Project Sponsor shall contact the Program Manager to review funding options.

Section 9. EXTRA WORK

Extra work shall be undertaken only when previously authorized in writing by the Program Manager, and is defined as additional work which is neither shown nor defined in this Agreement. Extra work includes additional improvements adjacent to the Approved Project or in other locations that the Project Sponsor desires to complete as a package of other approved projects. Extra work can be for utility projects, facilities that tie into the Approved Project, project betterments, or other work desired by the Project Sponsor. No costs incurred by extra work can be billed to the Approved Project. Any invoices submitted by the Project Sponsor shall clearly detail costs incurred by the Approved Project and list separately costs incurred by the extra work. Extra work shall be outlined in a new exhibit.

Section 10. SEVERABILITY.

If any term or provision of this Agreement or the application thereof shall to any extent be invalid or unenforceable, the remainder of this Agreement, or the application of such term or provision to circumstances other than those with respect to which it is invalid or unenforceable, shall not be affected thereby, and shall be enforced to the extent permitted by law. To the extent permitted by applicable law, the parties hereby waive any provision of law, which would render any of the terms of this Agreement unenforceable.

Section 11. GOVERNING LAW.

All questions with respect to the construction of this Agreement, and the rights and liability of the parties hereto, shall be governed by the laws of the State of Utah.

Section 12. INDEMNIFICATION.

The Project Sponsor shall indemnify and hold the Program Manager harmless from any and all claims of liability for any injury or damage to any person or property whatsoever occurring in, on or about the Approved Project or any part thereof. The Project Sponsor shall further indemnify and hold the Program Manager harmless from and against any and all claims arising from any breach or default in the performance of any obligation on the Project Sponsor's part to be performed under the terms of this Agreement, or arising from any act or negligence of the Project Sponsor, or any of the Project Sponsor's agents, employees, contractors, subcontractors, or invitees and from and against all costs, reasonable attorney's fees, expenses and liabilities incurred in the defense of any such claim or any action or proceeding brought thereon. Both the Project Sponsor and Program Manager agree that the terms of this Agreement are subject to, and not a waiver of, the protections, immunities and liability limits of the Governmental Immunity Act, U.C.A. 63G-1-101, et. seq. The Project Sponsor's obligations under this provision shall survive the expiration or other termination of this Agreement.

Section 13. ENTIRE AGREEMENT

This Agreement shall constitute the entire agreement between the parties and any prior understanding or representation of any kind preceding the date of this Agreement shall not be binding upon either party except to the extent incorporated in this Agreement.

IN WITNESS WHEREOF, the parties have signed and executed this Agreement, after resolutions duly and lawfully passed, on the dates listed below:

UTAH COUNTY

Authorized and passed on this 5 th day of November 2019,

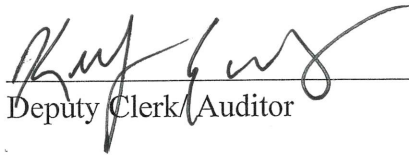
BOARD OF COMMISSIONERS
UTAH COUNTY, UTAH



William C. Lee, Commission Chair

ATTEST:

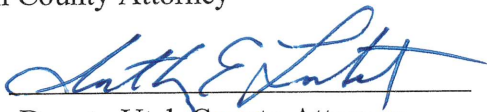
Amelia Powers Gardner
Utah County Clerk/ Auditor



Deputy Clerk/Auditor

REVIEWED AS TO FORM AND
COMPATIBILITY WITH APPLICABLE
LAW:

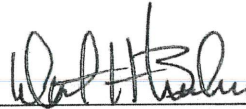
David O. Leavitt
Utah County Attorney

By: 
Deputy Utah County Attorney

AMERICAN FORK CITY

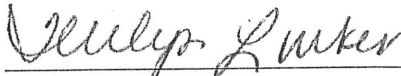
Authorized and passed on this 22 day of October 2019,

AMERICAN FORK CITY
UTAH COUNTY, UTAH



David Bunker, City Administrator

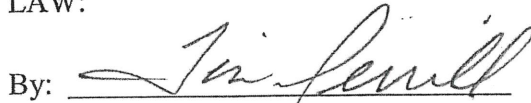
ATTEST:



Terilyn Lurker, City Recorder



REVIEWED AS TO FORM AND
COMPATIBILITY WITH APPLICABLE
LAW:



By: Tim Merrill, Legal Counsel

AGREEMENT NO. 2025-_____

**FIRST AMENDMENT TO INTERLOCAL AGREEMENT 2019-873 BETWEEN
UTAH COUNTY, UTAH, AND AMERICAN FORK CITY
FOR THE AF 200 S MULTI-MODAL IMPROVEMENTS PROJECT**

On this ____ day of September 2025, this First Amendment is made to the Interlocal Agreement 2019-873 between UTAH COUNTY, a political subdivision of the State of Utah, with principle offices located at 100 East Center St, Suite 2300, Provo, Utah 84606 (“County” and “Program Manager”) and AMERICAN FORK CITY, a political subdivision of the State of Utah, with principle offices located at 51 East Main Street, American fork, Utah 84003 (“City” and “Project Sponsor”); and

WHEREAS, County and City entered into Agreement No. 2019-873; and

WHEREAS, County and City now desire to amend Agreement No. 2019-873 on account of a change in scope for the AF 200 S. Multi-modal Improvements Project.

