



AMERICAN FORK CITY COUNCIL
PLANNING COMMISSION
AUGUST 19, 2025
JOINT WORK SESSION MINUTES

Members Present:

Bradley J. Frost	Mayor
Staci Carroll	Council Member
Ryan Hunter	Council Member
Tim Holley	Council Member
Ernie John	Council Member
Clark Taylor	Council Member

Staff Present:

David Bunker	City Administrator
Christina Tuiaki	Administrator Executive Assistant
Anna Montoya	Finance Director
Stephanie Finau	Deputy Recorder
Patrick O'Brien	Development Services Director
Sam Kelly	Public Works Director
Cody Opperman	Planning Developer II
Heather Schriever	Legal Counsel
Aaron Brems	Fire Chief

Also present: Christine Anderson (Planning Commission Chair), Dave Bird (Planning Commission), Chris Christiansen (Planning Commission), Officer Valadez (Police), Officer Daugherty (Police), Officer Adamson (Police), Chris Hupp (PSomas Consultant), and Eileen Davis.

The American Fork City Council and the American Fork Planning Commission held a **joint work session** on Tuesday, August 19, 2025, in the City Administration Conference Room, located at 51 East Main Street, commencing at 4:00 p.m.

WORK SESSION

The purpose of the City Work Sessions is to prepare the City Council for upcoming agenda items on future City Council Meetings. The Work Session is not an action item meeting. No one attending the meeting should rely on any discussion or any perceived consensus as action or authorization. These come only from the City Council Meeting.

1. Discussion on the Station Area Plan.

Mayor Frost expressed appreciation for those in attendance. He stated that the meeting today is a combined work session and asked everyone to introduce themselves to the public record.

Mr. O'Brien reported that the draft Station Area Plan (SAP) has been previously discussed in a joint work session with feedback from both the city council and planning commission focused on evaluating potential alternative station locations for future scenarios. Staff coordinated with UTA and UDOT to address those recommendations and reached an agreement on a revised draft plan which incorporates all requested changes. He noted this will be presented to the planning commission tomorrow for review and recommendation, followed by proceeding to the city council for approval as to form. From there, it will be sent to the Mountainland Association of Governments (MAG) and the SAP Committee for approval and certification, before returning to the Council for final ratification. This process is required under state law to ensure compliance with planning requirements within a half-mile radius of the Frontrunner station.

Chris Hupp noted that the station area represents a critical location in northern Utah County due to the convergence of multiple major transportation corridors. While the project originally began as a simple update, discussions with the city council, planning commission, residents, and staff revealed that the area requires a more detailed level of planning.

Mr. Hupp explained that potential solutions had been proposed to address station planning and public engagement. While the default station location remains the primary option, alternative sites were discussed in case the current location proves unworkable or was not ideally placed. One option considered is shifting the station eastward, where adequate spacing exists between the current station and Vineyard, which UTA could still accommodate. He clarified that the default location remains the primary focus, with efforts underway to increase connectivity, improve design, and enhance the surrounding area. Specific improvements were identified to make the current station function more effectively.

Mr. Hupp noted that there is currently no bus service to the station due to cost constraints. UTA's proposed solution involves creating a bus loop to serve the station, but implementation is contingent on the construction of an overpass.

A few council members noted that the overpass in question is considered regionally critical, with significance extending to the statewide level. Discussion regarding this overpass has been ongoing since approximately 2011, and Mr. Hupp noted it was documented in the 2014 SAP.

Mr. Hupp reported that new stations are being established in Eagle Mountain and Saratoga Springs for express bus routes (not bus rapid transit). The current express service operates along Pioneer Crossing and terminates in Lehi. Service previously extended to the American Fork station, but due to its distance from the main corridor, routes were redirected to Lehi.

Mr. O'Brien noted that a future connector route from the Frontrunner station into downtown and onto State Street would depend on construction of the overpass and could not occur until that project is completed. He added that they are exploring other alternatives and options with the study that UDOT has given funding for.

Mr. Hupp explained that the City requested several alternative options in the event the current station location proves unworkable in the long term. Potential scenarios were presented, along with specific requirements needed to ensure the station's success. He stated that flow charts were developed to illustrate traffic levels of service and identify critical

points of failure. If certain improvements are not made within key timeframes, the plan recommends implementing infrastructure projects to improve access and transportation. It was noted that access, service levels, development activity, and timing all play significant roles. With the upcoming Olympics, the station could become an increasingly critical regional node, heightening both stress on the system and the importance of effective planning.

Mr. Hupp noted that the language in the plan was updated to reflect the station's regional significance, as multiple surrounding communities, including Eagle Mountain and Saratoga Springs, will be impacted. He emphasized that stronger solutions are required, which led to the expanded scope of the plan.

