AMERICAN FORK CITY COUNCIL
AMERICAN FORK PLANNING COMMISSION
NOVEMBER 18, 2025
SPECIAL SESSION/JOINT WORK SESSION AGENDA

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

Notice is hereby given that the American Fork City Council will hold a special session, immediately followed by a joint work session with the Planning Commission, on Tuesday, November 18, 2025, in the City Administration Conference Room, located at 51 East Main Street, commencing at 4:00 p.m. The agenda shall be as follows:

SPECIAL SESSION

1. Review and action on certifying the results of the November 4, 2025, Municipal General Election.
2. Adjourn to a work session.

JOINT 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 update of the American Fork City General Plan.
2. Discussion on proposed amendments to the city's municipal code.
3. Adjourn.

Dated the 13th day of November 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
NOVEMBER 18, 2025

Department Recorder **Director Approval** *Terilyn Lurker*

AGENDA ITEM Review and action on certifying the results of the November 4, 2025, Municipal General Election.

SUMMARY RECOMMENDATION
The City Recorder would recommend certifying the results of the general election.

BACKGROUND
The Municipal General Election was held on Tuesday, November 4, 2025, where the citizens cast their vote for Mayor and two Council Members. The county administered a Vote by Mail election and ballots were sent out to all registered voters three weeks prior to election day. The ballots were returned to the Utah County Elections office where they were processed and counted.

State law requires the city council to act as the board of canvassers to canvass the election returns. This is done by reviewing and verifying the election report provided to us by Utah County. It is necessary to officially certify the results and declare those candidates with the highest votes as nominated.

The final results and reports will be provided by Utah County Elections Office the day of the canvass.

BUDGET IMPACT
NA

SUGGESTED MOTION
First:
Move to convene as the Board of Canvassers for the November 4, 2025, general election.

After reviewing the report:
Move to accept and certify the 2025 Municipal General Election results and canvass as presented and declare Brad Frost as elected Mayor, and Ryan Hunter and Staci Carroll as elected Council Members.

Last:
Move to adjourn as Board of Canvassers and reconvene as City Council.

SUPPORTING DOCUMENTS

REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
NOVEMBER 18, 2025

Department Recorder **Director Approval** *Terilyn Lurker*

AGENDA ITEM Discussion on the update of the American Fork City General Plan.

BACKGROUND

The council and staff will discuss updates to the American Fork City General Plan.

SUPPORTING DOCUMENTS

25.11.13 American Fork General Plan (PDF)

2025

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GENERAL PLAN

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ACKNOWLEDGMENTS

STAKEHOLDER GROUP

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

Planning Commission
Christine Anderson
Chris Christiansen
Harold Dudley
Rod Martin
David Bird
Geoff Dupaix
Claire Oldham

City Staff
David Bunker
Patrick O'Brien
Cody Opperman
Sam Kelly
Ben Hunter
Annalisa Reed

Mountainland Association of Governments
Daniel Wayne
LaNiece Davenport
Shauna Mecham

Utah Transit Authority
Mary Shaffer
Paul Drake
Kayla Kinkead

Other Interested Parties:
Lisa Birkeland – Parks Committee
Eric Rasband – UDOT
Eric Mason – UDOT
Adam Lough – UDOT
Matt Parker – UDOT
Brian Phillips – UDOT
Richard Neilson – Utah Co.
Tyler O' Brien – Trek Bikes
Joe Brown – Land Owner
Walker Wood – Development Community

PROJECT TEAM

Psomas
Chris Hupp
Christian Kirkham
Trevor Allen
Tanner Snow
Eli Staggs

Wall Consultant Group (WCG)
Jeremy Searle
Shawn Seager
Bryce Albrecht
Scott Johnson
Kyle Horton
Austin Feula

Zion's Bank Public Finance
Susie Becker
Heather Phipps

SPECIAL THANKS

Survey and Public Engagement Participants

Thank you to all the residents, property owners, visitors, and employers that participated with the interviews, open houses, 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.

Updated
November, 2025

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GENERAL PLAN OVERVIEW

Introduction

A General Plan serves as the foundational document that guides a city's growth and development. As mandated by Utah State Code 10-9a-401, each municipality must prepare and adopt a comprehensive general plan for present and future needs of the municipality. These plans are typically updated every 10 - 15 years. This document represents more than a legal requirement—it embodies the collective vision of American Fork residents and establishes a framework that the City Council, Planning Commission, and other decision-making bodies will reference when evaluating development proposals, capital improvement projects, and policy initiatives.

PURPOSE

The purpose of the American Fork City General Plan is to establish a resident-driven vision for the city and its future. This vision is set forth in seven elements, covering land use, transportation, development, moderate income housing, public facilities and open space, water, historic preservation, and implementation recommendations. The intent of the designated elements is to create a holistic plan that helps the city maintain its current character and high standard of living far into the future.

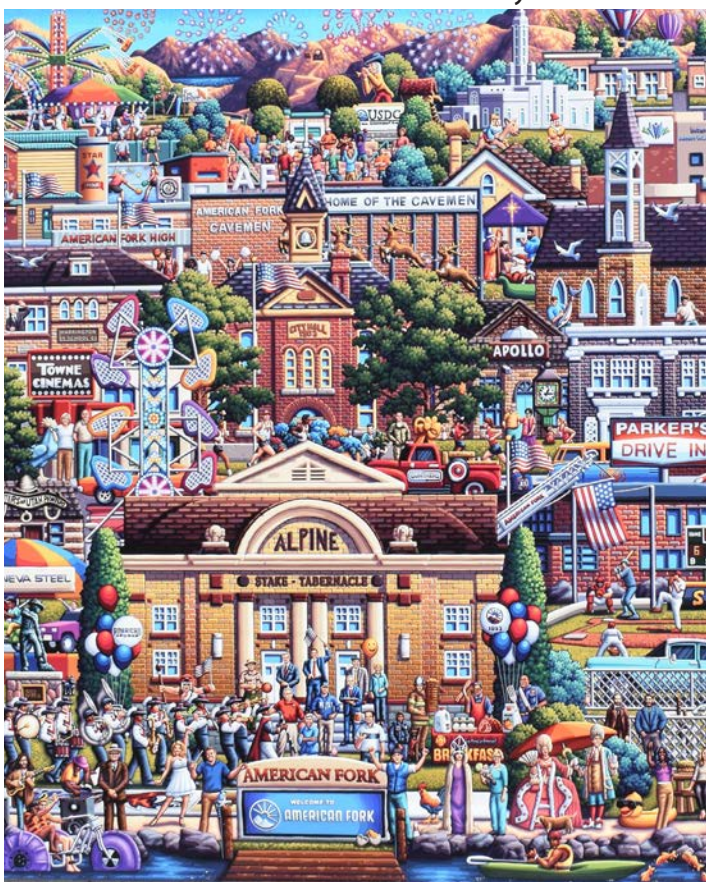
The seven elements of the 2025 American Fork General Plan

SCOPE

American Fork City incorporates approximately 11 square miles of Utah with significant undeveloped land opportunities. This update provides a plan for key areas where development or redevelopment may occur while maintaining the city's existing character. Opportunity areas include infill development on existing properties, land south of I-15, and properties prime for redevelopment throughout American Fork Territory.

DOCUMENT ROADMAP

This General Plan Update begins with a review of existing conditions and analyzes that information along with collected data from public engagement and other sources to establish community-centric goals and objectives. Best practices and emerging trends and their implications to the goals and objectives are then outlined in their respective elements. Following the best practices subsection, we establish specific ideas and measures that capture the vision of the city and help guide the city and its decisions over the next several years.

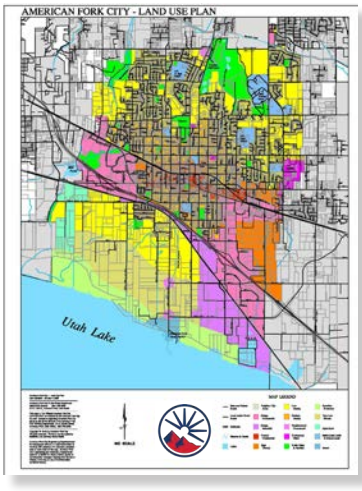


Existing Plans Analysis

A comprehensive understanding of American Fork's existing plans, codes, and past studies provides the essential foundation for this General Plan. By examining previous successes, ongoing challenges, and consistently voiced community aspirations, we can create a plan that builds upon institutional knowledge while adapting to emerging needs. This analysis ensures we don't overlook valuable insights that have already been documented through years of community input and professional analysis.

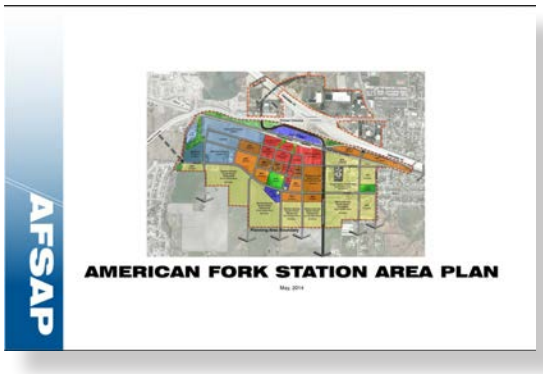
This section evaluates key planning documents that have guided American Fork's development, including the previous General Plan, specialized area plans, zoning ordinances, and various master plans. We identify consistent themes, assess implementation progress, and highlight potential gaps to be addressed. By building upon the city's planning legacy rather than starting anew, this update establishes continuity while introducing fresh perspectives that synthesize existing plans with current community priorities.

American Fork General Plan Land Use Element (2005)



This land use plan was part of the city-wide general plan update and was established to provide a comprehensive guide for the future growth and development of American Fork. When the plan was implemented, much of what the city is today was unincorporated land, and the city as a whole has experienced rapid growth in the last 20 years.

American Fork Station Area Plan (2014)

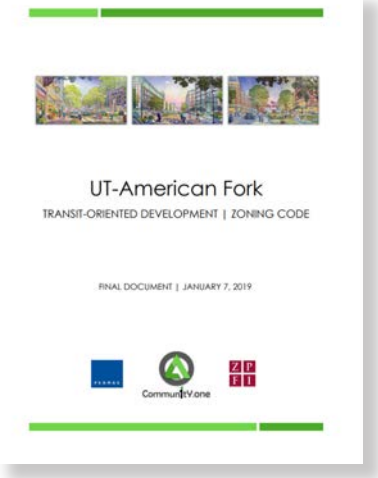


One of the main purposes of this document was to designate the American Fork Station Area as a Transit-Oriented Development (TOD). The document states the purposes of a TOD as follows:

- Increase location efficiency and walkability
- Promote the use of public transportation
- Provide a wide mix of housing, retail, and transportation options
- Generate revenue for both the public and private sector
- And to create a sense of "place"

In addition, the document 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 created. The purpose of the code was to

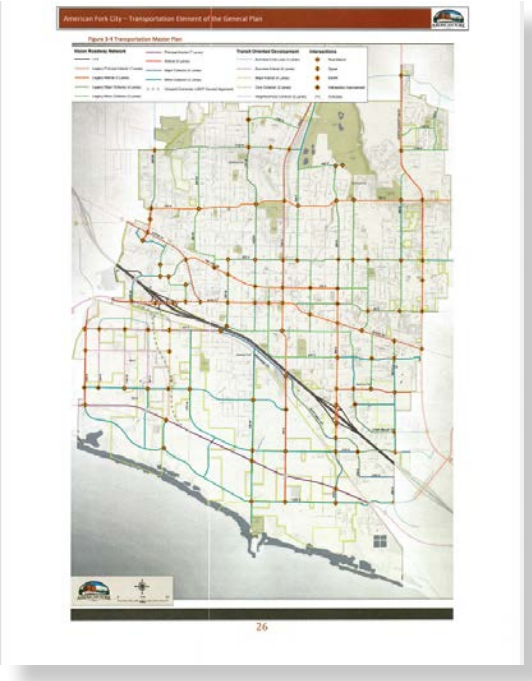
facilitate greater flexibility of development within the TOD area while maintaining city control over the approval process promoting high quality development. The code includes specific sections covering building form, private and public frontages, building uses, signage standards, public space standards, and other applicable areas in order to craft a cohesive, functional, and aesthetically pleasing development in the TOD area.

Community Reinvestment Areas (2025)

The American Fork Redevelopment Agency strategically manages four distinct project areas to promote economic growth and align with the city's vision. The East Main RDA (26.27 acres) focuses on eliminating blight conditions along Main Street through commercial and industrial development. The North Valley RDA (99 acres) incentivizes commercial and industrial growth along I-15, addressing flooding and infrastructure needs. The Egg Farm EDA (91.31 acres) attracts major employers and broadens the tax base through the North Pointe Business Park development. The Patriot Station CRA (435 acres) promotes transit-oriented development around the FrontRunner Station.

These comprehensive plans comply with Utah's regulatory framework and underwent necessary public engagement processes. Together, these areas encompass diverse land uses from agricultural to commercial zones, with anticipated development increasing population and building densities, transforming communities while improving infrastructure and adhering to legal requirements.

American Fork Transportation Master Plan (2018)



The American Fork Transportation Master Plan was developed and implemented in 2018 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. It also includes a plan for potential future transit improvements as well.

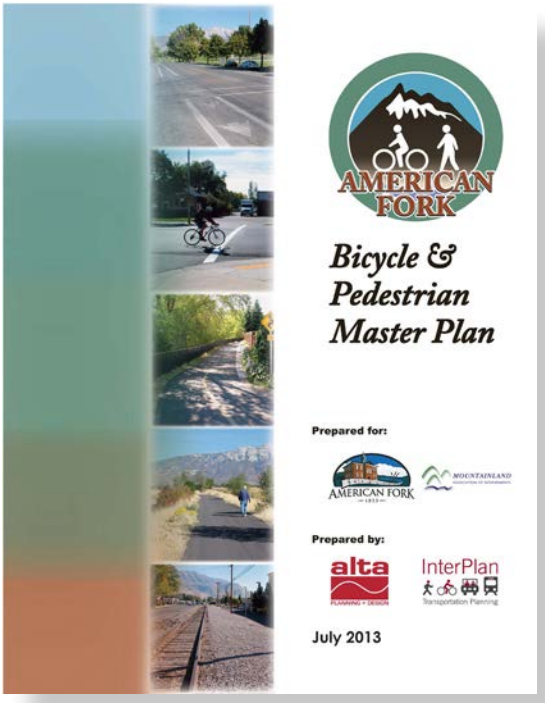
A key aspect of the plan is that it includes special roadway designations and cross-sections for the station area that are separate from the cross-sections that are used throughout the rest of the city. An examination the 2020 version with its associated updates was also completed.

American Fork Main Street Vision - Phase II (2016)

This document aims to establish an illustrative direction for Main Street in American Fork, Utah, encouraging creative and high-quality urban design throughout the corridor. It provides clear objectives for downtown development projects while promoting a pedestrian and motorist-friendly atmosphere that enhances the existing character and historical attributes of the area. The guidelines focus on sustainable, timeless design principles that will be implemented as future projects develop.

These design considerations seek to promote a distinct sense of place for both the downtown business core and residents, increasing awareness of quality urban design among American Fork citizens. By establishing cohesive guidelines, the document aims to maintain and enhance property values within downtown American Fork while creating an original, high-quality urban environment that honors the community's unique identity.

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. The Station Area Plan study calls for the addition of protected bike lanes along 200 South 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 to the Utah Lake Shoreline regional and the Power Line trails.

American Fork Moderate-Income Housing Report (2023)

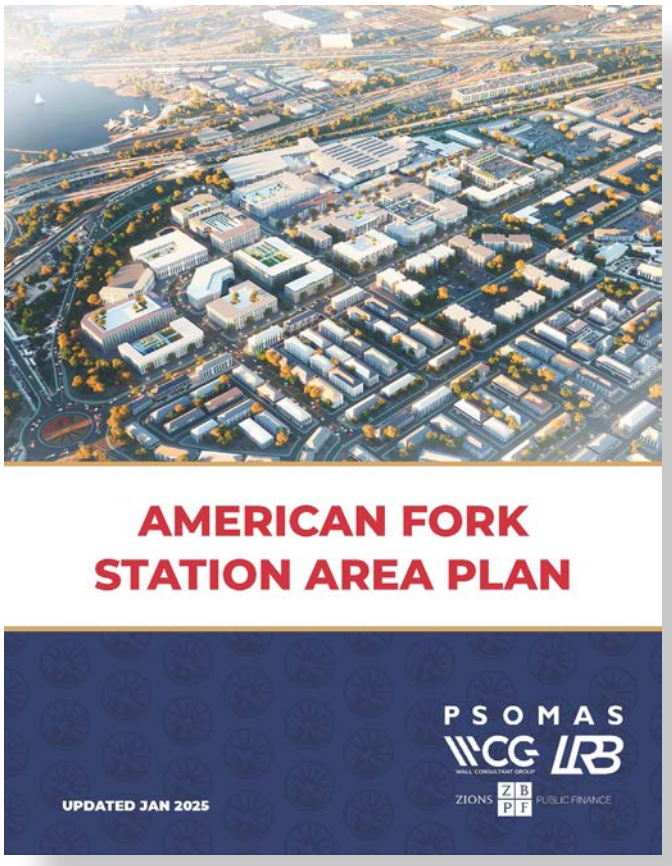
The latest version of the American Fork Moderate Income Housing Report was adopted in 2023 and exists to outline strategies to maintain and increase the supply of moderate-income housing as population and housing costs continue to increase throughout the city and the greater Wasatch Front region. Strategies the city has adopted 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.

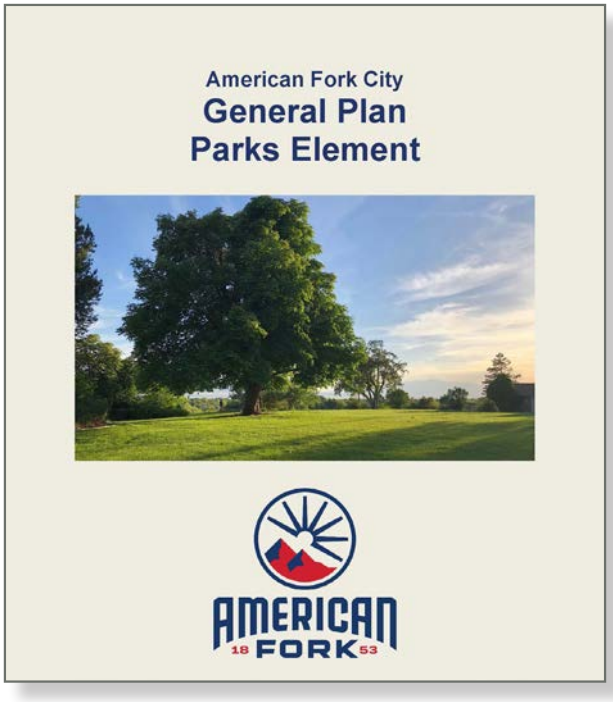
The plan includes specific projects across three phases (2019-2030, 2031-2040, 2041-2050) with an estimated total cost of $18.8 billion, though there's a $5 billion funding gap primarily in transit projects. Key initiatives include expanding I-15, creating new freeways, developing commuter rail and light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

American Fork Station Area Plan (2025)



The Station Area Plan was developed concurrently with this General Plan update. The Station Area Plan (SAP) focuses on the half mile radius around the Front Runner Station, and the land uses, transportation features, and other amenities in this area. The plan also explored potential alternate locations where the FrontRunner station could be located.

American Fork Parks Element (2020)



The American Fork Parks Element of the previous General Plan outlines the city's framework for future park planning, emphasizing American Fork's commitment to maintaining a level of service standard of 5 acres of core park space per 1,000 residents (currently at 4.52 acres). The plan details the current park inventory (150 acres of core parks and 380 acres of special use areas), future needs (an additional 119 acres by 2030), funding challenges ($67 million needed over 10 years), and various acquisition techniques.

The document highlights the city's park objectives, including the development of parks space within a half-mile of all residents. The plan also seeks to provide diverse recreational experiences making park development a community effort that preserves American Fork's character as a "city of parks and open spaces".

City Vision & Goals

ESTABLISHING A VISION FOR AMERICAN FORK

A clear, compelling vision is essential for any growing community. It serves as the north star that guides decision-making, shapes policy, and ensures that development occurs in a manner that preserves and enhances the qualities residents value most. For American Fork, a city with deep historical roots experiencing significant growth and change, establishing a shared vision is particularly vital. This vision must balance preserving the city's cherished "hometown feel" while thoughtfully accommodating new growth, improving infrastructure, and enhancing quality of life for all residents.

The General Plan is American Fork's primary tool for translating this vision into actionable goals and policies. It represents a social contract between the city and its residents—a commitment to guide growth and development in alignment with community values. Through extensive public engagement including stakeholder interviews, community events, and visual preference surveys, the residents of American Fork have clearly articulated their priorities for the city's future.

COMMUNITY PRIORITIES

Based on public engagement and stakeholder interviews with elected city officials, city staff, and other key stakeholders, the following priorities emerge as central to American Fork's vision:

Improve Access and Connectivity: Enhancing transportation connections throughout the city, with particular focus on east-west traffic flow, multi-modal options, and creating a more balanced transportation system that accommodates pedestrians, cyclists, and transit users alongside vehicles.

Preserve and Enhance Open Space and Parks: Protecting existing parks and open spaces while improving their quality and creating new recreational opportunities throughout the city, particularly in under-served areas. Residents consistently ranked parks and recreation amenities among their top priorities.

Expand and Improve Trail Networks: Developing a comprehensive, interconnected trail system that enhances recreation opportunities, provides transportation alternatives, and connects neighborhoods to destinations throughout the city. This includes protecting critical trail corridors now for future development.

Create Mixed Housing Types: Offering diverse housing options that support American Fork's hometown feel while accommodating residents at all life stages and income levels. This includes thoughtful integration of housing types while respecting community preferences for maintaining traditional neighborhood character.

Improve Public Works Facilities: Upgrading city infrastructure and facilities to better serve residents, with particular attention to the public works complex which needs redesign and modernization. Ensuring critical city services have the facilities they need to operate efficiently.

Strategically Guide Growth: Managing growth proactively to ensure it enhances rather than detracts from community character and quality of life. This includes directing growth to appropriate locations and ensuring it occurs at a pace and in a manner that aligns with community values.

Improve Commercial Spaces: Enhancing existing commercial areas, particularly in the downtown core, while ensuring adequate commercial space for future needs. Residents desire more dining options, entertainment venues, and neighborhood-serving retail in strategic locations.

Revitalize Downtown: Creating a vibrant, walkable downtown with historic character that serves as a gathering place and heart of the community. Downtown was consistently identified as needing attention and having significant potential to enhance community identity.

Maintain Community Character: Preserving American Fork's hometown feel, historical elements, and sense of community pride while accommodating growth. Residents value the city's heritage and desire development that complements rather than conflicts with established character.

Enhance Quality of Life Amenities: Investing in facilities and services that enhance daily life, including an updated recreation center, which received strong public support, along with other community gathering spaces, cultural venues, and amenities for all ages.

GOALS FOR AMERICAN FORK CITY:

Building on these community priorities, the General Plan establishes the following specific goals to guide American Fork's growth and development:

Goal 1: Preserve the City's Rich History

Honor and protect American Fork's historical legacy through thoughtful preservation of historic buildings, celebration of cultural heritage, and development patterns that respect the city's traditional character. This includes maintaining the distinct historical aesthetic of downtown, incorporating heritage elements in public spaces, and fostering a strong sense of community connection to American Fork's past.

Goal 2: Balanced, Multi-Modal Transportation System

Develop a comprehensive transportation network that improves traffic flow, particularly on east-west corridors, while providing safe, convenient options for pedestrians, cyclists, and transit users. This includes expanding the trail network, improving connectivity between neighborhoods, implementing traffic calming features, and working with regional partners to enhance public transit options

Goal 3: Vibrant, Historic Downtown Core

Revitalize downtown American Fork as a walkable, vibrant community hub with a distinct historic character that serves as a gathering place for the entire community. Downtown will feature a mix of dining, retail, entertainment, and housing options with architecture that respects the city's heritage and creates a unique sense of place.

Goal 4: Enhanced Parks and Recreation System

Develop a premier parks and recreation system that provides diverse recreational opportunities for residents of all ages and abilities. This includes updating the recreation center, creating an interconnected trail network, and ensuring equitable access to parks and open spaces throughout the city, with particular attention to developing amenities on the south side.

Goal 5: Strategic Land Use Patterns

Guide development to create logical land use patterns that support community character, economic vitality, and quality of life. This includes directing higher density development to areas with good transportation access, preserving single-family neighborhoods, ensuring adequate commercial space for future needs, and creating effective transitions between different land uses.

Goal 6: Housing for All Life Stages

Provide housing options that enable residents to remain in American Fork through all stages of life while respecting community preferences regarding density and character. This includes maintaining predominantly single-family neighborhoods while strategically incorporating well-designed, moderate-density housing in appropriate locations.

Goal 7: Environmental Stewardship

Protect critical environmental resources, particularly the Utah Lake shoreline area, wetlands, and other natural features that contribute to American Fork's character and environmental health. This includes establishing appropriate development boundaries, implementing water conservation measures, and preserving viewsheds.

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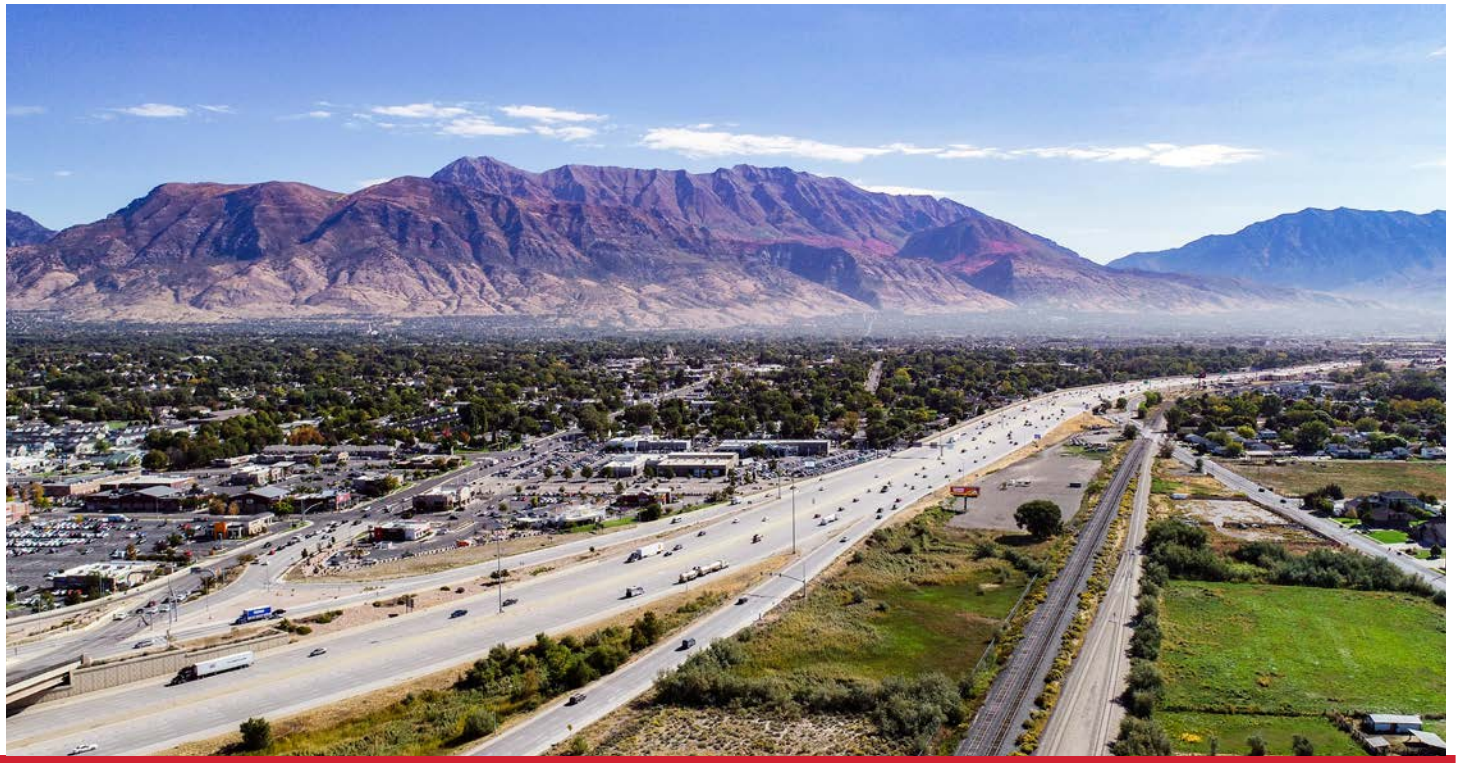
Through these goals, the General Plan provides a framework for American Fork to preserve what residents love about their community while thoughtfully addressing the challenges and opportunities of growth. By working together to implement this vision, American Fork can remain a city that honors its past while embracing a vibrant future.



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LAND USE

Historical Context

American Fork's land use patterns trace back to its founding in 1850 when pioneers Stephen Chipman, Arza Adams, and the Eldredge brothers settled along American Fork Creek. The settlers were attracted by the cottonwood trees along the creek and lush meadows toward Utah Lake, which they recognized as excellent land for cattle and sheep ranching. This initial agricultural settlement established the foundation for the city's development pattern.

During the community's early years, the original purpose was ranching, but as newcomers arrived, an agrarian lifestyle took hold with settlers living within a fort while tending their individual farm plots and returning to the safety of the fort each evening. Irrigation ditches constructed in 1851 facilitated crop production, marking the first organized land use management in the area. The city was initially incorporated as Lake City in 1852 before being renamed American Fork in 1860 to avoid confusion with Salt Lake City.

The city expanded from its agricultural beginnings with the emergence of early commercial enterprises such as the Arza Adams gristmill and Marx and McKenzie's general mercantile business in 1852. By the 1860s, American Fork had established one of Utah Territory's first public schools, demonstrating an early commitment to civic infrastructure. The city developed on a traditional grid pattern with wide streets that is commonly found in Utah, following the "Plat of Zion" model envisioned by LDS church founder Joseph Smith.

Over time, American Fork evolved from a primarily agricultural community to a diverse suburban city. Today, the city serves as a regional hub with a population of over 41,000, housing the American Fork Hospital, Alpine School District headquarters, and various retail establishments. The community balances small-town charm with metropolitan amenities, embodying the true American pioneer spirit.

Current land use in American Fork is characterized by a historic central core surrounded by newer suburban developments built on former agricultural lands. The downtown area features a mix of commercial and residential properties on a grid of five-acre blocks with wide streets lined by mature trees. Most residents describe the community as having a "sparse suburban feel" with numerous parks throughout the city. Recent growth has introduced transit-oriented development near the FrontRunner station and commercial corridors along major roadways.

As American Fork continues to grow, the city faces the challenge of preserving its historical character while accommodating new development. City leadership emphasizes the need for sustainable growth that ensures adequate infrastructure and services for residents. The balance between development and preservation represents an ongoing priority in American Fork's land use planning as the community evolves while honoring its pioneer origins.

Existing Land Use

American Fork exhibits a diverse and evolving land use pattern shaped by its natural geography, historic development, and emerging growth trends. The city is characterized by a strong residential base, dynamic commercial centers, and significant areas poised for future development—particularly in the southern portion of the city.

Northern Residential Core
The northern part of American Fork is predominantly composed of established single-family residential neighborhoods. These areas are interwoven with a variety of civic and public uses, including churches, schools, and community parks. Notably, Mary and Art Dye Park serves as a major recreational asset in this part of the city, contributing to the area's family-oriented, suburban character. This part of town reflects the city's longstanding residential roots and serves as a stable anchor in the community fabric.

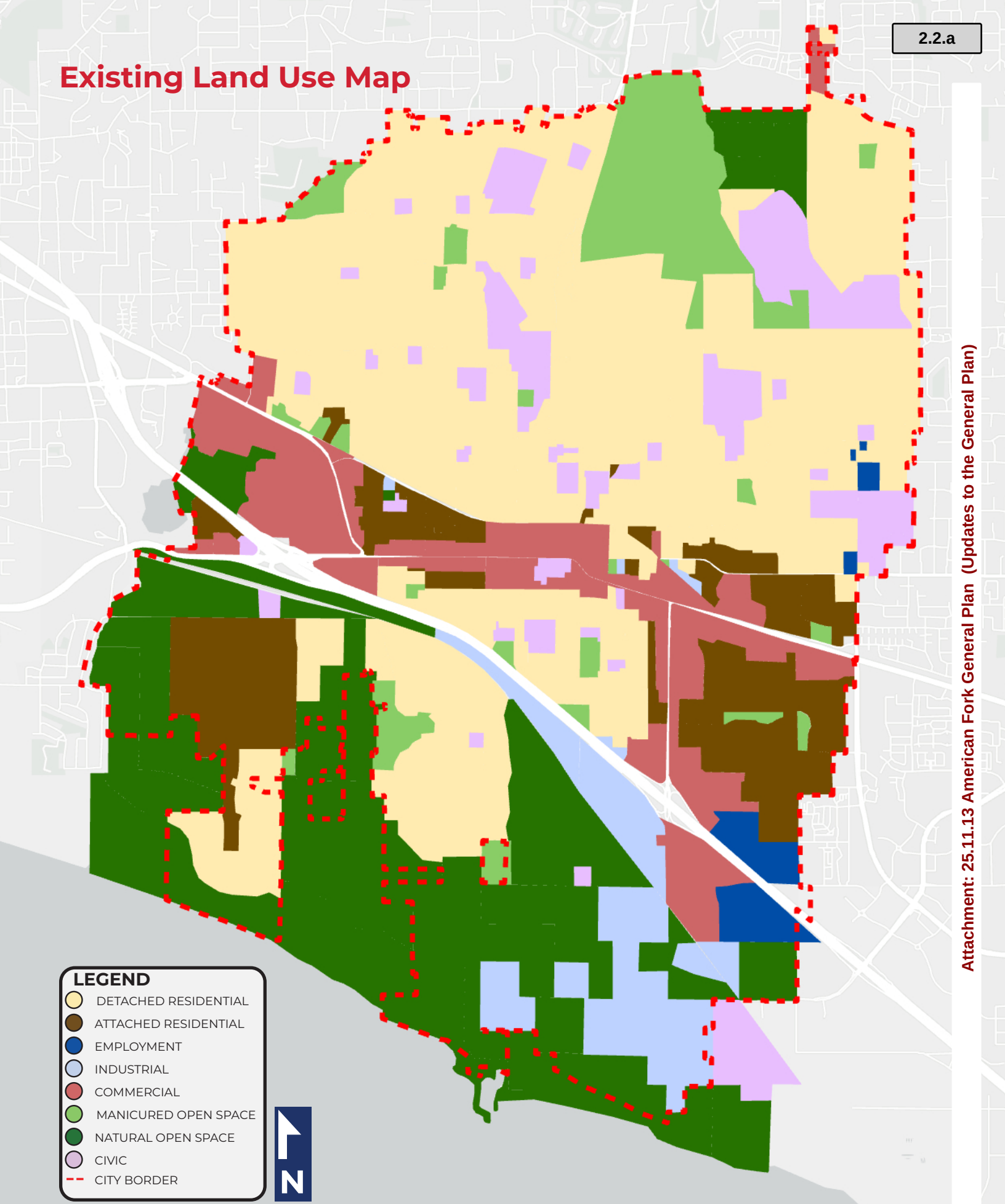
Commercial Corridor
North of Interstate 15 lies the city's primary commercial corridor, centered around Main Street, 500 East, and the Meadows commercial district. This area hosts a mix of local businesses and regional retail destinations, including big box stores such as Walmart and Home Depot. The corridor provides essential goods and services not only to American Fork residents but also to the broader northern Utah County region. In addition to commercial activity, the area includes pockets of both detached and attached residential units, supporting a modest level of mixed-use development and walkability.

Southern Growth Area
The southern portion of the city contains most of the city's remaining undeveloped land and is rapidly transforming. On the east side, industrial and employment uses dominate, along with auto-oriented commercial developments that cater to regional commuters and workforce populations. In contrast, the west side features a growing residential landscape. This includes a large, established neighborhood of single-family homes and an increasingly dense mix of multi-family housing options—such as townhomes, apartments, and condominiums—driven by strong housing demand and shifting demographic trends.

Utah Lake Frontage
Further south, approaching Utah Lake, the land remains largely undeveloped, offering significant long-term opportunities for conservation, recreation, or thoughtful expansion. This area includes remnants of the city's agricultural heritage, with small farms cultivating alfalfa and similar crops. These rural elements provide a glimpse into the area's past and contribute to its scenic and ecological character. American Fork's current land use composition reflects both its historic legacy and its role as a growing regional hub.

As the city looks toward the future, the careful management of these varied land uses will be essential to balancing growth with quality of life, economic vitality, and environmental stewardship.

Existing Land Use Map



Principles & Best Practices

Throughout the public engagement process for this project, various sentiments were expressed by the community. This section addresses these sentiments and outlines the best practices related to them.

Public Sentiment – Preserve the Existing Character of American Fork

The overarching theme from all public engagement and stakeholder outreach conducted by the project team is a strong desire to preserve the existing character of American Fork and honor its rich history and heritage. While there were many differing opinions on how to achieve this, there is unanimous agreement on the importance of preserving the elements that make American Fork unique and a beloved home for many.

Change is inevitable, but with careful planning, it can occur without altering the city's character—the very essence that makes American Fork a cherished place. To achieve this, efforts should focus on preserving existing neighborhoods, key historical sites, and other significant areas of the city. Identifying areas more capable of accommodating future growth and thoughtfully planning for that growth will ensure that American Fork retains its unique charm while evolving to meet new demands.

Public Sentiment – Maintain a Balance between Commercial and Residential

Balance between commercial and residential development is important for the residential quality of life and vitality of commercial development. This balance is typically calculated by looking at the average square feet (sf) of commercial space per existing resident within a given area of the commercial development. This commercial space per resident is established based on commercial performance and regional and demographic context. This context extends beyond municipal boundaries.

If a commercial area is failing, a targeted financial analysis could be completed to better plan for its future vitality. For more information see the Economic Development Element of this General Plan.

You will note from the land use plan and transportation plan, that consideration has been placed on providing supportive intensities in areas where public transit can help reduce congestion on existing streets.

Public Sentiment – Improve Access to Amenities for All Neighborhoods

Residents consistently emphasized the need for more equitable access to amenities across all neighborhoods. This concern is particularly pronounced in the southern portion of the city, south of Interstate 15, where rapid growth has outpaced supporting infrastructure development. As this area transforms from undeveloped land to residential neighborhoods, residents face limited access to parks, trails, commercial services, and employment opportunities compared to established northern neighborhoods.

The southern area currently experiences significant connectivity challenges that require automobile travel across I-15 to reach essential services and recreational facilities. This impacts quality of life while increasing traffic congestion on limited north-south connections. Future planning should prioritize: creating interconnected trail networks linking southern neighborhoods to parks and the Utah Lake shoreline; establishing neighborhood commercial nodes providing daily necessities within walking distance; developing employment centers south of I-15; and implementing strategic pedestrian and bicycle crossings over the interstate to better unite the city and ensure all residents benefit equally from American Fork's amenities.

Public Sentiment – Create and Maintain Family Centered Housing Options

American Fork prides itself on being a family-oriented community. By creating a variety of housing options, the city ensures that future generations—children and grandchildren—can continue to live in the community where they were raised. This approach not only strengthens family bonds but also preserves the close-knit, supportive environment that American Fork is known for.

The primary goal of incorporating a variety of housing types, including mixed-use developments, townhomes, and apartments, is to provide diverse living options that cater to individuals at different stages of life. This diversity in housing can help lower the cost of living and reduce barriers to property ownership.

The specific composition of these housing types may vary based on community needs, but it is essential that each type is adequately represented to ensure a balanced and inclusive housing market.
In addition, the state requires moderate-income housing to be provided by a number of strategies including zoning or rezoning properties for "higher density or moderate-income residential development in commercial or mixed-use zones near major transit investment corridors, commercial centers, or employment centers."

These regulations do not prescribe a particular housing type but emphasize the need for increased density in designated areas. Higher density developments typically reduce resource usage (e.g., water) and enhance the efficiency of utilities and infrastructure. This increased density can be achieved through townhomes, apartments, or other housing types. Higher intensity developments can meet these requirements more efficiently, as they increase the number of units per acre, thus requiring less land. By developing these housing types in smart ways and in appropriate areas, American Fork can ensure that the community's needs are met while maintaining a high quality of life for all residents.

Other relevant land use best practices as currently recognized by the planning community include the following:

- Focus intensities around key intersections, major traffic corridors, and where infrastructure is readily accessible.
- Maximize efficiency of existing and planned infrastructure by placing most intense development at major nodes.
- Preserve and enhance cultural and natural amenities.
- Buffer less-compatible land uses and facilitate compatible land uses.
- Optimize land use designations based on opportunities and constraints.
- Step intensities down progressively away from major development nodes and intersections.
- Provide safe and efficient multi-modal access to businesses, employment, and residents and consider proximity to other land uses, neighboring jurisdictions, and transportation networks.
- Ensure land uses and intensities are context-appropriate.
- Provide active and passive recreation opportunities within close proximity to residents.
- Balance land uses based on current and projected demographic information, existing and planned infrastructure and resources, and market trends.
- Jurisdictional boundaries should follow barriers either natural or man made.

These public sentiments and best practices are the base of the land use element which follows.

Future Land Use

Vision and Approach
American Fork's future land use vision builds on the city's established character while guiding thoughtful growth and development in key areas. The city remains committed to preserving what makes it a desirable place to live—its family-oriented neighborhoods, accessible amenities, and scenic natural setting—while accommodating evolving needs through strategic infill, redevelopment, and expansion.

Northern Neighborhoods Enhancement
In the northern part of American Fork, land use changes will be minimal to maintain the stable, residential fabric that defines much of this area. The primary planned enhancement involves the creation of a small mixed-use node east of Mary and Art Dye Park, where agricultural land will transition into a blend of commercial and attached residential uses to complement existing neighborhoods while improving access to services.

Interstate 15 Corridor Development
Areas surrounding Interstate 15 are expected to see continued infill and intensification, supporting a mix of commercial and attached residential uses. These developments aim to enhance walkability, improve connectivity between neighborhoods and shopping areas, and contribute to a more vibrant, cohesive freeway corridor.

Transit-Oriented Station Area
The Station Area is envisioned as a key hub for transit-oriented development, anchored by a mix of residential and commercial uses. As this area builds out, it will promote walkable neighborhoods, higher-density housing options, and expanded economic activity that leverages regional transit access.

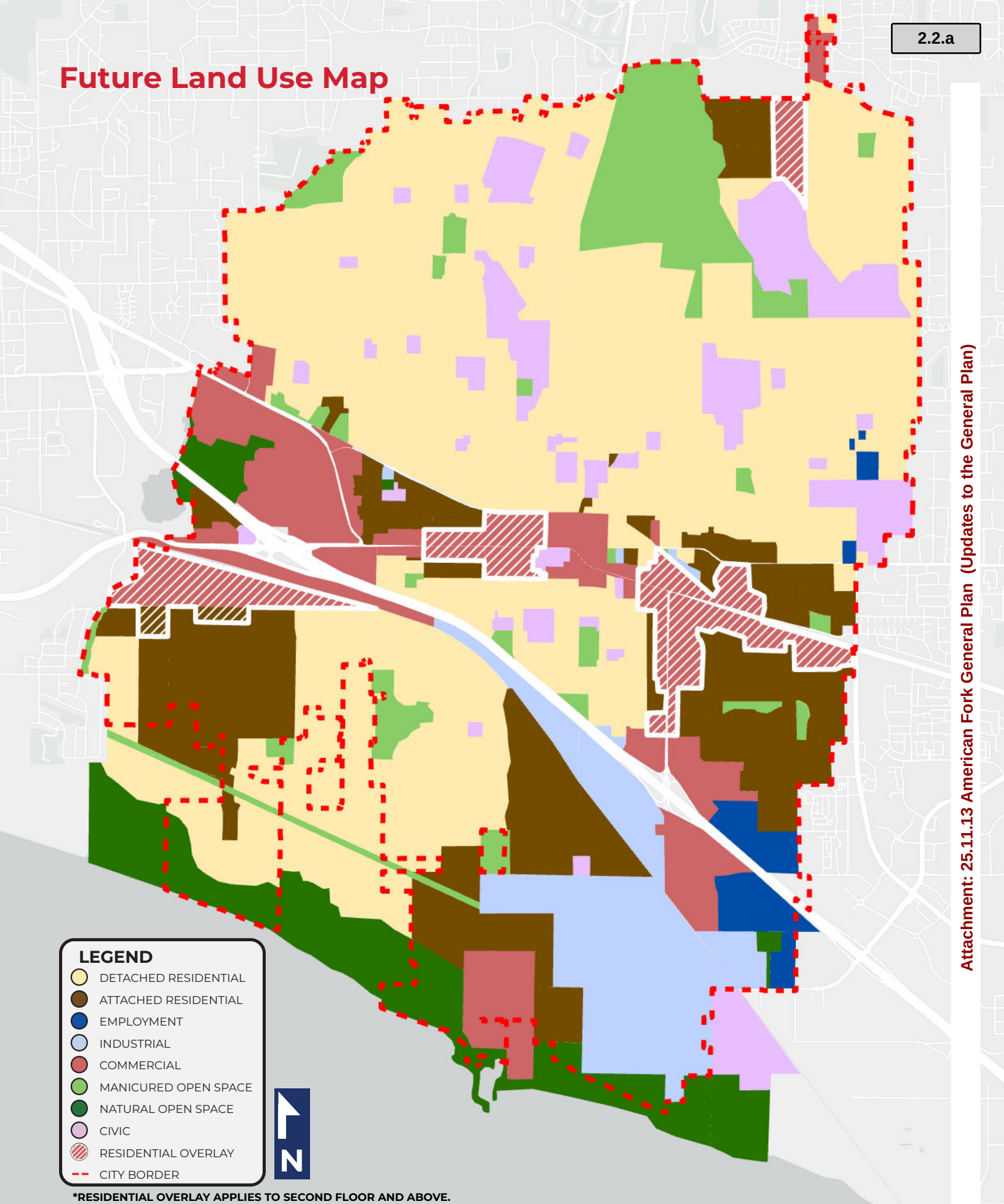
Southern Growth Areas
The southern portion of the city will develop with balanced residential options—from detached homes to higher-density housing—while the eastern sector will strengthen its position as a regional employment center through industrial and commercial expansion. Supporting this growth, the plan prioritizes new parks and open spaces throughout the area, with the American Fork Marina slated for revitalization as a signature waterfront destination combining recreation and environmental stewardship.

Utah Lake Conservation Zone
Farther south, near Utah Lake, land use planning will be guided by conservation and thoughtful expansion. This area's open space and agricultural remnants offer opportunities for scenic preservation, low-impact development, and outdoor recreation.

Land Use Integration Strategy
American Fork's land use strategy balances preservation with strategic growth, ensuring the city maintains its character while meeting evolving needs. By directing development to appropriate areas, the plan creates a framework for diverse housing options, accessible amenities, vibrant commercial centers, and connected open spaces that enhance quality of life for all residents.

The Future Land Use Map on the following page represents American Fork's official land use plan and is intended for adoption as part of this General Plan. This map will guide future zoning decisions, development approvals, and infrastructure investments throughout the City and its annexation areas.

Future Land Use Map



*RESIDENTIAL OVERLAY APPLIES TO SECOND FLOOR AND ABOVE.

Attachment: 25.11.13 American Fork General Plan (Updates to the General Plan)

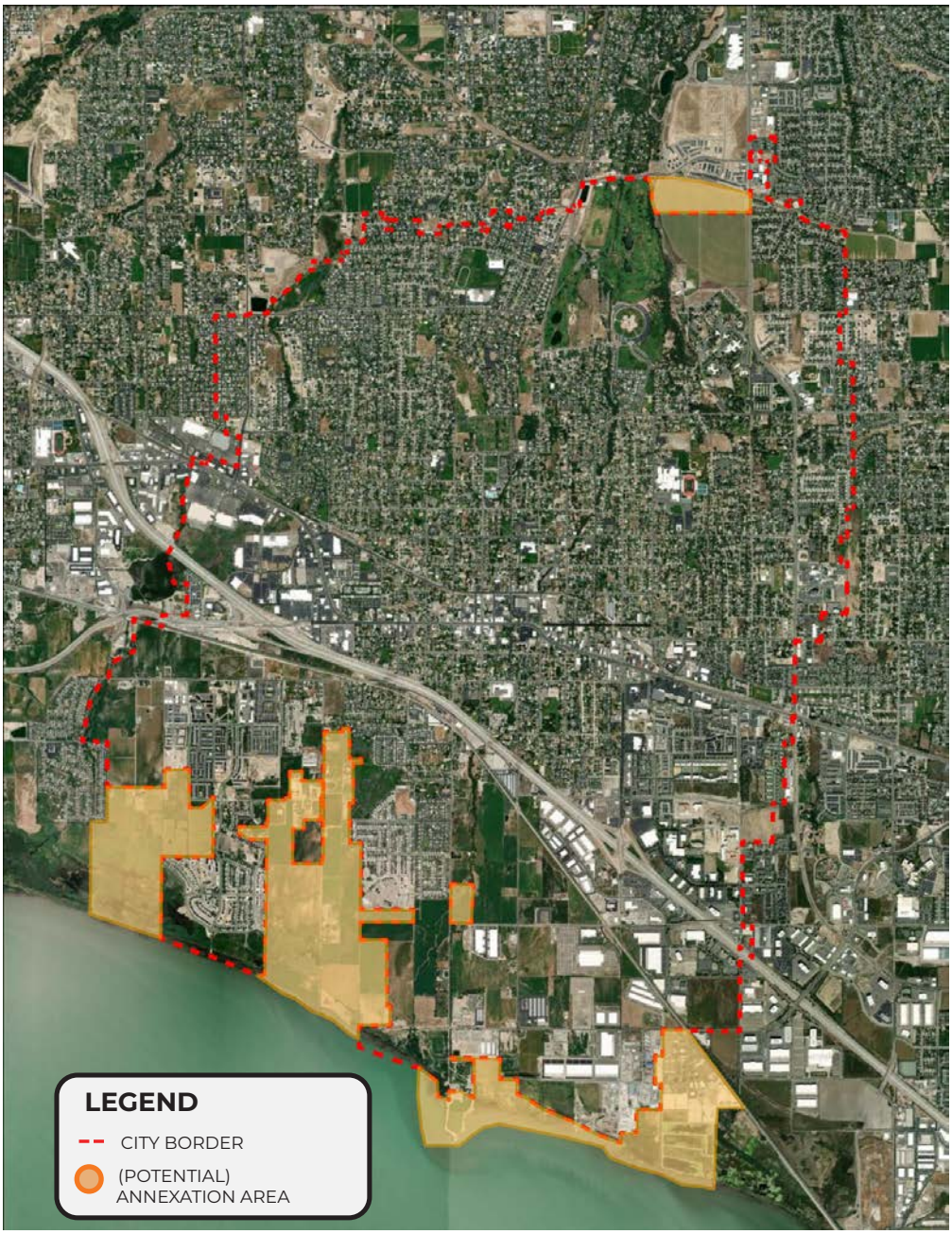
Annexation

As part of American Fork's 2025 General Plan, the city is evaluating potential annexations in the southern portion of its boundaries. These areas, currently characterized by largely undeveloped and agricultural lands, present a strategic opportunity for thoughtful, long-term growth. Annexation of these parcels would create a vital connection between the city and Utah Lake, opening doors for enhanced recreational access, environmental stewardship, and future infrastructure investments that align with the city's vision of sustainable development.

The potential annexation areas could serve as a transition zone between existing urban development and the natural environment of Utah Lake. As the city plans for this expansion, careful consideration will be given to preserving open space, supporting agricultural heritage, and guiding new development in a way that respects the ecological significance of the lakefront.

The City will pursue a phased annexation approach, prioritizing areas with willing property owners and immediate development potential while establishing long-term agreements for conservation areas. Key considerations include extending water and sewer infrastructure in a fiscally responsible manner, coordinating with Utah County on service transitions, and ensuring new development contributes its fair share toward citywide facilities through impact fees.

The annexation process will include robust public engagement to address resident concerns about growth impacts while highlighting benefits such as enhanced recreational amenities, protected open spaces, and strengthened tax base to support community services.



2

DEVELOPMENT FOCUS AREAS

Focus Areas

Based on stakeholder and public feedback, we have identified key locations that should serve as major focus areas for development within American Fork. Each area plays a unique role in fostering a cohesive and vibrant atmosphere where the city can support its residents. The focus areas below feature unique blends of commercial services, public spaces, and housing variety, integrated within the community to enhance access to goods and services while preserving neighborhood character. A more detailed neighborhood plan should be developed for each of these focus areas, further guiding and directing the future of these key locations in the city.

The following covers recommendations for development and potential amenities for each focus area.

1. Transit Center
- Potential for commercial and entertainment district
- Station location still to be determined
- Centered within 1/2 mile of FrontRunner Station (per State Code 10-9a-403-1)

2. Commercial Center
- Economic engine for the City with its substantial sales tax base
- Potential for additional infill commercial
- Continue to attract high sales generating businesses

3. Downtown Node
- Mix of residential and commercial uses
- Increase connections to create a strong cluster of several blocks along Main Street and thereby create a destination
- Add gathering places to encourage people to linger longer in the area and to enhance the pedestrian experience
- Maintain the historic character while improving the overall appearance of the area
- Redevelopment opportunities exist in the Downtown, along with the potential for changing land uses

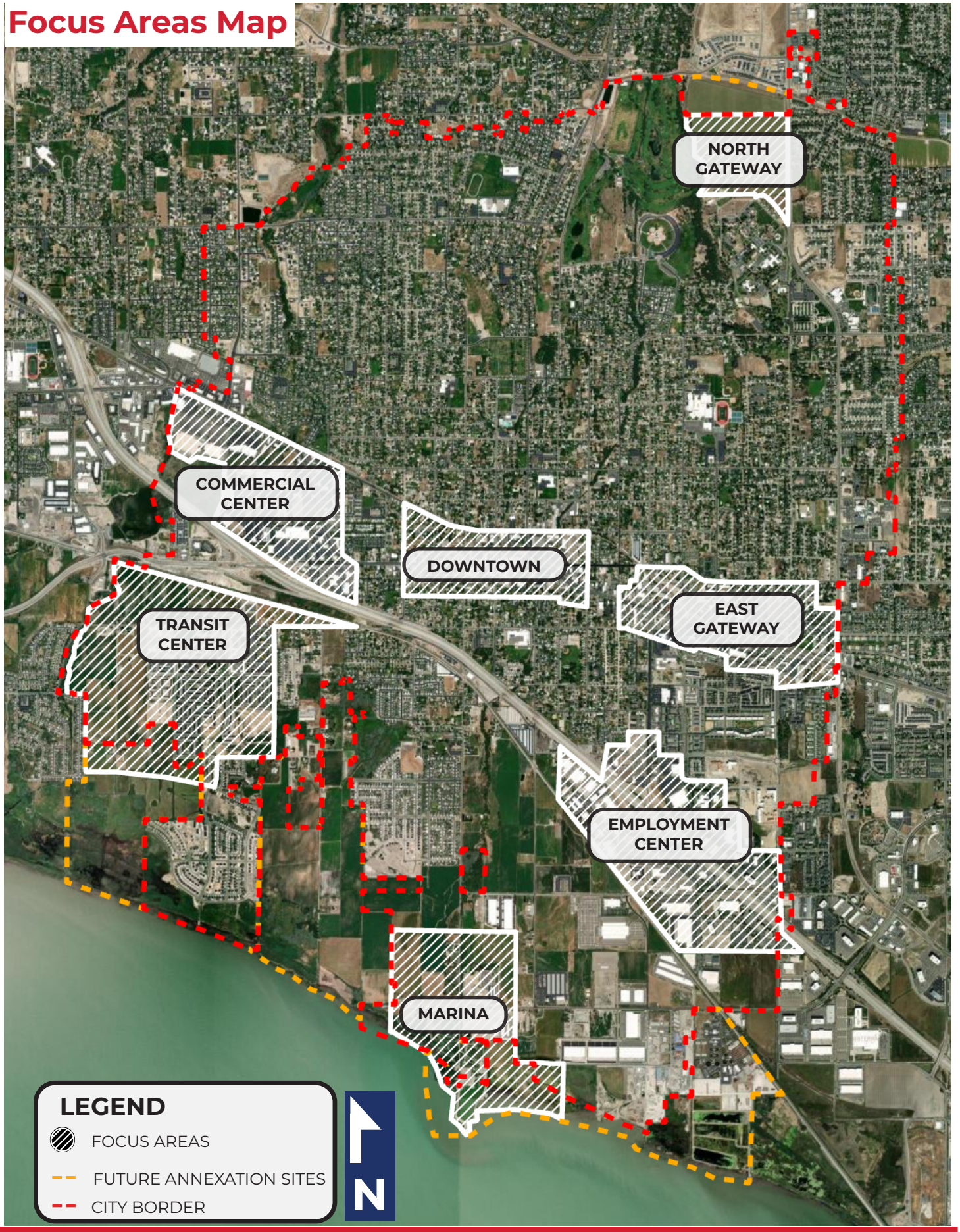
4. North Gateway
- Primarily agricultural at the present time
- Potential commercial development with good access, traffic counts and proximity to large retailers such as Walmart and other destination sites

5. East Gateway
- Primarily commercial development should continue
- Needs a better defined gateway into the City

6. Employment Center
- Has highest percentage of City employment
- Potential for redevelopment of some buildings; however, most buildings have been built since 1995

7. Marina
- Significant amount of vacant land
- Lakefront recreation opportunities
- Create a cultural and recreational destination and amenity for the City

Focus Areas Map

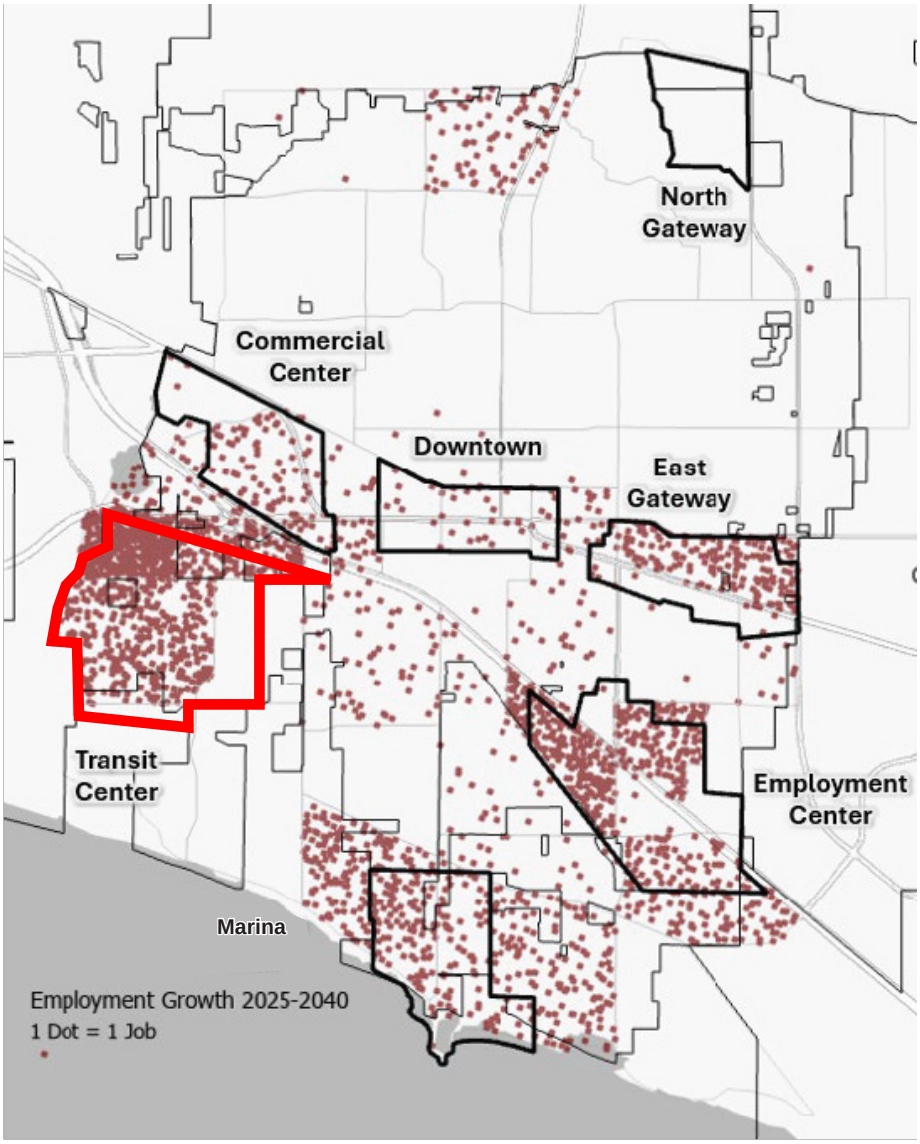


1. TRANSIT CENTER

Overview

Transit Center is expected to have some of the of the densest job growth when compared to the other nodes.

Figure 28: Transit Center Employment Growth 20252050



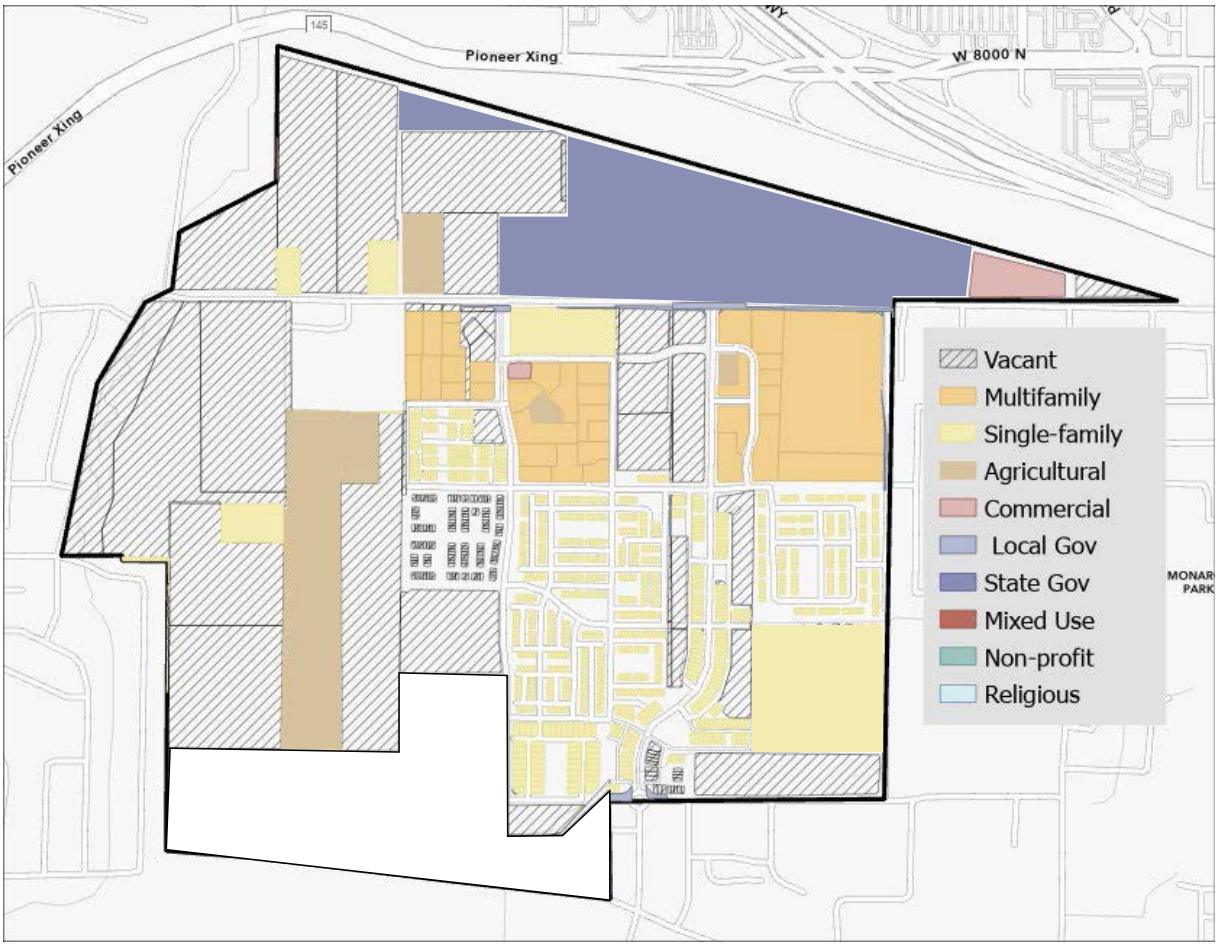
Source: Utah Automated Geographic Reference Center (AGRC), 2025

The large amount of vacant land in this area, along with the transit hub, presents a significant economic development opportunity for the City. Future development in this area could include office, higher density residential and entertainment/dining uses that work to create a vibrant City destination. Station location options are currently being considered but connectivity with "The Meadows" is of prime importance and should be a strategic objective.

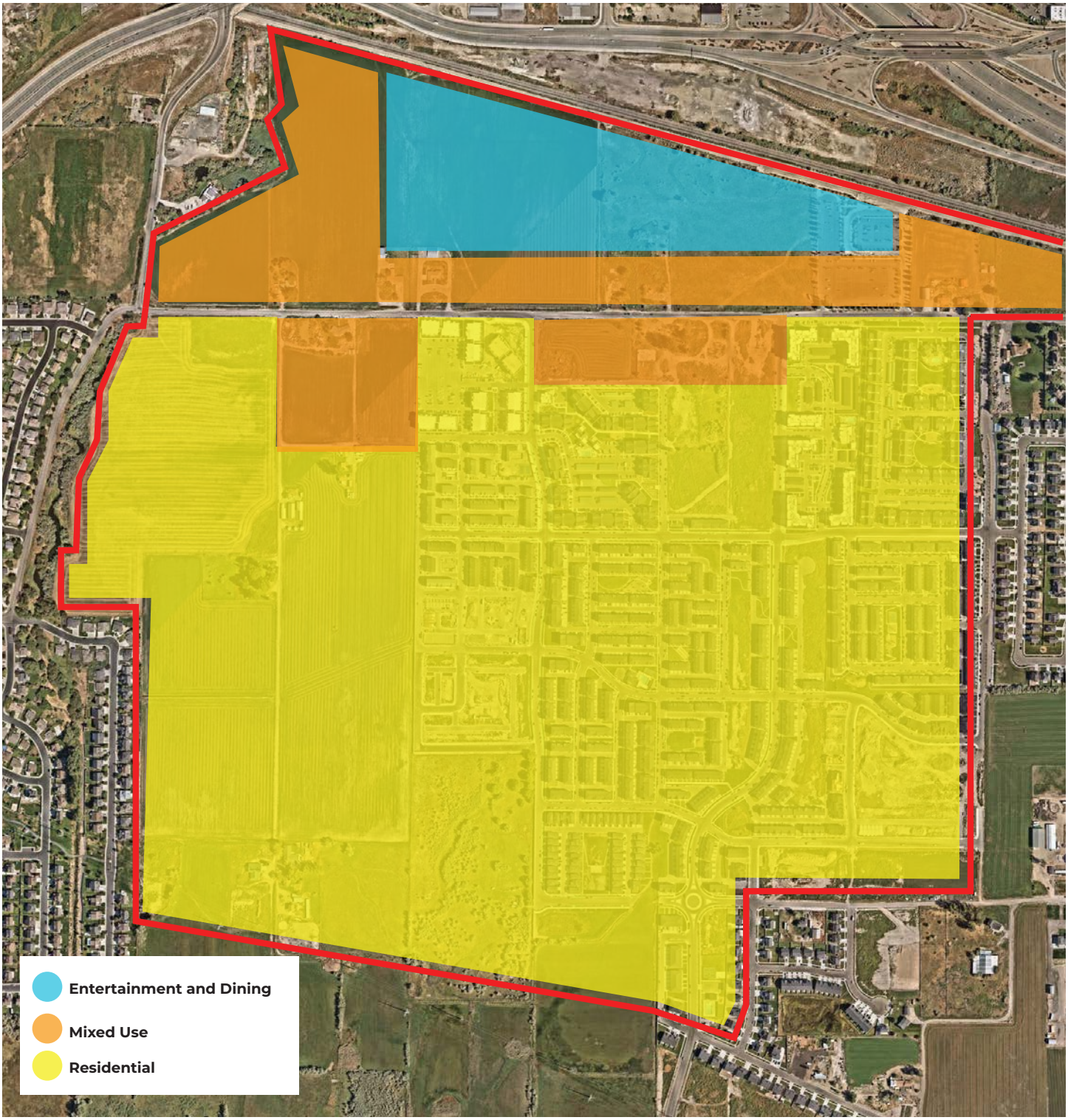
Figure 29: Transit Center – Land Use & Acreage

Source: Utah Automated Geographic Reference Center (AGRC), 2025; ZPFI Analysis, 2025

Figure 30: Transit Center – Land Use & Acreage



Source: Utah Automated Geographic Reference Center (AGRC), 2025



TRANSIT CENTER: RECOMMENDATIONS / POTENTIAL AMENITIES

This transit center will be a large mixed-use hub around the FrontRunner station. By promoting residential and commercial uses in this area, the city will have the opportunity to erect a regional events center. This will be unique as the only building of it's kind in Utah County, likely driving civic pride and an increased tax base.

POTENTIAL AMENITIES

Potential to Relocate FrontRunner station

Changes to the station that improve multi-modal access are greatly desired.

Promote Mixed-use Residential in the Station Area

Apartments and condos with ground-floor retail

Develop Local Commercial in the Station Area

Neighborhood shops and services for transit area residents

Possibility for an Events Center

Constructing a regional events center would bring civic pride to Utah County and increased tax base to American Fork.

Install Gateway Feature

Entryway features elevate the character of a development and set it apart from the surrounding neighborhoods.

Install Rail Trail

Creating a rail trail will allow residents to have greater access to public transportation.

Promote Hospitality Center

Hotels and conference facilities near the station

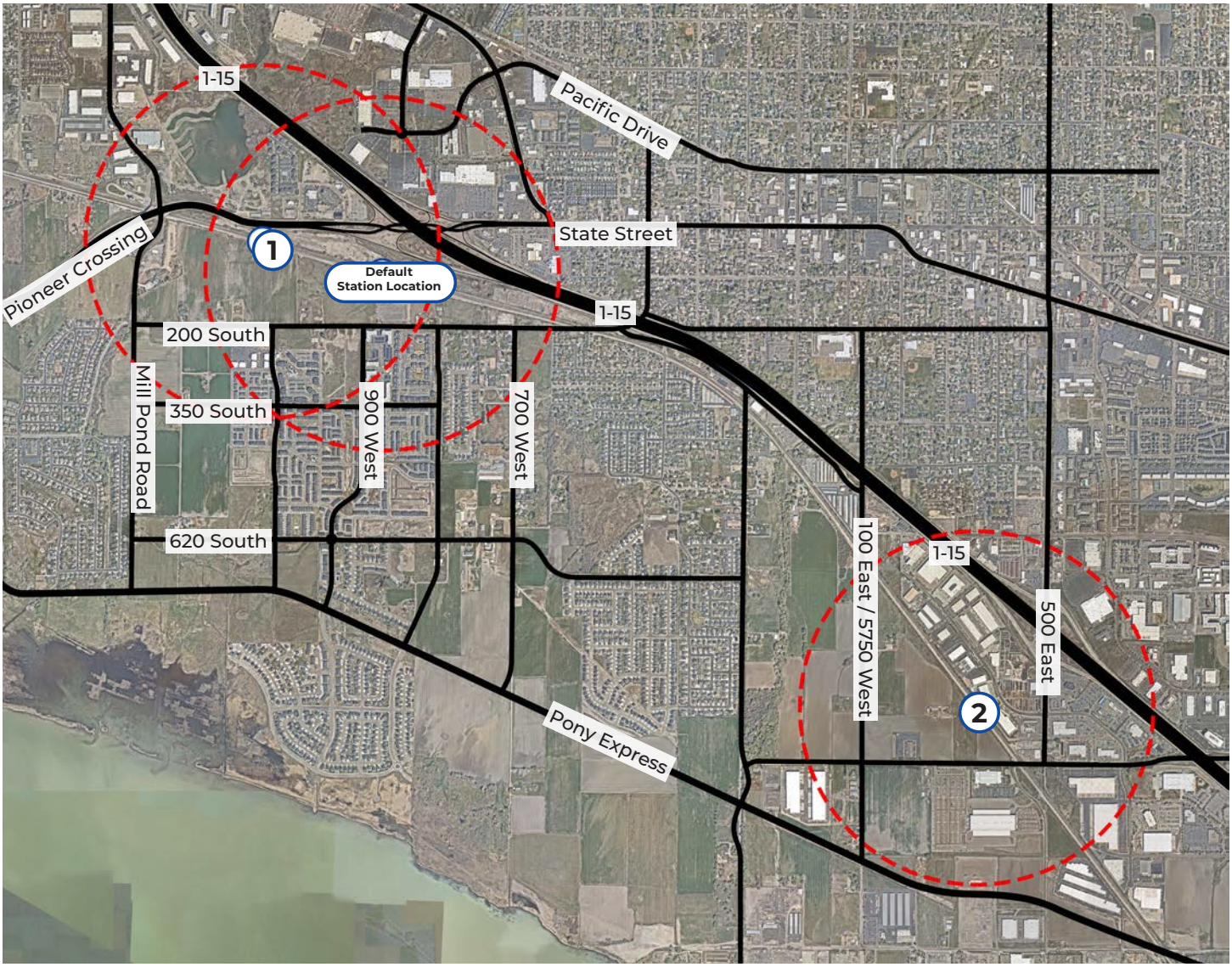
Station Location Options

The location of the FrontRunner station in American Fork has been a central consideration for the City. Preliminary locations were identified and vetted during the concept phase of the Station Area Plan Study (2025). After extensive analysis and stakeholder input, American Fork City considered additional station location options. From that research and analysis three potential viable station locations were identified 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 Option 1 being initially preferred if it can be made viable, followed by Option 2 and finally Option 3.

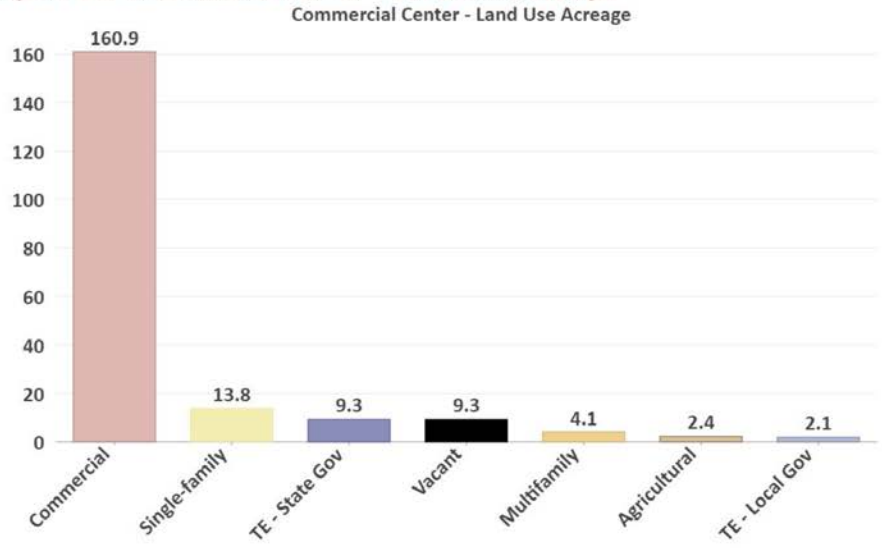
The evaluation of the viability of each option is accomplished by setting conditions and milestones within a given timeframe. The year 2030 was chosen as the first milestone year so there will be time to pivot to a new strategy if needed before the 2034 Olympics.



2. COMMERCIAL CENTER

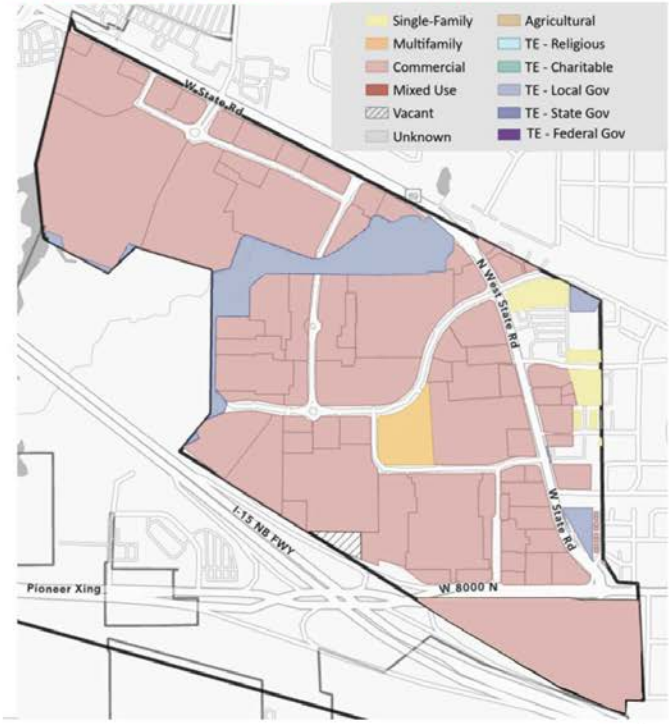
Nearly all of the land in the commercial center is commercial in nature, reflective of this area as the City's major tax generator. As business turnover in this area occurs, efforts should be made to attract businesses with high sales per square foot margins. This area is critical for the fiscal sustainability of the City.

Figure 15: Commercial Center – Land Use Acreage

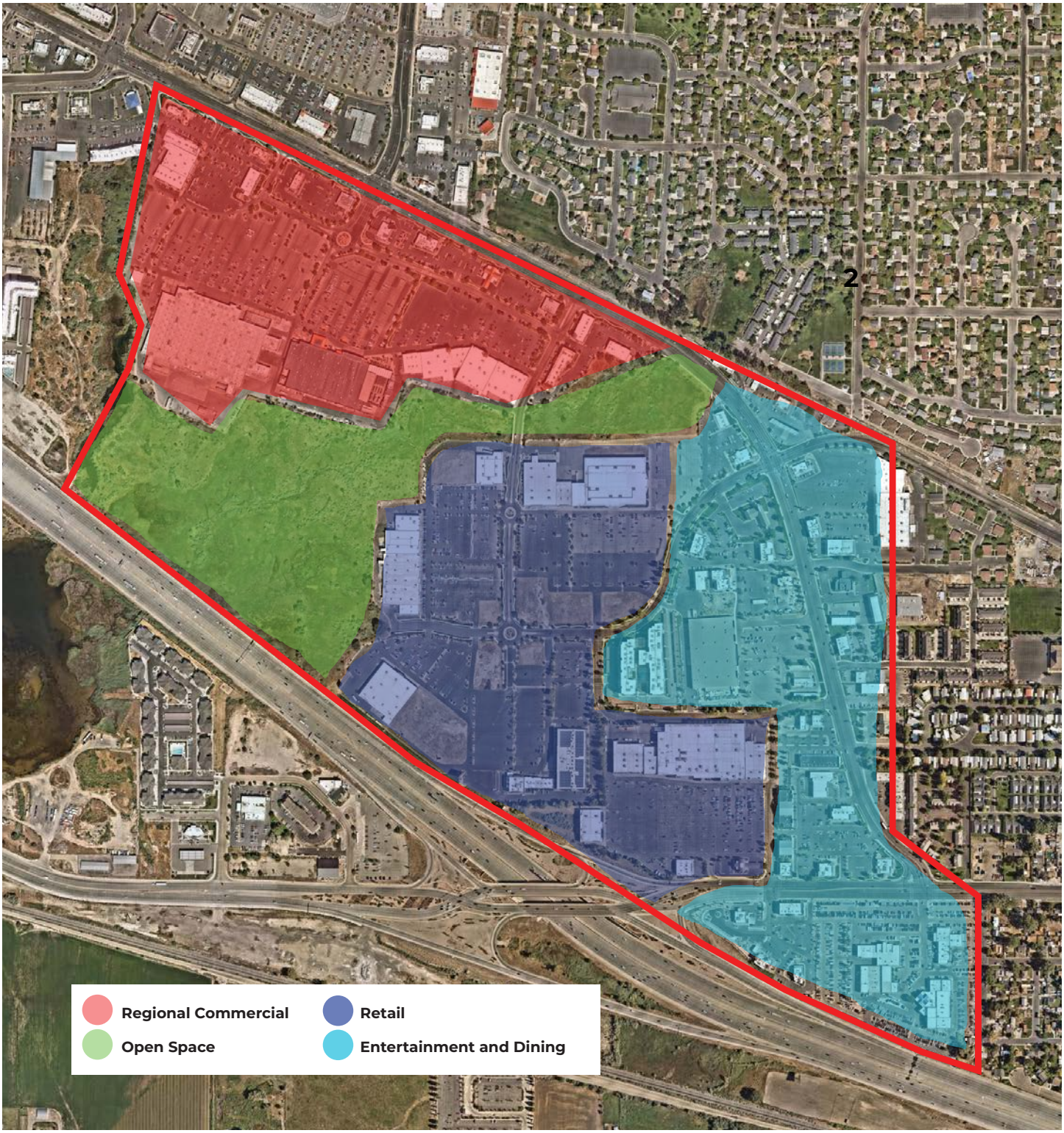


Source: Utah Automated Geographic Reference Center (AGRC), 2025

Figure 16: Land Use Commercial Center



Source: Utah Automated Geographic Reference Center (AGRC), 2025



COMMERCIAL CENTER: RECOMMENDATIONS / POTENTIAL AMENITIES

This I-15 interchange provides the main access to the City. The land use in this area is predominantly commercial, but has the potential to be a walkable, inviting experiential retail hub. By investing in shopping and dining, the City can see growth in a casual, date-night style atmosphere.

POTENTIAL AMENITIES

Develop Wetlands Park

This area feeds into the pond just beyond I-15. These wetlands should be protected and can be leveraged as a local park. It will also serve as a connection to the parks and trails to the north of this area.

Infill Commercial Pad

Filling in vacant parcels or underutilized parking would enhance the intensity and viability of the area.

Expand Commercial Options

Bringing new businesses into the area would further improve the existing tax base.

Preserve Regional Retail

This area is ideal for retail as it is located at the hub of I-15, Pioneer Crossing, FrontRunner, and Pony Express. Preserving what is there as well as inviting new retailers to the area will maximize the land use of this retail zone.

Develop Experiential Shopping

Experiential shopping opportunities will add diversity and resiliency to the existing retail offerings.

Improve Access to Hospitality uses

By improving the multi-modal connections between hospitality uses and the entertainment and shopping area, congestion will be minimized, increasing the ease of access.

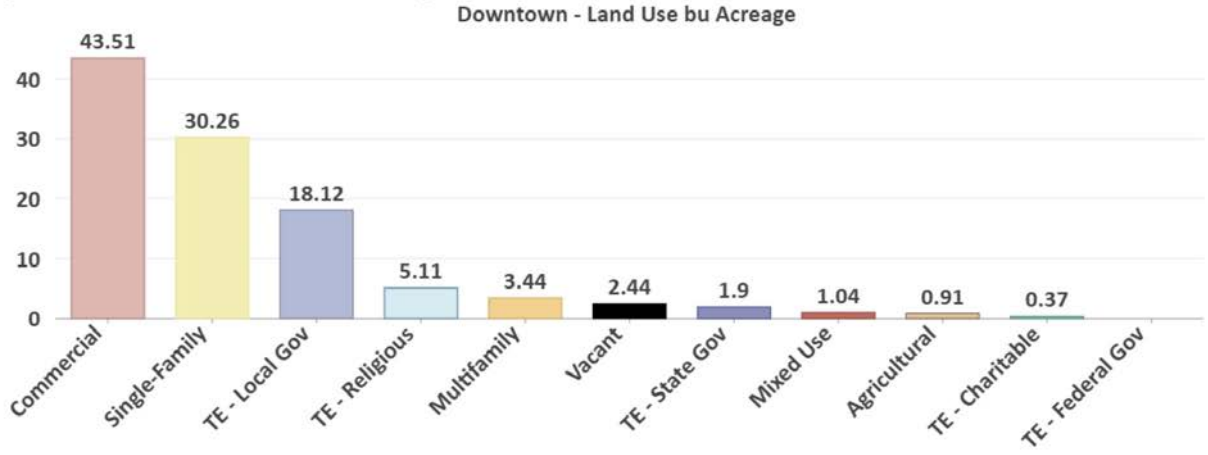
Encourage Sit-down Style Restaurants

Encouraging more sit-down dining options will increase the range of eateries and opportunities for residents and visitors alike.

3. DOWNTOWN CENTER

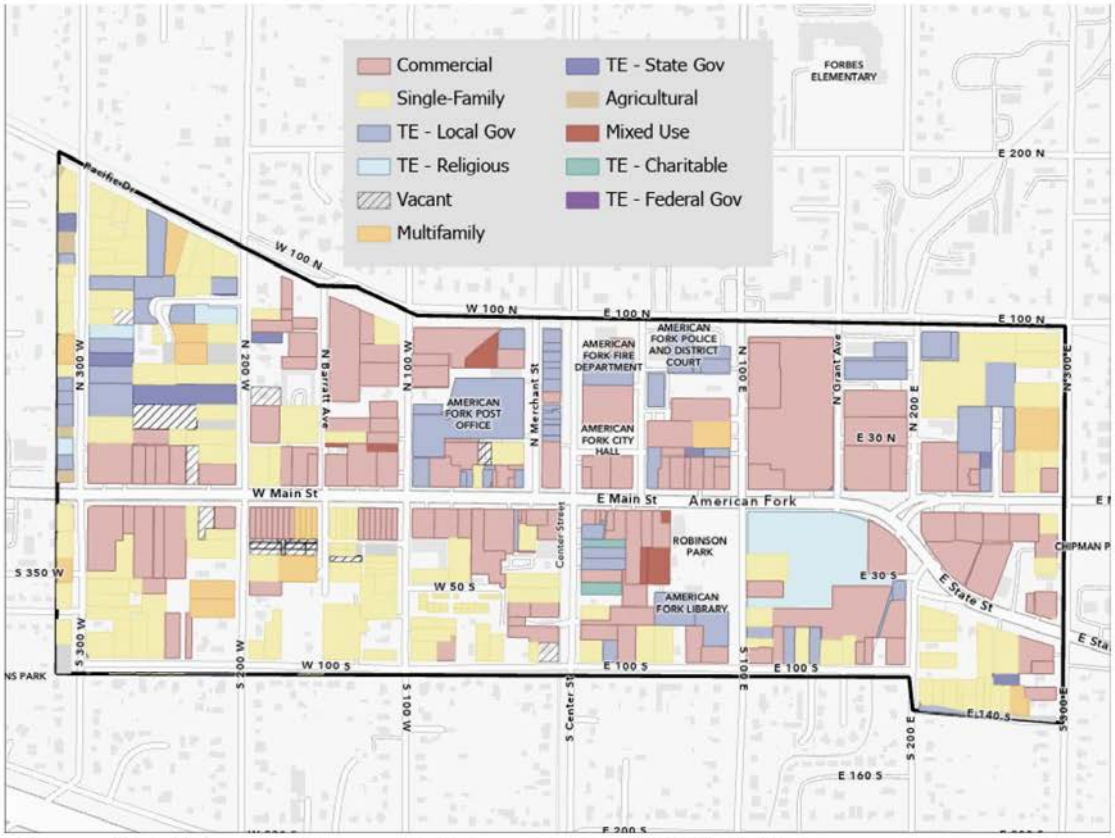
Land use in downtown is fairly equally split between commercial/institutional and residential uses. Very little vacant land remains and therefore this area is best suited for redevelopment as much of the product in downtown is aging, especially as compared to other commercial and employment centers in the City.