NOW THEREFORE, in consideration of the foregoing, the mutual covenants made herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, County and City hereby amend Agreement No. 2019-873 as follows:

1. Section 4 of the Agreement is hereby amended to read as follows:

Section 4: EFFECTIVE DATE; DURATION.

This Agreement shall become effective and shall enter into force within the meaning of the Interlocal Cooperation Act, upon the submission of this Agreement to, and the approval and execution hereof by the governing bodies of the Program Manager and the Project Sponsor. The term of this Agreement shall be from the date of execution hereof until August 31, 2028.

The remaining portions and all remaining paragraphs of Agreement No. 2019-873 shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have caused this First Amendment to be duly executed on the date listed above.

BOARD OF COUNTY COMMISSIONERS,
UTAH COUNTY, UTAH

BRANDON B. GORDON, Chair

ATTEST:
AARON R. DAVIDSON
Utah County Clerk

By: _____
Deputy

APPROVED AS TO FORM AND LEGALITY:
JEFFREY S. GRAY
Utah County Attorney

By: _____
Deputy County Attorney

AMERICAN FORK CITY
Authorized by Resolution No.
This ____ day of September, 2025.

AMERICAN FORK CITY
UTAH COUNTY, UTAH

Mayor

ATTEST:

City Recorder

REVIEWED AS TO FORM AND
COMPATIBILITY WITH APPLICABLE
LAW:

By: _____
City Attorney



**REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
SEPTEMBER 9, 2025**

Department Recorder

Director Approval Terilyn Lurker

AGENDA ITEM Review and action on a resolution approving the declaration of property to be surplus and disposed of.

SUMMARY RECOMMENDATION

Staff would recommend approval.

BACKGROUND

There are seven vehicles to be declared surplus:

2016	Ford	Explorer
2016	Ford	Explorer
2014	Ford	Taurus
2016	Jeep	Renegade
2017	Ford	Escape
2002	Chevy	S-10
2014	Ford	Taurus

BUDGET IMPACT

Unknown at this time.

SUGGESTED MOTION

Move to adopt the resolution approving the declaration of real property to be surplus and disposed of.

SUPPORTING DOCUMENTS

09.09.25 - Surplus Property (DOC)

RESOLUTION NO. _____

A RESOLUTION DECLARING PROPERTY TO BE SURPLUS

WHEREAS, pursuant to American Fork City Code § 3.32.010, the City has the authority to declare property to be surplus and to dispose of said surplus; and

WHEREAS, a list of the personal property to be surplus is attached hereto as Exhibit A.

WHEREAS, the City Administrator or designee has prepared Exhibit A; and

WHEREAS, the City Administrator or Designee has determined no use can be made of the Property included on Exhibit A nor will there be any use expected to be made within the reasonably foreseeable future; and

WHEREAS, American Fork City published notice of a public hearing regarding the proposed surplus of property in the Daily Herald at least ten (10) days prior to the hearing, in compliance with American Fork City Code § 3.32.010, and such public hearing was held on the 9th day of September 2025, at which public comment was received and considered; and

WHEREAS, the City Council of American Fork has found that the personal property listed on Exhibit A should be surplus and disposed of as provided herein.

NOW THEREFORE, BE IT RESOLVED by the City Council of American Fork, Utah as follows:

1. **Declaration of Surplus.** The personal property included in Exhibits A , incorporated herein by reference, is declared surplus and no longer needed by the City.
2. **Other Personal Property** – Exhibit A. Property listed on Exhibit A shall be disposed of in accordance with American Fork City Code § 3.32.010. Disposal methods may include, but are not limited to, public auction, sealed bids, sale for scrap, negotiated sale, donation to qualifying entities, or disposal of no-value items, as determined by the City Administrator, the requirement for property valued at \$1,000 or more being approved by the City Council having been met by this Resolution.
3. **Authority to Act.** City staff, under the direction of the City Administrator, is authorized to carry out the disposal of property in accordance with the provisions of this Resolution, Utah Code, and American Fork City ordinances.
4. **Effective Date.** This Resolution shall become effective immediately upon its passage.

PASSED by the American Fork City Council this ____ day of _____ 2025.