Mr. Hupp reviewed the traffic level of service analysis for the default station location. It was explained that if certain improvements are not implemented, those conditions could potentially trigger consideration of an alternative station site. In addition to transportation factors, development activity around the station was also identified as a key trigger for re-evaluating the location. The default station remains the primary focus, and this analysis is consistent with what has been presented previously. A revised diagram was shared to illustrate the decision points and adjustments made.

Mr. Hupp emphasized that if the proposed solutions succeed in achieving the desired level of service and supporting development consistent with the community's vision, the existing station can continue as planned. If not, the optional solutions provide a framework for considering alternative approaches.

Mr. Hupp outlined the critical requirements necessary to ensure a successful station, including considerations related to level of service, surrounding development, and infrastructure. A major addition to the plan is the potential for an alternative station location, as suggested by the mayor. This location would utilize an underutilized northern overpass, which is recognized as regionally critical, and experiences high traffic at peak times. Mr. Hupp noted that if this location were pursued long term, specific improvements would be required to make it viable.

Mr. Hupp stated that if the proposed solutions achieve the envisioned level of service and development, the issue is resolved, and we can proceed. If they do not, there were alternative options identified for consideration. Should the station be relocated to the west, several critical elements would need to be preserved in order to ensure long-term success. These requirements, which are outlined in the supporting document, relate to service delivery, development potential, and infrastructure needs.

Mayor Frost noted that current conditions are already problematic and are expected to worsen. While acknowledging that certain improvements are planned, he indicated that he has not yet seen how these improvements will directly connect to I-15. He further observed that while measures such as the flex lane are intended to improve traffic flow, the broader concern lies with how I-15 and its interchanges will be addressed in the upcoming construction phase.

Mr. Hupp responded that while he is not serving as a consultant for UDOT on the project, he is aware that interchange improvements are being considered as part of the Pioneer Crossing

initiative. Although the specific details of those improvements are not known, they are included in ongoing discussions related to that work. He further stated that, regardless of the ultimate location of the station within American Fork, such improvements will provide a benefit.

Council Member Taylor noted that while the 500 East overpass is not as heavily used as the western overpass, it currently experiences significant congestion. He observed that during the evening peak, it can take approximately 15 minutes to travel through the area, and in the morning between 8:30 and 9:30 a.m., southbound traffic frequently backs up.

Mr. Hupp responded that it was something that he had noticed and that something different needs to happen beyond what's currently being done by UDOT and the UTA. The City has already put some things in place that can help relieve some of the pressure. That's why this became such a critical issue. He added that some of the potential solutions we've been presenting include major interchange upgrades, like the flyover that's been talked about for more than 15 years. The goal was to create solutions that would reduce the strain on the existing interchange and help people move in and out of the area more effectively, since there are only so many access points and trying to figure out how to address all of these challenges together, not just look at the station area in isolation within a half-mile radius, but bring all the parties together to resolve the broader issues.

Mr. Hupp explained that the station relocation option remains under consideration as a contingency. He noted that if, ultimately, UTA were to determine that the current station is not viable, then alternative locations must be available for review. He emphasized, however, that relocation is not being actively contemplated at this time and the default plan continues to be the existing station location.

Mayor Frost inquired whether discussions with staff and designers suggested that political considerations might be influencing the decision-making process, and whether trustee involvement could help provide clarity. He observed that, from his perspective, there appears to be sufficient space on the opposite side of the station to allow for boarding from both sides. He further noted that the area seems to have adequate room for either a parking lot or a structured parking facility. He expressed concern that progress may be limited because no definitive decision has been made.

Mr. O'Brien reported that there was a sense of being roadblocked in previous meetings. He explained that Mr. Hupp had proposed an option during the double-tracking project to install footings for potential future platform relocation. This approach would have reduced costs in the event relocation became necessary, since the foundational work would already have been completed. He noted that the initial response was that the option could be considered if an answer was provided within 6 to 9 months. However, when the matter was revisited the following month, project timelines had been advanced in a way that prevented the option from moving forward.

Council Member Carroll requested clarification, noting that the current language appears to suggest that relocation might be considered in 5 to 10 years if development has not occurred. She expressed concern that, given the pace of development, preservation actions should occur immediately if the intent is to maintain the option, rather than waiting for a future trigger point.

Mr. Hupp replied that specific language has been incorporated to guide how development may occur in the areas identified for potential relocation. He stated that this language is intended to both preserve and support future station options. He clarified that development is not prohibited in those areas; rather, it must occur in a manner that remains compatible with the potential establishment of a station in the future.

Mr. O'Brien replied that one of the really helpful things is that this is a scenario-based implementation plan. It's not just a simple start-to-finish process, it lays out different implementation paths for different scenarios, which has been very useful.

Mr. Hupp stated that you can't stop the growth and that the City has been trying for a decade to get UTA's and UDOT's attention, and it feels like they didn't really notice until the city forced the issue. At the same time, we wanted to develop a solution that allows the city to keep moving forward whether or not UTA and UDOT come along with us.