Figure 9: Downtown Land Use Acreage



Source: Utah Automated Geographic Reference Center (AGRC), 2025

Figure 10: Downtown Land-Use



Source: *Utah Automated Geographic Reference Center (AGRC), 2025*

According to Destination Downtown, which has conducted extensive research into successful downtowns, a city needs to have retail clustering in at least three contiguous city blocks. This can start with just one or two blocks and some “pioneer” investors who are patient. For American Fork, this could include several blocks along Main Street, with increased connectivity between key destinations. Connectivity can include buses, trolleys, pedestrian walkways, greenways, improved facades that encourage walkability and improved signage.

Anchor tenants are important to a successful downtown – those destination businesses that draw people to the area. Examples include a specialty ice cream store, used-bookstore, bakery, party supplies, beauty supplies, gift stores, children’s clothing, unique restaurants, etc.

Another key to a successful downtown area is for people to live in the downtown area, thereby creating a 24/7 population and adding vibrancy to the area. Businesses should stay open after 6:00 p.m. to serve this clientele, as well as other visitors to the area.

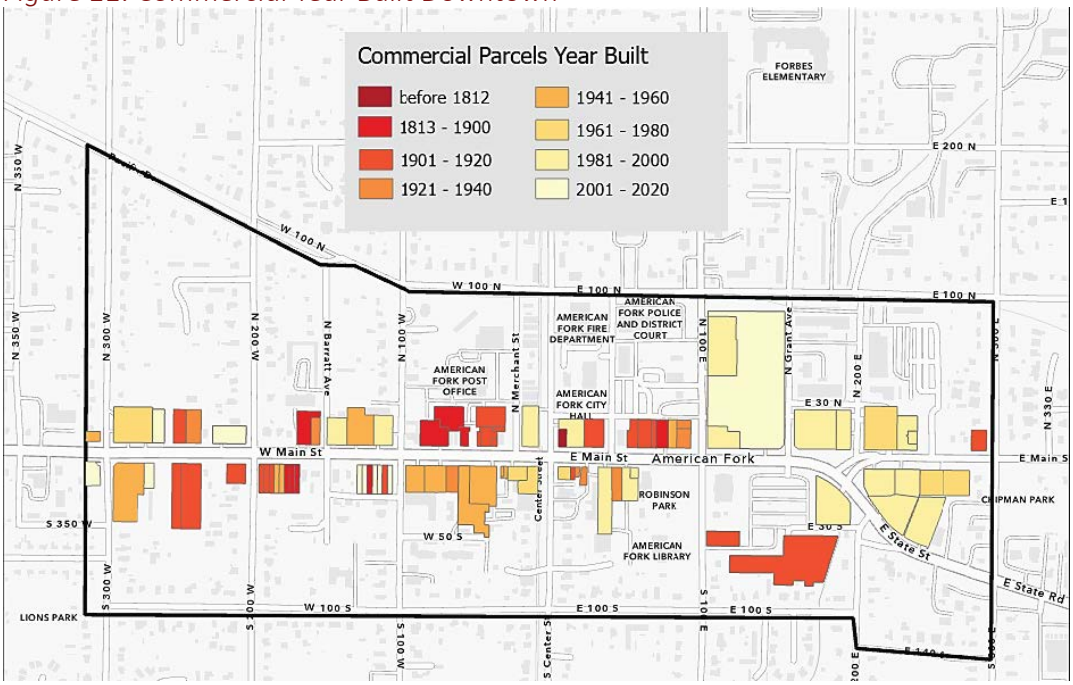
Walkable, friendly streets, as well as community gathering spots, are important in downtowns. Some cities have provided downtown amenities such as small pocket parks, ice ribbons, picnic areas or splash pads in order to encourage the public to come and stay in the area.

Where is downtown? Signage and branding help establish an image and solidify the idea that one has arrived at an important and desirable place. They send the message, “Stop, stay awhile, and spend some time with us.” Businesses that extend out onto the sidewalks, whether it is a sidewalk sale, or small table and benches, also create a friendly atmosphere.

American Fork’s downtown has some great historic buildings. While redevelopment and development can occur in the downtown, care should be taken to ensure that the historic nature of the area remains a strength.

The commercial year built for properties in downtown is shown for properties where year built data is available.

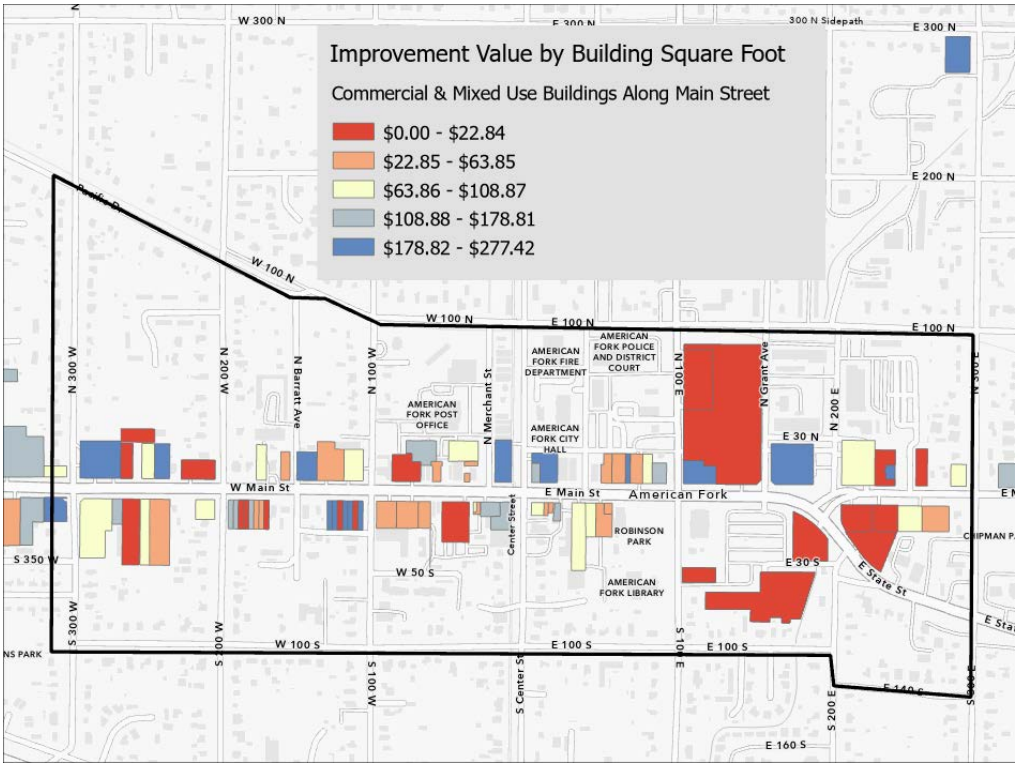
Figure 11: Commercial Year Built Downtown



Source: Utah Automated Geographic Reference Center (AGRC), 2025

As shown in Figure 11, several of the commercial buildings in Downtown were built before 1980. Further, commercial improvement values in downtown are generally low, suggesting that multiple properties are ripe for redevelopment. While other factors such as physical condition of buildings should be considered, low improvement values are one indicator of redevelopment potential.

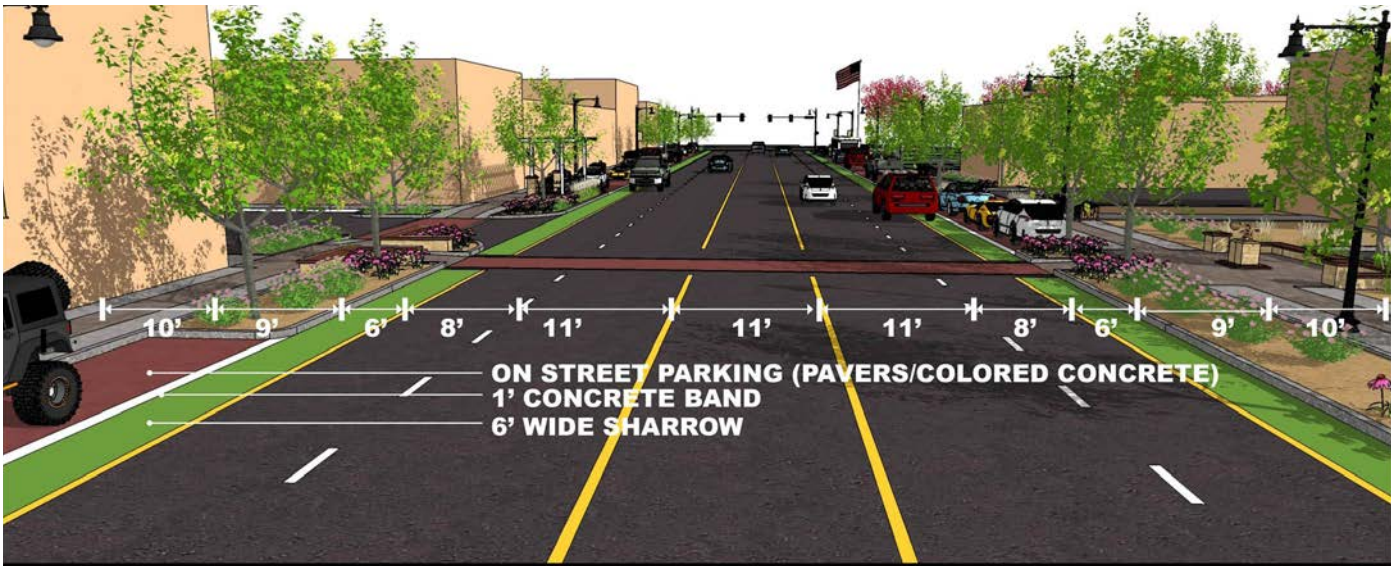
Figure 12: Commercial Improvement Values Downtown

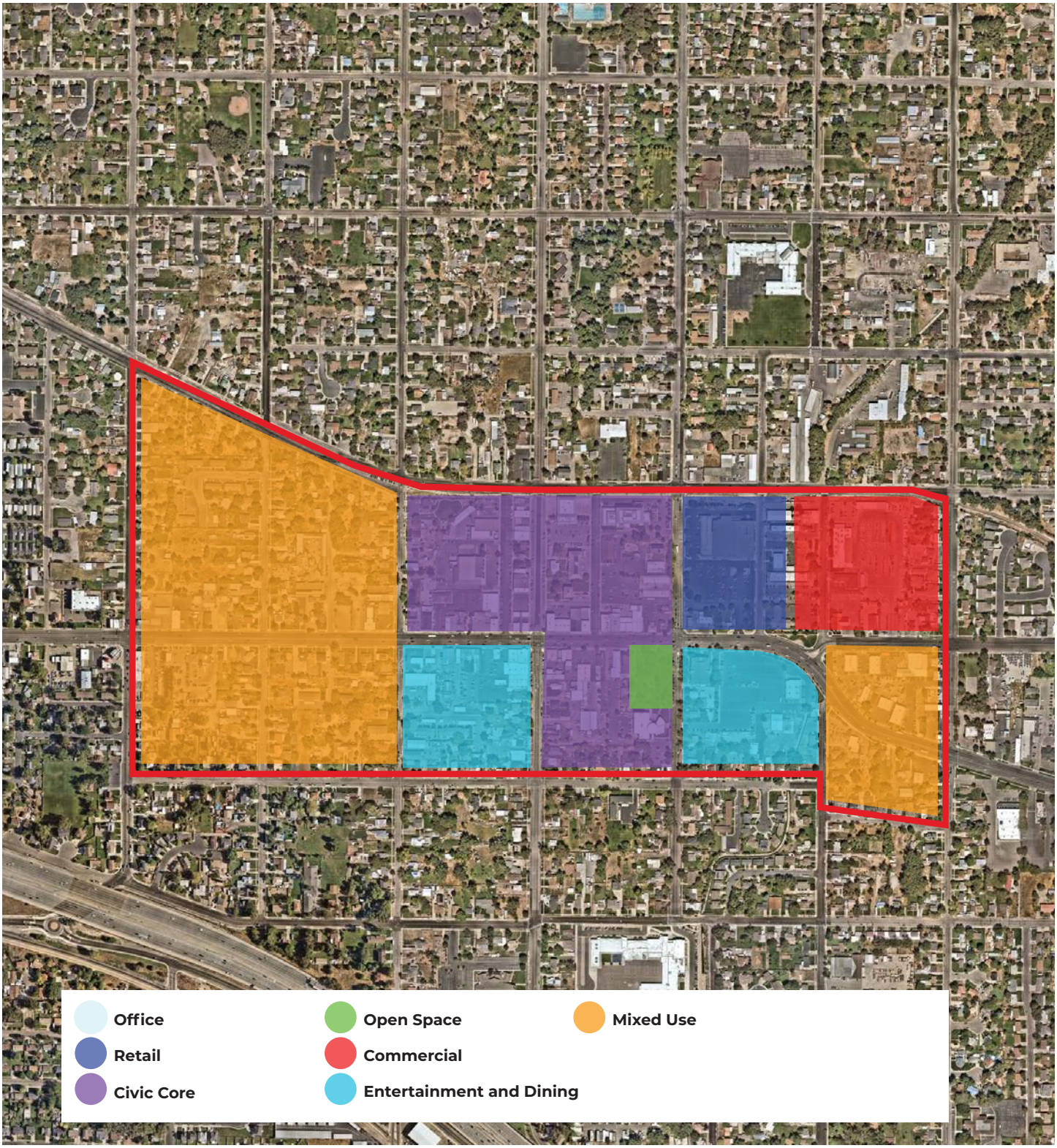


Source: Utah Automated Geographic Reference Center (AGRC), 2025

Downtown American Fork has had a number of studies completed to help envision its future. The most recent Main Street Vision plan has outlined the history, zoning, core development, road cross sections, streetscape elements, and gateway design. Future efforts should be made to protect the historic architecture and establish the downtown as the heart of the city.

Design elements discussing public gathering spaces, active transportation, branding and wayfinding, and the proposed streetscape elements should be implemented. Additional funding or studies should be focused on constructing community enhancements and other improvements to create development interest within this area. The images below delineate some of the proposed improvements for the Downtown area.





DOWNTOWN CENTER: RECOMMENDATIONS / POTENTIAL AMENITIES

Downtown American Fork has great potential. By emphasizing gathering spaces, community events and civic facilities in this area, the City can support hometown pride in its residents. Promoting higher intensity in housing units will allow for a greater commercial presence as well, continuing to invite visitors to visit.

POTENTIAL AMENITIES

Create Public Gathering Space

This location currently emphasizes civic services. Public gathering spaces such as festival streets and farmer's markets would enhance the downtown character and American Fork City's culture.

Preserve Historic Buildings

Residents expressed deep interest in protecting the City's historic buildings and architecture. By encouraging the preservation of these structures, the City maintains its historic downtown atmosphere and legacy.

Develop Municipal Complex

Residents expressed the importance of linking civic offices and services. By constructing a municipal complex, the City can provide consolidated and efficient services to it's residents.

Redevelop Downtown Core

Residents expressed a desire for downtown to be redeveloped. By encouraging new businesses to come to town there is a need for new buildings to match the historic feel.

Encourage Experiential Retail

Experiential shopping opportunities will provide new opportunities for residents

Support Adaptive Reuse Efforts

Encouraging business owners to adapt older buildings to suit their business needs will preserve the historic nature of the area.

Enhance Multi-modal Transportation

Investing in multi-modal transportation allows the city to better meet the needs of it's residents. This multi-modal transportation system could include a city-wide circulator.

Increase Number of Residential Units and Types

Encouraging a range of housing types in the downtown will increase its vibrancy and support existing uses.

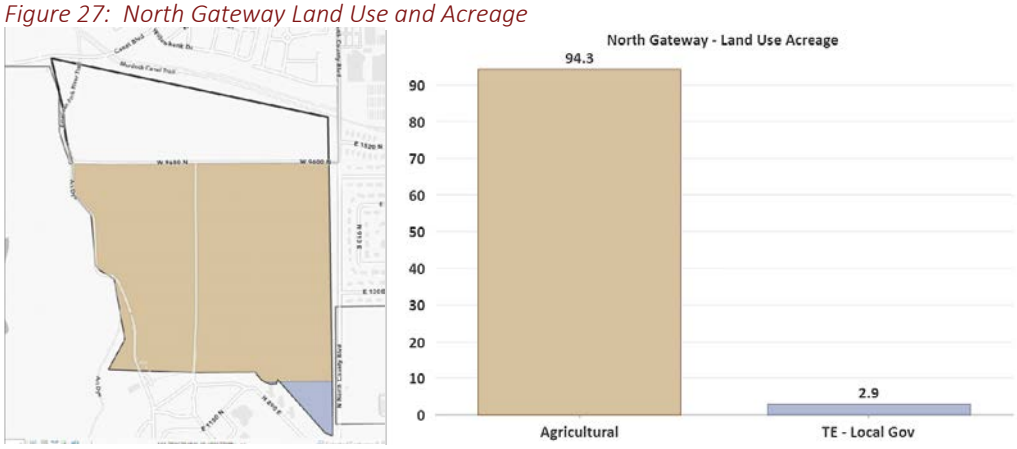
Encourage Arts, Beautification Measures, and Branding

Creating a brand will help unify and invigorate existing uses and character of the downtown.

4. NORTH GATEWAY

The North Gateway area is almost entirely agricultural at the present time. This area should be considered another entrance to the City and should capitalize on the good traffic counts along the corridor. A retail center with a mix of uses, could thrive in this area building on the traffic already coming to the Walmart a few blocks to the north. The Utah State Developmental Center is located in the southern portion of this area and a golf course is located on the western edge, thereby creating a good buffer for commercial development.

Figure 27: North Gateway Land Use and Acreage



Source: Utah Automated Geographic Reference Center (AGRC), 2025

POTENTIAL AMENITIES

Coordinate with Highland City to Create a Cohesive plan

The northern portion of this property is part of Highland City. By coordinating development with them, the neighborhood can be cohesive and highly desirable.

Trail Connection to Mary and Art Dye Park

Recreational access is enhanced by connecting to the neighboring regional park and trail system. This will elevate the lives of residents.

Entryway Features

Entryway features elevate the character of a development and set it apart from the surrounding neighborhoods.

Mixed Residential Unit Types

Attached, Detached, and missing middle home-types, including a potential 55+ community would create a balanced sustainable area.

Food Trucks

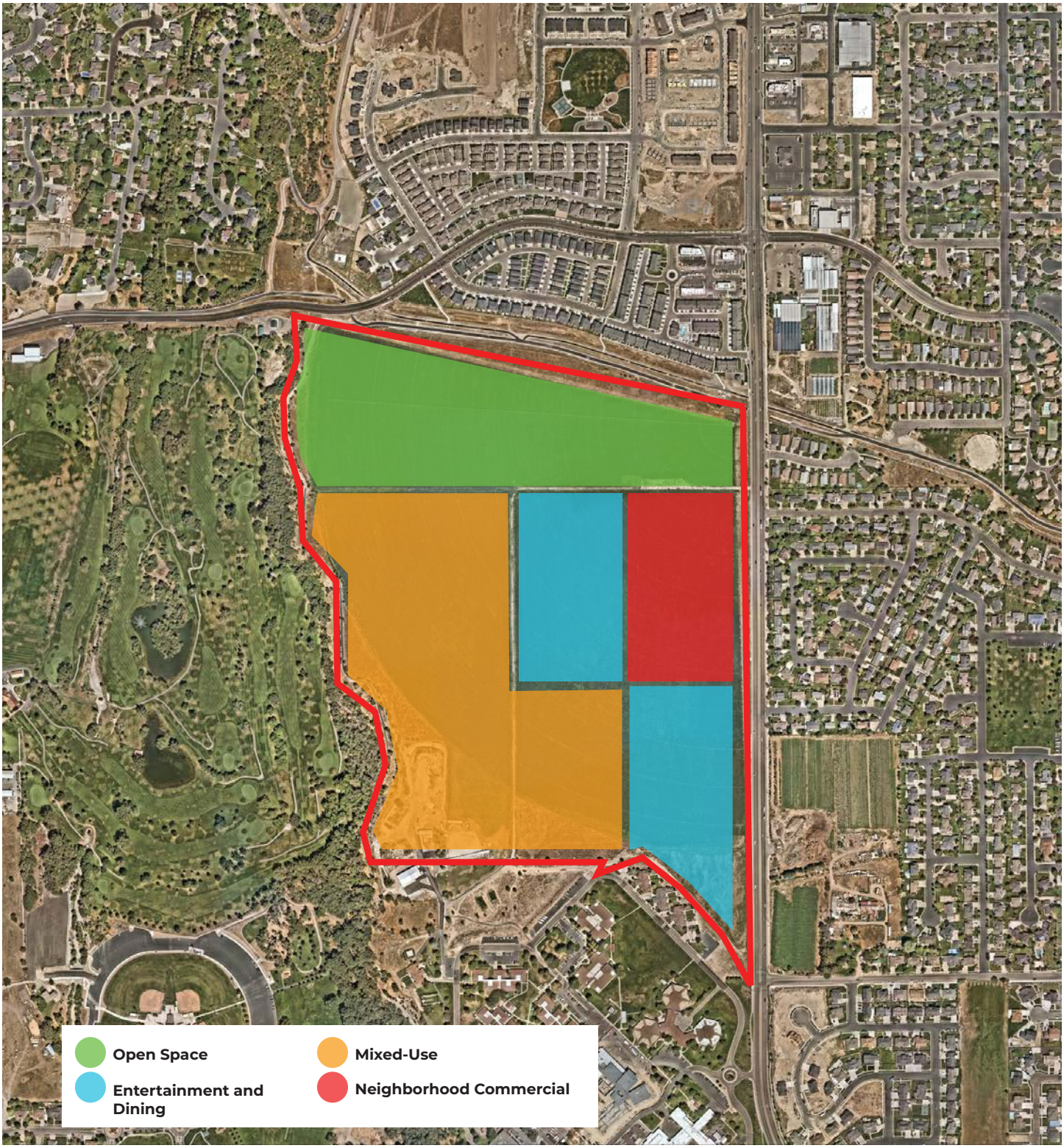
Food trucks allow for small, temporary dining options, where permanent options may not be feasible.

Gathering Areas

Creating public gathering spaces would enhance the character of this gateway area. These spaces could be plazas, concert venues, greens, etc.

Neighborhood Commercial

Residents commented that they would like to see more small commercial options in this area. Providing these services minimizes traffic and congestion concerns.



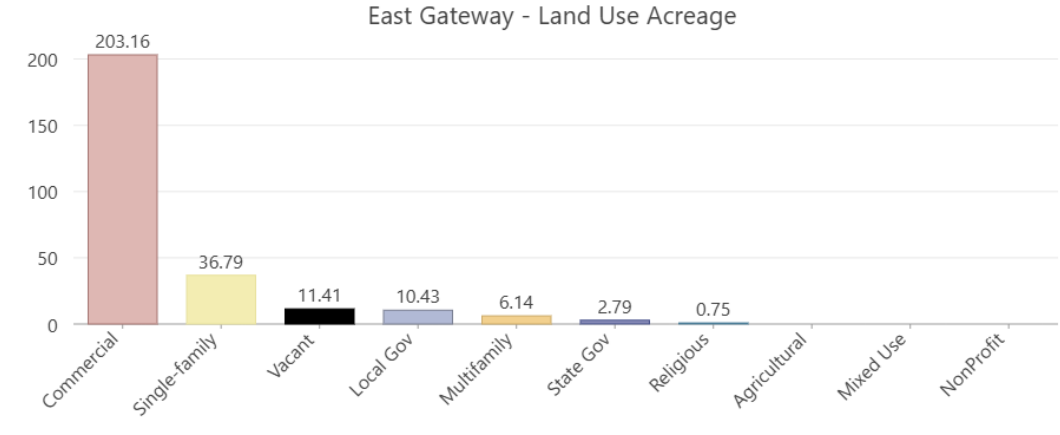
NORTH GATEWAY: RECOMMENDATIONS / POTENTIAL AMENITIES

North gateway has the potential to be an exciting mixed-use residential and commercial zone. By prioritizing recreational and entertainment amenities, alongside neighborhood commercial, the City can guide this area to be an attractive residential community.

5. EAST GATEWAY

East Gateway is composed primarily of commercial uses. Over time some of the remaining single-family uses could potentially change to commercial uses. There is also redevelopment potential for some of the older and less costly buildings in this node.

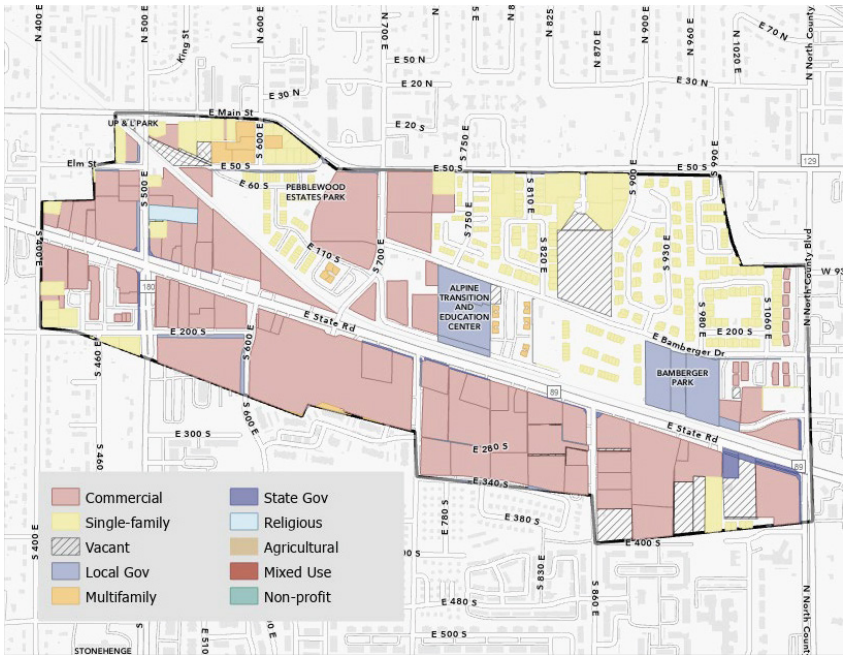
Figure 24: East Gateway – Land Use Acreage



Source: Utah Automated Geographic Reference Center (AGRC), 2025

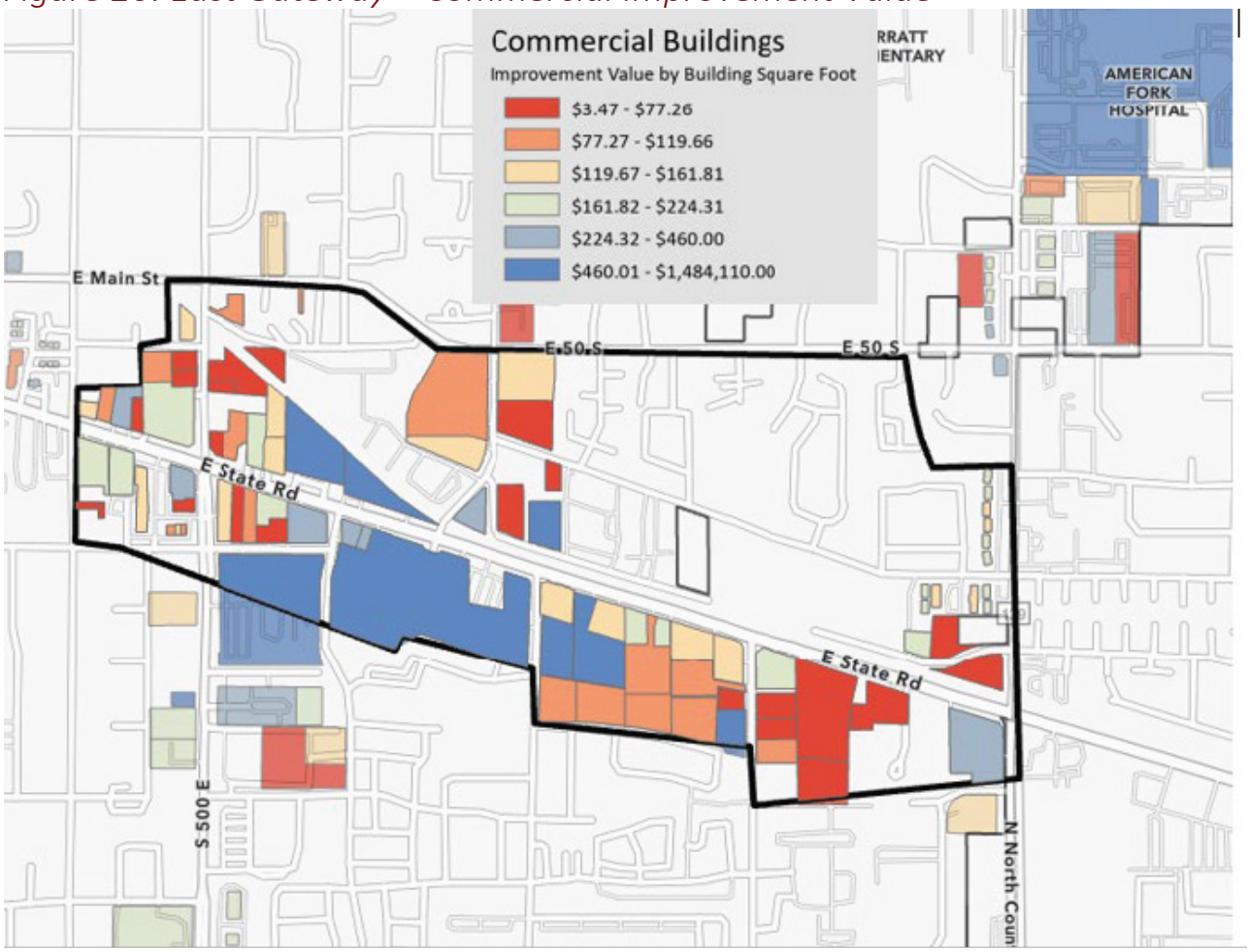
This area needs to be defined as an entrance into American Fork with either signage, landscaping, monuments or other means of distinguishing this entry point.

Figure 25: East Gateway – Land Use

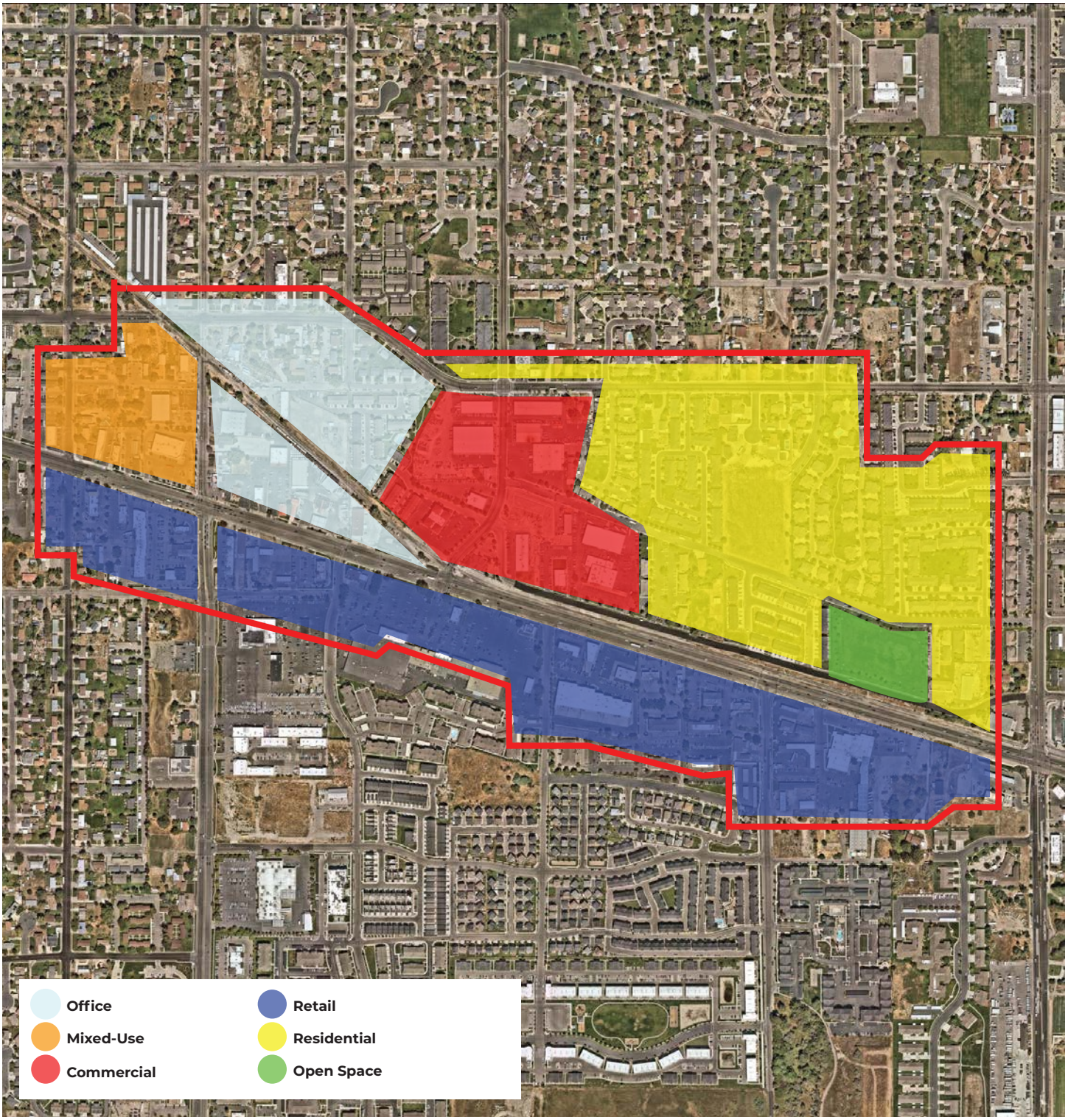


Source: Utah Automated Geographic Reference Center (AGRC), 2025

Figure 26: East Gateway – Commercial Improvement Value



Source: Utah Automated Geographic Reference Center (AGRC), 2025



EAST GATEWAY: RECOMMENDATIONS / POTENTIAL AMENITIES

East gateway is an extension of the downtown core. The residential and commercial uses flow into this area. Erecting a gateway feature in this area would set American Fork apart from its neighbors, letting visitors know they have arrived in a truly unique and exciting place for recreation and entertainment.

POTENTIAL AMENITIES

Establish Iconic Gateway Features

Entryway features elevate the character of a development and set it apart from the surrounding neighborhoods.

Explore "Rail Trail" Opportunities

Creating a rail trail will allow residents to have greater access to public transportation.

Enhance Streetscape

Residents expressed their desire for a more inviting and comfortable experience walking through this district. Investing in street trees, plants, light fixtures and other materials will enhance the experience to all who travel through.

Mixed-use Infill

Fill in unused space by encouraging mixed-use developments. This will invite new businesses and more housing options.

Promote Housing to Support Commercial

In order to support commercial growth, there must be an increase in housing options.

Professional Services

Residents expressed their desire for professional services to be located closer to home. Encourage doctors, dentists, and other specialists to practice in the City.

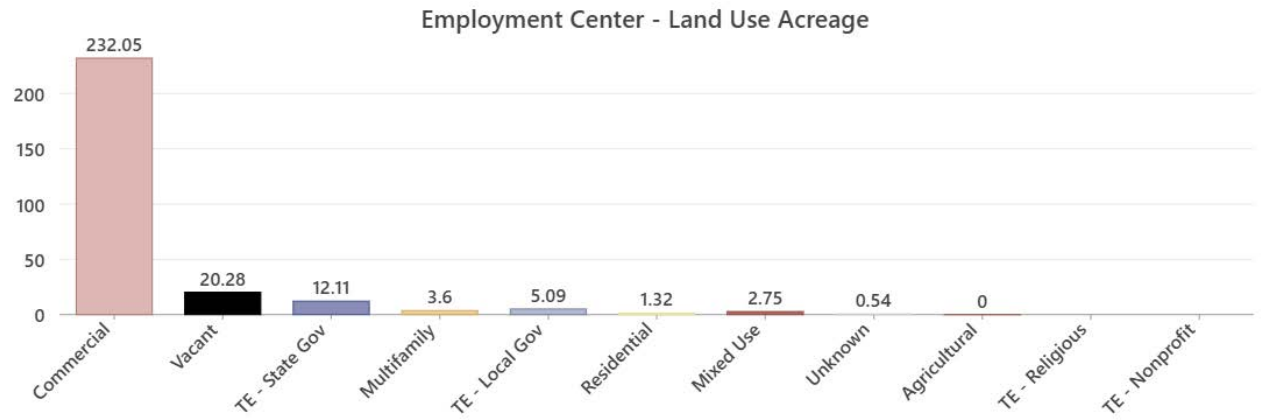
Enhance Amenities at Bamberger Park

This park currently has a retention basin and a children's soccer pitch. By investing in this park, the City can reinforce this area as a gateway.

6. EMPLOYMENT CENTER

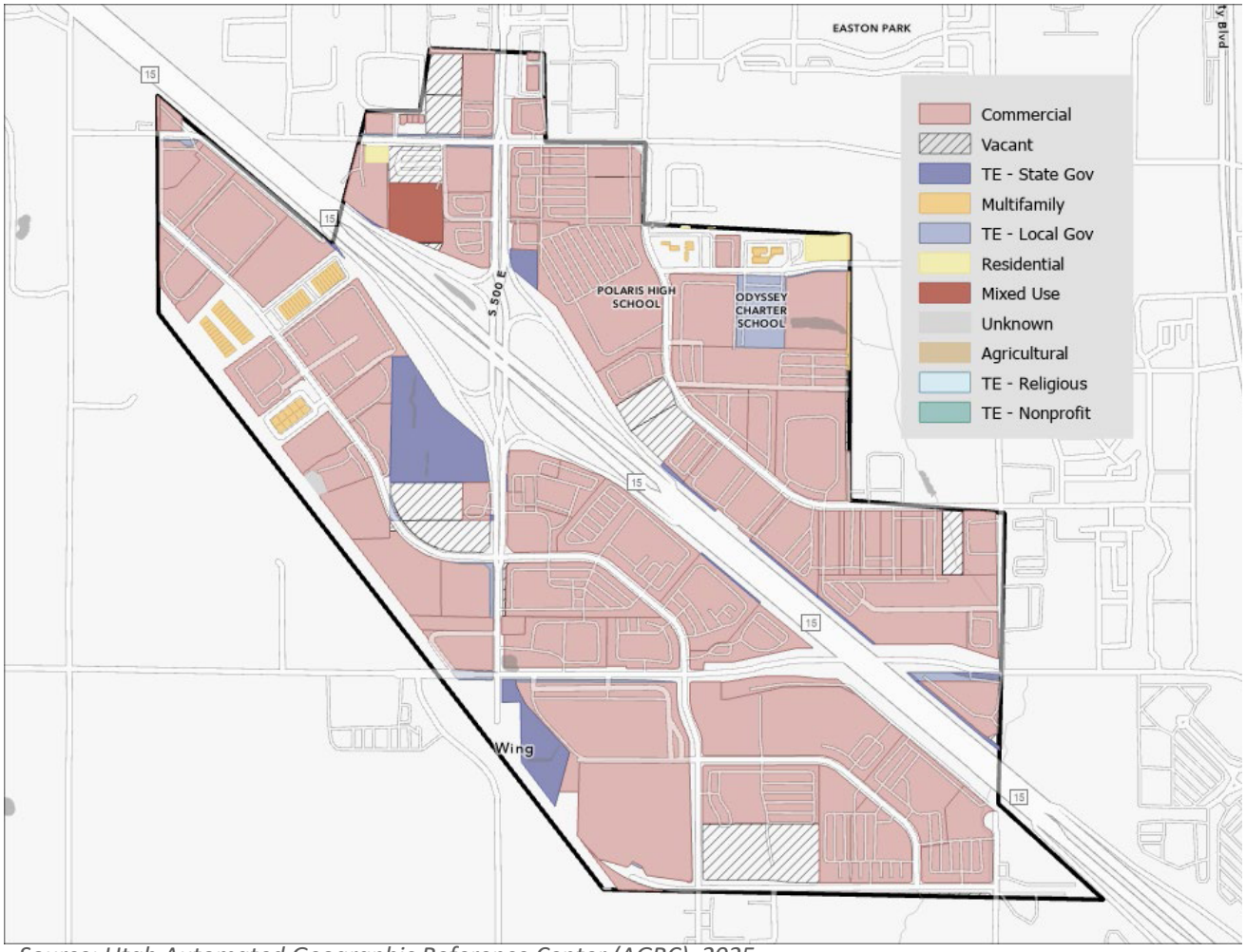
Employment Center is almost entirely commercial development and is the largest employment center in the City.

Figure 17: Employment Center – Land Use by Acreage



Source: Utah Automated Geographic Reference Center (AGRC), 2025

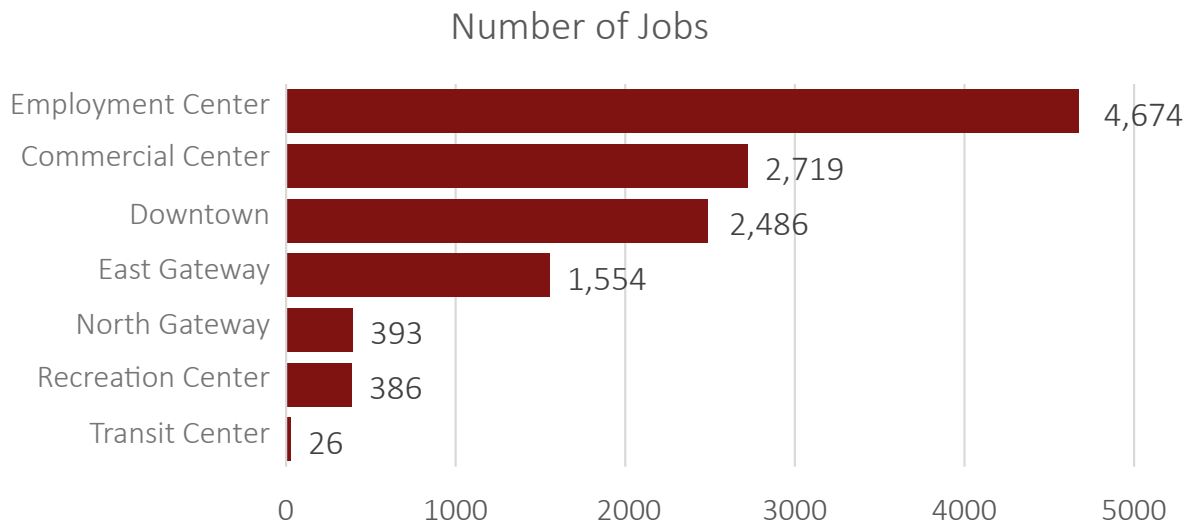
Figure 18: Employment Center – Land Use



Source: Utah Automated Geographic Reference Center (AGRC), 2025

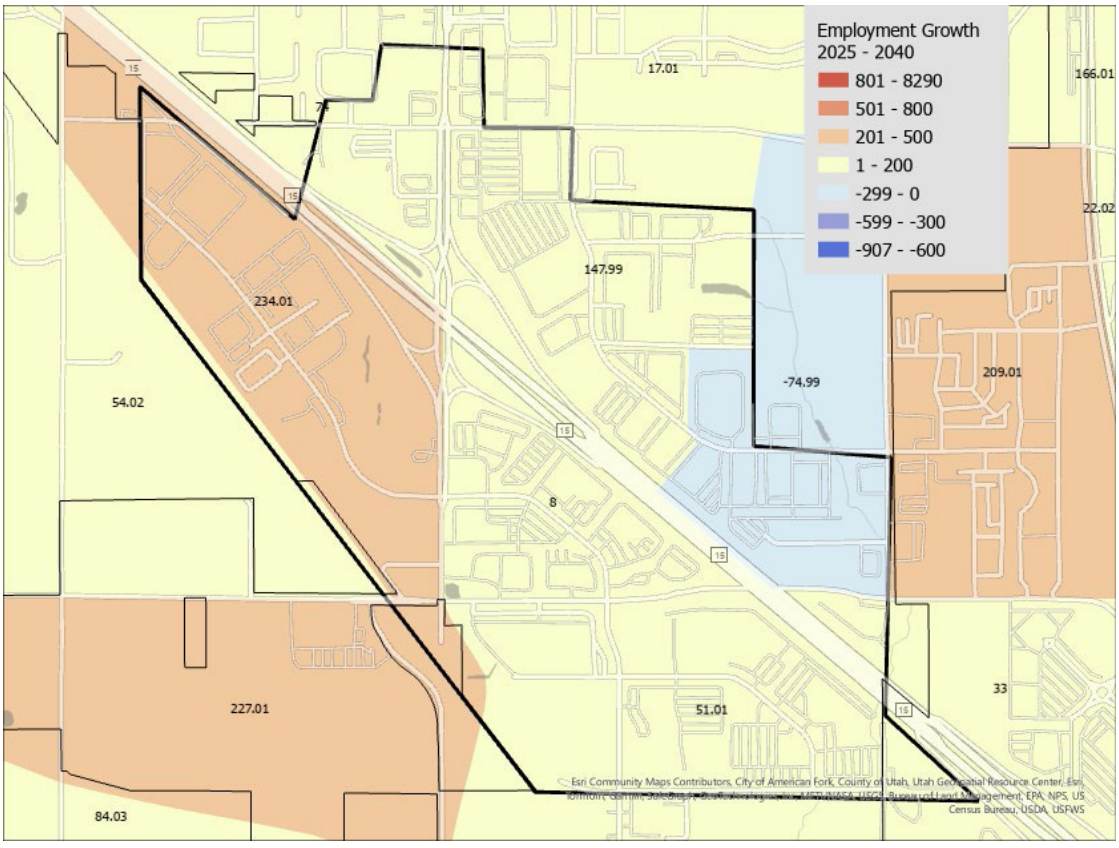
Employment Center has significantly more jobs than commercial center, the next largest employment center in the City. It is projected to see strong growth in the future.

Figure 19: Current Job Count by Node



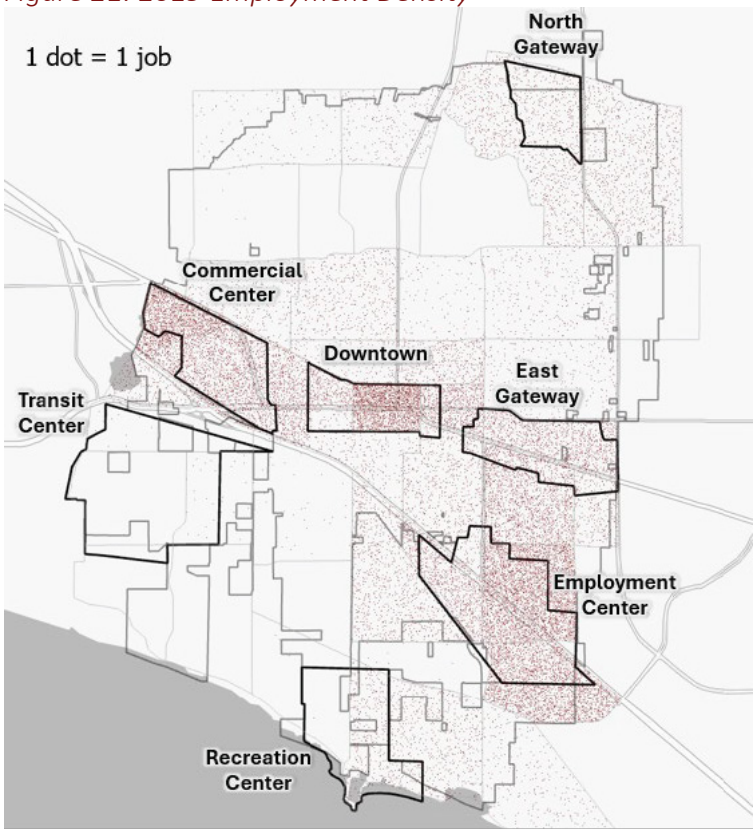
Source: Utah Automated Geographic Reference Center (AGRC), Transportation Area Zones, 2019

Figure 20: Employment Center - Employment Growth 2025 – 2040



Source: Utah Automated Geographic Reference Center (AGRC), Transportation Area Zones, 2019

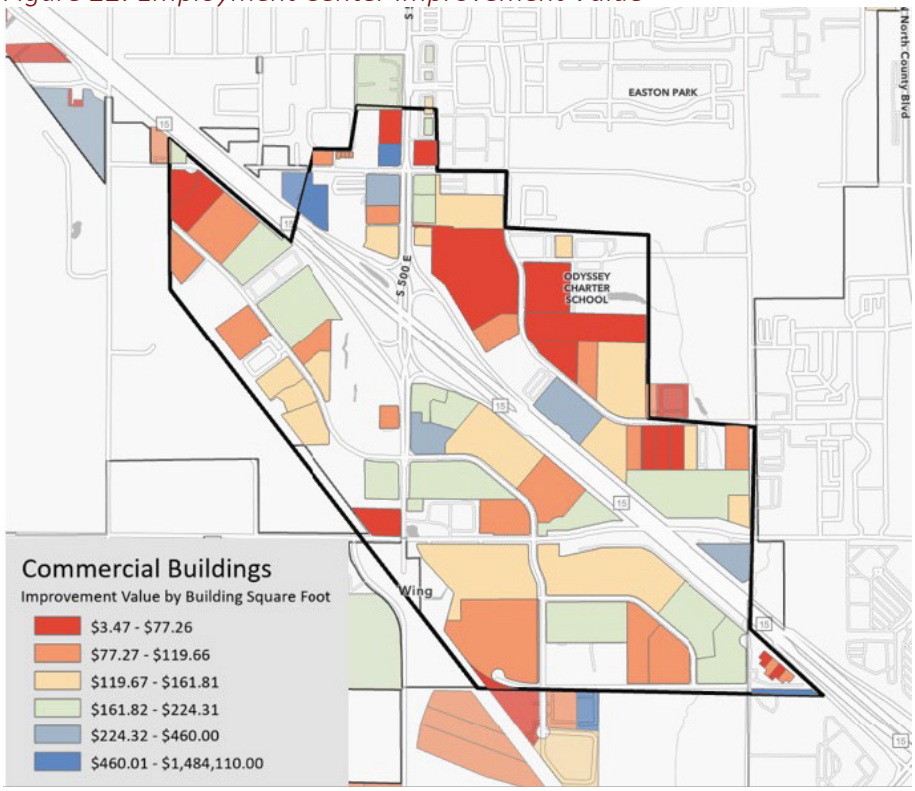
Figure 21: 2019 Employment Density



Source: Utah Automated Geographic Reference Center (AGRC), Transportation Area Zones, 2019

Building improvement values in the Employment Center are relatively low for many buildings, indicating the potential for redevelopment. Since a strong employment center is already in place in this area, it is likely that this area would continue to develop or, in some cases, redevelop with additional office space.

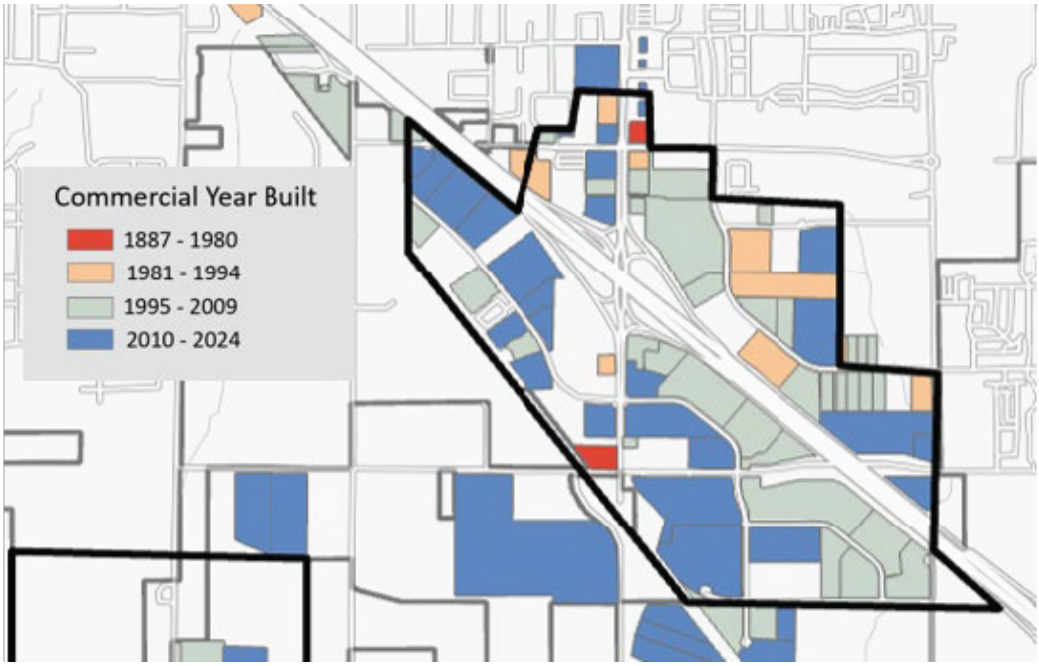
Figure 22: Employment Center Improvement Value



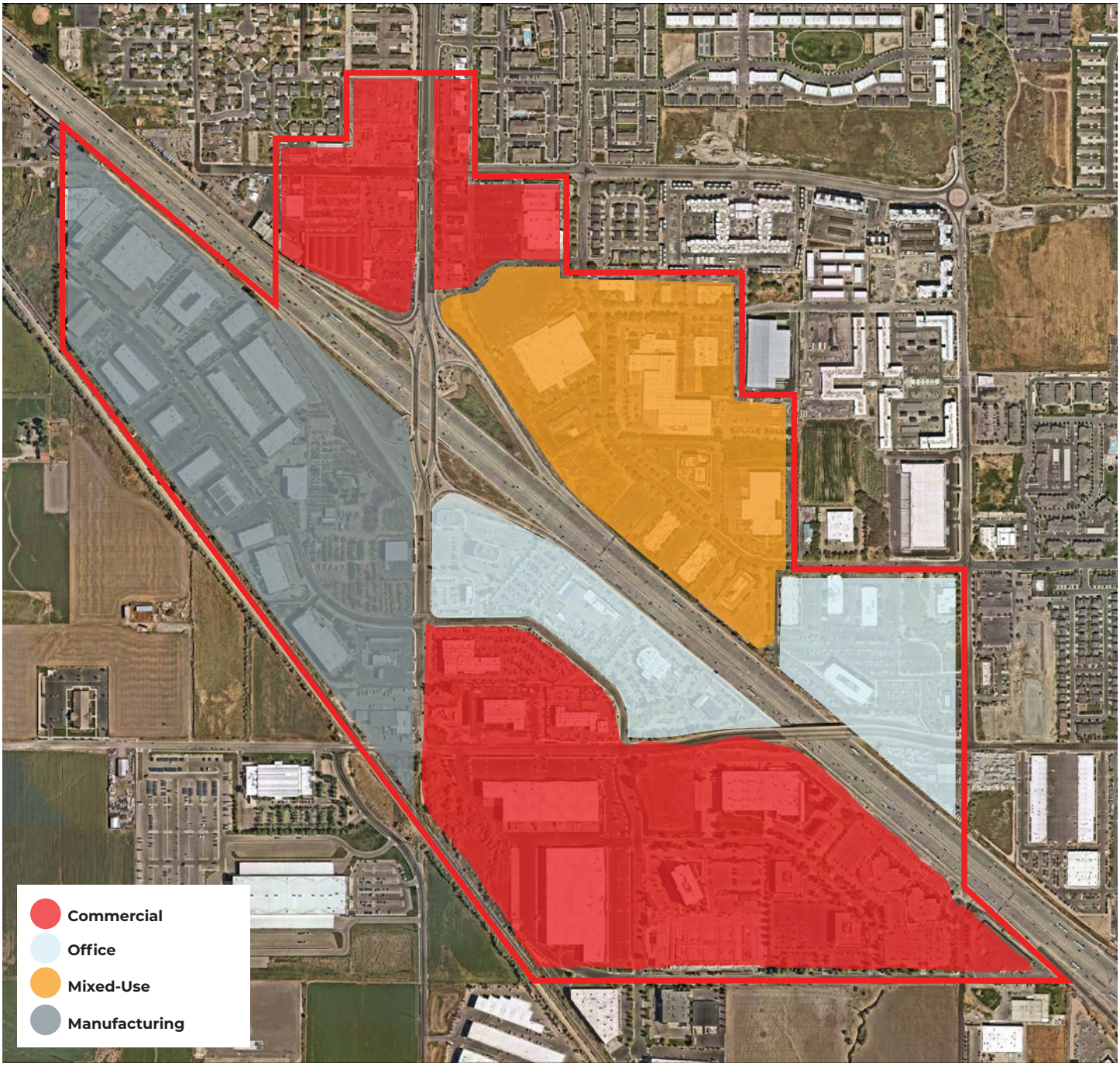
Source: Utah Automated Geographic Reference Center (AGRC), 2025

While some improvement values are low, most of the buildings in this area have been built since the 1990s, with many of them built since 2010. Therefore, it is most likely that this area will continue in its current path.

Figure 23: Employment Center Commercial Year Built



Source: Utah Automated Geographic Reference Center (AGRC), 2025



EMPLOYMENT CENTER: RECOMMENDATIONS / POTENTIAL AMENITIES

This center is currently used as a commercial and automotive-focused service hub. Because it is performing these services already, it is an ideal location to encourage similar activities. This area would be a great place to encourage business and construct an office park.

POTENTIAL AMENITIES

500 E. Rebrand

A re-branded 500 E. lets visitors know they have entered the city and sets American Fork apart from it's neighbors.

Mixed-use Area

A mixed-use area will merge residential options with office and employment opportunities.

Flex Uses

This region of the area can be utilized by many uses: offices, manufacturing, recreation, storage, etc.

Distribution Facilities

Because this is located on I-15 and surrounded by related activities, this is an ideal location for distribution services. This activity is already present in the area, so this is a great spot to introduce more.

Office Park

There are already office buildings present in the area. It's proximity to the I-15 interchange makes this location attractive. This is an ideal location to introduce more as the market allows.

Service Center

Presence of distribution facilities and flex-use buildings, this is an ideal place for truck stops and repairs, fuel, showers, etc.

Vehicle Sales

Due to a current presence of car dealerships, this would be an ideal location for the introduction of RV, boat, and other vehicle sales.

Gateway Features

Entryway features set cities and their focus areas apart from the surrounding neighbors. By constructing these features, the City lets visitors know they have stepped into an area that is unique and special.

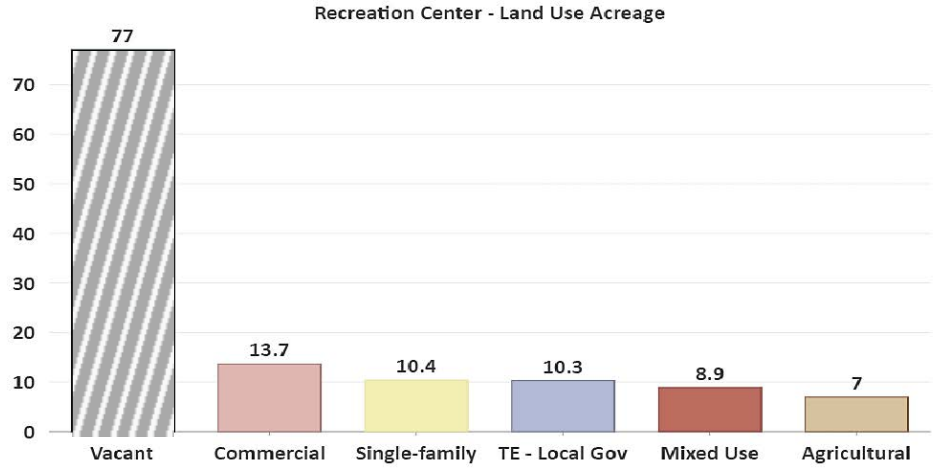
Adaptable Work Spaces

Work spaces such as Kiln provides for unique work opportunities in the City. These businesses provide rentable desks or offices for work teams and individual workers.

7. MARINA AREA

Located at the foot of scenic mountains, this area could become a significant entertainment destination for American Fork. However, in order to become a "destination," this area needs to expand its existing facilities to include a wider variety of outdoor experiences while building on its beachfront and marina atmosphere. Additional activities could include amenities such as more beachfront and docks, rentals of lake equipment (i.e., kayaks, etc.), amphitheater, zip lines, etc.

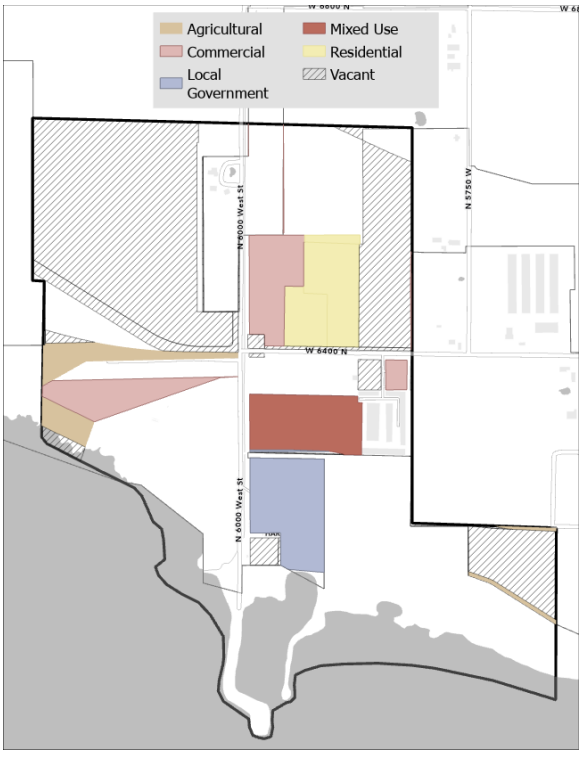
Figure 13: Recreation Center – Land Use Acreage



Source: Utah Automated Geographic Reference Center (AGRC), 2025

Most of the vacant land in the recreation center area is close to the waterfront although not located directly along it.

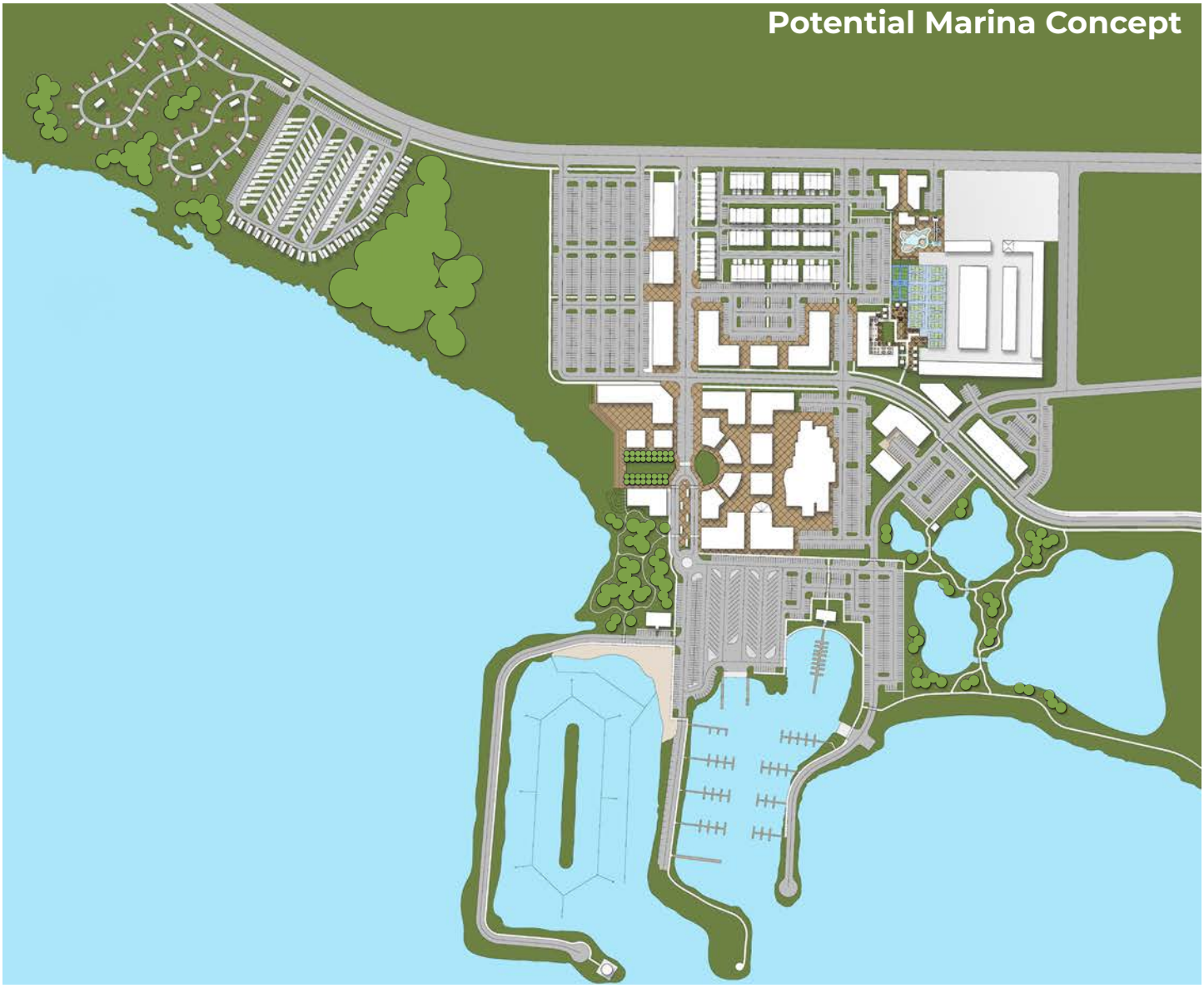
Figure 14: Land Use Recreation Center

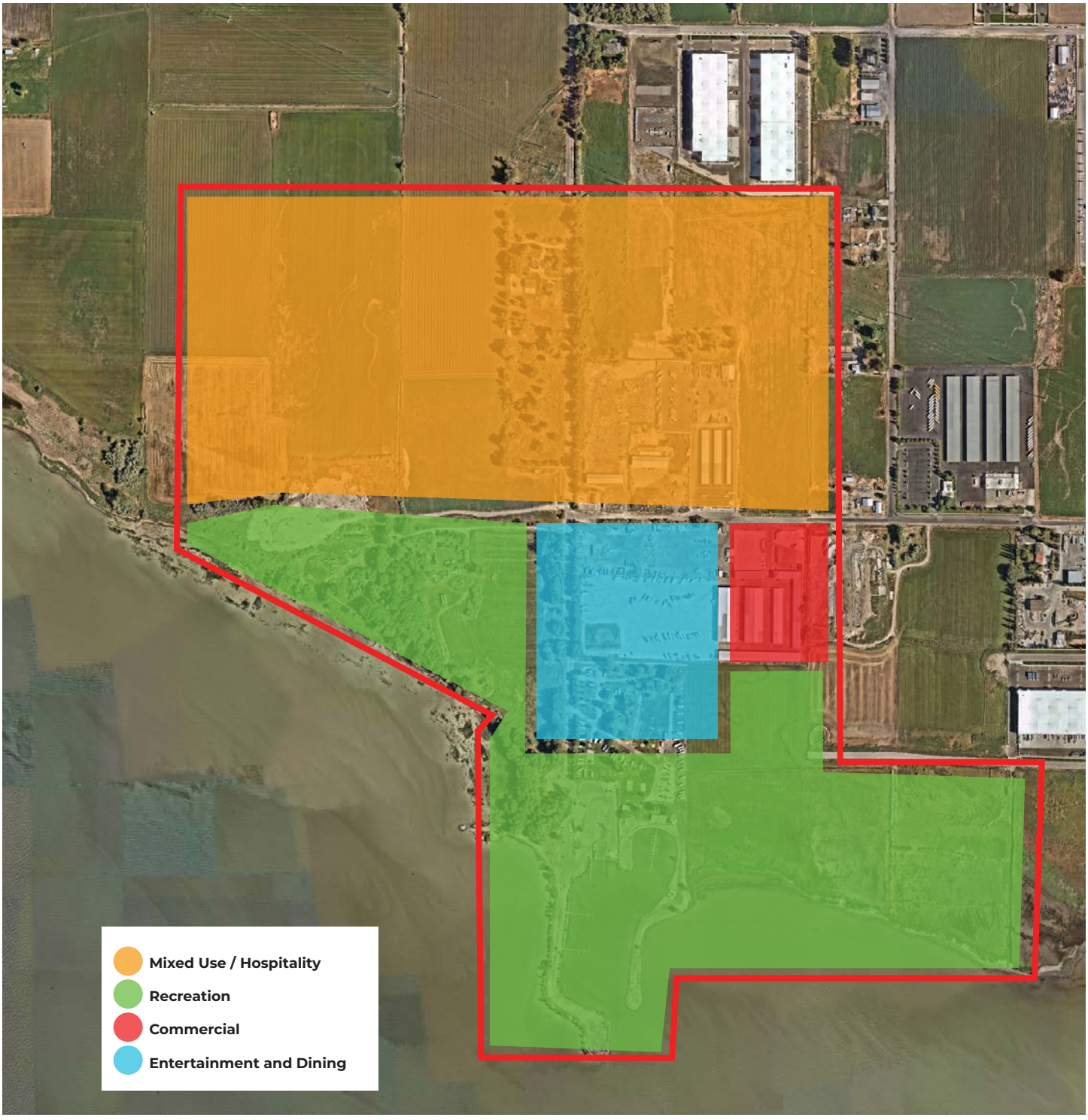


Source: *Utah Automated Geographic Reference Center (AGRC), 2025*

The American Fork Marina is a wonderful opportunity to provide a wide range high-quality amenities and services for the city as a whole, but more specifically for residents in southern part of the city. As mentioned in the Open Space element, several gaps exist on the southern part of the city. This focus area could help minimize those gaps, and offer several outdoor recreation opportunities non-existent in more urbanized communities.

The conceptual graphic below shows one potential layouts for the greater marina area. This rough concept has a range of entertainment and active and passive recreation amenities. It also contains resort style amenities that would help transform the marina into a destination for the larger region. This concept prioritizes the most common feedback received from residents throughout the city, but more specifically those who reside south of I-15.





MARINA AREA: RECOMMENDATIONS / POTENTIAL AMENITIES

American Fork has a unique opportunity to do something no other city has done. This center has great lake-front real estate and could be very successful in leveraging it. By improving the marina area and adding entertainment and retail experiences, this area could serve as the top resort and camping location on Utah Lake.

POTENTIAL AMENITIES

Enhance Campground

Encourage RV, tent, and cabin accommodations for visitors. Amenities will draw vacationers and recreators that will be looking for various accommodation options.

Create Public Beach

Provide a swimming beach that features various amenities, such as a floating obstacle course.

Expanded Marina

Utah is lacking a unique marina experience. By opening up motorized and non-motorized arms of the marina the City can capitalize on this form of recreation by including additional amenities.

Entertainment-Focused Area

Because this has the chance to be a really unique getaway attraction, various entertainment venues should be considered.

Develop Waterfront Commercial Center

Experiential shopping will draw shoppers to this center.

Develop Gathering Areas

Gathering areas, plazas, and festival streets can add space for visitors to have somewhere to gather.

Preserve Bird Habitat

Preserving bird habitat will create space for the City's wildlife to thrive.

Potential for Year Round "The Forest" Events

Encourage The Forest to feature several themed holiday events: Easter egg hunts, Christmas sleigh rides, etc.

Connect & Maintain Lakeshore Trail

Construct a trail through the project and connect to surrounding trail system.

Wetland Conservation Park

Encourage Timpanogos Special Service District (TSSD) to dedicate wetland as public-facing conservation park that still meets the needs of TSSD.

Additional Water Recreation Opportunities

Utah Lake has a history of offering various boat excursions and other opportunities. By bringing activities such as cross-lake ferrying, dinner cruises and sight-seeing tours back, the City can reignite a form of tourism that has excited Utah County for hundreds of years.

POTENTIAL AMENITIES (continued)

Passive Picnic Park

Provide space for passive recreation in conjunction with the campground and other recreational areas.

Enhanced Parking for Boats and Vehicles

Elevate parking options for boat users. Ensure that boat parking does not interfere with pedestrian activities.

Improve Access to 500 E. Interchange

It is especially important to improve this route for those who are towing boats and other water vehicles.

Look into Resort Rental Areas

Study the potential for additional resort amenities with either public or private partnerships.

Outdoor Dining

Create a relaxing atmosphere to enjoy outdoor dining experiences.

Shared Parking in “The Forest”

Look into feasibility of shared parking lot on outer edges of site to maintain walkability in the core of the development.

Encourage Additional Boat Storage

Allow for areas of additional long-term boat storage near marina.

3

MULTIMODAL TRANSPORTATION

Transportation Goals & Objectives

The transportation section of this General Plan will guide American Fork to effectively plan, allocate resources, and sustain an efficient overall transportation network to support long-term community needs.

1. **Improve safety and mobility for all**
   Streets and pathways are designed for people of all ages and abilities to move around comfortably and securely

2. **Prioritize access to transit, and trails, bicycle networks**
   Neighborhoods are connected directly to key transportation and recreation options through safe, convenient routes

3. **Increase opportunities for non-vehicular modes of transportation**
   Walking, biking, driving, and transit are easy and practical choices for everyday travel

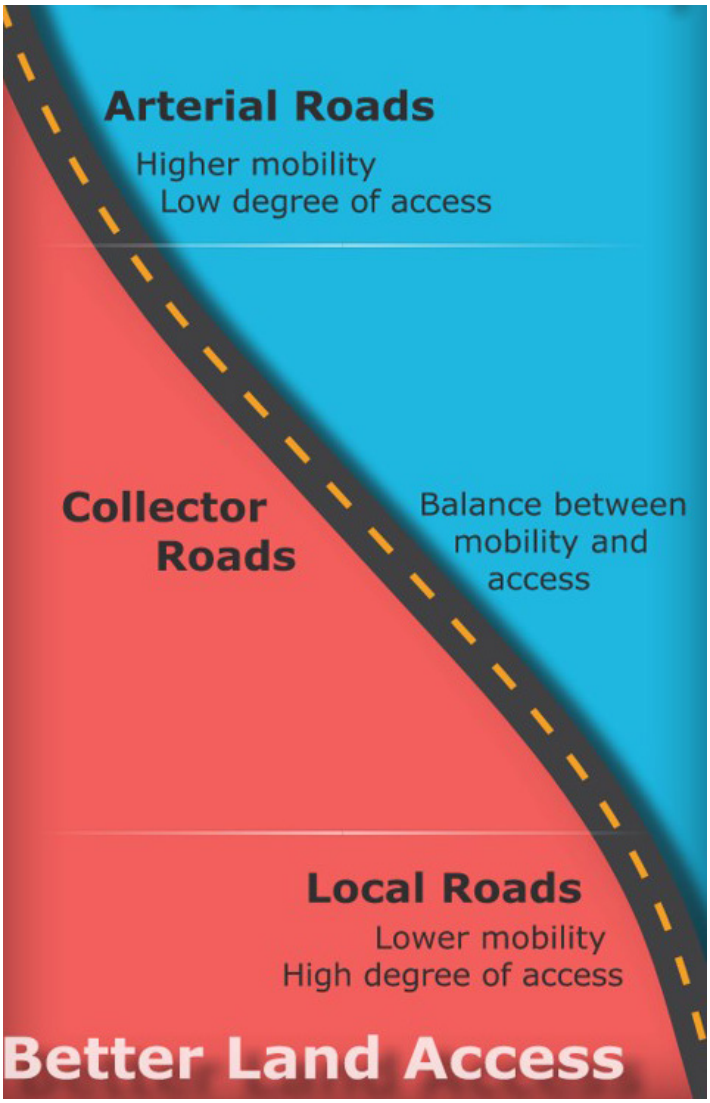
4. **Emphasize a high degree of accessibility to the FrontRunner station from all modes of transportation**
   Simple and intuitive to access the station whether walking, biking, taking the bus, or driving

Roadway Functional Classification

The roadway functional classification system is a hierarchy based on roadway attributes such as vehicle speed and access. Higher street classification levels indicate a higher level of mobility with limited access. Lower street classification levels have less mobility, but higher access. Classifying the function of roadways helps measure for increases in travel demand and other changes in the road's use that can negatively impact the original design intent.

Roadway Functional Class Definition

American Fork's roadway functional classification includes arterials, collectors, local streets, and Transit-Oriented-Development roadways. The City's municipal code provides cross-sections that specify the necessary right-of-way (ROW), lane widths, side treatments - curb and gutter, sidewalks, landscaping, or bike lanes. Detailed in the Transportation Master Plan, each classification can be found in the table below:



Roadway Cross Sections Key Elements

The American Fork design standards, Sec 15.01.100 Streets, outline additional requirements for specific street design, width, alignment, and connection to existing infrastructure. Existing and future functional classifications are shown in the following table and figures.

Roadway Classification	ROW Length (ft)	Roadway Width (ft)	# of Lanes
City Cross-Sections			
Local Street (all variations)	64	34	2
Minor Collector	72	42	2
Minor Collector w/ 14' Sidepath	72	38	2
Minor Collector w/ 10' Sidepath	72	42	2
Major Collector	84	54	3
Major Collector w/ 14' Sidepath	84	50	3
Major Collector w/ 10' Sidepath	84	14	3
Arterial	100	70	5
Arterial w/ 14' Sidepath	100	66	5
Arterial w/ 10' Sidepath	100	70	5
Private Roadway Cross-Sections			
Private Street (trees)	62	32	2
Private Street (no trees)	52	32	2
Alley	40	32	2
Transit Oriented Development Cross-Sections			
Major Arterial	84	64	4
Business Arterial	112.5	74.5	4
Core Collector	92	35	2
Neighborhood Collector	92	49	2
District Connector	96	49	2
Business - Core Loop	98	47	2
Neighborhood Street	53	25	2
One-sided (residential)	61	25	2
Rear Lane (residential)	20	20	2
Rear Alley (non-residential)	26	26	2

Existing Functional Classification

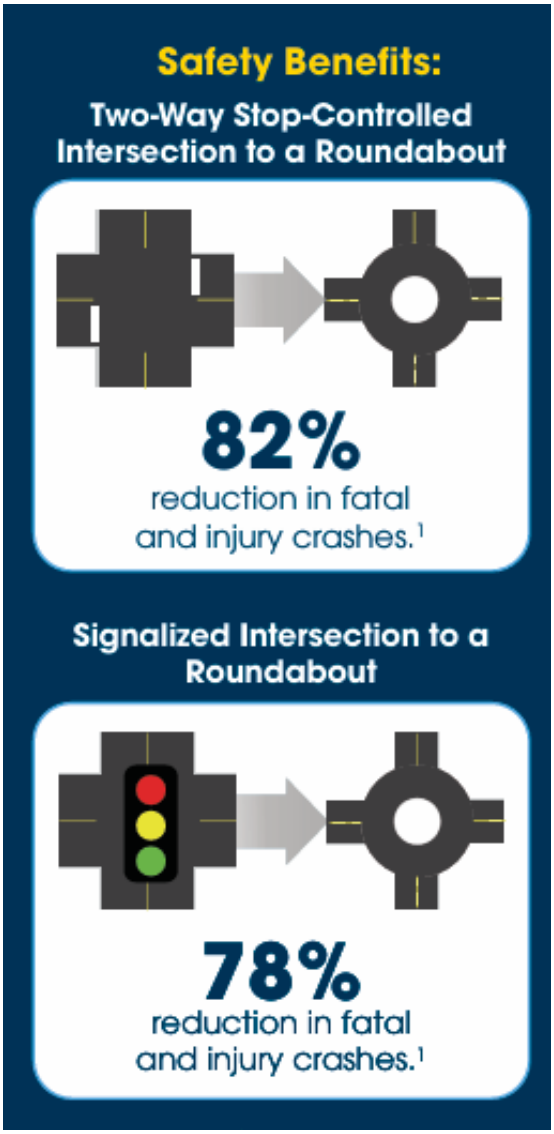
The existing functional roadway classification and intersection control is shown in the following.

Intersection Control

Intersections are critical points within the transportation network, where multiple travel modes converge and traffic volumes peak. The way intersections are designed and controlled has a significant impact on the safety, efficiency, and accessibility of the overall system. Intersection control strategies range from signals, stop-control, and roundabouts, all of which are used in American Fork. The existing and future intersection control is shown in the following.

Roundabouts

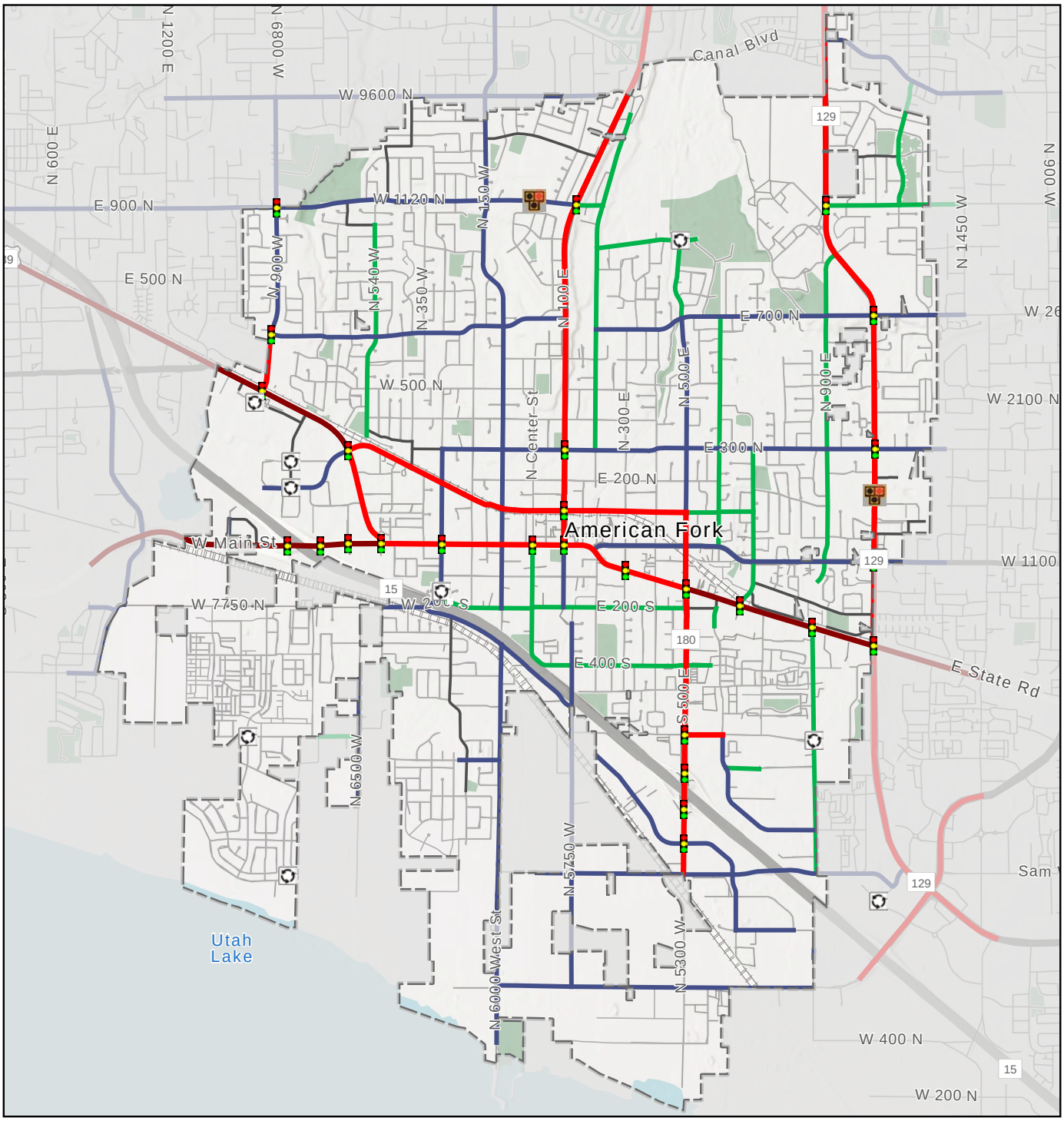
For unsignalized intersections anticipated to perform poorly in terms of level of service, the City should consider roundabouts as a preferred alternative to traditional traffic signal installation. Research supported by the Federal Highway Administration (FHWA) and international case studies highlight roundabouts as a highly effective strategy for enhancing intersection safety. In particular, single-lane roundabouts have been shown to outperform two way-stop-controlled intersections in terms of safety, leading to notable reductions in both the frequency and severity of crashes. See the figure below for the standard typical roundabout design in American Fork.



FHA Proven Safety Counter Measures

Roundabout at The Meadows

Roundabout at 980 N. and 500 E.



Existing Roadway & Intersection Control

Legend

EXISTING ROADWAY

- Principal Arterial
- Arterial
- Major Collector
- Collector
- Local

INTERSECTION CONTROL

- Roundabout
- Traffic Signal
- HAWK

- Municipal Boundary

N

0 0.5 1 Miles

Attachment: 25.11.13 American Fork General Plan (Updates to the General Plan)

Signals

The need for new traffic signals will be based on the requirements contained in the Manual on Uniform Traffic Control Devices (MUTCD). In determining the location of a new signal, traffic progression is of paramount importance. When considering the placement of a new traffic signal, maintaining coordinated signal timing is a key factor.