ATTEST:

Bradley J. Frost, Mayor

Terilyn Lurker, Recorder

Attachment: 09.09.25 - Surplus Property (Surplus Property - 09.09.25)

Exhibit A

Personal Property

Year	Make	Model	Vin
2016	Ford	Explorer	1FM5K8AR9GGD17261
2016	Ford	Explorer	1FM5K8AR9GGD17260
2014	Ford	Taurus	1FAHP2D85EG141466
2016	Jeep	Renegade	ZACCJBBT4GPD96287
2017	Ford	Escape	1FMCU9G96HUC82073
2002	Chevy	S-10	1GCCS19W328176792
2014	Ford	Taurus	1FAHP2D88EG150629

Attachment: 09.09.25 - Surplus Property (Surplus Property - 09.09.25)



**REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
SEPTEMBER 9, 2025**

Department Recorder

Director Approval Terilyn Lurker

AGENDA ITEM Review and action on a resolution approving the disposition of lost or mislaid property or seized property.

SUMMARY RECOMMENDATION

Staff would recommend approval of the resolution.

BACKGROUND

The American Fork Police Department has possession of personal property that has been seized, lost or mislaid. The Police Department has given the required notice, claim, and holding period requirements as outlined in Utah Code have been met. The list of personal property is attached to the resolution.

BUDGET IMPACT

N/A

SUGGESTED MOTION

Move to adopt the resolution authorizing the disposition of lost or mislaid property or seized property.

SUPPORTING DOCUMENTS

Abandoned.Mislaid.Seized Property.Resolution.PD.9.1.2025 (DOC)
Attachment A - Lost Mislaid or Seized property (PDF)

RESOLUTION NO. _____

A RESOLUTION PROVIDING FOR THE DISPOSITION OF LOST OR MISLAID PROPERTY OR SEIZED PROPERTY

WHEREAS, the American Fork Police Department has possession of certain personal property that has been seized pursuant to Utah Code § 77-11a-401 *et seq.* or has been lost or mislaid as defined in Utah Code § 77-11d-101(2) (collectively the “Personal Property”); and

WHEREAS, all applicable requirements for disposal of seized property found in Utah Code § 77-11a-401 *et seq.* - *Disposal of Seized Property and Contraband* and Utah Code § 77-11d-101 *et seq.* - *Lost or Mislaid Property* have been met, and a list of the Personal Property is attached hereto as Exhibit A; and

WHEREAS, the American Fork Police Department has indicated that all notice, claim and holding period requirements found in Utah Code § 77-11a-401 *et seq.* and Utah Code § 77-11d-101 *et seq.* have been complied with; and

WHEREAS, the City Council of American Fork has found that the Personal Property included on Exhibit A should be disposed of in accordance with Utah Code § 77-11a-403 and Utah Code § 77-11d-105, with the proceeds of the Personal Property applied to the specific public interest use as designated and approved by the City Council.

NOW THEREFORE, BE IT RESOLVED by the City Council of American Fork, Utah as follows:

1. Personal Property – Exhibit A.

- (a) The City Council approves the application of the Personal Property included in Exhibit A, or proceeds derived therefrom, to specific public interest use designated and approved by the City Council which is the provision and enhancement of law enforcement services for residents of the City. Such use is found to promote the public interest in accordance with applicable law.
- (b) Except as provided for in subsection 1(c) below, the City shall sell the Personal Property at public auction and apply the proceeds of the sale to the public interests as provided for herein.
- (c) Any confiscated or unclaimed firearms included in Exhibit A shall be disposed of strictly in accordance with Utah Code § 77-11a-403, which requires that such firearms be:
 - (i) sold to a federally licensed firearms dealer with proceeds applied to an approved public interest use;

(ii) destroyed if unfit for sale or associated with a notorious crime; or

(iii) transferred to the Bureau of Forensic Services or another public forensic laboratory with legislative approval.

2. **Authority to Act.** City staff is authorized to carry out the disposal of property in accordance with the provisions of this Resolution, Utah Code, and American Fork City ordinances.
3. **Effective Date.** This Resolution shall become effective immediately upon its passage.

PASSED by the American Fork City Council this ____ day of _____ 2025.