Council Member Carroll inquired about the primary problem that the proposed options are intended to address. She commented the need for clarity, noting that substantial time, effort, and resources have already been invested in the current approach, and she wants to ensure that changes are made based on clear, well-defined objectives.

Mr. O'Brien commented that as the station's use increases, more people are coming into the TOD than actually live there. The idea behind moving the station is to provide direct access off Pioneer Crossing so people aren't coming down to 200 South, making the congestion worse. It would still support all the TOD amenities and walkability. That way, both residential and external access are accommodated without creating additional traffic problems.

Mr. Hupp commented that UTA not servicing their own frontrunner station with a bus should be concerning to UTA. He noted every other station has a bus service in Utah County.

Council Member Taylor stated that this has been discussed and there's been so much investment, yet there is no clear solution for that station in the first place. The logical solution seems obvious, but it hasn't happened. He mentioned the north-south double connector—if it moves west, that's not going to solve anything. If we extend that connector to the north end, traffic can flow more directly, and that seems to make the most sense.

Council Member Taylor mentioned that they had discussed this a few months ago in relation to MAG and the flyover. He added that when the senators and Congress members visit, it's clear that the flyover is critical. But when will it actually happen? They cannot seem to engage the right authorities to acknowledge that the flyover is essential and move it up on the priority list.

Mr. Hupp reported that during an initial meeting with UTA, the proposed concept was highly praised, with a representative noting that it appeared to address long-term issues. However, at a subsequent meeting, the same representative indicated that only flex lanes would likely be implemented, as this approach addresses immediate concerns rather than the broader, long-term challenges.

Council Member Taylor commented that part of the frustration is that there is a great solid plan that has been in place for a while. The flyover has been an essential part of it, and it has been

discussed how it would connect over 700 West and the train tracks but they can't seem to gain traction on it.

Mr. Hupp replied that recently, as part of this process, they've shifted their approach. Instead of pushing the same message that's traditionally been given to UTA, they've been changing the narrative and framing it as a regional issue, not just an American Fork issue.

Mr. Bunker commented that one of the issues that UDOT is concerned with is the intersection at 1020 West because it is so close to the interchange that some of the movements of vehicles going east and west as it leaves either to go north or south on I-15 is a problem. This intersection would need some type of modification to it. He proposed a potential solution to that intersection and he's not sure if UDOT was on board with that, but he believed that it would work.

Mayor Frost expressed that American Fork has become the doormat region in that area. Buses are going to come in from the west and will land in American Fork. He added that all things are going to lead to this frontrunner location on the south side of the tracks wherever it ends up. He added that the flyover is absolutely a tool, but they won't finance it until these projects reach critical mass.

Mayor Frost stated that in Lehi and American Fork and in every regional meeting with MAG, he's been pushing the narrative that we cannot look at this without considering full regional buildout. If that means buying more corridor now and building smaller roads, then yes—but no more of putting something in that feels good for a few months and then suddenly fails and he's seen that happen repeatedly. He emphasizes that buildout must be the lens for tomorrow and if it goes on the north side and builds the double flat then it probably takes the flyover too.

Discussion ensued about bus transportation amongst the Council and staff of where a station can exist.

Mayor Frost commented that all corridors ultimately lead into American Fork, and simply sitting back and waiting to gain attention would be poor planning. He added that while the city wants to be a good neighbor, leaders must also think of the long-term impacts, as much of the growth will end up in American Fork. Too often it feels like the city is treated as the doormat. He emphasized that he has been trying to raise these concerns at the regional level for years and expressed uncertainty about what more he can do.

Mr. Hupp replied that this is why he has said the state needs to get involved. He noted that the city understands the problem, which has been frustrating. He mentioned that he used to use the UTA station in American Fork regularly—four or five times a week—often biking there. Many times, he found parking overflowing, with cars lined up and down the road because the station lot didn't have enough capacity. Yet, UTA's response was that ridership was “okay,” as though parking wasn't an issue. Mr. Hupp emphasized that UTA does not have enough parking for the demand. He explained that city staff who live across the street from the station have taken pictures and sent them to UTA as evidence. Mr. Hupp concluded that UTA should actually visit and use their own station to understand the problem firsthand.

Mayor Frost commented that this plan needs some flexibility. Mr. Hupp responded that this does provide flexibility. It provides options and shows default approaches, because that's what

UTA is willing to agree to. But we need to present alternatives and say, 'If you're not willing to do this by X, then maybe it's time to rethink the plan.' And that's where the state must get involved.

Mr. O'Brien commented that the options are really for the benefit of the city. They're not even regional considerations. They're focused on what we can do to make this better for American Fork, for our residents here and for attracting new businesses.

Mr. Hupp replied that the primary focus was on the American Fork station. He explained that while the city placed emphasis on regional considerations to adjust the messaging, the intent was to show that the project benefits not just American Fork but the broader region as well. He noted that the impacts are not being felt by Eagle Mountain or Saratoga but rather are "dropping on American Fork's doorstep."