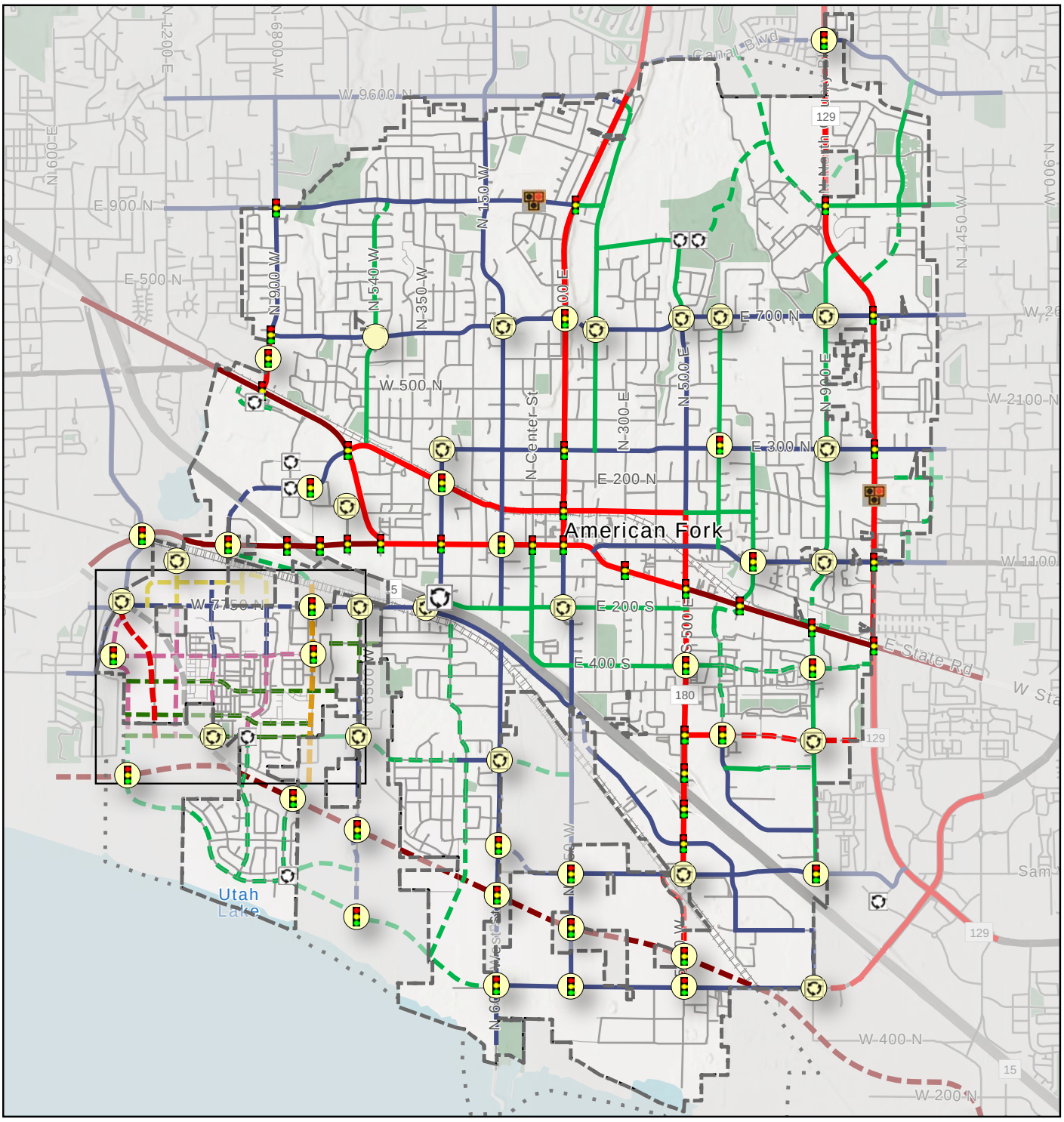
To support efficient travel speeds and roadway capacity, signals are typically spaced at intervals of at least one-half mile. However, on lower-volume collector streets, closer spacing may be considered if engineering evaluation confirms that signal coordination can be preserved. Pedestrian activity is also a key factor in signal decision-making to ensure that walk signals and crossing times are adequately reflected in the plans. To account for existing site conditions and achieve the best possible progression, a formal traffic engineering study should be evaluated. Traffic signals should only be installed when they meet the warrant criteria outlined in Chapter 4c of the MUTCD.

Signalized Intersection at State Street and 100 East

Four-Way Stop at 1120 North and 150 West

Stop Control

The City should prioritize the use of roundabouts to manage traffic on low to medium volume streets. Where roundabouts aren't practical either due to financial constraints or sight distance concerns, stop-control may be an appropriate intersection control treatment. Four-way stops should be avoided on Collector streets and avoided on Arterial streets where possible. Any use of stop control should follow guidelines and warrants set forth in the MUTCD.



Future Functional Classification and Intersection Control

EXISTING
- Principal Arterial
- Arterial
- Major Collector
- Collector

PROPOSED
- Arterial
- Collector
- Major Collector
- Principal Arterial
- Vineyard Connector

TOD - PROPOSED
- TOD Area
- Business Core Loop
- Neighborhood Collector
- City Arterial
- City Collector
- Core Collector
- Major Arterial

INTERSECTION CONTROL
- Existing Roundabout
- Existing Traffic Signal
- Existing HAWK
- Proposed

- Municipal Boundary
- Annexation Boundary

N

0 0.5 1 Miles

Attachment: 25.11.13 American Fork General Plan (Updates to the General Plan)

Regional Transportation Plan: Highway Projects

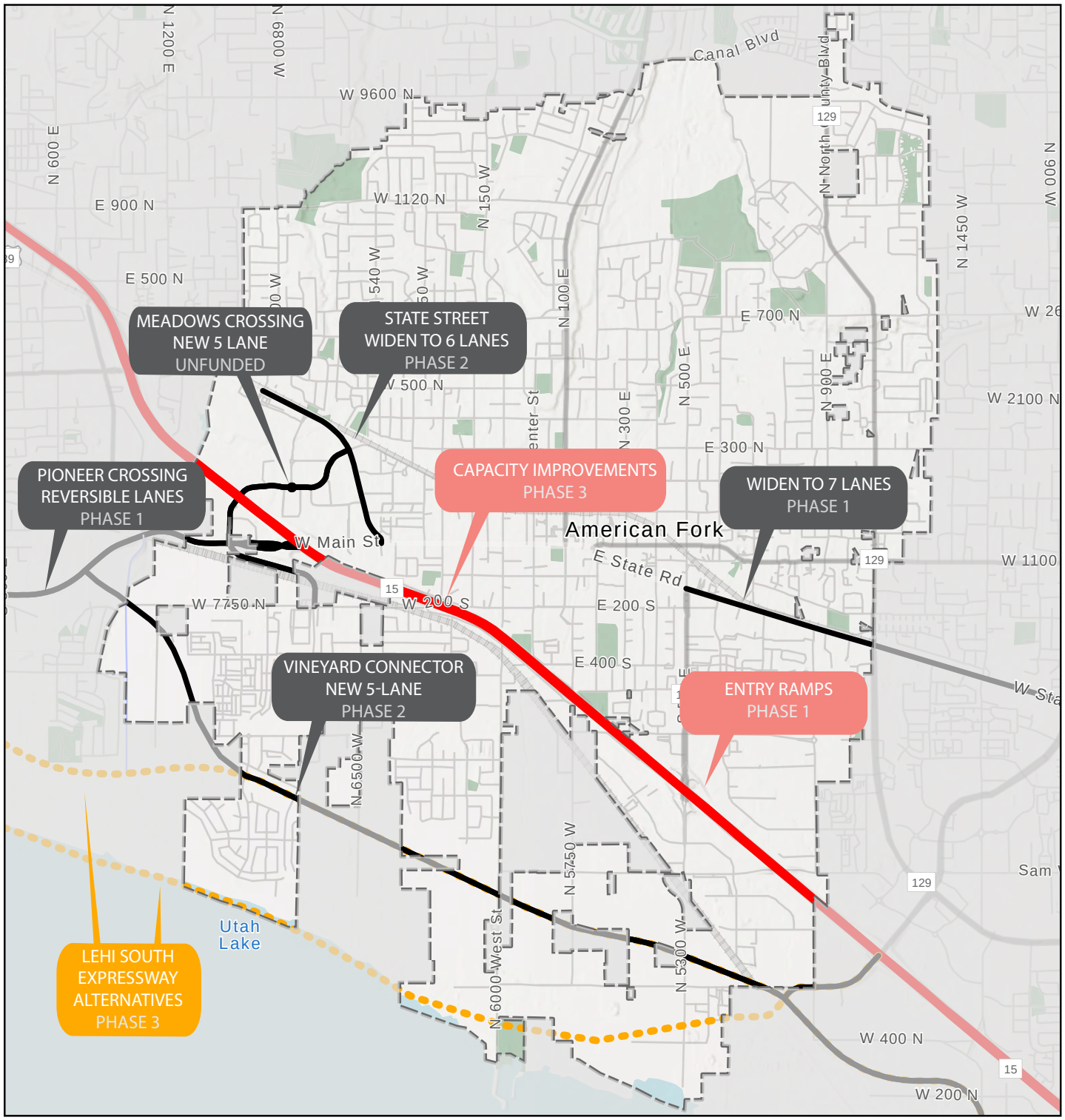
The Mountainland Association of Governments has identified eleven projects in American Fork in the 2023 Regional Transportation Plan. The following table outlines key highway projects aimed at supporting regional mobility, traffic flow, and long-term growth in the American Fork and surrounding region.

Four of these projects have Phase 1 funding including:

- I-15 Spot Improvements
- Vineyard Connector
- Pioneer Crossing operational improvements
- State Street widening to seven lanes

Table: RTP Highway Projects

RTP Project	Description	Funding Phase	Cost (2023)	RTP Project Number
I-15 Freeway - Managed Motorways	Spot Improvements to System including Entry Ramps	1	$42,000,000	H1
Vineyard Connector / Pleasant Grove Boulevard Connector	New and Widen to 5 Lanes	1	$272,700,000	H37
Pioneer Crossing Operational Improvements	New Reversible Lanes	1	$77,000,000	H35
State Street	Widen to 7 Lanes	1	$43,400,000	H11
State Street	Widen to 6 Lanes	2	$20,300,000	H62
Lehi South Expressway (alternative)	New Freeway (13.8 miles)	3	$740,800,000	H72
Lehi South Expressway (alternative)	New Freeway (5.7 miles)	3	$740,800,000	H72
Pioneer Crossing Expressway	New Freeway	3	$740,800,000	H72
I-15 Capacity Improvements	Capacity Improvements which can include Collector / Distributor or Frontage Roads	3	$820,600,000	H65
Mill Pond Road	New and Widen to 3 Lanes	Unfunded	$20,100,000	H96
Meadows Crossing	New and Widen to 5 Lanes	Unfunded	$150,600,000	H94



MAG 2050 Regional Transportation Plan Roadway Projects

Municipal Boundary

N

0 0.5 1 Miles

Freeway

Arterial

Expressway

Phase 1	Phase 2	Phase 3
2023-2032	2033-2042	2043-2050

Attachment: 25.11.13 American Fork General Plan (Updates to the General Plan)

2018 Transportation Master Plan / Element of the General Plan

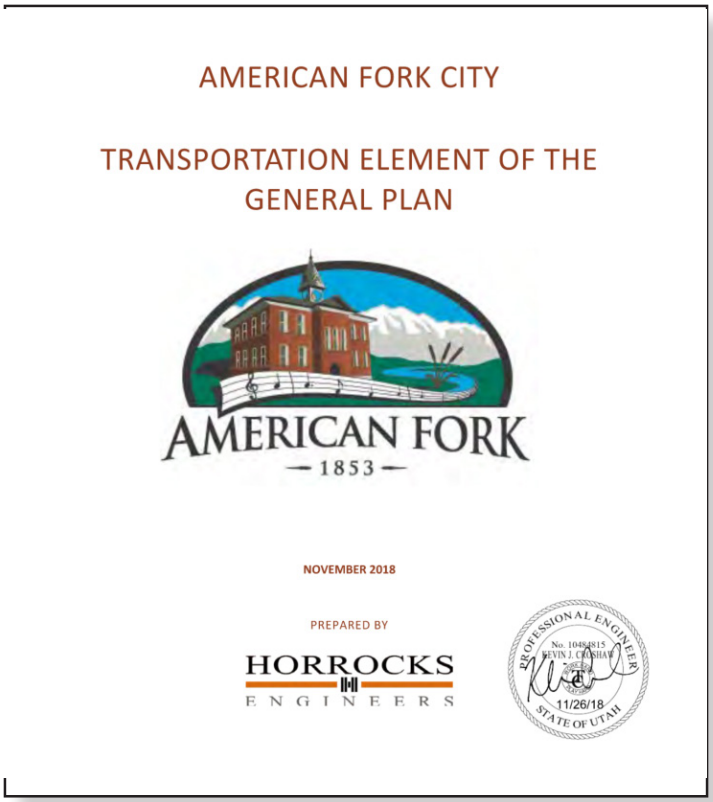
The 2018 Transportation Element of the General Plan serves as a comprehensive foundation for managing and guiding the city's evolving transportation network. The element was drafted as both a long-range planning tool and a technical master plan, enabling the formulation of the roadway portions of the Capital Facilities Plan and supports the city's efforts to accommodate projected growth and future demand.

This plan is instrumental in directing coordinated efforts of the city's engineering, public works, and planning departments. It includes detailed assessments of roadway classifications, traffic volumes, levels of service, transit access, non-motorized modes, and intelligent transportation systems. Additionally, it evaluates future transportation scenarios through travel demand modeling and outlines specific needs for corridor preservation, intersection improvements, and safety strategies. The document also addresses access management, ADA compliance, wayfinding, and special considerations tied to key roadway segments and growth areas.

Several key topics and considerations are highlighted throughout, included in the following sections.

Access Management

American Fork City has an Access Management Manual that establishes concepts and standards consistent with guidelines established by the FHWA, AASHTO, TRB, and ITE. These detailed guidelines for access management should be referred to when planning or designing new roadways or driveways. For UDOT owned roadways in American Fork, UDOT's access management guidelines are applicable and should be followed.


AMERICAN FORK CITY

TRANSPORTATION ELEMENT OF THE GENERAL PLAN

AMERICAN FORK
1853

NOVEMBER 2018

PREPARED BY

HORROCKS ENGINEERS

PROFESSIONAL ENGINEER
No. 10454815
KEVIN J. CROSHAW
11/26/18
STATE OF UTAH

Offset Intersections

Offset intersections often have negative impacts on traffic flow and can potentially create capacity problems at intersections where the left turn storage areas overlap, forcing queued vehicles into through traffic lanes. Aligning access on both sides of the street will minimize conflict points in the roadway and provide safer and more efficient traffic flow. Offset intersections should be avoided whenever possible and should never be approved with new development.

Center Street and State Street - Proper Intersection

Corridor Preservation

In identifying and planning for new transportation facilities, corridor preservation techniques should be employed. The main purposes of corridor preservation are to:

- Preserve the viability of future options
- Reduce the cost of these options, and
- Minimize environmental and socio-economic impacts of future implementation

The City's Access Management Manual should serve as the guide when laying out and planning future roadways. Several techniques for corridor preservation that are beneficial and easily implemented include:

- Developer Incentives and Agreements
- Exactions
- Fee Simple Acquisitions
- Transfer of Development Rights and Density Transfers
- Land Use Controls
- Purchase of Options and Easements
- Annexation

Community Wayfinding

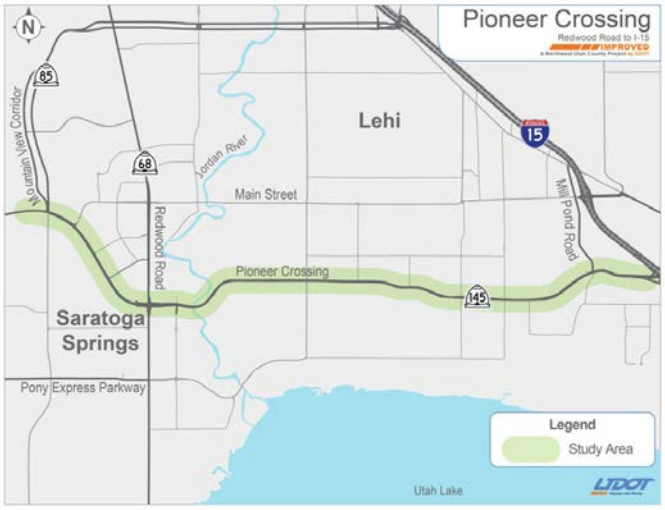
As outlined in the MUTCD, community wayfinding signage is part of a coordinated and continuous system of signs that direct road users to key civic, cultural, visitor and recreational attractions within a city. Community wayfinding signs have consistent colors and function as an overall destination guide for a city. Community wayfinding signage is a key component of the Main Street Vision and will assist residents in visitors in locating key destinations and attractions. See a visionary wayfinding signage location map from the 2018 plan in the figure that follows.

Community Wayfinding Signage Location Vision

Planned Roadway Projects

Pioneer Crossing

The Utah Transportation Commission has approved a Pioneer Crossing Flex Lanes project at an estimated cost of $77 million. This project would provide two additional travel lanes in the peak direction of travel depending on the time of day (just like 5400 South in Salt Lake County). The project would also re-stripe Pioneer Crossing from Redwood Road to Mountain View Corridor to provide one additional travel lane in each direction throughout the day. Most work is expected to be completed within the existing state right of way. Construction is expected to start as early as 2025 or 2026.



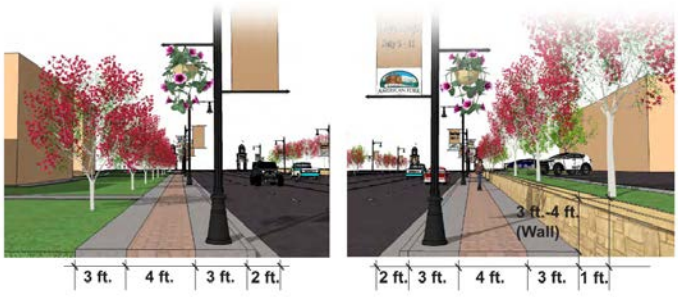
Main Street Master Plan & Vision

The American Fork Main Street Vision, developed between 2010-2016 in coordination with UDOT and MAG, provides a conceptual framework for future enhancements along Main Street from 200 East to 200 West. While conceptual designs were completed in 2016 with an estimated implementation cost of $2.4 million (2016 dollars), this project remains in the planning phase pending funding allocation.

The Main Street Vision continues to guide long-term corridor planning decisions and will be reassessed as funding opportunities arise in conjunction with regional transportation priorities.

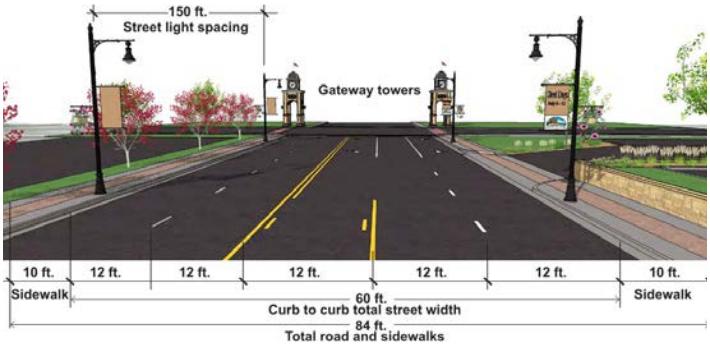
Main Street - Planned Cross Section

This vision for Main Street includes expanded space for on-street parking, making for a safer loading and unloading experience. Additional treatments increase safety for pedestrians with high visibility colored pavement treatments and curb bump outs at each intersection, narrowing the feel of the roadway for vehicles and slowing speeds.



Main Street - Pedestrian Realm Details

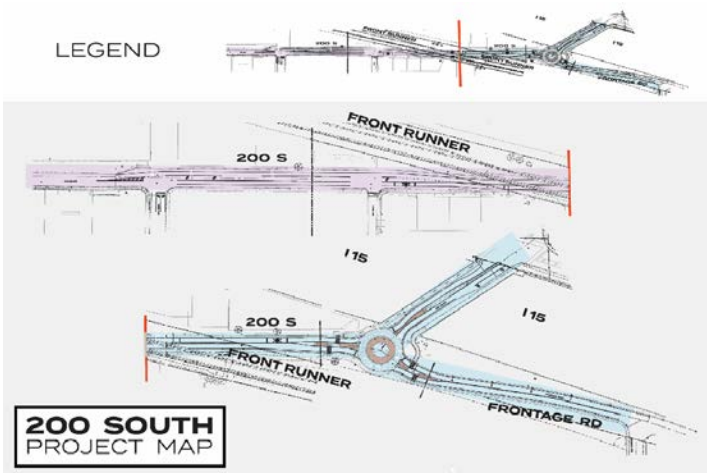
Other treatments include the addition of street lighting to provide a more balanced feel to the roadway. These are recommended to be placed every 150 feet, providing a consistent line of lighting across the length of the roadway. Additionally, the vision includes a 3-4 foot high retaining wall along the east side of 100 East to provide temporary seating for pedestrians.



Main Street - Planned Cross Section Lighting Details

200 South Project

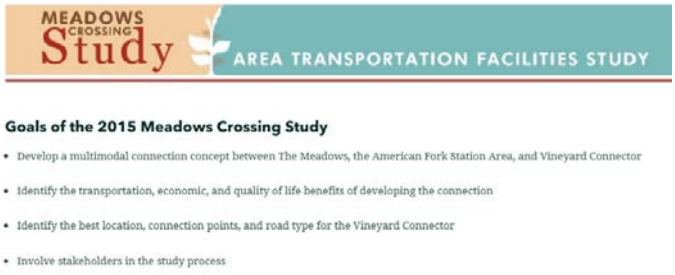
American Fork is planning and building major multimodal improvements along the 200 South corridor in the Station Area including mid-block crossings, a shared-use path, and sidewalk. See the plan views and cross sections (in the appendix) for more specific design details. Phase 1 includes the Roundabout near I-15 and the railroad tracks and was constructed in 2024. Additional Improvements are planned continuing west from here through the existing FrontRunner station.



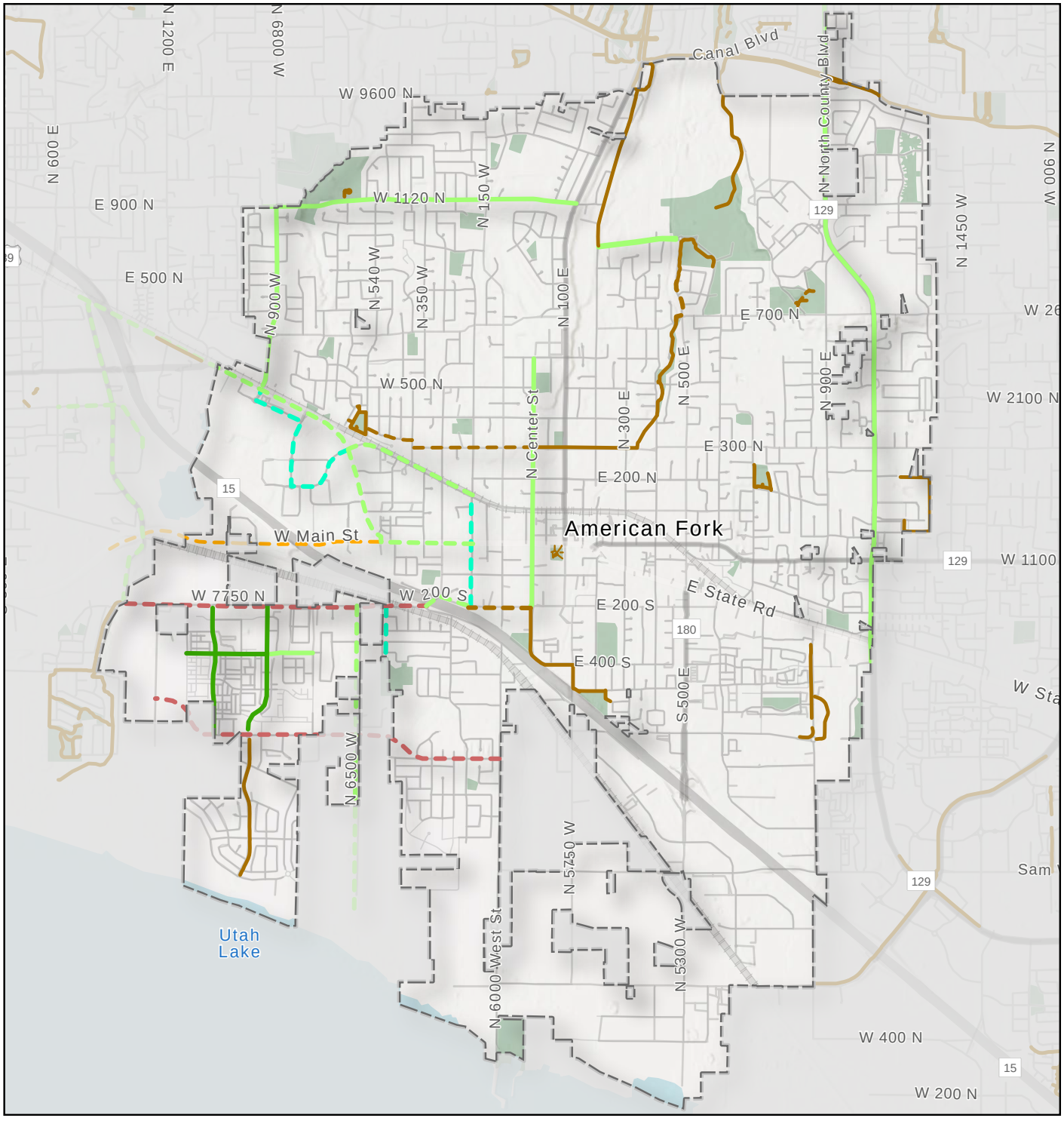
200 South and 300 West Prior to 200 South Project

Meadows Crossing

The Meadows Crossing project was first studied in 2015 as a proposed 5-lane roadway connection between The Meadows shopping district and the American Fork FrontRunner Station. I-15 and the existing rail line act as barriers hindering east-west connectivity between the two areas. New residential development west of I-15 has made this project an increasing priority for the City in order to maintain reasonable access and connectivity. The project is unfunded in the 2023 RTP.



Meadows Crossing Study Goals



ACTIVE TRANSPORTATION FACILITIES

Legend

Existing Facility	Proposed Facility
Buffered Bike Lane	Buffered Bike Lane
Separated Bike Lane	Cycle Track
Paved Pathway	Shared Roadway
	Bike Signage or Markings
Municipal Boundary	Paved Pathway Connection

N

0 0.5 1 Miles

Attachment: 25.11.13 American Fork General Plan (Updates to the General Plan)

Active Transportation

Active transportation includes any form of non-motorized transportation such as walking or biking. Greater use of active transportation modes can have a positive impact on community health, street safety, environmental quality, economics, and general quality of life metrics. American Fork has a Bicycle and Pedestrian Master Plan Map that was updated in 2023. This plan establishes a vision for bicycle and pedestrian facilities in American Fork and lays out a framework for how to best achieve the vision. Included in the plan are recommendations for improvements to the active transportation network including bikeways, and walkways, and overall program recommendations geared towards safety and education. See the Active Transportation Facilities figure for the overall Bicycle and Pedestrian network vision that includes existing facilities and proposed facilities.

Regional Transportation Plan: Active Transportation (AT) Facilities

The table that follows provides an overview of proposed active transportation projects in American Fork in the 2023 Regional Transportation Plan. These projects aim to enhance the area's bicycle and pedestrian infrastructure, support regional connectivity, safety, and encourage wider access to active transportation options. Each project includes a brief description of the type of facility, phase of implementation, an estimated cost in 2023 dollars.

700 South Bike Facilities

The types of improvements represented in the table include:

- Bike Lanes
- Cycle Tracks
- Shared Use Paths and Trails
- Multi-Use Facilities

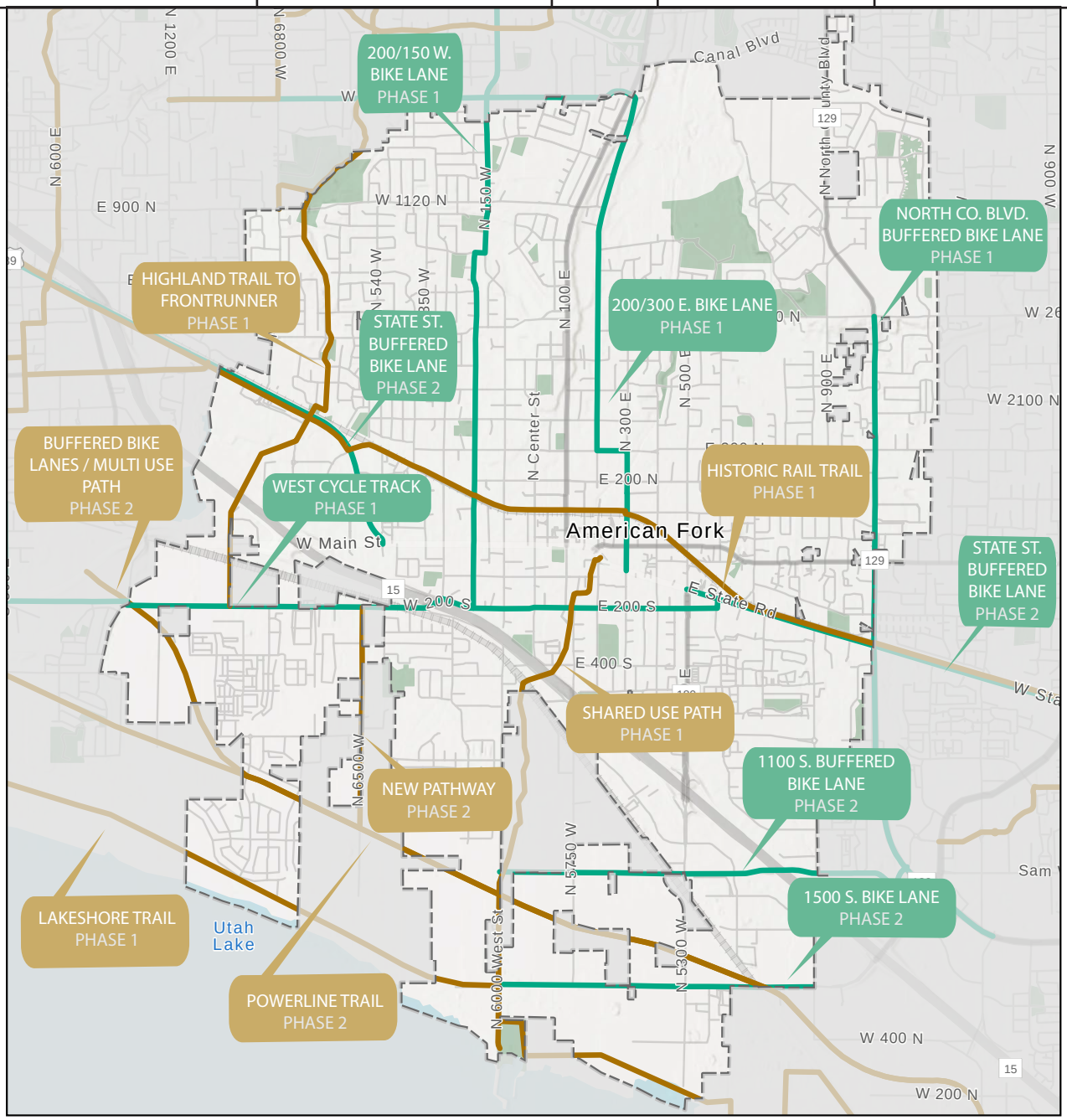
Estimated costs range widely for each project - from smaller on-street bike lane improvements to major regional trail investments like the Utah Lakeshore Trail and the Powerline Trail. The phase of implementation reflects prioritization level for each project.

Cycle Track at 350 S. and 900 W.

Table: MAG 2050 Regional Transportation Plan AT Projects

RTP Project	Description	Funding Phase	Cost (2023)	RTP Project Number
American Fork 200 E / 300 E Bike Lanes	New Bike Facility - Lane	1	$590,000	A2
North County Boulevard Buffered Bike Lanes	New Bike Facility- Buffered Lane	1	$570,000	A16
Lehi and American Fork East / West Cycle Track	New Bike Lanes and Cycle Track	1	$2,700,000	A10
American Fork FrontRunner to Highland Trail	New Pathway	1	$4,790,000	A7
American Fork North / South Shared Use Path	New Pathway	1	$3,020,000	A8
Utah Lakeshore Trail	New Pathway, Connecting with Existing Facilities	1	$25,900,000	A1
Historic Utah Southern Rail Trail	New Pathway	1	$12,530,000	A13
UC 9600 N Bike Lanes	New Bike Facility - Lane	2	$530,000	A61
American Fork 200 W, 150 W, UC 6000 W Bike Lanes	New Bike Facility - Lane	2	$760,000	A59
American Fork 1500 S Bike Lanes	New Bike Facility - Lane	2	$360,000	A57
State Street / US 89 Buffered Bike Lanes	New Bike Facility - Buffered Lane	2	$570,000	A75
US 89 / State Street Buffered Bike Lanes	New Bike Facility- Buffered Lane	2	$630,000	A104
American Fork 1100 S Buffered Bike Lanes	New Bike Facility- Buffered Lane	2	$360,000	A55
Vineyard Connector Trail & Buffered Bike Lanes	New Buffered Bike Lanes and Multi-Use Pathway	2	N/A	A105
American Fork 570 W Trail	New Pathway	2	$1,210,000	A95
Powerline Trail	New Pathway	2	$15,180,000	A71

Lehi 600 E / Center Street North / South Connection	New Bike Lane and Multi-Use Pathway	2	$4,040,00	A60
Lehi to Murdock Canal Trail Alternative to UC 9600 N	New Bike Lane and Multi-Use Pathway	2	$1,650,00	A66
Lehi Center Street Connection	New Pathway Crossing under I-15	2	$4,040,000	A60



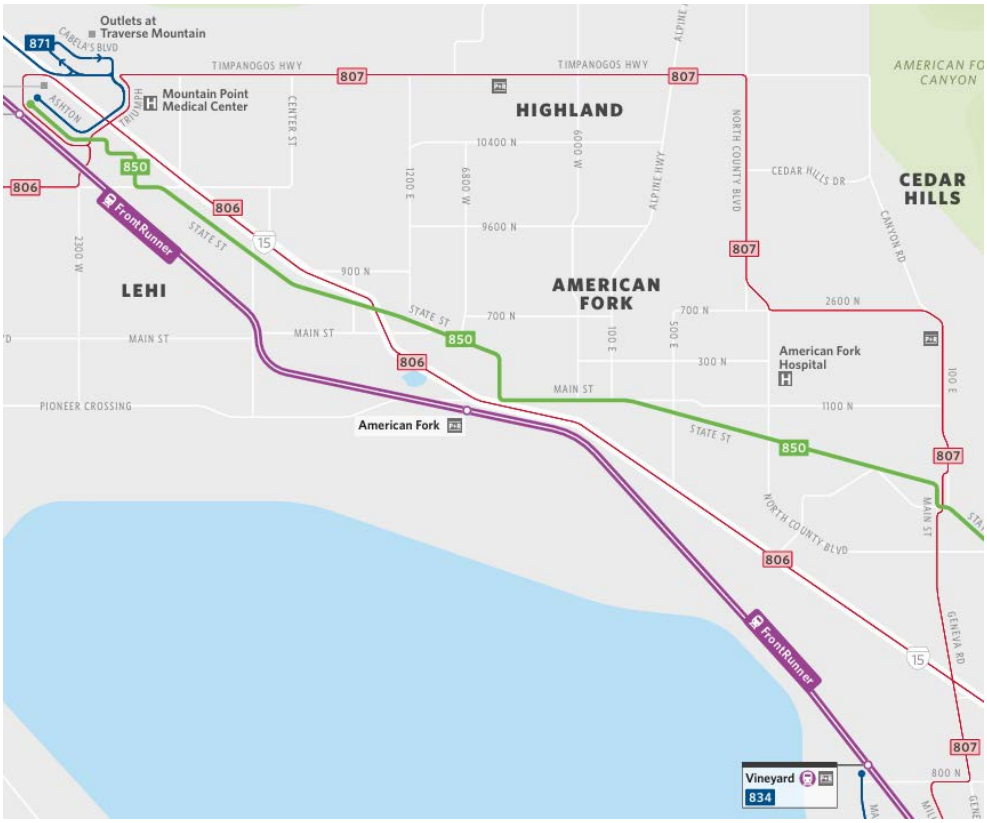
MAG 2050 Regional Transportation Plan: AT Projects

Municipal Boundary

Future Project

New Bike Facility

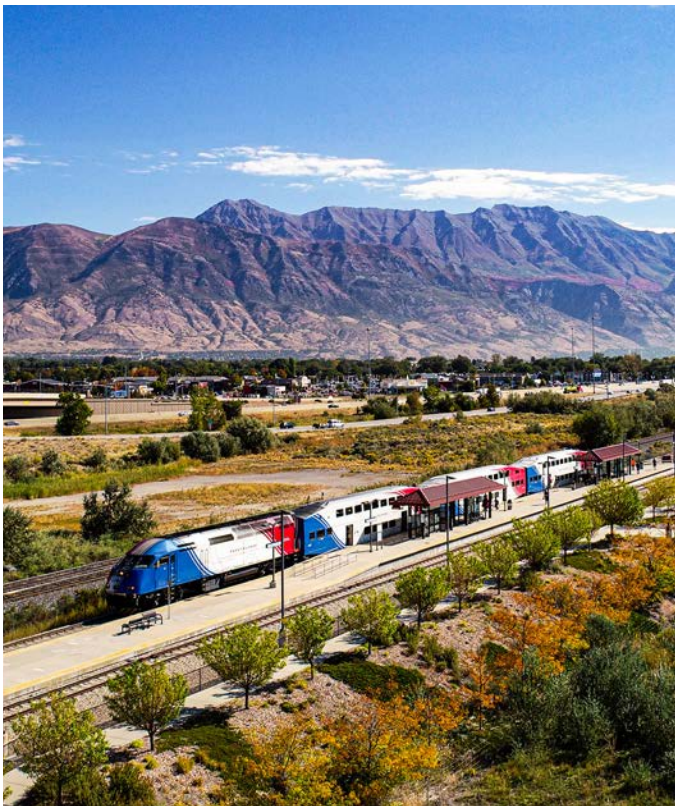
New Pathway



UTA Existing Network

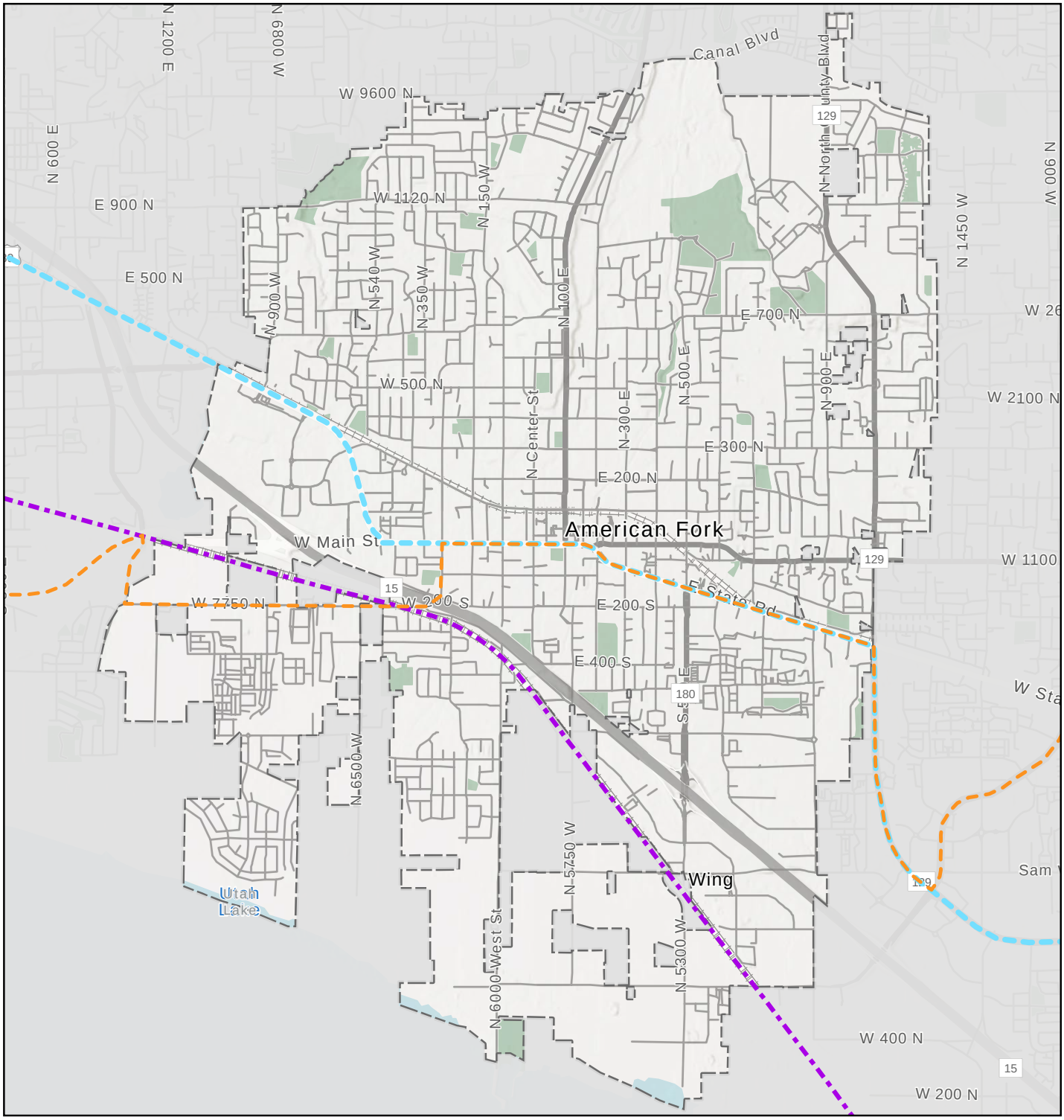
Public Transit

Public transit service is provided by Utah Transit Authority (UTA). UTA operates bus service, commuter rail, and rideshare by VIA in American Fork. The FrontRunner Commuter Rail is a regional train service running every 30-60 minutes from Monday through Saturday. It runs North-South through the city and services a stop in American Fork. Bus route 806 and 807 operate with limited service and route 850 is a frequent bus route with buses coming every 15 minutes. Existing transit service is shown in the figure above.



UTA 5-Year Service Plan

UTA recently updated their five-year service plan. Plans in American Fork include a new alignment and route, 809, as well as a Bus Rapid Transit (BRT) facility through the core of the city on State Street. These improvements to transit service aim to provide more frequently and reliable transit options for residents and visitors.



UTA 5-Year Service Plan

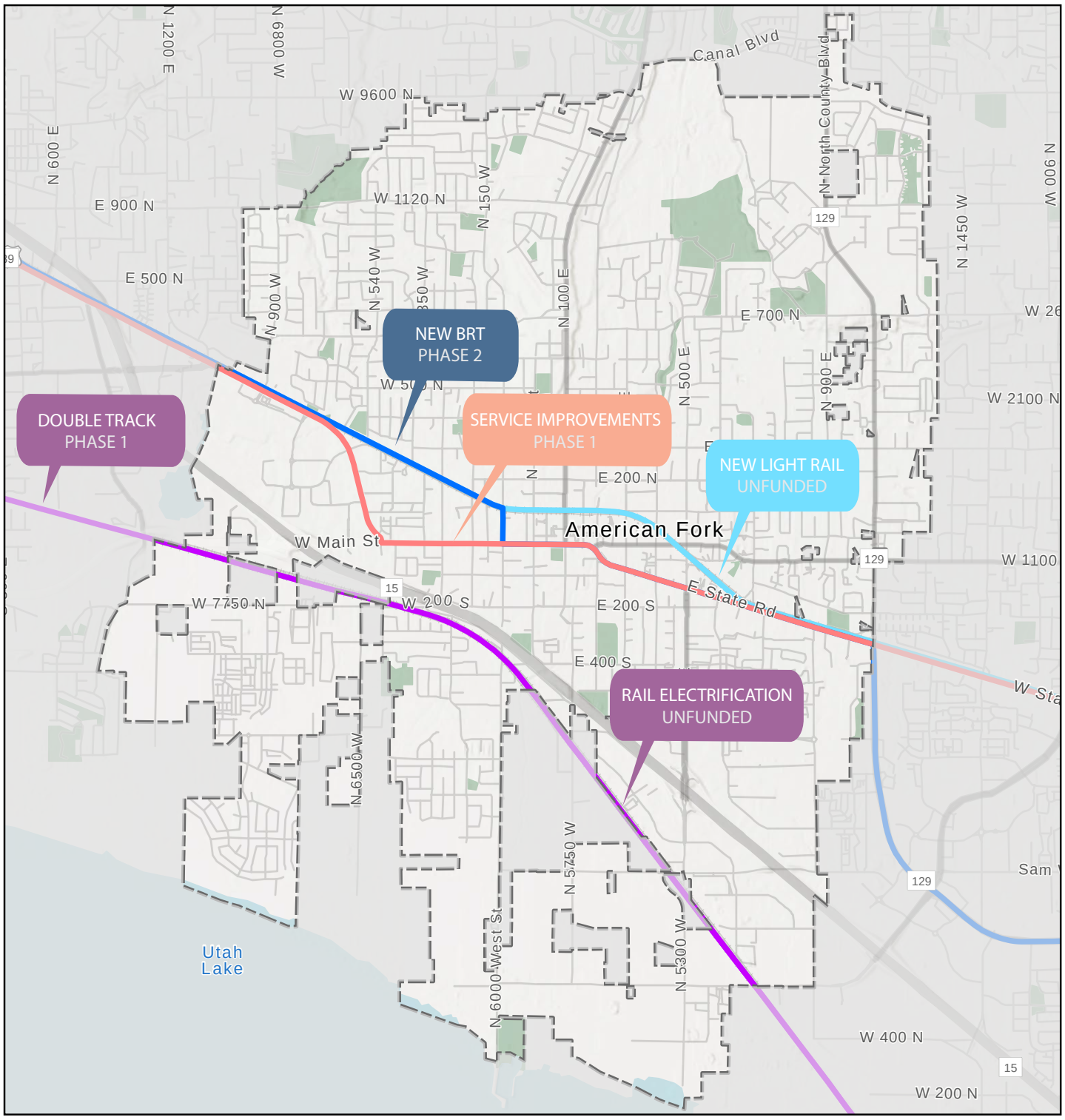
Legend

- FrontRunner
- Route 809
- Bus Rapid Transit
- Municipal Boundary

N

0 0.5 1 Miles

Attachment: 25.11.13 American Fork General Plan (Updates to the General Plan)



Municipal Boundary

FrontRunner Station

N

0 0.5 1 Miles

Future Project

Light Rail

FrontRunner

Core Route

Bus Rapid Transit

Phase 1	Phase 2	Phase 3
2023-2032	2033-2042	2043-2050

Regional Transportation Plan: Public Transit Projects

The following table highlights major proposed transit investments far into the future. Each project includes a description of the planned project, phase of implementation, and an estimated cost as of 2023. Planned projects include:

- FrontRunner enhancements
- Bus Rapid Transit
- Light Rail (unfunded)
- Bus Service improvements

Table: MAG 2050 Regional Transportation Plan Transit Projects

RTP Project	Description	Funding Phase	Cost (2023	RTP Project Number
FrontRunner Additional Double Track	Additional Double Track	1	$280,000,000	T15
Central Corridor State Street Core Bus Route	Service Improvements	1	$13,800,000	T7
Central High Frequency Corridor, Bus Rapid Transit	New Bus Rapid Transit Service High Frequency Corridor Option	2	$800,000,000	T12
Central High Frequency Corridor, Light Rail	New Light Rail Service High Frequency Corridor Option	Unfunded	$1,680,000,000	T14
FrontRunner Fleet Upgrades Utah County	Rail Electrification	Unfunded	$573,900,000	T13

UTA FrontRunner Station Ticket Kiosk and Bike Cages

UTA Bus Stop on State Street

Connectivity

A roadway network with strong connectivity provides multiple travel routes between destinations within a city. Well-planned collector and arterial routes help evenly distribute traffic across the system, while a connected local street grid supports shorter trips without placing increased burden on major corridors. A well functioning network improves overall access, shortens travel times for all users, and can help minimize the need for future road widening. Strong connectivity also supports emergency response by enabling quick access and providing evacuation routes during emergencies.

Priority Transportation Connections

Recent legislation, effective July 1, 2027, requires all municipalities within a Metropolitan Planning Organization boundary - such as American Fork - to proactively address connectivity challenges in their General Plan. Specifically, this includes identifying priority connections that would remove physical barriers, such as waterways, and improve access for vehicles, transit, bicycles, and pedestrians to significant economic, educational, recreational, and other key destinations.

Significant Destinations

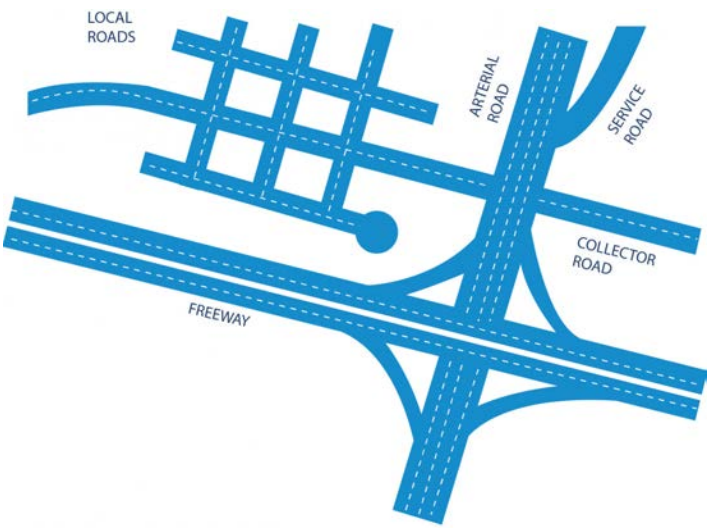
This section provides a look at existing connectivity barriers in the City and identifies priority connectivity projects that aim to address these barriers. The following map depicts destinations of significance in American Fork and common barriers that impact connectivity. These destinations include schools, retail centers, public facilities, and other key assets.

Schools

Fifteen schools are distributed throughout American Fork ranging from Pre-K - 12th grade. The most notable concentration of these is at the core of the city including Forbes Elementary, Shelley Elementary School, and American Fork High School.

Connectivity barriers:

- The Union pacific rail line poses challenges to crossing safety for walking and biking modes



Retail Centers

There are five key retail centers. Each of these are positioned between State Street, railroad tracks, and the Interstate-15 corridor. These facilities pose mobility challenges for each transportation mode in connecting residents to retail centers in the city. Meadows Crossing, the city's largest commercial area, is continuing to be evaluated for potential new connections across I-15 to help remedy vehicle congestion challenges at Pioneer Crossing.

Connectivity barriers:

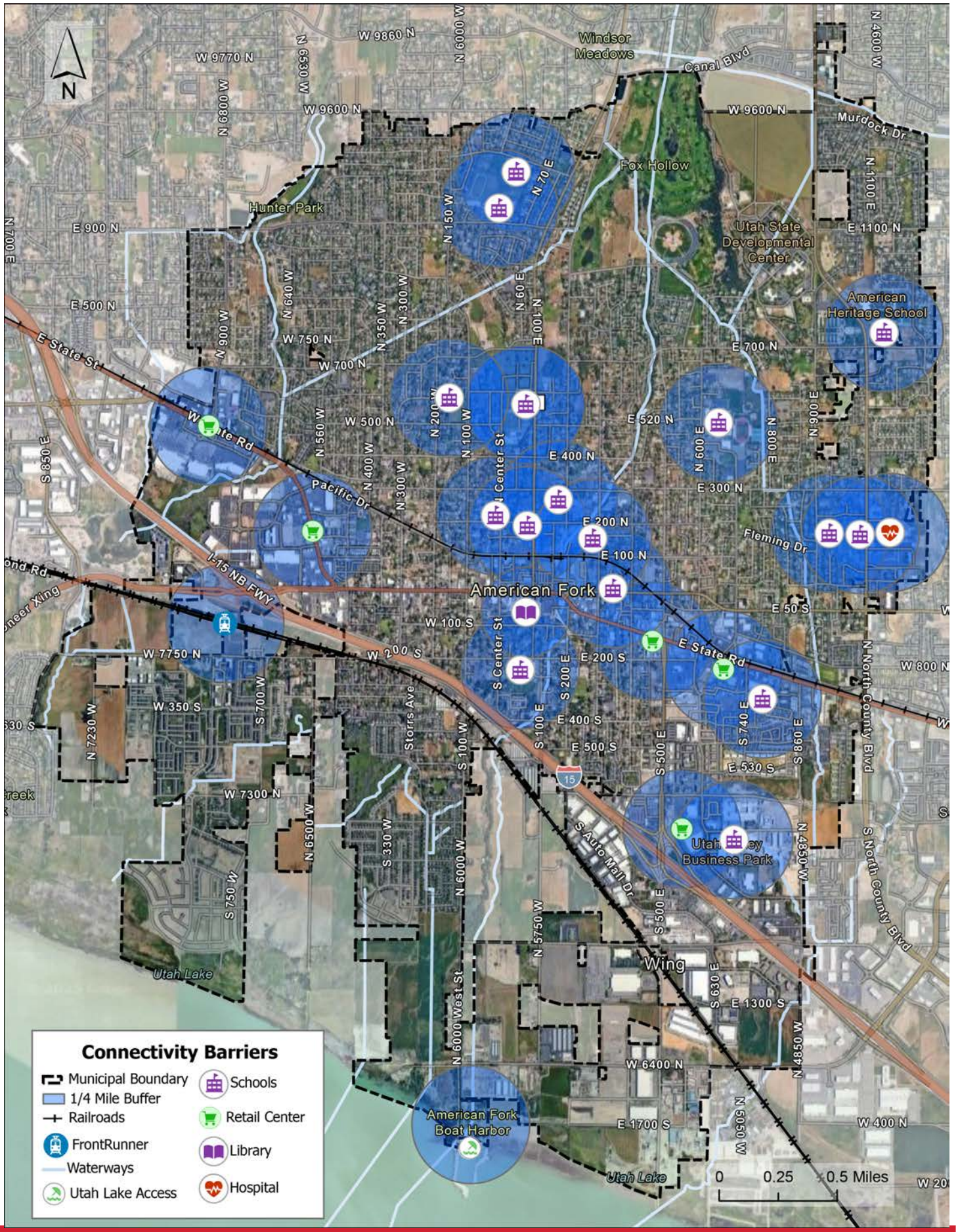
- I-15 poses accessibility challenges for residents west of the Interstate, particularly in newer developments around the FrontRunner Station
- Railroads, similar to I-15, acts as a barrier for residents both west of I-15 and east of the Union Pacific line

Library

The American Fork Library is located at State Street and 100 East. This location can be accessed easily by most modes of transportation. I-15 to the west is the most significant barrier that limits access for residents to the west of I-15. Currently, 750 North and 100 East are the most direct routes across I-15 for residents to the west.

Connectivity barriers:

- I-15 is a barrier to access for residents west of the Interstate



Attachment: 25.11.13 American Fork General Plan (Updates to the General Plan)

Hospital
The American Fork Hospital is situated in the eastern part of the City. This location can be accessed via North County Boulevard and 300 East streets. Although the hospital is situated away from significant barriers such as I-15 and the railroad tracks, these barriers have an impact on access, particularly for residents west of I-15.

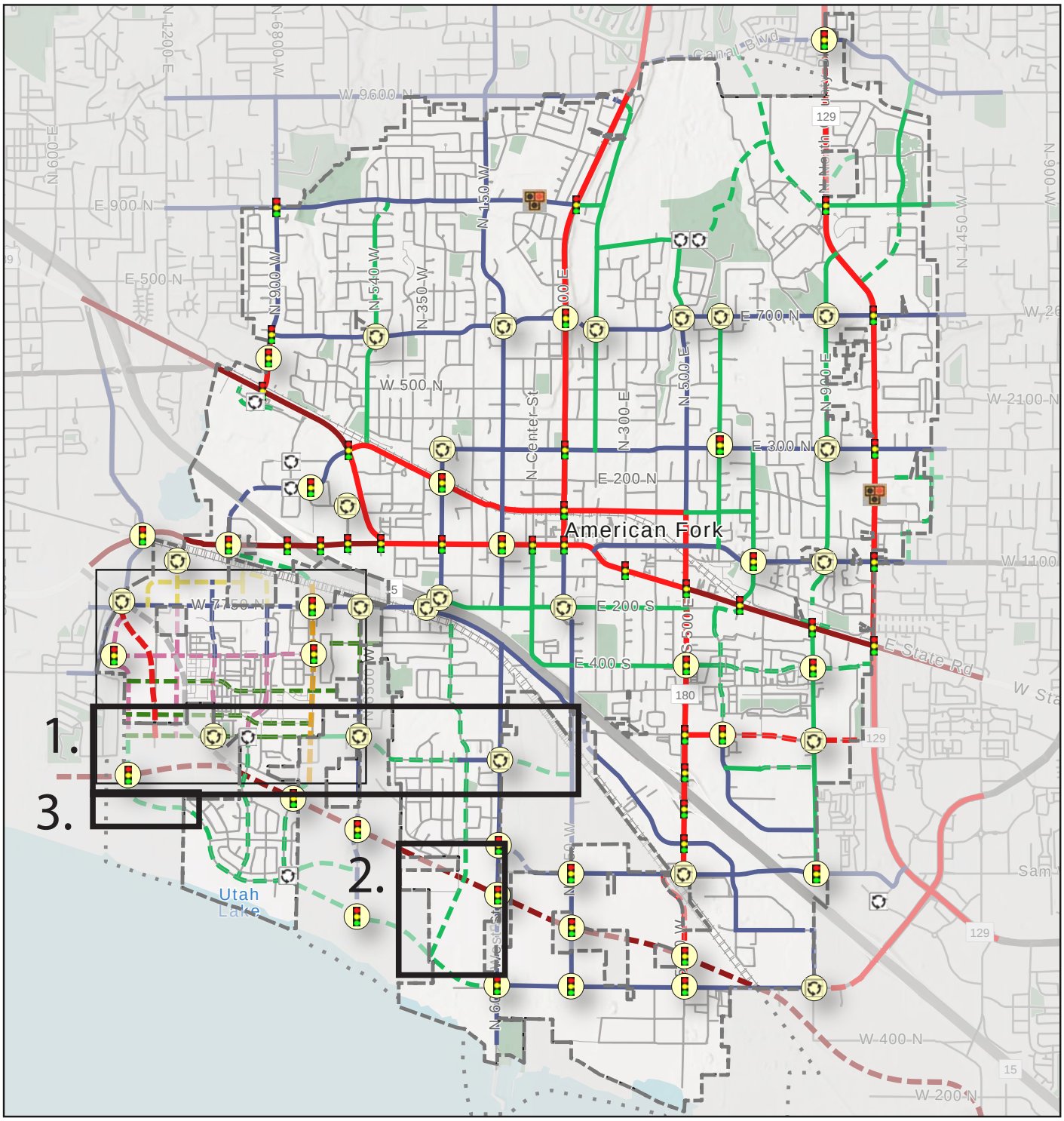
Connectivity barriers:
- I-15
- Railroad tracks

Transportation Connection Recommendations

1. 700 South Through Connection
Currently, 700 South dead ends just east of the American Fork Station Area. An extension of 700 South from 100 West and into the Station Area would provide a direct and continuous east-west connection and support multimodal access. This connection should be designed to prioritize station area access and reinforce the broader context of land use, walkability, and transit access near the FrontRunner Station.

2. Lehi South Expressway to Vineyard Connector
Both planned roadways, Lehi South Expressway and the Vineyard Connector are important additions to the regional roadway network and mobility in American Fork. To aid in the movement of vehicles in the North-South directions, a connection between the two planned facilities is shown below in green as an collector road.

3. Lakeshore Dr. to Vineyard Connector
A potential east-west connection linking Lakeshore Drive, a collector route to the Vineyard Connector, a planned arterial route. This connection would support improved mobility for residential areas to the south of the planned Vineyard connector and provide relief for east-west travel.



CONNECTIVITY RECOMMENDATIONS

EXISTING
- Principal Arterial
- Arterial
- Major Collector
- Collector

PROPOSED
- Arterial
- Collector
- Major Collector
- Principal Arterial
- Vineyard Connector

TOD - PROPOSED
- TOD Area
- Business Core Loop
- Neighborhood Collector
- City Arterial
- City Collector
- Core Collector
- Major Arterial

INTERSECTION CONTROL
- Existing Roundabout
- Existing Traffic Signal
- Existing HAWK
- Proposed

- Municipal Boundary
- Annexation Boundary

N

0 0.5 1 Miles

Attachment: 25.11.13 American Fork General Plan (Updates to the General Plan)

4

PARKS, OPEN SPACE & TRAILS

Introduction & Background

The Open Space and Recreation chapter outlines the vision, goals, and strategies for open space and recreation in American Fork. Open space is comprised of undeveloped land, parks, preserves, trails, golf courses, and sport fields. Recreation includes activities that happen in both indoor and outdoor spaces. Open space and recreation are important for improving the community's quality of life as well as environmental sustainability. This chapter will provide a comprehensive inventory of open space and recreation areas to ensure that as the community grows it has the desired open space. It outlines best practices for protecting and acquiring open space, parks and related facilities and integrating them throughout the city.

Best Practices

The following are best practices for open space and recreation placement, programming, and design:

- Encourage open space to be developed as part of a neighborhood or community during the planning and development phases.
- Catalogue existing public open spaces by type (aesthetic, recreational, environmental, connective link, or buffer), programmed amenities, and size.
- Provide open space close to residents. Open spaces within 1/4 mile of a resident receive significantly more use than those outside of that range.
- Place open space adjacent to roadways and maintain pedestrian-scale lighting. Doing so increases the user safety and access as well as ease of maintenance.
- Preserve and enhance cultural and natural amenities.
- Design the open space in tandem with local residents and the surrounding context including land features, views, nearby open space types and programming.
- Diversify active and passive recreation opportunities for all user abilities.
- Preserve open space areas based on current and projected land uses and demographics.
- Plan, design, and preserve tail networks and incorporate required connections to these networks to be made or stubbed within a mile of regional trails or connective network trails.
- Connect all open spaces, where feasible by multi-use pathways preferably detached of public street right-of-ways.

A diverse network of integrated open space is critical to create vibrant, healthy, and inviting neighborhoods and communities. The open space in American Fork can be broken into two main classifications: public and private. These classifications denote the nature of who has access to the space. Given this definition and the classifications, most of the land that is considered open space is public. Therefore, residents have better access to open space.

Open space brings people together and helps encourage a healthy lifestyle. As of 2025, American Fork has a total of 150 acres of core parks and 380 acres of special use areas. Public schools and churches provide additional open space and park facilities for their own students/members, which are sometimes accessible to nearby residents.

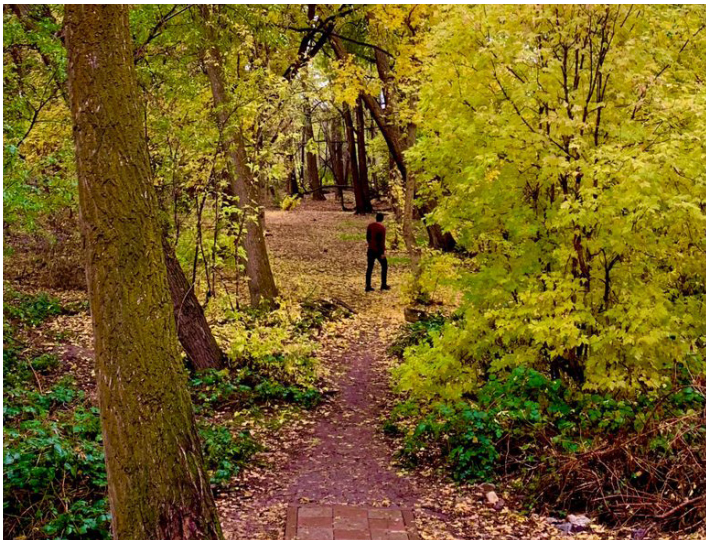
Existing Open Space Facilities

The following table and map show existing open space facilities in American Fork.

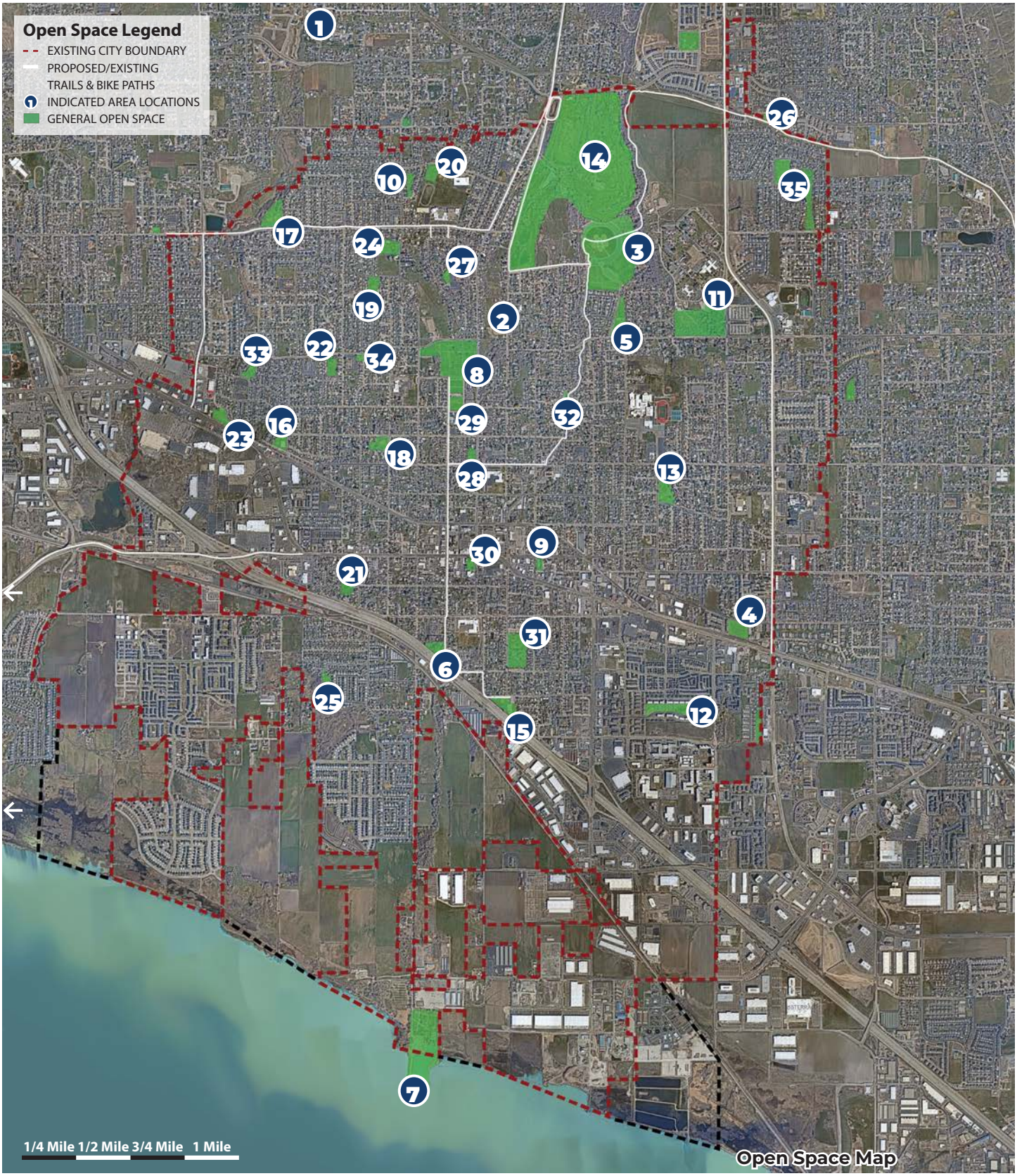
Accessibility to Open Space & Gaps

Several residential dwellings fall outside of the desired 1/4 mile radius creating open space gaps throughout American Fork. Due to the significantly built out nature of some parts of the city, filling these gaps may be difficult. Designating and striping bike lanes, maintaining high quality sidewalks, and establishing trails where possible, help to increase access and recreational opportunities in areas currently outside of the 1/4 mile radius of an open space. These trails and paths can help encourage a healthy lifestyle and increase resident's well being. The South end of the city, south of I-15, has the least amount of open space for its residents but is also where most of the growth in the city is set to happen, therefore there is plenty of opportunity to plan for more open space.

The South end of American Fork, south of I-15, has the least amount of open space for its residents but is also where most of the growth in the city is set to happen, therefore there is plenty of opportunity to build/designate more open space. Two projects for this end of the city are the thirty acre park and the boat harbor resort hub.



AMERICAN FORK OPEN SPACE FACILITIES		
FACILITY	**TYPE**	**LOCATION**
American Fork Canyon	Special Use	1
American Fork River Trail	Trail	2
Amphitheater	Special Use	3
Mary and Art Dye Park	Community Park	4
Bamberger Park	Neighborhood Park	5
Beehive Field	Neighborhood Park	6
Bicentennial Park	Neighborhood Park	7
Boat Harbor	Special Use	8
Cemetery	Special Use	9
Chipman Park	Neighborhood Park	10
Country View Park	Neighborhood Park	11
Easton Park	Neighborhood Park	12
Evergreen Park	Neighborhood Park	13
Fox Hollow Golf Course	Special Use	14
Greenwood Park	Neighborhood Park	15
Hindley Park	Neighborhood Park	16
Hunter Park	Neighborhood Park	17
J.C. Ballpark	Neighborhood Park	18
Kimberly Park	Neighborhood Park	19
Legacy Park	Neighborhood Park	20
Lions Park	Neighborhood Park	21
Martin Park	Neighborhood Park	22
Meadowview Park	Neighborhood Park	23
Miller Park	Neighborhood Park	24
Monarch Park	Neighborhood Park	25
Murdock Canal Trail	Trail	26
Nob Hill Park	Neighborhood Park	27
Pioneer Park	Neighborhood Park	28
Pony Ball Field	Neighborhood Park	29
Robinson Park	Neighborhood Park	30
Rotary Park	Community Park	31
Shalimar Park	Pocket Park	32
Spring Hollow Park	Neighborhood Park	33
Val Vista Park	Neighborhood Park	34
Valley View Park	Neighborhood Park	35



Amenity Gaps

In addition to the locational open space gaps, residents stated they felt some gaps in desired amenities also exist. Analysis of park service areas shows that the southwest and southeast corners of American Fork are particularly under-served when it comes to access to open space and recreational facilities (see map on following page). These residential areas lack convenient walking access to parks and trails, requiring residents to travel by vehicle to reach recreational opportunities. The top 10 items requested by residents were:

- **Updated Recreation Center (187 votes) –** American Fork's existing Recreation Center requires modernization with updated equipment, expanded programming spaces, and renovated aquatic features to meet current community needs. A feasibility study for costs, funding, and phasing options is recommended.

- **Farmers Market (154 votes) –** Residents desire a dedicated farmers market providing access to local produce and handmade goods while creating a community gathering space. Potential locations include downtown or larger parks with adequate parking and visibility.

- **Splash Pad / Pool (139 votes) –** A public splash pad would provide free summer recreation for families, with several parks offering suitable locations. An outdoor public pool was also frequently requested to complement indoor Recreation Center facilities.

- **Trails (104 votes) –** Residents want a more comprehensive, interconnected trail system. Priorities include completing missing links between existing trails and extending routes to under-served southwest and southeast neighborhoods.

- **Indoor/Outdoor Event Center (102 votes) –** The community needs a flexible venue for events, performances, and gatherings year-round. This multipurpose facility could host concerts, festivals, and private events, ideally located near downtown or commercial areas for maximum accessibility.

- **Pump/Cycle Track (92 votes) –** A pump track would provide a unique recreational opportunity for various ages and skill levels. Suitable locations include existing parks with available space or undeveloped parcels in under-served areas.

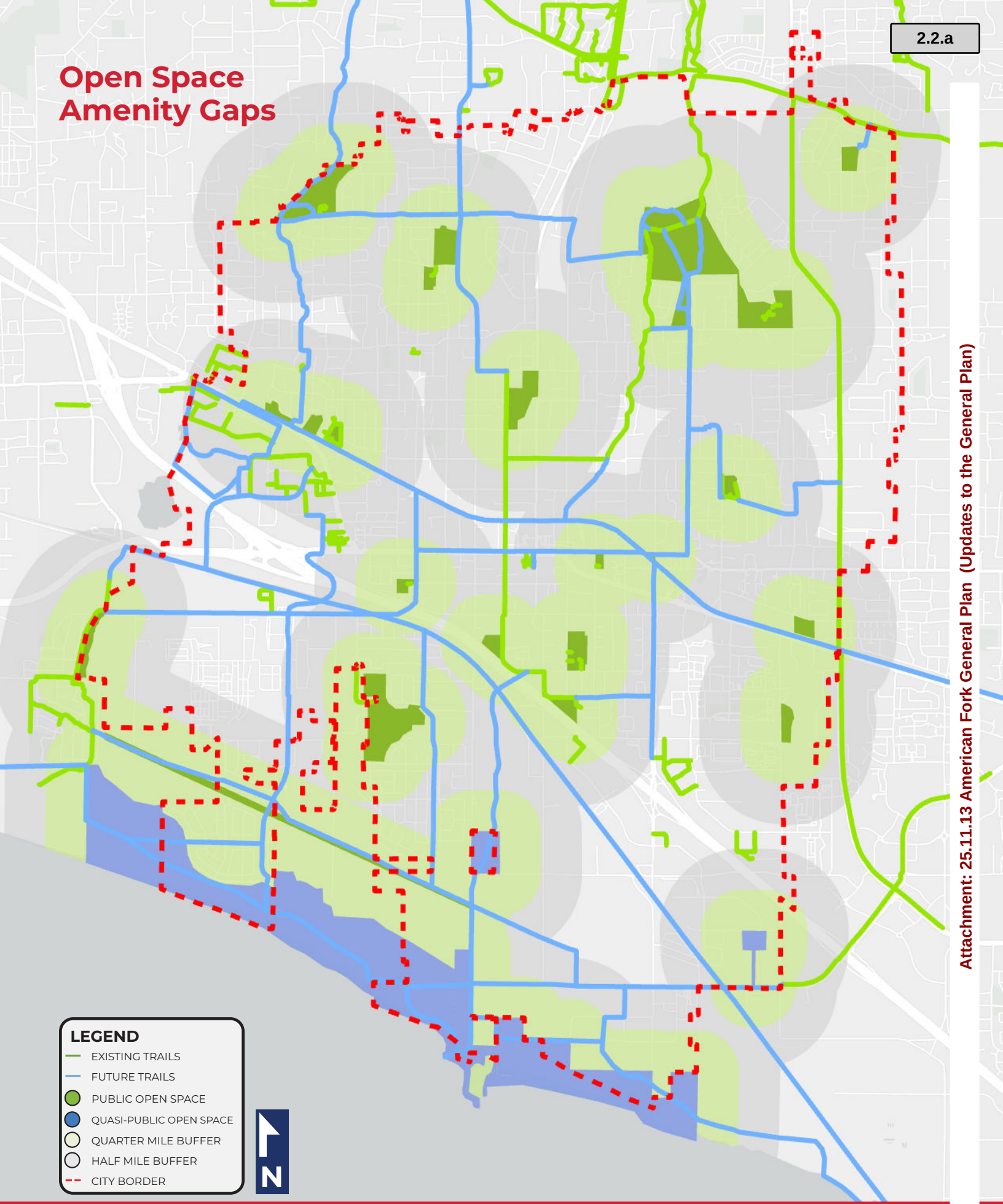
- **Sports Courts (89 votes) –** Growing pickleball popularity has created demand for dedicated courts, while tennis maintains steady participation. Existing parks could be retrofitted or new facilities developed, particularly in under-served areas.

- **Nature Playground (87 votes) –** These playgrounds incorporate natural elements like logs, boulders, and water features that encourage creative play and environmental learning. They require less maintenance than traditional equipment and could be incorporated into several existing parks.

- **Dog Park (81 votes) –** American Fork lacks a dedicated off-leash dog area. A designated park would provide a safer, more appropriate space with separate areas for large and small dogs, proper fencing, water access, and shade. Note: this data was gathered prior to the construction of the dog park at Mary and Art Dye Park.

- **Native Wetland Access (77 votes) –** Residents want better access to Utah Lake's nearby wetlands for wildlife viewing, environmental education, and passive recreation. Boardwalks, interpretive signage, and observation areas would allow enjoyment while protecting these sensitive ecosystems.

Open Space Amenity Gaps



5

MODERATE INCOME HOUSING

Introduction

In January 2025, Zions Public Finance, Inc. (ZPFI) reviewed the American Fork City ("City") 2024 Moderate-Income Housing Plan ("Plan") to evaluate its completeness, accuracy, and overall compliance with requirements outlined under Utah State Code (UCA 10-9a-403). This review identified deficiencies in the foundational data necessary to properly support and validate the City's moderate income housing ("MIH") strategies and actions. Specifically, the City's 2024 Plan lacked up-to-date population counts and projections, employment counts and projections, calculations of affordable housing prices by area median income ("AMI") categories, and a housing gap analysis. Without this current data, the appropriateness and effectiveness of the City's proposed strategies cannot be fully evaluated or justified.

Since January, ZPFI has collected and analyzed housing and socioeconomic data to supplement the 2024 Plan. This memo provides an overview of these findings intended to provide context for decision-making, enable measurability of policy outcomes, and ensure compliance with applicable State Code related to moderate-income housing plans.

Summary of Major Findings

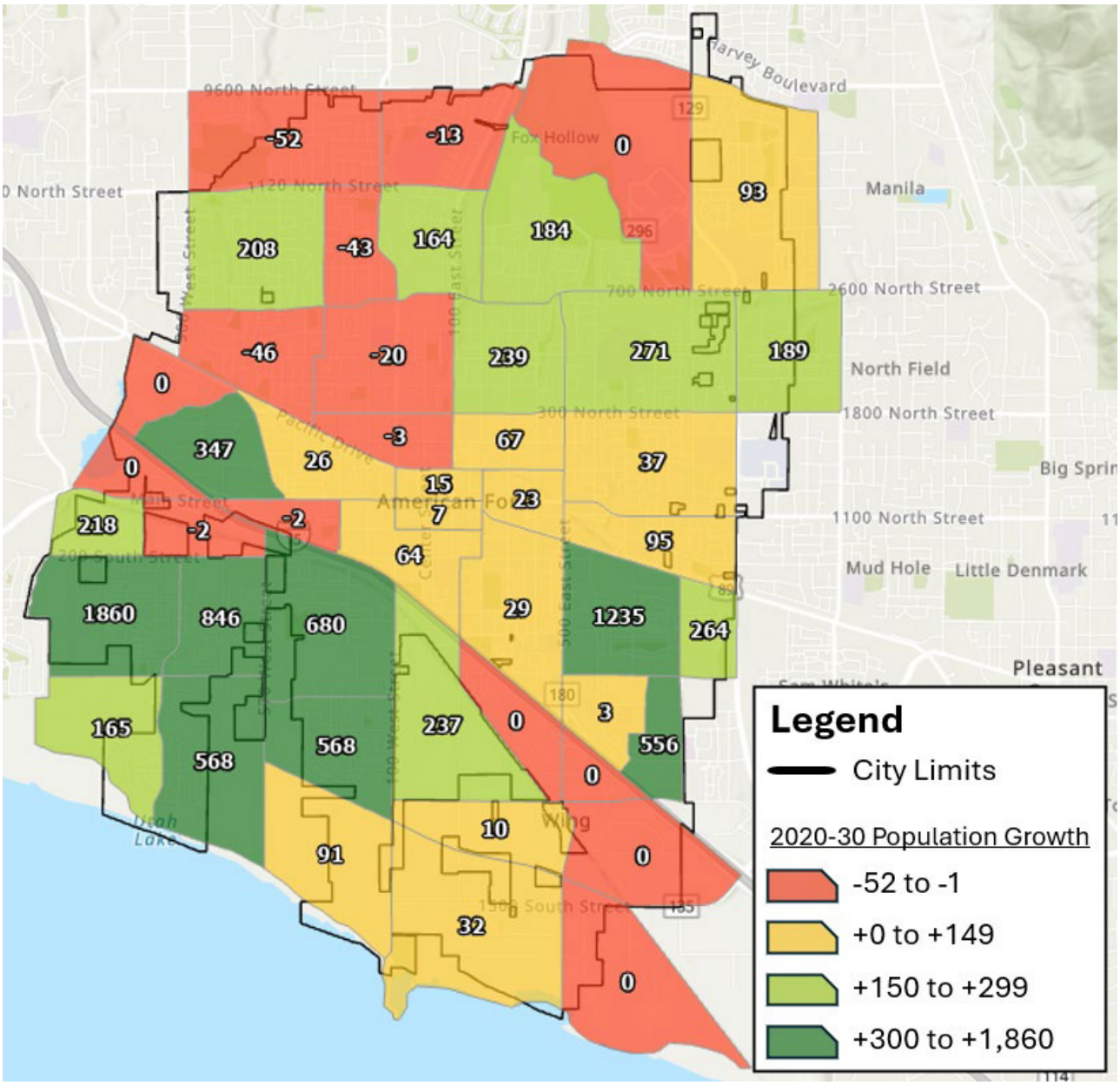
- **Population Growth:** While population growth is rapid in Utah County, the growth in American Fork is significantly less than that in areas to the west such as Lehi, Saratoga Springs and Eagle Mountain. Still, American Fork is projected to grow by nearly 12,000 persons between 2020 and 2040.
- **Employment Growth:** The areas of greatest projected employment growth include Transit Center, Recreation Center and Employment Center.
- **Employees:** American Fork has a net influx of about 2,800 employees for work each day.
- **Retail Sales:** The City has a retail sales capture rate of 184 percent, the highest of surrounding cities. However, surrounding cities such as Orem, Lehi and Saratoga Springs have outpaced American Fork in recent years in terms of absolute sales growth.

Population & Households

Currently, the Plan specifies a 2020 population of 31,363 per the 2020 Decennial Census. In order to identify moderate income needs over the next five years, as required under UCA 10-9a-403-2(a(iii)), projected population growth data were aggregated in supplementation of the current Plan.

The Mountainland Association of Governments projects a 2025 population of 39,494 and reaching 42,190 in 2030.[1] For households, the 2025 count is projected at 12,927, and the City is anticipated to reach 14,272 households in 2030.[1] This implies household sizes will trend slightly down from 3.06 in 2025 to 2.96 in 2030. While City-wide population will grow, local trends will vary as existing neighborhoods age and new development occurs. The following map visualizes projected population growth from 2020 to 2030 by traffic analysis zones (TAZ) throughout American Fork.

Figure 1: American Fork Population Growth (2020 to 2030 Projected) - Map



Source: WFRC-MAG Regional Transportation Plan (RTP) 2023

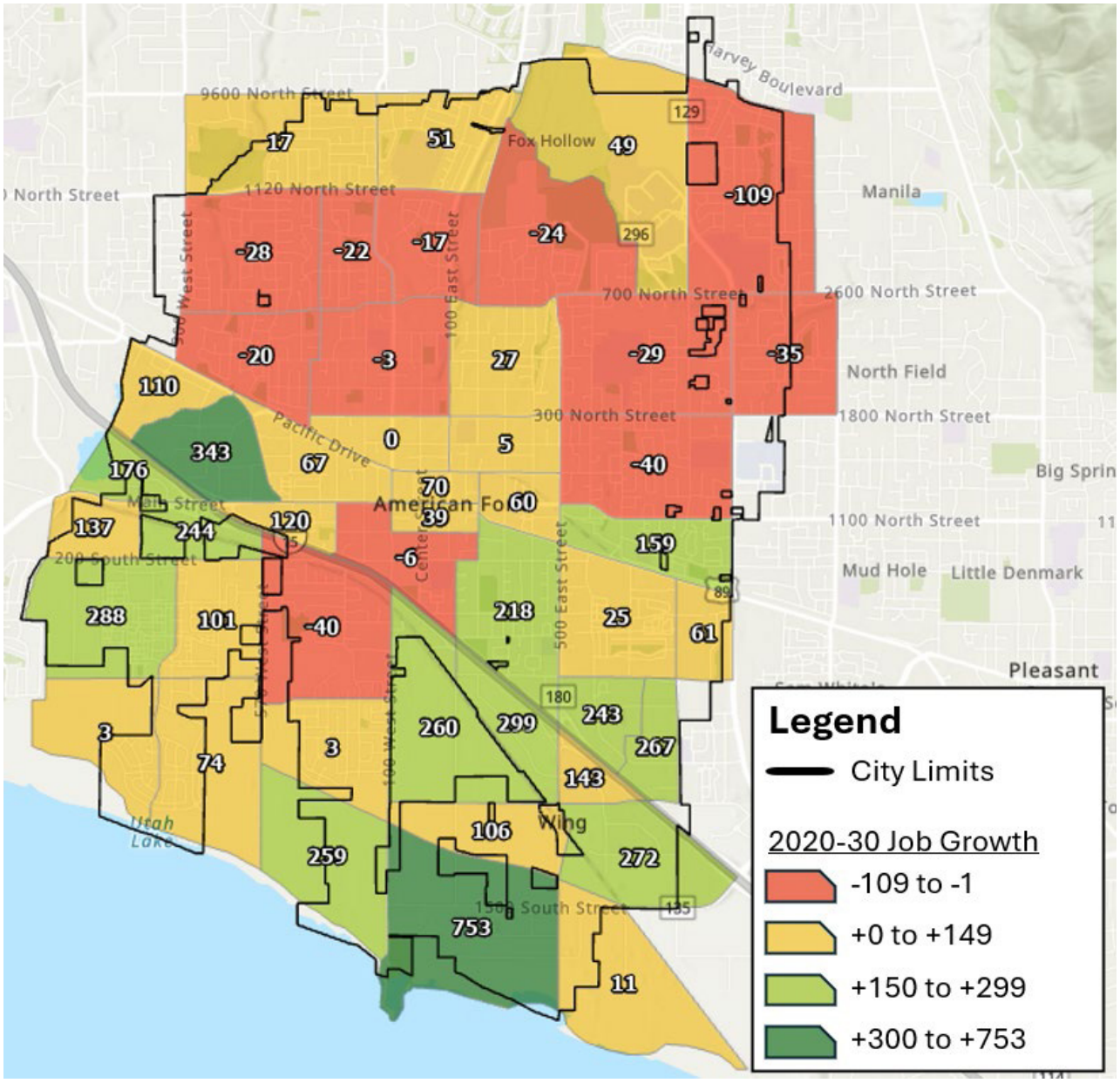
[1] *WFRC-MAG Regional Transportation Plan 2023*

Employment

Currently, the Plan does not specify employment data. In order to provide for specific measures and benchmarks as well as to determine any adjustments necessary in the future, as required under UCA 10-9a-403-2(b), projected employment growth data were aggregated in supplementation of the current Plan.