Bradley J. Frost, Mayor

ATTEST:

Terilyn Lurker, Recorder

Exhibit A

Personal Property

Property Room Auction Items

Case #:	Property #:	Item Description:
20AF02822	472321	Milwaukee hand drill & battery
20AF04743	477141 (partial)	Milwaukee compact heat gun
23AF06021	561320	2 screwdrivers, head lamp, cord, bluetooth earphones, misc tools
17AF00806	385541	Portable CE Tech Speaker, Consecrated Oil Dropper, 2Gig Tech 4-button Keyring Remote
UNK	UNK	Irwin Straightline Chalk String
UNK	UNK	Oakley's Sunglass Case
UNK	UNK	Swiss-Tech Micro Tool
UNK	UNK	MOEN Paper Holder
UNK	UNK	Beaded Wallet
UNK	UNK	Gold Blatt Inside Corner Trowels (2)
UNK	UNK	Tasco Black Zip Pouch w/ Adjustment Tool Set
UNK	UNK	Power Clip LED light
UNK	UNK	Raybans
UNK	UNK	Sylvania Amber LED (2)
UNK	UNK	Pittsburgh 10-Ton Hydraulic Short Body Ram
UNK	UNK	Precision 8-in-1 Screwdriver
UNK	UNK	Kwikset Maximum Security Deadbolt
UNK	UNK	Gabba Goods Dashcam
UNK	UNK	HotShot Tools Hair Crimper
20AF02280	470928	Hypertough 38-piece bit and socket set, Metra back-up camera
20AF08732	487020	Craftsman bag w/ tools (Milwaukee Circular saw, Charger, Sawsaw, Battery)
f	487021	Milwaukee bag w/ tools (Jig saw, Hammer drill/driver (2), Impact driver, grinder, surge, flashlight, 6 batteries)
20AF08732	487036	dewalt nail gun
20AF08732	487019	milwaukee rotary hammer
20AF08732	487032	Cobra Head Hilted Sword
19AF02570	444459	Bolt Cutters
19AF02570	444478	Samsung VR Oculus
19AF02570	444481	Binoculars
20AF08356	486013	USB Turntable
20AF08356	486010	Vinyl Records
UNK	UNK	Window Breaker
UNK	UNK	Handcuffs
20AF04743	477141	Milwaukee Spot Infrared Imager + Rotating Inspection Scope
21AF03355	504102	Shower Nozzle
23AF10526	570770	2 Wrenches, multi-tool, and bike light
17AF02200	Item #13	Brown Leather Bag
23AF09587	568746	Wire Cutters
23AF07982	565621	Box Cutter, Socket Wrench, NocoBoostSport Tool
23AF09087	567880	Black MK Purse
22AF04737	532949	Needle nose plier and trimming shears
24AF00021	572266	empty Husky Tool Bag
23AF06542	563154	Blue Headphones
24AF00523	573329	Wire Cutters
18AF01678	Item #4	Black Stanley Box Cutter

Attachment: Attachment A - Lost Mislaid or Seized property (Surplus resolution - Abandoned, Mislaid, Seized property)

23AF06010	561332	Tac force knife, SOG knife, leatherman tool, screw driver, Thisworx car vacuum, black Soundcore earbuds
21AF03355	501959	Husky Wrench Set
23AF04792	558672	Black gerber knife
23af08667	567021	2 pocket knives
23AF08667	567020	4 pairs of headphones
23AF08667	567015	35 Pairs of airpods
23AF06010	561330	Milwaukee Bag w/ tools (Multi voltage chargers (M12/M18), 2.0 AH battery pack, M18 compact brushless drill/driver)
21AF03355	502098	Tactix Tool Pouch
21AF03355	502079	Lenovo Chromebook
21AF03355	502080	Hart Deep Socket Set
23AF00856	549566	Silver Dagger and double blade
20AF00689	466498	Jewelry
24AF01498	575444	Milwaukee Knife
24AF01498	575447	Gun Holster
24AF05882	561005	Red light therapy
24AF02667	577751	Misc Tools
24AF00946	574322	pliers, wire cutters, screwdriver socket set, flashlight, hunting knife, 3 pocket knives, 2 sets fo throwing knives, skullcandy earphones, Roku Express 4K+ in box.
21AF01672	499177	Rapid Pump Car Jack
24AF01066	574893	Apple airpods w/ case
24AF03694	579631	Silver Necklace
23AF09541	568660	firearm holster
24AF03496	579525	White Apple Airpods
24AF02792	554237	Firearm Holster
24AF03747	579779	Various Art Supplies
24AF03747	579781	Various Art Supplies
20AF08495	486415	Black Panasonic TV
20AF08495	486414	Black Samsung TV
24AF05552	583041	Black motorcycle helmet
24AF07463	586171	Ford truck bed storage box
24AF06998	585411	Gordon Pocket Knife
21AF02580	500039	Tactical Knife
21AF02580	500037	Camo Backpack
24AF06645	584882	Apple Airpods
24AF06645	584883	Jlab Earbuds
17AF04044	42	Verifone card machine
17AF04044	51	Verifone card machine
17AF04044	43	Comcast business router
17AF04044	45	Apple card reader
24AF03957	580174	Flyvista Black Drone
24AF04368	580900	Speaker
24AF07747	586715	JBL headphones
24AF04671	581549	Black Jlab Earbuds
23AF04590	558317	white Apple Airpods in black case
18AF00811	3	Black CRKT knife in sheath
21AF02538	499844	Orange Tacforce Masonite knife