Mr. Hupp added that this was why they did not want to remove options from the plan but instead chose to keep and maintain them. He also commented candidly that UTA was hesitant to put the plan before its board for approval and adoption because it presented options. He paraphrased UTA's position as not wanting to allocate or commit funding to anything at this stage.

Discussion ensued about UDOT and UTA's plan and how to effectively have a plan in action that can better serve the city and its residents.

Mr. O'Brien responded that being vocal allows the city to start shifting the conversation. This isn't just an important American Fork plan; it becomes regionally significant. The city can begin talking to other groups and letting them know this is an adopted plan that shows the potential for what they can do. We could get bigger and better, but right now we're being constrained by some of the groups.'

Discussion ensued about MAG's position on the flyover and the knowledge of the it being a regional plan.

Mr. Hupp added some context to the discussion stating that when this plan was first developed, everyone in the room, except UTA, was on board and said it made sense. There was a discussion on UDOT-related items, and initially they seemed agreeable. Later, the board expressed some uncertainty, but UTA supported the UDOT changes, which set the general mentality. The exciting thing now is that if UTA is showing the city's future plan, which includes a bus running along the flyover, it becomes part of Utah's official plan. That, in turn, forces UDOT's hand a bit more. Previously, it wasn't on their plans, but now it appears on both the MAG plan and UTA's plan, which makes it harder to ignore and highlights its critical nature.

Mayor Frost replied that the next phase is to follow where the money goes, how it's being allocated, and whether it covers things like environmental studies. The flyover has always been considered a very expensive road. Originally, it was seen mainly as something that benefited American Fork, but now that it is being presented in a regional context and it carries much greater significance.

Council Member Taylor questioned that rather than taking the conventional approach, could they launch an awareness campaign around this. Possibly something that reached throughout Lehi, even if it made UDOT and UTA a little uncomfortable, because it would be putting this issue out in the open. The intent wasn't to be combative, but something to get attention.

Mayor Frost responded that he's seen this approach done before. He recalled instances where UDOT put something out and people campaigned against it, but he's never seen people get out in front to proactively shape the narrative. He felt that there are political pressures that could come into play. He noted that this really is a regional issue, and they know it. If their plan is supposed to be regional and American Fork is not aligning with it, they could view that as a roadblock.

Discussion ensued regarding UTA routes that come from the west into American Fork, pursuing the flyover and how to move the project forward amongst the Council and staff.

Mayor Frost explained that while he has spoken with them, the process at which MAG must move through is several steps on the technical side. He noted that funding is currently projected to be three to four years. He asked if this could be viewed as a unique opportunity, given that there is a surplus.

Mr. Hupp replied that, to this very point, language has been included recognizing the upcoming Olympics in the state, which would bring additional funding from the Olympic Committee, the state, and other sources for transportation improvements. That means there are opportunities to identify critical projects and emphasize their importance for the Olympics. He included this language in the document to position the project strategically and to tap into multiple funding opportunities.

Discussion ensued about pricing and costs with moving the train station and having a solid plan.

Council Member Hunter stated that many of the residents don't even know there is a flyover plan for that area, as there hasn't been much discussion about it. He emphasized the importance of awareness and feels like the city needs to do something unconventional, something different.

Mayor Frost responded that he wasn't certain what the exact approach should be. The effort has to be strategic, with a clear position that others will have to move toward, otherwise nothing happens. He added that we need to hold a strong position and, at least initially, be a little selfish about it before letting others in.

Mr. O'Brien replied that one of the advantages is that the plan is a living document. If circumstances change in 12, 18, or 24 months in a way that significantly impacts anything in the plan, it can be reopened and adjusted based on what the city decides to prioritize. While recertification will be required, the city would meet its requirements by being certified at this time. He noted that he hasn't seen anything in legislation that would prevent updates, emphasizing that the plan shouldn't constrain the city, it's meant to guide development in the way the city wants to grow.

Mr. Hupp stated that, while the plan does have deadlines for certification and requires updates after a certain number of years, once it is certified, it essentially provides some breathing room.

Christine Anderson commented that she found a previous point particularly powerful and wanted more information. She said that when MAG approves the plan, it puts those plans in place and triggers other developments according to them. She asked if that was correct and requested further elaboration.

Mr. Hupp responded that MAG and Wasatch Front Regional Council (WFRC), as the regional municipal planning organizations, largely dictate where state funding is allocated. When a project enters their plans, it moves into their phasing schedule. If MAG approves this plan, it requires inclusion of certain elements outlined in the city's plan, which then feed into their implementation priorities. By doing this, the city can work with officials who understand the critical importance of this area. The goal has been to elevate these improvements into earlier phases, such as Phase I or Phase II, rather than leaving them for Phase III.