The Mountainland Association of Governments projects a 2025 employment base of 31,155 jobs and low growth in the short-term, reaching 31,490 jobs in 2030.[2] While City-wide employment will remain relatively stable, employment levels will shift throughout the City as existing facilities age and new development occurs. The following map visualizes projected employment growth from 2020 to 2030 by traffic analysis zones (TAZ) throughout American Fork.

Figure 2: American Fork Employment Growth (2020 to 2030 Projected) - Map



Source: WFRC-MAG Regional Transportation Plan (RTP) 2023

[2] *WFRC-MAG Regional Transportation Plan 2023*

Socioeconomics & Household Demographics

Currently, the Plan specifies household income but does not specify other local socioeconomic and household demographic characteristics. In order to consider those currently working and wishing to work in the City, as required under UCA 10-9a-403-2(c), baseline socioeconomics and household demographics were aggregated in supplementation of the current Plan. The following table summarizes these findings for the City in comparison with surrounding communities and Utah County overall.

Figure 3: Socioeconomic Overview - American Fork, Comparative - Table

	American Fork	Highland	Lehi	Pleasant Grove	Utah County Overall
Median Age	27.8 years	26.2 years	26.6 years	28.2 years	25.5 years
Average Household Size	3.2 persons	4.1 persons	3.6 persons	3.2 persons	3.4 persons
Median Household Income	$95,823	$178,662	$125,860	$96,347	$96,877
Median Home Value	$467,900	$846,900	$567,100	$454,300	$489,200
Mean Commute Time	21.4 minutes	22.5 minutes	22.8 minutes	20.9 minutes	22.0 minutes
Median Individual Earnings (Workers 16+ with earnings)	$40,849	$46,322	$49,473	$41,240	$35,533

Source: U.S. Census Bureau, American Community Survey 5-year Data 2019-2023

Affordable Housing Budget

Currently, the Plan does not specify affordable monthly payments for mortgagors and renters across various income ranges in American Fork. In order to consider various income earners, as required under UCA 10-9a-403-2(b), affordable housing budgets were prepared in supplementation of the current Plan.

Moderate-income housing consists of occupied, for-sale, and for-rent units that are affordable for households with incomes no greater than 80 percent of the area median income ("AMI"), a metropolitan-level indicator of income set on a yearly basis by HUD. The following table provides affordable monthly housing payments (including rent or monthly mortgage payments along with taxes, fees, utilities, and insurance) corresponding to various levels of area median income for the Provo-Orem metropolitan area in 2024.

Figure 4: Affordable Housing Budget by AMI Category - Table

	30% of AMI	50% of AMI	80% of AMI	100% of AMI
HUD Income Limit	$29,450	$49,050	$78,500	$98,500
Monthly Housing Allowance (including taxes, utilities, fees)	$736	$1,226	$1,963	$2,463
Affordable Rent (less $128 for utilities, fees)[3]	$480	$1,000	$1,780	$2,299
Affordable Monthly Mortgage (less $300 for taxes, utilities, insurance, fees)	$436	$926	$1,663	$2,163
Affordable Home Price (6.5% rate, 10% down payment)	$69,101	$146,715	$263,334	$342,533

Source: ZPFI Calculation based on HUD 2024 Data

Based on the definition of housing affordability as spending no more than 30 percent of income on housing costs, a moderate-income household in American Fork should pay no more than $1,780 on monthly rent or $1,663 on a monthly mortgage payment (including all utilities and fees).[4]

[3] *Renter utilities and fees based upon difference between contract rents and actual total housing payments for renters in American Fork, per U.S. Census Bureau, American Community Survey 5-year Data 2019-2023.*

[4] *ZPFI Calculation based on HUD 2024 Data*

Affordable Housing Gap Analysis

Currently, the Plan does not examine the City's existing household income distribution in comparison with home values and rents – a housing gap analysis. In order to consider various income earners, as required under UCA 10-9a-403-2(b), as well as to identify moderate-income housing needs over the next five years, as required under UCA 10-9a-403-2(a(iii)), both current and 5-year projected housing gap analyses by AMI category were prepared in supplementation of the current Plan.

The following Housing Gap Analysis summarizes American Fork's housing supply (including occupied, for-sale, and for-rent units by AMI), resident housing demand (existing households by AMI), and the calculated gap between existing resident households and existing units affordable to those households. Where surpluses exist, units are likely to be occupied by households with incomes higher than necessary to comfortably afford the unit. Where shortages exist, households are more likely to be cost-burdened (spending more than 30 percent of gross income on housing).

Figure 5: Housing Gap Analysis (2023 Historical) - by AMI Category by Tenure - Table

	30% of AMI	50% of AMI	80% of AMI	100% of AMI
Housing Units	**443**	**642**	**2,364**	**1,527**
Owner-Occupied and For-Sale	*299*	*103*	*293*	*809*
Renter-Occupied and For-Rent	*144*	*539*	*2,071*	*718*
Households	**998**	**1,291**	**1,921**	**1,336**
Owner Households	*576*	*546*	*1,062*	*911*
Renter Households	*422*	*745*	*858*	*426*
Gap Surplus (Shortage)	**(555)**	**(649)**	**443**	**191**
Owner Gap	*(277)*	*(443)*	*(769)*	*(102)*
Renter Gap	*(278)*	*(206)*	*1,213*	*292*

Source: U.S. Census Bureau, American Community Survey 5-year Data 2019-2023; HUD; ZPFI

Without the development of new units affordable for low- and moderate-income households, the demand for affordable units will outpace supply as the population grows. Assuming the share of households falling into each AMI category remains constant as the City grows, the following table projects the affordable housing gap into year 2030 based on the household growth projections previously discussed. These calculations assume zero growth of units affordable at or below 100 percent of AMI. Successful development of low- and moderate-income units could reduce this gap.

Figure 6: Housing Gap Analysis (2030 Projected) - by AMI Category by Tenure - Table

	30% of AMI	50% of AMI	80% of AMI	100% of AMI
Housing Units	**443**	**642**	**2,364**	**1,527**
Owner-Occupied and For-Sale	*299*	*103*	*293*	*809*
Renter-Occupied and For-Rent	*144*	*539*	*2,071*	*718*
Households	1,102	1,425	2,121	1,475
Owner Households	636	603	1,172	1,006
Renter Households	466	823	947	470
Gap Surplus (Shortage)	**(659)**	**(783)**	**243**	**52**
Owner Gap	*(337)*	*(500)*	*(879)*	*(197)*
Renter Gap	*(322)*	*(284)*	*1,124*	*248*

Source: U.S. Census Bureau, American Community Survey 5-year Data 2019-2023; HUD; ZPFI; WFRC MAG Regional Transportation Plan 2023

Combined with the original 2024 Moderate-Income Housing Plan, the preceding data and analyses provide the basis for informed planning to facilitate moderate-income housing in American Fork City in accordance with the requirements set forth in UCA 10-9a-403.

6

PUBLIC FACILITIES, SERVICES & WATER

Introduction

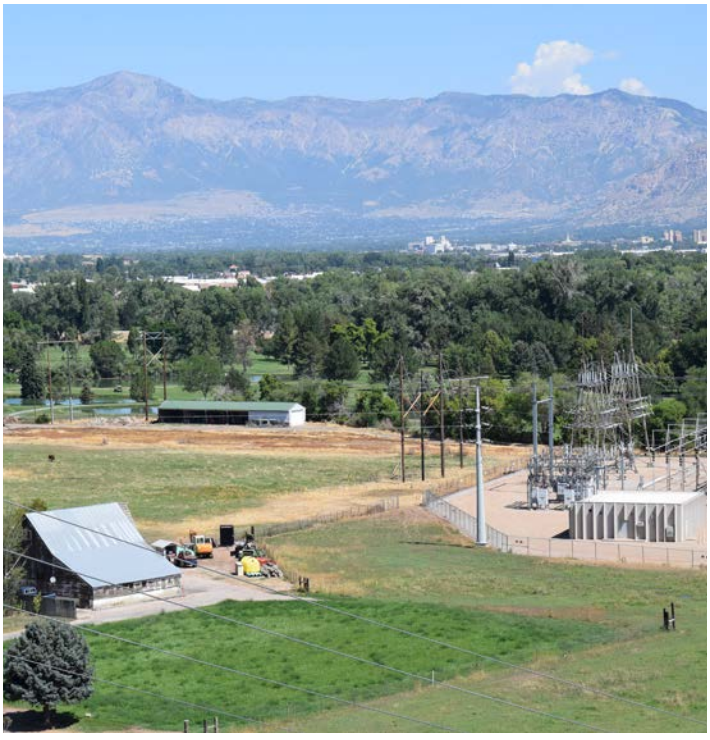
This element is intended to address American Fork's facility, water, and conservation plans. The facilities plan section will be a simple synopsis of the current utilities, public works facilities, recreation center, and city municipal complex. The synopsis will focus on the needs, mapping, and upgrades of those elements.

The water section will show the information of the City's water element which includes the culinary and irrigation master plans. These elements will be used to show the City's measure taken to conform to the LUDMA state requirements.

The third section is concerning the conservation efforts related to waterways and water bodies in the city. It also addresses the shoreline of Utah Lake that the city has. Conservation efforts for these water amenities is important to the city.

Facilities

American Fork city has an existing system of public facilities that includes a library, historic city hall, veterans hall, and the municipal building complex. Here's an overview of some key facilities:



Parks and Recreation

Mary and Art Dye Park: Features baseball/softball diamonds, bike trails, and picnic areas.

Bamberger Park: Includes soccer fields and picnic tables.

Greenwood Skate Park: A popular spot for skateboarding, open daily.

J.C. Ballpark: Provides facilities for baseball and other sports.

Healthcare

American Fork Hospital: Recently certified as a Level III Trauma Center, offering advanced trauma care and emergency services.

Sports Facilities

Ranger-Celtic Indoor Soccer Facility: An indoor soccer field for year-round play.

Community Buildings

Administration Building: Hosts meeting rooms and restrooms, accessible to the public.

These facilities contribute to the community's well-being by providing recreational opportunities, healthcare services, and spaces for social gatherings.

Water Element

In American Fork, Utah, water plays a crucial role in shaping the community. Nestled at the foot of Mount Timpanogos and near Utah Lake, American Fork is blessed with natural water sources that nourish the land and sustain local ecosystems. From the serene flow of the American Fork River to the refreshing waters of nearby Utah Lake, water supports agriculture, provides recreational opportunities, and enhances the beauty of the landscape.

Culinary Water Master Plan

Introduction

The purpose of the culinary water system was to accommodate population growth and correct system deficiencies. The system was initially designed in 1993 and has undergone several updates, with the latest in 2018.

Current and Future Conditions

Population Projections: Expected to increase from 38,549 in 2023 to 86,694 by 2060. Water Demand: Culinary water system is used for indoor water needs, with peak daily demand projected at 800 gallons per day per connection.
Utah Administrative Code R309-510-7

System Components

The water sources for the city's culinary system includes multiple wells and springs, with a total capacity of 15,816 gallons per minute (gpm).
The city's current storage capacity is 14,884,000 gallons, which is adequate for future needs.
The city owned existing water rights are sufficient, but additional rights will be acquired as needed.

Design Standards

Pressure: Maintain 40 psi during peak day demands and 30 psi during peak hour demands. Velocity: Maximum water velocity of 8 fps during peak hour demands and 5 fps during peak day demands. Storage and Source Requirements: Minimum of 400 gallons of storage per equivalent residential connection (ERC) and 0.56 gpm of water source per ERC.

Improvement Plans

Existing Deficiencies: Includes new connections, upsizing of waterlines, and well generator replacements, with a total estimated cost of $18,772,352. Buildout Improvements: Includes distribution and transmission line projects, new wells, and generators, with a total estimated cost of $70,056,489.

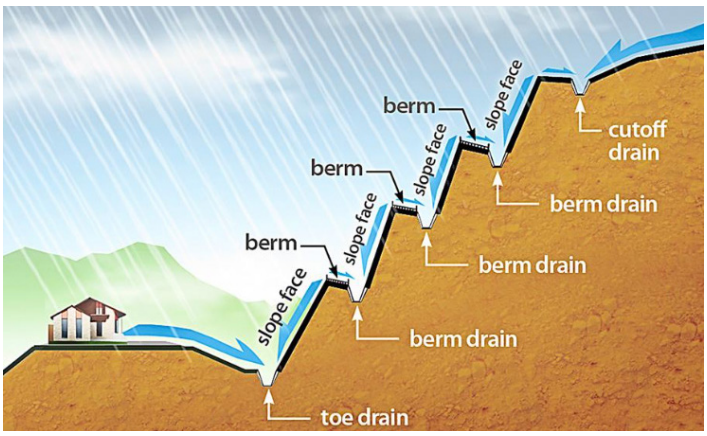
Impact Fee Facility Plan (IFFP)

Funding: Recommendations include general fund revenues, grants, donations, culinary water utility fees, impact fees, and debt financing. Certification: Ensures compliance with the Impact Fees Act and outlines the necessary elements for the IFFP. This plan aims to ensure that American Fork City's culinary water system can meet the demands of future growth while maintaining high service

Shoreline & Wetlands

The city has a large shoreline along Utah Lake, as well as pockets of other water bodies and wetlands throughout the city. In order to prevent landslides three major techniques could be implemented:

- **Geometric Techniques –** This technique works with the geometry of the slope. Within this technique efforts can be made to:
  - Reduce the percent of the slope or recontour the slope increasing the distance between the top and bottom of the slope
  - Eliminate load or weight from the top of the slope reducing the stress of critical areas
  - Eliminate portions of the soil that have a greater likelihood of incident
  - Construct berms along the slope to offer relief and extra safety against toppling failure
  - Introduce free draining materials reducing the build-up of pore water pressure
  - Re-compact slip debris to provide more resistance against the load



- **Hydrological Techniques –** This technique works with the hydrology within the slope. Efforts can be made to:
  - Install surface and subsurface drain pipes reducing pore water pressure
  - Introduce inverted filters which catch and pipe water through the foundation of the slope
  - Use thermal techniques (Ex. ground freezing and heating)

- **Mechanical Techniques –** This technique works with the construction of structures or use of construction materials to strengthen potential loads of the slope. This is the most common technique type and efforts can be made to:
  - Use grouting (soil nails) to increase resistance of slope
  - Construct restraining structures (Ex. concrete gravity or cantilever retaining walls)
  - Construct gabion structures, baby crib walls, and embankments
  - Construct cement columns
  - Install anchors, rock bolts, or root piles with rock blocks
  - Plant vegetation, more specifically shrubs and grasses to reduce soil erosion and overall stress on the slope

Floodways

Floodways are highly regulated throughout the United States due to the sensitive nature of the area and potential damage that may occur if not designed adequately. Areas of American Fork that are prone to flooding are situated around the American Fork River as well as Mill Stream. There is also a risk of flooding at the south end of the city, by the shore of Utah Lake. If development must occur around a floodway there are three main things to consider:

- **Optimal Dimensions of the Floodway –** Floodways are developed in the lowest part of the floodplain.
  The width and height of the floodway should be designed by estimating stage and tailwater levels for various flows, backwater caused by the floodway, flood event closure time, and velocities at the floodway. Once this is established models for major storm events should be developed to ensure 500 year flood events are incorporated into the design.

- **Channel Crossing Path/Road Surfaces and Design –** Decisions must be made to determine the floodway crossing length, width, and pavement characteristics. Once these are developed the surface can be determined on they type of inundation that exists. For areas with relatively short periods of inundation stabilized base course is typically used. For more urban riverwalk sections or higher traffic areas concrete pavement is typically used, or when periods of inundation are longer and more sustained.

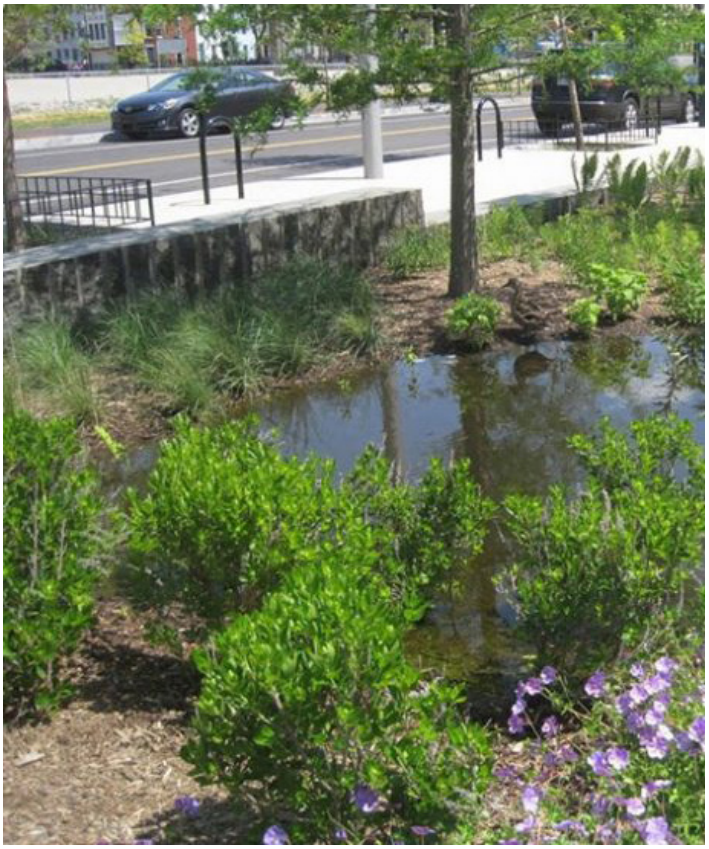
- **Armoring and Scour Protection of a Floodway –** Armoring a floodway means using physical structures to protect shorelines from erosion. Armoring typically occurs in urban riverwalk locations to help protect development on both sides of the urbanized section. Scouring protection in a floodway is extremely important and incorporates the analysis of various areas within the floodway for the severity of flows, velocity, drag and resistance. Options for protecting the floodway from scouring concerns are:

  - Concrete protection
  - Cutoff walls
  - Rock fills below the embankment
  - Cement-stabilized batter slope/ embankment fill
  - Cement-stabilized sub-grade base course
  - Two-coat bituminous seal

Water Conservation, Preservation, & Low Impact Development (LID) (Water Conservancy Plan as required by Utah State Code Section 73-10-32)

The water in American Fork comes from two different sources, springs originating in American Fork Canyon and deep wells from the aquifer. When the city annexes agricultural land, the water rights associated with that land are turned over to the city in order to properly serve those in the new development. (The Hub newsletter July 2022)

Utah is a semi-arid to desert climate. Whether rainfall is plentiful or not, measures should be taken to help minimize wasteful or unnecessary water use practices. These wasteful practices include leaky waterlines and systems, irrigating landscape when raining or over watering landscape, non-functional lawn areas, non-waterwise appliances, and running faucets when not in use. Utah State Code 10-9a-403 requires the following items to be addressed as part of a city's general plan:



IRRIGATED LAWN WATER USE BY LOT TYPE

TYPICAL LOT INFO	.23-ACRE LOT	TOWNHOME	APARTMENT
Lot Size*	10,000 SF	4,300 SF	1,250 SF
Public Right-of-Way Width	80′	26′	5′
Impervious Coverage	30%	75%	84%
Irrigated Landscaping	8,000	1,075	200
Water Use (600 gal / 1,000 sf irrigated landscape / week)	4,200 gal / week	645 gal / week	120 gal / week

- The effect of permitted development or patterns of development on water demand and water infrastructure.
- Methods of reducing water demand and per capita water use for existing development.
- Methods of reducing water demand and per capita water use for future development.
- Modifications that can be made to a local government's operations to reduce and eliminate wasteful water practices.

Some best practices or methods to reduce water use for existing and future development are:

- **Water System Management –** This management process evaluates and assesses the existing water system and replaces or improves under performing sections and facilities. It also adds meters in critical areas to watch for water leakage. Leakage represents the largest real losses for most water systems
- **Metering –** Ensure meters are located at each user location to track water consumption and distribute the cost of the system on those consuming the most water using a conservation rate structure. A conservation rate structure incentivizes users to reduce water use to be under certain thresholds of cost/gallons of water use.
- **Rain Water Harvesting –** Allows users to capture and store water on site for future outdoor irrigation needs. This is regulated by Utah State Code, but each residential unit can store up to 2,500 gallons per year
- **Sustainable Water Use Practices –** Changing user habits to utilize smart water sensing irrigation systems, waterwise appliances and toilets, turning off water when not in use, watering landscape the right amount and at the right times. American Fork City's website contains the measure the City is taking and residents can take in their operations and maintenance practices to reduce and eliminate wasteful water practices.
- **Waterwise Landscape Design –** When individuals hear the term waterwise landscape design they typically think no lawn and only use rock or bark mulch. A waterwise landscape design is a design that is thoughtful in its placement or use of lawn and utilizes more drought tolerant native plants. It may also mean replacing typical lawns with other more waterwise plant substitutions. The use of rock or bark mulch, drip irrigation systems, and less water intensive plants is encouraged in waterwise landscape design. The state also offers incentives for implementing water efficient landscaping [*See also HB 277* & *SB 118*]. American Fork City Code 17.21.020 limits the amount of lawn allowed in residential yards to reduce water usage.
- **Greywater Systems & Water Reuse –** Greywater systems or water reuse takes water that has already been used (from places like your laundry, shower, and sink) and uses it for a secondary purpose (like watering gardens or landscaping) before allowing it to enter the sewer system.
- **Low Impact Development (LID) –** "LID refers to engineered systems, either structural or natural, that use or mimic natural processes to promote infiltration, evapotranspirtation, and or reuse of storm water as close to its source as possible to protect water quality and aquatic habitat".

Green Infrastructure – Green infrastructure includes LID practices but is a broader practice that also includes ecological services. Examples of green infrastructure are:

- Bioswales
- Bio remediation
- Downspout Disconnection
- Green Parking
- Green & Blue Roofs
- Green Streets & Alleys
- Infiltration Basins
- Permeable Pavements
- Rain Gardens
- Rainwater Harvesting
- Subsurface Detention
- Urban Tree Canopy

For more information visit: *epa.gov/green-infrastructure/what-green-infrastructure, & sustainableinfrastructure.org/*

Recommendations

The following steps should be taken upon approval of the American Fork General Plan Update:

1. **Study & Implement Hillside & Slope Protection Measures for the Area East of the Rail Line –** A study to evaluate potential solutions for the hillside area should be conducted to find the best solution for

improving the area's stability while minimizing the risk of a future possible incident.

2. **Implement Low Impact (LID) Development Standards on All New Construction –** The State's standards on LID are becoming increasingly more common. LID development standards create significant environmental, health, financial, and social benefits.

3. **Promote Waterwise Landscape Incentives to Encourage Landscapes to Be Redeveloped –** American Fork should establish incentives for converting water-intensive landscapes to waterwise alternatives, including rebates for turf removal, xeriscaping subsidies, and smart irrigation system cost-sharing. These transformations would significantly reduce outdoor water consumption—which accounts for approximately 60% of residential water use—while creating more climate-resilient and ecologically beneficial environments.

4. **Study Potential Incentives Programs for Water Reuse, and Greywater Systems –** A study should be conducted to review strategies on how to encourage remodel, redevelopment, and new development projects to utilize greywater and water reuse systems. Currently the Jordan Valley Water Conservancy District offers an incentive program for similar projects in Salt Lake County

5. **Adopt applicable regional water conservation goals recommended by the Division of Water Resources**

Existing City Measures

The following steps have been and are being taken in American Fork to reduce or eliminate wasteful water practices:

Water Management Team – American Fork has established a water management team that tracks usage patterns and provides recommendations to help the city manage its water resources efficiently and stay within sustainable limits.

Meters on Secondary Water – In compliance with Utah State legislative mandate (House Bill 242), American Fork began installing secondary water meters on all pressurized irrigation connections in 2019 for new construction and in 2022 for existing connections. This citywide project will continue through 2030, with meters intended to provide usage data that will encourage conservation.
Reduction of Water Consumption in Landscape – The city currently asks residents to reduce watering by 33% (two days per week instead of three), particularly for secondary water users. Recent conservation efforts have resulted in significant water savings, with nearly 878 million gallons saved from April to August compared to the ten-year average.

Smart Sprinkler Clocks in City Parks – American Fork has installed smart irrigation controllers on sprinkler systems throughout city parks. These devices are being tested across thousands of sprinkler heads and help optimize watering schedules while reducing consumption.

Water Conservation City Code – Several elements within the city's code help with water conservation:

- The mayor has authority to limit water use during drought conditions
- Intentional wasting of water is prohibited, with requirements to immediately repair leaks or imperfect water systems upon discovery
- Sprinkler irrigation has time-of-day restrictions to maximize efficiency
- Landscaping requirements limit lawn areas in new developments to promote more water-efficient plantings

- The city also provides residents with water conservation resources through partnerships with the Central Utah Water Conservancy District and various state conservation programs, and continues to explore additional measures to ensure sustainable water management for the future.

City Resident Rebate Usage

- **76 Individual Residential Successful Applicants – Smart Controller Rebate** (*utahwatersavers.com/Program/6/smart-controller)*
- **30 Individual Residential Successful Applicants – Flip Your Strip Rebate** (*utahwatersavers.com/Program/2/flip-your-strip)*
- **9 Individual Residential Successful Applicants – Toilet Replacement Rebate** (*utahwatersavers.com/Program/4/toilet)*

Other available rebates can be found at: *utahwatersavers.com*

- The city also provides residents with water conservation resources through partnerships with the Central Utah Water Conservancy District and various state conservation programs, and continues to explore additional measures to ensure sustainable water management for the future.

The Central Utah Water Conservancy District offers the following water conservation programs available to American Fork residents:

- **Localscapes Classes** – Free classes teaching the Localscapes method for water-wise landscaping design suited to Utah's climate
- **Smart Controller Rebates** – Rebates of 50% of purchase price (up to $1,500) for WaterSense labeled smart irrigation controllers
- **Landscape Incentive Program** – Earn $1.50-$3.00/sq ft for converting lawn to water-efficient landscaping and $0.50-$1.00/sq ft for converting to drip irrigation (amounts vary by city)
- **Toilet Replacement Rebates** – Receive up to $150 for replacing old toilets with WaterSense labeled models

All programs are accessed through UtahWaterSavers.com and are subject to funding availability and eligibility requirements.

7

HISTORIC PRESERVATION & IMPLEMENTATION

Historic Preservation

Historic preservation is a cornerstone of American Fork's commitment to honoring its rich heritage and history. The city is home to numerous historic sites, including the Alpine Stake Tabernacle. Additionally, many homes and buildings in American Fork are listed on the National Register of Historic Places, underscoring the community's dedication to preserving its architectural and cultural legacy. Preserving these historic sites is crucial for several reasons. It fosters a sense of identity and continuity, allowing residents and visitors to connect with the city's history. Historic preservation also contributes to the city's aesthetic appeal, enhancing the character and charm of American Fork. Moreover, it can stimulate economic development by attracting tourists and encouraging investment in the community.

American Fork values its heritage deeply and is committed to best practices in historic preservation. This includes maintaining and restoring historic buildings to their original condition, using materials and techniques that are true to the period. The city should also consider adaptive reuse, where historic structures are repurposed for modern use while retaining their historical significance. Public education and community involvement are also key components, ensuring that residents understand the importance of preservation and actively participate in these efforts.

These historic sites are resources that should be utilized by the city. One possible method to accomplish this could be to update the historic walking tour by incorporating an audio guide, wayfinding signage, informational plaques, or other engaging elements along the path.
By prioritizing historic preservation, American Fork not only safeguards its past but also enriches its present and future, creating a vibrant and historically aware community.

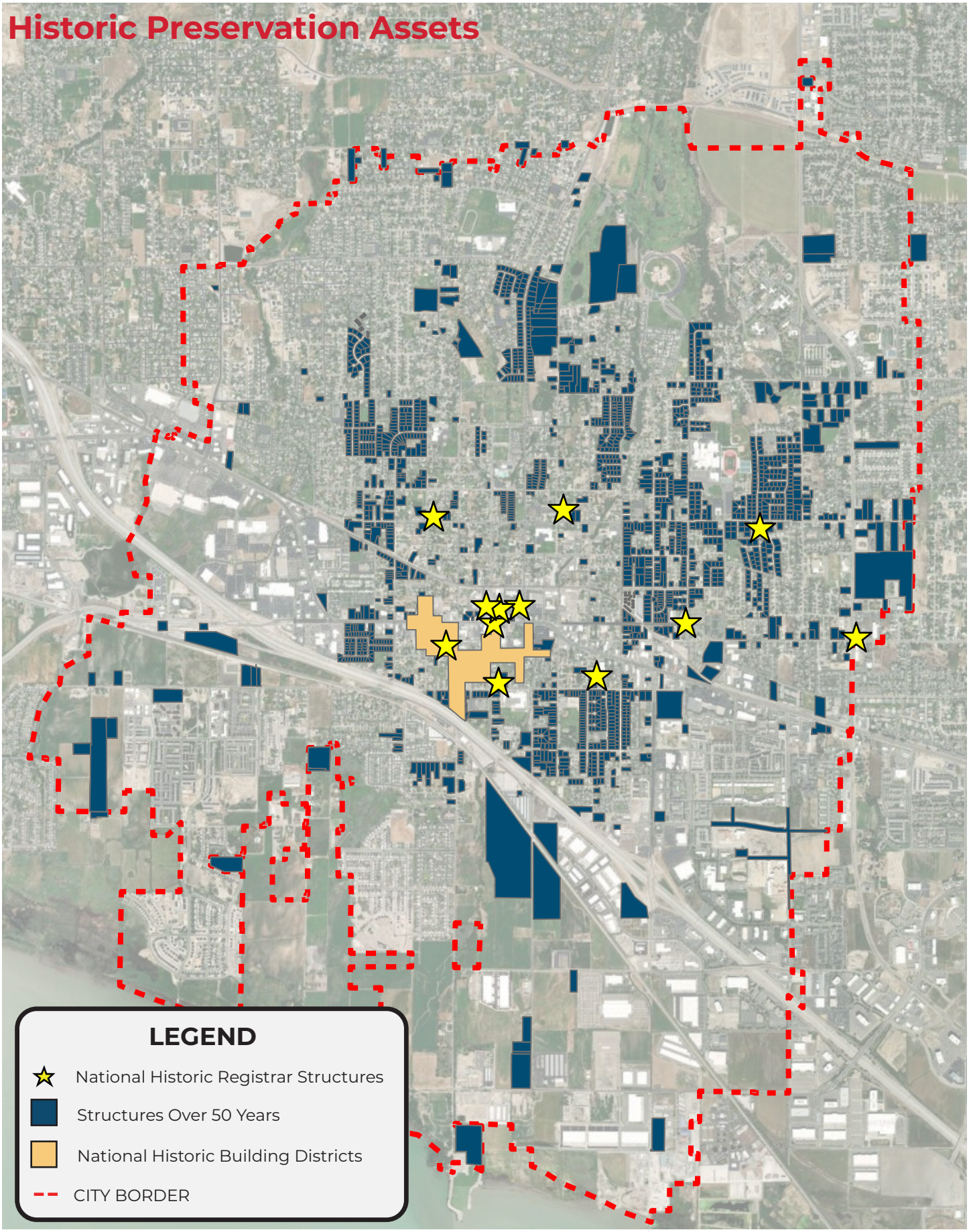
The following map shows the following historic assets within American Fork City:

Historic Preservation / National Historic Registrar – Designating land or properties on the National Historic Registrar is another method of preserving history. This case does not apply to all properties, but is a tool that can be used if significant historic value can be found on a property. Typically the historic value is determined by multiple factors, including age, historical integrity, historical significance with people or events, and/ architectural value.

Properties with structures over 50 years old With some exceptions, only building structures older than 50 years are eligible for consideration for the National Historic Registrar.

National Historic Building Districts – are recognized geographically distinct areas with a high concentration of historically significant buildings, landscapes, and landmarks.

Historic Preservation Assets



Implementation

The following steps should be taken upon approval of the American Fork General Plan Update:

1. Develop Downtown Revitalization Strategy (2025-2027)
Complete a focused downtown master plan that identifies specific redevelopment sites, establishes design guidelines preserving historic character, outlines public realm improvements, and creates a phased implementation timeline with dedicated funding sources.

2. Implement East-West Connectivity Improvements (2026-2031)
Prioritize construction of identified roadway connections at 700 South, Meadows Crossing, and Lakeshore Drive, while synchronizing with active transportation network development to create complete street corridors connecting both sides of I-15.

3. Update Parks Facilities Master Plan (2026-2028)
Conduct a comprehensive needs assessment for a modernized recreation center and develop strategic acquisition plans for parks in under-served areas, particularly in the southern portions of the city, with specific funding mechanisms identified.

4. Enhance Water Conservation Infrastructure (2025-2030)
Complete secondary water meter installation citywide by 2030, implement smart irrigation controllers in all public facilities by 2027, establish waterwise landscape demonstration projects at three key public sites by 2026, and develop a tiered conservation rate structure.

5. Accelerate Station Area Development Implementation (2025-2028)
Finalize the FrontRunner station location decision by 2026, establish a Transportation Reinvestment Zone to fund infrastructure by 2026, implement first phase public improvements (streetscape, utilities, plaza) by 2027, and partner with developers to break ground on a signature mixed-use project with regional entertainment venue by 2028.

6. Transform Marina Area into Premier Recreation Destination (2026-2031)
Complete a Marina Area master plan by 2026, secure funding partnerships with state/federal agencies by 2027, develop expanded marina facilities and improved public beach access by 2029, and implement a phased approach for complementary commercial and hospitality development that enhances the recreational experience while preserving wetland habitat by 2031.

Funding Sources

Several local, state, and federal funding sources exist for the preservation and development of public open space. These sources include, but are not limited to:

- **Active Transportation Statewide Trails Network –** This is part of the statewide trails initiative with the Utah Department of Transportation and The Governor, and has been allocated a total of $45 million [*unifiedplan.org/utah-trail-network/*].
- **Active Transportation Investment Fund (ATIF) –** This is part of the statewide trails initiative with the Utah Department of Transportation and The Governor, and has been allocated $45 million annually [*unifiedplan.org/utah-trail-network/*].
- **Utah Open Lands –** The Utah Open Lands group seeks to safeguard agricultural open space in Utah and has ongoing grant money available [*www.utahopenlands.org/*].
- **Mountainland Association of Government (MAG) –** MAG funds planning and transportation projects on a yearly basis. This general plan project went through this

funding source and could be utilized again for larger regionally significant planning and transportation projects.

- **Utah Division of Outdoor Recreation (Utah DNR) Grants –** Utah DNR has several grant programs available each year. These programs include the Utah Outdoor Recreation Grant (UORG), Recreation Restoration Infrastructure Grant (RRI), Outdoor Recreation Planning Assistance (ORPA), Recreational Trails Program (RTP) and several others.

Financial Tools

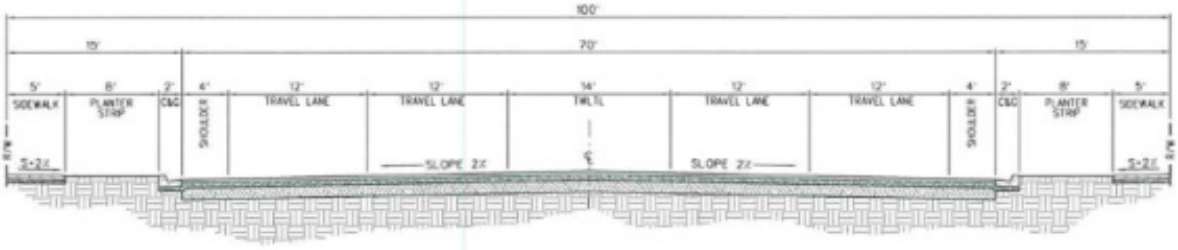
The purpose of this section is to present various economic development and funding tools that could be used to facilitate desired development in the various nodes. The economic tools and funding sources discussed in this analysis include:

- Tax Increment Areas
  - Community Reinvestment Areas (CRAs)
  - Housing and Transportation Reinvestment Zones (HTRZs)
  - Transportation Reinvestment Zones (TRZs)
- Special Assessment Areas (SAAs)
- Public Infrastructure Districts (PIDs)
- Opportunity Zones
- Fees
  - Impact Fees
  - Transportation Utility Fees
  - User Fees
- Grants
- Property Leases
- Housing
  - Low Income Housing Tax Credits (LIHTC)
  - Home Ownership Promotion Zones (HOPZ) – also uses tax increment
  - First-Time Homebuyer Investment Zones (FHIZ) – also uses tax increment
- Public-Private Partnerships (P3s)
- Bonding

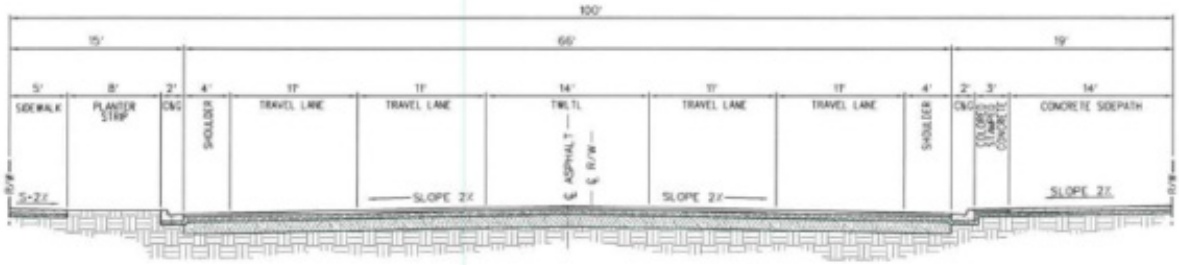
NOTE: Three of the City's four tax increment (redevelopment) areas will expire within the next few years, presenting an opportunity to consider new initiatives.

APPENDIX

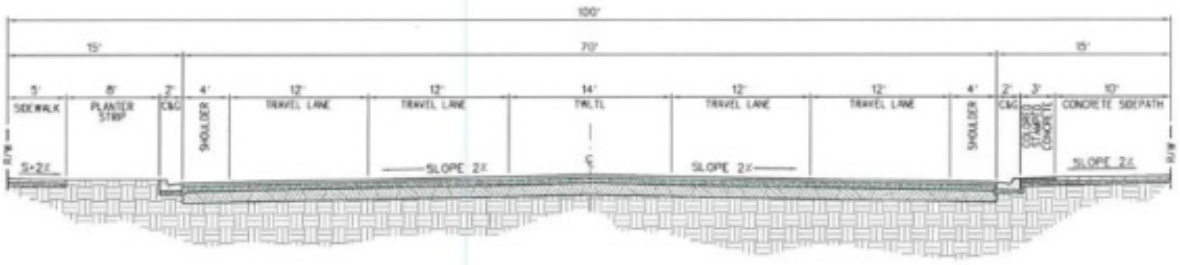
TRANSPORTATION SECTION DIAGRAMS



ARTERIAL CROSS-SECTION



ARTERIAL CROSS-SECTION WITH 14' SIDEPATH



ARTERIAL CROSS-SECTION WITH 10' SIDEPATH

NOTES:
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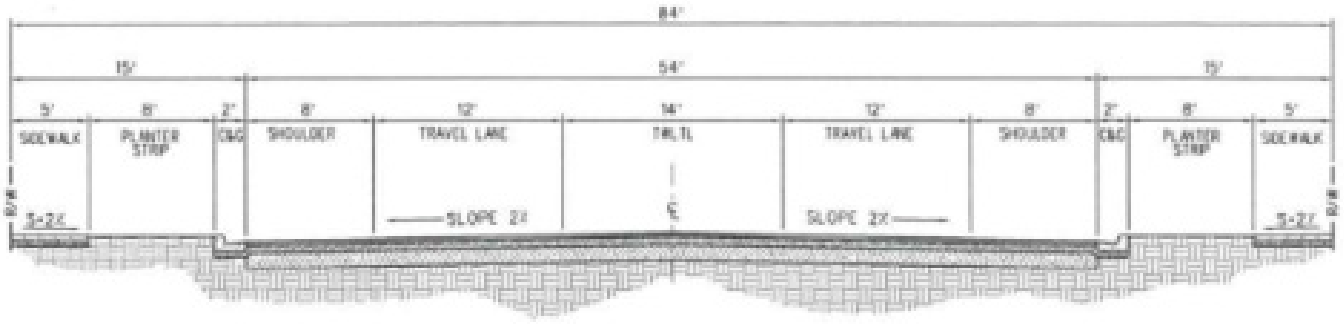
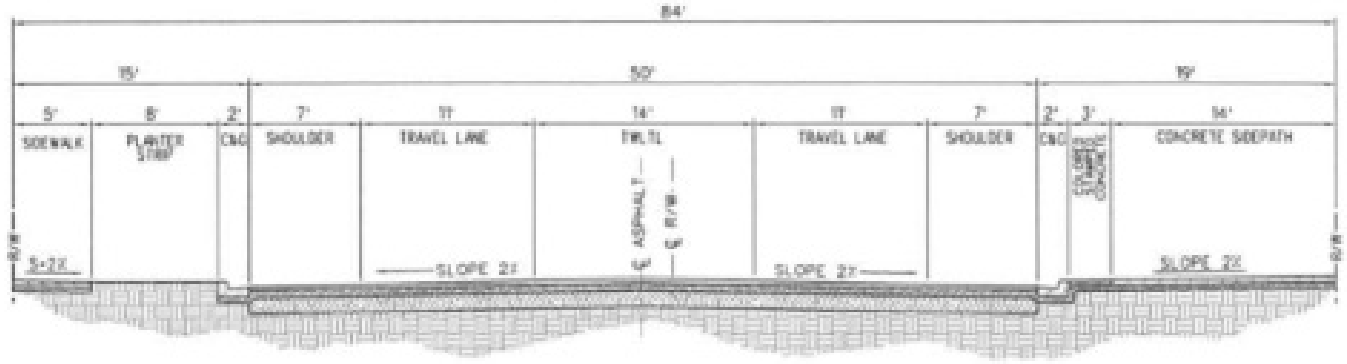
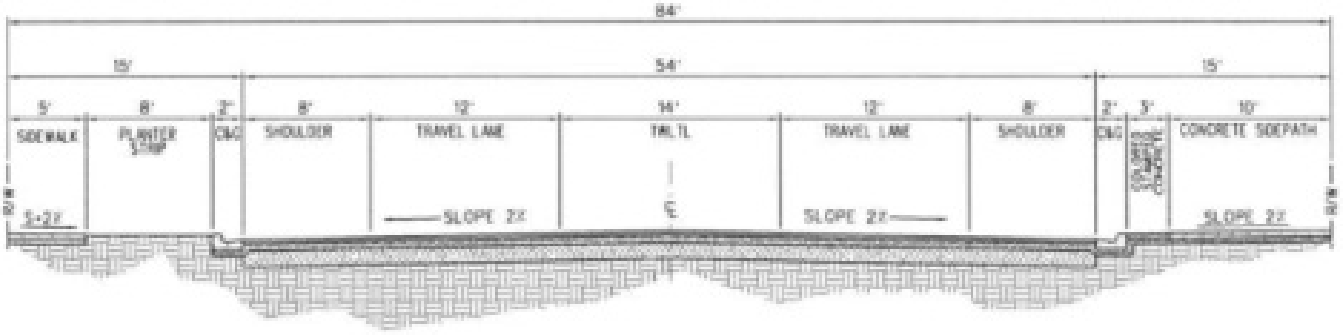


MAJOR COLLECTOR CROSS-SECTION



MAJOR COLLECTOR CROSS-SECTION WITH 14' SIDEPATH



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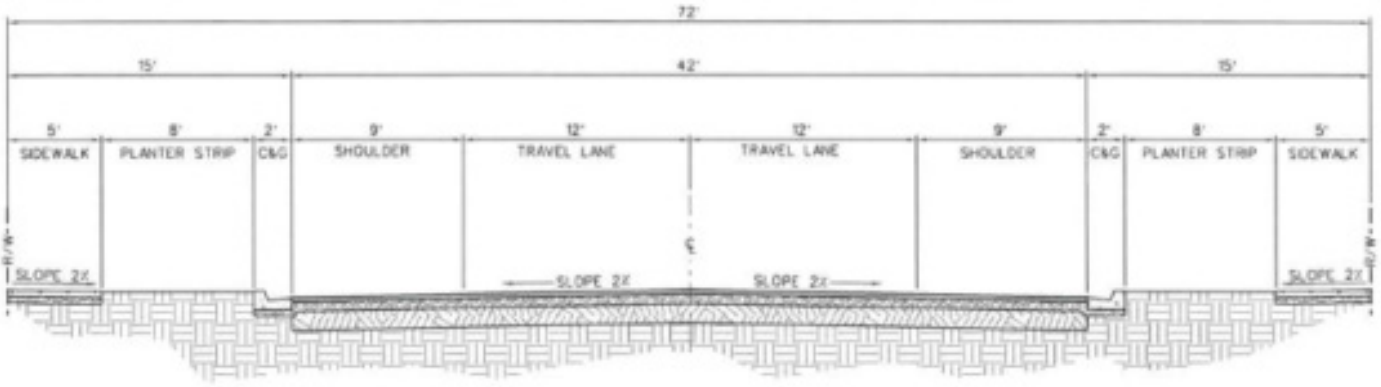
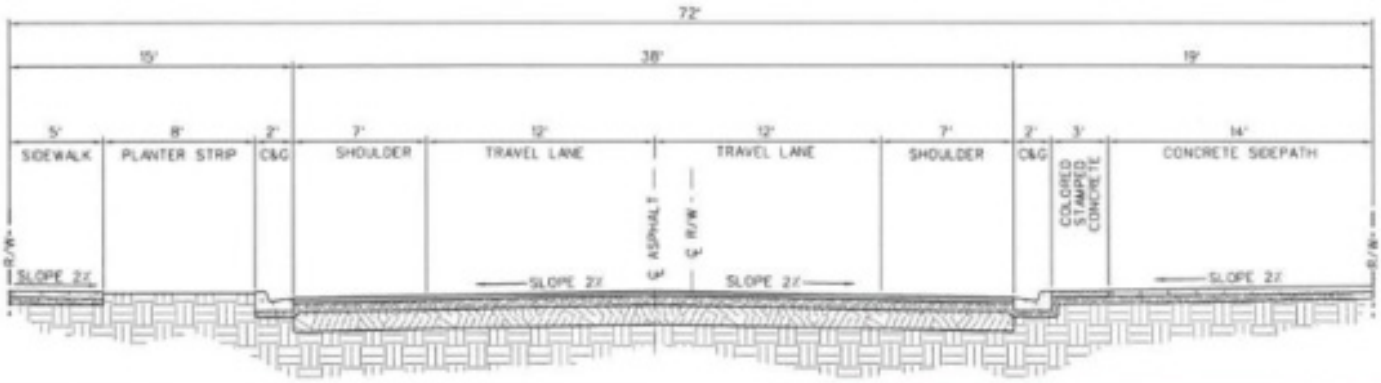
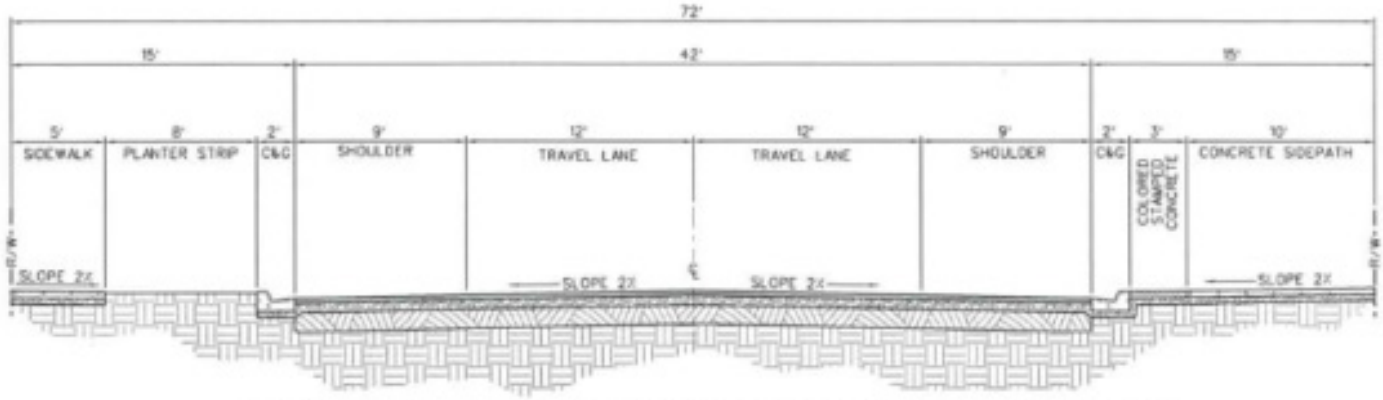


MINOR COLLECTOR CROSS-SECTION



MINOR COLLECTOR CROSS-SECTION WITH 14' SIDEPATH



MINOR COLLECTOR CROSS-SECTION WITH 10' SIDEPATH

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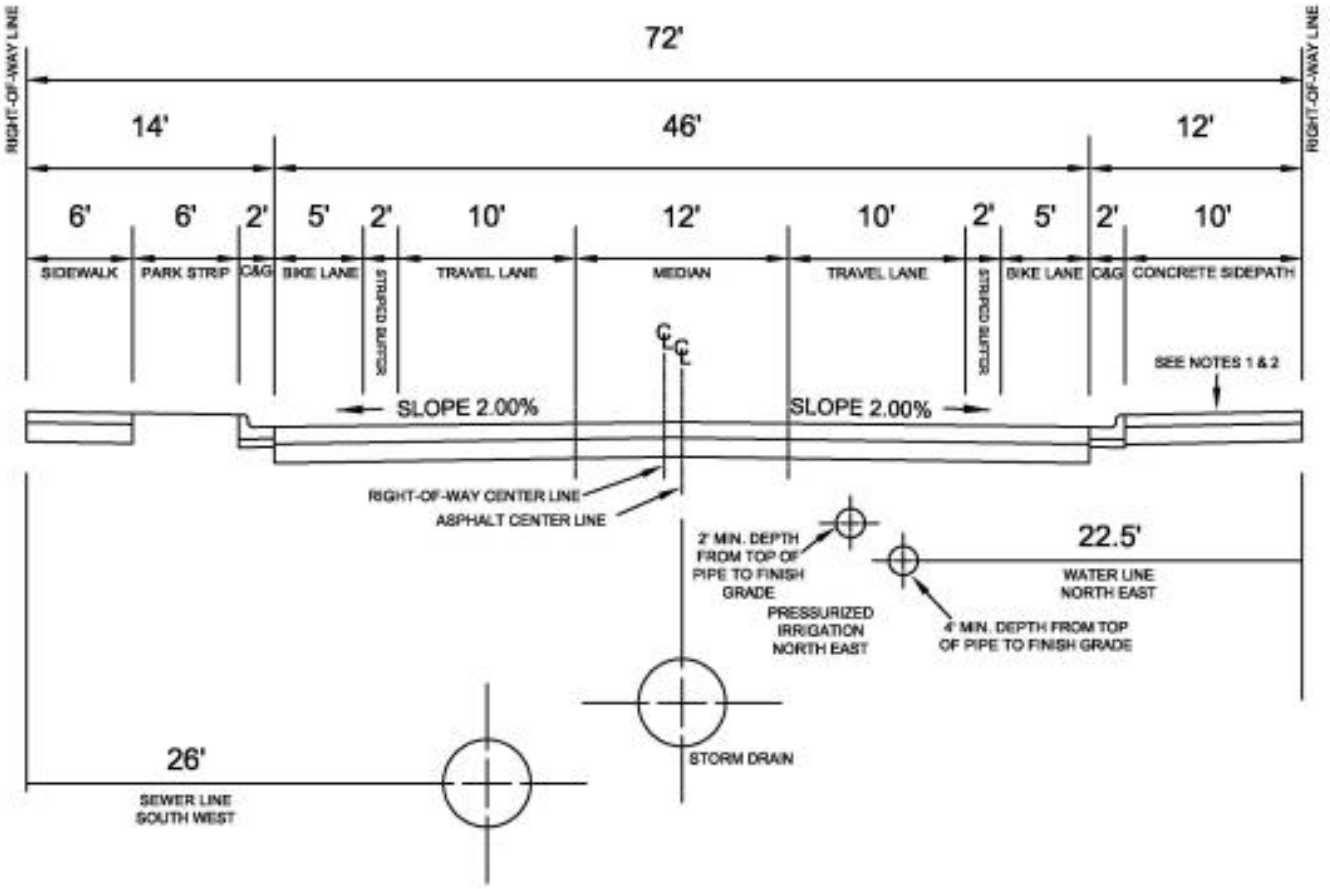
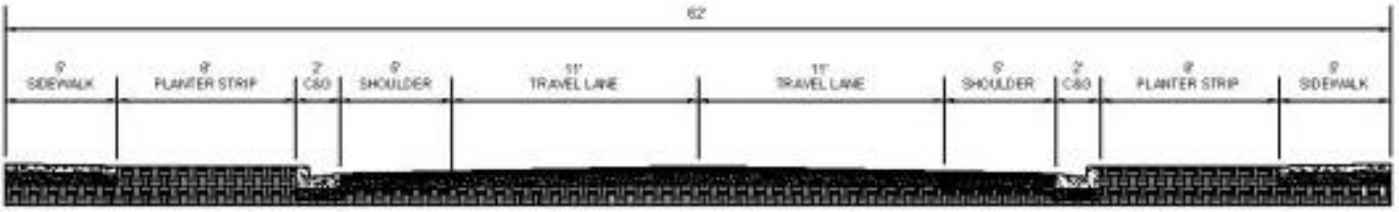
JUB

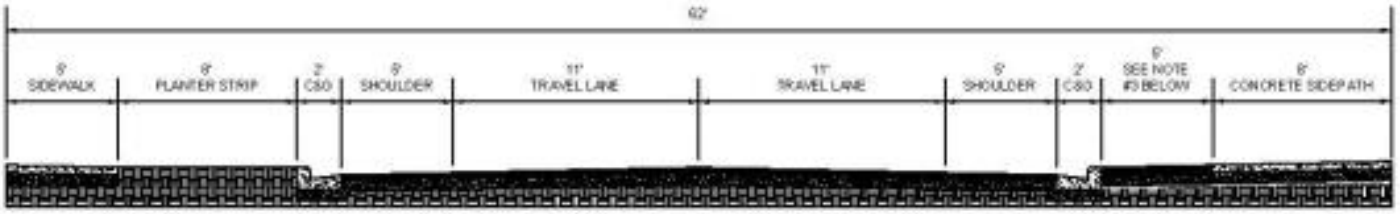
Attachment: 25.11.13 American Fork General Plan (Updates to the General Plan)



MINOR COLLECTOR CROSS-SECTION WITH SIDEPATH, MEDIAN, AND BIKE LANES



LOCAL STREET CROSS-SECTION

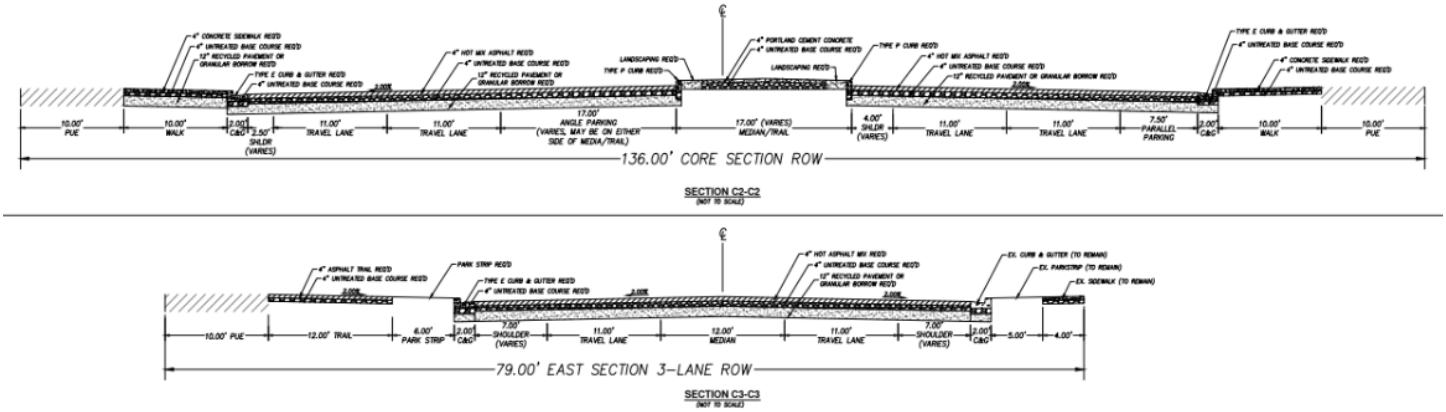


LOCAL STREET CROSS-SECTION WITH 8' CONCRETE SIDEPATH

TOD - CORE COLLECTOR AND NEIGHBORHOOD COLLECTOR

https://s3-us-west-2.amazonaws.com/municipalcodeonline.com-new/americanfork/ADC/files/ordinance/1716322366_2024-04-17%20-%20Cross%20Sections%20in%20the%20TOD.pdf

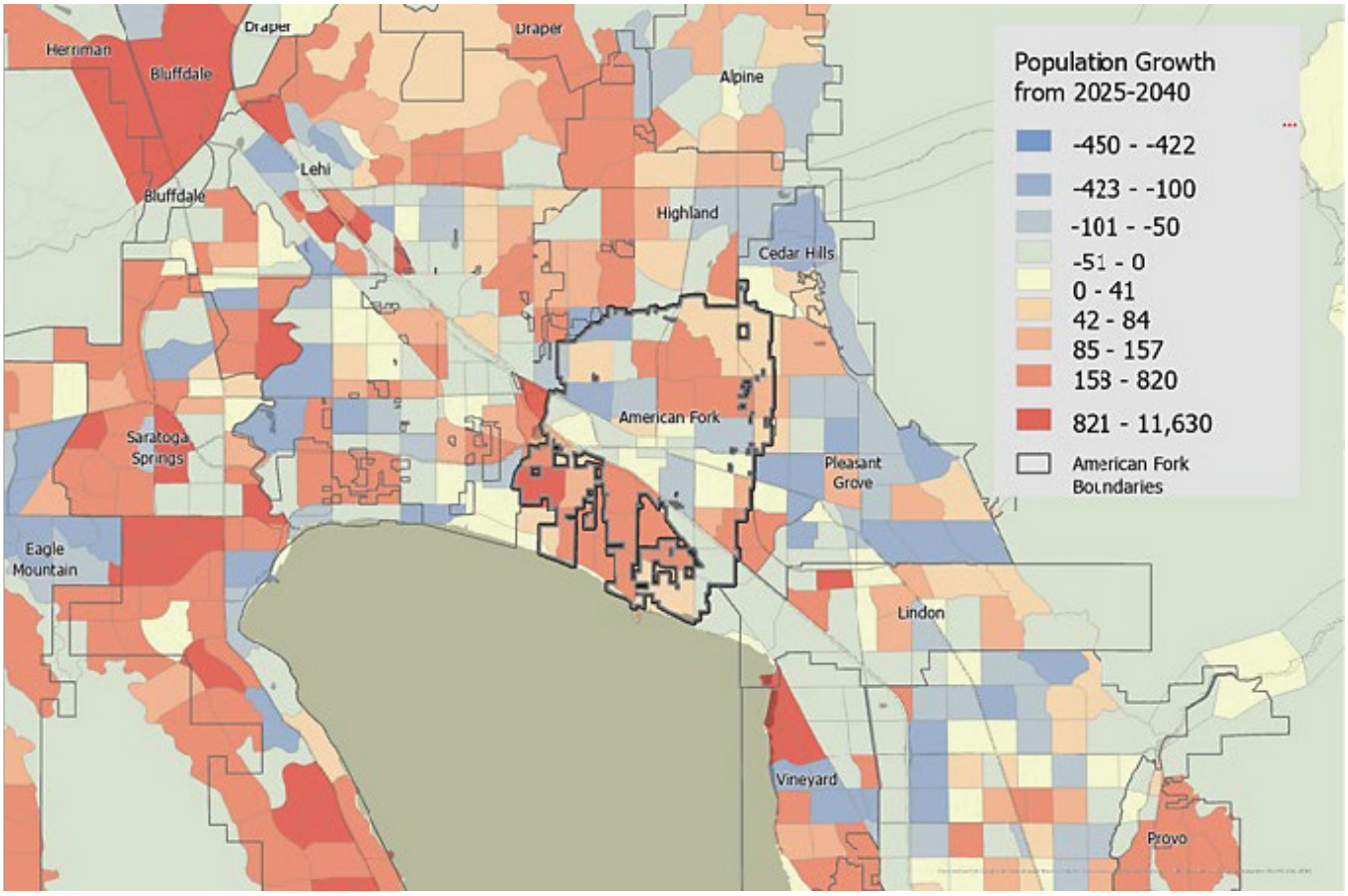
200 South Proposed Cross Section



SOCIOECONOMICS

Northern Utah County is poised for extremely rapid growth. However, American Fork is fairly well established and most of the growth will be seen in areas like Saratoga Springs and Eagle Mountain.

Figure 2: Regional Population Growth Projections by Area



Source: Wasatch Front Regional Council, TAZ Projections, 2025

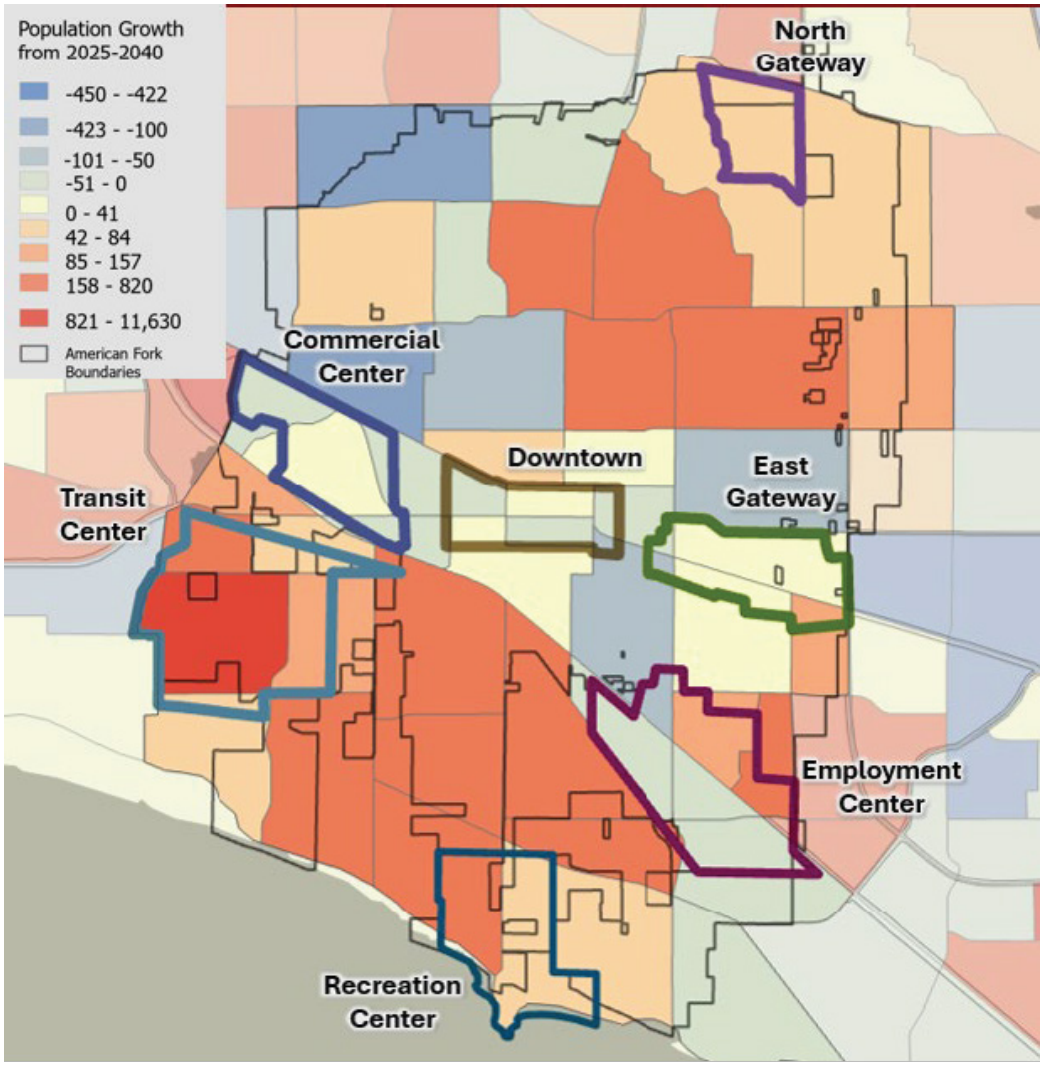
Table 1 – Population Growth Projections

	Year	American Fork	Draper	Eagle Mountain	Orem	Saratoga Springs	Lehi
Historical Population Estimates (Decennial Census)	2010	26,263	42,274	21,415	88,328	17,781	47,407
	2020	33,337	51,017	43,623	98,129	37,696	75,907
Projected Population	2030	42,190	60,405	66,461	106,963	74,486	97,160
(WFRC Projections)	2040	45,274	72,730	99,869	107,931	109,479	105,323
Growth, 2020 - 2040		**11,937**	**21,713**	**56,246**	**9,802**	**71,783**	**29,416**

Source: U.S. Census Bureau, Decennial Census 2010, 2020; Wasatch Front Regional Council, 2024

Within the City itself the most rapid growth is projected to occur near the transit center and along the southern border of the City. Some increased densities are projected for the areas just south of North Gateway.

Figure 3: American Fork Population Growth Projections By Area



Source: Wasatch Front Regional Council, TAZ Projections, 2025

The median age in American Fork is slightly older than in surrounding cities while the median household income is somewhat lower.

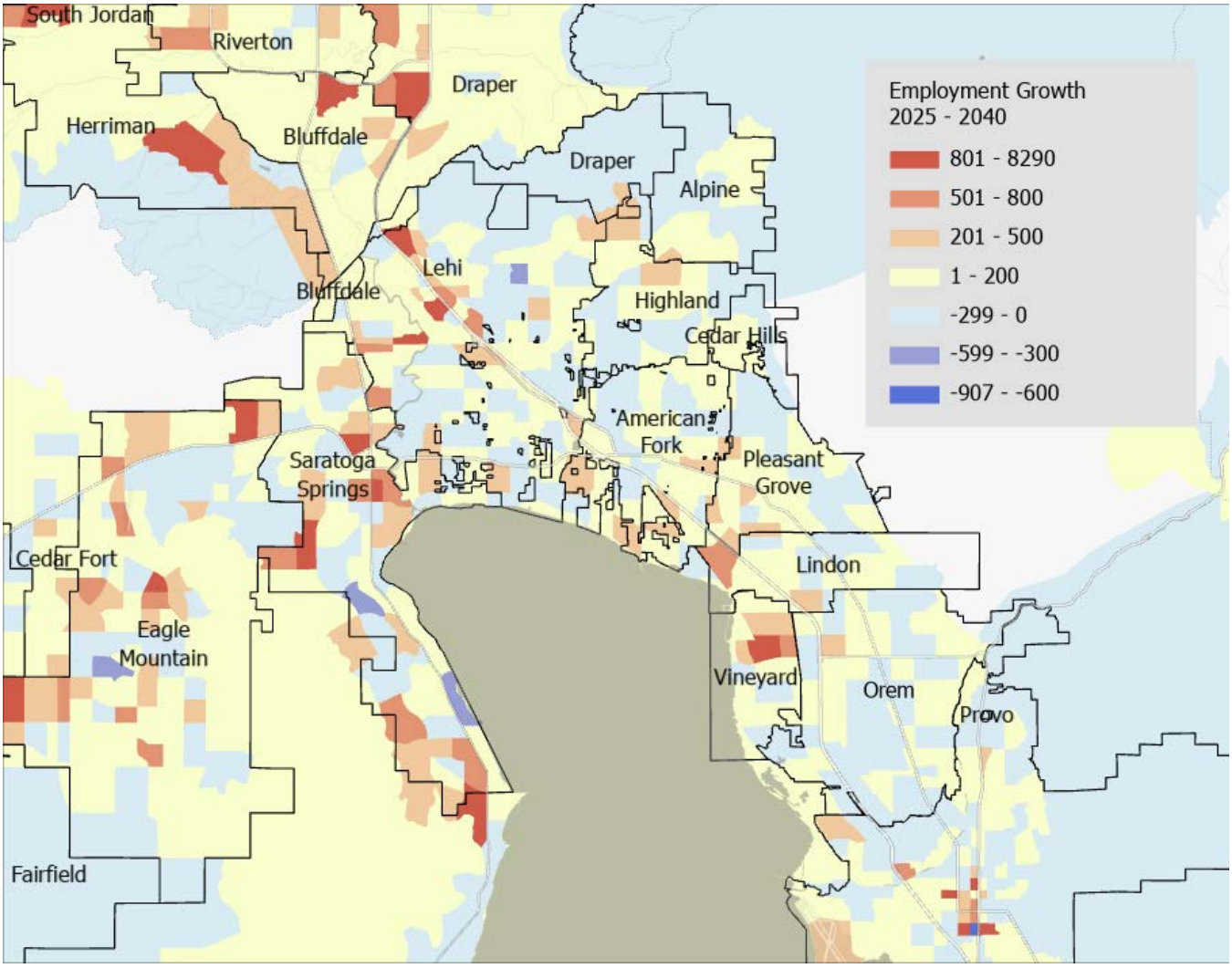
Table 2: Comparative Household Characteristics

	Saratoga Springs	*American Fork*	*Eagle Mountain*	*Herriman*	*Lehi*
Population	40,391	33,986	46,109	55,301	77,110
Median Age	22.4	28.0	21.9	28.4	26.6
Median Household Income	$117,005	$90,490	$100,837	$115,198	$117,243
Average Household Size	4.16	3.27	4.23	3.44	3.62
Bachelor's Degree or Higher (Age 25+)	49.5%	40.9%	36.5%	40.2%	48.4%

Source: U.S. Census Bureau ACS 5 Year Projections, 2018 – 2022

Employment growth is projected to be less rapid in American Fork than in Vineyard and areas to the west.

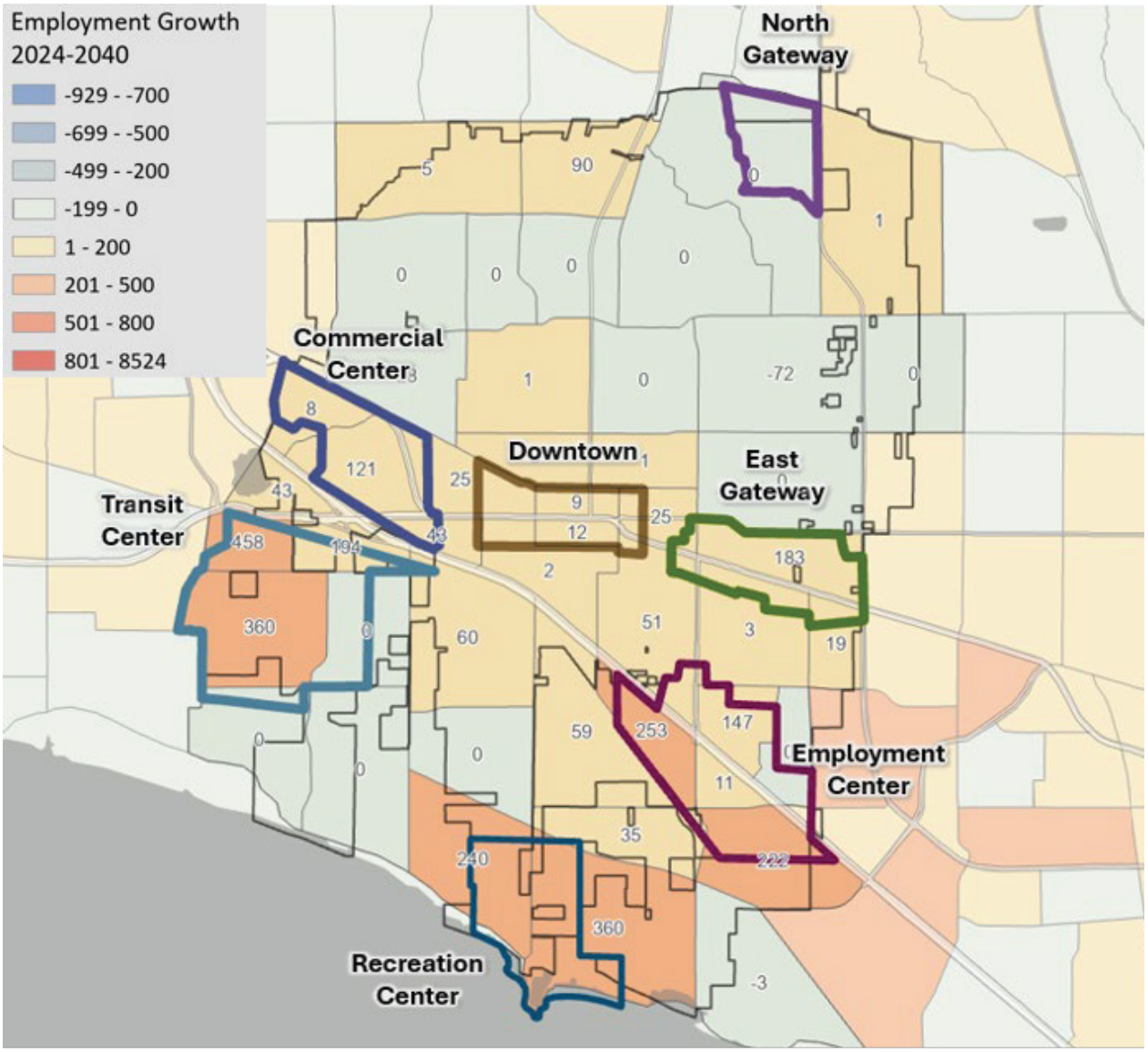
Figure 4: Regional Employment Growth Projections



Source: Wasatch Front Regional Council, TAZ Projections, 2025

Within the City, the greatest employment growth is projected to occur with the Transit Center, Recreation Center and Employment Center.

Figure 5: Regional Employment Growth Projections



Source: Wasatch Front Regional Council, TAZ Projections, 2025

As the table below shows, overall, American Fork has a net positive influx of workers although many workers leave the City to work elsewhere.

Table 3: Commuter Patterns by City & Commuter Type

	People who work in American Fork		*Where American Fork Residents Work*		*Influx/Outflow*	
Salt Lake City	0	0.00%	906	10.71%	(906)	10.71%
Lindon	0	0.00%	600	7.09%	(600)	7.09%
American Fork	1,847	16.45%	1,849	21.86%	(2)	5.41%
Provo	1,329	11.84%	1,334	15.77%	(5)	3.93%
Sandy	0	0.00%	260	3.07%	(260)	3.07%
Lehi	1,972	17.57%	1,433	16.94%	539	0.62%
Spanish Fork	477	4.25%	0	0.00%	477	4.25%
Pleasant Grove	1,465	13.05%	629	7.44%	836	5.61%

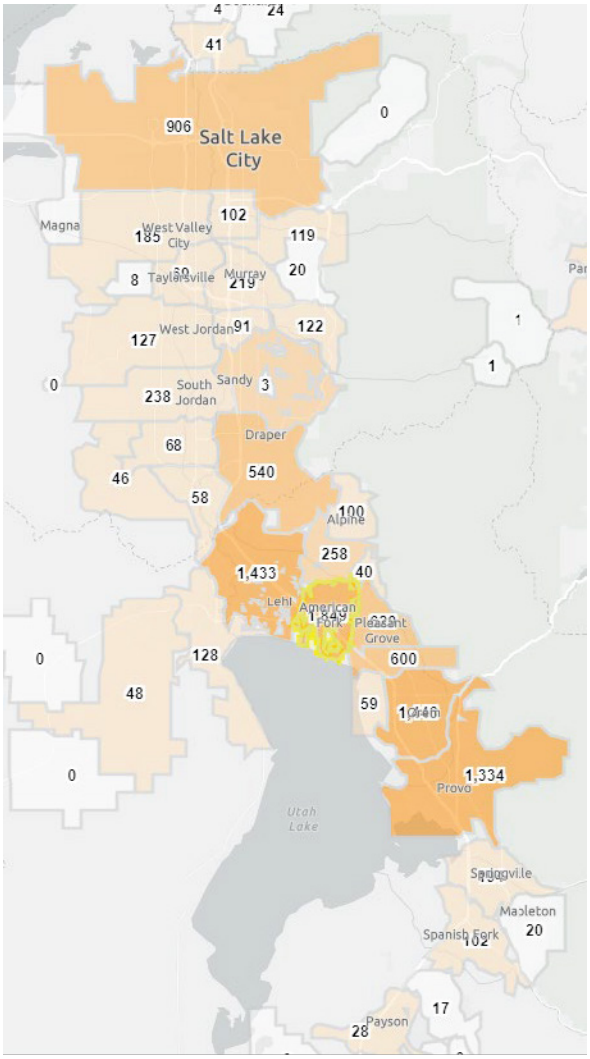
	People who work in American Fork		Where American Fork Residents Work		Influx/Outflow	
Orem	2,634	23.47%	1,446	17.10%	1,188	6.37%
Saratoga Springs	715	6.37%	0	0.00%	715	6.37%
Eagle Mountain	786	7.00%	0	0.00%	786	7.00%

Source: Wasatch Front Regional Council, Wasatch Front Commuter Patterns, 2019

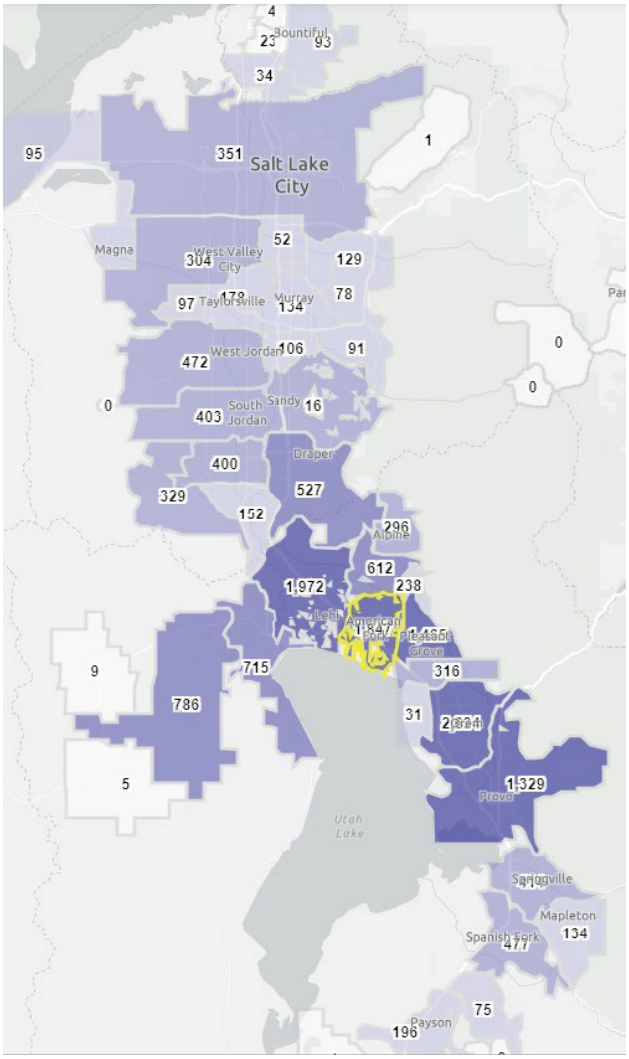
American Fork experiences the largest gain in workers from Orem, closely followed by Saratoga Springs and Eagle Mountain, suggesting a greater amount of competitive employment opportunities comparatively. The interchange between Lehi is slightly positive, with both cities contributing greatly to each other's worker pools (17.57% of Lehi residents commuting to American Fork, and 16.94% of American Fork residents commuting to Lehi). American Fork experiences a net loss or overall outflow of workers to Salt Lake City (-10.71%) followed by Lindon and Sandy.

Figure 6: Commuter Patterns by City & Commuter Type

Where American Fork Residents Work



Where People Who Work in American Fork Live



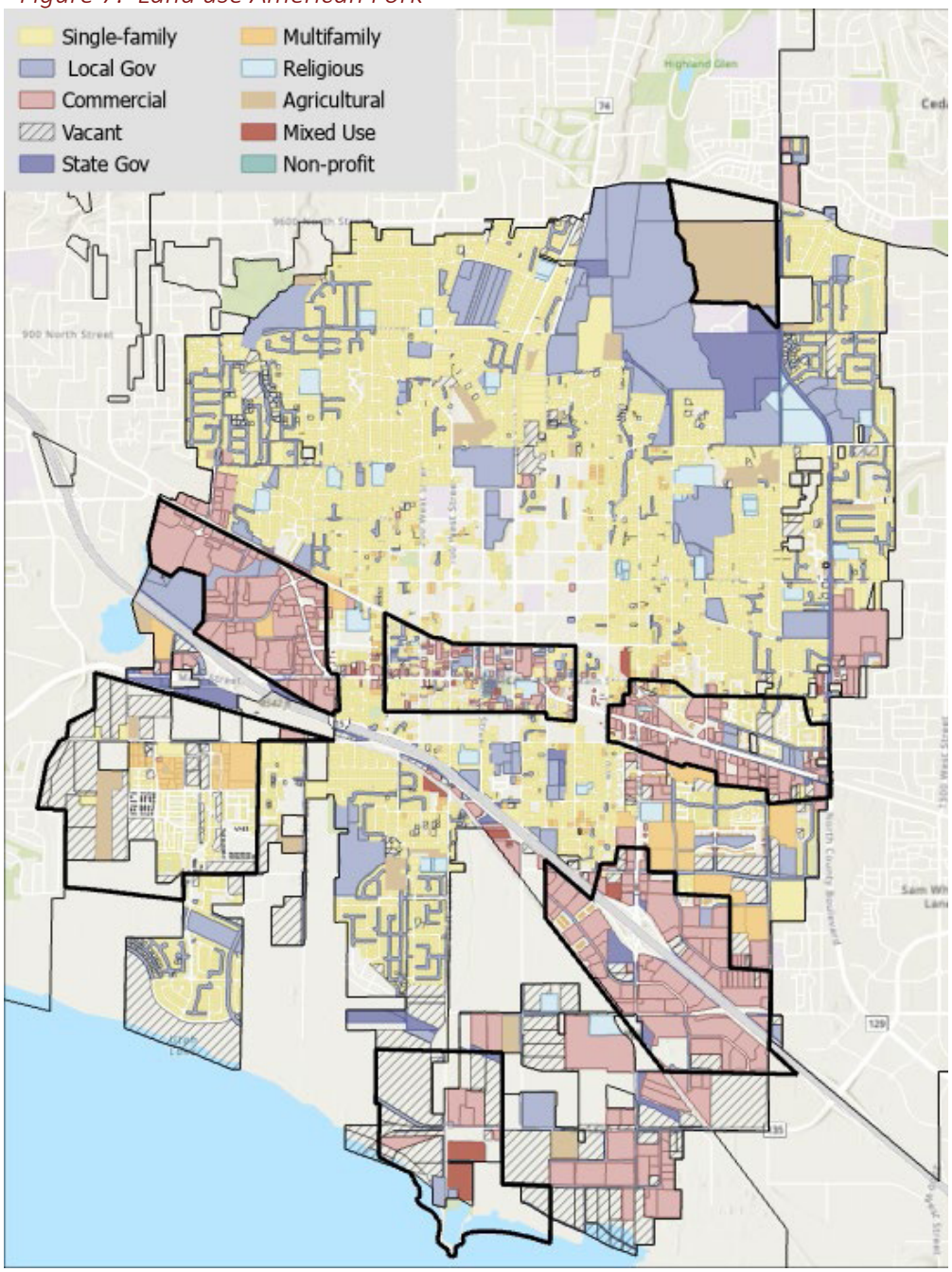
Source: Wasatch Front Regional Council, Wasatch Front Commuter Patterns, 2019

Those who commute to work in American Fork are most heavily located in southern or nearby neighboring cities.

LAND USE ANALYSIS

Land Use is primarily residential in American Fork. However, there is a fair amount of vacant and agricultural land remaining. The City also has significant commercial development and is viewed as a regional retail destination.

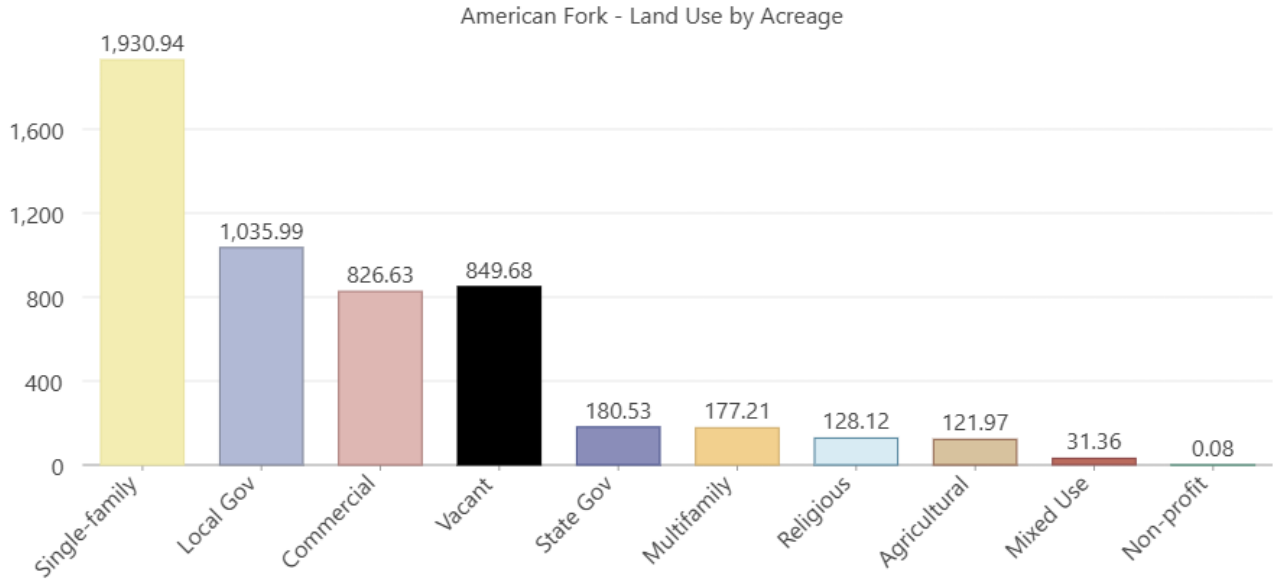
Figure 7: Land use American Fork



Source: Utah County Assessor 2024

Vacant land is primarily located in the southern portion of the City as well as at the northern gateway. The largest land use in the City is single-family residential, followed by government and commercial uses.