Attachment: Attachment A - Lost Misaid or Seized property (Surplus resolution - Abandoned, Misaid, Seized property)

23AF08038	565727	Green Ryobi One + drill and battery
20AF02771	472162	silver multitool
21AF03355	502029	Needle nose pliers
21AF03355	502030	Blue handles pliers
20AF07512	484256	Leatherman tool holder
20AF07512	484254	Rigid Robogrip pliers
20AF07512	484258	Hitachi air intake
20AF07512	484255	Snap On neck light
20AF07512	484115	4 Kuhmo tires
20AF07512	484116	Grey box w/ misc. tools
20AF07512	484117	Cornwall wire brush
20AF07512	484118	Mac Tools air gun
20AF07512	484120	Exhaust piece
20AF07512	484122	Milwaukee M12 charger
20AF07512	484123	Milwaukee M12 charger
20AF07512	484125	Ford Motorcraft mobility kit
20AF07512	484127	Snap On torque wrench
20AF07512	484134	2 car batteries
20AF07512	484136	Misc. Hand tools
20AF07512	484138	Ryobi Sawzall hand tool
20AF07512	484139	Misc. Hand tools
20AF07512	484569	Extension cord/black tote
16AF00995	8	Green Duffle Bag w/ tools
19AF07732	457639	Battery Pack
19AF07732	457640	Battery Pack
19AF07732	457383	Black & Decker Grinder
19AF07732	457645	Battery Pack
19AF07732	457385	Dewalt Speaker
19AF07732	457386	Milwaukee Battery Charger
19AF07732	457387	Milwaukee Grinder *Has SUR/AUC note in EVI screen already*
19AF07732	457389	Handheld stapler rapid brand
19af07732	457394	Hard case w handair nailer kit
19AF07732	457395	Dewalt Impact Driver 20V
19AF07732	457396	Dewalt Drill driver
19AF07732	457397	Milwaukee impact wrench
19AF07732	457398	Dewalt Impact Driver
19AF07732	457401	Hypertough Angle Grinder
19AF07732	457402	Dewalt Battery Charger
19af07732	457403	5 gal bucket w/ tools
19AF07732	457404	Ryobi Handheld drill
19AF07732	457405	dewalthandheld drill
19AF07732	457406	ridgid hammer drill
19AF07732	457407	medium stroke air hammer
19AF07732	457408	5 gal bucket w/ misc. tools
19AF07732	457409	worm drive saw
19AF07732	457410	handheld drill
19AF07732	457411	handheld saw
19AF07732	457412	tool bag w/ misc. tools
19AF07732	457455	handheld wacker

Attachment: Attachment A - Lost Mislaid or Seized property (Surplus resolution - Abandoned, Mislaid, Seized property)

19AF07732	457456	case c/ paint gun
19AF07732	457457	craftsman nail gun
19AF07732	457458	case c/ angle grinder
19AF07732	457459	paslod nailgun
19AF07732	457460	dewalt reciprocating saw
19AF07732	457466	reciprocating saw
19AF07732	457468	handheld saw
19AF07732	457469	lawn pump w/ hoses
19AF07732	457470	framing nailer
19AF07732	457471	johnson level
19AF07732	457472	handheld stapler
19AF07732	457473	framing nailer
19AF07732	457474	framing nailer
19AF07732	457476	handheld nailer
19AF07732	457477	handheld stapler
19AF07732	457478	handheld stapler
19AF07732	457479	VSR drill
19AF07732	457480	Yamaha Power Washer
19AF07732	457482	husky tool bag w/ misc. tools
19AF07732	457483	handheld multi-tool
19AF07732	457484	handheld saw
19AF07732	457485	handheld auto caulker
19AF07732	457486	ryobi impact driver
19AF07732	457487	ryobi impact driver
19AF07732	457488	battery charger
19AF07732	457489	battery charger
19AF07732	457490	empty husky tool bag
19AF07732	457491	small makita bag w/ misc.tools
19AF07732	457492	battery charger
19AF07732	457493	dewalt case w/ 2 drills&charge
19AF07732	458559	DEWALT DRILL IN CASE
19AF07732	458560	DEWALT DRILL IN CASE
19AF07732	458561	BATTERY CHARGER IN CASE
19AF07732	457494	CASE W/ ROTARY HAMMER
19AF07732	457539	super saw handheld
19AF07732	457542	reciprocating saw
19AF07732	457544	nail gun
19AF07732	457547	dewalt impact driver
19AF07732	457548	ryobi impact driver
19AF07732	457549	case w/ reciprocating saw
19AF07732	457550	handheld saw
19AF07732	457551	dewalt band saw
19AF07732	457553	case w/ power tools
19AF07732	457554	socket wrench set
19AF07732	457555	dewalt impact wrench
19AF07732	457556	handheld stapler
19AF07732	457557	roofing nailer
19AF07732	457558	roofing nailer
19AF07732	457559	nailgun