Mr. Hupp commented that this is why shifting the messaging to a regional focus has been important. Progress has been made where it hasn't been in the past. For example, by coordinating with UTA and suggesting the inclusion of a bus route, the project is now reflected in their plans. As a result, more groups are incorporating it into their planning, framing it as essential for their transit operations. This approach adds critical weight to the project's importance.

Mr. O'Brien added that the SAP Committee is made up of the mayors from all the other cities. These are the same individuals who will be voting on related matters for their own cities. By participating in the certification process, they are essentially approving something of regional significance and beginning to commit themselves to consider it in future planning.

Mr. Hupp replied that this is why Options I and II were left in the plan—they must remain. Even if UTA's board is unwilling to adopt it, approval by MAG and the cities carries more weight and influence than UTA's board alone. He added that he's been making moves different than what has historically been happening.

Mr. Hupp added that one point that hasn't yet been addressed is the potential for having a station at both Option I and Option II. Even with two stations, the spacing could still be ideal, more so than what is allowed in areas like Orem or Vineyard. He clarified that this isn't being actively proposed, but it's feasible. The plan places the stations so that a second station in American Fork could be accommodated if the need arises in the future.

Christine Anderson replied that she really likes that the plan provides forward momentum and is scenario-based. If at any point a certain direction needs to be taken, the plan allows for that. She emphasized that every step benefits the city starting today, with each component contributing to progress.

Mr. Hupp commented that even the implementation measures at the default station will benefit Options I and II. While Option II is slightly further away, the improvements will still enhance access. In general, every action contributes to improving both American Fork and the surrounding region.

David Bird stated that if Plan A (Option I) doesn't work, then Plan B (Option II) should be considered. He emphasized that if decisions need to be made regarding zoning or proposed developments in the area around Station II, they should not be put on hold for five years.

Mr. O'Brien replied that much of this will also be addressed in the city's general plan, as all of these elements are interconnected. One of the benefits of conducting this planning exercise alongside the general plan is that everything moves in parallel, ensuring that land use and related considerations are reflected consistently.

Mr. Hupp stated that the plan was written to allow development within Option 1 while still having the flexibility to move the station there if needed. This forward-thinking approach ensures it won't be an issue, as it fits within the broader vision for the area. He noted that the language in both this plan and the general plan address this scenario.

Chris Christiansen stated that he appreciates the proactive approach. Rather than being reactionary, the city is taking initiative by setting a plan forward, providing options to protect key interests while still allowing development to continue.

Mr. O'Brien stated that having a group willing to ask difficult questions was important. He noted that, to be fair to UTA, they listened. Although not all answers were what was hoped for, several UTA staff were helpful, and much negotiation and cooperation took place. He emphasized that strong relationships remain in place to support future collaboration.

Discussion ensued about the process of MAG, UDOT and UTA and the ability to have a strong pull for the city.

Mr. Hupp stated that, based on the flow charts developed, the default location is where efforts are focused, but improvements also extend to Option 1. Everything done in this area increases both regional and local traffic flow. In other words, every improvement contributes to the larger system. The plan was written with this connected, regional approach in mind, ensuring that all actions are aligned and mutually supportive.

Mr. Hupp wrapped up by explaining that the messaging has shifted to highlight current failures at the interchange, caused by traffic coming from American Fork, Saratoga, and Eagle Mountain into the Meadows. He emphasized that the proposed improvements address these issues, framing it as a regional solution to bring the interchange back into compliance that is legally required in the state.

2. Discussion on accessory buildings.

Mayor Frost stated that this issue originally stemmed from a series of emails about 6 to 8 months ago, when a group of residents wanted to halt the auxiliary structure at 100 East. He noted that all requirements had been met and checked off. The plan now is to revisit the matter and incorporate resident comments into the updated code.

Mr. O'Brien stated that he wanted to stimulate discussion. He included a variety of photographs from both within the city and surrounding areas showing different styles of accessory structures. He emphasized that he was not labeling any as right or wrong, but highlighting differences in massing, architectural design, placement, materials, and uses such as habitation or business purposes in adjacent cities. He suggested that these considerations

are important as the council evaluates current regulations. Mr. O'Brien stated that sections 75.105 and 75.106 of the city code address accessory structures. Section 75.105 briefly states that external dwelling units are not permitted, while internal dwelling units which are attached to the main structure are allowed. Currently, the ordinance outlines requirements but not the intent, which he noted should be addressed.

Mr. O'Brien mentioned additional types of accessory structures, including those associated with agricultural and equine uses, pool houses or "mother-in-law" apartments, lofts with garage space underneath and business or residential space above, and others set either deep in the rear yard or closer to the front of the property. Some structures are quite large, often on very large lots, which minimizes their impact on the overall property. He noted that consideration should also be given to how much open space should be preserved in the rear yard to ensure enjoyment and prevent intrusion on neighbors. He concluded with a final example: a very large accessory structure primarily used for storage, with four bays, the largest type they had observed locally.