Figure 8: Land use Acreage American Fork



Source: Utah County Assessor 2024

SALES ANALYSIS

American Fork is the clear regional retail leader in Utah County. Areas of greatest strength include motor vehicles, health stores, sporting goods and general merchandise.

Table 4: Regional Sales Tax Capture Rates

Category	*American Fork*	*Draper*	*Eagle Mountain*	*Orem*	*Saratoga Springs*	*Lehi*
Motor Vehicle and Parts Dealers	427%	345%	3%	150%	12%	76%
Furniture and Home Furnishings Stores	125%	1,211%	5%	239%	7%	35%
Electronics and Appliance Stores	184%	305%	11%	134%	25%	106%
Building Material and Garden Equipment and Supplies Dealers	166%	65%	7%	128%	36%	48%
Food and Beverage Stores	39%	172%	44%	141%	97%	88%
Health and Personal Care Stores	264%	237%	14%	174%	83%	48%
Gasoline Stations	81%	93%	58%	70%	36%	77%
Clothing and Clothing Accessories Stores	156%	129%	18%	203%	45%	182%
Sporting Goods, Hobby, Book, and Music Stores	236%	90%	11%	205%	77%	117%
General Merchandise Stores	184%	42%	6%	173%	232%	94%
Miscellaneous Store Retailers	145%	158%	13%	121%	29%	39%

Category	*American Fork*	*Draper*	*Eagle Mountain*	*Orem*	*Saratoga Springs*	*Lehi*
Nonstore Retailers	129%	126%	92%	94%	91%	132%
Arts, Entertainment, and Recreation	66%	88%	1%	70%	66%	48%
Accommodation	11%	53%	1%	28%	2%	47%
Food Services and Drinking Places	160%	136%	20%	127%	90%	96%
Other Services- Except Public Administration	279%	103%	35%	119%	53%	65%
Total	184%	170%	24%	134%	79%	86%

Source: Utah State Sales Tax Commission

While American Fork remains a strong regional retail center, some surrounding cities are outpacing American Fork in terms of absolute dollar sales growth.

Table 5: Comparison With Selected Cities Sales Tax Change

City Name	***2019 Sales***	***2023 Sales***	***Absolute Change***	***Percent Change***
American Fork	$1,248,325,145	$1,817,272,137	$568,946,992	46%
Draper	$1,789,707,004	$2,582,029,041	$792,322,037	44%
Eagle Mountain	$230,655,451	$503,990,309	$273,334,858	119%
Orem	$2,647,149,955	$3,637,121,770	$989,971,815	37%
Saratoga Springs	$365,494,797	$965,583,573	$600,088,776	164%
Lehi	$1,440,714,424	$2,243,827,684	$803,113,260	56%

Source: Utah State Sales Tax Commission

East Main Redevelopment Area

Expected Expiration: 2025
Acreage: 26.27

Figure 31: East Main RDA Parcels

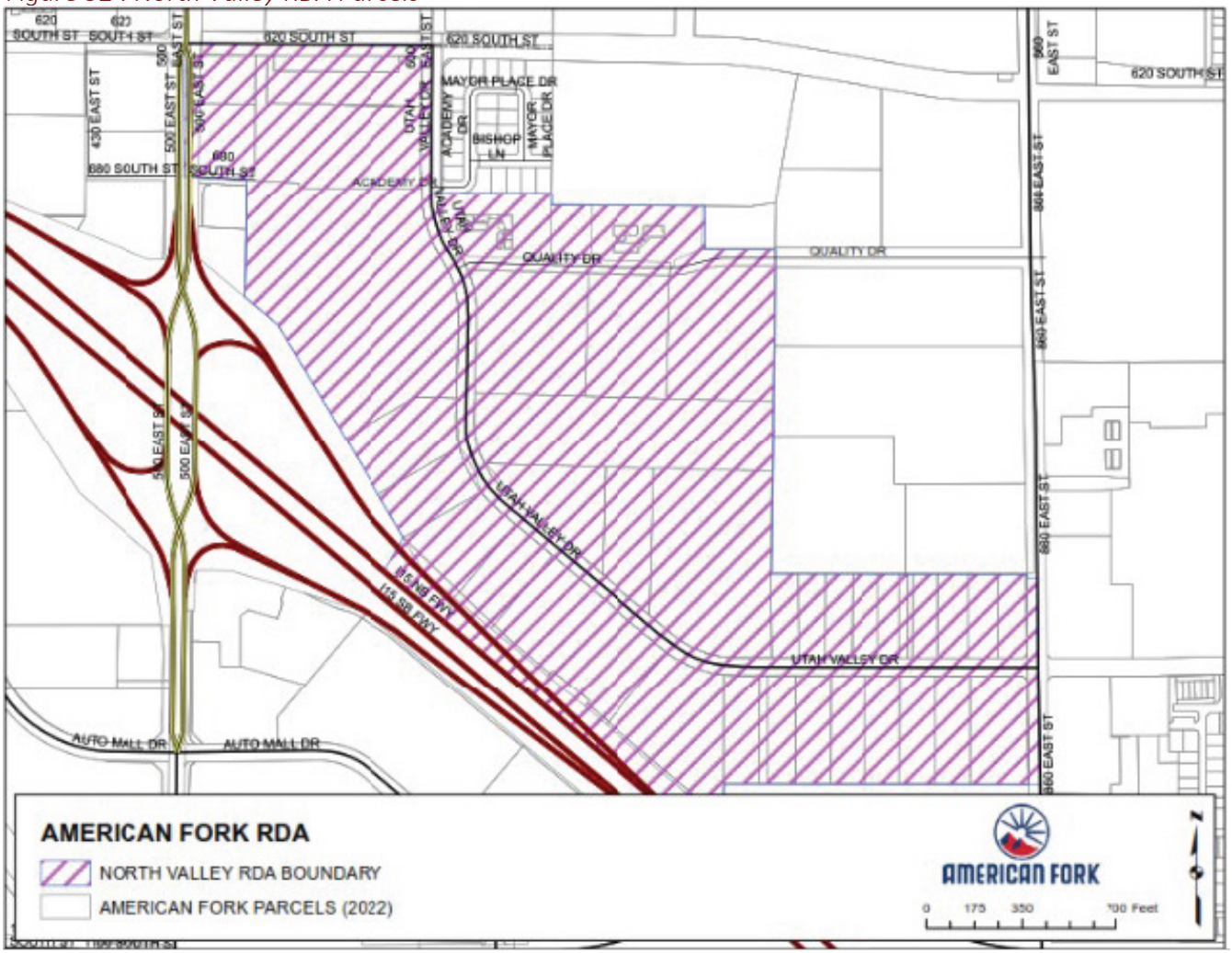
Source: City of American Fork, 2022

Development in the Project Area has consisted of the construction of several commercial and industrial establishments, including several fast-food restaurants and retail stores. Recent improvements also include the rebuilding of 300 East and Main Street throughout the Project Area. The Main Street/State Street intersection at 300 East was relocated to improve traffic flow through the project area. A signal light was also constructed at 300 East Main. A Swig Drive Thru was constructed in the existing Fresh Market parking lot, which was recently changed to Macey's Grocery. Gourmandise restaurant recently opened in the project area, replacing a former Burger King.

North Valley Redevelopment Area

Expected Expiration: 2026
Acreage: 99.23

Figure 32 : North Valley RDA Parcels



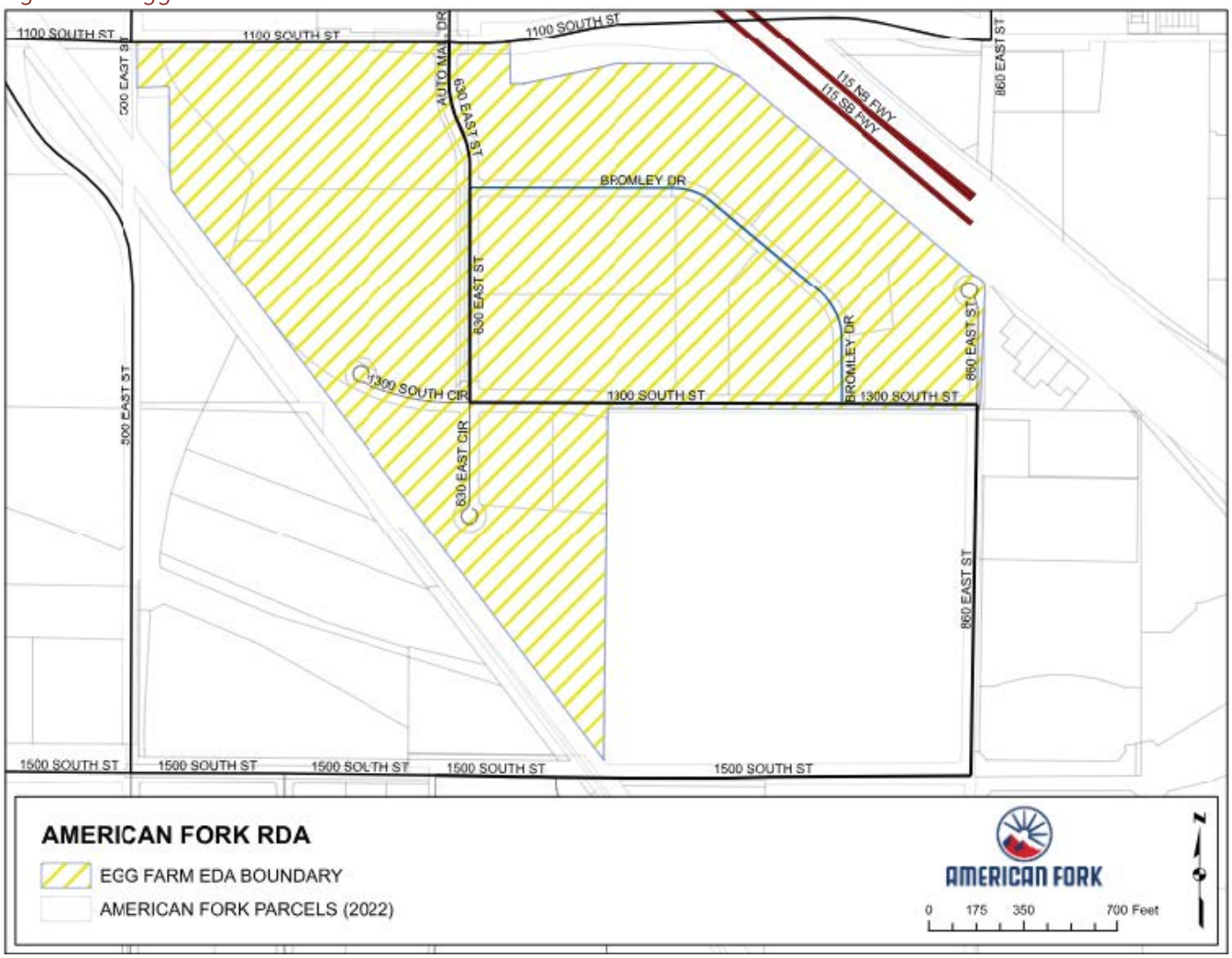
Source: City of American Fork, 2022

The North Valley RDA Project Area was created with the intent of incentivizing commercial and industrial development in American Fork City. The project area does not contain any residential units and development projects have included various infrastructure improvements as well as the construction of several commercial and industrial establishments, including several fast-food restaurants and retail stores. Growth within the Project Area has also had a positive impact on development in the surrounding areas. Development in recent years in the areas adjacent to the Project Area include DOMO, Built Bars, Thermoworks (industrial), Harrington Hollow Subdivision (residential), and Sporkland (commercial office space). In addition, recent construction just north of the Project Area is the Easton Park apartment and townhome development which includes 335 units and a 7-acre park.

Egg Farm Economic Development Area

Expected Expiration: 2028
Acreage: 91.31

Figure 33 : Egg Farm EDA Parcels



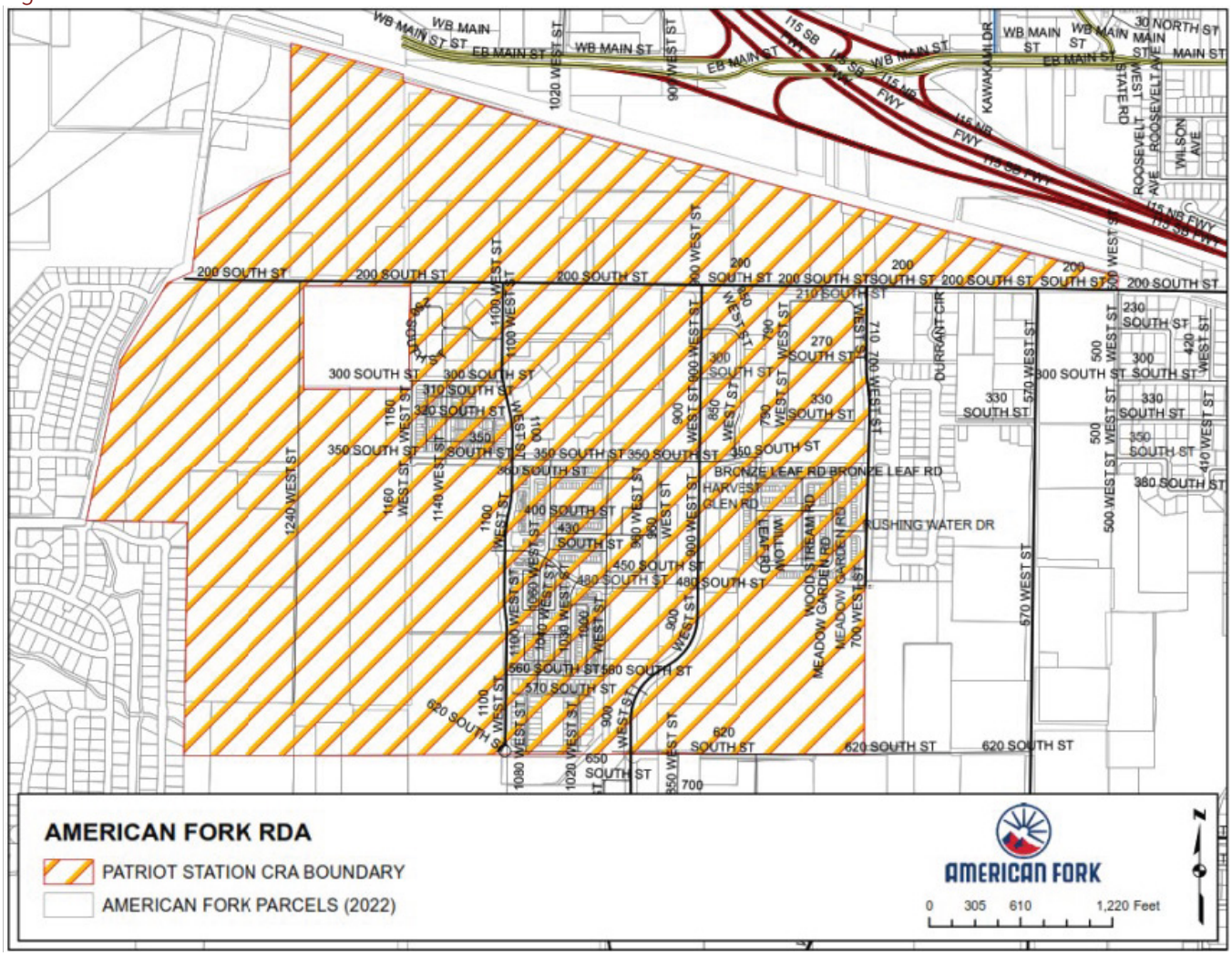
Source: City of American Fork, 2022

The Egg Farm EDA Project Area was created with the intent of incentivizing commercial development in American Fork City. The project area does not contain any residential units and none of the area is made up of residential development. The financing of infrastructure improvements has spurred the development of the North Pointe Business Park, which has housed some of the first high-tech businesses in northern Utah County. This development has served as a magnet for other high-tech companies in the valley. Several office warehouse buildings have been constructed, including spaces equivalent to 200,000 and 100,000 square feet.

Patriot Station Community Reinvestment Area

Expected Expiration: 2045
Acreage: 435

Figure 34: Patriot Station CRA Parcels



Source: City of American Fork, 2022

The majority of tax increment (74.3%) will be used to facilitate the creation of a true TOD, meaning higher density and a "live, work, and play" environment for residents, employees and patrons. During fiscal year 2023, a code change was approved to require a minimum of 55 residential units per acre for new development in the Transit Core Mixed-Use Core. This will impact density and revenue from property tax for new development in the project area.

Housing and Transit Reinvestment Zones (HTRZs) and Transit Reinvestment Zones (TRZs)

Creation of a HTRZ at the Transit Center node is not likely because it would overlay with the recently created Patriot Station CRA. HTRZ requirements include a density of at least 50 residential units per acre on 51% of the HTRZ area. And, at least 12% of the residential units would need to be affordable (9% at 80% of AMI and 3% at 60% of AMI). If created, the RDA would receive 80% of the increment for a maximum of 25 years per parcel to use for projects that would benefit the Transit Center.

Table 6: HTRZ Requirements

	Commuter Rail	Light Rail, BRT	BRT
% affordable housing required on developable acres	12%*	12%*	12%*
% affordable housing at 80% of AMI	9%	9%	9%
% affordable housing at 60% of AMI	3%	3%	3%
Residential % of developable land	51%	51%	51%
# DUs per acre	>=50	>=50	>=39
Mixeduse development required	Yes	Yes	Yes
Reasonable % of DUs >1 bdrm required	Yes	Yes	Yes
Radius from station	<=1/3 mile**	<=1/4 mile**and***	<=1/4 mile
Minimum acres	10	10	10
Maximum acres (noncontiguous)****	125	100	100
Property tax Increment capture	80%, 25 yrs max per parcel, 45yr period	80%, 15 yrs max per parcel, 30yr period	60%, 15 yrs max per parcel, 30yr period
Sales tax increment capture	15% to TTIF	15% to TTIF	15% to TTIF

*No affordable housing requirement if municipality or public transit county meets HUD requirements of < 60% AMI

**For a city of the 1 st class with a population >150,000, in a county of the 1 st class, with commuter or light rail station located in an opportunity zone, radius can extend to ½ mile

***Radius extends to ½-mile in a master-planned development of >500 acres

****Exceptions apply for two light rail stations located within a city of the third class if the two light rail stations are within a 0.95-mile distance on the same light rail line, then a single HTRZ can encompass both stations, not more than ¼ mile from the stations or rail line, and still not to exceed 100 acres.

Source: Wasatch Front Regional Council and ZPFI Joint White Paper

Special Assessment Area (SAA)

Special Assessment Areas ("SAAs") are a financing mechanism that allows governmental entities to designate a specific area for the purpose of financing the costs of improvements, operation and maintenance, or economic promotion activities that benefit property within the area. Entities can then levy a special assessment, on parity with a tax lien, to pay for those improvements or ongoing maintenance. The special assessment can be pledged to retire bonds, known as Special Assessment Bonds, if issued to finance construction of a project. Utah Code §11-42 deals with the requirements of special assessment areas.

The underlying rationale of an SAA is that only those property owners who benefit from the public improvements and ongoing maintenance of the properties will be assessed for the associated costs as opposed to other financing structures in which all City residents pay either through property taxes or increased service fees. With multiple property owners, it may be difficult to gain support for establishing a SAA but SAAs have been successfully established in downtowns in order to improve the appearance of downtowns, add street lighting, improve sidewalks and signage, etc.

While not subject to a bond election as is required for the issuance of General Obligation bonds, SAAs may not be created if 40 percent or more of those liable for the assessment payment[1] protest its creation. Despite this legal threshold, most local government governing bodies are unwilling to create an SAA if 1020 percent of property owners oppose the SAA.

Once created, a SAA's ability to levy an assessment has similar collection priority / legal standing as a property tax assessment. However, since it is not a property tax, any financing secured by that levy would likely be done at higher interest rates than general obligation, sales tax revenue or utility revenue bonds. Interest rates will depend on a number of factors including the ratio of the market value to the assessment bond amount, the diversity of property ownership and the perceived willingness and ability of property owners to make the assessment payments as they come due. All improvements financed via a SAA must be owned by the City and the repayment period cannot exceed twenty (20) years.

Public Infrastructure District (PID)

A public infrastructure district (PID) can be created with the consent of all property owners within a given area to fund capital infrastructure within the district. Once established, a tax rate of up to 15 mills can be levied on property within the PID. In practice, cities in Utah who have used the PID mechanism have opted for much lower tax levies.

With a revenue stream established, bonds can be issued at a cost much lower than other development financing. Plus, the issued bonds are not recorded on the City's books. In some cases, tax increment is used to make the debt payments and it is not necessary to enact any tax rate within the PID.

Concerns have been voiced about the relative competitiveness of sites with PIDs in comparison to other nearby sites that do not have the added debt obligations. If a PID is created, it is important to identify the added amenities and enhancements provided in the PID area.

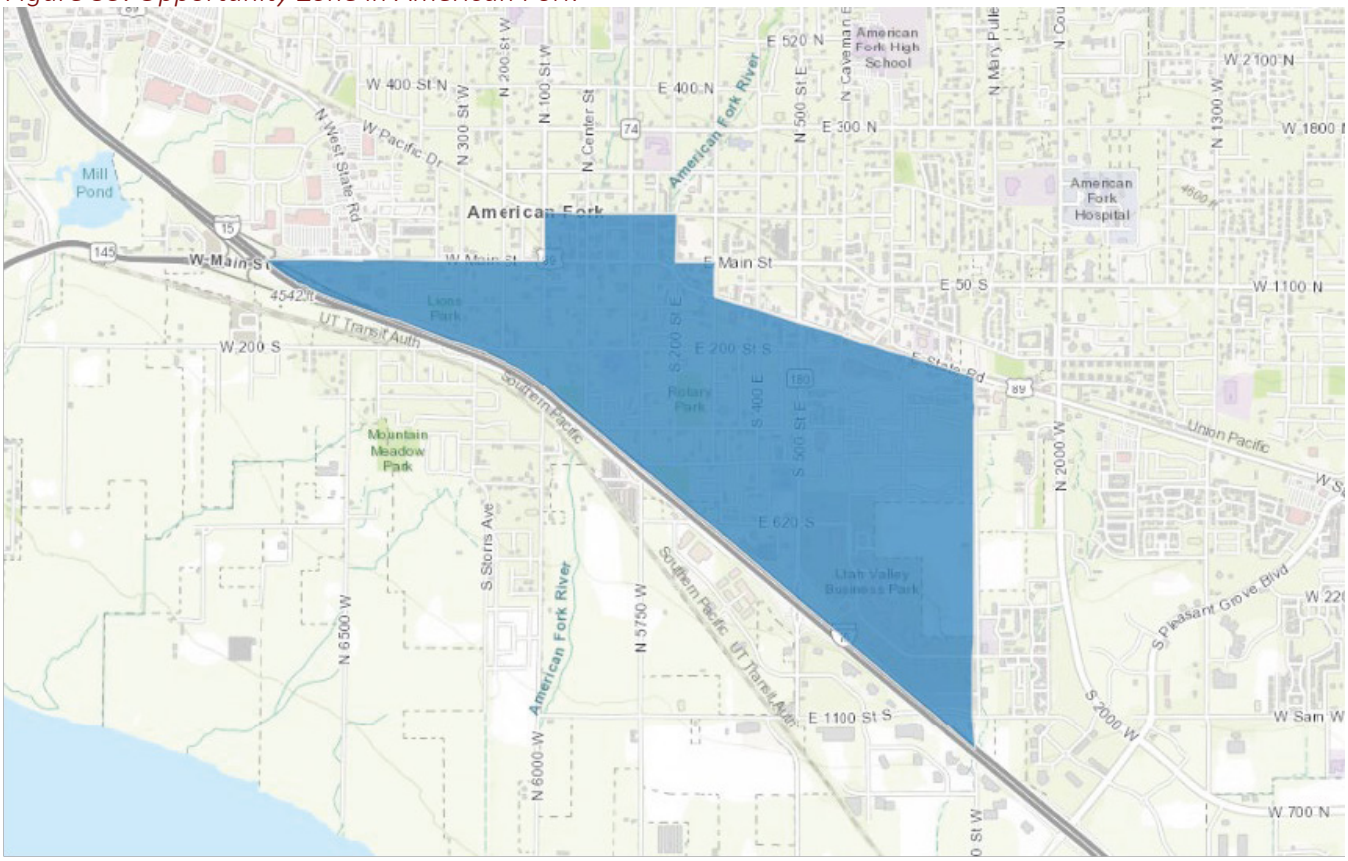
Given the amount of vacant land in the North Gateway and Recreation Center districts, these nodes would be the most likely candidates to create a PID for needed infrastructure.

Opportunity Zones

There is one opportunity zone in the City which partially overlaps Downtown and East Gateway. A portion of the study area is in an opportunity zone. While the initial 5 and 7-year opportunities have expired, the most significant benefit remains if projects are constructed before 2027. In this case, if properties are held for a period of 10 years, there are no capital gains on the appreciation of the investment.

[1] Based on the method of assessment selected, i.e. acreage, front footage, per lot, etc.

Figure 35: Opportunity Zone in American Fork



Source: Wasatch Front Regional Council

Fees

Impact Fees

Impact fees are one-time fees charged to new development to offset the capital costs associated with new development. They are one source of funding for new capital improvements to maintain service levels and expand capacity for new growth as it occurs. The City currently charges impact fees but may need to update its Impact Fee Facilities Plans (IFFPs) to include any new infrastructure needs identified in this General Plan. Impact fees can only be charged for and spent on the projects identified in the respective IFFPs for the public facilities listed in Utah Code 11-36a-102(17).

Advantages: New development pays its own way – proportionate share of capital costs
Could be a long-term repayment source for other funding mechanisms

Disadvantages: Receipt of impact fees takes place over many years and is not guaranteed
Fees can only be charged and used for *system* and not *project* improvements

If impact fees are used for infrastructure improvements, bonding would likely need to be utilized to pay for the infrastructure needs upfront, with impact fees as the repayment source for a likely sales tax bond.

Transportation Utility Fees

Transportation utility fees (TUFs) can be collected if part of a separate utility fund for the maintenance of roads. However, the City needs to be very careful that any fees collected are not viewed as a backdoor tax rather than a fee and that a separate utility fund is established. These fees cannot be used for capital costs

(which is seen as improving the system and therefore a tax, rather than maintaining the system), but the revenues could provide some relief for City funds currently used to maintain roads, thereby freeing up more resources for capital costs.

If road fees were to be enacted by the City Council, at a rate of at least $5 per month, which would have to be backed up by a thorough analysis, the residential units in the City (approximately 10,780 units)[2] would produce revenues of approximately $53,900 per month, or about $647,000 annually. In addition, nonresidential development would pay this fee, generally based on ITE traffic generation, with revenues dependent on the number of businesses and the fee charged to those businesses.[3]

User Fees

It is good practice to regularly review fees charged for building permits, business licenses, rentals, recreation programs, etc. to ensure that costs are being covered.[4] If costs are not covered, then General Fund monies are being diverted to uses which could legitimately be covered by fees, thereby reducing funds available for other purposes.

Grants

Utah Department of Environmental Quality (DEQ)

The Utah Department of Environmental Quality - Utah Division of Water Quality's (DWQ) Clean Water State Revolving Fund Loan Program (SRF) receives, on average, a combined $9 million a year from State and Federal funding and an additional $15 million in funding each year from loan repayments. This money is used to fund water quality and wastewater infrastructure projects in Utah through grants and loans to municipalities in Utah.

In addition, DEQ provides funding from available petroleum brownfields grant funds to persons interested in having their property assessed for environmental contamination.

Community Development Block Grant Funds (CDBG)

These funds can be used to accomplish City goals that are intended to benefit primarily low and moderateincome families.

Utah Office of Outdoor Recreation

The Utah Office of Outdoor Recreation has several different grant programs, a few of which are listed below.

> Utah Outdoor Recreation Grant (UORG)is for new outdoor recreation infrastructure projects which helps communities build recreation amenities that support local economic development. Within the UORG program are the UORG Tier 1 ($15,001-$200,000), Regional Asset Tier (Up to $750,000), Mini-Grant (Up to $15,000), and the Utah Outdoor Classroom Grant (Up to $15,000).

[2] American Community Survey, 2023 ACS 5-Year estimates.

[3] The fee per business is usually dependent on an average ratio of trips made by various business types as reflected in sources such as the Institute of Transportation Engineers (ITE) Manual.

[4] In some cases, such as for youth and senior programs, many cities have the policy of subsidizing some of the costs.

Land and Water Conservation Fund (LWCF) is a federally-funded program established to assist government agencies with the creation of high-quality, public outdoor recreation facilities. LWCF grants have been used to construct golf courses, swimming pools, and parks.

Recreation Restoration Infrastructure Grant (RRI) funds the restoration or rehabilitation of existing and developed recreation areas and trails so the public can safely access them. The RRI grant funds from $5,000 to $150,000.

Other grants are available for restoration of high-use and high-priority trails, boating access and motorized recreation.

Safe Streets and Roads for All

The United States Department of Transportation has planning and implementation grants available to promote safer transportation routes.

Recreation, Arts and Parks Tax (RAP Tax)

This tax has already been enacted to the full 0.10 percent in Utah County. American Fork could apply for these funds for various projects focused on recreation/parks/open space, but obtaining this funding is generally highly competitive.

FHWA – National Recreational Trails Funding Program

The National Recreational Trails Funding Program, also known as the Recreational Trails Program (RTP), is a grant program that helps fund the construction, maintenance, and restoration of recreational trails and trail-related facilities. The program is overseen by the U.S. Department of Transportation's Federal Highway Administration (FHWA) and is funded by gas taxes paid by off-road vehicles.

Rails to Trails Conservancy

This group is focused on connecting and maximizing the potential of the 41,000+ miles of multiuse trails that stretch from coast to coast. This group believes that when trails are connected, their use goes up significantly. Today, this group has more than 150 trail networks in development nationwide. Funding for this program comes largely from the Bipartisan Infrastructure Law (BIL) passed by Congress in 2021.

United States Department of Transportation

Federal grants are issued through the United States Department of Transportation (USDOT). A dashboard is provided at https://www.transportation.gov/grants/dashboard that allows the user to match needs with available grants.

People for Bikes Industry Community Grant Program

The PeopleForBikes Industry Community Grant Program provides funding for projects that make bicycling better in communities across the U.S. Since 1999, PeopleForBikes has awarded more than 400 grants to nonprofit organizations and local governments in all 50 states, the District of Columbia and Puerto Rico. Their investments total more than $3.5 million and have leveraged $775 million in public and private funding for bike-related projects nationwide.

Bipartisan Infrastructure Law (BIL)

The Bipartisan Infrastructure Law consists of nearly 400 funding opportunities. Visit https://localinfrastructure.org/funding-opportunities/ and type in the type of infrastructure needs to see available funding sources. These funding sources are currently being reviewed and are subject to change.

State Revolving Loan Fund

The State Revolving Loan Fund helps cities with unique circumstances which make traditional bonding difficult. These loans can be very low interest rates or partial grants and are most often used for water and sewer projects.

Property Leases

If the City owns property not being used by the City, it has options to either: 1) sell the property and thereby raise revenue for infrastructure needs; 2) ground lease its property to developers who build vertically; or 3) lease the buildings it owns directly to tenants.

Housing

Low Income Housing Tax Credits (LIHTC)

Last year, the federal LIHTC program gave State and local LIHTC-allocating agencies the equivalent of approximately $10 billion in annual budget authority to issue tax credits for the acquisition, rehabilitation, or new construction of rental housing targeted to lower-income households. This is an attractive tool to many developers that lowers their overall costs of developing affordable housing.

Home Ownership Promotion Zones (HOPZ)

HOPZs were enacted by the Utah Legislature in its 2024 session in SB168. The basic requirements for a HOPZ are as follows:

- Can be established directly by a municipality;
- Must be 10 acres or less;
- Must be zoned for at least 6 units per acre;
- 60 percent of the housing units must be affordable (less than 80 percent of the median county home price);
- Housing must be deed-restricted for at least five years; and
- And more provisions are in the bill.

If created, the municipality can receive 60 percent of the tax increment for 15 years.

First Home Investment Zones (FHIZ)

SB268, passed by the Utah Legislature in 2024 and revised in 2025 (SB23) allows cities to use tax increment to create a town center, with owner-occupied units, in areas not covered by HTRZs. There must be a minimum of ten developable acres and a maximum of 100 developable acres in a FHIZ. The approval process is similar to that of HTRZs, with HTRZ committee approval required. In the case of American Fork, a FHIZ could only be created in an area not already covered by a CRA or HTRZ.

There is a per-acre minimum residential density requirement of 30 units per acre, and 51 percent of the developable acres in the FHIZ zone must be residential development with at least 50 percent of the homes owner-occupied. However, there are allowances for extraterritorial homes in meeting the FHIZ standards.

There is also a requirement that at least 25 percent of homes within the first home investment zone remain owner occupied for at least 25 years from the date of original purchase; and that at least 12 percent of the homes that are owner occupied and 12 percent of the homes that are not owner occupied are affordable. There must be 20 percent affordable homes in any extraterritorial areas.

At least 12 percent of homes inside the FHIZ zone, and at least 20 percent of homes outside the zone must be affordable. Owner-occupied homes are defined to be affordable at 80 percent of the county median home price (or zip code median home price in some circumstances); rental homes are affordable at 80 percent AMI.

Public Engagement Feedback

American Fork Public Engagement Synopsis

Significant outreach has been completed for this project in order to better understand the needs of the community. The project team held stakeholder interviews as well as ran a booth to at the American Fork Steel Days event. Several visual preference boards were set up to allow residents and other stakeholders to give feedback and vote on what amenities they would like to see in the city. These boards listed the following amenities (votes in favor of are in parentheses), as well as section for general comments where citizens could leave their own comments and feedback.

Land Uses

- Single Family Homes (187)
- Family Entertainment (120)
- Restaurants (86)
- Civic Uses (Library, Museum, etc) (78)
- Grocery / Neighborhood Commercial (49)
- Boutique Retail Spaces (42)
- Mixed-Use Developments (32)
- Twin Homes (27)
- Startup / Business Incubators (22)
- Apartments (21)
- Townhomes (20)
- Medical Clinics / Offices (15)
- Fourplex (14)
- Garden Courts (9)
- Office Park (9)
- Professional Offices (Dental, Tax, etc) (6)

Transportation

- City-Wide Trail Network (101)
- Multi-Use Trails (88)
- Protected Bike Lanes (75)
- Roundabout / Traffic Circles (59)
- Bike & Scooter Share (59)
- Bike-Safe Roundabouts (56)
- Shared Parking (47)
- Traffic Calming Features (44)
- Enhanced Public Transit (44)
- Buffered Bike Lanes (42)
- Bike / Scooter Parking (40)
- On-Street Parking (37)
- Bike / Pedestrian Priority Intersections (34)
- Public EV Charging Stations (33)
- Bus Rapid Transit (BRT) (31)
- Mid Block Crossings / Raised Crosswalks (27)

Downtown Urban Design & Streetscape

- Outdoor Dining (84)
- Decorative Street Lighting (74)
- Street Trees / Planters (71)
- Historic Walking Tour (63)
- Traditional Style (52)
- Urban Town Center (51)
- Street Furniture / Seating (49)
- Uniform Streetscape (48)
- Public Art (46)
- Quality Mix of Styles (43)
- Plaza (40)

- Decorative Light Fixtures (38)
- Modern Style (27)
- Themed Signage (26)
- Wayfinding Signage (15)
- New Urbanist Style (14)

Open Space, Recreation, & Entertainment

- Updated Rec Center (187)
- Farmers Market (154)
- Splash Pad / Pool (139)
- Trails (104)
- Indoor / Outdoor Event Center (102)
- Pump / Cycle Track (92)
- Sports Courts (Tennis / Pickleball) (89)
- Nature Playground (87)
- Dog Park (81)
- Native Wetland Access (77)
- Hammock Park (74)
- Playground (69)
- Outdoor Games (63)
- Green Space / Pocket Park (56)
- Community Garden (51)
- Trails Wayfinding Signs (39)

General Comments

- No need for roundabout on 700 North corner. No eminent domain. (2)
- Connect all sidewalks (6)
- Less money on parks and rec (1)
- No city funded internet - let private businesses do the job (4)
- Better connections to the frontRunner station (6)
- Improve the roads. 610 East! Potholes are bad! (1)
- 300 N / 600 E needs a roundabout to reduce crashes. Others on 300 N would benefit too. (1)
- Need fiber internet (16)
- Tiny home development or zoning for building small homes (4)
- Less townhomes, less apartments (2)
- Walking/shopping blocked off or brick street (1)
- Need more stuff on Main Street - Restaurants, etc. (1)
- Safer for bikers and drivers (1)
- No "left turn yield" in big intersections. Green arrow only! (1)
- No more roundabouts (2)
- Need more shade in parks. No one uses them because its too hot (1)
- Need an all abilities playground in AF! Offer classes fro special needs too. Need swings for the special needs. (2)
- Dog waste disposal stations along the trails and parks. (1)
- Rec center with high jump and gymnastics (1)
- Trim trees on trails (1)
- Bicycle paths (1)
- Restore springs and American Fork river to natural flows and provide naturalized landscape (1)
- VLO Solutions pump tracks - pump track builders - Get one in the city! (1)
- Smaller single family starter homes (2)
- Older playground (like the old discovery park) before they ruined it. A park for all ages (1)
- more trees (3)
- UTA stops on 100 E (1)
- Less trash housing we lost out beautiful

mountain view (2)

- When is 700 N going to connect to 100 E by the cemetery (7)

We have also synthesized the comments and feedback given during our interviews with council members, city staff, and other relevant stakeholders.

When stakeholders were asked what their top 3 priorities for the general plan update, they responded:

- Transportation: There are frequent complaints about transportation issues.
- Open Space and Parks: The quality of open spaces and parks is considered important.
- Housing and Zoning: Mixed-types of housing and zoning support the hometown feel and cater to a range of life stages.
- Lifestyle: There's a desire for a live-work-play lifestyle, with access to recreation and transit.
- Public Facilities: The public works complex needs a redesign, and city facilities need improvement. There's a question about whether changes or updates are needed before the property is gone.
- Strategic Growth: The city should guide and manage strategic growth, looking to the future.
- Quality of Life and Trail Systems: There's a desire to connect quality of life to trail systems and to protect the corridors now.
- City Build Out: Reflect and seek build out of the entire city, considering the total population.
- Residential Preferences: Residents are growing tired of high-density living and are not looking for rezoning.
- Commercial Spaces: There's a need to guard commercial spaces and be patient. The downtown area factors into this.

When asked about transportation, they responded:

- Traffic Flow: There's a need for improved east-west traffic flow, especially during peak hours.
- Parking and Public Transit: More parking could have been provided in the Transit-Oriented Development (TOD). The possibility of TRAX coming down State Street was discussed.
- Street Configuration: Suggestions were made to create a good cross-section for Main Street in partnership with UDOT and to figure out Main Street configuration.
- Transportation System: The current system is under-designed and underdeveloped. A transition towards multi-modal transportation, making things more walkable, and adding a bus or transit loop was suggested.
- Crossing Points: Key locations to cross State were identified.
- Connectivity: There's a need for more accessible public transportation, a bike system, trail connectivity, and improvements in East-West connectivity throughout the city.
- Trail System: A master plan for the trail system was suggested, with a focus on making key connections.
- Harbor Connection: Connecting the harbor with transportation and trails was discussed.
- Bus Rapid Transit (BRT): The BRT project on State Street is not moving forward due to legislative decisions. If the city wants BRT, the mayor needs to get involved.
- Rail Line Issues: There's a desire to eliminate the track through Lehi, American Fork, Lindon. Union Pacific (UP) is holding the Utah Department of Transportation (UDOT) hostage because of two customers.
- Flex Lanes and Corridor Preservation: Flex lanes are being considered on Pioneer Crossing. UDOT already owns some of the adjusted alignments. Corridor preservation is a willing buyer and willing seller.

- Active Transportation: There's a proposal to do a fixed guideway over the bridge on the left, adding active transportation and transportation pieces to the bridges. Two active transportation funds were mentioned.

- Looping Shuttle Service: There's a need for a looping shuttle service, paratransit, and senior loops throughout the city.

- Commercial Space: There's a need to service people on the south side of the city, ensuring there's enough space for commercial in the SAP.

- Inter-City Relations: There's a growing impatience with what other cities expect of American Fork

When asked about land use, they responded:

- City Expansion: Support for maintaining 1/3 acre lots as the city expands east. The city is considering purchasing land around city hall.

- Zoning and Architecture: Opposition to upzoning with a desire for a cohesive element that smooths out transition zones. A cohesive vision for architecture is needed, with openness to general architecture that pays homage to the old style.

- Community Core: The community core could benefit from a rebuild, with businesses that bring people together. There's a desire for gathering spaces and stroll areas.

- Amenities: A need for a good steak house, a brew pub, and the introduction of Fiber was suggested. The Transit-Oriented Development (TOD) needs convenience stores and other amenities.

- Public Works Department: The department should stay where it is, but it would be beneficial to have the department heads in one area in the downtown complex.

- Urban Planning: The station area should be kept very modern and highly urban, while downtown should maintain a historic small town feel. Gathering spaces are needed throughout the city, not just downtown.

- Density and Growth: Density should be close to access and main corridors. There's a need for strategic growth, respecting core values, quality of life. The freeway is a dividing line, with a need for mixed housing and amenities for people in the TOD area.

- Infrastructure: City infrastructure needs a refresh. Development emphasis is on the new growth.

- Recreational Spaces: A centrally located Rec center, an all-abilities playground, a new park with a fire station, and upgraded trails at Art Dye park were suggested.

- Roadways: Support for changing the name of 500 E to American Fork Avenue, with the addition of a bike boulevard and parking on the roadway to buffer it.

- Community Character: The challenge is to keep American Fork as one community. There are water concerns, with opposition to development south of Lakeshore Drive. Areas already zoned should be a sending area for a Transfer of Development Rights (TDR) program.

- Additional Facilities: Addition of another grocery store, an upgraded fitness center, and a 30-acre park design on the south side. A fire station on the south to improve response times is a must-have improvement.

- Potential Developments: Potential for annexation of the developmental center in the north portion of the city, which is open to a mixture of housing and commercial sites, with moderate density. The location with the two troubled teens area could be a potential redevelopment site.

When asked about downtown, they responded:

- Vision for Downtown: There's a vision for a walkable, enjoyable, and vibrant downtown area. Suggestions include creating draws to downtown, such as a theater, dinner, and

entertainment.

- Historic Look: There's a preference for a historic look for the downtown area, with a desire for it to be purposeful and cohesive.
- Evolution of Downtown: The downtown area needs to evolve with some density, commercial spaces on the ground floor, gathering spaces, and amenities like a splash pad. A pedestrian bridge over State from old state facilities into the new development was proposed.
- Density and Accessibility: If density is on the south side, people should not need to cross 5 lanes with a bunch of groceries. A senior center opportunity in downtown was mentioned.
- Historic vs Modern: The downtown area should be more historic, while the FrontRunner area should be more modern.
- Community Hub: The city should play an active role in creating a community hub downtown. The downtown should be the main gathering spot with things that bring both sides together.
- Revitalization of Downtown: The biggest concern is the revitalization of downtown. The vision is to define the downtown area, outlining its options, opportunities, and pitfalls, and make it the heart of the future of the city.
- Downtown as a Draw: The downtown should be an area that draws people into town, especially from the high-density area. It should be a gathering place for entertainment, business, restaurants, and lodging.
- Avoiding Division: The aim is to avoid having two separate American Forks. The downtown should mix the traditional (on the ground floor) with the modern.
- Wayfinding and Branding: Wayfinding and branding should be used to define the area. The future downtown area could be from 300 E to 300 W – Pacific South to 100 S.
- City's Role: It's understood that the City needs to drive the development of downtown. Placemaking is as important as infrastructure.
- Downtown Plan: The vision for the downtown area needs to be dialed in. There's a need to connect with the survey group to get an updated downtown plan.
- Architectural Elements: Architectural elements should be classy and nice, with 360 architecture that's historical in nature. The style should be American Traditional – late 1800s, turn of the century.
- Density Restrictions: The downtown area reflects the rest of the city. There are no restrictions on density if you can park it. However, residents might get nervous with tall vertical buildings. The CC1 code outlines the architectural character, which needs to be reviewed and possibly strengthened.

Other comments:

City History and Character:

- The interviewee has lived in American Fork for most of his life and has seen the town's evolution.
- American Fork has a great history and a hometown feel that stakeholders hope to maintain as the city grows. This sense of unity and city pride is key to the community's character.

Community Amenities and Events:

- Community events like Steel Days, parks, open spaces, and amenities such as the dog park contribute to the city's appeal.
- 30 yr old rec center is outdated and needs a refresh.
- There's a cricket team (only cricket field in Utah county).
- A bike park and a splash pad are suggested additions.

Infrastructure and Public Facilities:

- The interviewee recognizes the need for taxes to support infrastructure.
- Public facilities – public works complex needs a redesign, City Facilities need help.

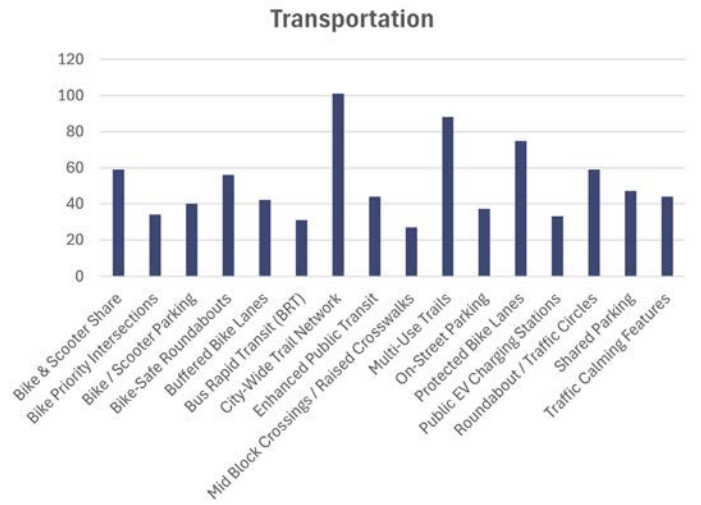
- Police need new storage space.
- A better storm drain plan is needed. The old portion of the city needs to interface with the new. The city has to move beyond ditches for storm drains.
- Infrastructure needs to be kept ahead of development to avoid issues like what happened on Second South.
- The storm drain master plan needs to be reviewed. 80% is correct, 20% is incorrect.

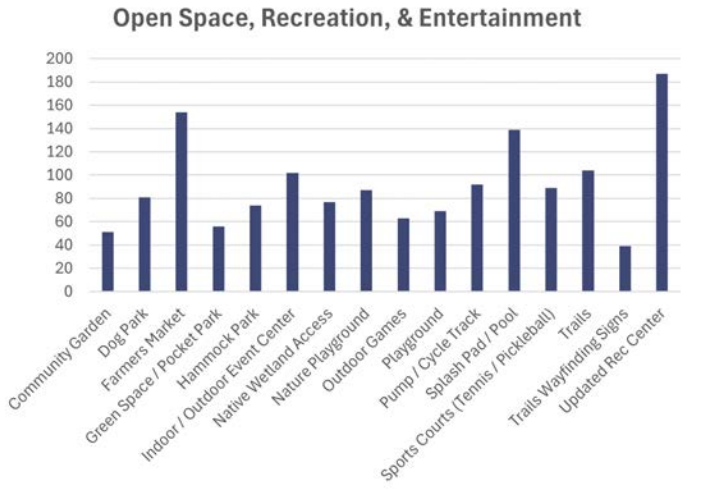
Future Planning and Development:

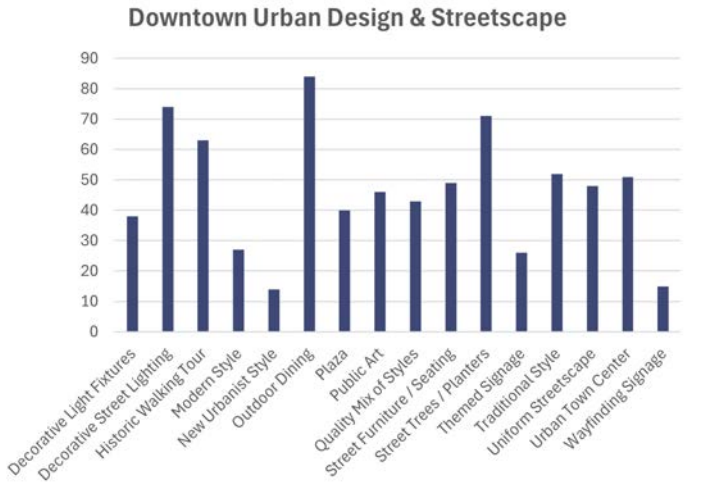
- Incorporate expectations, wants, needs of new residents.
- Drawn up plans would be great to look at.
- The work done with the American Fork Station Area Plan was highly praised.
- There's an effort to get other mayors on board.
- A water supply section of the General Plan (GP) is needed. Connect with the survey group for this.
- The city is at compromised levels in the south by the lake. The Utah lake interface needs to be figured out.
- A defend line in the south needs to be defined. Some areas are underwater.
- A density bank, similar to a water bank, is needed. Chat with Patrick about the TDR program.

Quality of Life and Connectivity:

- Quality of life improvements are important, with the library bond as an example. The citizens are okay with decisions that enhance quality of life.
- Fiber connectivity is desired by residents. CenterCom and Strata are expected to partner for high-speed fiber connections







REQUEST FOR COUNCIL ACTION
CITY OF AMERICAN FORK
NOVEMBER 18, 2025

Department Recorder **Director Approval** *Terilyn Lurker*

AGENDA ITEM Discussion on proposed amendments to the city's municipal code.

BACKGROUND
The council and staff will discuss amendments to the city's municipal code.

Provided for review are the APWA Standards Addendum, Standard Details, and Engineering Standards.

SUPPORTING DOCUMENTS

APWA Standards Addendum_2026 (PDF)
American Fork Standard Details 2025-11-11 (PDF)
AF City Engineering Design Standards_2026 (PDF)

Addendum to APWA 2025 Standard Plans & Specifications

Date of Issue: January 2026

Department of Public Works

Engineering Division

This document makes changes to the Utah APWA Manual of Standard Specifications and Manual of Standard Plans pertinent to construction in American Fork, Utah. These are adopted reference documents, standard plans addendum, and standard specifications addendum.

REFERENCE DOCUMENTS

All reference documents shall be the current and updated published edition of the document.

- AASHTO A Policy on Geometric Design of Highways and Streets ("Green Book")
- AASHTO Guidelines for Geometric Design of Low-Volume Roads
- AASHTO LRFD Bridge Design Specifications
- AASHTO LRFD Bridge Construction Specifications
- AASHTO Roadside Design Guide
- American Public Works Association Utah Chapter Manual of Standard Specifications
- American Public Works Association Utah Chapter Manual of Standard Plans
- NACTO Urban Bikeway Design Guide
- American Fork Storm Water Technical Manual & Best Management Practices
- Utah DEQ A Guide to Low Impact Development within Utah
- Utah Manual on Uniform Traffic Control Devices

STANDARD PLANS ADDENDUM

- The following changes to APWA Standard Plans are as follows:
    - All references to APWA Plan 221.2 shall reference American Fork Standard Drawing STR 3.
    - All references to APWA Plan 292 shall reference American Fork Standard Drawing STR 4.
    - All references to APWA Plan 341.1 & 341.2 shall reference American Fork Standard Drawing SS 2.
    - All references to APWA Plan 521 shall reference American Fork Standard Drawing WTR 2.
    - All references to APWA Plan Type D curb (as shown in the 2017 APWA Standard Plans) shall remain. Type D curb may be used if sidewalk abuts the back of curb and its use is approved by the City Engineer.
- APWA STANDARD PLAN 382 – PIPE ZONE BACKFILL
    - REPLACE Note 3.C.1 – Furnish 3/4" minus washed rock for plastic pipe and 1" minus washed rock for concrete pipe material unless specified otherwise by pipe manufacturer. Sand is allowed for pipe bedding for DI & PVC pipes.
- APWA STANDARD PLAN 574 – CONCRETE COLLAR FOR WATER VALVE BOX

- ADD Note 1.B – Concrete Collar shall be 12” thick. Valve can lid shall have the appropriate label according to the corresponding utility type.

- APWA STANDARD PLAN 575 – AIR RELEASE ASSEMBLY
  - ADD Note 1.E – For a pressure irrigation application, the vent pipe may remain within the concrete vault, with the condition that the vault lid is properly vented.
  - ADD Note 2.J – Air Release Assembly shall be manufactured by Travis, APCO No. 50, or approved equivalent.

STANDARD SPECIFICATIONS ADDENDUM

- SECTION 00 72 00 – GENERAL CONDITIONS
  - ADD 13.3.B.4 – The Certain types of construction shall have continuous inspection (at the discretion of the city public works director) while others may have only periodic inspections.
    - Periodic inspections shall be required on the following:
      - Street grading and gravel base.
      - Excavations for curb and gutter and sidewalks.
      - Excavations for structures.
      - Trenches for laying pipe.
      - Forms for curb and gutter, sidewalks and structures.
    - Continuous inspection shall be required on the following types of work:
      - Laying of street surfacing.
      - Placing of concrete for curb and gutter, sidewalks and other structures.
      - Laying, of water pipe, valves, hydrants, drainage pipe, sewer pipe, and testing.
    - No work shall be started except in the presence of a city inspector with construction requiring continuous city represented inspection. No construction requiring inspection shall be performed on city holidays, Saturday, Sunday or non-business hours, unless prior arrangements are made with the American Fork Public Works Department. Appropriate scheduling may be required where city staff works four-day work week.
    - It shall be unlawful to do any construction, excavation work on any street, curb, gutter, sidewalk, sewer line, water line or other infrastructure addition or improvement in American Fork City without a public works permit from the city to do so.

- SECTION 01 57 00 – TEMPORARY CONTROLS

- ADD 3.4.E – The surface water shall be prevented from entering trenches. Clay dams will be required at all structures prior to or up-gradient of each manhole or a minimum of two hundred feet to prevent migration of fines within the trench backfill. Any conflicts and costs incurred by the improper disposal of this water shall be borne by the CONTRACTOR. No surface or subsurface water shall be allowed to enter the existing city sewer system. High groundwater areas may require special construction practices to prevent pipe flotation, both during and after construction.

- SECTION 01 78 39 – PROJECT RECORD DOCUMENTS
  - ADD 1.6.I – All sites requiring approval of a site plan or plat through the land use authority process for the zone shall submit to the city as a part of the project completion documents, prior to final occupancy being issued, a set of city public utility as-built plans (also known as record drawings).

    1. As-built plans shall be submitted electronically. This shall include:
       A. One set of SHAPE files (.shp) which shall include separate SHAPE files for each utility, including culinary water, pressurized irrigation, storm drain, sewer, ground water, and roads that are compatible with ArcGIS PRO version 3.1.1 or later. SHAPE files shall be in State Plane Coordinates (NAD83 Utah Central Zone US Survey Feet).
       B. One copy of the AutoCAD Drawing (.dwg) file with its accompanying survey .csv file.
       C. A PDF of the final record drawing also needs to be included. All rim and invert elevations shall be shown on this drawing, as well as all pipe material and diameter.
    2. As-built drawings shall be based on survey information provided by the developer's engineer or surveyor. The SHAPE files shall include detailed information based upon survey .csv files for:
       A. Fire Hydrants (make & model)
       B. Water Lines (diameter & material)
       C. Water Valves (type & diameter)
       D. Water meter (diameter)
       E. Pressurized Irrigation Lines (diameter & material)
       F. Pressurized Irrigation Valves (type & diameter)
       G. Pressurized Irrigation meter (diameter)
       H. Water blowoffs/drain structures (diameter)
       I. Air release structures (diameter)
       J. Roadway centerline

K. Storm Drain Lines (diameter, material, upstream & downstream elevation)
L. Storm drain manholes (rim & flow line elevations)
M. Storm drain inlets (rim/grate & flow line elevations)
N. Storm drain detention/retention structures (bed material, bank material, inlet elevation, outflow elevation, bottom elevation & rim elevation)
O. Storm drain/Irrigation structures (rim, grate, & flow line elevations)
P. Groundwater monitoring station (rim elevation)
Q. Groundwater drain lines (diameter & material)
R. Groundwater manholes (rim & invert elevations)
S. Sewer Lines (diameter, material, upstream & downstream elevation)
T. Sewer manholes (Rim and invert elevations)

- SECTION 31 05 13 – COMMON FILL
  - ADD 1.5.A.3 – The slopes of excavations and/or fills shall be shaped to meet safety requirements dependent on soil types, but in no case shall the finished slope be in excess of 3:1 for cut areas or 3:1 for fill areas except as approved otherwise by the city engineer.

- SECTION 31 23 16 – EXCAVATION
  - ADD 3.2.B.3 – Protect from damage any underground pipes, utilities or structures encountered. If such is damaged, restore to original condition. Protection and repair expenses are at no additional cost to OWNER.

- 32 12 16.13 – PLANT-MIX BITUMINOUS PAVING
  - ADD 1.10 – CORE HOLE REPAIR
    - Requirements for core hole restoration:
      - CONCRETE: Replace the entire concrete section when a core is in concrete. Install sand bedding over the utility and backfill/compact.
      - ASPHALT: Clean the surface of the core and walls of the hole. Install sand bedding over utility. Fill with flowable fill to 8” below the surface. Replace the core and install with Utilibond bonding compound according to manufacturer's recommendations.
    - Minimum standard for Soft Spot Repair includes geogrid, fabric and the standard for a collector based on all roads which is 12” granular barrow, 6” UTBC, 5” asphalt with the fabric between the subbase and base course.

- ADD 3.7.E.5 – Where possible, asphalt seams shall not cross wheel paths. Where not possible, crossing asphalt seams and wheel paths shall be minimized.

- SECTION 32 16 13 – DRIVEWAY, SIDEWALK, CURB, GUTTER
  - ADD 3.3.B.2.a - maintain 1 foot minimum of curb on either side of the property line and top of drive approach flare to ensure a minimum of 2 feet of curb space between top of one drive approach flare and the top of the next drive approach flare. Top of flare shall be 3' minimum from fire hydrants.
  - ADD 3.6.F – Curb Markers – All sites or plats constructing any public utility which crosses under a city-owned curb and gutter shall denote that utility in the curb in the form of a stamp or plug with the city approved designation code for that utility.

- SECTION 32 91 19 – LANDSCAPE GRADING
  - ADD 3.2.H – Trees shall be kept not less than:
    1. Thirty feet back of beginning of curb returns at any street intersection.
    2. Twenty feet from lamp standards and power poles.
    3. Ten feet from fire hydrants.
    4. Five feet from service walks and driveways.
    5. Five feet from water meters.

- SECTION 33 05 20 – BACKFILLING TRENCHES
  - ADD 3.1.E.1 – Gravel for pipe foundations shall be clean crushed rock or gravel conforming to the following gradation:

Sieve	% Passing
1 ½”	100
¾”	5

The gravel material shall be deposited over the entire trench width in six-inch maximum layers, each layer shall be compacted by tamping, rolling, vibrating, spading, slicing, rodding or by combination of one or more of these methods. In addition, the material shall be graded to produce a uniform and continuous support for the installed pipe. Care should be taken to make sure that soil migration does not occur. Filter fabric may be necessary in situations where fines from existing material migrate into the gravel pipe foundation.

- SECTION 33 08 00 – COMMISSIONING OF WATER UTILITIES
  - ADD 3.2.E – City water valves shall only be operated by City personnel. Operation of existing or active valves is prohibited.
  - REPLACE 3.6.C – Hydrostatic Test: Provide air release taps at pipeline's highest elevations and expel all air before the test. Insert permanent plugs after test has been completed. Tests shall be made upon completion of system installation, replacement, repair, or any valved portion thereof All tests shall be made at the expense of the contractor and in the presence of a City Representative. Lines shall be slowly filled with water venting off all air. If required, taps shall be provided at line high points to bleed off the air and after testing these shall be plugged. A minimum pressure of 200 psi shall be maintained for a minimum period of two hours, using hydraulic means to maintain the pressure. Maximum leakage during the test shall not exceed one-half gallon per inch of diameter per one thousand feet of pipe. Suitable means shall be provided by the contractor for determining the quantity of water lost by leakage under the test pressure. No pipe installation will be accepted until the leakage is less than the allowable.

- SECTION 33 11 00 – WATER DISTRIBUTION AND TRANSMISSION
  - ADD 2.1.E – Used pipe and fittings shall not be installed for use within the water system.
  - REPLACE 2.6.A – Stainless steel saddles with double stainless-steel straps.
  - REMOVE 2.7.B.1 Service Line Copper Pipe description.

- SECTION 33 12 19 – HYDRANTS
  - REPLACE 2.1.B.1 – Size: A minimum of 6-inch barrel.
  - ADD 2.1.C – Hydrant shall be East Jordan brand or equivalent approved by ENGINEER.
  - REPLACE 2.2.D – Spool: Schedule 40 steel, epoxy lined, or PVC C900, exterior wrapped with minimum eight (8) mil thick polyethylene sheet and tape wrap, AWWA C210 or C213 and C209 or C214 with two welded in place 150 lb. steel ANSI B 16.5 slip on flanges.
  - ADD 2.2.E – If length of horizontal spool exceeds 40 feet, increase diameter to 8-inch minimum with same size valve.
  - ADD 2.4.E – Tracer wire shall be installed along horizontal spool and riser to be accessible at Hydrant base. Tracer wire shall be 14 awg and spliced with gel caps at tee.

- REPLACE 3.2.B – Install hydrants, valves, and valve boxes as indicated and located. Hydrants shall not be connected to or located within 10 feet of a sanitary sewer or storm drain. Install hydrants, where practicable, between the curb and sidewalk a minimum of 18 inches from the back of curb.
- REPLACE 3.2.G – Grease all buried nuts, bolts, and steel ancillaries then wrap with eight (8) mil thick polyethylene sheet and tape wrap.

- SECTION 33 12 33 – WATER METER
  - ADD 2.3.F – Locator Wire: Install a minimum of 14 AWG locator wire to the top of all valve boxes, meter boxes, hydrants, and along all lateral pipes. The wire shall be accessible and include a loop in the locator wire for locators to connect to the wire. Connect wires at intersection. Wrap tightly and enclose with grease filled caps.

- SECTION 33 31 00 – SANITARY SEWERAGE SYSTEMS
  - ADD 1.7.B – All sewer mains and laterals must be inspected in place before backfilling.
  - REPLACE 2.3.B – Add ladder rungs to inside of manhole. To be erosion resistant and per manufacturer recommendations.
  - ADD 2.3.G – Cast in place manholes shall follow TSSD Standard Drawing D-2, Manhole on Existing Pipe.

- SECTION 33 41 00 – STORM DRAINAGE SYSTEMS
  - ADD 1.4.C – It shall be the responsibility of the contractor to maintain and restore to their original condition canals, levees, culverts, drainage ditches all irrigation ditches in the construction area such that normal irrigation flows are not impeded. All costs related to maintaining the ditch(es) shall be borne by the contractor at no expense to the city. All ditches, structures, etc., shall be repaired and/or replaced to a condition equal to or better than that prior to construction.

STANDARD PLANS

DECEMBER 2025

AMERICAN FORK CITY PUBLIC WORKS
275 EAST 200 NORTH
AMERICAN FORK, UT 84003
PHONE: (801) 763-3060
FAX: (801) 763-3005

INTRODUCTION

This document provides specific construction and design details that shall be adhered to for projects within the limits of American Fork City (the City). The City adopts all standard details from the 2025 American Public Works Association (APWA) Manual of Standard Plans, except for those explicitly detailed in this document.

It is crucial for contractors, engineers, and developers to understand that APWA standards should be followed as the default. However, when a detail is specified in this document, it takes precedence over the APWA standard. In such cases, adherence to the details provided herein is mandatory.

By following these guidelines, we ensure consistency, quality, and safety in all public works and infrastructure projects within American Fork City. Thank you for your cooperation and commitment to maintaining the City's standards.

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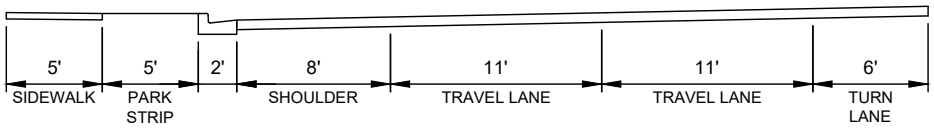
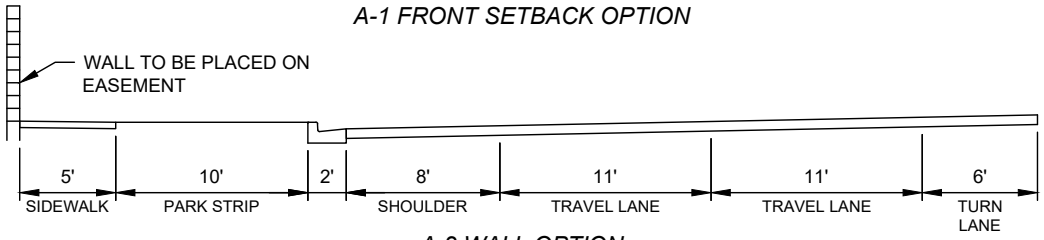
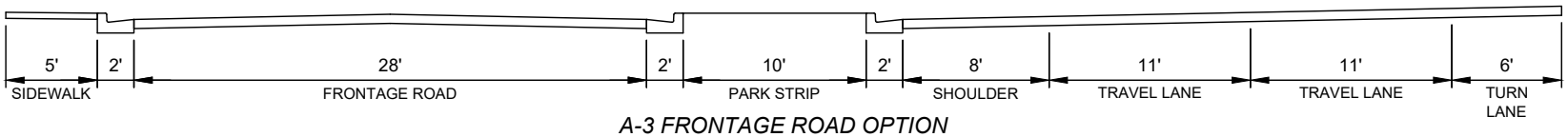


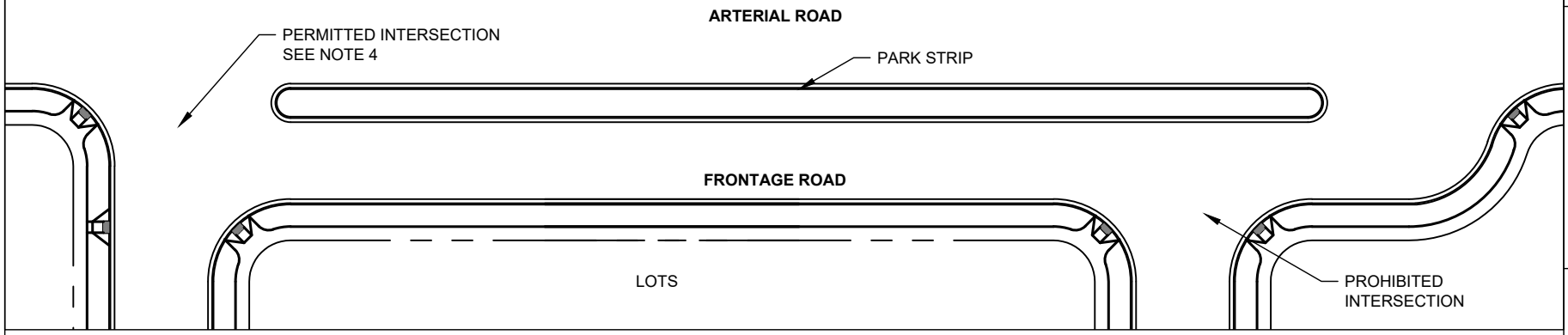
A-1 FRONT SETBACK OPTION



A-2 WALL OPTION



A-3 FRONTAGE ROAD OPTION



HFO-1 HIGHWAY FRONTAGE OVERLAY ZONE

NOTES:

1. WHERE LOTS ARE PROPOSED TO ABUT UPON THE ADJACENT ARTERIAL OR COLLECTOR STREET, ANY PROPOSED SUBDIVISION PLAN SHALL INCLUDE THE STREET CROSS SECTION AS SET FORTH IN EXHIBIT A-1 FRONT SETBACK OPTION.
2. WHERE LOTS ARE PROPOSED TO BACK UPON THE ADJACENT ARTERIAL OR COLLECTOR STREET, ANY PROPOSED SUBDIVISION PLAN SHALL INCLUDE THE STREET CROSS-SECTION AS SET FORTH ON EXHIBIT A-2 WALL OPTION.
3. WHERE LOTS ARE PROPOSED TO ABUT UPON A FRONTAGE ROAD WHICH PARALLELS THE ADJACENT ARTERIAL OR COLLECTOR STREET, ANY PROPOSED SUBDIVISION PLAN SHALL INCLUDE THE STREET CROSS-SECTION AS SET FORTH ON EXHIBIT A-3 FRONTAGE ROAD OPTION.
4. THE FRONTAGE ROAD SHALL PROVIDE ACCESS ONLY TO ABUTTING PROPERTIES. ANY STREET WHICH INTERSECTS WITH THE FRONTAGE ROAD AND ALSO PROVIDES ACCESS TO LOTS NOT FRONTING UPON THE FRONTAGE ROAD SHALL ALSO CONNECT DIRECTLY WITH THE ADJACENT ARTERIAL OR COLLECTOR STREET.

DRAWING NO. PL 1

STANDARD DRAWING TITLE

HFO-1 HIGHWAY FRONTAGE OVERLAY ZONE

DEVELOPMENT SERVICES
275 EAST 200 NORTH
AMERICAN FORK, UT 84003
PHONE: (801) 763-3060
FAX: (801) 763-3005

AMERICAN FORK

STANDARD PLANS

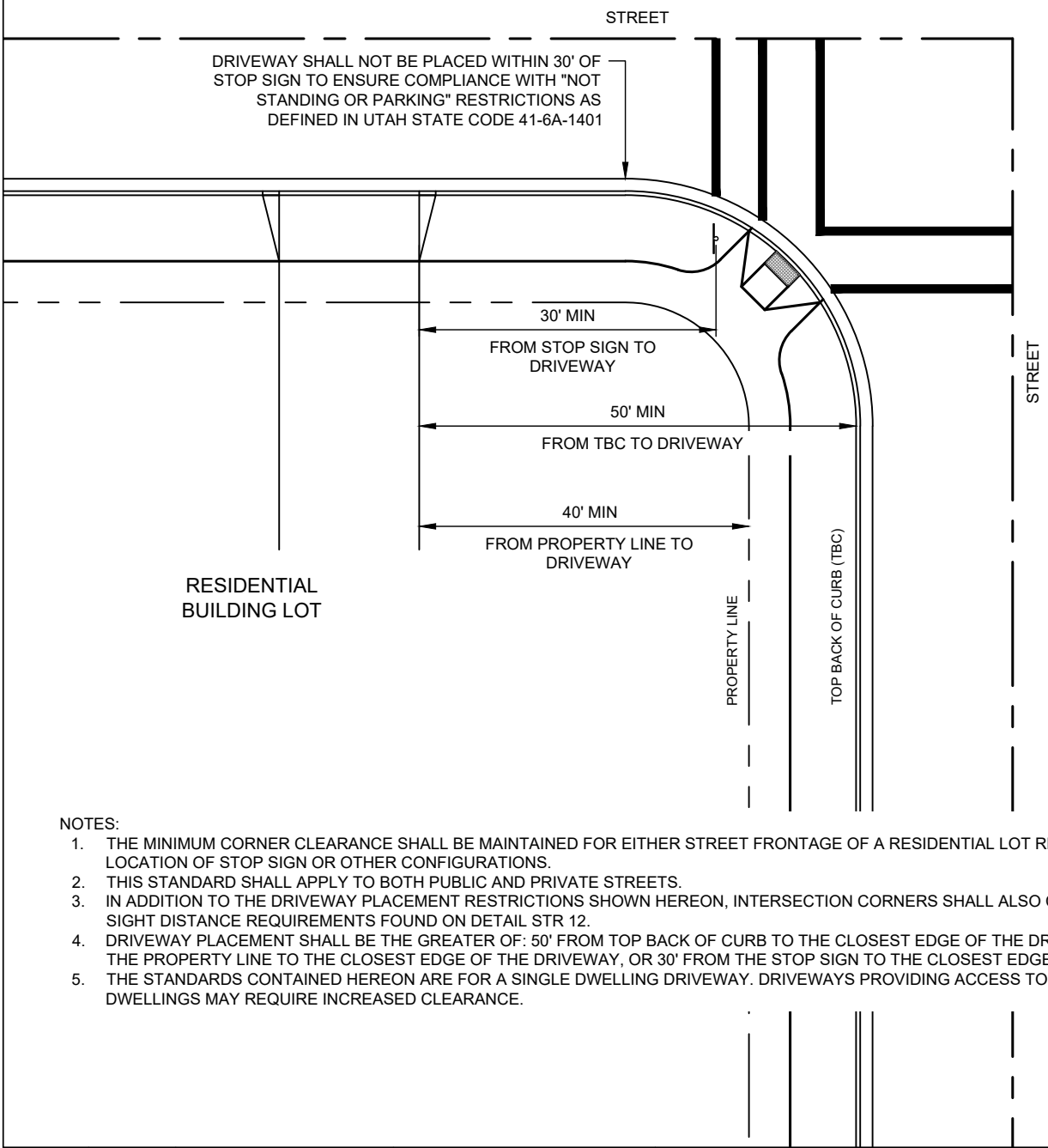
DRAWN:	DNF
REVISED:	
DATE:	JUN 2025
SCALE:	NTS

Attachment: American Fork Standard Details 2025-11-11 (Amendments to municipal code)

MINIMUM STANDARDS FOR

CORNER CLEARANCE OF RESIDENTIAL DRIVEWAYS

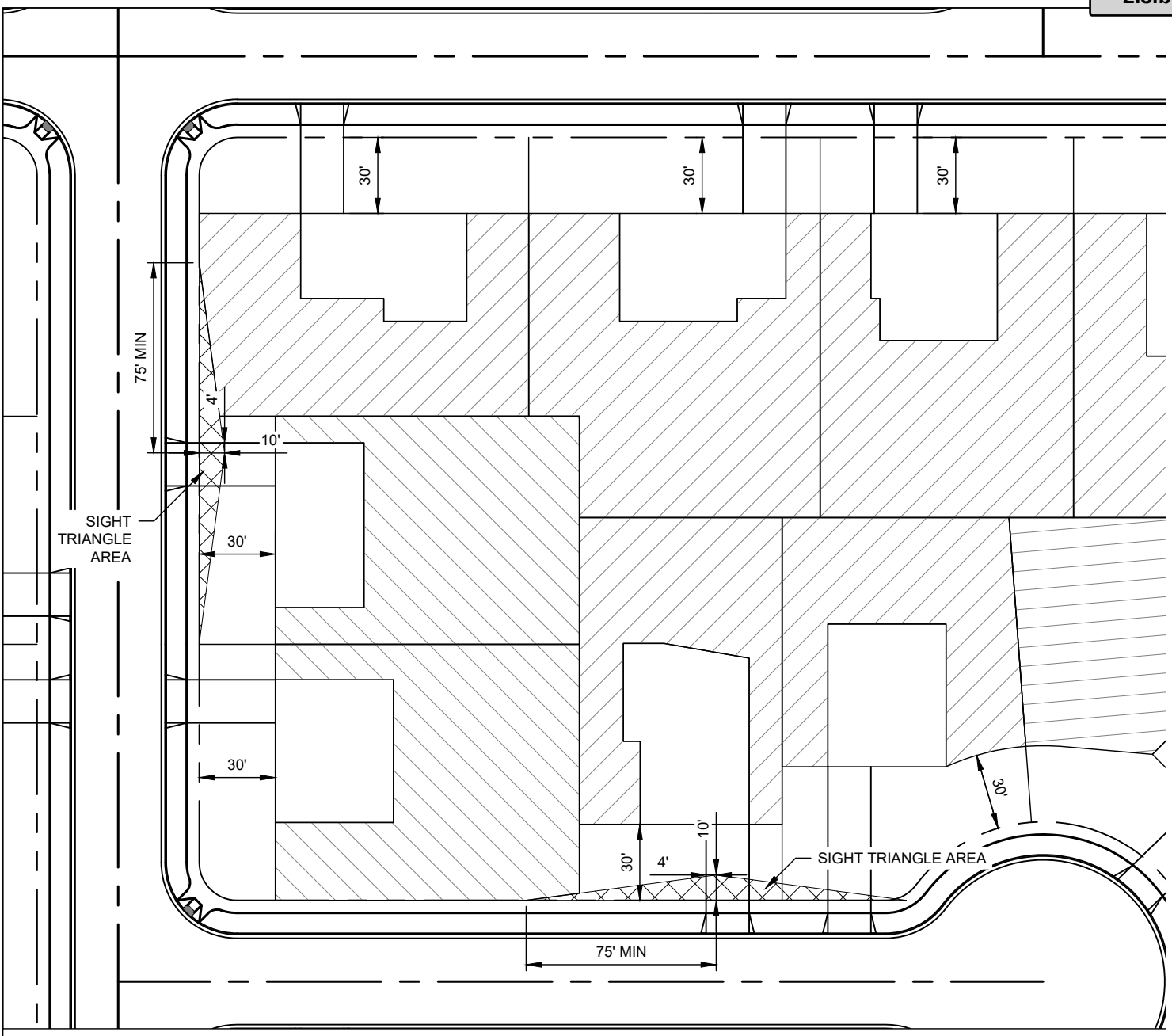
SINGLE DWELLING DRIVEWAY ACCESS



NOTES:

1. THE MINIMUM CORNER CLEARANCE SHALL BE MAINTAINED FOR EITHER STREET FRONTAGE OF A RESIDENTIAL LOT REGARDLESS OF LOCATION OF STOP SIGN OR OTHER CONFIGURATIONS.
2. THIS STANDARD SHALL APPLY TO BOTH PUBLIC AND PRIVATE STREETS.
3. IN ADDITION TO THE DRIVEWAY PLACEMENT RESTRICTIONS SHOWN HEREON, INTERSECTION CORNERS SHALL ALSO COMPLY WITH THE SIGHT DISTANCE REQUIREMENTS FOUND ON DETAIL STR 12.
4. DRIVEWAY PLACEMENT SHALL BE THE GREATER OF: 50' FROM TOP BACK OF CURB TO THE CLOSEST EDGE OF THE DRIVEWAY, 40' FROM THE PROPERTY LINE TO THE CLOSEST EDGE OF THE DRIVEWAY, OR 30' FROM THE STOP SIGN TO THE CLOSEST EDGE OF THE DRIVEWAY.
5. THE STANDARDS CONTAINED HEREON ARE FOR A SINGLE DWELLING DRIVEWAY. DRIVEWAYS PROVIDING ACCESS TO MULTIPLE DWELLINGS MAY REQUIRE INCREASED CLEARANCE.

DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	DEVELOPMENT SERVICES	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	CORNER CLEARANCE OF RESIDENTIAL DRIVEWAYS	PL 2
DATE:	JUN 2025				
SCALE:	NTS				



TALL FENCE POSITIONING REQUIREMENTS

NOTES:

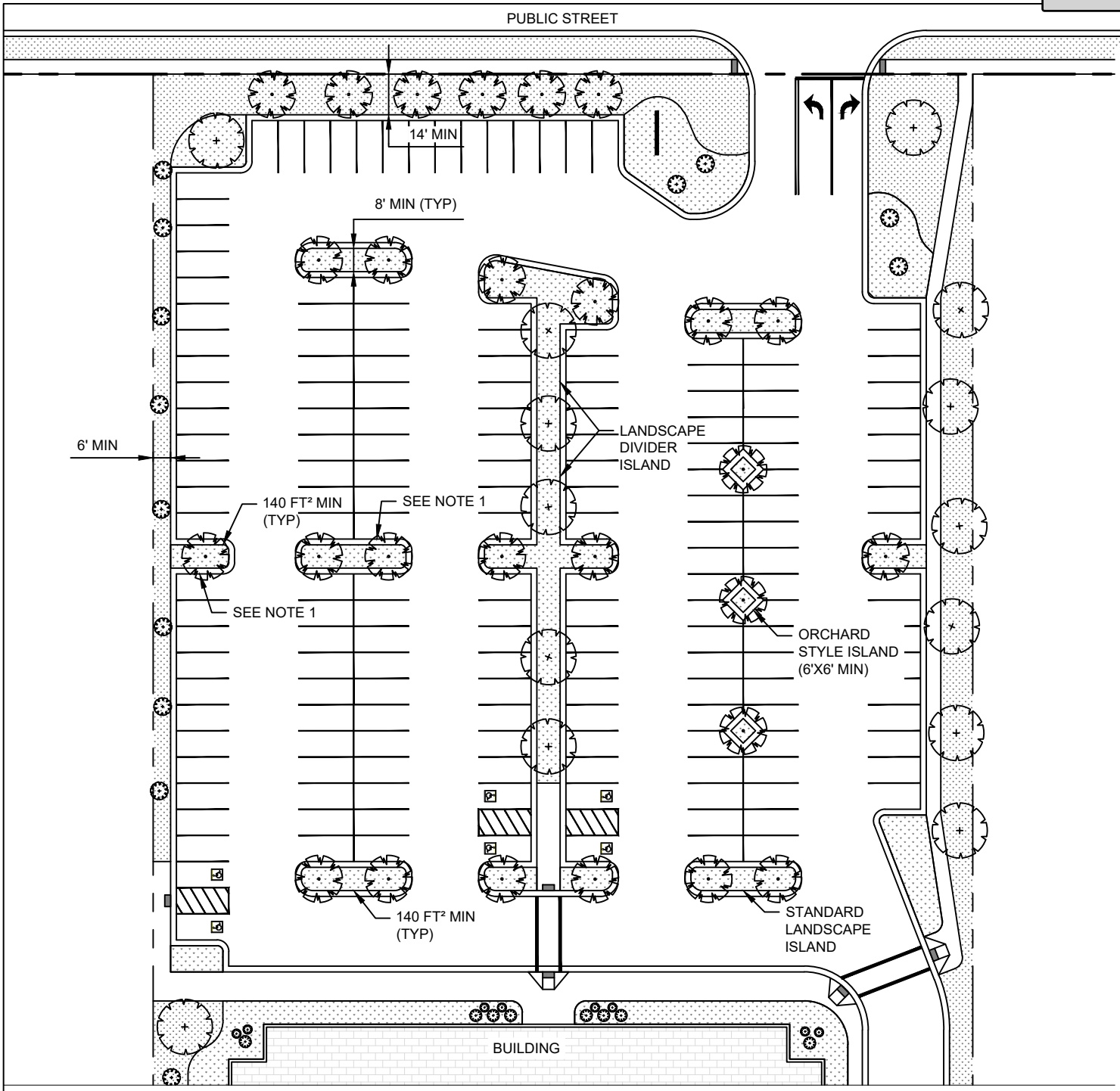
1. 6' FENCE IS ALLOWED IN SIDE YARD OF A CORNER LOT PROVIDED THAT:
   - 1.1. PROPERTY THAT ADJOINS THE REAR YARD OF CORNER LOT HAS NO EXISTING DRIVEWAY WITHIN 10' OF THE PROPERTY LINE ADJOINING THE CORNER LOT,
   - 1.2. FENCE MUST DROP TO 3' WITHIN SIGHT DISTANCE AREA,
   - 1.3. FENCE TO BE LOCATED ON PROPERTY LINE OR 1' OFF OF SIDEWALK, WHICHEVER IS GREATER, AND
   - 1.4. FENCE MUST MEET THE SIGHT DISTANCE STANDARDS DETAILED IN DRAWING STR 12.
2. A TALL FENCE IS ANY FENCE TALLER THAN 4' AND ANY OPAQUE FENCE TALLER THAN 42". ALL FENCES HAVE A MAXIMUM HEIGHT OF 6'.
3. SIGHT DISTANCE AREA IS MEASURED WHERE THE DRIVER'S EYE IS LOCATED 10' BEHIND SIDEWALK AND 4' FROM EDGE OF DRIVEWAY. THE LENGTH OF THE TRIANGLE IS MEASURED ALONG BACK OF SIDEWALK. ON LOCAL STREETS, THE LENGTH IS 75' MINIMUM. FOR COLLECTORS, THE LENGTH IS 80' MINIMUM. FOR ARTERIALS, THE LENGTH IS 120' MINIMUM.
   - 3.1. LENGTHS OF SIGHT TRIANGLES MAY INCREASE DEPENDING ON SITE CONDITIONS, AND AS REQUIRED BY THE CITY ENGINEER.
   - 3.2. SIGHT TRIANGLES FOR STREETS SHALL BE DETERMINED BY AASHTO A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS.