Attachment: Attachment A - Lost Mislaid or Seized property (Surplus resolution - Abandoned, Mislaid, Seized property)

19AF07732	457560	sawzal
19AF07732	457561	handheld saw/worm style
19AF07732	457562	handheld saw
19AF07732	457563	battery charger
19AF07732	457565	battery charger
19AF07732	457566	ridgid handheld drill
19AF07732	457569	dewalt impact driver
19AF07732	457570	handheld shear
19AF07732	457571	roofing nailer
19AF07732	457572	bosch grinder
19AF07732	457574	milwaukee shear
19AF07732	457575	rotary hammer
19AF07732	457576	skillsaw
19AF07732	457577	electric caulking gun
19AF07732	457578	tool bag w/ misc. wires
19AF07732	457579	battery charger
19AF07732	457580	handheld saw
19AF07732	457581	handheld saw
19AF07732	457582	nailgun
19AF07732	457583	nailgun
19AF07732	457584	37 piece tool set
19AF07732	457585	64 piece impact socket set
19AF07732	457586	subaru pump
19AF07732	457587	case w/ nails&misc. tools
19AF07732	457588	case w/ router motor
19AF07732	457589	case w/ saw blades
19AF07732	457590	ryobi multi-tool
19AF07732	457591	router in blue ryobi bag
19AF07732	457592	leaf blower
19AF07732	457593	drill press
19AF07732	457594	super hawg tool
19AF07732	458563	porter cable bag
19AF07732	458564	porter cable NAILGUN
19AF07732	458565	porter cable NAILGUN
19AF07732	458566	porter cable NAILGUN
19AF07732	457642	battery pack
19AF07732	457643	battery pack
19AF07732	457644	battery pack
19AF07732	457646	battery pack
19AF07732	457647	battery pack
19AF07732	457648	battery pack
19AF07732	457649	battery pack
19AF07732	457650	battery pack
19AF07732	457652	battery pack
19AF07732	457653	battery pack
19AF07732	457654	battery pack
19AF07732	457655	battery pack
19AF07732	457656	battery pack
19AF07732	457657	battery pack

Attachment: Attachment A - Lost Mislaid or Seized property (Surplus resolution - Abandoned, Mislaid, Seized property)

19AF07732	457658	battery pack
19AF07732	457659	battery pack
19AF07732	457660	battery pack
19AF07732	457661	battery pack
19AF07732	457662	battery pack
19AF07732	457664	battery pack
19AF07732	457665	battery pack
19AF07732	457666	battery pack
19AF07732	457667	battery pack
19AF07732	457668	battery pack
19AF07732	457669	battery pack
19AF07732	457670	chainsaw
19AF07732	457671	portable table saw
19AF07732	457674	chainsaw
19AF07732	457675	21 gallon air compressor
19AF07732	457676	3 gallon air compressor
19AF07732	457677	6 gallon air compressor
19AF07732	457678	8HP 5 gallon generator
19AF07732	457679	4hp 4 gal air compressor
19AF07732	457690	wacker/ground compressor
19AF07732	457692	arc welder
19AF07732	457694	troy-bilt generator
19AF07732	457695	honda generator
19AF07732	457702	electric razor scotter
19AF07732	457703	portable speaker
19AF07732	457706	5 gal bucket w/ nails
19AF07732	457707	electric smoker
19AF07732	457708	5 gallon gas tank
19AF07732	457709	5 gallon gas tank
19AF07732	457710	camo archery bow
19AF07732	457711	dewalt speaker
19AF07732	457638	battery pack
21AF00880	498297	red Jobox tool box
21AF00880	498176	4 1/2 blue pole
21AF00880	498297	Red Jobox container
21AF00880	498298	blck oil drum
21AF00880	498299	pink dolley
21AF00880	498163	4 Too M/T 35x12.50 tires
21AF00880	498164	black bin w/ misc items
21AF00880	498166	2 black Mclane containers
21AF00880	498167	org Mclane container w/ misc.
21AF00880	498168	Tack Life potable light
21AF00880	498169	Husky container w/ misc items
21AF00880	498174	Undercarriage roller
20AF00888	467086	Husqvarna Chainsaw
20AF06945	482603	Matco Tools metal blaster kit
20AF06945	482618	Mac tool pneumatic hand drill
20AF06945	482616	Mac tool 10-pc drill set
20AF06945	482613	Makita Handheld power polisher