Mr. O'Brien stated that the property the mayor mentioned from a few months ago met all code requirements, including height, materials, setbacks, and proximity to the main dwelling. However, when viewed from the neighborhood right-of-way and from neighboring properties, the structure felt out of place and created a sense of concern.

Mr. Bunker mentioned that the use of the building was another concern.

Mr. O'Brien commented that it's important to consider the potential uses of accessory structures, including whether they are used for conducting a business such as storing equipment for a construction company or simply storing items. He noted that such uses can increase traffic in certain neighborhoods, which may be unpopular and should be taken into account.

Discussion ensued about what kind of business use is done in accessory structures and what is allowed pertaining to the city code.

Mr. O'Brien added that businesses are not permitted to operate in external accessory structures or garages; any business activity must be conducted within the main dwelling. Even attached garages cannot be used for business purposes. He then asked the Council whether they want to consider changing this policy or if they are satisfied with the current restrictions.

Mr. O'Brien was asked if teaching swimming out of the pool house would be reconstructed, he replied that it is an area that requires broader discussion. He noted that he has encountered examples such as people wanting to run a car detailing business out of an accessory structure, or building trailers and operating a small welding business in a backyard shed, sometimes with equipment.

Council Member Taylor stated that with new rules for detached shops, there are situations that may not constitute formal businesses. For example, someone's child might be giving swimming lessons and earning a little extra money, likely without a business license. He noted that these situations can be informal or organized in different ways, and emphasized that there are many nuances to consider, including setting boundaries, stipulations, and consideration for neighbors.

Discussion ensued regarding accessory dwelling if it is industrial, does it require semis, and is parking an issue amongst the Council and staff.

Council Member Taylor asked what the impact might be on neighboring properties. They questioned what kind of view or property value could be affected. He noted that a neighbor might now have no view to the north and must look at the structure, despite its aluminum siding.

Ms. Anderson replied that this is why defining the intent of the code is so important. It allows the city to determine whether a structure aligns with the purpose of the zoning.

Mr. O'Brien stated that the code serves as a guiding principle. It helps distinguish lighter, more compatible uses like swimming lessons, dance lessons, piano lessons, or a home office from heavier, more disruptive activities, such as storing construction materials, parking trailers on the street, or limiting access to side yards due to oversized accessory structures. He added that the code should ensure there is adequate space to allow neighbors to carry out activities like pool construction or other improvements, without overly constraining property use.

Council Member Hunter responded that lot size is a major factor. Many of these properties, such as those in Highland, have much larger lots. He noted that in the example shown, the accessory dwelling is attractive and unlikely to cause issues because there is ample parking on-site, especially if hard-packed areas or designated parking stalls are used instead of front lawns. He cautioned that as lot sizes shrink over time, accommodating larger uses like parking a fifth wheel or housing children in accessory dwellings becomes more challenging. That situation is entirely different from the larger-lot scenario shown.

Mr. O'Brien replied that many requests involve variances for reduced setbacks. When setbacks are minimized, access to the rear yard on either side of a building can be restricted. With only four or five feet of space, it becomes difficult—or even impossible—to maneuver equipment like a mini excavator, which creates practical problems for the property owner.

Council Member Hunter mentioned that as discussions continue, developers may raise concerns. For example, a developer could argue that a property already approved for 30 lots under current code could effectively allow 60 units, if accessory dwelling units are permitted. He commented that he understands the concerns about increased units under current code. However, he emphasized a preference for larger lots with internal accessory units that maintain the feel of a single home, rather than 60 smaller, tightly packed lots with insufficient parking. For him, parking and lot size are critical considerations. He noted that while some higher-density areas have already been allocated, it's important to maintain standards and adhere to these guidelines.

Mr. Bunker responded that Council Member Hunter brought up a good point about packing so much into a lot. One of the concerns is how much of the lot should actually be a building. Do they want to allow accessory dwelling units that cover the whole backyard, leaving no yard at all, or should the city preserve some of that space?

Council Member John commented that right now the city already has a percentage requirement; no more than 50% of the backyard can be taken up by the accessory structure.

Mr. O'Brien responded that there isn't currently a requirement for a certain portion of the rear yard to remain open. He added that nothing can be built in front of the primary elevation of the home, so the streetscape remains unchanged.

Mayor Frost agreed with Ms. Anderson's point, noting that the intent behind this is really important. He suggested they drill down into some of the details and provide staff with the right tools, since many of these issues should be handled at the staff level rather than by elected officials. If the structures are built safely, he emphasized, the intent and clarity of the language are what really matter.

Mr. O'Brien asked if the Council thought that 200 square foot structures go through the DRC. He asked whether there should be an allowance so that anything under the threshold requiring engineering drawings—about 700 to 750 square feet in the code—could be handled with just a permit. However, he noted that this could still create issues, particularly with materials.