LEGEND

TALL FENCE ENCLOSURE AREA

SIGHT TRIANGLE AREA

DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	DEVELOPMENT SERVICES	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	TALL FENCE POSITIONING REQUIREMENTS	PL 3
DATE:	JUN 2025				
SCALE:	NTS				

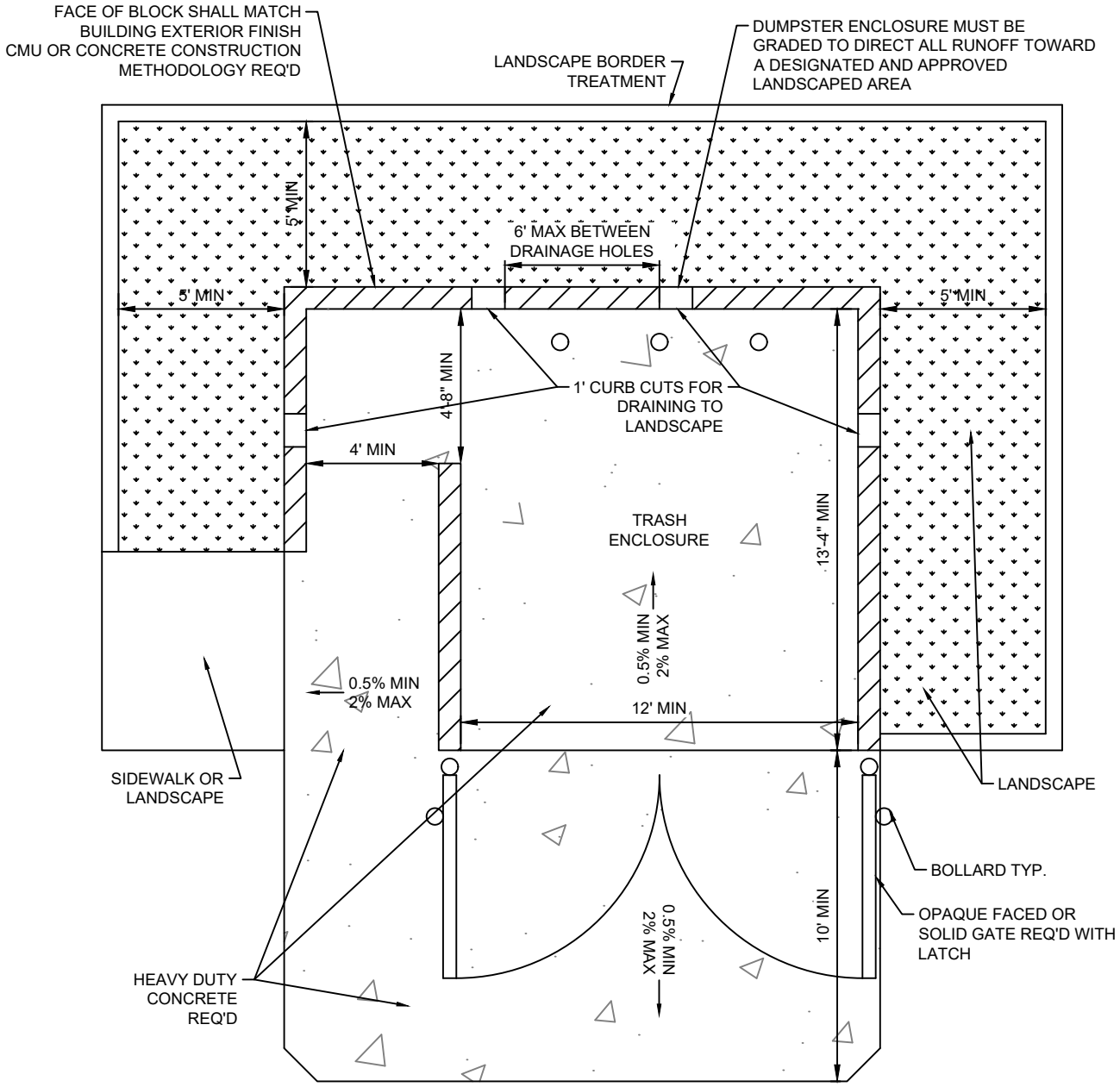


PARKING LOT LANDSCAPING

NOTES:

1. ISLANDS ARE REQUIRED WHERE MORE THAN 20 STALLS EXIST IN A SINGLE LINEAR PARKING ROW. THESE ISLANDS SHALL BE PLACED AS NEAR CENTER OF THE REMAINING STALL SPACING AS POSSIBLE.
2. THE MINIMUM DIMENSION ALLOWED FOR THE PARKING LOT PERIMETER LANDSCAPE STRIP IS 6' UNLESS ADJACENT TO A PUBLIC RIGHT-OF-WAY, WHERE A MINIMUM OF 14' IS REQUIRED. THE WIDTH OF A LANDSCAPE STRIP CAN BE MODIFIED BY THE PLANNING COMMISSION, PROVIDED THAT THE INTENT OF THIS SECTION IS MET.
3. LANDSCAPING ALONG THE PERIMETER OF PARKING LOTS SHALL INCLUDE TREES, SHRUBS, AND LANDSCAPE BOULDERS.
4. PARKING LOTS SHARED BY MORE THAN ONE OWNER SHALL BE LANDSCAPED AROUND THE PERIMETER OF THE COMBINED LOTS.

DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	DEVELOPMENT SERVICES	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	PARKING LOT LANDSCAPING	PL 4
DATE:	JUN 2025				
SCALE:	NTS				



DUMPSTER ENCLOSURE

NOTES:

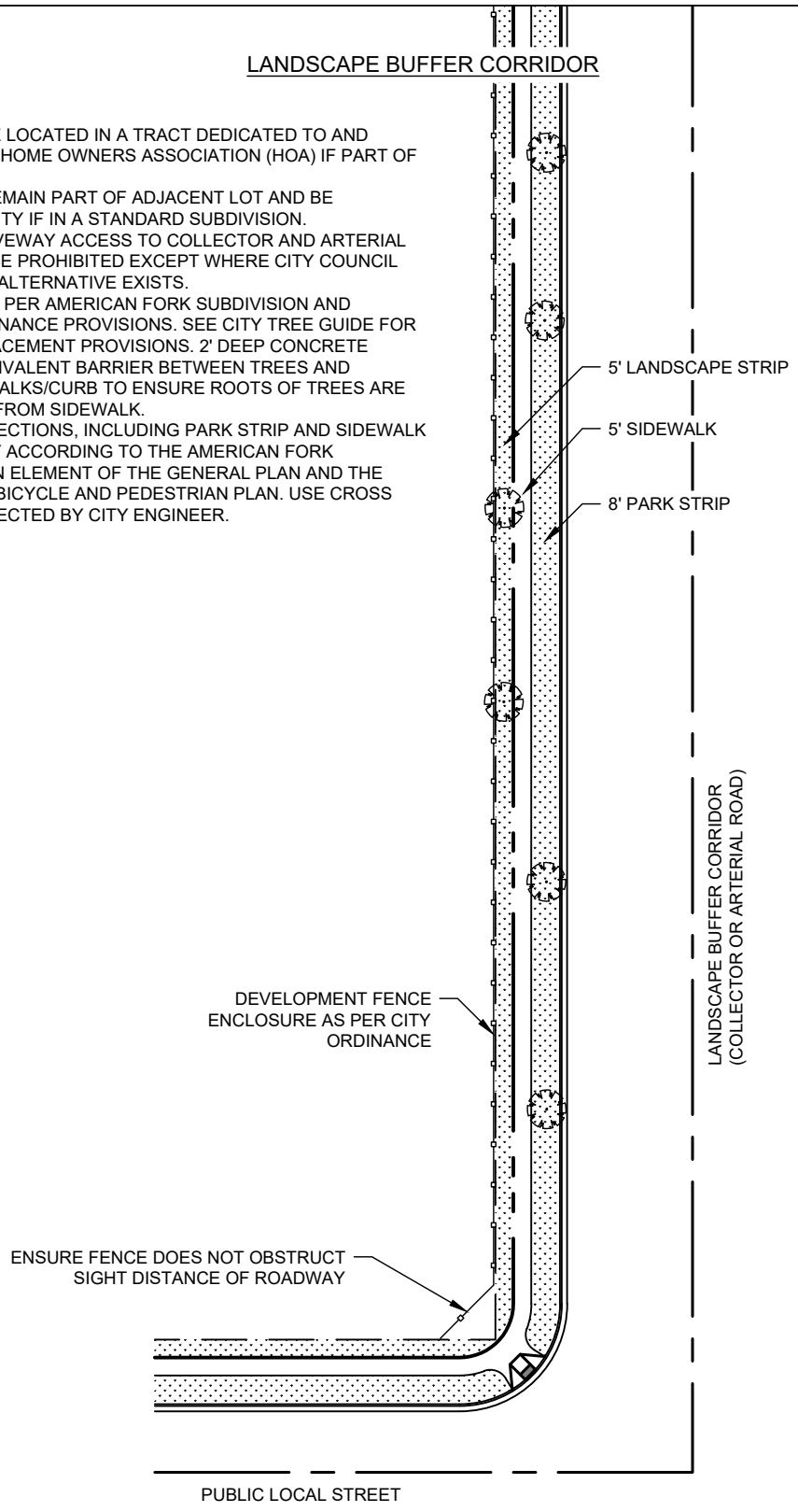
1. LANDSCAPING SHALL INCLUDE A COMBINATION OF TREES AND SHRUBBERY TO CREATE A LANDSCAPE SCREEN FOR THE ENCLOSURE.
2. ENCLOSURE SHALL BE 6' TALL MINIMUM.
3. ENCLOSURE EXTERIOR SHALL MATCH THE EXTERIOR OF THE BUILDING FOR WHICH IT SUPPORTS. OTHER MATERIALS SHALL BE APPROVED BY THE DEVELOPMENT SERVICES DIRECTOR, ONLY WHERE EXTERIOR BUILDING MATERIALS ARE NOT SUITABLE FOR DUMPSTER ENCLOSURE.
4. SEPARATE ENCLOSURES SHALL BE PROVIDED FOR MIXED-USE DEVELOPMENTS TO KEEP RESIDENTIAL AND COMMERCIAL WASTE SEPARATE.
5. ALTERNATIVE DESIGN MAY BE APPROVED BY THE DEVELOPMENT SERVICES DIRECTOR. SCREENING, MATERIALS, LANDSCAPING, HEIGHT, ETC. WILL ALSO BE CONSIDERED FOR APPROVAL.
6. RUNOFF FROM DUMPSTER ENCLOSURES SHALL NOT BE DISCHARGED INTO STORM DRAINS OR ANY PART OF THE STORMWATER MANAGEMENT SYSTEM.
7. LANDSCAPING ADJACENT TO CURB CUT IS TO BE INSTALLED 2" MIN BELOW AND SLOPED AWAY FROM CURB CUT.

DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	DEVELOPMENT SERVICES	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:	DNF		275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	DUMPSTER ENCLOSURE	PL 5
DATE:	SEP 2025				
SCALE:	NTS				

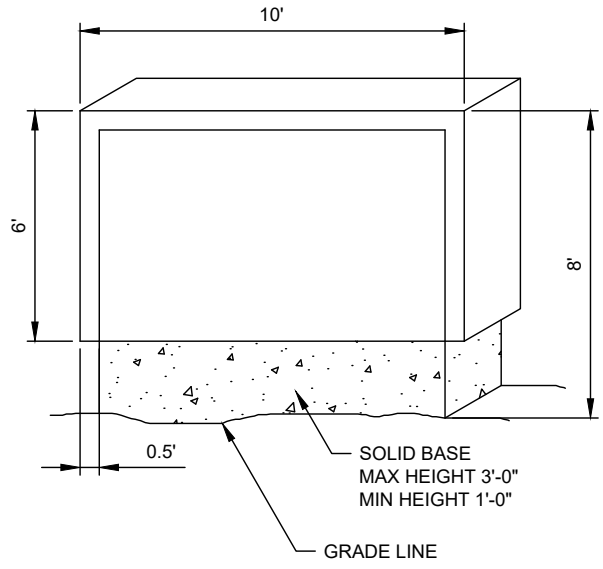
LANDSCAPE BUFFER CORRIDOR

NOTES:

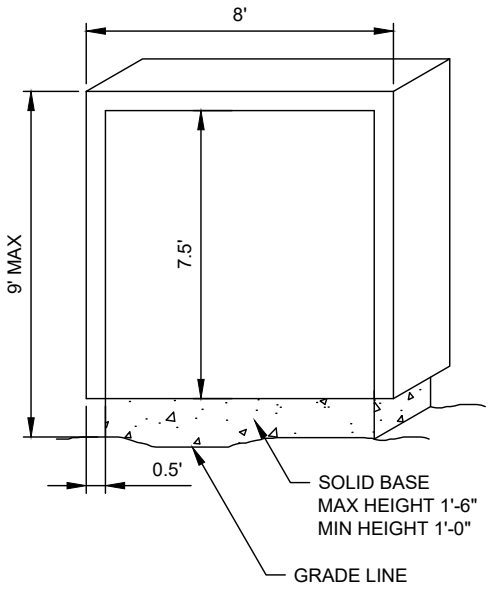
1. 5' STRIP SHALL BE LOCATED IN A TRACT DEDICATED TO AND MAINTAINED BY A HOME OWNERS ASSOCIATION (HOA) IF PART OF A P.U.D.
2. 5' STRIP SHALL REMAIN PART OF ADJACENT LOT AND BE MAINTAINED BY CITY IF IN A STANDARD SUBDIVISION.
3. RESIDENTIAL DRIVEWAY ACCESS TO COLLECTOR AND ARTERIAL STREETS SHALL BE PROHIBITED EXCEPT WHERE CITY COUNCIL FINDS NO OTHER ALTERNATIVE EXISTS.
4. TREES REQUIRED PER AMERICAN FORK SUBDIVISION AND LANDSCAPE ORDINANCE PROVISIONS. SEE CITY TREE GUIDE FOR SPACING AND PLACEMENT PROVISIONS. 2' DEEP CONCRETE CURBING OR EQUIVALENT BARRIER BETWEEN TREES AND ADJACENT SIDEWALKS/CURB TO ENSURE ROOTS OF TREES ARE DIRECTED AWAY FROM SIDEWALK.
5. STREET CROSS SECTIONS, INCLUDING PARK STRIP AND SIDEWALK WIDTH, MAY VARY ACCORDING TO THE AMERICAN FORK TRANSPORTATION ELEMENT OF THE GENERAL PLAN AND THE AMERICAN FORK BICYCLE AND PEDESTRIAN PLAN. USE CROSS SECTIONS AS DIRECTED BY CITY ENGINEER.



DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	DEVELOPMENT SERVICES 275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	STANDARD DRAWING TITLE LANDSCAPE BUFFER CORRIDOR	DRAWING NO. PL 6
REVISED:					
DATE:	OCT 2025				
SCALE:	NTS				



ALTERNATE 'A'
HORIZONTAL FORMAT



ALTERNATE 'B'
VERTICAL FORMAT

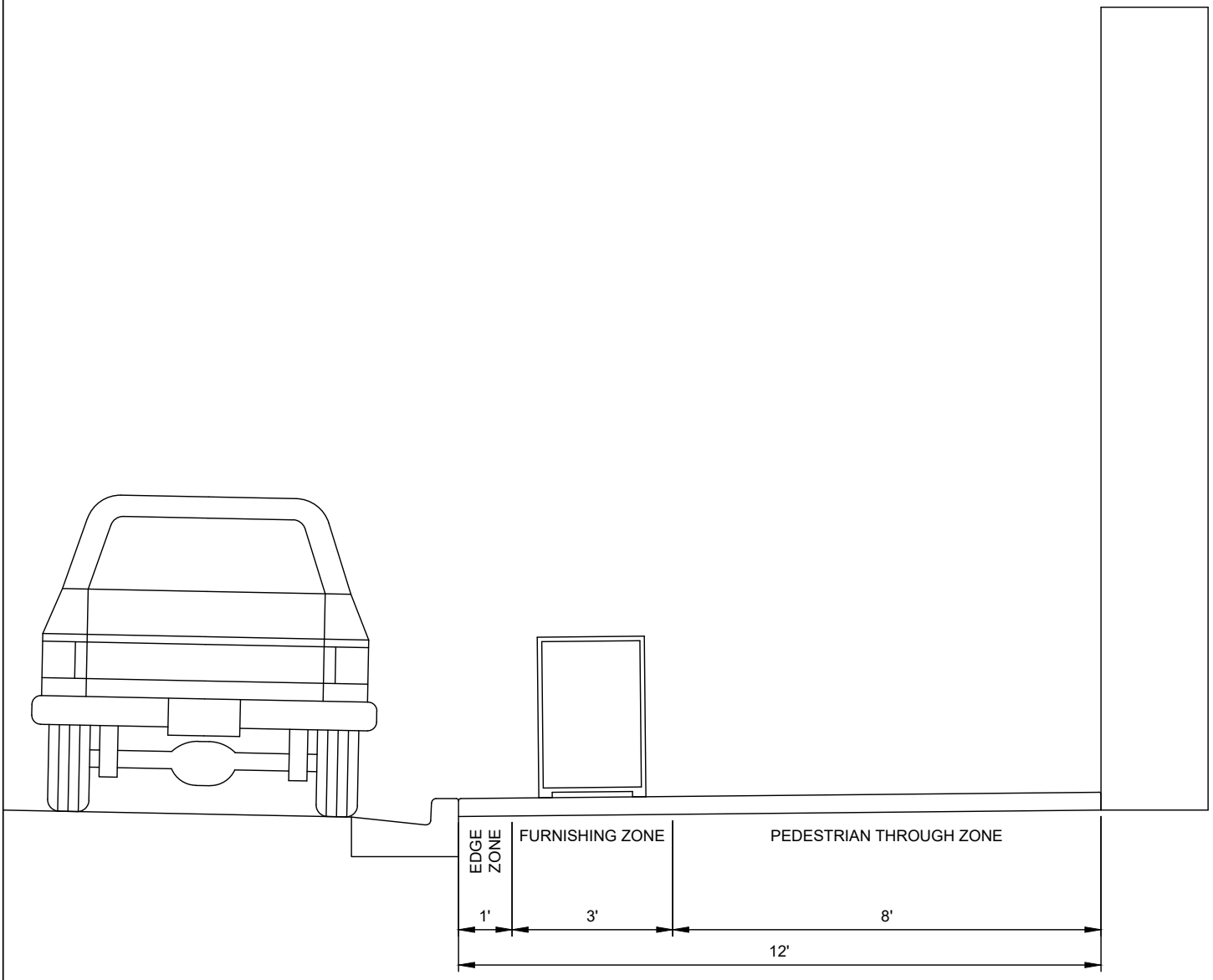
MONUMENT SIGNS

ILLUMINATED BACKGROUND

NOTES:

1. LIGHTED SIGN PANEL MUST MAINTAIN A MINIMUM OF 4" BORDER.
2. SIGNS MAY BE INSTALLED ON A BERM NOT EXCEEDING 18" SUCH AS HEIGHT FROM BACK OF SIDEWALK DOES NOT EXCEED 10'-6".
3. ALTERNATE 'A' - ON SLOPING SETBACK AREA AVERAGE HEIGHT OF BASE MAY NOT EXCEED 3'-0" WITH MAXIMUM OF 4'-0" AND MINIMUM OF 1'-0".
4. ALTERNATE 'B' - ON SLOPING SETBACK AREA AVERAGE HEIGHT OF BASE MAY NOT EXCEED 1'-6" WITH MAXIMUM OF 2'-0" AND MINIMUM OF 1'-0".
5. BASE MATERIALS TO MATCH PRIMARY BUILDING MATERIALS.

DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	DEVELOPMENT SERVICES	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	MONUMENT SIGNS	PL 7
DATE:	JUN 2025				
SCALE:	NTS				



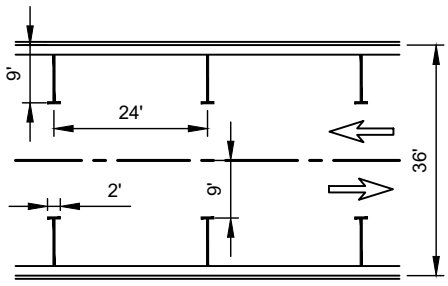
ZONES IN THE SIDEWALK CORRIDOR

NOTES:
1. A-FRAME SIGNS SHALL BE PLACED SOLELY WITHIN THAT PORTION OF THE SIDEWALK DESIGNATED AS THE FURNISHING ZONE.

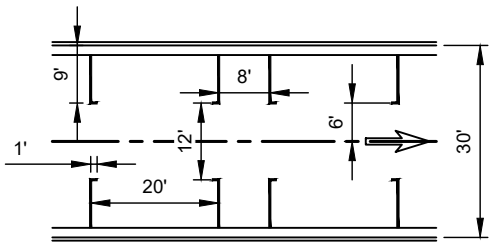
DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	DEVELOPMENT SERVICES	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	ZONES IN THE SIDEWALK CORRIDOR	PL 8
DATE:	JUN 2025				
SCALE:	NTS				

PARKING LOT LAYOUT

PARALLEL PARKING



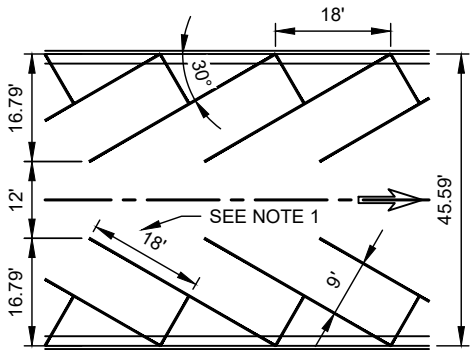
TWO-WAY TRAFFIC (SINGLE-LINE PAINTING)



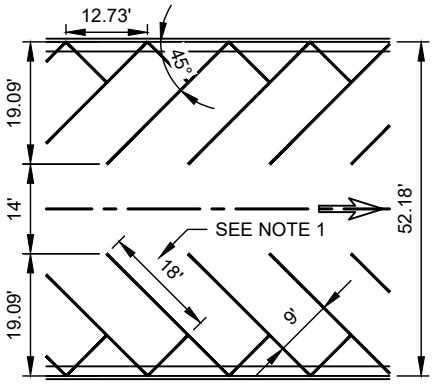
ONE-WAY TRAFFIC (DOUBLE-LINE PAINTING)

NOTE: EITHER PAINTING OPTION MAY BE USED WITH ONE- OR TWO-WAY TRAFFIC.

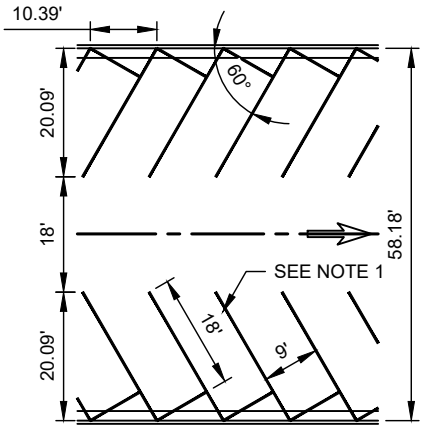
ANGLE PARKING



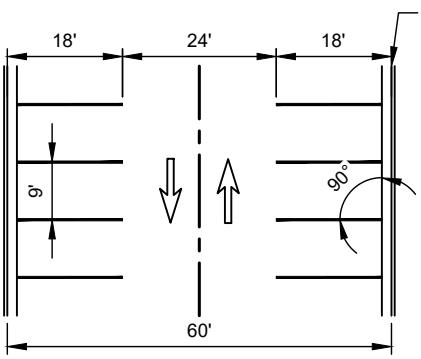
30° ANGLE PARKING
(ONE-WAY DRIVE AISLE)

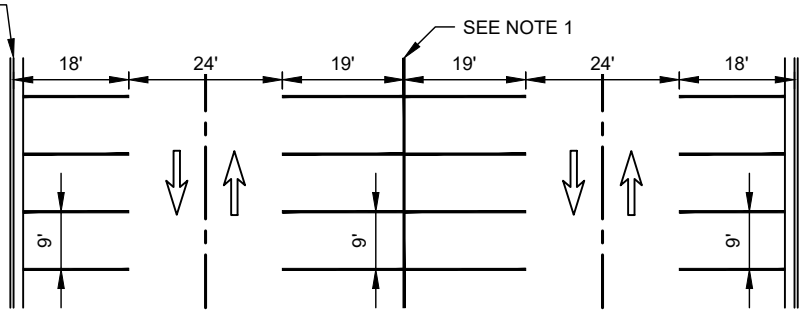


45° ANGLE PARKING
(ONE-WAY DRIVE AISLE)



60° ANGLE PARKING
(ONE-WAY DRIVE AISLE)





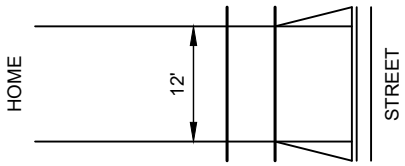
NOTES:
1. 18' DIMENSION SHALL BE INCREASED TO 19' WHERE THE PARKING DOES NOT OVERHANG A LOW CURB WHICH ALLOWS ROOM FOR VEHICLE OVERHANG. WITH INCREASE IN PARKING LENGTH, MINIMUM DRIVE AISLE WIDTH OF 12' SHALL BE MAINTAINED.
2. ALL PARKING STALLS ARE SHOWN WITH CURB AND GUTTER. DIMENSIONING IS FROM FACE OF CURB TO FACE OF CURB.
3. AISLE WIDTHS SHALL INCREASE PER THE INTERNATIONAL FIRE CODE WHERE NECESSARY FOR FIRE PROTECTION.

DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	DEVELOPMENT SERVICES	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	PARKING LOT LAYOUT	PL 9
DATE:	JUL 2025				
SCALE:	NTS				

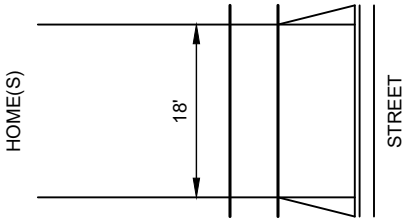
RESIDENTIAL ACCESS DRIVEWAYS

MINIMUM STANDARDS

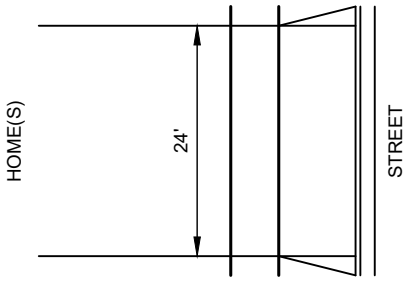
TWO-WAY TRAFFIC
2 PARKING SPACES
(1 DWELLING UNIT)



TWO-WAY TRAFFIC
3-7 PARKING SPACES
(3 DWELLING UNITS)



TWO-WAY TRAFFIC
MORE THAN 7 PARKING SPACES
(MORE THAN 3 DWELLING UNITS)

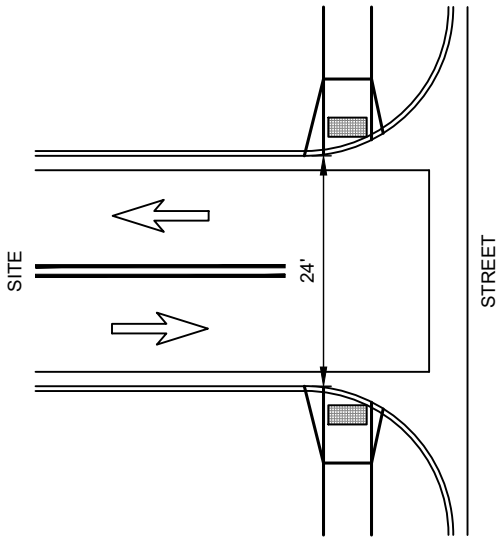


NOTES:
1. WHERE PRIMARY DRIVEWAY SURFACING IS ASPHALT, SOME TYPE OF CONCRETE CURBING OR CONCRETE EDGE TREATMENT IS REQUIRED FOR LANDSCAPE MAINTENANCE PURPOSES.
2. FOR PURPOSES OF "SEALED SURFACE" CALCULATION, DRIVEWAY IS CONSIDERED "SEALED" IN ITS ENTIRETY REGARDLESS OF SURFACING MATERIALS.
3. WHERE DRIVEWAY HAS FIRE HYDRANT OR WHERE AERIAL FIRE APPARATUSES ARE NEEDED, MINIMUM DRIVEWAY WIDTH SHALL BE 26'

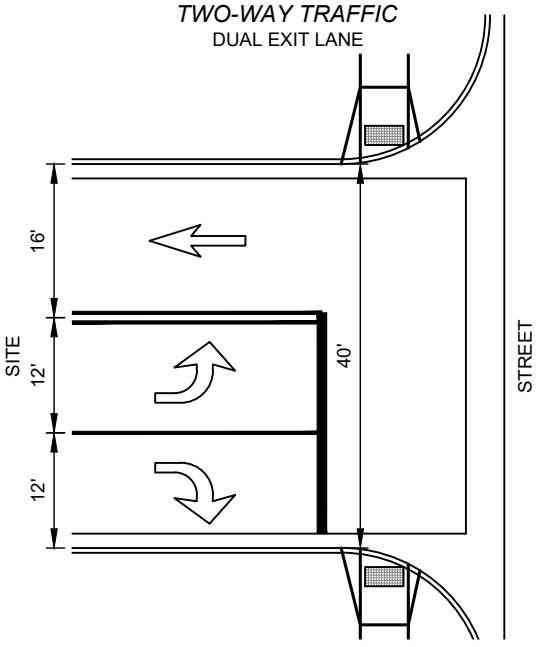
COMMERCIAL ACCESS DRIVEWAYS

MINIMUM STANDARDS

TWO-WAY TRAFFIC
SINGLE EXIT LANE

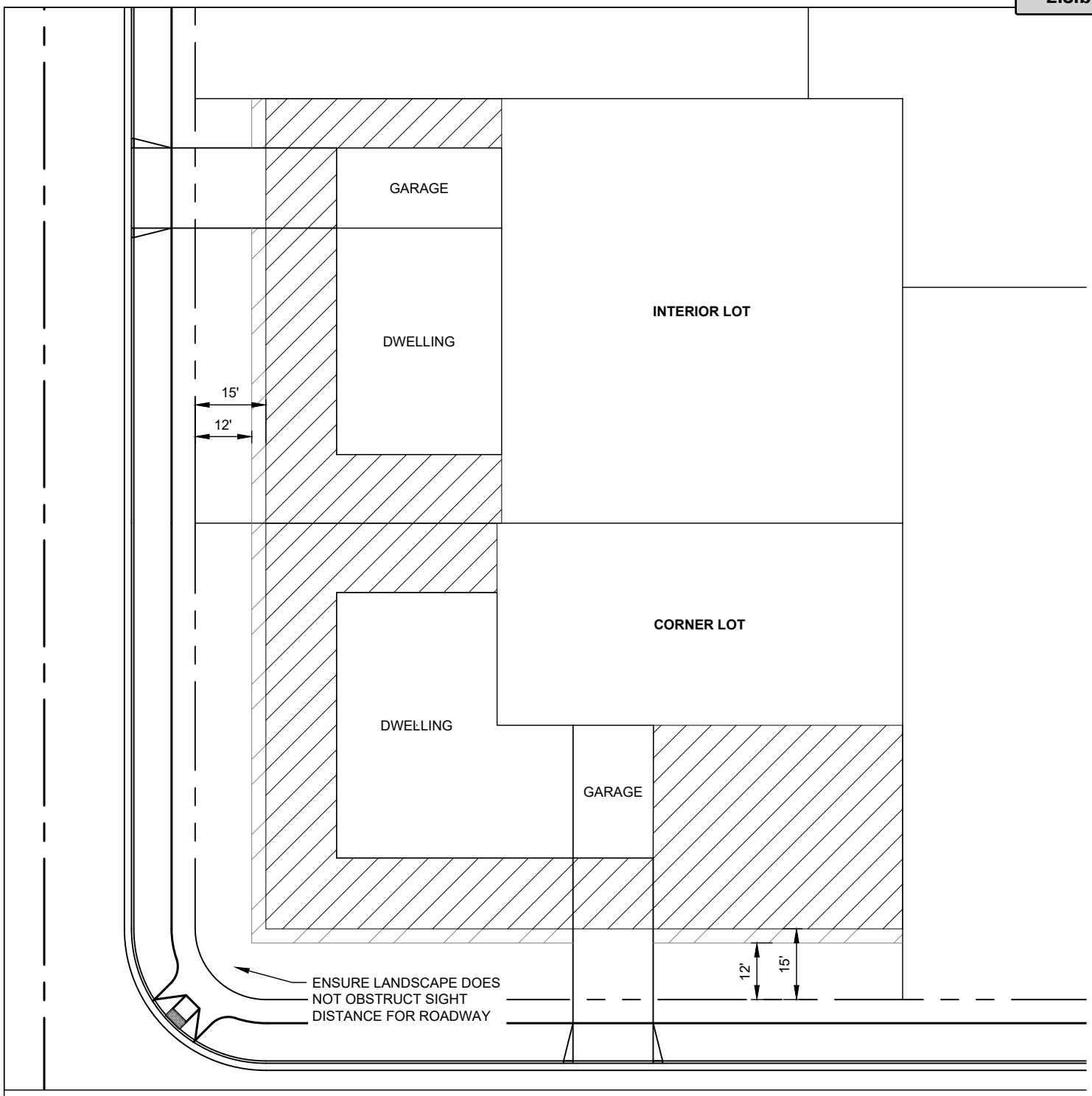


TWO-WAY TRAFFIC
DUAL EXIT LANE



NOTES:
1. WHERE PRIMARY DRIVEWAY SURFACING IS ASPHALT, SOME TYPE OF CONCRETE CURBING OR CONCRETE EDGE TREATMENT IS REQUIRED FOR LANDSCAPE MAINTENANCE PURPOSES.
2. FOR PURPOSES OF "SEALED SURFACE" CALCULATION, DRIVEWAY IS CONSIDERED "SEALED" IN ITS ENTIRETY REGARDLESS OF SURFACING MATERIALS.
3. WHERE DRIVEWAY HAS FIRE HYDRANT OR WHERE AERIAL FIRE APPARATUSES ARE NEEDED, MINIMUM DRIVEWAY WIDTH SHALL BE 26'.

DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	DEVELOPMENT SERVICES	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	ACCESS DRIVEWAYS	PL 10
DATE:	JUN 2025				
SCALE:	NTS				



LANDSCAPE STRUCTURES ADJACENT TO STREETS

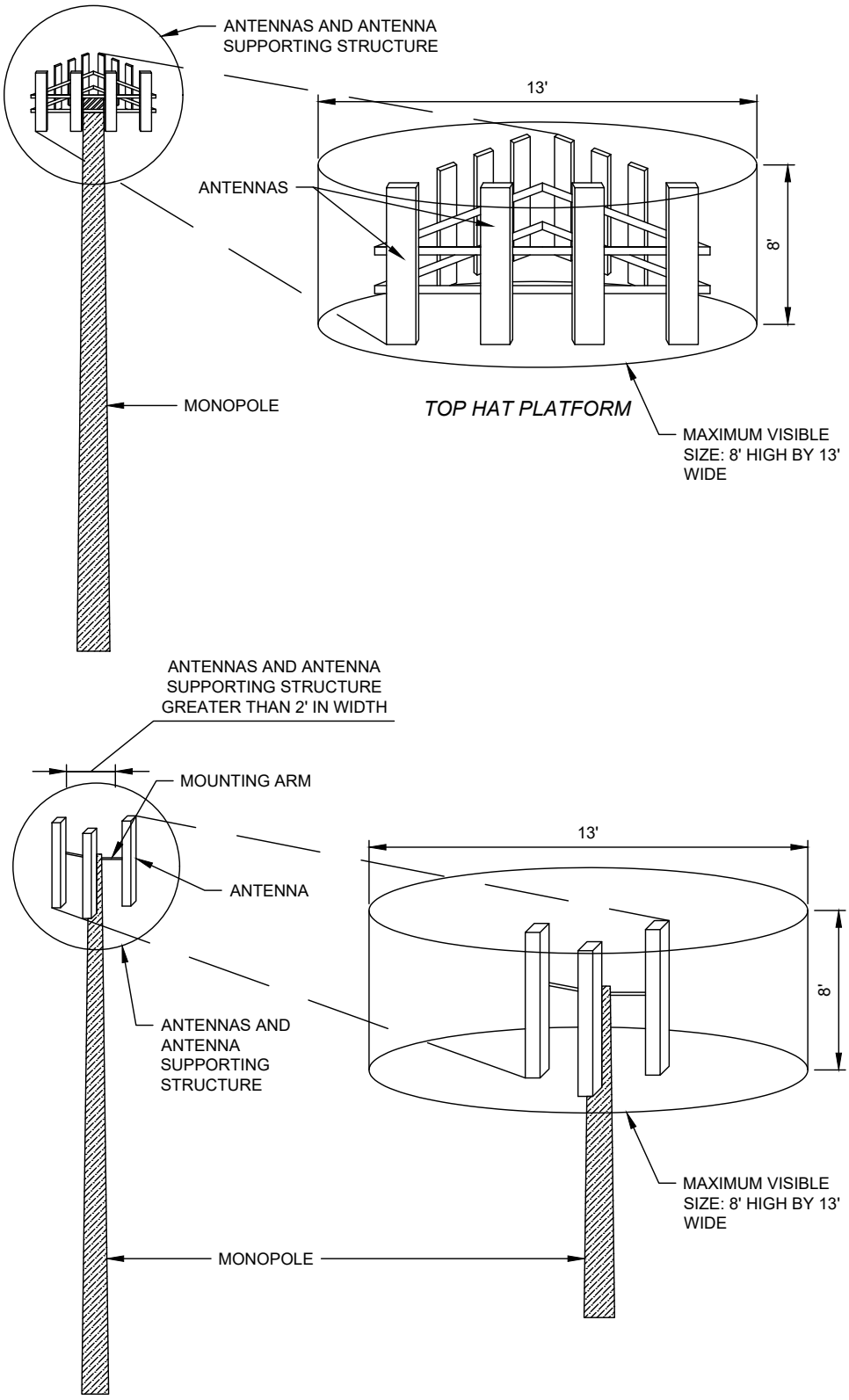
NOTES:
1. PRIMARY AND SECONDARY LANDSCAPE AREAS SHALL CONFORM WITH THE REQUIREMENTS SET FORTH IN AMERICAN FORK MUNICIPAL CODE SECTION 17.6.104.

LEGEND

PRIMARY LANDSCAPE AREA

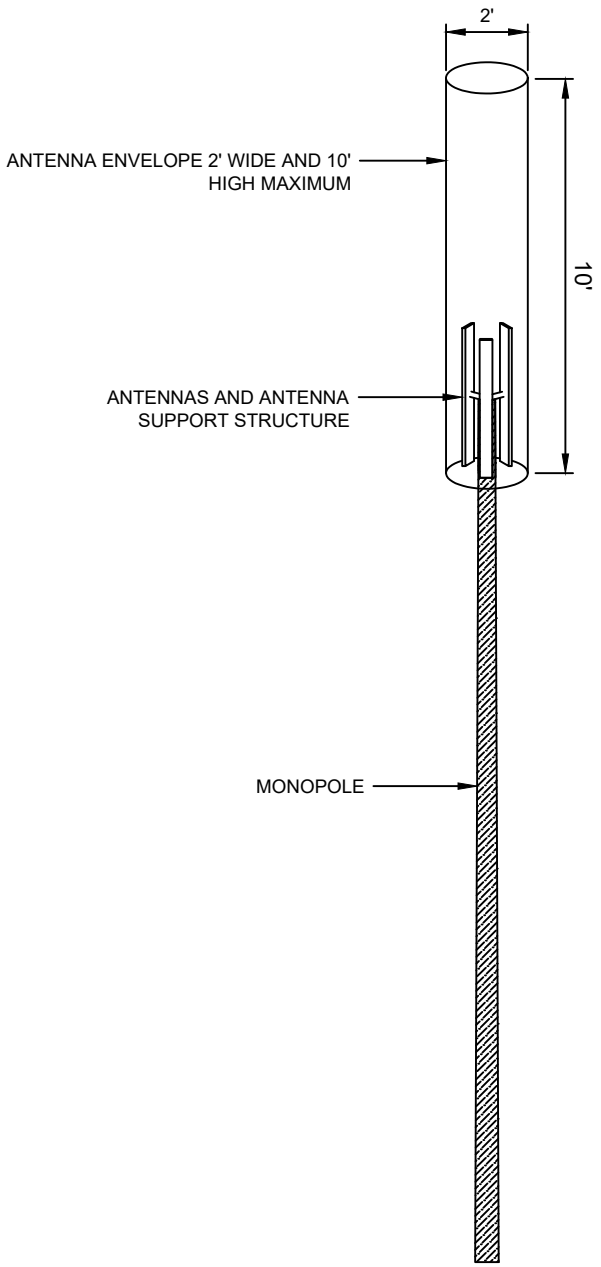
SECONDARY LANDSCAPE AREA

DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	DEVELOPMENT SERVICES	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	LANDSCAPE STRUCTURES ADJACENT TO STREETS	PL 11
DATE:	JUN 2025				
SCALE:	NTS				



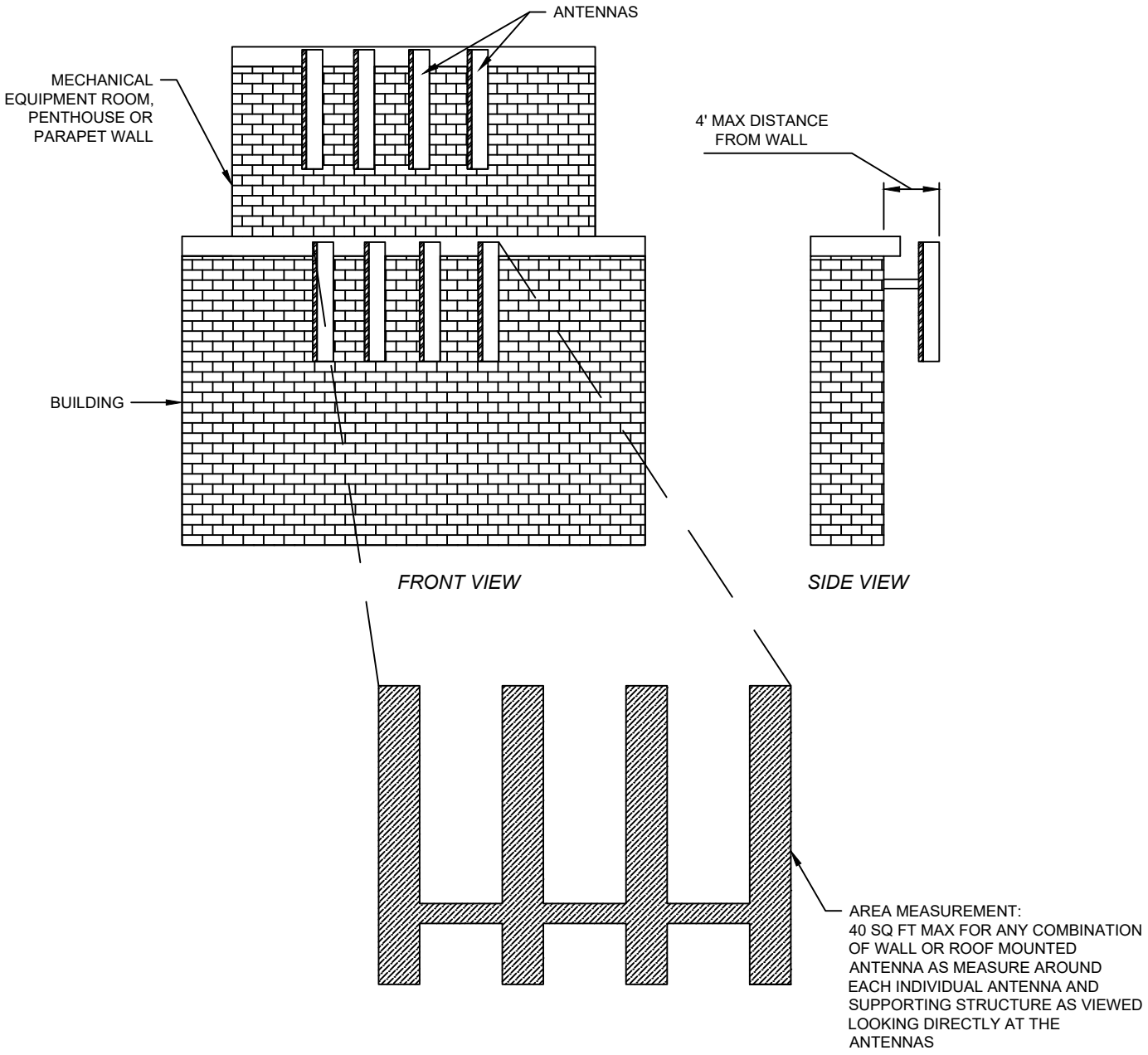
MONOPOLE WITH ANTENNAS AND ANTENNA SUPPORT STRUCTURE EXCEEDING 2' IN WIDTH

DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	DEVELOPMENT SERVICES	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	ANTENNA FACILITIES - EXCEEDING 2' IN WIDTH	PL 12A
DATE:	JUN 2025				
SCALE:	NTS				



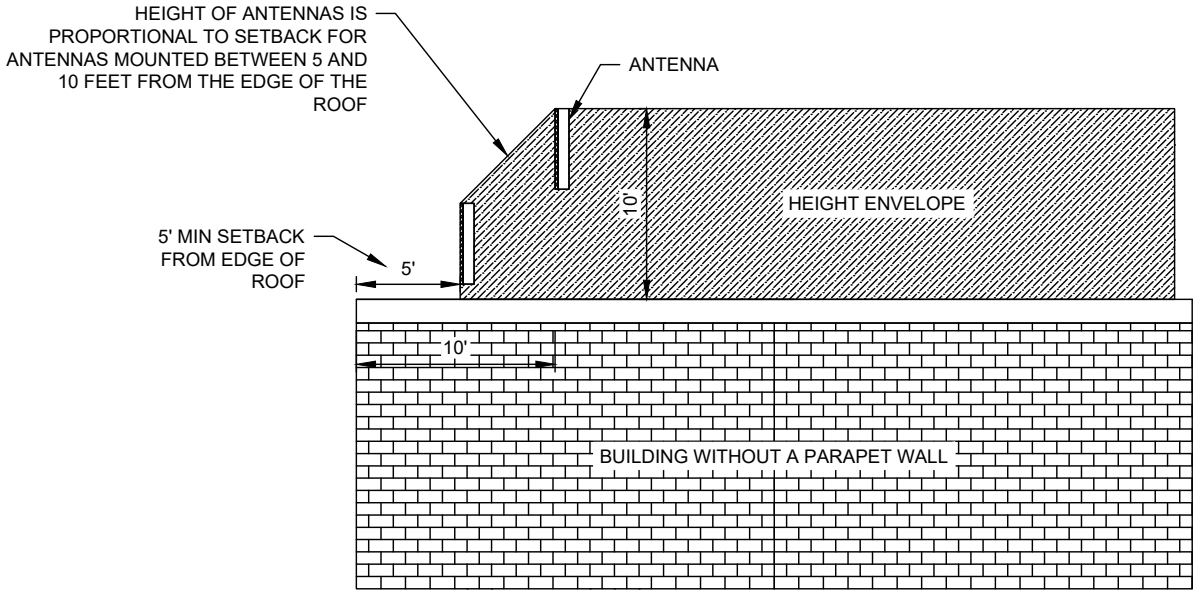
MONOPOLE WITH ANTENNAS AND ANTENNA SUPPORT STRUCTURE LESS THAN 2' IN WIDTH

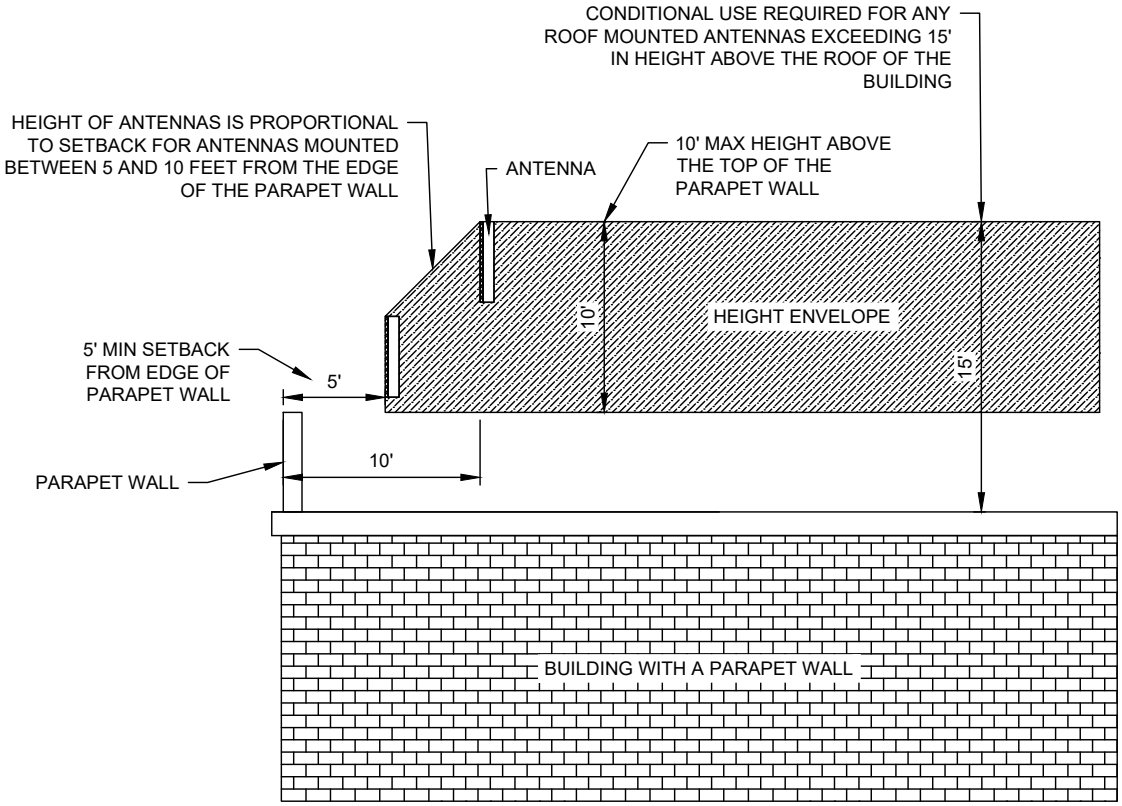
DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	DEVELOPMENT SERVICES	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	ANTENNA FACILITIES - LESS THAN 2' IN WIDTH	PL 12B
DATE:	JUN 2025				
SCALE:	NTS				



WALL MOUNTED ANTENNAS

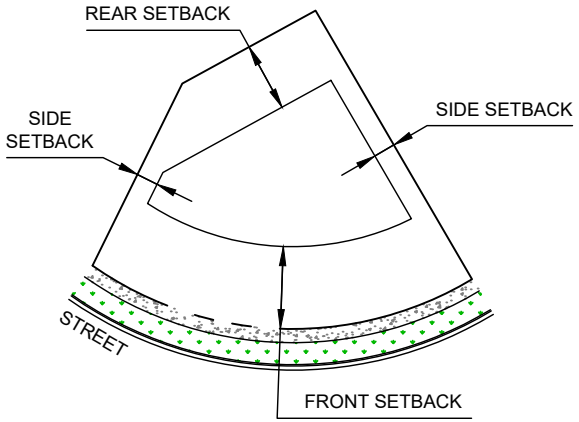
DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	DEVELOPMENT SERVICES	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	ANTENNA FACILITIES - WALL MOUNTED	PL 12C
DATE:	JUN 2025				
SCALE:	NTS				



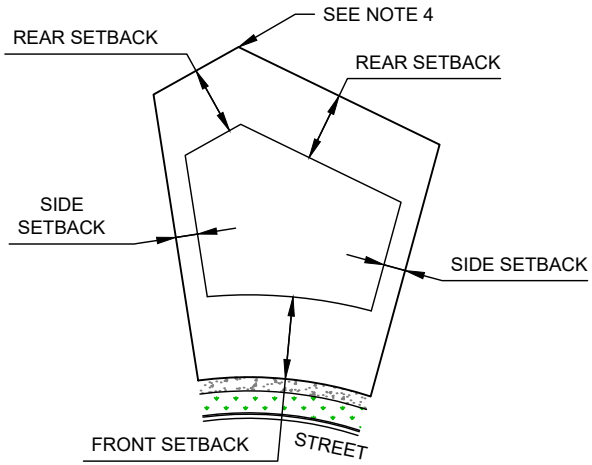


ROOF MOUNTED ANTENNAS

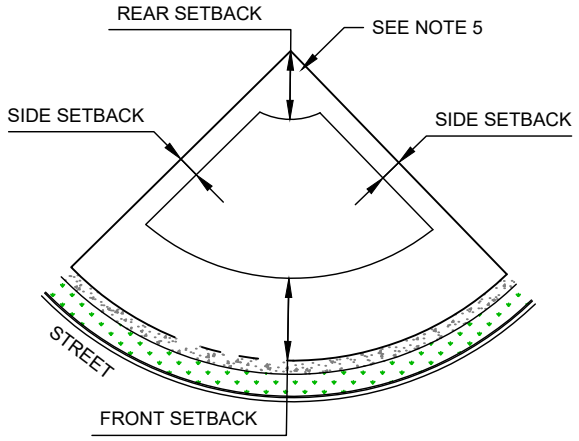
DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	DEVELOPMENT SERVICES	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	ANTENNA FACILITIES - ROOF MOUNTED	PL 12D
DATE:	JUN 2025				
SCALE:	NTS				



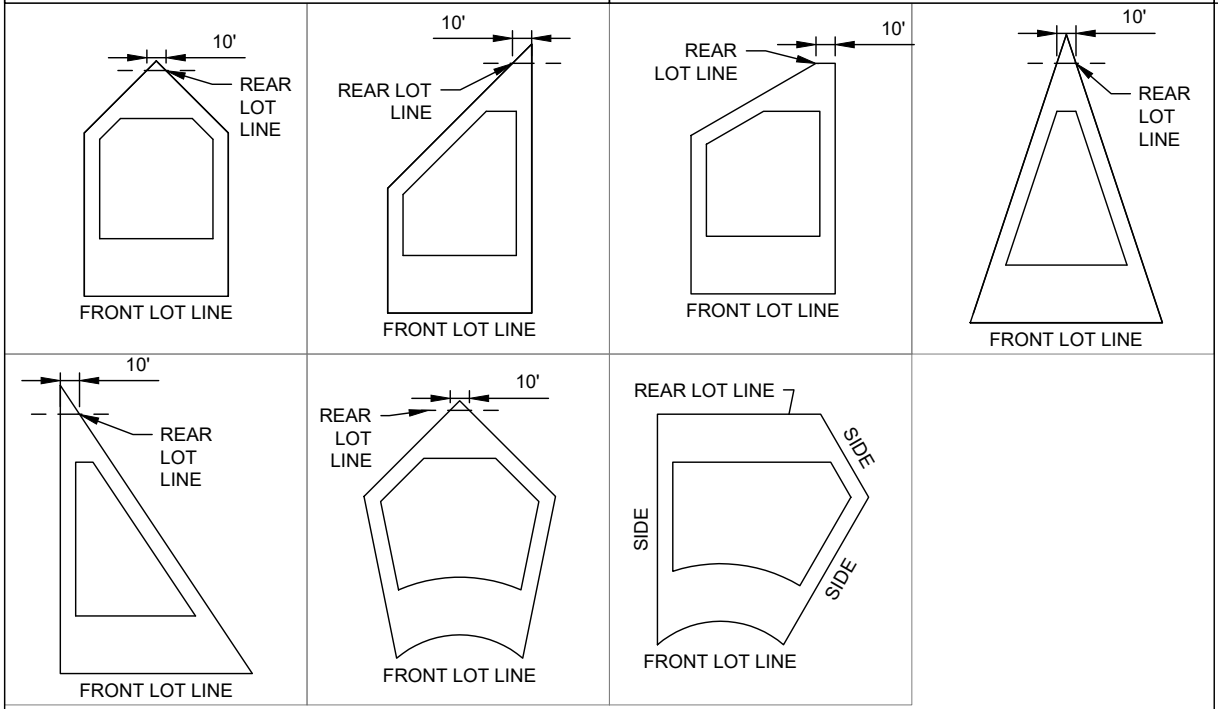
SETBACKS FROM CURVILINEAR LOT LINES



SETBACKS FROM MULTIPLE REAR LOT LINES



REAR SETBACK MEASUREMENT WHEN THERE IS NO REAR LOT LINE



GUIDANCE ON DETERMINING REAR SETBACKS ON IRREGULARLY SHAPED PARCELS

LOT SETBACK STANDARDS

NOTES

1. SETBACK DIMENSIONS SHALL BE DETERMINED BY THE ZONE IN WHICH THE PARCEL IS LOCATED. THESE DIMENSIONS ARE SPECIFIED IN THE AMERICAN FORK DEVELOPMENT CODE.
2. SETBACKS FOR IRREGULARLY SHAPED LOTS ARE DETERMINED BASED ON THE ABOVE GUIDELINES.
3. FOR LOT SHAPES THAT ARE NOT INCLUDED, THE DETERMINATION SHALL BE MADE BY THE DEVELOPMENT SERVICES DIRECTOR.
4. SETBACKS SHALL BE SHOWN ON ALL PLATS, INCLUDING THE BUILDABLE ENVELOPE FOR EACH LOT.
5. WHEN THERE ARE MULTIPLE REAR LOT LINES, THE REAR SETBACK SHALL BE MEASURED FROM EACH REAR LOT LINE.
6. WHEN THERE IS NO REAR LOT LINE, THE REAR SETBACK SHALL BE MEASURED AS A RADIAL DISTANCE FROM THE INTERSECTION OF SIDE LOT LINES AT THE REAR OF THE LOT.

DRAWING NO. PL 13

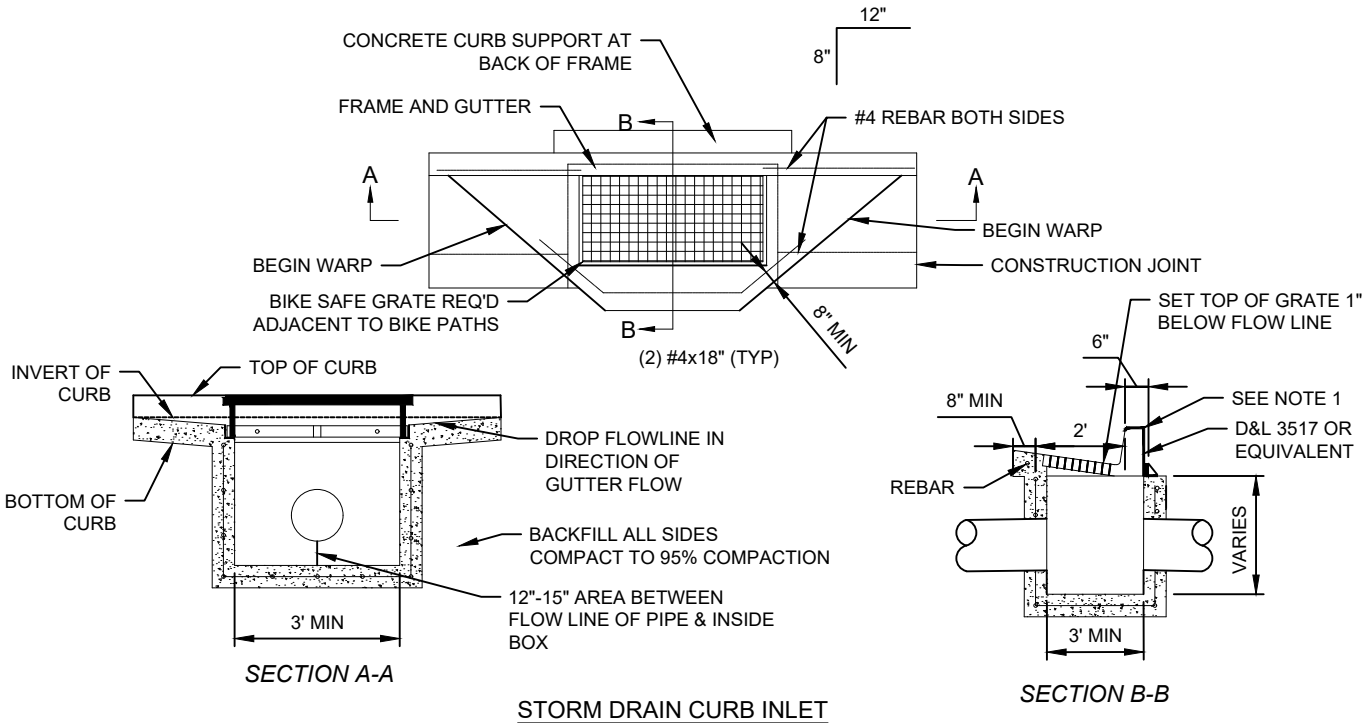
STANDARD DRAWING TITLE: LOT SETBACKS

DEVELOPMENT SERVICES
275 EAST 200 NORTH
AMERICAN FORK, UT 84003
PHONE: (801) 763-3060
FAX: (801) 763-3005

AMERICAN FORK

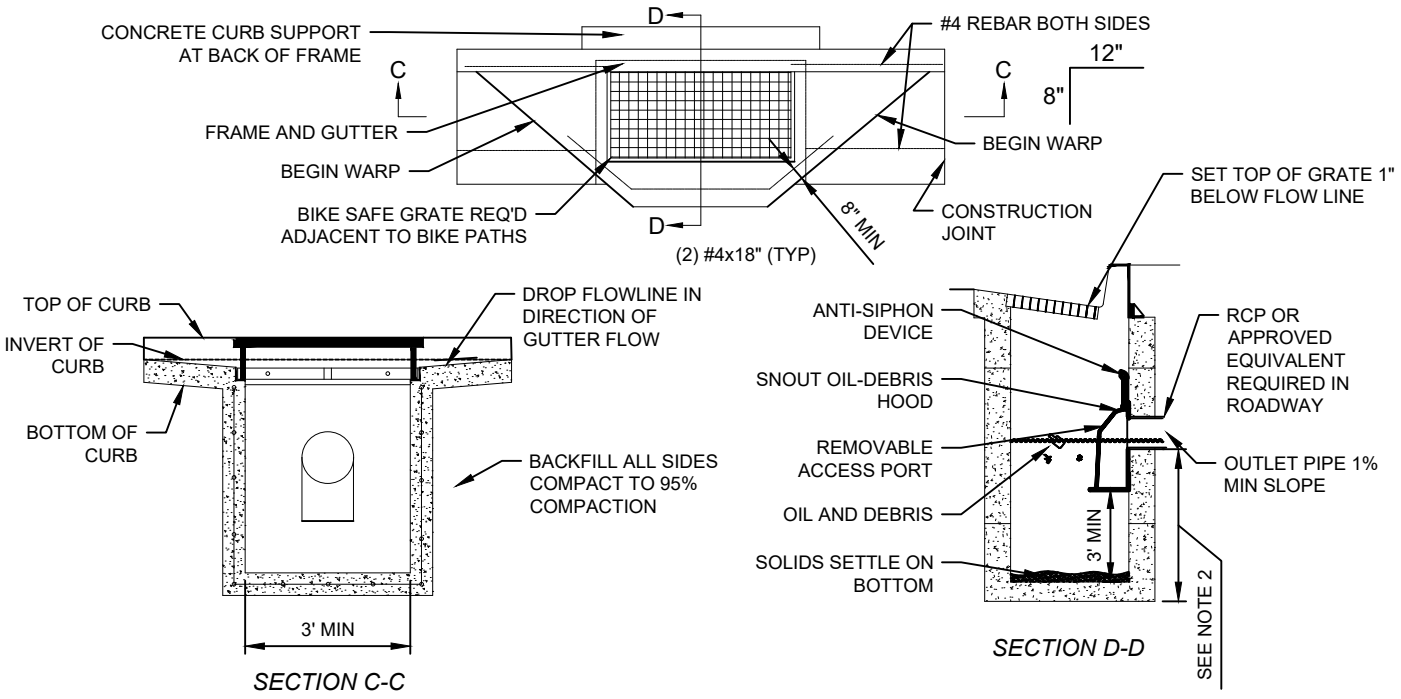
STANDARD PLANS

DRAWN:	DNF
REVISED:	
DATE:	MAR 2025
SCALE:	NTS



STORM DRAIN CURB INLET

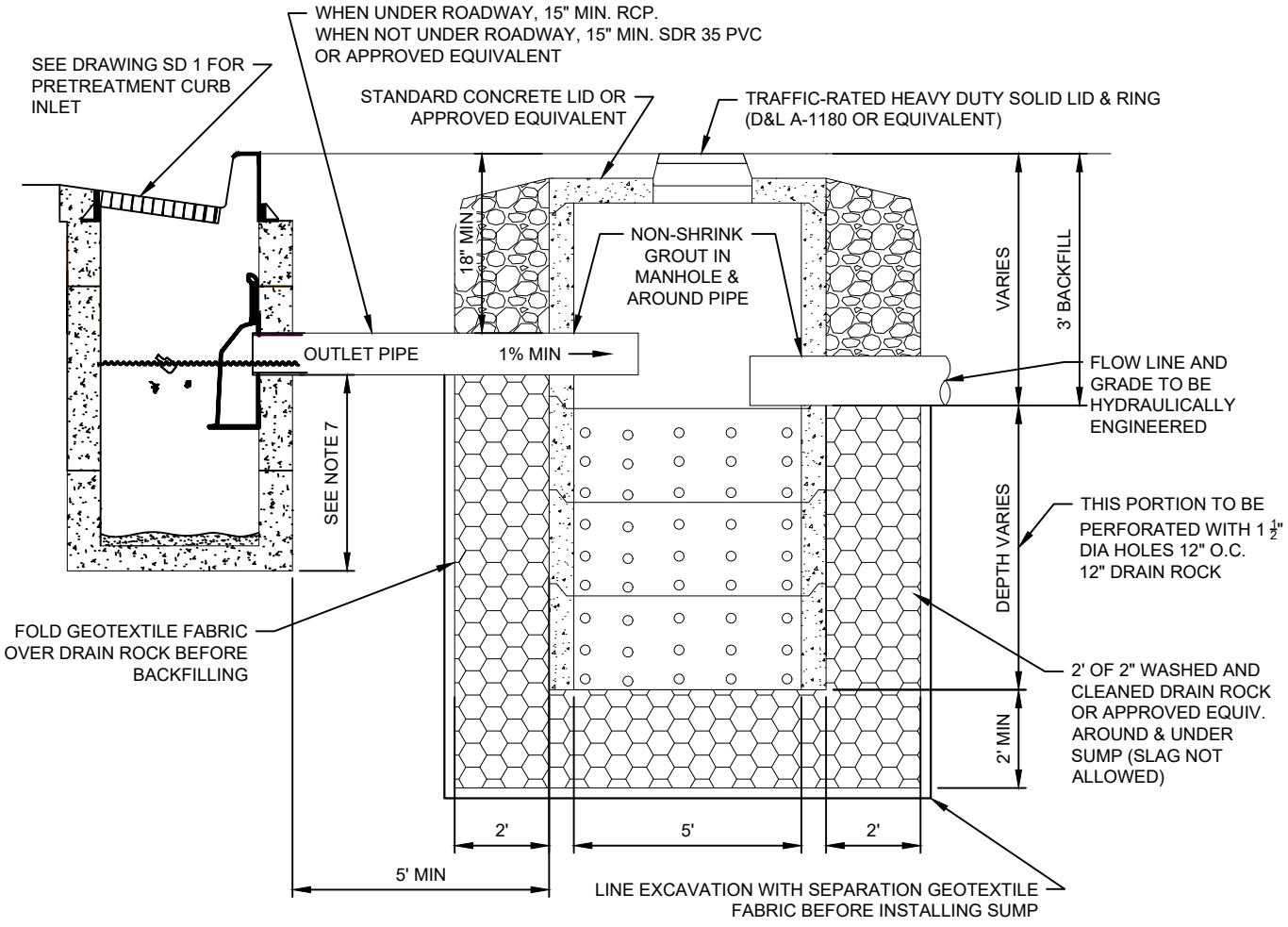
NOTES:
1. IN-LINE SNOUT TREATMENT ONLY APPLICABLE TO SINGLE SUMP SIZED FOR 100-YEAR DISCHARGE. ALL OTHER TREATMENTS SHALL BE OFF-LINE SYSTEM PER STORM WATER TECHNICAL MANUAL.



PRE-TREATMENT CURB INLET WITH SINGLE GRATE

NOTES:
1. A POLLUTION PREVENTION DECAL REQUIRED ON ALL STORM DRAIN CATCH BASINS AND PRE-TREATMENT CURB INLETS.
2. MINIMUM PRETREATMENT SUMP DEPTH IS 2.5 TO 3 TIMES THE DIAMETER OF THE OUTLET PIPE.

DRAWN:	ASG	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:	DNF		275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	STORM DRAIN CURB INLET	SD 1
DATE:	SEP 2025				
SCALE:	NTS				

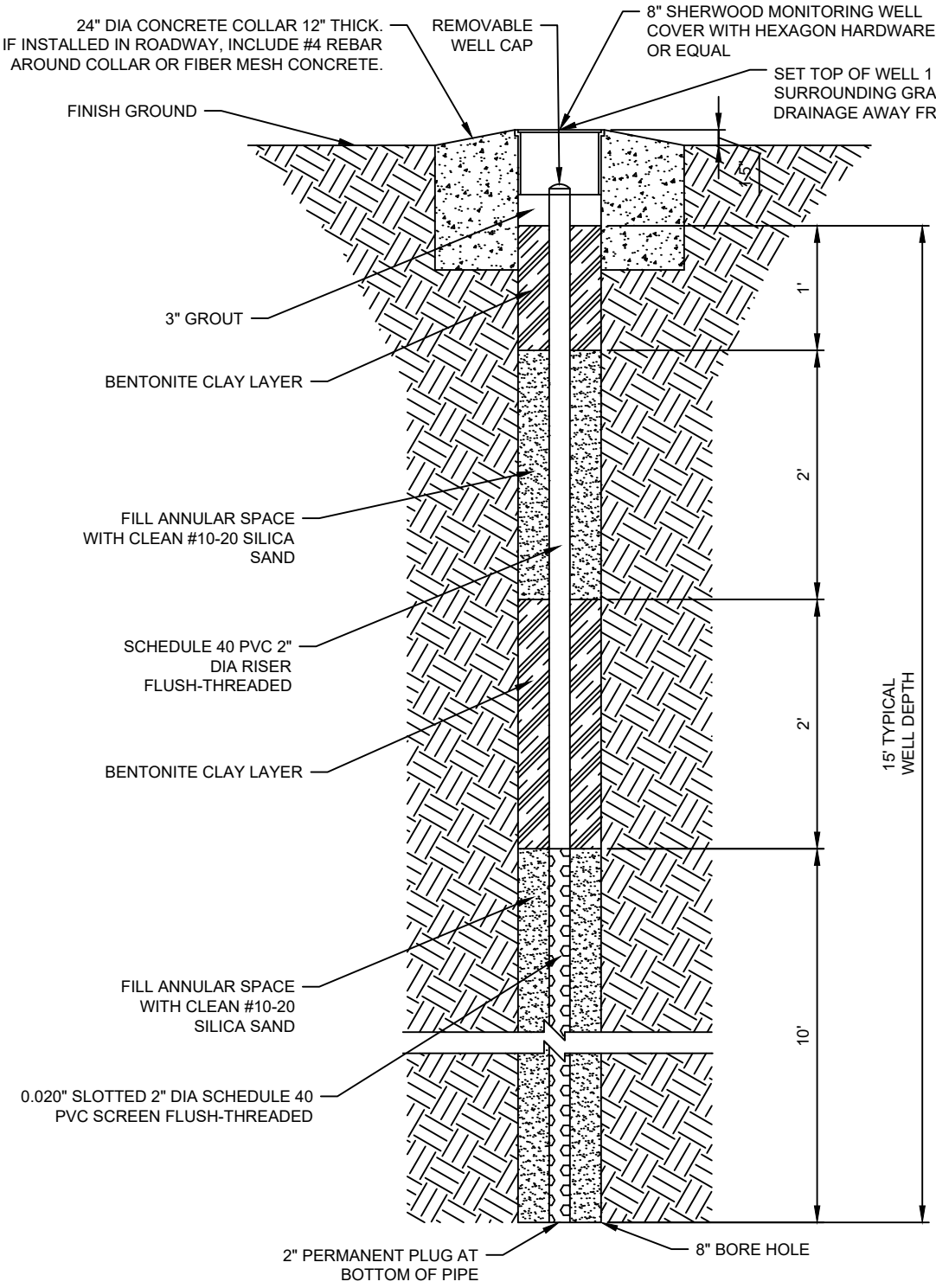


PRETREATMENT MANHOLE AND SUMP

NOTES:

1. MANHOLE BASE AND ALL SECTION SHALL BE PRECAST TO CONFORM TO ASTW C-478.
2. THE SUMP SHALL BE CONCRETE.
3. THE PRETREATMENT MANHOLE SHALL BE CONSTRUCTED TO ENSURE WATER TIGHTNESS.
4. THE SUMP SHALL BE LOCATED 5' OFFSET FROM MANHOLE PERPENDICULAR TO GUTTER ALIGNMENT.
5. THE SUMP LID SHALL NOT BE LOCATED IN THE SIDEWALK SECTION.
6. ANY APPROVED EQUIVALENT REQUIRES STAMPED DESIGN APPROVED BY CITY PERSONNEL.
7. PRETREATMENT SUMP DEPTH OF 36" MINIMUM FOR ≤12" DIAMETER OUTLET. FOR OUTLETS ≥15", DEPTH = 2.5-3x DIAMETER.

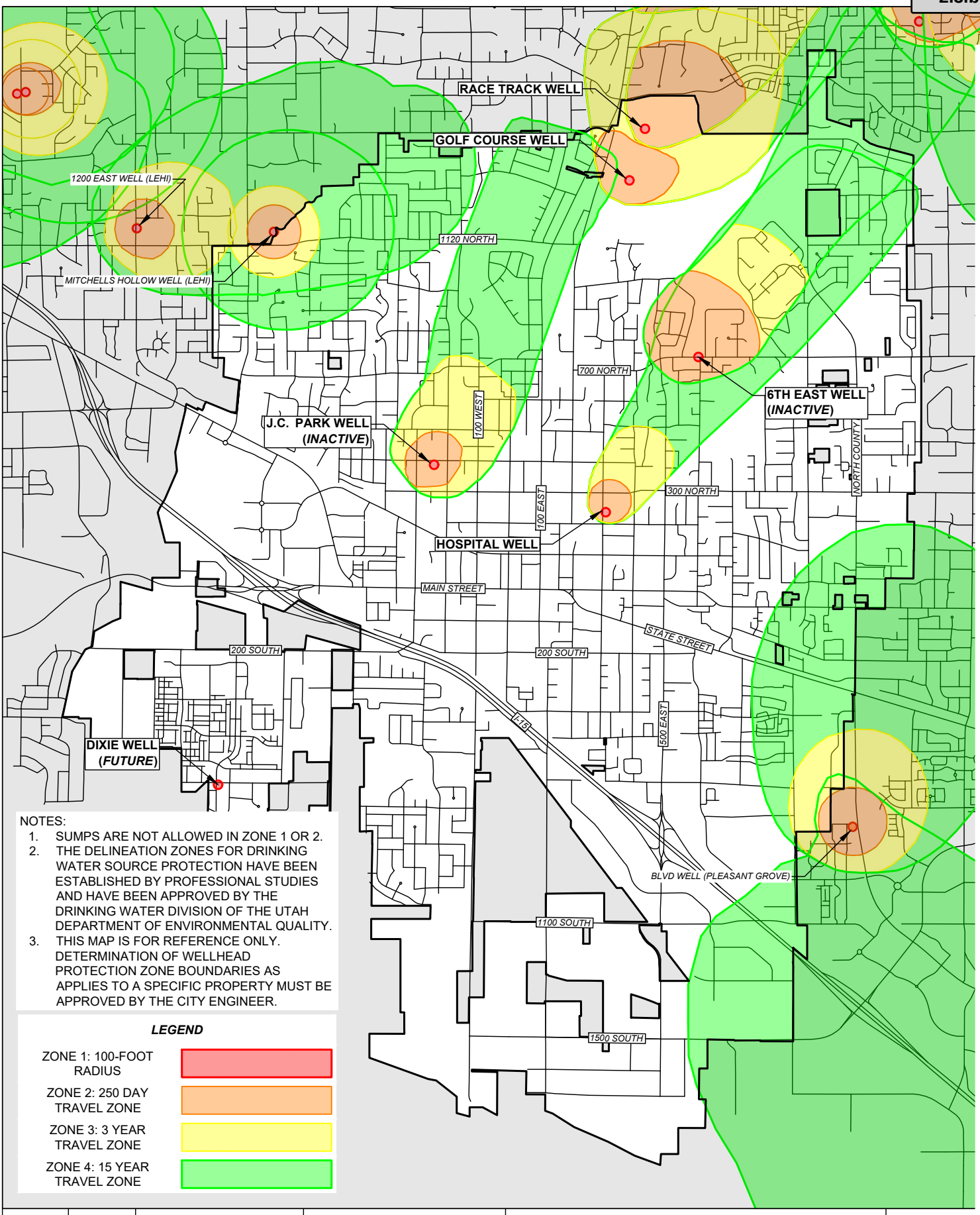
DRAWN:	ASG	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS 275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	STANDARD DRAWING TITLE PRETREATMENT MANHOLE AND SUMP	DRAWING NO. SD 2
REVISED:	DNF				
DATE:	SEP 2025				
SCALE:	NTS				



GROUNDWATER MONITORING WELL WITH PIEZOMETER

NOTES:
1. WELL TO BE SURGED DURING PLACEMENT OF SANDPACK TO PREVENT VOIDS IN ANNULAR SPACE.
2. A LOCKING WATERTIGHT WELL CAP SHALL BE INSTALLED AT THE TOP OF THE WELL CASING SO THAT SURFACE WATER THAT MAY ENTER THE VAULT WILL NOT ENTER THE WELL.

DRAWN:	ASG	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS 275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	STANDARD DRAWING TITLE GROUNDWATER MONITORING WELL WITH PIEZOMETER	DRAWING NO. SD 3
REVISED:	DNF				
DATE:	JUL 2025				
SCALE:	NTS				



NOTES:

1. SUMPS ARE NOT ALLOWED IN ZONE 1 OR 2.
2. THE DELINEATION ZONES FOR DRINKING WATER SOURCE PROTECTION HAVE BEEN ESTABLISHED BY PROFESSIONAL STUDIES AND HAVE BEEN APPROVED BY THE DRINKING WATER DIVISION OF THE UTAH DEPARTMENT OF ENVIRONMENTAL QUALITY.
3. THIS MAP IS FOR REFERENCE ONLY. DETERMINATION OF WELLHEAD PROTECTION ZONE BOUNDARIES AS APPLIES TO A SPECIFIC PROPERTY MUST BE APPROVED BY THE CITY ENGINEER.

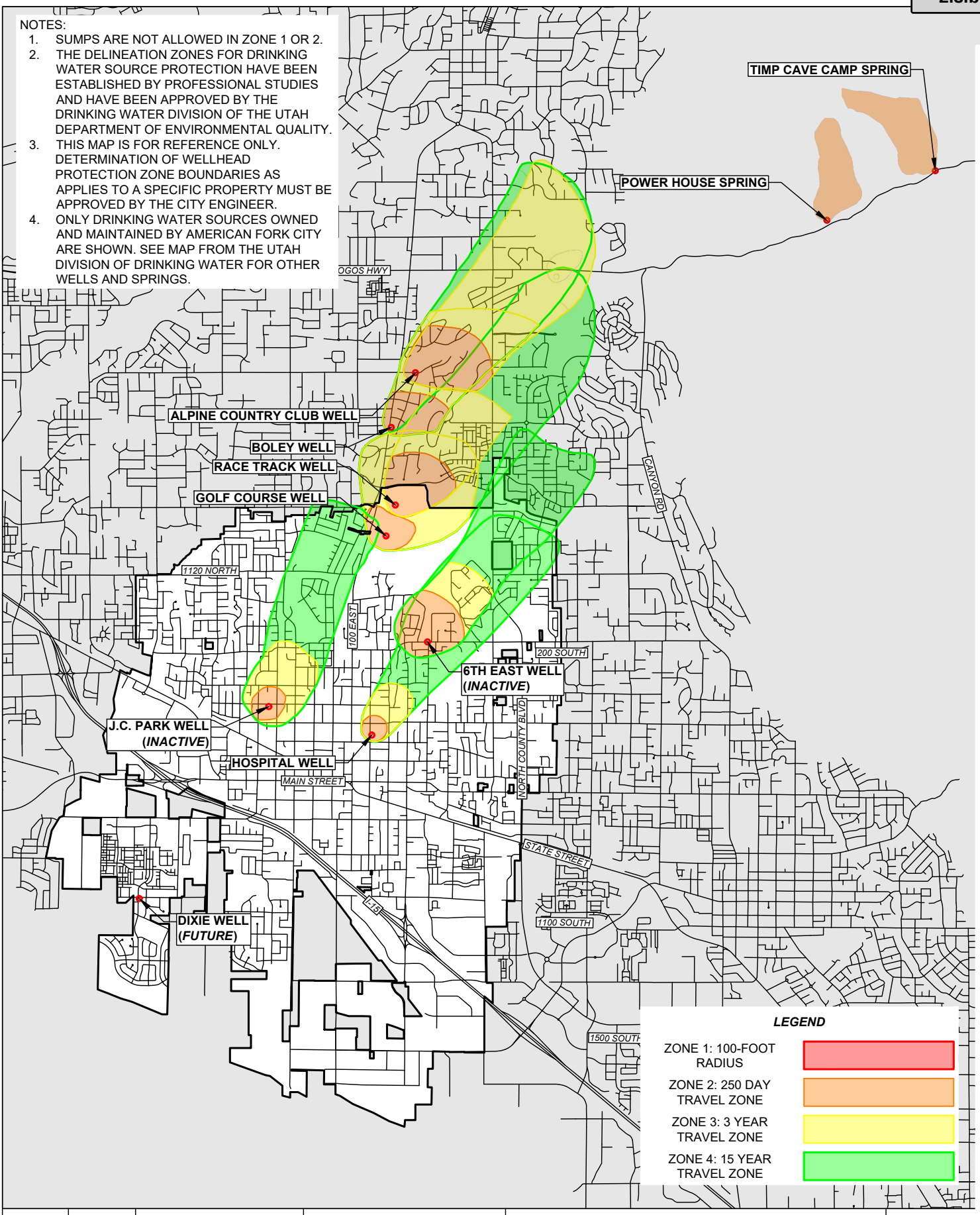
LEGEND

ZONE 1: 100-FOOT RADIUS	
ZONE 2: 250 DAY TRAVEL ZONE	
ZONE 3: 3 YEAR TRAVEL ZONE	
ZONE 4: 15 YEAR TRAVEL ZONE	

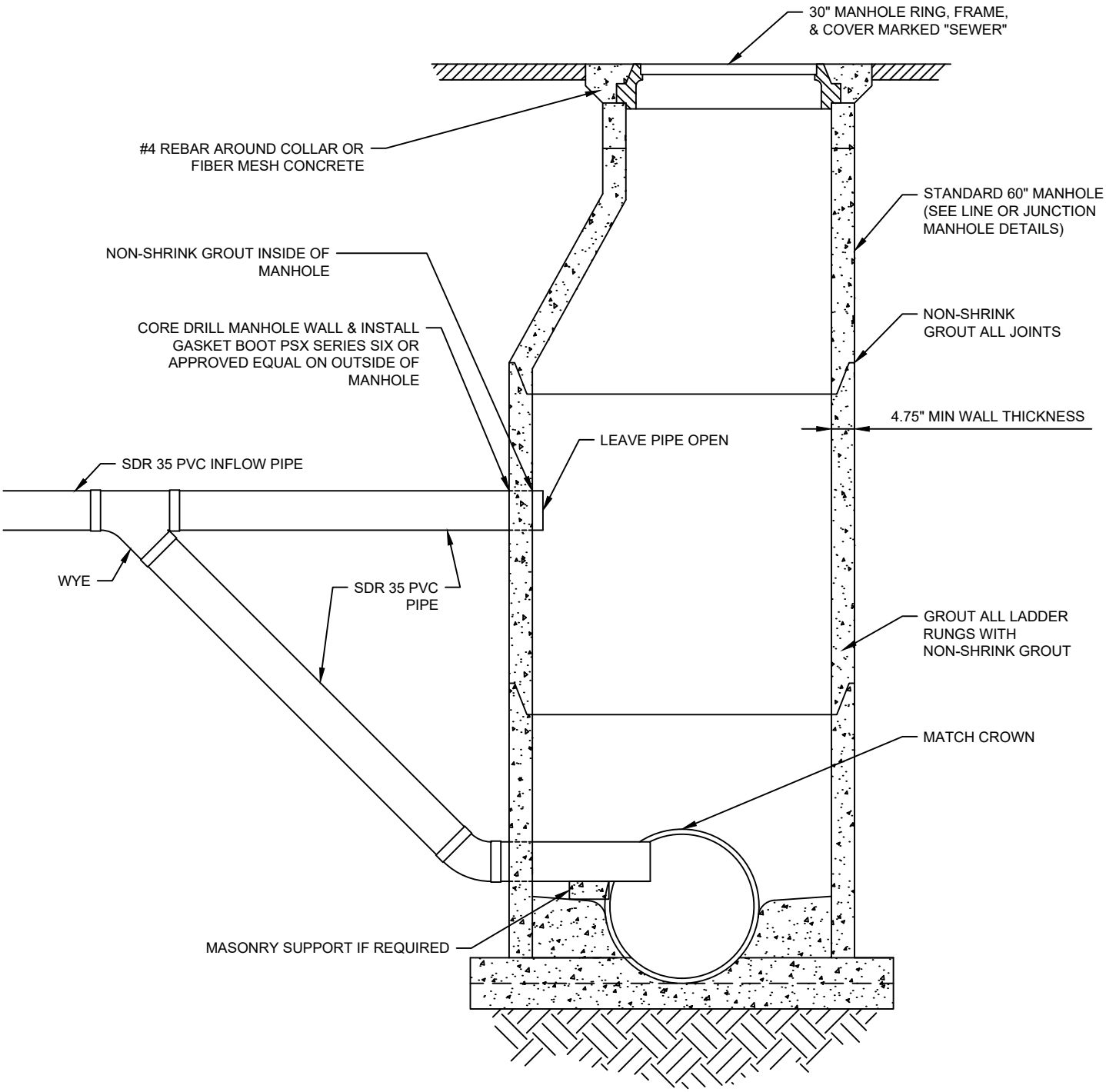
DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	DRINKING WATER SOURCE PROTECTION ZONES	SD 4
DATE:	NOV 2025				
SCALE:	NTS				

NOTES:

1. SUMPS ARE NOT ALLOWED IN ZONE 1 OR 2.
2. THE DELINEATION ZONES FOR DRINKING WATER SOURCE PROTECTION HAVE BEEN ESTABLISHED BY PROFESSIONAL STUDIES AND HAVE BEEN APPROVED BY THE DRINKING WATER DIVISION OF THE UTAH DEPARTMENT OF ENVIRONMENTAL QUALITY.
3. THIS MAP IS FOR REFERENCE ONLY. DETERMINATION OF WELLHEAD PROTECTION ZONE BOUNDARIES AS APPLIES TO A SPECIFIC PROPERTY MUST BE APPROVED BY THE CITY ENGINEER.
4. ONLY DRINKING WATER SOURCES OWNED AND MAINTAINED BY AMERICAN FORK CITY ARE SHOWN. SEE MAP FROM THE UTAH DIVISION OF DRINKING WATER FOR OTHER WELLS AND SPRINGS.