Attachment: Attachment A - Lost Mislaid or Seized property (Surplus resolution - Abandoned, Mislaid, Seized property)

20AF06945	482620	2 Mac Tool bell peen hammers
20AF06945	482617	MacTool handheld impact driver
20AF06945	482621	Mac Tool microtorch kit
20AF06945	482597	Mikasa Compactor
20AF06945	482600	Dynapac compactor
20AF06945	482602	Rol-Air air compressor
20AF06945	482609	Sony Stand alone speaker
24AF08614	588084	Handsaw
24AF09705	589924	Airpods
19AF01036	438801	Tools
19AF03297	445132	Earrings, brooch, misc jewelry
19AF03343	445217	Necklace
19AF01886	441163	Cream coach wallet
15AF05315	342533	Silver bracelet
19AF04246	447573	Knife
22AF06732	538094	2 pairs airpods,
23AF05675	560581	Aircraft 4DRC Drone
24AF07147	585734	Ozark Trail Hatchet
24AF11640	593546	Airpods and earbuds
16AF01971	#3	Fishing Bag
16AF01971	#4	Homelight Chain Saw
24AF06273	584270+B217:B217 :B246	EGO Power + Hedge Trimmer
24AF06273	584271	Craftsman blower
24AF06273	584297	Craftsman charging base
24AF06273	584305	Dewalt battery
24AF06273	584303	Dewalt battery
24AF06273	584302	Dewalt battery charger
24AF06273	584301	Homelite battery charger
24AF06273	584306	Nuon battery
24AF06273	584307	black Gator tool bag
24AF06273	584299	Craftsman charger base
24AF06273	584298	EGO battery charger
24AF06273	584304	Dewalt battery charger
24AF06273	584296	Dewalt measuring tape
24AF06273	584291	Skilsaw circular saw
24AF06273	584294	Dewalt chisel
24AF06273	584293	Milwaukee M18 charging base
24AF06273	584292	Milwaukee M28 drill
24AF06273	584290	Dewalt cordless drill
24AF06273	584287	Dewalt cordless impact driver
24AF06273	584286	Dewalt brushless drill
24AF06273	584285	Dewalt palm sander
24AF06273	584277	Dewalt cordless hammerdrill
24AF06273	584275	Dewalt power drill
24AF06273	584273	Dewalt reciprocating saw
24AF06273	584272	Homelite Electric Chainsaw
24AF06273	584295	Craftsman battery
24AF06273	584309	black dolly

Attachment: Attachment A - Lost Mislaid or Seized property (Surplus resolution - Abandoned, Mislaid, Seized property)

24AF06273	584308	Specialized bike
24AF06273	584310	4 wheel dolly
17AF02994	391807	Car Battery
17AF02994	391803	Crate w/ various tie downs
17AF02994	391804	Various cassette tapes in box
24AF09608	589801	Lrg Tan Suitcase
18AF07570	8	Large Knife in Sheath
19AF03019	445642	Jensen Power Speaker
19AF03726	446257	Crowbar
19AF04453	448184	2 Sword/Knife
20AF04600	476881	Golf Clubs in Bag
19AF06986	454686	Shovel
20AF04924	477669	Rubber Portion of Tire
20AF05436	479017	Coil
20AF06215	480803	Shovel
20AF05436	479755	Box of Framing Angles
20AF07754	484523	Red/Blk Bolt Cutters
20AF07755	484573	Black + Yellow Dewalt Tool Bag
19AF02828	443746	2 Blk Stacked Ridgid Toolboxes
20AF08732	487026	Orlimer Golf Clubs in Bag
20AF08732	487029	Wahl Electric Razor
20AF10168	491435	Crowbar
20AF10168	491436	Sledgehammer w/ Yellow Handle
21AF00072	493358	1 1/2 in Socket w/ Master Key
21AF01672	499176	Burton Snowboarding boots, Snowboarding Helmet, Snowboarding goggles
21AF01672	499177	Rapid Pump Car Jack
21AF01672	499180	Dewalt Hand Saw w/ Charger
21AF01672	499181	Bridgestone Auto Safety Kit
21AF01672	499183	GoPro, Jewelry, watch, saw blades, solar light
21AF01672	499184	GoPro Accessories
21AF01672	499189	GI H Harness w/ Knife, shovel
21AF01672	499190	Forged Tool Set
21AF01672	499193	WA Binoculars
21AF08325	514385	Knife
23AF08071	565803	Ryobi Grinder
23AF04538	558170	Speaker, jewelry, nike crossbody, Louis Vuitton belt charm, baby Jordans, headphones, AirPods, suitcase, and sony earbuds
23AF01131	550436	Callaway Golf Bag- Grey
22AF09005	543565	Rack a Tiers Yellow Rack
22AF04046	531249	Red/Blk Ripstick
24AF11478	593250	Burton Snowboard
22AF08509	542419	Construction Table
22AF06732	538235	Grey suitcase, sunglasses, watch, airpods
22AF06249	536845	Echo Lawn Edger
23AF04611	558321	Hand Held Shears
22AF06732	538236	Red Suitcase
23AF06021	561320	Tools and headphones
23AF07186	563767	Football cards, jewelry, watches
23AF06010	561331	Tools, wristweights, headphones