Mayor Frost responded that he had suggested some draft language, not to prevent progress but to encourage thoughtful development. He emphasized that it should consider the rights and investments of all residents, taking a balanced approach that protects individual property rights while preserving neighborhood harmony and serving the entire community. He added that this was just a starting point, but to him, that concept forms the backbone of what they're aiming for.

Ms. Anderson suggested adding some specifics, such as roof pitch, noting that the intent wasn't for the entire structure to be that tall. She also recommended considering additional materials requirements, since a common complaint is that some accessory structures end up looking like a "tin box." She added that setbacks should also be addressed.

Discussion ensued regarding setbacks and how tall accessory structures can be and the materials used for it.

Mr. O'Brien asked if the Council would like him to draft some language to bring back for a future meeting, or if they preferred to handle it in another way.

Mayor Frost responded that the statement was critical and suggested coming back with recommended criteria based on it. He noted the discussion could easily take another hour, emphasizing how important the issue is.

Mr. O'Brien asked if the Council would like him to propose some criteria regarding uses within accessory structures. He further stated that he could review what other communities have in their codes. If this will take significant time, it might be worth including in the broader code rewrite rather than rushing it now. He noted that it depends on where the Council wants to prioritize it. Mr. O'Brien expressed he wanted to get a discussion going to see what direction the Council is wanting him to take rather than going down the direction maybe the Council isn't interested in.

Mayor Frost stated that the intent statement is a critical backbone, as everything will derive from it. He acknowledged it will be a challenging balance, keeping it flexible enough to

reflect that the city is reasonable, while preventing someone from building something disruptive, like installing oversized lights that disturb neighbors. He also noted that other elements, such as architectural details fall into that category.

Council Member John asked if there is already something that requires new structures to match the neighborhood. Mr. O'Brien responded that while there is a requirement now, a few years ago something was missing. Although language was added, it's still vague, making it difficult to enforce. He emphasized the need to get more specific so the Council can find common ground without such wide interpretation.

Ms. Anderson stated that it's important to find a balance so that regulations aren't prohibitive. She noted that someone should be able to pursue a hobby or project without having to spend their life savings to make it a high-end structure, while still keeping it tasteful and in harmony with the house.

Mr. O'Brien replied that even under the current 200-square-foot threshold that triggers the permit, there's still plenty of space for someone needing a hobby or workshop area. He shared that he has a setup with vintage motorcycles and noted that 200 square feet provides ample space to work.

Ms. Anderson asked whether accessory structures are currently allowed to be the same height as the home, or if there's a maximum set as a percentage of the home's height. Mr. O'Brien responded that the maximum height for an accessory structure is 25 feet, so it cannot exceed the height of the primary structure, which might be around 30 feet.

Discussion ensued among the council and PC regarding structure height within a certain square footage from the sides of the property.

Mayor Frost asked the Council if there are any immediate, short-term measures they want to implement to prevent serious issues like the one that occurred previously.

Ms. Anderson asked Mr. O'Brien whether this is something that could be addressed before the overall code rewrites, noting that she thinks it's worth making the change now.

Mr. O'Brien replied that he thinks it's possible. He noted that if the Planning Commission and Council want to see changes, he can bring something back for review.

Council Member Hunter commented that, in general, he's not a fan of trying to implement a strategy solely to prevent a negative outcome. His main concern is ensuring that new structures truly fit the feel of the neighborhood.

Mr. O'Brien stated that he has a way to illustrate this visually. Mr. Opperman has modeled a subdivision showing different types of accessory structures in side and rear yards. While it would be a plane-view rather than a street-view, it would help the Council understand how large accessory structures could change the look of the neighborhood. He offered to bring this visual back for review.

3. Discussion on amending Chapter 6.04 "Animal Control" of the city code.

Ms. Schriever reported that the Police Department suggested it would be very helpful to have a provision in the animal control ordinance that limits the number of animals allowed inside a dwelling unit. While there are some existing provisions regarding dogs and cats in Title 17, this would provide a clear standard for residents and for code enforcement. She noted that it would help prevent situations like someone essentially running a puppy mill out of an apartment. She said she would let Officer Daugherty explain why this provision is needed and then review the language, acknowledging that it's more complex than it might seem.

Officer Daugherty stated that he and Officer Valadez handle animal control and code enforcement for the city. He noted that many new residents often ask how many dogs they are allowed to have, and it's difficult to find a clear answer. The online searches of the current code don't make it easy. By consolidating this information into a specific part of the code, it would be much clearer for residents and easier for enforcement. He emphasized the need to clarify limits on both dogs and cats, noting that some property owners currently have 10 to 30 cats, which is not addressed in the existing code. He said establishing clear limits is important, which is why he is presenting this proposal today.

Ms. Schriever commented that while the officers do have nuisance authority, that process is lengthy. This proposed provision would allow for criminal citation as a penalty, enabling code enforcement to address issues more efficiently, for example: telling residents to reduce the number of cats and issuing a citation if necessary.

Officer Daugherty stated that he and Officer Valadez first try to educate residents and work with them to set a timeline for coming into compliance. However, he emphasized that clarity is the most important issue. Residents should be able to quickly find an exact answer in the city code. He also stressed that limiting the number of cats per property is paramount.

Mayor Frost replied that with very large numbers of pets, cleanliness becomes a concern. However, he asked about the rationale for limiting moderate numbers, for example, 4 to 8 cats, and whether enforcement would be triggered by neighbor complaints or safety concerns.

Officer Daugherty gave an example of a person experiencing mental health challenges who collects and hoards items and leaves out large amounts of cat food. This led to the property attracting upwards of 30 cats, creating unpleasant conditions for neighbors, including odors and dead animals on the roadway. He noted that similar situations are developing in pockets throughout town. Having a clear code limiting the number of animals per property would allow enforcement to address these specific cases more effectively.

Ms. Schriever added that the 3-dog or 3-cat limitation is not arbitrary. It comes from the city's definition of a kennel—if a property has more than 3-dogs over four months old, it is considered a kennel and must be licensed as such, just as a cattery would be.

Officer Daugherty noted that this limitation aligns with neighboring cities. A quick search shows that Lehi, Cedar Hills, and likely Pleasant Grove all have municipal codes specifying limits on the number of dogs and cats per property.

Council Member Taylor asked whether there is a recommended number of pets from the Humane Society or a similar organization that could guide the city's limit, ensuring the best care for the animals.

Council Member Holley shared some thoughts, noting that he agrees there are situations with cats that are out of control. He mentioned wild or feral cats being fed and the challenges of enforcement. He highlighted cases where someone has many outdoor cats that reproduce and create issues, such as being run over or causing neighborhood problems. On the other hand, he reflected on a personal experience growing up on a large property with multiple family members, each with their own pet. In such cases, having six animals wasn't problematic because they were cared for individually. He expressed concern that strict enforcement of a 3-animal limit could unfairly penalize families in similar situations. Council Member Holley emphasized balancing the principle and intent of the law with common sense, rather than enforcing the rule rigidly.

Ms. Schriever responded that there has to be a line drawn somewhere. Officer Daugherty agreed and added that in his initial email to Ms. Schriever, he suggested allowing more animals in agricultural zones or areas where livestock is kept, since those properties may naturally accommodate higher numbers.

Officer Adamson added that each animal taken to the shelter costs the city approximately \$114 or more. Last year, handling animals that were not properly cared for or picked up cost the city around \$104,000. Officer Daugherty added that the previous year's cost was around \$130,000. The city reduced expenses by only taking in dogs and cats. That year, they handled nearly 450 animals, the majority of which were cats.

Discussion ensued amongst the Council and police officers regarding responsibility of owners helping to recoup city costs of excessive animal boarding, options for owners to own more than the allowed pets and other animals code enforcement deals with other than cats and dogs.

A question came up about service animals and if that is considered in the pet count. Ms. Schriever responded that it becomes difficult when determining whether an animal is a service animal, since only two specific questions can be asked in that inquiry.

Ms. Schriever stated that the Council needs to discuss the total amount of animals allowed in a household. She added that this provision should provide clarity for all city residents, so they understand their ownership rights. She asked why enforcing this would be easier for officers than trying to address a violation under the general development or nuisance codes.

Council Member John commented that this provision is straightforward. He noted that nuisance cases require judgment calls, which can vary from person to person, but the 3-dog/3-cat limit is clear and cut-and-dried: a combination exceeding that limit is a violation.

Ms. Schriever replied that nuisance issues can have civil remedies, allowing the city to attempt resolution through non-criminal means. In contrast, this provision is strictly criminal, with no alternative remedies.

Ms. Schriever clarified for drafting purposes, asking whether the City Council intended the limit to be three dogs or three cats, or a combination of both, to which they responded it is 3 pets total.

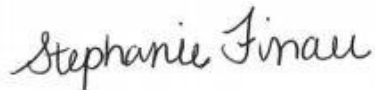
Ms. Schriever stated that she wanted to ask Planning staff their thoughts on the definition of a commercial establishment. She noted that while a dwelling unit is clearly defined in the code as one unit where a family resides, the commercial context is different. She wanted to ensure the City Council understands that pets would not be allowed in commercial establishments unless properly licensed and asked if they were comfortable with that.

The Council brought up several scenarios of where this is questionable. Ms. Schriever responded that, in her view, it would have to be a long-term arrangement, which doesn't really exist in a commercial establishment. In contrast, a residential setting allows for ongoing, consistent care, unlike bringing a dog in and out of a commercial space every day.

Discussion ensued amongst the Council of pets in commercial areas and where and when it can be allowed in what situations that it is clarified in the code.

4. Adjourn.

The meeting adjourned at 6:15 pm.

A handwritten signature in cursive script that reads "Stephanie Finau". The ink is dark and the signature is fluid.

Stephanie Finau, Deputy Recorder