Attachment: Attachment A - Lost Mislaid or Seized property (Surplus resolution - Abandoned, Mislaid, Seized property)

23AF06849	563011	Morplot Cat Carrier
23AF00064	548047	Misc Items from Tool bag
UNK	UNK	Warrior Handheld drill
UNK	UNK	first aid supplies
22AF04043	531229	Motorcross Helmet
UNK	UNK	Box Labeled Auction w/ blue sticky note
22AF01834	525380	Bluetooth Speaker
22AF03997	531102	Comic Books
22AF06732	538232	Sony SRS X3 Bluetooth Speaker
22AF06732	538234	Apple Maxbook Pro
22AF06732	538240	Airpod Pros
22AF05651	535278	Black & Decker Shop Vac
UNK	UNK	McNet Knife
UNK	UNK	Winchester Knife
22AF01265	524059	Watch Parts and Pieces
22AF03997	531104	Honeywell safe w/ Key
24AFF11388	593147	Airpods
24AF11641	593547	Airpods
24AF11900	594037	Airpods
24AF10853	592103	99 MTG Card Packs
24AF11452	593205	Headphones
24AF10725	591885	Polaroid camera, drives, garmin gps, smart projector, knife sets, smart home sets, logitech keyboard
15AF04894	340811	14" bolt cutters, needle nose pliers, pipe cutters
25AF00326	595155	Airpods in skittles case
25AF00326	595158	Airpods in pink case w/ HK keychain
25AF00326	595157	Apple watch w/ grey/tan wristband
25AF00272	595007	Impact sockets w/ case
25AF00714	595805	Moisture meter, stylus, battery, TV light set,
25AF01218	596514	diamond ring
25AF02043	599029	Desk set up set
25AF02043	599026	Screwdriver
18AF05553	426078	760 Pumpmaster BB gun
14AF07430	319186	GAMES
20AF10847	493052	GV.1.F
23AF03559	555850	AF.44.C
23AF03559	555851	AF.44.F
23AF09541	568659	AF.44.E
23AF09655	568954	AF.44.E
23AF09655	568956	AF.45.H
21AF00460	494269	AF.GV.1.F
21AF02736	500444	AF.GV.4.C
23AF05657	560516	AF.44.D
23AF05657	560683	AF.45.H
23AF04504	558110	AF.44.C
24AF05491	582940	AF.44.I
07AF05609	2	AF.GV.5.C
21AF09010	516333	AF.GV.2.F
21AF09010	516343	AF.27.D

Attachment: Attachment A - Lost Mislaid or Seized property (Surplus resolution - Abandoned, Mislaid, Seized property)

21AF09010	516342	AF.27.D
21AF09010	516327	AF.27.B
21AF09010	516338	AF.GV.1.F
21AF09010	516337	AF.GV.1.F
21AF09010	516336	AF.GV.2.F
21AF09010	516335	AF.GV.1.F
21AF09010	516334	AF.GV.1.F
21AF09010	516332	AF.44.H
21AF09010	516331	AF.44.H
21AF09010	516330	AF.44.H
21AF09010	516329	AF.44.H
21AF09010	516328	AF.44.H
23AF02579	553806	AF.44.C
23AF03271	555182	AF.44.C
20AF05657	479607	AF.GV.5.C
20AF05657	479608	AF.7.I
20AF05657	479609	AF.7.I
20AF05657	479610	AF.7.I
22AF07739	540653	AF.44.B
22AF03461	529722	AF.44.B
21AF02175	498844	AF.GV.4.C
21AF02175	498845	AF.GV.4.E
24AF02463	577322	AF.44.J
24AF02463	577328	AF.45.I
21AF01943	498278	AF.GV.4.C
23AF01520	551289	AF.44.C
23AF01520	551288	AF.44.C
19AF07732	456567	AF.GV.1.F
21AF03071	501327	AF.GV.5.B
19AF04241	447562	AF.CUBES
19AF03868	446549	AF.CUBES
22AF09670	545266	AF.26.C
22AF09670	545272	AF.26.C
22AF07739	540653	Sccy CPX-2 9mm Pistol & Mag
-	-	Ruger 9mm Magazine

Attachment: Attachment A - Lost Mislaid or Seized property (Surplus resolution - Abandoned, Mislaid, Seized property)