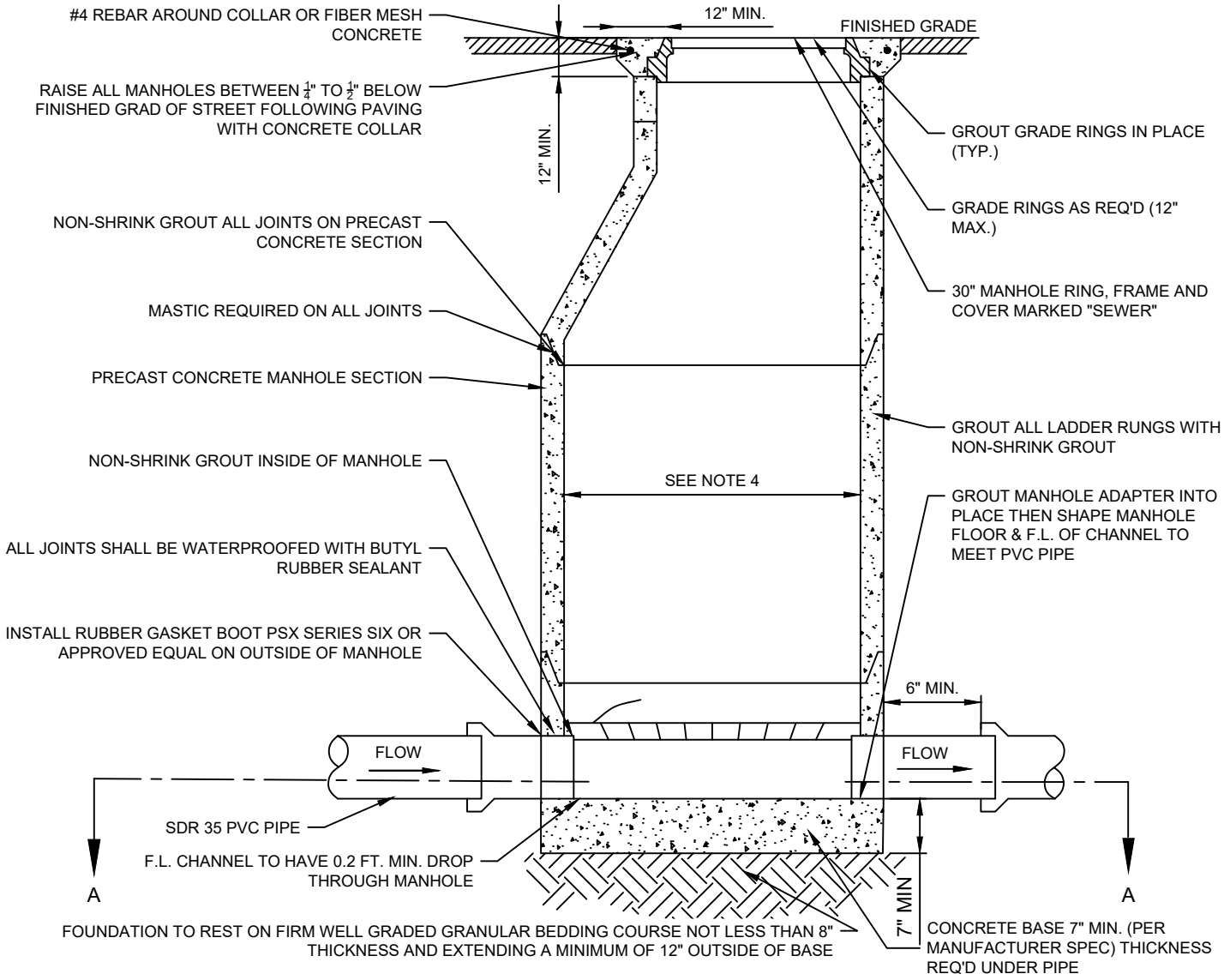
DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	AMERICAN FORK DRINKING WATER SOURCES	SD 5
DATE:	NOV 2025				
SCALE:	NTS				

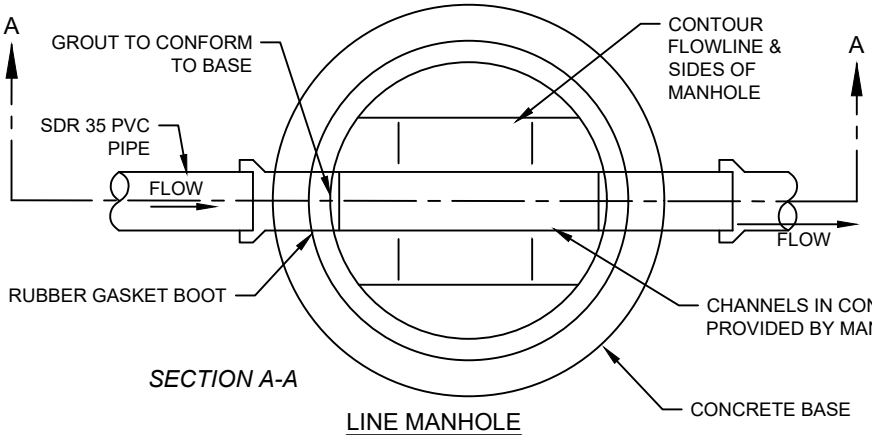


SANITARY SEWER DROP MANHOLE

NOTES
1. LONGITUDINAL GRADES GREATER THAN 5% SLOPE REQUIRE WHIRLYGIG MANHOLE RISER OR APPROVED EQUAL.

DRAWN:	ABM	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:	DNF		275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	SANITARY SEWER DROP MANHOLE	SS 1
DATE:	SEP 2025				
SCALE:	NTS				



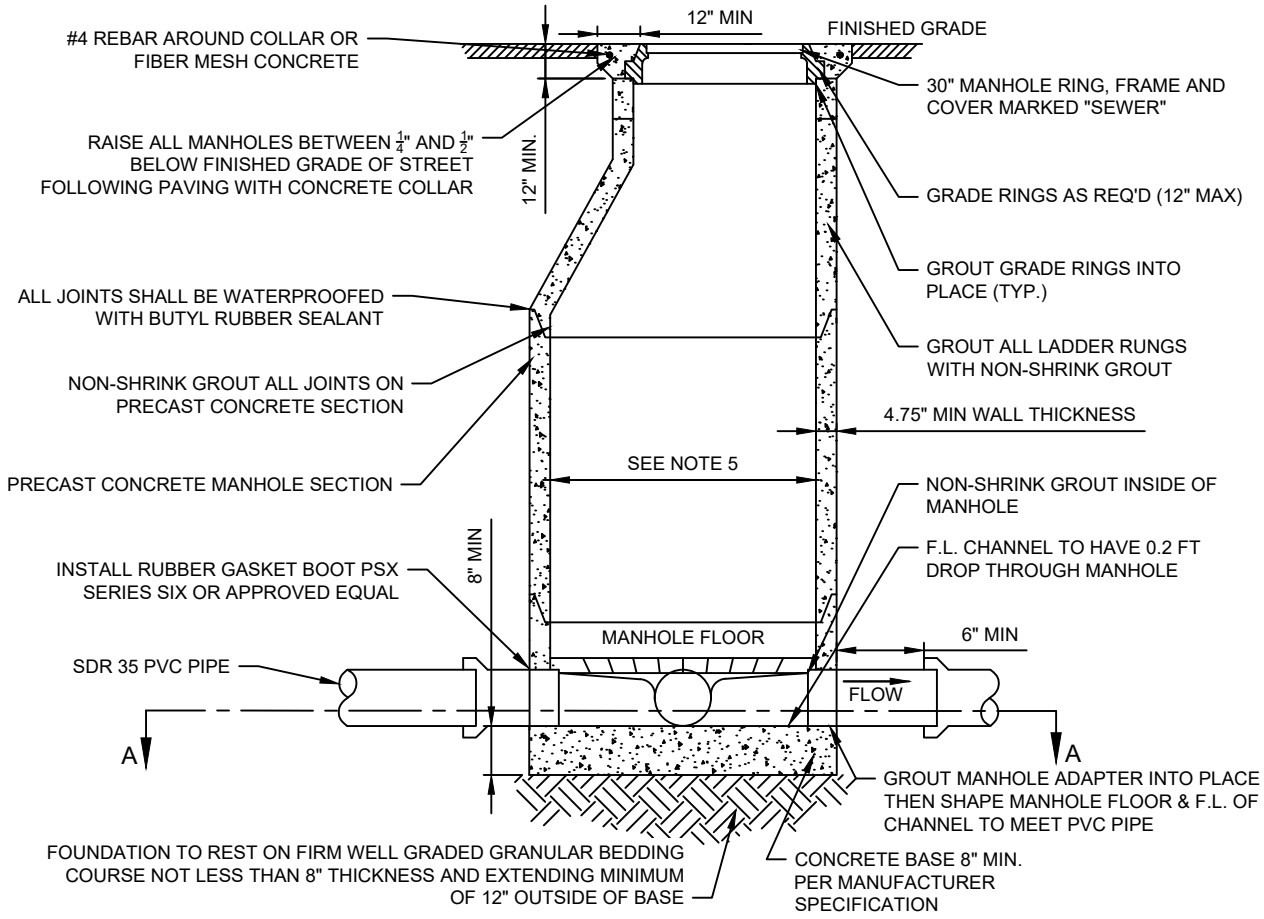


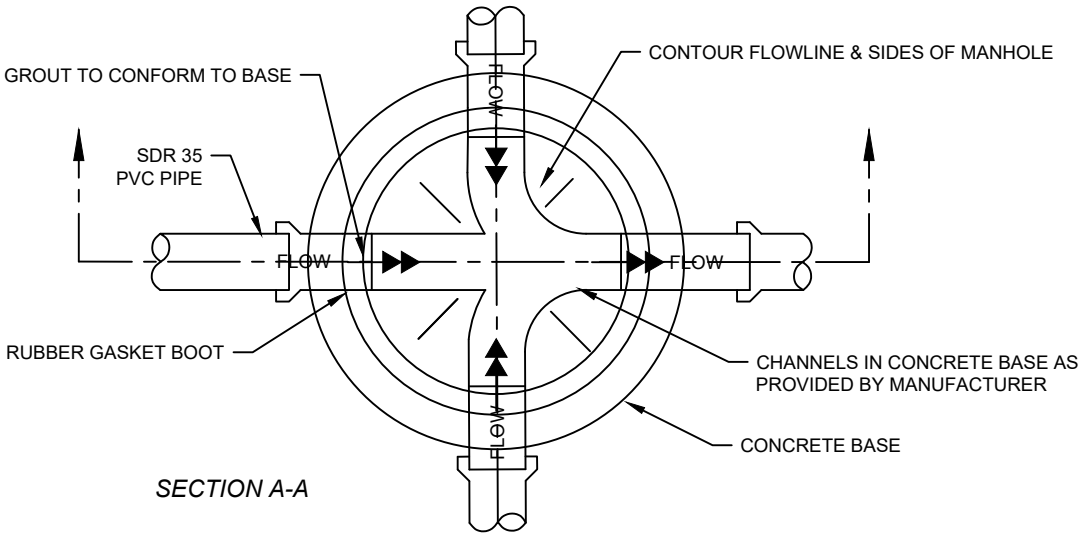
LINE MANHOLE

NOTES:

1. LONGITUDINAL GRADES GREATER THAN 5% SLOPE REQUIRE WHIRLYGIG MANHOLE RISER OR APPROVED EQUAL.
2. INVERT CHANNELS SHALL BE 0.20' MINIMUM DROP. INVERT CHANNELS SHALL BE A MINIMUM OF 0.10' MINIMUM DROP THROUGH MANHOLE IN TRANSIT-ORIENTED DEVELOPMENT AREA, AS APPROVED BY CITY ENGINEER.
3. DETAIL ALSO APPLIES TO POUR-IN-PLACE MANHOLES.
4. STANDARD MANHOLE DIAMETER SHALL BE 5'. A REDUCED DIAMETER OF 4' MAY BE USED AT DEAD-END SEWER LINES OR WHERE EXISTING UTILITIES PREVENT INSTALLATION OF A 5' MANHOLE. ALL DEVIATIONS SHALL BE APPROVED BY THE CITY ENGINEER.

DRAWN:	MVU	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:	DNF		275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	SANITARY SEWER LINE MANHOLE	SS 2
DATE:	SEP 2025				
SCALE:	NTS				



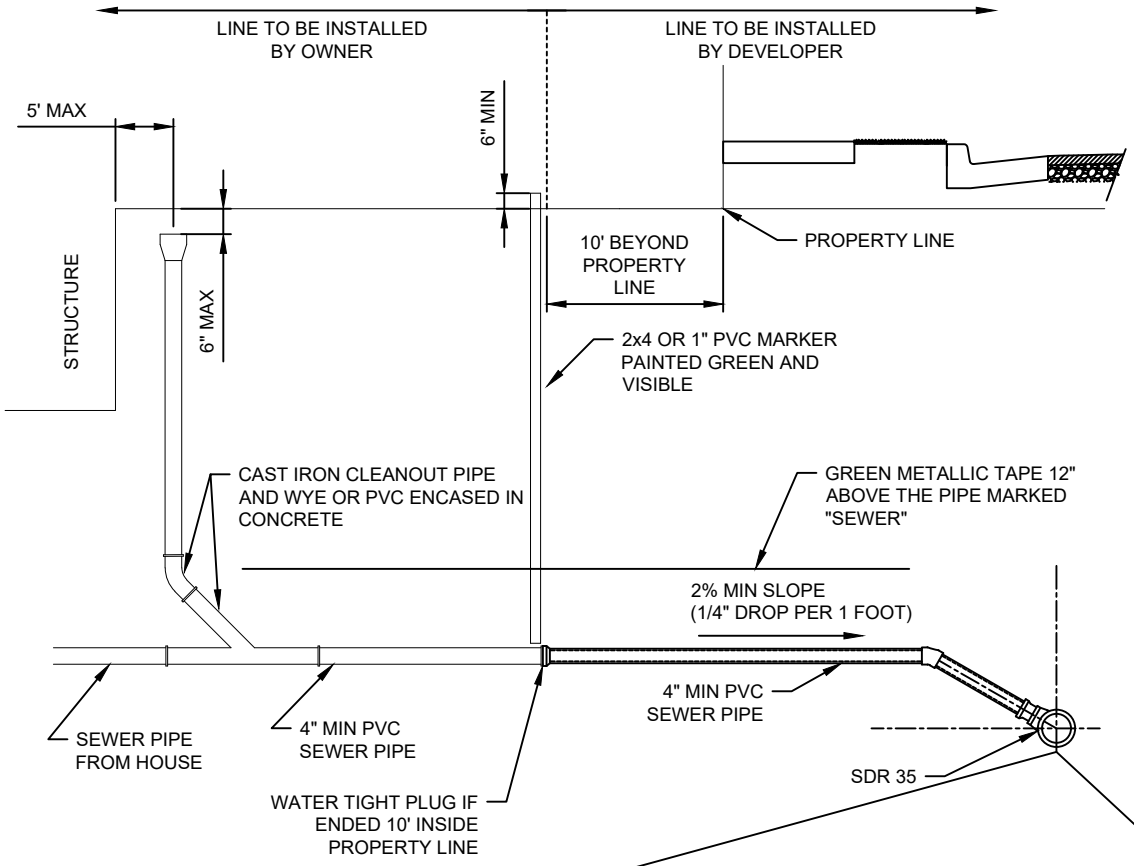


JUNCTION MANHOLE

NOTES:

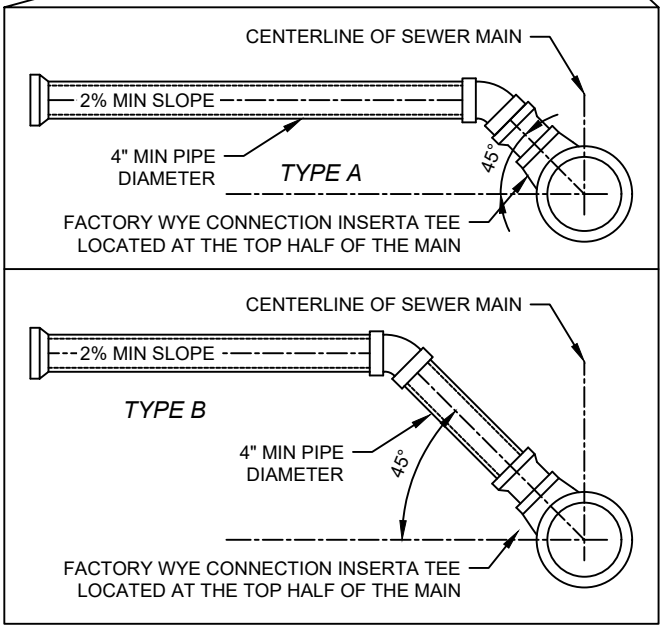
1. LONGITUDINAL GRADES GREATER THAN 5% SLOPE REQUIRE WHIRLYGIG MANHOLE RISER OR APPROVED EQUAL.
2. REFERENCE TSSD STANDARD DRAWING D-2 MANHOLE ON EXISTING. INVERT CHANNELS SHALL BE 0.20' MINIMUM DROP. INVERT CHANNELS SHALL BE A MINIMUM OF 0.10' MINIMUM DROP THROUGH MANHOLE IN TRANSIT-ORIENTED DEVELOPMENT AREA, AS APPROVED BY CITY ENGINEER.
3. DETAIL SHALL BE USED WHEN THREE OR MORE PIPES ENTER A MANHOLE.
4. STANDARD MANHOLE DIAMETER SHALL BE 5'. A REDUCED DIAMETER OF 4' MAY BE USED AT DEAD-END SEWER LINES OR WHERE EXISTING UTILITIES PREVENT INSTALLATION OF A 5' MANHOLE. ALL DEVIATIONS SHALL BE APPROVED BY THE CITY ENGINEER.

DRAWN:	ABM	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:	DNF		275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	SANITARY SEWER JUNCTION MANHOLE	SS 3
DATE:	SEP 2025				
SCALE:	NTS				



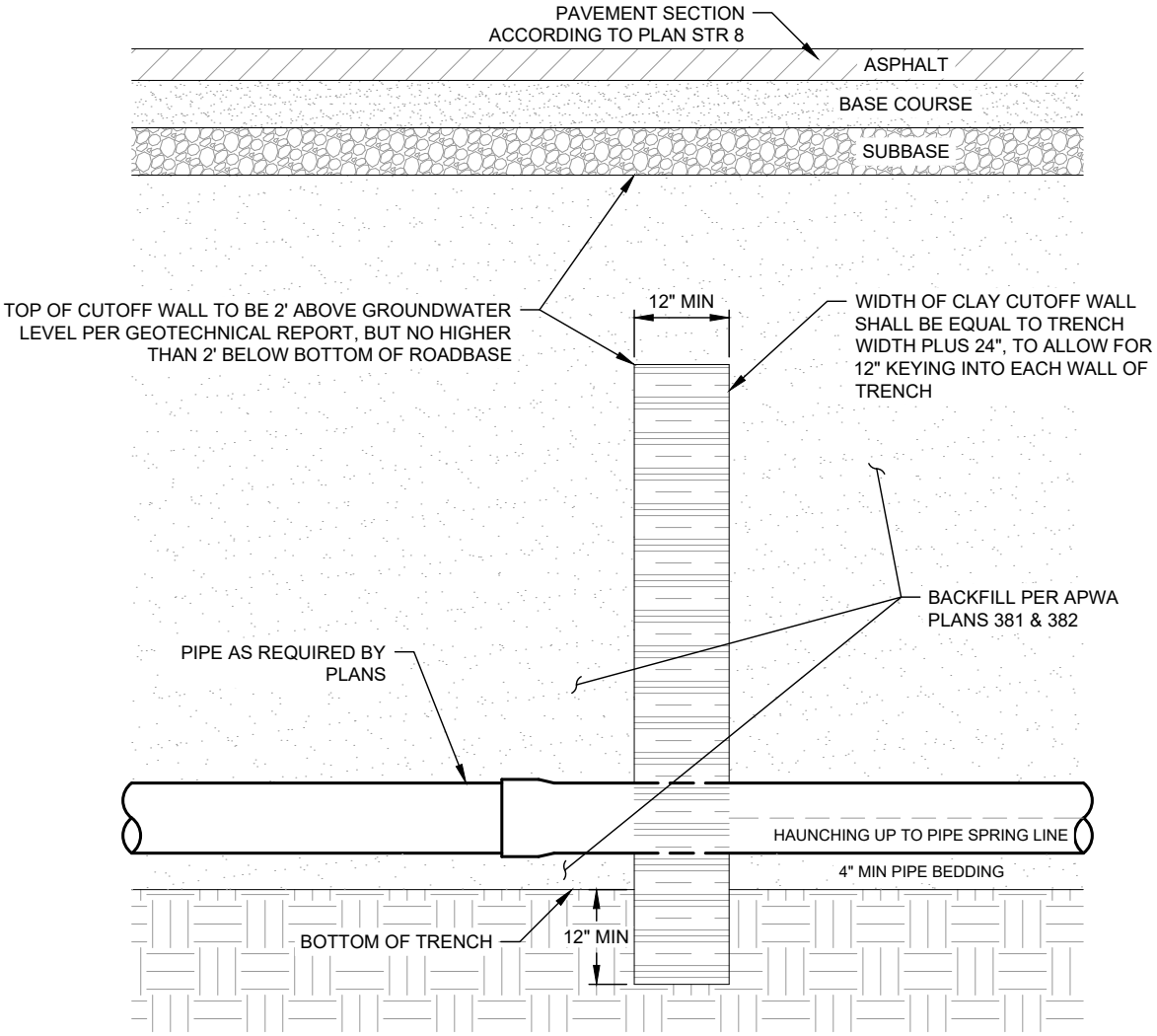
NOTES:

1. TYPE A SEWER LATERAL IS PREFERRED.
2. LATERALS SHALL NOT ENTER MANHOLES UNLESS OTHERWISE APPROVED BY THE CITY.
3. LATERAL SHALL BE BEDDED WITH SAND OR GRAVEL. PEA GRAVEL SHALL NOT BE USED.
4. SEWER LATERALS MUST BE LAID AT LEAST TEN FEET (EDGE TO EDGE) HORIZONTALLY FROM ANY EXISTING OR PROPOSED CULINARY WATER LATERAL.
5. MINIMUM OF 3' COVER OVER SEWER LATERAL.
6. CLEAN OUT STAND PIPE SHALL BE CAST IRON OR PVC WITH CAST IRON OR BRASS CAP.
7. CLEANOUTS SHALL BE INSTALLED AT EACH CHANGE OF DIRECTION GREATER THAN 45°. WHERE MORE THAN ONE CHANGE OF DIRECTION OCCURS IN A RUN OF PIPING, ONLY ONE CLEANOUT SHALL BE REQUIRED FOR EACH 40' OF DEVELOPED LENGTH OF THE DRAINAGE PIPING. CLEANOUTS SHALL REMAIN VISIBLE AND ACCESSIBLE.
8. MAXIMUM DISTANCE BETWEEN CLEANOUTS IS 75'.
9. BEFORE BACKFILLING, SECURE INSPECTION OF INSTALLATION BY CITY. GIVE AT LEAST 24 HOURS NOTICE.



SANITARY SEWER LATERAL AND CLEANOUT

DRAWN:	KKS	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:	DNF		275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	SANITARY SEWER LATERAL AND CLEANOUT	SS 4
DATE:	JUN 2025				
SCALE:	NTS				

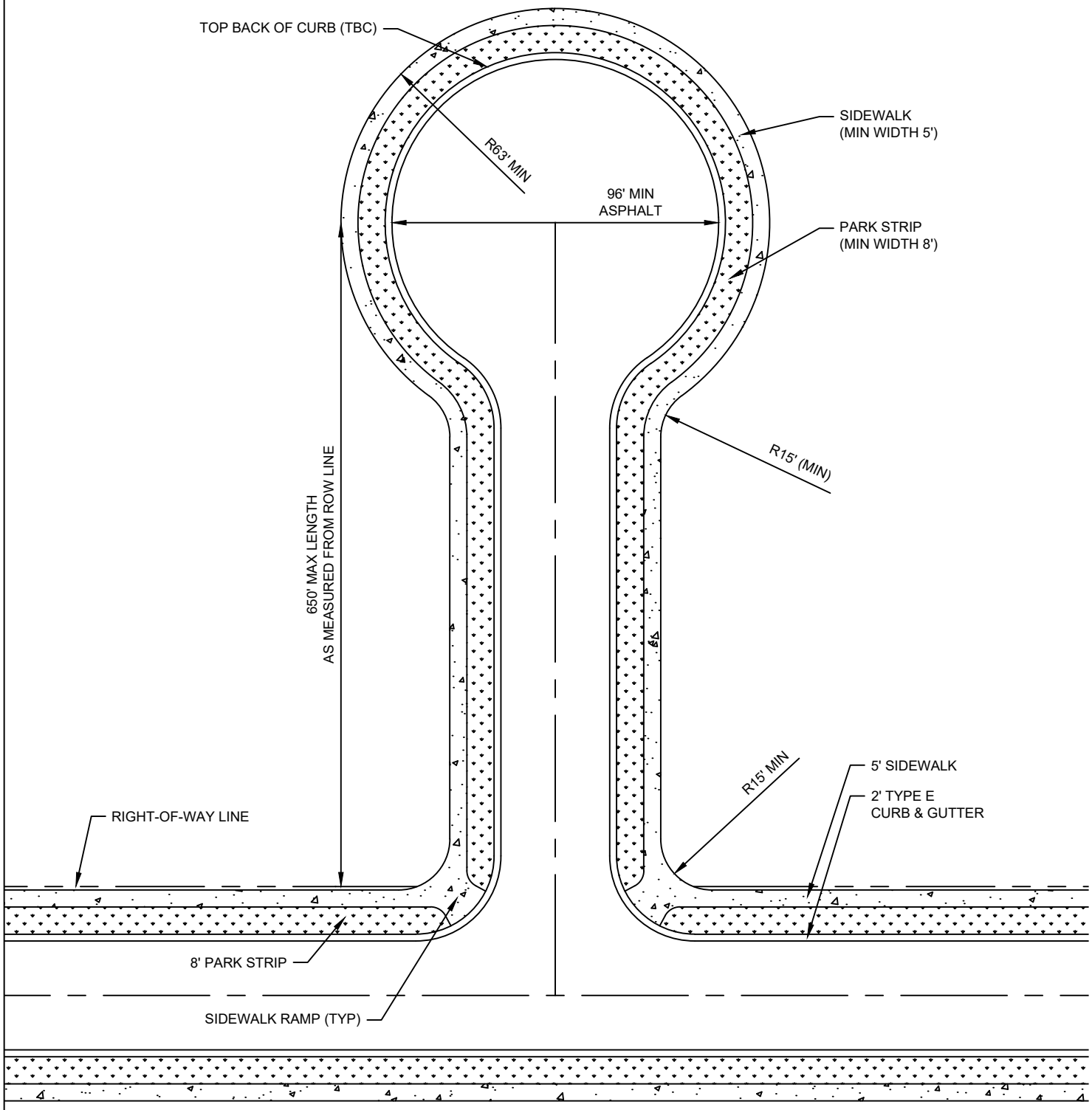


CLAY CUTOFF WALL

NOTES:

1. ALL TRENCHES SHALL BE KEPT FREE FROM WATER DURING EXCAVATION, FINE GRADING, PIPE LAYING, JOINTING, AND EMBEDMENT OPERATIONS. WHERE THE TRENCH BOTTOM IS UNSTABLE BECAUSE OF THE PRESENCE OF GROUNDWATER, AND IN CASES WHERE THE STATIC GROUNDWATER ELEVATION IS ABOVE THE BOTTOM OF ANY TRENCH, SUCH GROUNDWATER SHALL BE LOWERED TO THE EXTENT NECESSARY TO KEEP THE TRENCH FREE FROM WATER AND THE TRENCH BOTTOM STABLE WHEN THE WORK WITHIN THE TRENCH IS IN PROGRESS. SURFACE WATER SHALL BE PREVENTED FROM ENTERING TRENCHES.
2. CLAY CUTOFF WALLS ARE REQUIRED AT ALL STRUCTURES PRIOR TO OR UP-GRADIENT OF EACH MANHOLE OR A MINIMUM OF TWO HUNDRED FEET TO PREVENT MINING OF FINES WITHIN THE TRENCH BACKFILL.
3. ALL WATER PUMPED FROM TRENCHES SHALL BE CONVEYED TO EXISTING DRAINAGE CHANNELS, GUTTERS, OR DRAINS. ANY CONFLICTS AND COSTS INCURRED BY THE IMPROPER DISPOSAL OF THIS WATER SHALL BE BORNE BY THE CONTRACTOR.
4. NO SURFACE OR SUBSURFACE WATER SHALL BE ALLOWED TO ENTER THE EXISTING CITY SEWER SYSTEM.
5. HIGH GROUNDWATER AREAS MAY REQUIRE SPECIAL CONSTRUCTION PRACTICES TO PREVENT PIPE FLOTATION, BOTH DURING AND AFTER CONSTRUCTION.

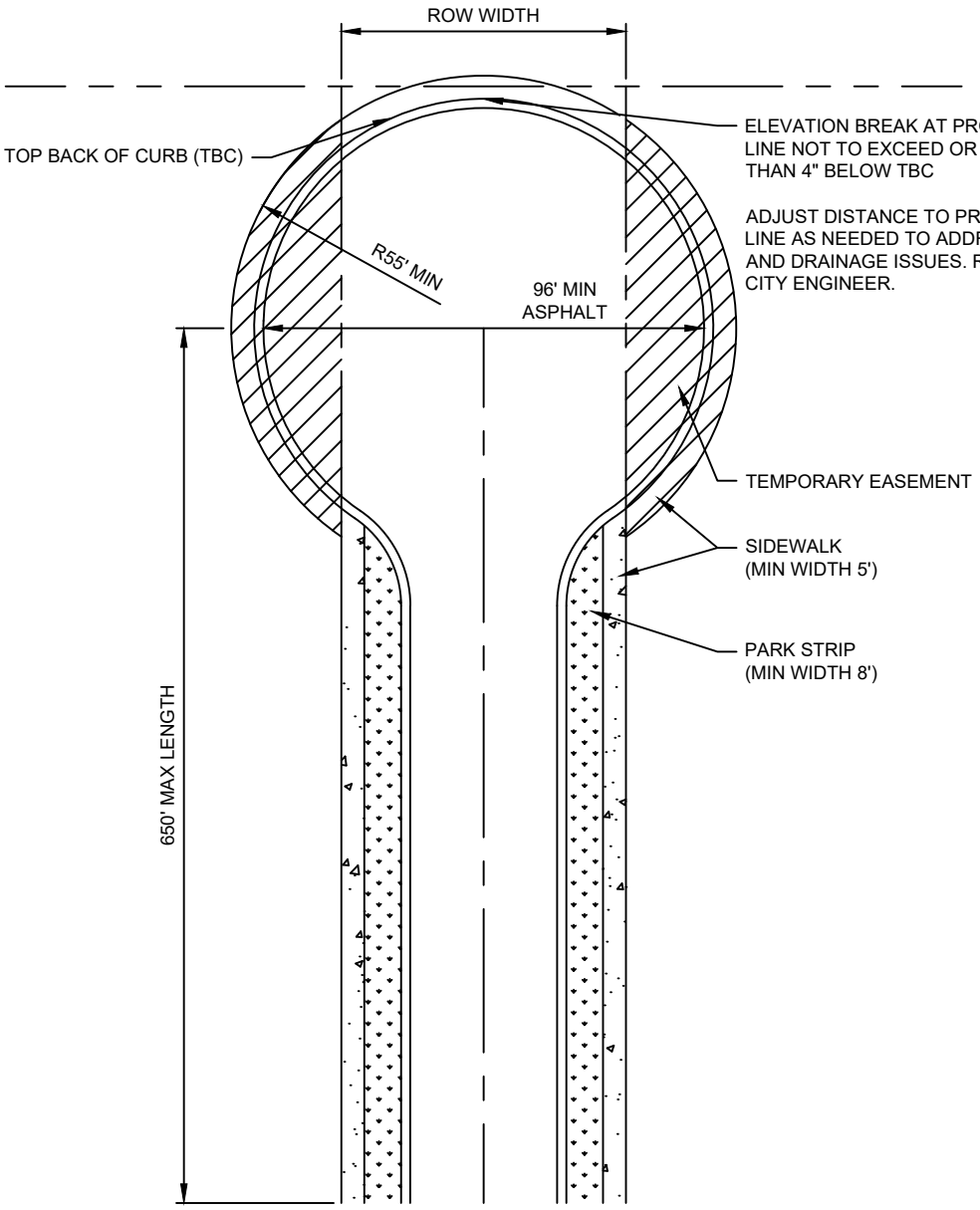
DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	CLAY CUTOFF WALL	SS 5
DATE:	SEP 2025				
SCALE:	NTS				



CUL-DE-SAC

NOTES:
1. INSTALL CATCH BASINS AND ASSOCIATED PIPING AS REQUIRED IN THE EVENT THE GRADE OF THE STREET SLOPES INTO THE CUL-DE-SAC.
2. SEE AMERICAN FORK ENGINEERING DESIGN SUPPLEMENTAL STANDARDS FOR CURB RADII.

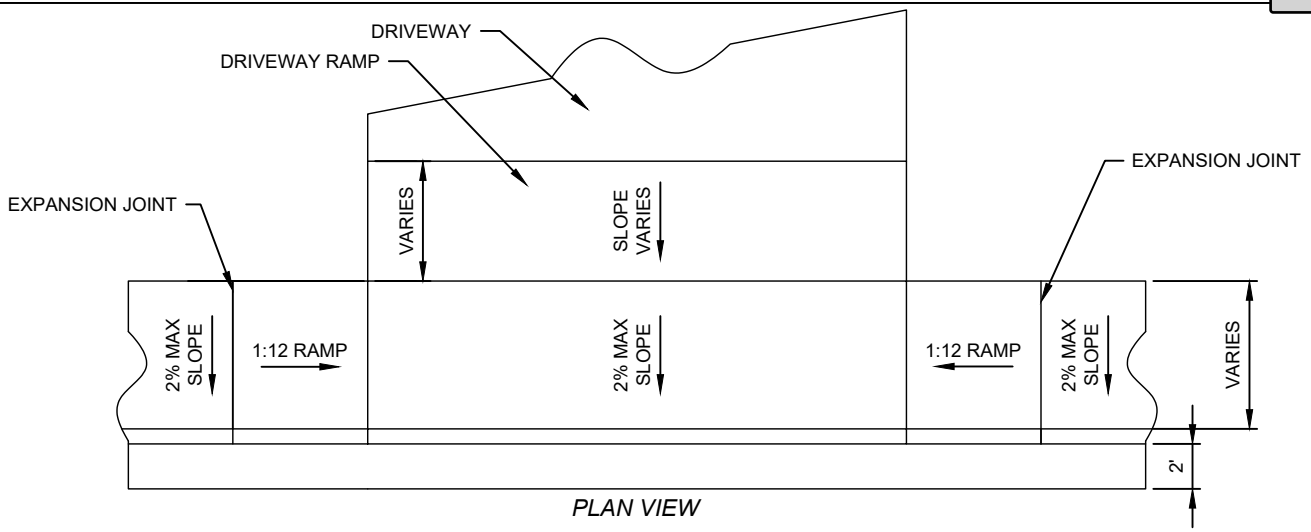
DRAWN:	LMB	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:	DNF		275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	CUL-DE-SAC	STR 1
DATE:	JUL 2025				
SCALE:	NTS				



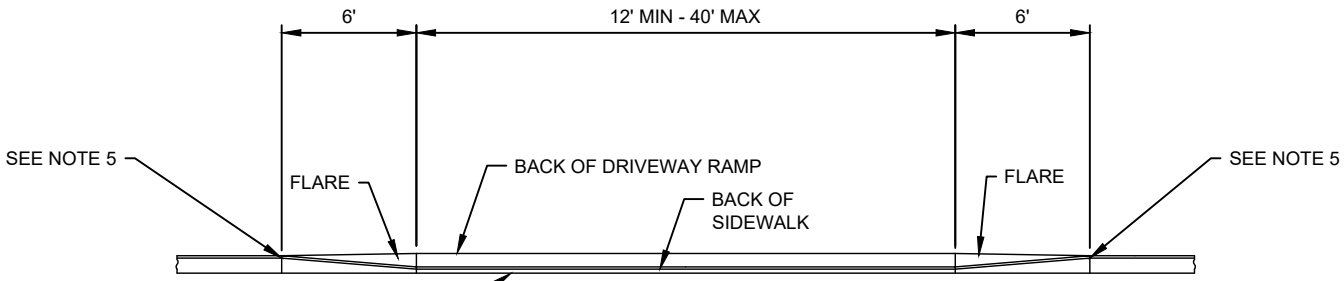
TEMPORARY CUL-DE-SAC

NOTES:
1. INSTALL CATCH BASINS AND ASSOCIATED PIPING AS REQUIRED IN THE EVENT THE GRADE OF THE STREET SLOPES INTO THE CUL-DE-SAC.
2. SEE TABLE BELOW FOR PROPERTY LINE AND TBC RADIUS.
3. NO ABOVE GROUND UTILITIES SHALL BE ALLOWED WITHIN STREET RIGHT-OF-WAY.
4. A TEMPORARY EASEMENT SHALL BE PROVIDED FOR AREA OUTSIDE OF THE CITY STREET RIGHT-OF-WAY.
5. PARKING REQUIREMENTS MUST BE MET OUTSIDE OF THE EASEMENT AREA.
6. SEE STANDARD DRAWING STR 1 FOR STREET CONNECTION.
2. SEE AMERICAN FORK ENGINEERING DESIGN SUPPLEMENTAL STANDARDS FOR CURB RADII.

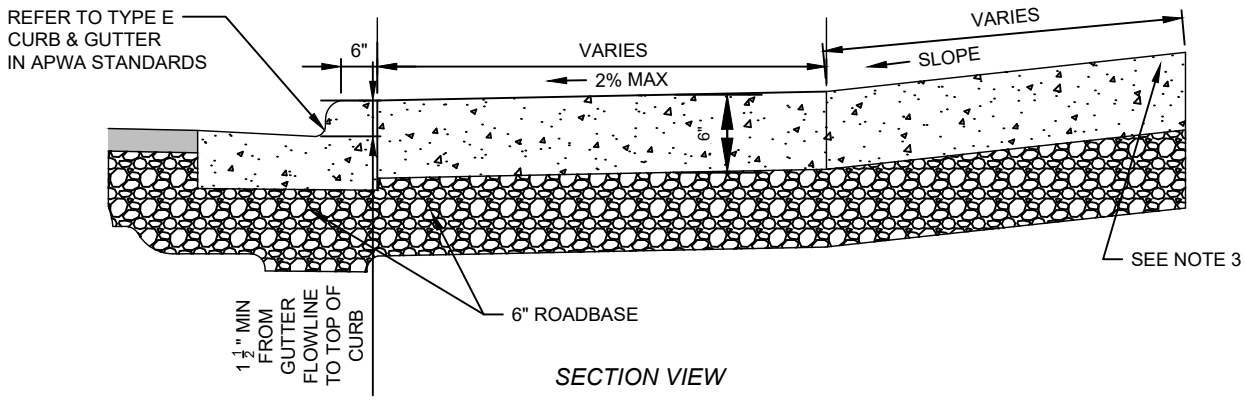
DRAWN:	LMB	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:	DNF		275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	TEMPORARY CUL-DE-SAC	STR 2
DATE:	JUL 2025				
SCALE:	NTS				



PLAN VIEW



ELEVATION VIEW



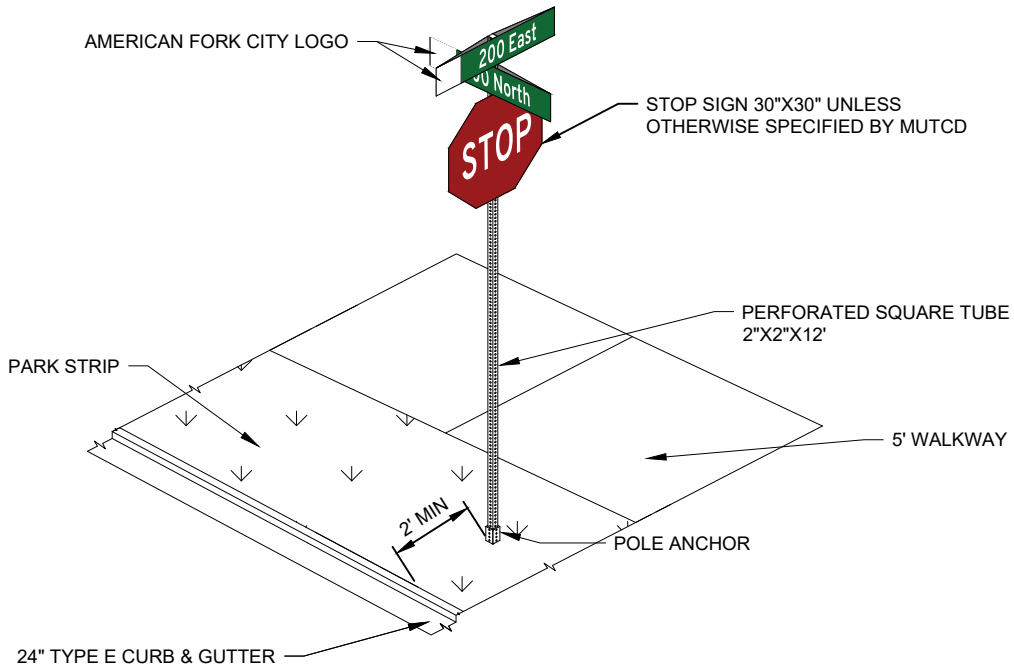
SECTION VIEW

DRIVE APPROACH WITHOUT PARK STRIP

NOTES:

1. SIDEWALK THROUGH DRIVE APPROACH SHALL BE 6" THICKNESS FOR RESIDENTIAL AND 8" THICKNESS FOR COMMERCIAL.
2. THE RUNNING SLOPE SHALL BE A MAXIMUM OF 8.33% (1:12 RAMP) AND CROSS SLOPE SHALL BE A MAXIMUM OF 2%.
3. IF EDGE OF DRIVEWAY MATERIAL (CONCRETE, ASPHALT, OR GRAVEL) THAT MEETS THE HOUSE OR BUILDING IS LESS THAN 12" ABOVE THE FLOW LINE OF CURB, THEN THERE SHALL BE A HIGH POINT IN THE DRIVE WAY THAT IS AT LEAST 12" ABOVE THE FLOW LINE OF CURB. EXCEPTIONS MAY APPLY TO EXISTING STRUCTURES AND SHALL BE APPROVED BY AMERICAN FORK PUBLIC WORKS DEPARTMENT.
4. WHERE WATER FROM GUTTER MAY FLOW OVER DRIVE APPROACH AND AROUND DRIVEWAY RAMP, A 6" CURB WALL MAY BE REQUIRED BEHIND FLARE.
5. SEE APWA PLAN 231 FOR PLACEMENT OF EXPANSION JOINTS.
6. MAINTAIN 1 FOOT MINIMUM OF CURB ON EITHER SIDE OF THE PROPERTY LINE AND TOP OF DRIVE APPROACH FLARE TO ENSURE A MINIMUM OF 2 FEET OF CURB SPACE BETWEEN TOP OF ONE DRIVE APPROACH FLARE AND THE TOP OF THE NEXT DRIVE APPROACH FLARE. TOP OF FLARE SHALL BE 3' MINIMUM FROM FIRE HYDRANTS.
7. DRIVEWAY MATERIAL BEHIND THE DRIVE APPROACH TO EDGE OF THE HOME OR GARAGE SHALL BE A HARD SURFACE (ASPHALT, CONCRETE, OR PAVERS). LANDSCAPING REQUIREMENTS IN AMERICAN FORK CITY CODE STILL APPLY ESPECIALLY IN THE CASE OF DRIVE APPROACH EXTENSION.

DRAWN:	ASG	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:	DNF		275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	DRIVE APPROACH WITHOUT PARK STRIP	STR 3
DATE:	APR 2024				
SCALE:	NTS				

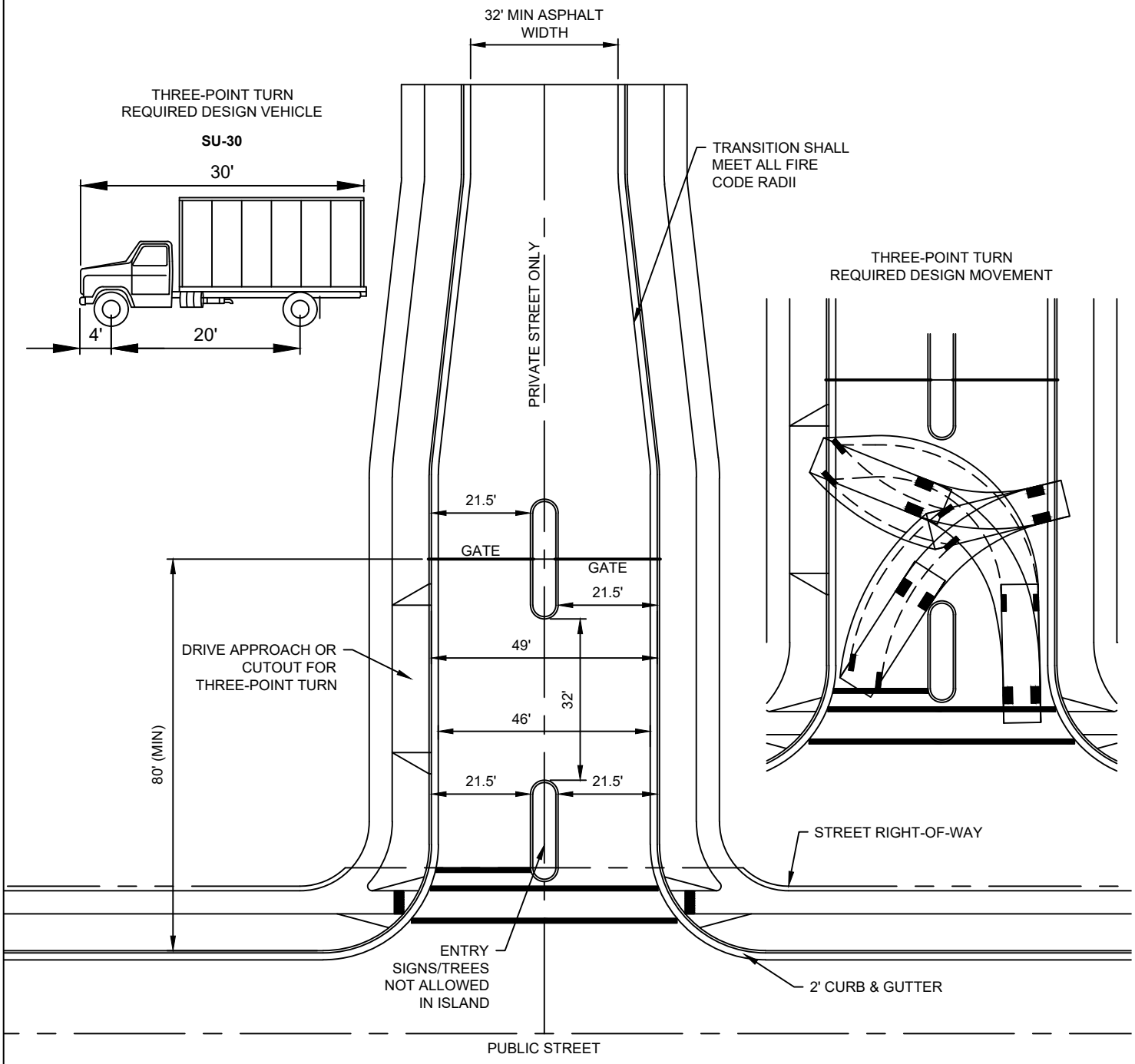


STREET COORDINATE SIGN

NOTES:

1. ALL SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH MUTCD STANDARDS.
2. COORDINATE SIGNS ARE REQUIRED AT STREET 90 DEGREE BENDS, 4-WAY AND T-INTERSECTIONS. SIGNS WITH ALPHABETICAL COORDINATES THAT ARE STREET NAMES SHALL INCLUDE A NUMERICAL COORDINATE FOR THE ROAD BELOW THE STREET NAME. SIGNS WITH CARDINAL DIRECTIONS SHALL BE SPELLED OUT, E.G "NORTH".
3. POLE ANCHORS: PERFORATED SQUARE TUBE. THESE ANCHORS SHALL BE USED ON ALL CITY POLES UNLESS OTHERWISE SPECIFIED BY UDOT STANDARDS. ANCHORS SHALL BE INSTALLED WITH APPROXIMATELY 4" ANCHOR EXPOSED ABOVE THE TOP BACK OF CURB OR FINISHED GRADE. A 4" SLEEVE IS REQUIRED AROUND THE ANCHOR WHEN INSTALLED IN CONCRETE. BREAKAWAY POLE BASES ARE REQUIRED WHEN POLE IS INSTALLED IN HARD SURFACES.
   A. SIZE: 2 ¼"X2 ¼" X 30"
   B. THICKNESS: 12 GAUGE GALVANIZED, PERFORATED SQUARE TUBE
4. POLE: PERFORATED SQUARE TUBE UNLESS OTHERWISE SPECIFIED BY UDOT STANDARDS.
   A. SIZE: 2"X2"10' (STREET COORDINATE SIGN ONLY), 2"X2"12' (STREET COORDINATE WITH REGULATORY SIGN)
   B. THICKNESS: 12 GAUGE GALVANIZED
5. STREET COORDINATE SIGN: MUTCD DESIGNATION D3-1. TWO SINGLE SIDED RIVETED BACK TO BACK
   A. SIZE: 8"X38"
   B. THICKNESS: 0.080 ALUMINUM
   C. REFLECTIVITY: HIGH INTENSITY TYPE 4
   D. UV PROTECTION FILM REQUIRED
   E. LOGO: PROVIDED BY THE CITY (PRIVATE LOGOS ARE NOT ALLOWED). SIGNS ARE TO HAVE THE CITY LOGO PRINTED ON THE LEFT OF THE SIGN WITH THE STREET NAME AND/OR COORDINATE FOLLOWING.
   F. FONT STYLE: HIGHWAY GOTHIC B SERIES
      (1) SIZE: STREET NAMES SHALL HAVE THE FIRST LETTER OF THE DIRECTION/ROAD NAME UPPER CASE WITH REMAINING LETTERS LOWER CASE.
         (1)1) SPEED LIMIT < 40 MPH: THE INITIAL UPPER-CASE LETTER SHALL BE 6" WITH THE REMAINING LOWER-CASE LETTERS AT 4.5" IN SIZE.
         (1)2) SPEED LIMIT > 40 MPH: THE INITIAL UPPER-CASE LETTER SHALL BE 8" WITH THE REMAINING LOWER-CASE LETTERS 6" IN SIZE.
   G. COLOR: GREEN (PUBLIC STREETS), BLUE (PRIVATE STREETS)
6. HARDWARE:
   A. 3/8" ALUMINUM DRIVE RIVET (USED TO MOUNT SIGN TO PERFORATED POLE)
   B. 5/16" MEDIUM CORNER BOLT WITH JAM NUT (USED TO SECURE POLE TO ANCHOR)
7. INSTALLATION OF SIGNS: THE LOWER STREET COORDINATE SIGN SHALL BE PERPENDICULAR TO THE STOP SIGN AND PARALLEL TO THE ROAD THAT IT IS IDENTIFYING. SIGNS SHALL BE INSTALLED ABOVE A REGULATORY SIGN IF AVAILABLE.
   A. LOCATION: STREET SIGNS SHALL BE INSTALLED ON THE SOUTH AND EAST SIDES OF AN INTERSECTION WITH A MINIMUM LATERAL OFFSET OF 2 FEET FROM THE BACK OF CURB AND ANY ADJACENT WALKWAY.
   B. HEIGHT: REGULATORY AND STREET COORDINATE SIGNS SHALL BE INSTALLED WITH A MINIMUM HEIGHT OF 7 FEET, MEASURED VERTICALLY FROM THE BOTTOM OF THE SIGN TO THE TOP OF GRADE/CURB.

DRAWN:	NLP	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:	DNF		275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	STREET COORDINATE SIGN	STR 4
DATE:	OCT 2025				
SCALE:	NTS				

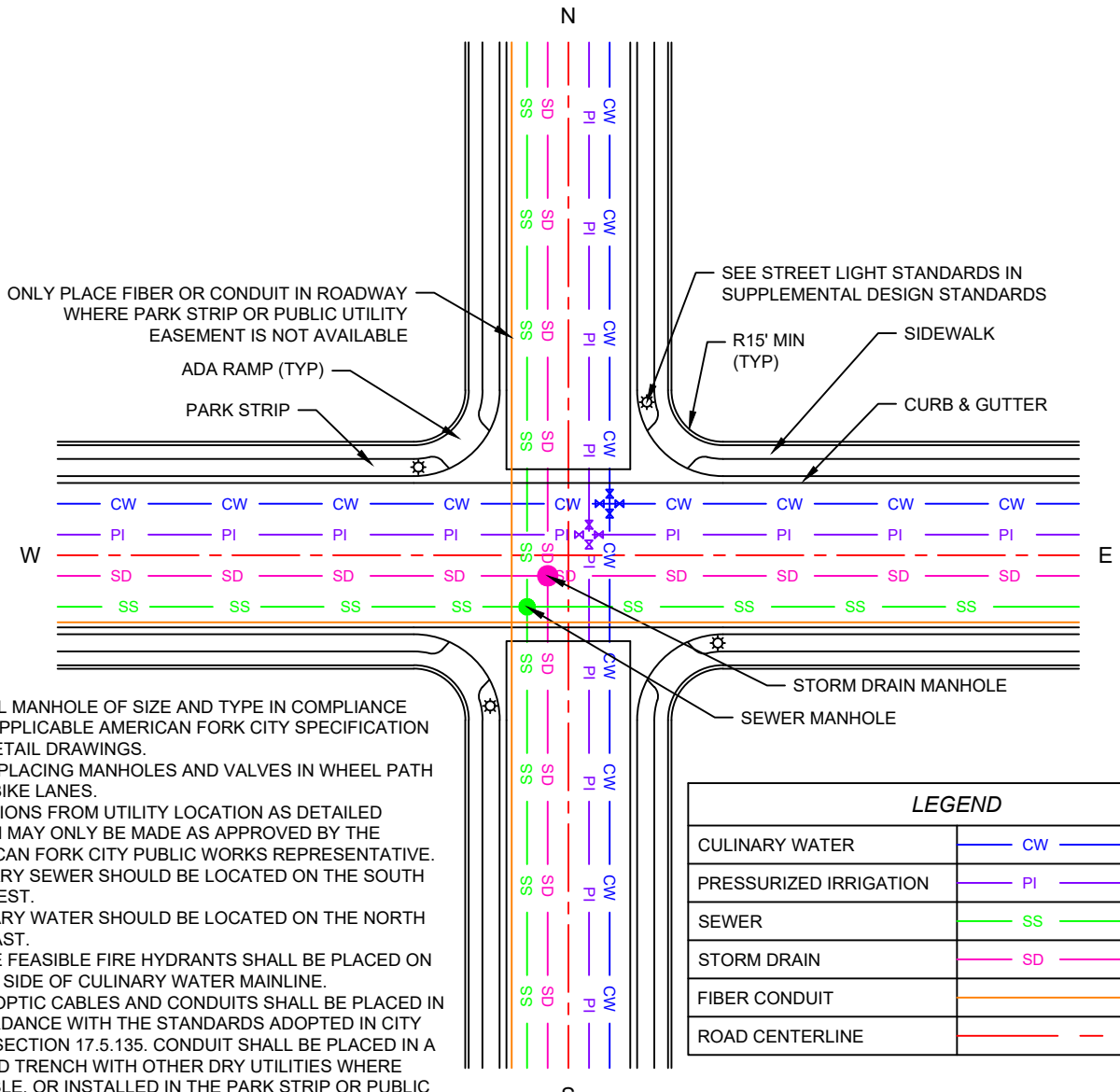


GATE-CONTROLLED DRIVEWAY ACCESS

NOTES:

1. IN EVENT OF CHANGES IN THE INTERNATIONAL FIRE CODE, DIMENSIONS AND DETAIL SHALL BE UPDATED TO MATCH REQUIRED FIRE CODE MINIMUM DIMENSIONS.
2. DIMENSIONS SHOWN ARE MINIMUMS ONLY. ACTUAL ENTRY DIMENSIONS MAY VARY FROM THOSE SHOWN.
3. FIRE MARSHAL SHALL APPROVE ALL GATE EMERGENCY ACCESS PROVISIONS. SDAAS BOX REQUIRED AS MINIMUM EMERGENCY ACCESS PROVISION.
4. STANDARD CITY SIGHT TRIANGLE REQUIREMENTS APPLY TO ALL CORNERS AT INTERSECTIONS.
5. PEDESTRIAN GATES REQUIRED ON BOTH SIDEWALKS. GATES SHALL EXIT PROPERTY WITHOUT RESTRICTION.
6. QUEUE LENGTH BASED ON TRAFFIC STUDY.

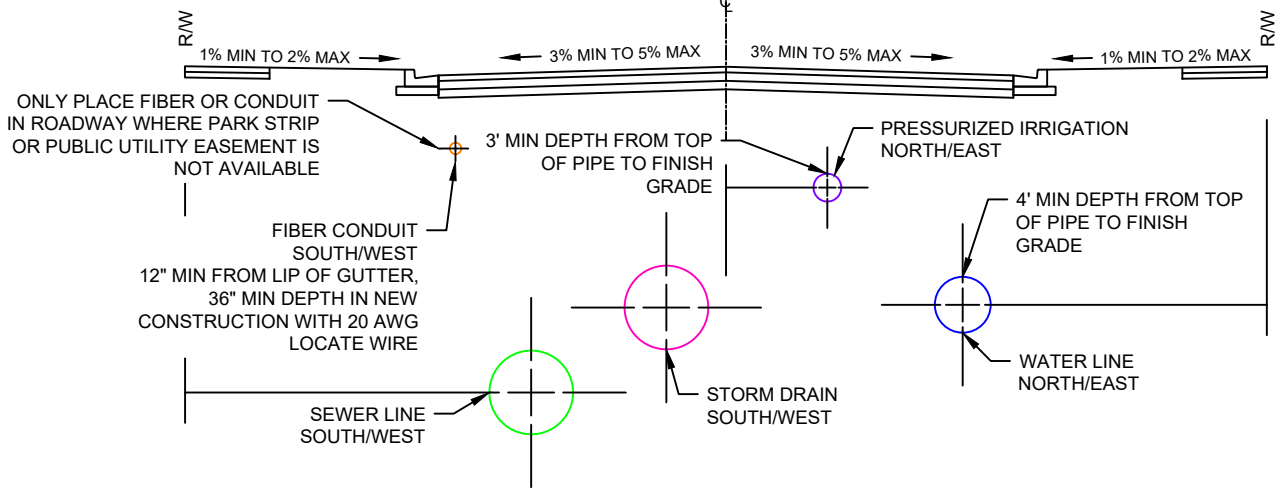
DRAWN:	ASG	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:	DNF		275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	GATE-CONTROLLED DRIVEWAY ACCESS	STR 5
DATE:	MAY 2024				
SCALE:	NTS				



NOTES:

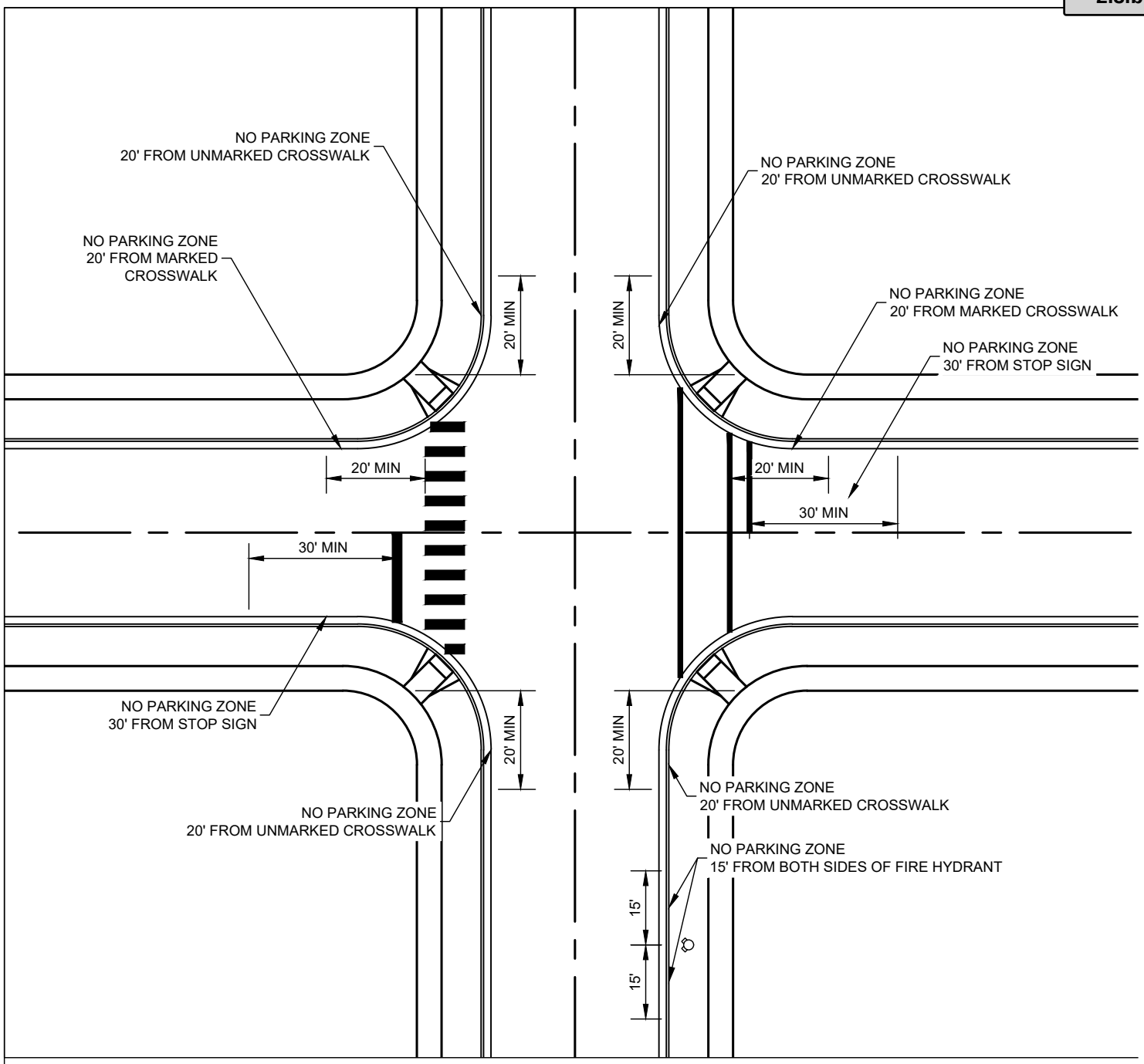
1. INSTALL MANHOLE OF SIZE AND TYPE IN COMPLIANCE WITH APPLICABLE AMERICAN FORK CITY SPECIFICATION AND DETAIL DRAWINGS.
2. AVOID PLACING MANHOLES AND VALVES IN WHEEL PATH OR IN BIKE LANES.
3. DEVIATIONS FROM UTILITY LOCATION AS DETAILED HEREIN MAY ONLY BE MADE AS APPROVED BY THE AMERICAN FORK CITY PUBLIC WORKS REPRESENTATIVE.
4. SANITARY SEWER SHOULD BE LOCATED ON THE SOUTH AND WEST.
5. CULINARY WATER SHOULD BE LOCATED ON THE NORTH AND EAST.
6. WHERE FEASIBLE FIRE HYDRANTS SHALL BE PLACED ON SHORT SIDE OF CULINARY WATER MAINLINE.
7. FIBER OPTIC CABLES AND CONDUITS SHALL BE PLACED IN ACCORDANCE WITH THE STANDARDS ADOPTED IN CITY CODE SECTION 17.5.135. CONDUIT SHALL BE PLACED IN A SHARED TRENCH WITH OTHER DRY UTILITIES WHERE POSSIBLE, OR INSTALLED IN THE PARK STRIP OR PUBLIC UTILITY EASEMENT.
8. SEE ENGINEERING DESIGN SUPPLEMENTAL STANDARDS FOR CURB RADII AND OTHER DESIGN REQUIREMENTS.

LEGEND	
CULINARY WATER	CW CW
PRESSURIZED IRRIGATION	PI PI
SEWER	SS SS
STORM DRAIN	SD SD
FIBER CONDUIT	
ROAD CENTERLINE	



STANDARD STREET INTERSECTION AND UTILITY LOCATION

DRAWN:	ASG	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS 275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	STANDARD DRAWING TITLE STANDARD STREET INTERSECTION AND UTILITY LOCATION	DRAWING NO. STR 6
REVISED:	DNF				
DATE:	AUG 2025				
SCALE:	NTS				

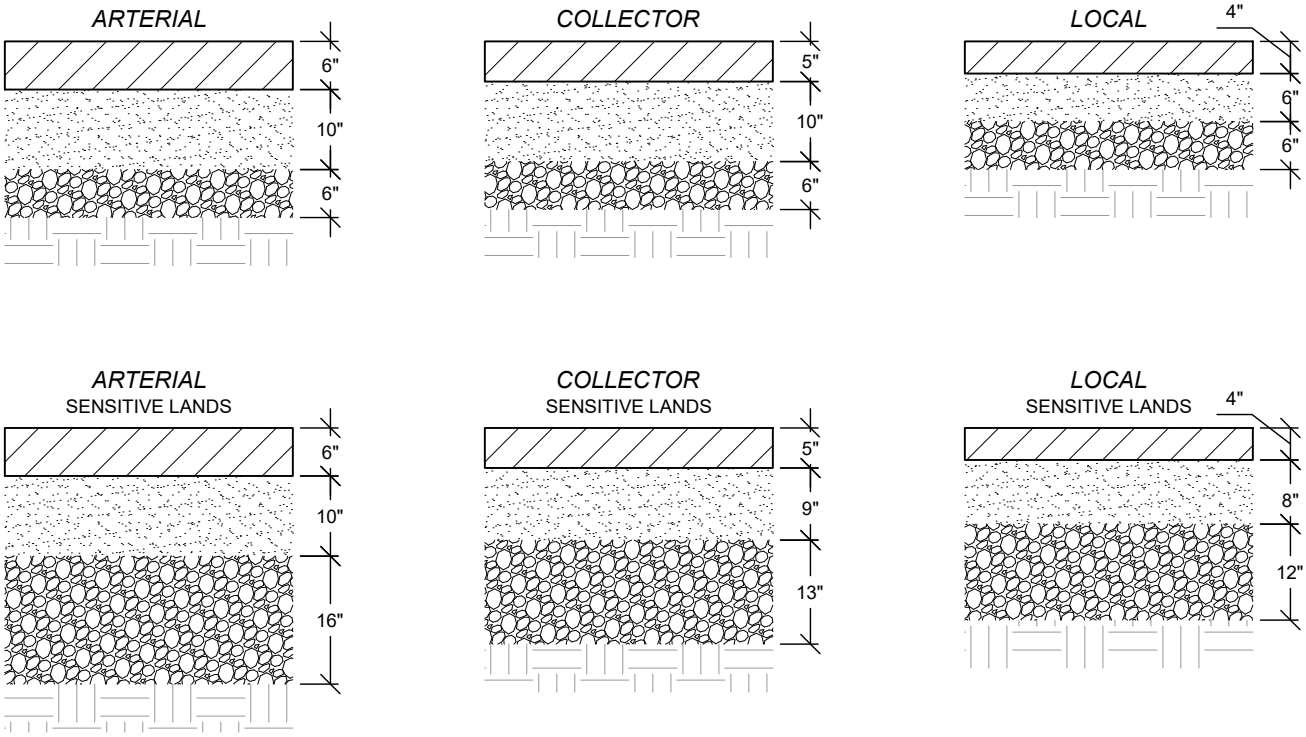


NO PARKING ZONES

NOTES:

1. ESTABLISH A "NO PARKING" ZONE 30' PRIOR TO FLASHING SIGNAL, STOP SIGN, YIELD SIGN, OR SIGNAL ON THE APPROACH SIDE.
2. ESTABLISH A "NO PARKING" ZONE 20' PRIOR TO OR FOLLOWING A MARKED OR UNMARKED CROSSWALK. THE "NO PARKING" ZONE SHALL BE MEASURED FROM THE CROSSWALK LINE IF MARKED, OR THE EXTENSION OF THE SIDEWALK IF UNMARKED.
3. ESTABLISH A "NO PARKING" ZONE 15' FROM BOTH SIDES OF FIRE HYDRANTS.
4. IN AREAS WITH HIGH USAGE OF ON-STREET PARKING OR AT THE CONNECTION OF A PRIVATE STREET TO A PUBLIC STREET, "NO PARKING" SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE MUTCD. THESE AREAS INCLUDE, BUT ARE NOT LIMITED TO, STREETS NEXT TO MULTI-FAMILY RESIDENTIAL DEVELOPMENTS, PLANNED COMMUNITY DEVELOPMENTS, THE CENTRAL COMMERCIAL ZONE, AND IN THE TRANSIT-ORIENTED DEVELOPMENT ZONE.
5. RED CURB MAY BE REQUIRED BY CITY ENGINEER OR FIRE MARSHAL.
6. REQUIRED LENGTH OF "NO PARKING" ZONES MAY BE INCREASED BY CITY ENGINEER OR FIRE MARSHAL TO ENSURE PASSAGE FOR EMERGENCY VEHICLES.
7. SEE UTAH MUTCD FOR STOP LINE PLACEMENT AND CROSSWALK MARKINGS.

DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	NO PARKING ZONES	STR 7
DATE:	OCT 2025				
SCALE:	NTS				

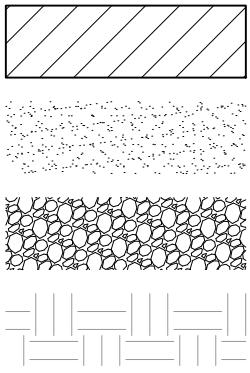


ROADWAY PAVEMENT SECTIONS

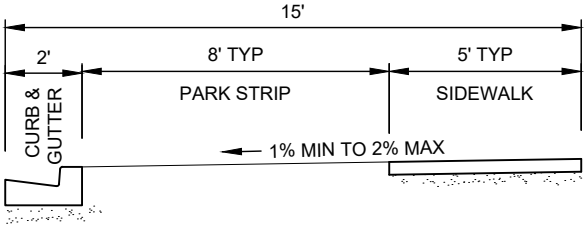
NOTES:

1. ALL SECTIONS ARE A MINIMUM. INCREASED PAVEMENT SECTIONS MAY BE REQUIRED AS DETERMINED BY CITY ENGINEER. PAVEMENT SECTIONS WITH EQUIVALENT STRUCTURAL NUMBER MAY BE APPROVED BY CITY ENGINEER.
2. A ONE-INCH MINIMUM OVERLAY MAY BE REQUIRED BY THE PUBLIC WORKS DEPARTMENT.
3. ARTERIAL AND COLLECTOR ROAD PAVEMENTS SHALL BE DESIGNED FOR THE TWENTY-YEAR ANNUAL DAILY TRAFFIC FORECASTS PER THE LATEST VERSION OF THE CITY TRANSPORTATION MASTER PLAN, WITH A MINIMUM OF FIVE PERCENT TRUCKS OR GREATER (THREE PERCENT TRUCKS OR GREATER IN SENSITIVE LANDS AREAS) AS DETERMINED BY THE CITY ENGINEER.
4. ALTERNATIVE PAVEMENT STRUCTURE MAY BE APPROVED BY THE CITY ENGINEER BASED UPON A REVIEW OF DETAILED PAVEMENT DESIGN BY A QUALIFIED, LICENSED GEOTECHNICAL ENGINEER.
5. EXISTING ROADWAYS NOT HAVING PAVEMENT STRUCTURAL NUMBER EQUIVALENT TO DESIGN REQUIREMENTS SHALL BE RECONSTRUCTED TO CENTERLINE OF ROADWAY BY DEVELOPMENT ABUTTING THE ROADWAY FRONTAGE. EXISTING PAVEMENT CONDITIONS SHALL BE DETERMINED USING PAVEMENT CORE SAMPLES.

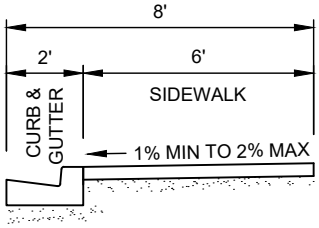
LEGEND



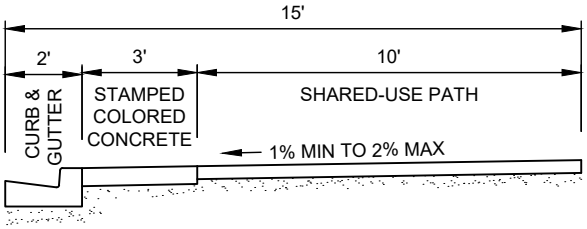
DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	ROADWAY PAVEMENT SECTIONS	STR 8
DATE:	JUL 2025				
SCALE:	NTS				



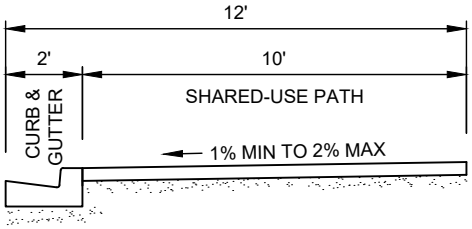
SIDEWALK WITH PARK STRIP



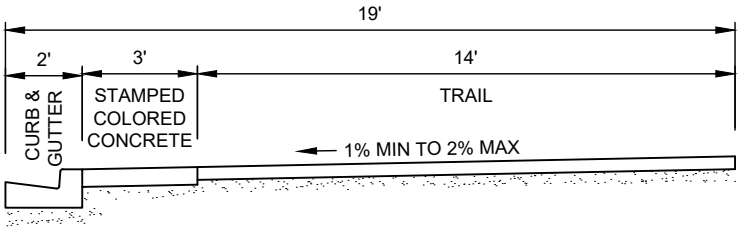
SIDEWALK WITHOUT PARK STRIP



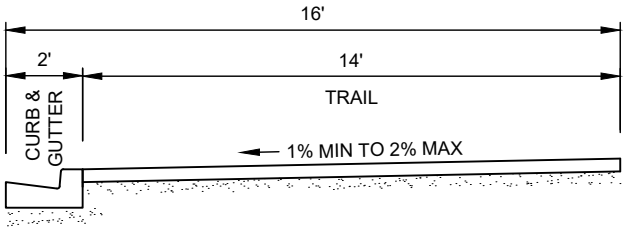
SHARED-USE PATH WITH BUFFER



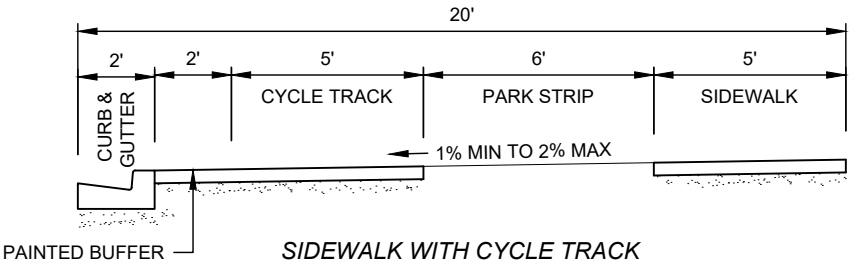
SHARED-USE PATH WITHOUT BUFFER



TRAIL WITH BUFFER



TRAIL WITHOUT BUFFER



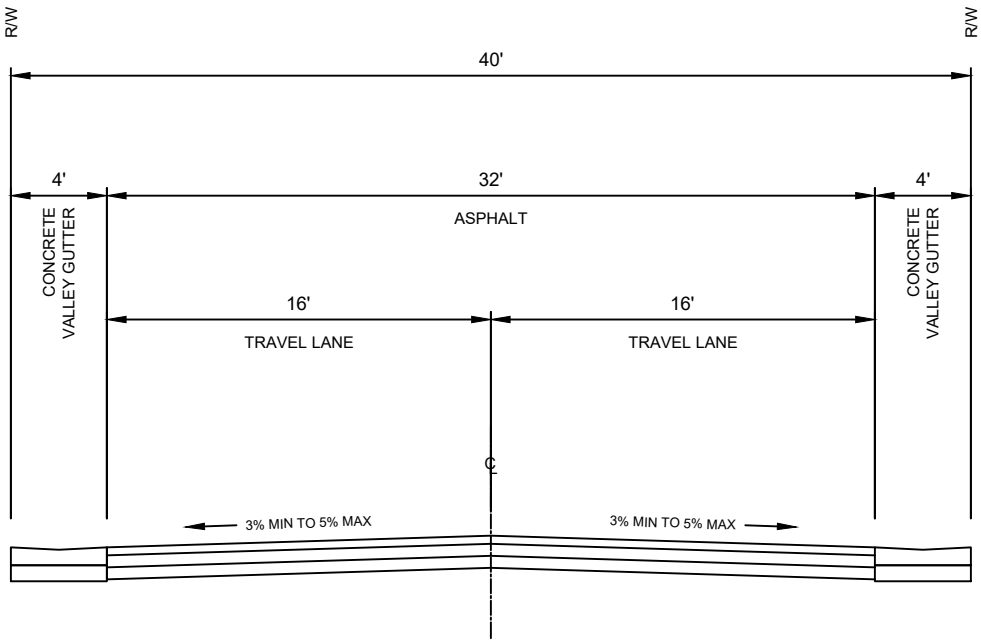
SIDEWALK WITH CYCLE TRACK

TYPICAL ROADSIDE TREATMENTS FOR ACTIVE TRANSPORTATION

NOTES:

1. ROADSIDE TREATMENTS SHALL CONFORM WITH THE TRANSPORTATION MASTER PLAN AND THE BICYCLE AND PEDESTRIAN PLAN. THE TYPICAL ROADSIDE TREATMENT IS A 2' CURB AND GUTTER, 8' PARK STRIP, AND 5' SIDEWALK.
2. ALL PEDESTRIAN WALKWAYS SHALL COMPLY WITH THE AMERICANS WITH DISABILITIES ACT (ADA). PEDESTRIAN WALKWAYS MADE OF CONCRETE SHALL BE INSTALLED IN ACCORDANCE WITH APWA PLAN 231.
3. PEDESTRIAN WALKWAYS MADE OF ASPHALT SHALL HAVE A 2% TARGET CROSS SLOPE, BUT SHALL NOT EXCEED 2% AS REQUIRED BY THE ADA.
4. STAMPED COLORED CONCRETE SHALL BE OF PATTERN "ASHLAR SLATE", OF COLOR "YOSEMITE BROWN 641" FROM DAVIS COLORS, AND SHALL BE SEALED. STAMPED COLORED CONCRETE SHALL BE INSTALLED IN ACCORDANCE WITH APWA PLAN 232.1.
5. WHEN FEASIBLE, FIRE HYDRANTS AND OTHER ABOVE-GROUND FIXTURES SHALL BE LOCATED ON THE OPPOSITE SIDE OF THE STREET TO MINIMIZE OBSTRUCTIONS ALONG SHARED-USE PATHS OR TRAIL.
6. UTILITY BOXES INSTALLED WITHIN SHARED-USE PATHS OR TRAILS OR IN STAMPED COLORED CONCRETE SHALL HAVE FLUSH-MOUNTED, TRAFFIC-RATED LIDS.
7. SAWCUT JOINTS IN CONCRETE SHARED-USE PATH, TRAIL, AND CYCLE TRACKS.
8. ASPHALT SHARED-USE PATHS OR TRAILS SHALL BE INSTALLED WITH CURB RIBBON.
9. TRAILS MAY HAVE STRIPING IN ACCORDANCE WITH THE MUTCD.
10. SEPARATED CYCLE TRACKS SHALL BE CONSTRUCTED OF CONCRETE. GREEN-COLORED CONCRETE AND BICYCLE LANE SYMBOLS SHALL BE PLACED AT ENTRANCES, EXITS, AND CROSSINGS THROUGH INTERSECTIONS AND MAJOR DRIVEWAYS IN ACCORDANCE WITH THE MUTCD.
11. PARK STRIPS MAY BE REDUCED IN CASES WHERE RIGHT-OF-WAY WIDTH IS LIMITED, SUBJECT TO APPROVAL BY THE CITY ENGINEER.
12. SIDEWALK WIDTHS MAY BE REDUCED TO A MINIMUM OF 4' WHERE EXISTING SIDEWALKS ARE 4' IN WIDTH, SUBJECT TO APPROVAL BY THE CITY ENGINEER. IF DRIVEWAY APPROACHES ARE NOT AVAILABLE, PROVIDE 5' SQUARE FLATWORK AT INTERVALS OF 200' MAXIMUM.
13. SEE TRAIL DETAILS FOR SHARED-USE PATHS AND TRAILS THAT DO NOT FOLLOW ROADWAYS.

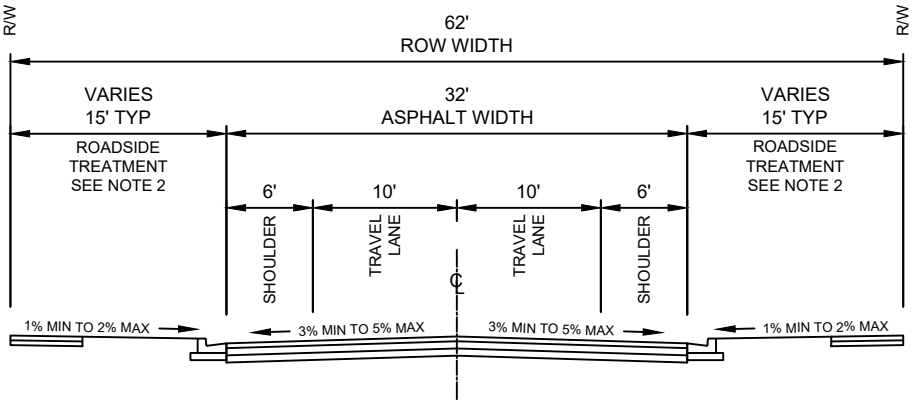
DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	TYPICAL ROADSIDE TREATMENTS FOR ACTIVE TRANSPORTATION	STR 9
DATE:	OCT 2025				
SCALE:	NTS				



ALLEY

NOTES:
1. NO OBSTRUCTIONS (I.E. GARBAGE CANS, BALCONIES, HVAC UNITS, ETC.) SHALL BE PLACED WITHIN THE ASPHALT SECTION.
2. ALTERNATIVE TREATMENTS TO THE CONCRETE VALLEY GUTTER MAY BE APPROVED BY PUBLIC WORKS.
3. PARKING SHALL ONLY BE ALLOWED ON ONE SIDE OF THE ROAD TO PREVENT FIRE LANE OBSTRUCTIONS. THE SIDE WHERE PARKING IS NOT PERMITTED SHALL BE SIGNED "NO PARKING" IN ACCORDANCE WITH THE MUTCD.

DRAWN:	MVU	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:	DNF		275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	ALLEY CROSS SECTION	STR 10
DATE:	AUG 2025				
SCALE:	NTS				

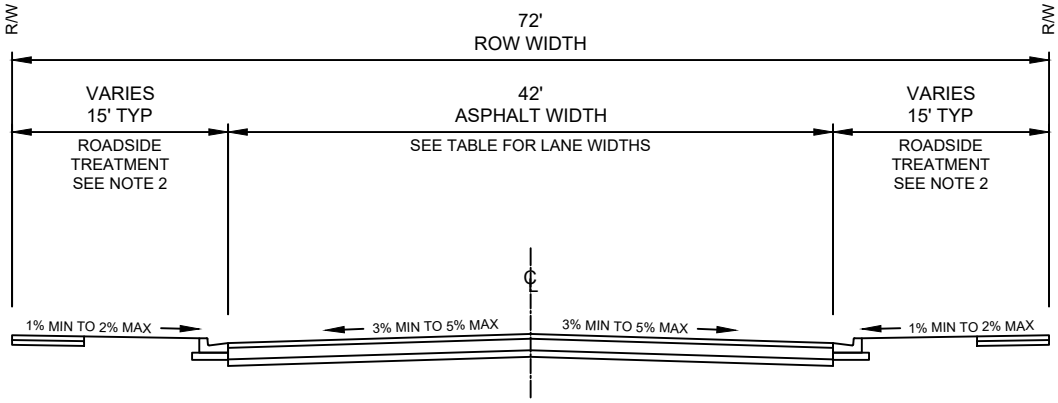


LOCAL STREET TYPICAL SECTION

NOTES:

1. ROADWAY STRIPING AND ROADSIDE TREATMENTS SHALL CONFORM TO THE TRANSPORTATION MASTER PLAN AND BICYCLE AND PEDESTRIAN PLAN.
2. TYPICAL ROADSIDE TREATMENT IS 2' CURB AND GUTTER, 8' PARK STRIP, AND 5' SIDEWALK. SEE STR 9 FOR OTHER ROADSIDE TREATMENTS, AS REQUIRED BY BICYCLE AND PEDESTRIAN PLAN. WIDTH OF ROADSIDE TREATMENTS SHALL SUM TO A TOTAL OF 30'.
3. WHERE POSSIBLE, ASPHALT SEAMS SHALL NOT CROSS WHEEL PATHS. WHERE NOT POSSIBLE, CROSSING ASPHALT SEAMS AND WHEEL PATHS SHALL BE MINIMIZED.
4. "NO PARKING" SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE MUTCD WHERE PARKING IS PROHIBITED.
5. NEW DEVELOPMENT SHALL MEET THE ABOVE STANDARDS. DESIGN MODIFICATIONS MAY BE APPROVED BY THE CITY ENGINEER BASED ON SITE-SPECIFIC CONSTRAINTS.
6. WHERE EXISTING RIGHT-OF-WAY OR ASPHALT WIDTHS ARE INSUFFICIENT, ALTERNATIVE STRIPING MAY BE APPROVED BY THE CITY ENGINEER.
7. ANY MODIFICATION TO THE ABOVE STANDARDS SHALL MAINTAIN THE INTENT OF THE ROADWAY CLASSIFICATION AND MULTIMODAL FUNCTIONALITY.

DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	TYPICAL LOCAL STREET CROSS SECTION	STR 11
DATE:	OCT 2025				
SCALE:	NTS				

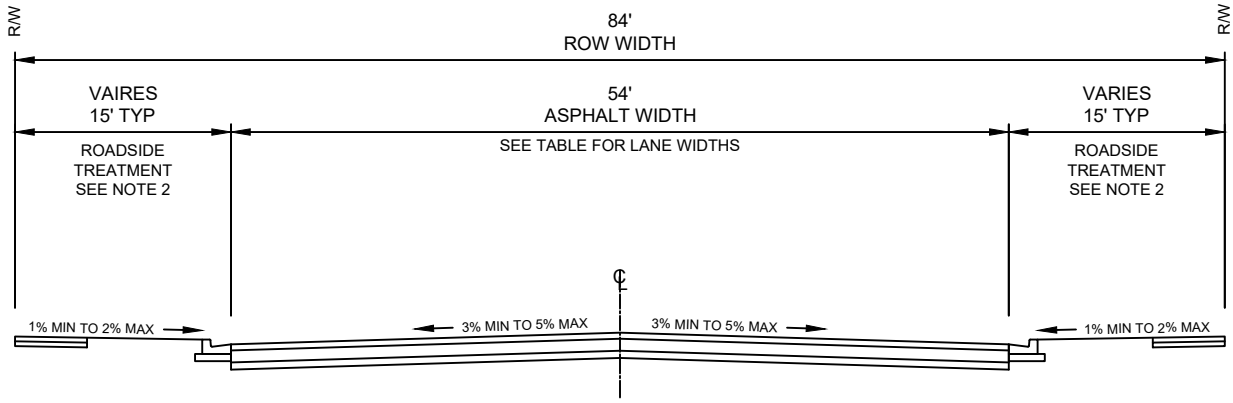


MINOR COLLECTOR TYPICAL SECTION

MINOR COLLECTOR ROADWAY STRIPING							
	TOTAL ROW WIDTH	*TOTAL ASPHALT WIDTH*	*NO. OF TRAVEL LANES*	*TRAVEL LANE WIDTH*	*MEDIAN WIDTH*	*BIKE LANE WIDTH*	*SHOULDER WIDTH*
TYPICAL	72'	42'	2	12'	N/A	N/A	9' (*BOTH SIDES*)
MEDIAN	72'	42'	2	12'	14'	N/A	2' (*BOTH SIDES*)
BIKE LANES	72'	42'	2	10'	12'	5' (*BOTH SIDES*)	N/A
BIKE LANES & 1 PARKING LANE	72'	42'	2	11'	N/A	6' (*BOTH SIDES*)	8' (*ONE SIDE*)

NOTES:
1. ROADWAY STRIPING AND ROADSIDE TREATMENTS SHALL CONFORM TO THE TRANSPORTATION MASTER PLAN AND BICYCLE AND PEDESTRIAN PLAN.
2. TYPICAL ROADSIDE TREATMENT IS 2' CURB AND GUTTER, 8' PARK STRIP, AND 5' SIDEWALK. SEE STR 9 FOR OTHER ROADSIDE TREATMENTS, AS REQUIRED BY BICYCLE AND PEDESTRIAN PLAN. WIDTH OF ROADSIDE TREATMENTS SHALL SUM TO A TOTAL OF 30'.
3. WHERE POSSIBLE, ASPHALT SEAMS SHALL NOT CROSS WHEEL PATHS. WHERE NOT POSSIBLE, CROSSING ASPHALT SEAMS AND WHEEL PATHS SHALL BE MINIMIZED.
4. "NO PARKING" SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE MUTCD WHERE PARKING IS PROHIBITED.
5. NEW DEVELOPMENT SHALL MEET THE ABOVE STANDARDS. DESIGN MODIFICATIONS MAY BE APPROVED BY THE CITY ENGINEER BASED ON SITE-SPECIFIC CONSTRAINTS.
6. WHERE EXISTING RIGHT-OF-WAY OR ASPHALT WIDTHS ARE INSUFFICIENT, ALTERNATIVE STRIPING MAY BE APPROVED BY THE CITY ENGINEER.
7. ANY MODIFICATION TO THE ABOVE STANDARDS SHALL MAINTAIN THE INTENT OF THE ROADWAY CLASSIFICATION AND MULTIMODAL FUNCTIONALITY.

DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	TYPICAL MINOR COLLECTOR CROSS SECTIONS	STR 12
DATE:	OCT 2025				
SCALE:	NTS				

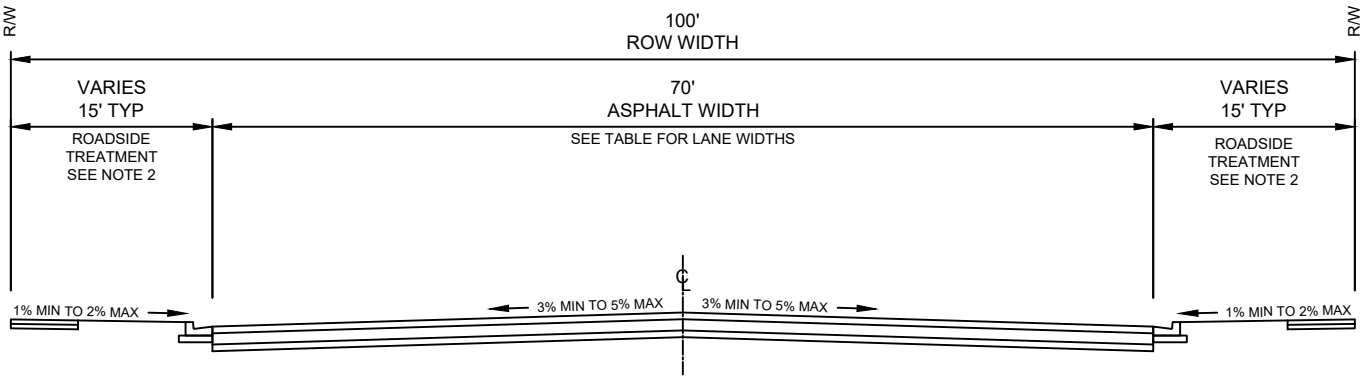


MAJOR COLLECTOR TYPICAL SECTION

MAJOR COLLECTOR ROADWAY STRIPING							
	TOTAL ROW WIDTH	*TOTAL ASPHALT WIDTH*	*NO. OF TRAFFIC LANES*	*TRAVEL LANE WIDTH*	*MEDIAN WIDTH*	*BIKE LANE WIDTH*	*SHOULDER WIDTH*
TYPICAL	84'	54'	2	12'	14'	N/A	8' (*BOTH SIDES*)
BUFFERED BIKE LANES	84'	54'	2	12'	14'	5' LANE 3' BUFFER (*BOTH SIDES*)	N/A
BIKE LANES & 1 PARKING LANE	84'	54'	2	11'	12'	6' (*BOTH SIDES*)	8' (*ONE SIDE*)
BIKE LANES & 2 PARKING LANES	84'	54'	2	12'	N/A	5' LANE 3' BUFFER (*BOTH SIDES*)	8' (*BOTH SIDES*)

NOTES:
1. ROADWAY STRIPING AND ROADSIDE TREATMENTS SHALL CONFORM TO THE TRANSPORTATION MASTER PLAN AND BICYCLE AND PEDESTRIAN PLAN.
2. TYPICAL ROADSIDE TREATMENT IS 2' CURB AND GUTTER, 8' PARK STRIP, AND 5' SIDEWALK. SEE STR 9 FOR OTHER ROADSIDE TREATMENTS, AS REQUIRED BY BICYCLE AND PEDESTRIAN PLAN. WIDTH OF ROADSIDE TREATMENTS SHALL SUM TO A TOTAL OF 30'.
3. WHERE POSSIBLE, ASPHALT SEAMS SHALL NOT CROSS WHEEL PATHS. WHERE NOT POSSIBLE, CROSSING ASPHALT SEAMS AND WHEEL PATHS SHALL BE MINIMIZED.
4. "NO PARKING" SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE MUTCD WHERE PARKING IS PROHIBITED.
5. NEW DEVELOPMENT SHALL MEET THE ABOVE STANDARDS. DESIGN MODIFICATIONS MAY BE APPROVED BY THE CITY ENGINEER BASED ON SITE-SPECIFIC CONSTRAINTS.
6. WHERE EXISTING RIGHT-OF-WAY OR ASPHALT WIDTHS ARE INSUFFICIENT, ALTERNATIVE STRIPING MAY BE APPROVED BY THE CITY ENGINEER.
7. ANY MODIFICATION TO THE ABOVE STANDARDS SHALL MAINTAIN THE INTENT OF THE ROADWAY CLASSIFICATION AND MULTIMODAL FUNCTIONALITY.

DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	TYPICAL MAJOR COLLECTOR CROSS SECTIONS	STR 13
DATE:	OCT 2025				
SCALE:	NTS				

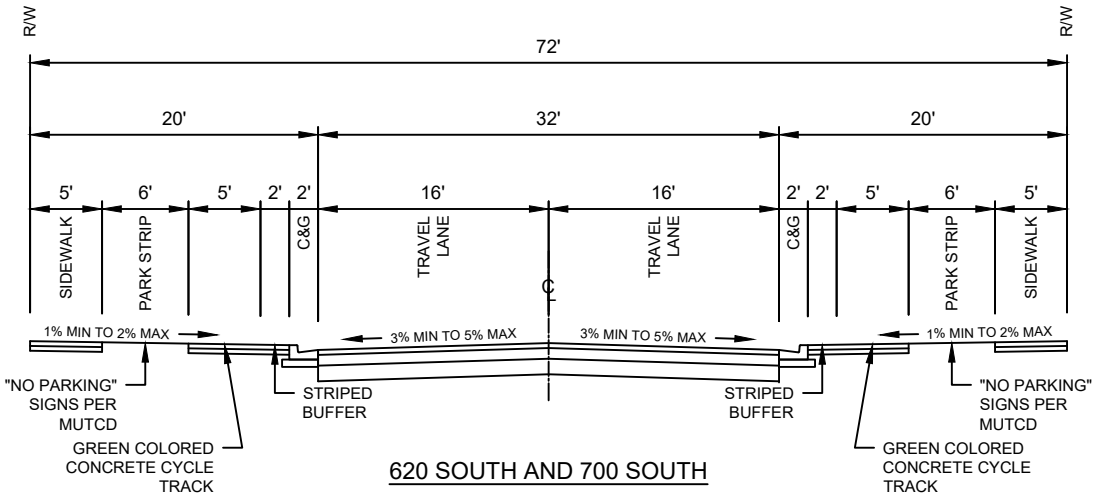


ARTERIAL ROAD TYPICAL CROSS SECTION

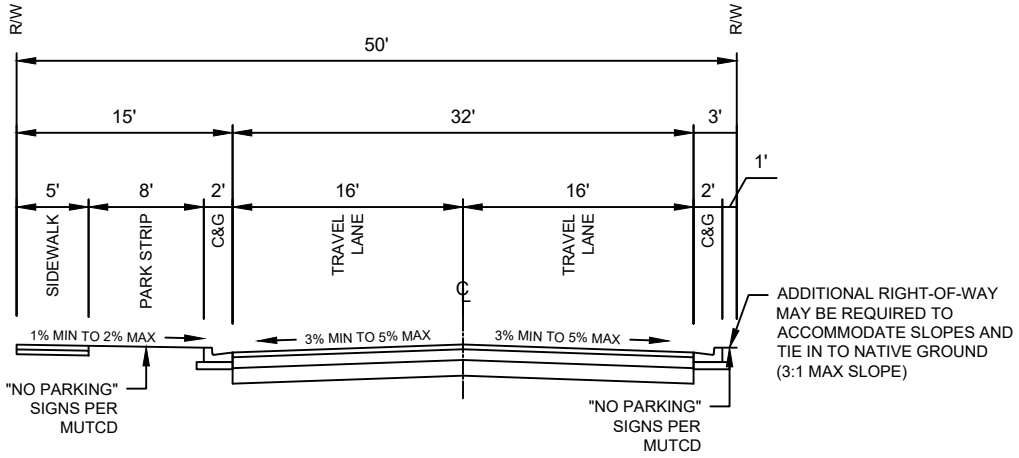
ARTERIAL ROADWAY STRIPING							
	TOTAL ROW WIDTH	*TOTAL ASPHALT WIDTH*	*NO. OF TRAVEL LANES*	*TRAVEL LANE WIDTH*	*MEDIAN WIDTH*	*BIKE LANE WIDTH*	*SHOULDER WIDTH*
TYPICAL	100'	70'	4	12'	14'	N/A	4' (*BOTH SIDES*)
BUFFERED BIKE LANES	100'	70'	4	11'	12'	5' LANE 2' BUFFER (*BOTH SIDES*)	N/A
BIKE LANES & PARKING	100'	70'	2	12'	14'	5' LANE 3' BUFFER (*BOTH SIDES*)	8' (*BOTH SIDES*)

NOTES:
1. ROADWAY STRIPING AND ROADSIDE TREATMENTS SHALL CONFORM TO THE TRANSPORTATION MASTER PLAN AND BICYCLE AND PEDESTRIAN PLAN.
2. TYPICAL ROADSIDE TREATMENT IS 2' CURB AND GUTTER, 8' PARK STRIP, AND 5' SIDEWALK. SEE STR 9 FOR OTHER ROADSIDE TREATMENTS, AS REQUIRED BY BICYCLE AND PEDESTRIAN PLAN. WIDTH OF ROADSIDE TREATMENTS SHALL SUM TO A TOTAL OF 30'.
3. WHERE POSSIBLE, ASPHALT SEAMS SHALL NOT CROSS WHEEL PATHS. WHERE NOT POSSIBLE, CROSSING ASPHALT SEAMS AND WHEEL PATHS SHALL BE MINIMIZED.
4. "NO PARKING" SIGNS SHALL BE INSTALLED IN ACCORDANCE WITH THE MUTCD WHERE PARKING IS PROHIBITED.
5. NEW DEVELOPMENT SHALL MEET THE ABOVE STANDARDS. DESIGN MODIFICATIONS MAY BE APPROVED BY THE CITY ENGINEER BASED ON SITE-SPECIFIC CONSTRAINTS.
6. WHERE EXISTING RIGHT-OF-WAY OR ASPHALT WIDTHS ARE INSUFFICIENT, ALTERNATIVE STRIPING MAY BE APPROVED BY THE CITY ENGINEER.
7. ANY MODIFICATION TO THE ABOVE STANDARDS SHALL MAINTAIN THE INTENT OF THE ROADWAY CLASSIFICATION AND MULTIMODAL FUNCTIONALITY.

DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	TYPICAL ARTERIAL CROSS SECTIONS	STR 14
DATE:	OCT 2025				
SCALE:	NTS				



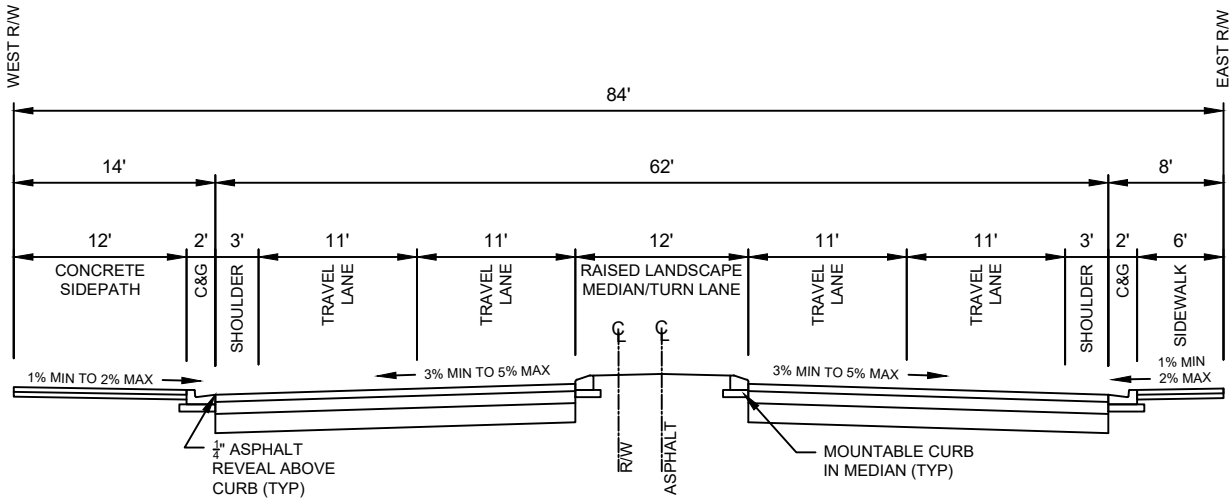
620 SOUTH AND 700 SOUTH



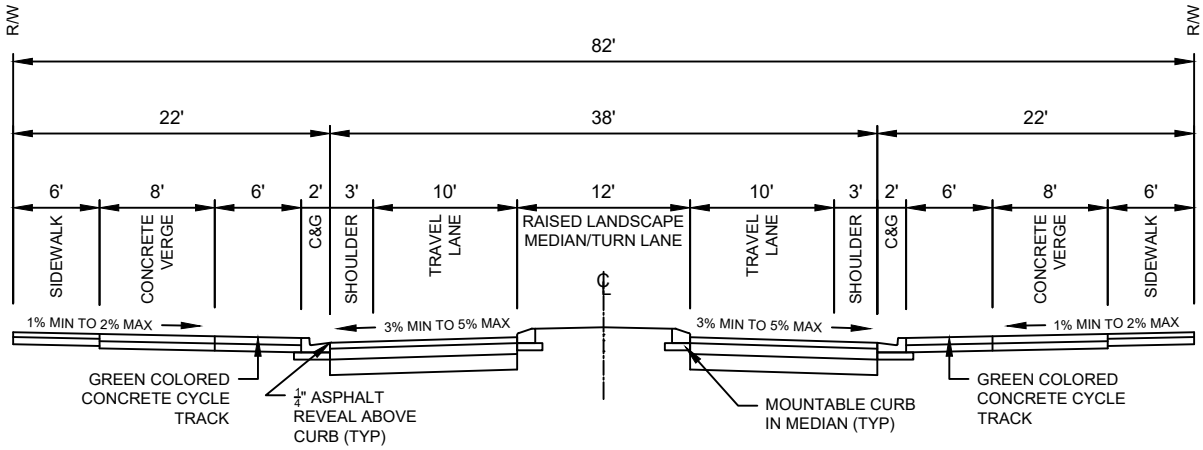
FRONTAGE ROAD

NOTES:
1. SAWCUT JOINTS IN CONCRETE CYCLE TRACK.
2. WHERE POSSIBLE, ASPHALT SEAMS SHALL NOT BE PLACED IN WHEEL PATHS. WHERE NOT POSSIBLE, CROSSING ASPHALT SEAMS AND WHEEL PATHS SHALL BE MINIMIZED.
3. ON ALL GREEN-COLORED CONCRETE CYCLE TRACKS, PLACE BIKE LANE SYMBOLS AT ENTRANCE AND EXIT LOCATIONS AS WELL AS AT CROSSINGS THROUGH DRIVE APPROACHES AND INTERSECTIONS.
4. "NO PARKING" SIGNS SHALL BE INSTALLED ACCORDING TO THE MUTCD WHERE PARKING IS PROHIBITED.

DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:	DNF		275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	620 SOUTH/700 SOUTH & FRONTAGE ROAD CROSS SECTIONS	STR 15
DATE:	JUL 2025				
SCALE:	NTS				



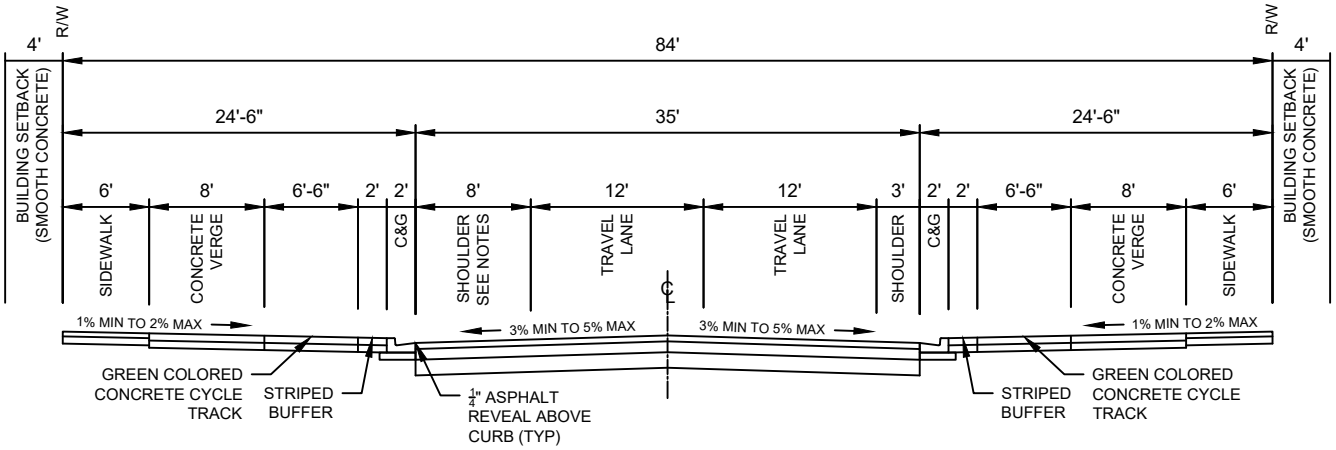
TOD - MAJOR ARTERIAL (700 WEST)



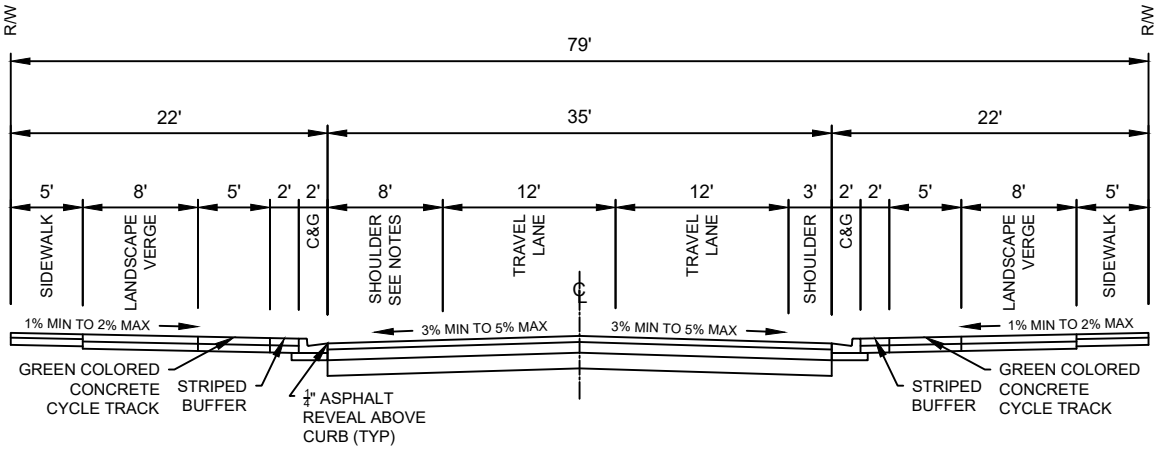
TOD - BUSINESS CORE LOOP

NOTES:
1. SAWCUT JOINTS IN CONCRETE CYCLE TRACK.
2. WHERE POSSIBLE, ASPHALT SEAMS SHALL NOT CROSS WHEEL PATHS. WHERE NOT POSSIBLE, CROSSING ASPHALT SEAMS AND WHEEL PATHS SHALL BE MINIMIZED.
3. "NO PARKING" SIGNS SHALL BE INSTALLED ACCORDING TO THE MUTCD WHERE PARKING IS PROHIBITED.

DRAWN:	KJC	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:	DNF		275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	TRANSIT ORIENTED DEVELOPMENT CROSS SECTIONS	STR 16A
DATE:	AUG 2025				
SCALE:	NTS				



TOD - CORE COLLECTOR

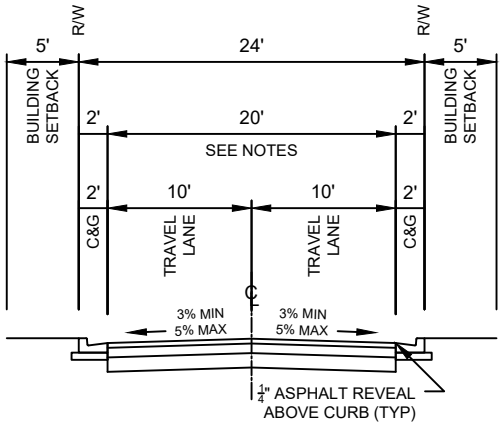


TOD - NEIGHBORHOOD COLLECTOR

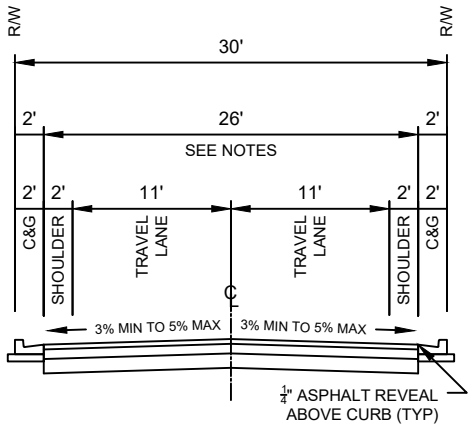
NOTES:

1. SAWCUT JOINTS IN CONCRETE CYCLE TRACK.
2. ALTERNATE SHOULDER STRIPING INTERMITTENTLY TO CHANGE WHICH SIDE OF THE ROAD WILL HAVE SHOULDER PARKING, AS APPROVED BY ENGINEERING DIVISION.
3. WHERE POSSIBLE, ASPHALT SEAMS SHALL NOT CROSS WHEEL PATHS. WHERE NOT POSSIBLE, CROSSING ASPHALT SEAMS AND WHEEL PATHS SHALL BE MINIMIZED.
4. "NO PARKING" SIGNS SHALL BE INSTALLED ACCORDING TO THE MUTCD WHERE PARKING IS PROHIBITED.

DRAWN:	KJC	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:	DNF		275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	TRANSIT ORIENTED DEVELOPMENT CROSS SECTIONS	STR 16B
DATE:	AUG 2025				
SCALE:	NTS				



TOD - REAR LANE (RESIDENTIAL)

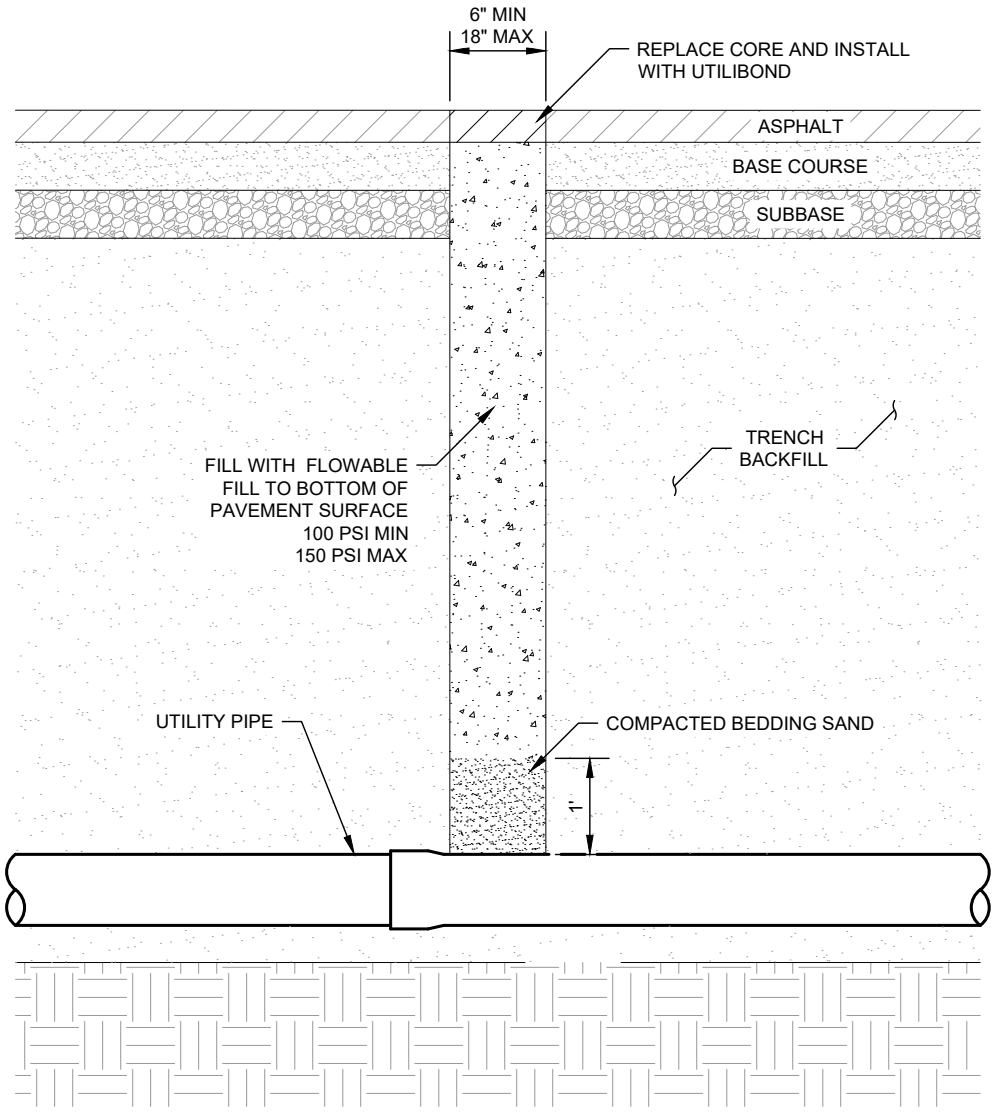


TOD - REAR ALLEY (NON-RESIDENTIAL)

NOTES:

1. FIRE CODE REQUIRES AN UNOBSTRUCTED FIRE LANE WIDTH OF 26' FOR BUILDINGS OVER 30' IN HEIGHT, UNLESS OTHERWISE APPROVED BY THE FIRE MARSHAL. RESIDENTIAL REAR LANE SHALL ONLY BE USED FOR BUILDINGS UNDER 30' IN HEIGHT.
2. LANE AND ALLEY SHALL BE KEPT CLEAR OF ALL OBSTRUCTIONS, INCLUDING VEHICLES, GARBAGE CANS, ETC.
3. WHERE POSSIBLE, ASPHALT SEAMS SHALL NOT CROSS WHEEL PATHS. WHERE NOT POSSIBLE, CROSSING ASPHALT SEAMS AND WHEEL PATHS SHALL BE MINIMIZED.
4. "NO PARKING" SIGNS SHALL BE INSTALLED ACCORDING TO THE MUTCD WHERE PARKING IS PROHIBITED.

DRAWN:	KJC	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:	DNF		275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	TRANSIT ORIENTED DEVELOPMENT CROSS SECTIONS	STR 16C
DATE:	AUG 2025				
SCALE:	NTS				



CORE HOLE RESTORATION

NOTES:

1. ADJACENT CORES SHALL NOT BE CLOSER THAN 3' FROM EACH OTHER (EDGE TO EDGE), SHALL NOT CONTAIN A JOINT OR ANY PAVEMENT CRACKS GREATER THAN 1/8-INCH WIDE, AND SHALL NOT BE PERFORMED IN PAVEMENTS WHERE THE SECTION IS LESS THAN 3" THICK.
2. SOILS WITHIN POTHOLES SHALL BE REMOVED BY AIR/VACUUM EXTRACTION METHODS TO EXPOSE UTILITIES.
3. UNLESS OTHERWISE APPROVED BY A PUBLIC WORKS REPRESENTATIVE, CONTRACTOR SHALL REINSTATE THE BONDED KEYHOLE CORE WITHIN 24 HOURS OF CUTTING THE PAVEMENT. OPENINGS LEFT OVERNIGHT OR OVER 24 HOURS SHALL BE COVERED WITH A STEEL ROAD PLATE.
4. IF CORE HOLE IS PART OF POTHOLING IN PREPARATION FOR A ROADWAY RECONSTRUCTION PROJECT TAKING PLACE WITHIN 1 YEAR OF CORING, CORE HOLE MAY BE RESTORED USING BACKFILL IN PLACE OF FLOWABLE FILL IN THE ABOVE DRAWING, AS APPROVED BY CITY ENGINEER OR PUBLIC WORKS REPRESENTATIVE.

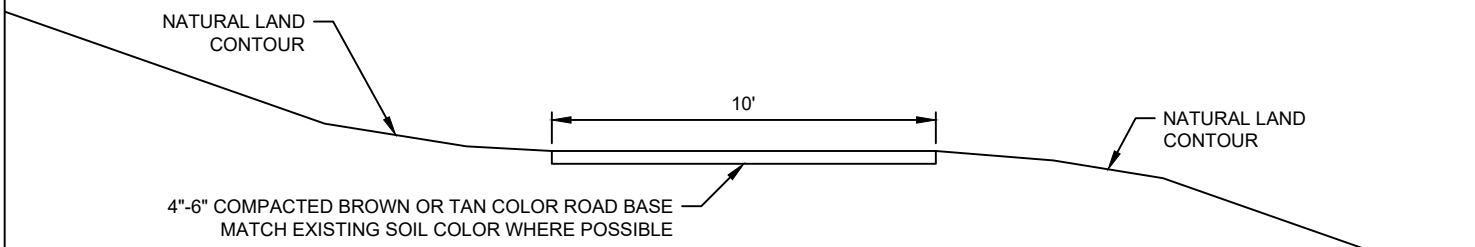
DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	CORE HOLE RESTORATION	STR 17
DATE:	OCT 2025				
SCALE:	NTS				

MAG REGIONAL TRAIL

NOTES:

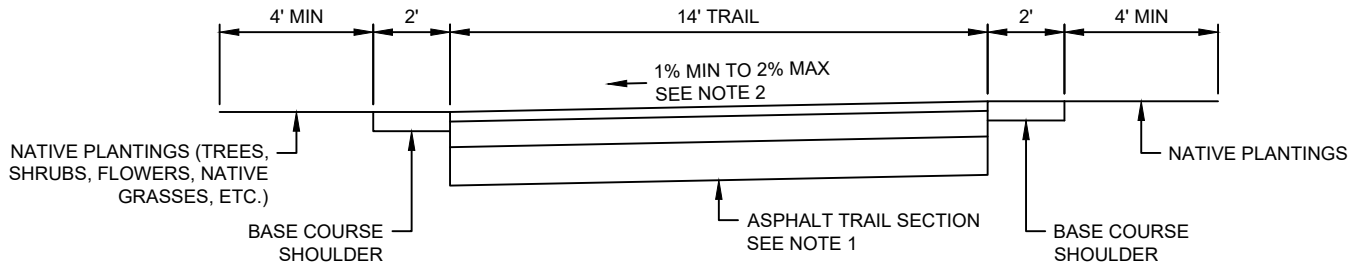
1. CROSS-SECTIONS FOR REGIONAL TRAILS THAT INVOLVE MULTIPLE COMMUNITIES WHERE THE PRIMARY PLANNING AGENT IS THE MOUNTAINLAND ASSOCIATION OF GOVERNMENTS (MAG) SHALL CONFORM TO THE MAG DESIGNATED CROSS-SECTION FOR THAT PROJECT. EXCEPTIONS TO THIS STANDARD MAY BE APPROVED BY THE CITY COUNCIL BASED UPON A FINDING THAT THE MAG CROSS-SECTION IS TECHNICALLY INFEASIBLE FOR A GIVEN LOCATION. MAG SHALL BE CONSULTED REGARDING ANY DEVIATION.
2. TRAILS WITHIN AMERICAN FORK CITY CONTAINING THIS DESIGNATION ARE:
   - 2.1. THE SOUTHERN RAIL TRAIL.
   - 2.2. THE UTAH LAKE SHORELINE TRAIL.
   - 2.3. THE MURDOCK CANAL TRAIL.
3. WHERE NO OTHER INFORMATION IS AVAILABLE, DEVELOPMENT PARCELS SHALL DESIGNATE/DEDICATE A 30-FOOT TRAIL CORRIDOR FOR THESE PURPOSES.
4. MORE INFORMATION REGARDING MAG'S ACTIVE TRANSPORTATION PLAN CAN BE FOUND AT: https://magutah.gov/at/

DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS 275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	STANDARD DRAWING TITLE MAG REGIONAL TRAIL	DRAWING NO. TRL 1
REVISED:	DNF				
DATE:	JAN 2025				
SCALE:	NTS				

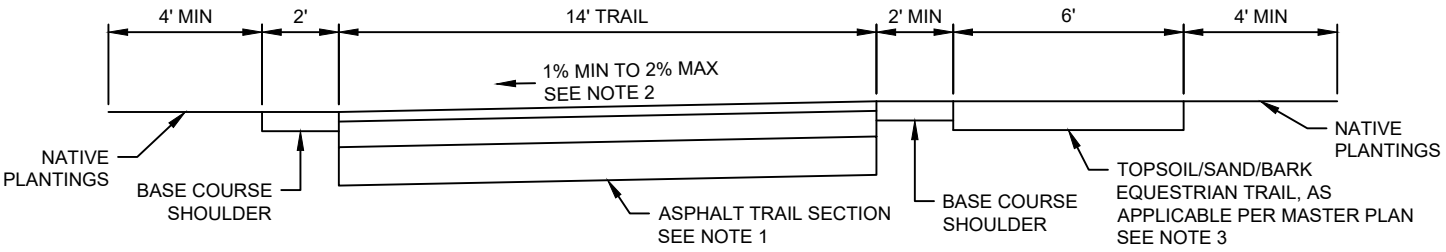


NATIVE TRAIL

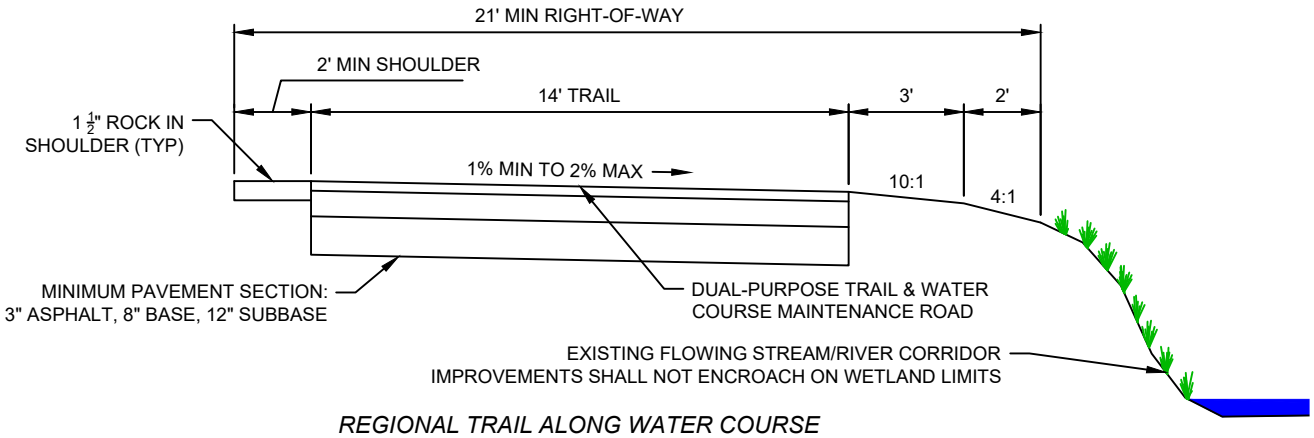
DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	NATIVE TRAIL	TRL 2
DATE:	JAN 2025				
SCALE:	NTS				



TYPICAL REGIONAL TRAIL



REGIONAL TRAIL WITH EQUESTRIAN TRAIL



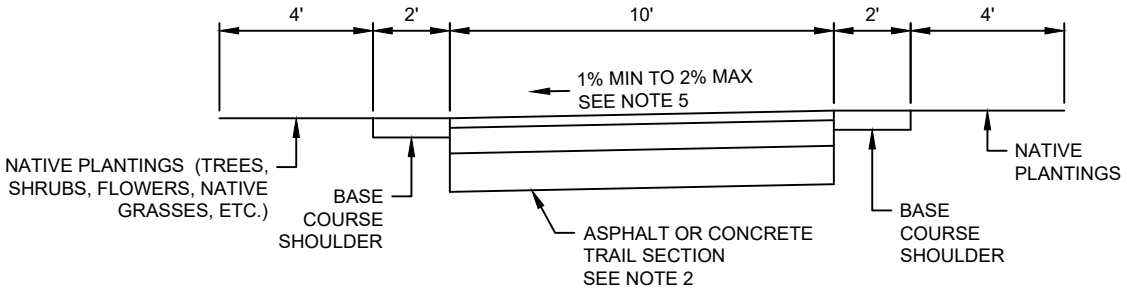
REGIONAL TRAIL ALONG WATER COURSE

REGIONAL TRAIL

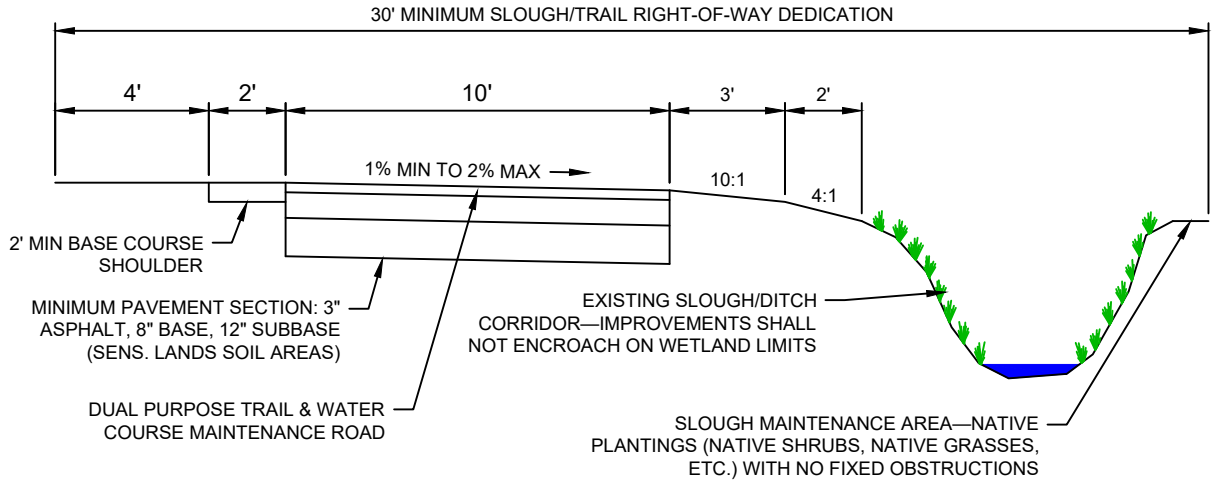
NOTES:

1. ASPHALT TRAIL SECTION OUTSIDE OF SENSITIVE LANDS AREAS SHALL CONSIST OF 3" ASPHALT & 6" BASE COURSE. ASPHALT TRAIL SECTION IN SENSITIVE LANDS AREAS SHALL CONSIST OF 3" ASPHALT, 8" BASE COURSE, & 12" SUB-BASE.
2. TRAIL SECTION SHALL DRAIN WITH A 2% CROSS-SLOPE TO A DRAINAGE SWALE PLACED IN LANDSCAPE BOUNDARY AREA ON THE "LOW" SIDE OF TRAIL SECTION, OR SHALL DRAIN TO WATER COURSE.
3. EXACT LOCATION OF EQUESTRIAN TRAIL MAY MEANDER TO MATCH EXISTING TOPOGRAPHY.
4. WHERE FENCES ARE INSTALLED ALONG TRAIL, SOLID FENCES ARE NOT PERMITTED.
5. TREES PLANTED IN LANDSCAPE AREA SHALL HAVE HIGH CANOPIES TO MAINTAIN CLEARANCE FOR BICYCLISTS AND WATER COURSE MAINTENANCE.
6. TRAIL SHALL HAVE PAVEMENT MARKINGS IN ACCORDANCE WITH THE MUTCD.

DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:			275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	REGIONAL TRAIL	TRL 3
DATE:	SEP 2025				
SCALE:	NTS				



TYPICAL SHARED-USE / SIDE PATH



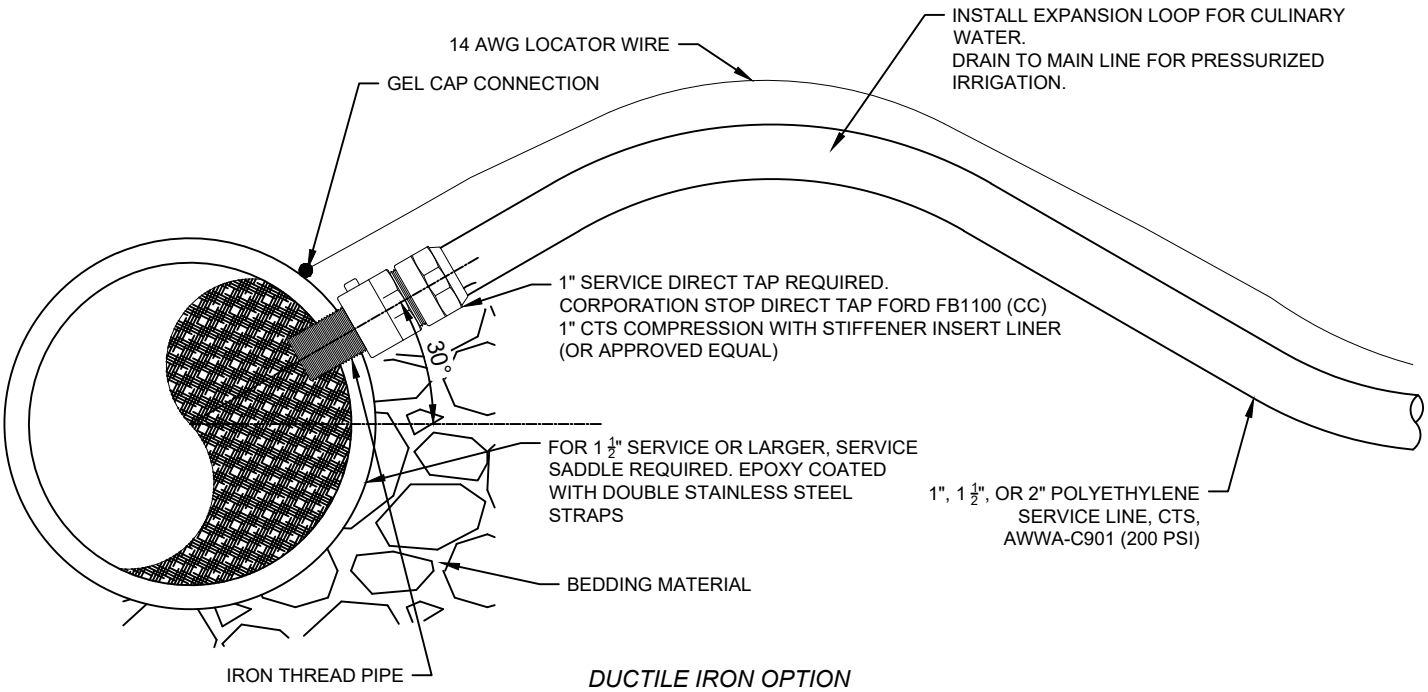
SHARED-USE / SIDE PATH ALONG SLOUGH

SHARED-USE PATH

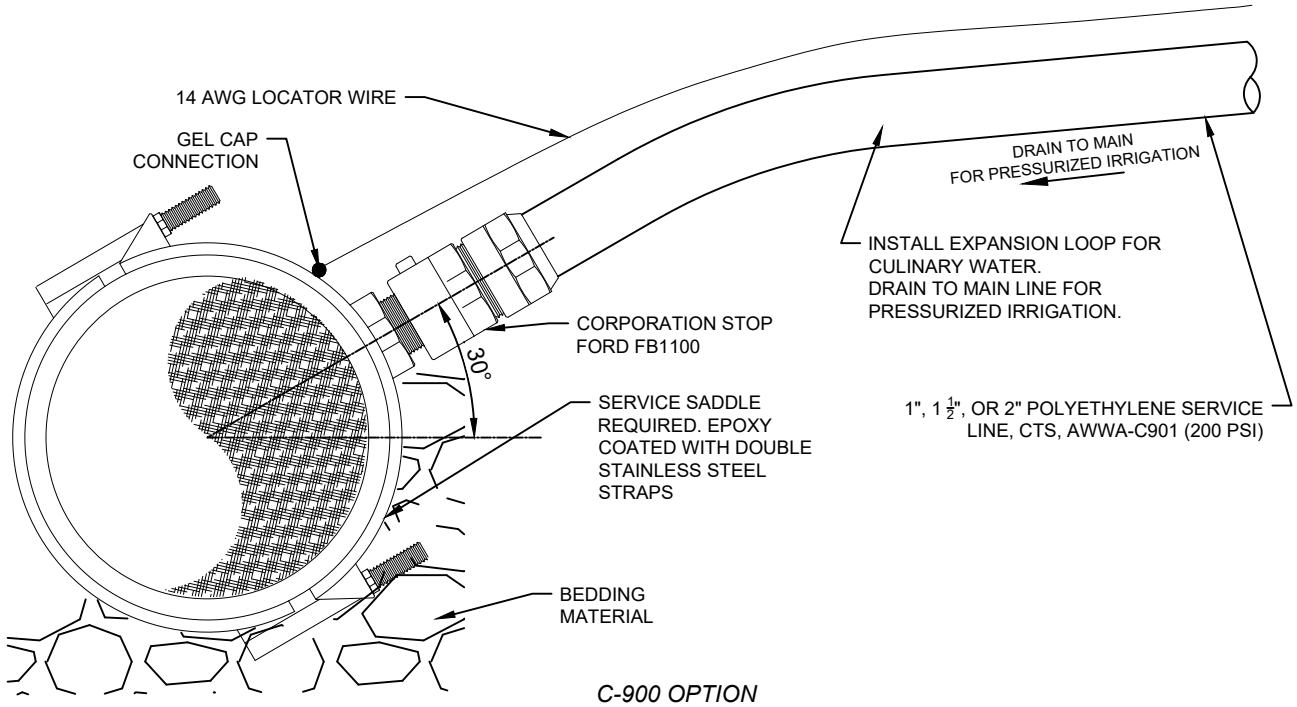
NOTES:

1. TRAIL MAY BE ASPHALT OR CONCRETE.
2. ASPHALT TRAIL SECTION OUTSIDE OF SENSITIVE LANDS AREAS SHALL CONSIST OF 3" ASPHALT & 6" BASE COURSE. ASPHALT TRAIL SECTION IN SENSITIVE LANDS AREAS SHALL CONSIST OF 3" ASPHALT, 8" BASE COURSE, & 12" SUB-BASE.
3. CONCRETE TRAIL SECTION SHALL CONSIST OF 4" CONCRETE AND 6" BASE COURSE. CONCRETE TRAIL SECTION WHERE TRAIL IS USED AS VEHICLE ACCESS PATH SHALL CONSIST OF 6" CONCRETE AND 8" BASE COURSE.
4. JOINTS IN CONCRETE TRAIL SHALL BE SAWCUT.
5. TRAIL SECTION SHALL DRAIN WITH A 2% CROSS-SLOPE TO A DRAINAGE SWALE PLACED IN LANDSCAPE BOUNDARY AREA ON THE "LOW" SIDE OF TRAIL SECTION.
6. WHERE FENCES ARE INSTALLED ALONG TRAIL, SOLID FENCES ARE NOT PERMITTED.
7. TREES PLANTED IN LANDSCAPE AREA SHALL HAVE HIGH CANOPIES TO MAINTAIN CLEARANCE FOR BIKES AND WATER COURSE MAINTENANCE VEHICLES.
8. MINIMUM SECTION FOR SHARED-USE PATH ALONG SLOUGH IS SHOWN. RIGHT-OF-WAY MAY NEED TO EXPAND BASED ON U.S. ARMY CORPS OF ENGINEERS WETLAND DELINEATION LIMITS ALONG SLOUGH CORRIDORS.
9. TREES AND OTHER LANDSCAPE SHALL BE OF NATIVE VARIETIES REQUIRING NO IRRIGATION OTHER THAN PLANT ESTABLISHMENT PERIOD. PLANTINGS SHALL NOT OBSTRUCT WATER COURSE MAINTENANCE EQUIPMENT OPERATION.

DRAWN:	DNF	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS 275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	STANDARD DRAWING TITLE SHARED-USE PATH	DRAWING NO. TRL 4
REVISED:					
DATE:	SEP 2025				
SCALE:	NTS				



DUCTILE IRON OPTION



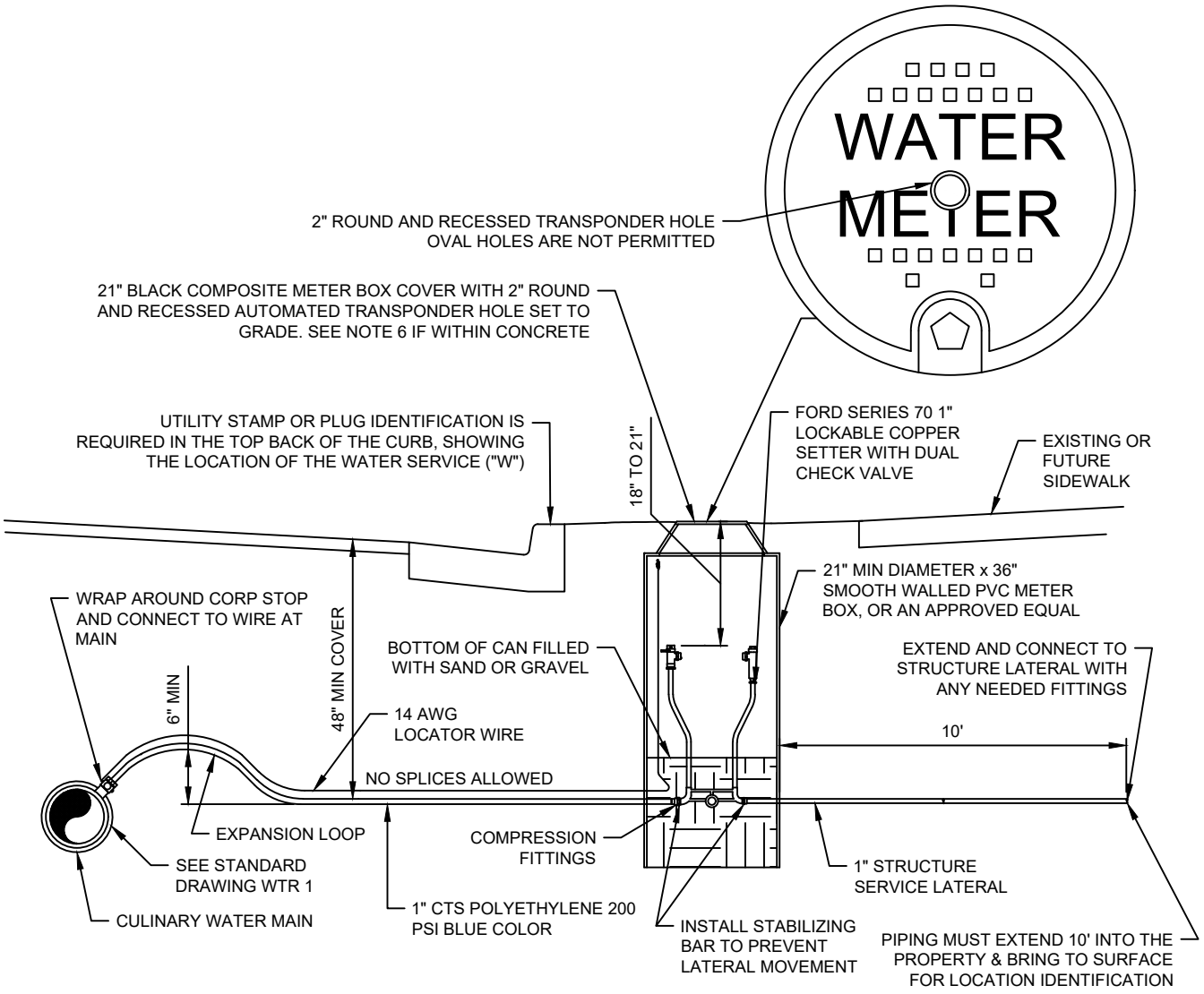
C-900 OPTION

WATER LINE SERVICE TAP

NOTES:

1. 1", 1 ½", OR 2" CTS POLYETHYLENE 200 PSI PIPE BLUE COLOR FOR CULINARY. 1", 1 ½", OR 2" CTS POLYETHYLENE 200 PSI PIPE PURPLE COLOR FOR PRESSURIZED IRRIGATION.
2. STAINLESS STEEL INSERT STIFFENERS ARE REQUIRED ON ALL POLYETHYLENE CONNECTIONS.
3. TEFLON TAPE OR APPROVED EQUAL IS REQUIRED ON ALL THREADED CONNECTIONS.
4. WATER SERVICE TAP OR SADDLE SHALL BE INSTALLED AT A 2 O'CLOCK OR 10 O'CLOCK POSITION (30° ABOVE HORIZONTAL).
5. PRESSURIZED IRRIGATION LATERAL SHALL BE POSITIONED TO DRAIN TO MAIN.

DRAWN:	ASG	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:	DNF		275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	WATER LINE SERVICE TAP	WTR 1
DATE:	JUL 2025				
SCALE:	NTS				

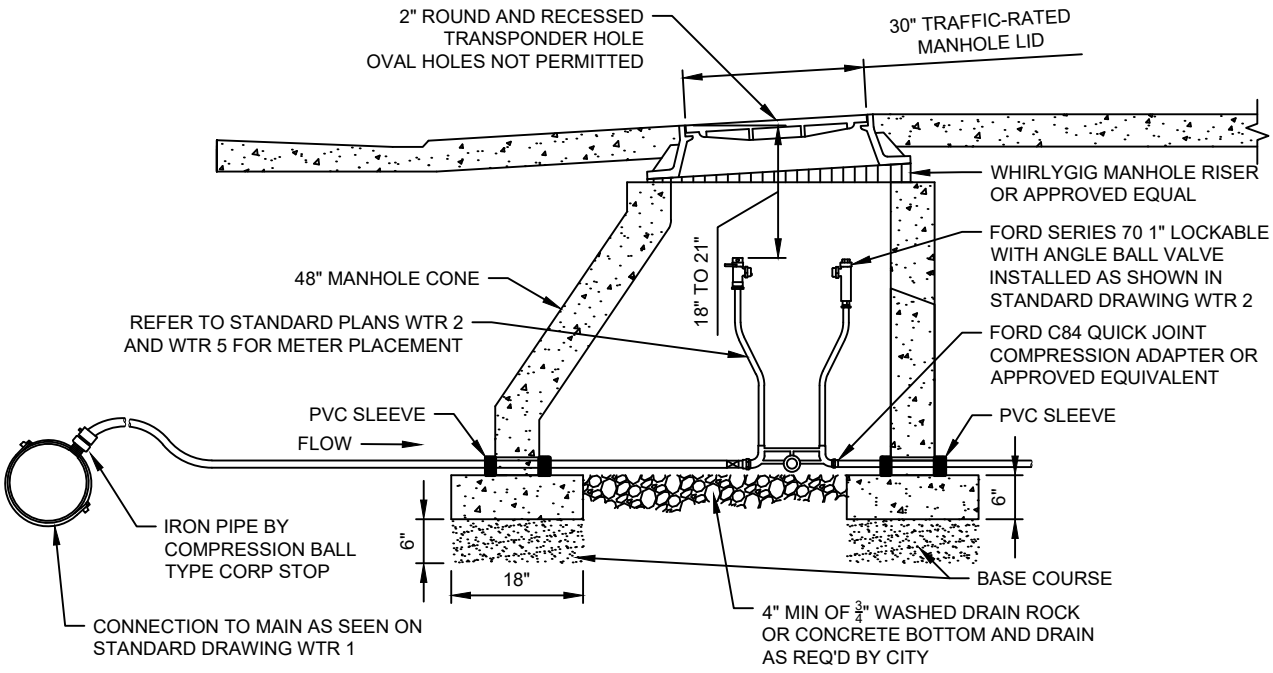


1" CULINARY WATER SERVICE CONNECTION

NOTES:

1. METER BOX, COVER, COPPERSETTER, CORPORATION STOP, & SERVICE LINES TO BE FURNISHED AND INSTALLED BY CONTRACTOR. METER IS REQUIRED AND MUST BE PURCHASED BY THE PROPERTY OWNER FROM THE CITY. METER IS PROVIDED AND INSTALLED BY THE CITY.
2. STAINLESS STEEL STIFFENERS ARE REQUIRED ON ALL POLYETHYLENE CONNECTIONS.
3. CULINARY WATER LATERALS THAT ARE LAID PARALLEL TO A SEWER MUST BE LAID AT LEAST 10' (EDGE TO EDGE) FROM ANY EXISTING OR PROPOSED SEWER LATERAL (UTAH CODE R309-550-7).
4. WHERE WATER AND SEWER LATERALS MUST CROSS, WATER LATERAL SHALL BE A MINIMUM OF 18" ABOVE THE SEWER LATERAL AS MEASURED EDGE TO EDGE (UTAH CODE R309-550-7).
5. TEFLON TAPE OR APPROVED EQUAL IS REQUIRED ON ALL THREADED CONNECTIONS.
6. ALL METER BOX LIDS WITHIN CONCRETE SHALL BE D&L SUPPLY MODEL B-5021(LIGHT TRAFFIC) WITH A RECESSED TRANSPONDER HOLE SET TO GRADE.
7. ALL FITTINGS SHALL BE CTS.
8. SPLICING /REPAIR OF EXISTING POLY PIPE; MECHANICAL COMPRESSION WITH INTERNAL STIFFENERS ARE REQUIRED. MUST BE APPROVED BY AMERICAN FORK CITY.
9. LATERALS SHALL BE OF ONE CONTINUOUS LENGTH OF PIPE FROM MAIN TO SETTER AND FROM SETTER TO STRUCTURE AND SHALL BE BURIED AT A MINIMUM OF 48" UNLESS APPROVED BY AMERICAN FORK CITY.
10. METER CAN SHALL BE INSTALLED AT THE CENTER OF THE PARK STRIP BETWEEN FRONT OF SIDEWALK AND BACK OF CURB. IF NO PARK STRIP, INSTALL METER A MINIMUM OF 2' BEHIND SIDEWALK TO THE MIDDLE OF THE METER BOX.

DRAWN:	ASG	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:	DNF		275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	1" CULINARY WATER SERVICE CONNECTION	WTR 2
DATE:	NOV 2025				
SCALE:	NTS				

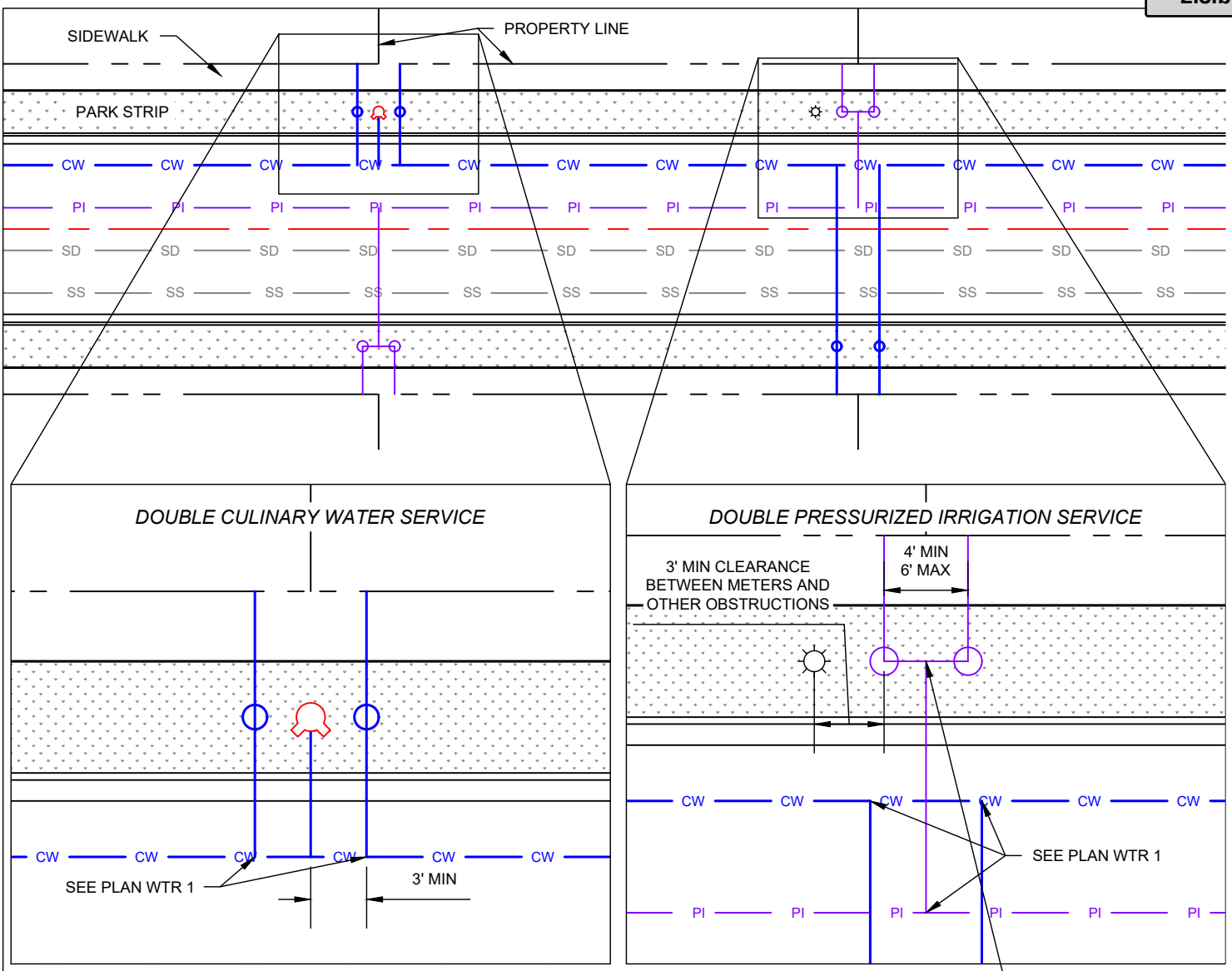


METERS WITHIN DRIVEWAY PAVED AREA

NOTES:

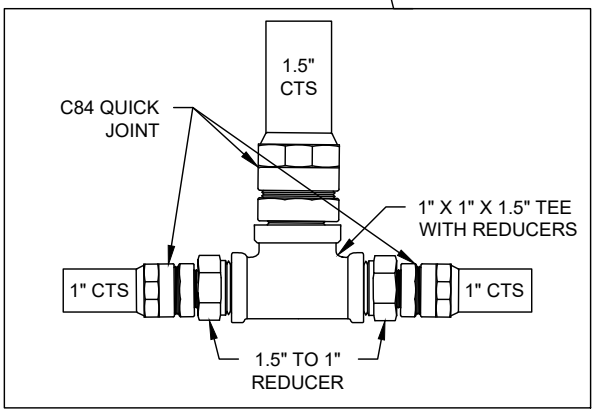
1. CULINARY WATER LATERAL SHALL BE 1" CONTINUOUS CONNECTION SDR-9 CTS 200 PSI BLUE POLYPROPYLENE PIPE.
2. STAINLESS STEEL LINER INSERTS SHALL BE REQUIRED INSIDE POLYPROPYLENE PIPE AT COMPRESSION FITTINGS.
3. ALL FITTINGS SHALL BE COMPATIBLE WITH SERVICE SIZE.
4. FOR PARK STRIPS LESS THAN 6' WIDE PLACE METER BOX IN CENTER OF PLANTER. WHERE THERE IS NO PARK STRIP, PLACE CENTER OF METER BOX 20" BEHIND SIDEWALK.
5. EXTEND 18 GAUGE TRACER WIRE 3' INTO METER BOX AND TAPE ENDS.
6. WATER METERS LOCATED WITHIN THE DRIVEWAY SHALL HAVE A 48" PRECAST MANHOLE SECTION WITH 30" MANHOLE FRAME AND COVER THAT READS "WATER"
7. THIS OPTION IS ONLY PERMITTED IN LIMITED CIRCUMSTANCES AND ONLY AS APPROVED BY THE PUBLIC WORKS DEPARTMENT.
8. PIPES PASSING THROUGH CONCRETE VAULT SHALL BE PROTECTED AGAINST EXTERNAL CORROSION BY SHEATHING OR WRAPPING OR ANY OTHER MEANS THAT WILL WITHSTAND ANY REACTION FROM LIME AND ACID FROM CONCRETE, CINDER OR OTHER CORROSIVE MATERIAL. SHEATHING OR WRAPPING SHALL ALLOW FOR MOVEMENT INCLUDING EXPANSION AND CONTRACTION OF PIPING (IPC 305.1). REMAINING HOLE SHALL BE SEALED.

DRAWN:	MVU	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS 275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	STANDARD DRAWING TITLE METERS WITHIN DRIVEWAY PAVED AREA	DRAWING NO. WTR 3
REVISED:	DNF				
DATE:	NOV 2025				
SCALE:	NTS				



NOTES:

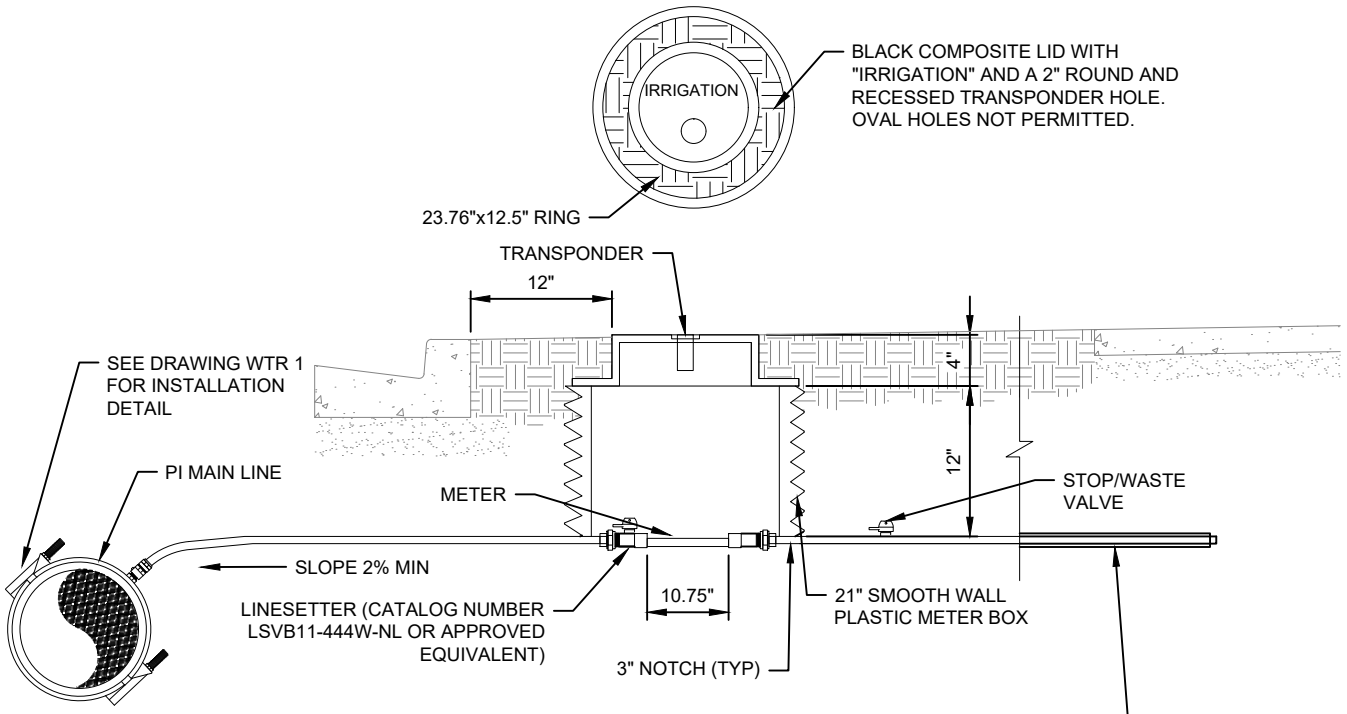
1. INSTALL METERS IN ACCORDANCE WITH STANDARD PLAN WTR 2 AND WTR 5.
2. MAINTAIN 3' CLEARANCE FROM FIRE HYDRANTS.
3. INSTALL FIRE HYDRANTS ON SAME SIDE OF STREET AS WATER LINE AND SPACED AS REQUIRED.
4. SEPARATION BETWEEN DOUBLE-SERVICE METER CANS SHALL BE 4' MINIMUM AND 6' MAXIMUM.
5. IF NO PARK STRIP IS AVAILABLE, DOUBLE-SERVICE CONNECTS SHALL BE WITHIN A LANDSCAPED AREA AND WITHIN A PUBLIC UTILITY EASEMENT THAT IS ACCESSIBLE TO MAINTAIN AND SERVICE.
6. DOUBLE-SERVICE PRESSURIZED IRRIGATION METERS SHALL ALTERNATE AT EACH PROPERTY LINE.
7. ALL PIPES SHALL BE POLYETHYLENE AND SHALL BE THE MEASUREMENTS SHOWN ON THIS DETAIL.
8. ALL METERS WITHIN 6' OF A DRIVEWAY SHALL BE PLACED WITHIN A TRAFFIC-RATED BOX AND LID.



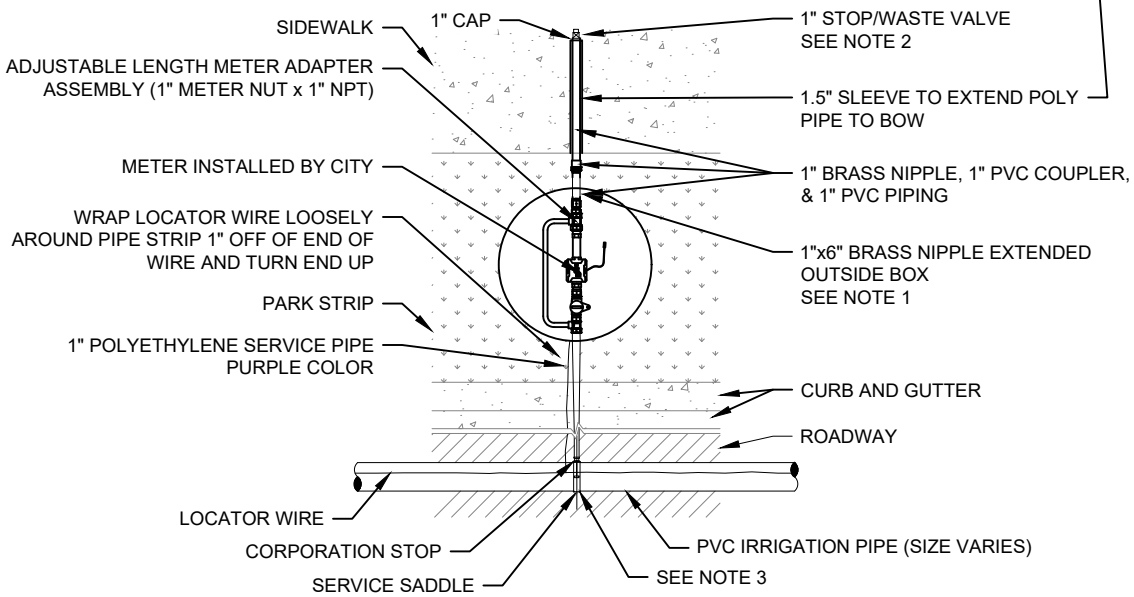
LEGEND

CULINARY WATER	CW — CW
PRESSURIZED IRRIGATION	PI — PI
SEWER	SS — SS
STORM DRAIN	SD — SD

DRAWN:	ASG	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS 275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	STANDARD DRAWING TITLE DOUBLE SERVICE CONNECTIONS - RESIDENTIAL SUBDIVISION	DRAWING NO. WTR 4
REVISED:	DNF				
DATE:	NOV 2025				
SCALE:	NTS				



SECTION VIEW

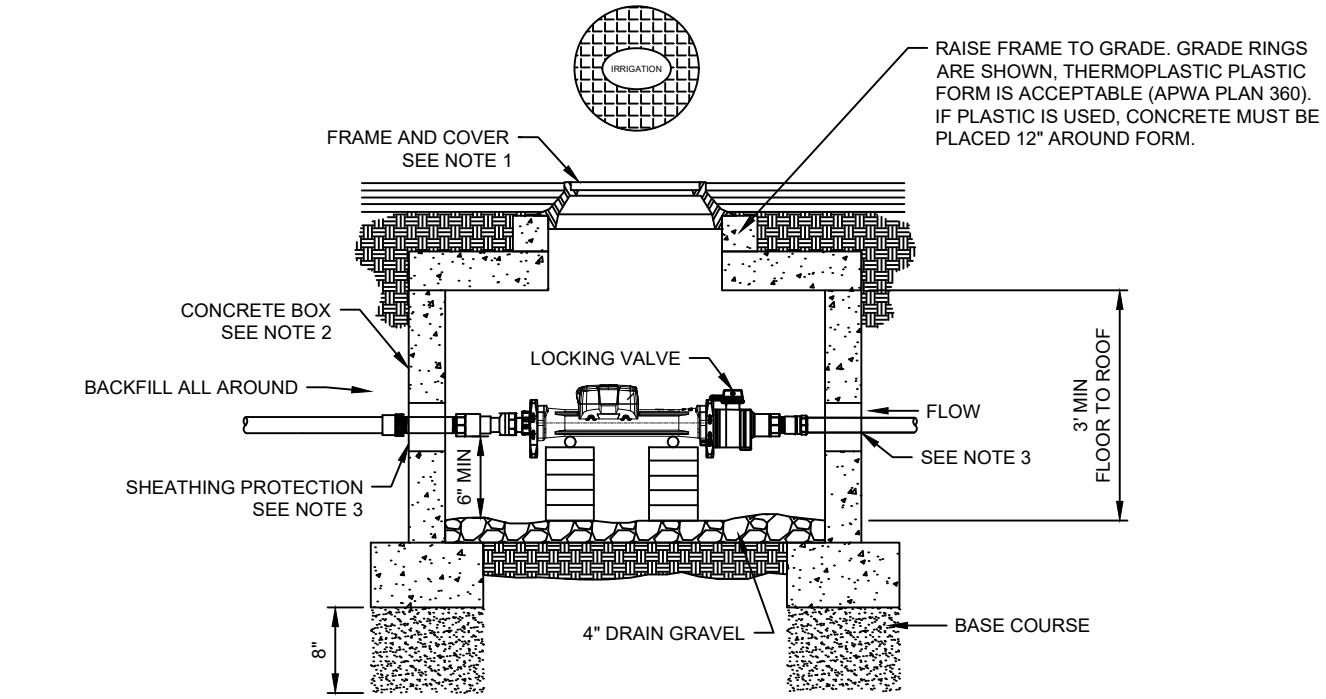


PLAN VIEW

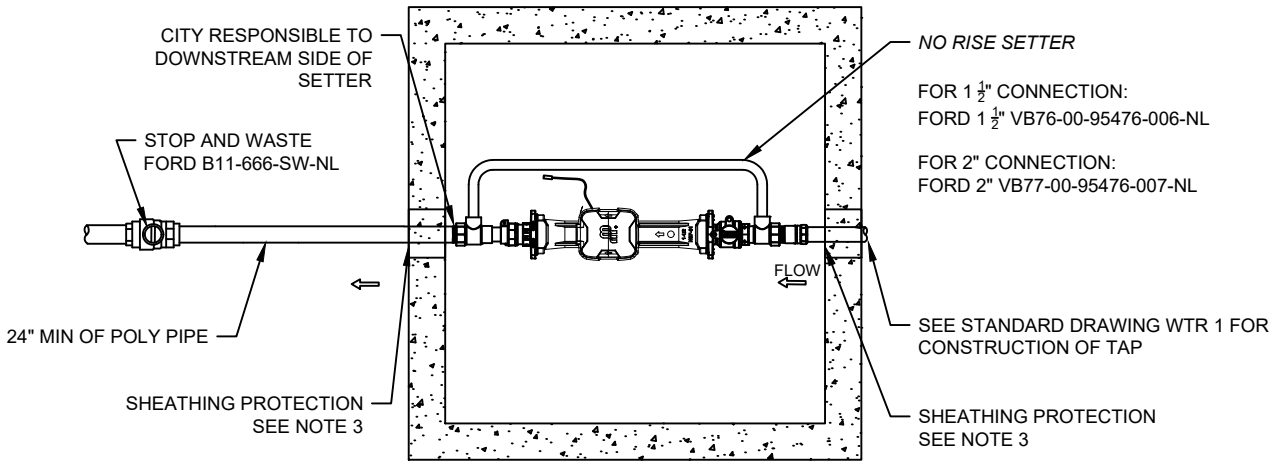
1" PI METER PLACEMENT

NOTES:
1. CITY MAINTENANCE RESPONSIBILITY ENDS AT THE END OF THE 6" BRASS NIPPLE.
2. STOP/WASTE VALVE IS THE PROPERTY OWNER'S VALVE TO ISOLATE SPRINKLER SYSTEM.
3. REFER TO DRAWING WTR 1 FOR WATER SERVICE LATERAL CONNECTION.
4. LATERALS SHALL BE OF ONE CONTINUOUS LENGTH OF PIPE FROM MAIN TO METER.

DRAWN:	ASG	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:	DNF		275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	1" PRESSURIZED IRRIGATION METER PLACEMENT	WTR 5
DATE:	NOV 2025				
SCALE:	NTS				



SECTION VIEW

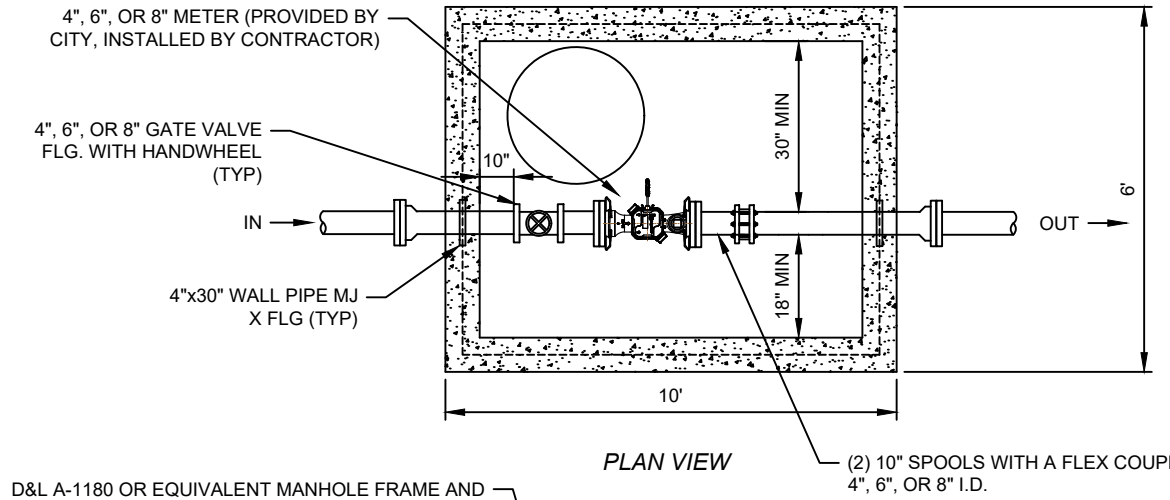


PLAN VIEW

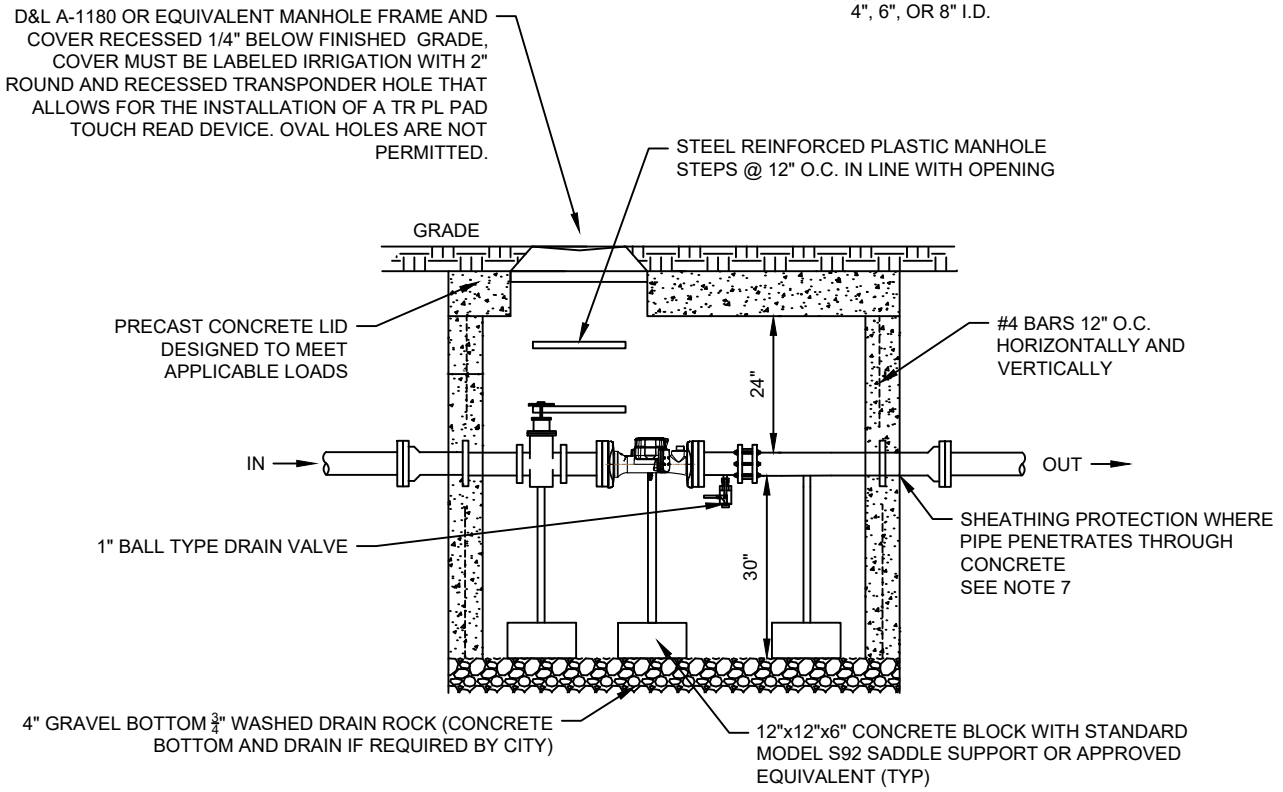
1 ½" OR 2" PI METER PLACEMENT

NOTE	*ITEM*	*DESCRIPTION*
1	27" FRAME AND COVER	APWA PLAN 505. CAST IRON LID WITH "IRRIGATION" AND ROUND RECESSED TRANSPONDER HOLE. NO OVAL HOLES SHALL BE PERMITTED.
2	CONCRETE BOX	APWA PLAN 505. 3' MINIMUM FLOOR TO ROOF
3	CORE/KNOCKOUT THROUGH VAULT WALL	PIPES PASSING THROUGH CONCRETE VAULT SHALL BE PROTECTED AGAINST EXTERNAL CORROSION BY SHEATHING OR WRAPPING OR ANY OTHER MEANS THAT WILL WITHSTAND ANY REACTION FROM LINE AND ACID FROM CONCRETE, CINDER OR OTHER CORROSIVE MATERIAL. SHEATHING OR WRAPPING SHALL ALLOW FOR MOVEMENT INCLUDING EXPANSION AND CONTRACTION OR PIPING (IPC 305.1). REMAINING HOLE SHALL BE SEALED.

DRAWN:	ASG	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:	DNF		275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	1 ½" OR 2" PRESSURIZED IRRIGATION METER PLACEMENT	WTR 6
DATE:	NOV 2025				
SCALE:	NTS				



PLAN VIEW



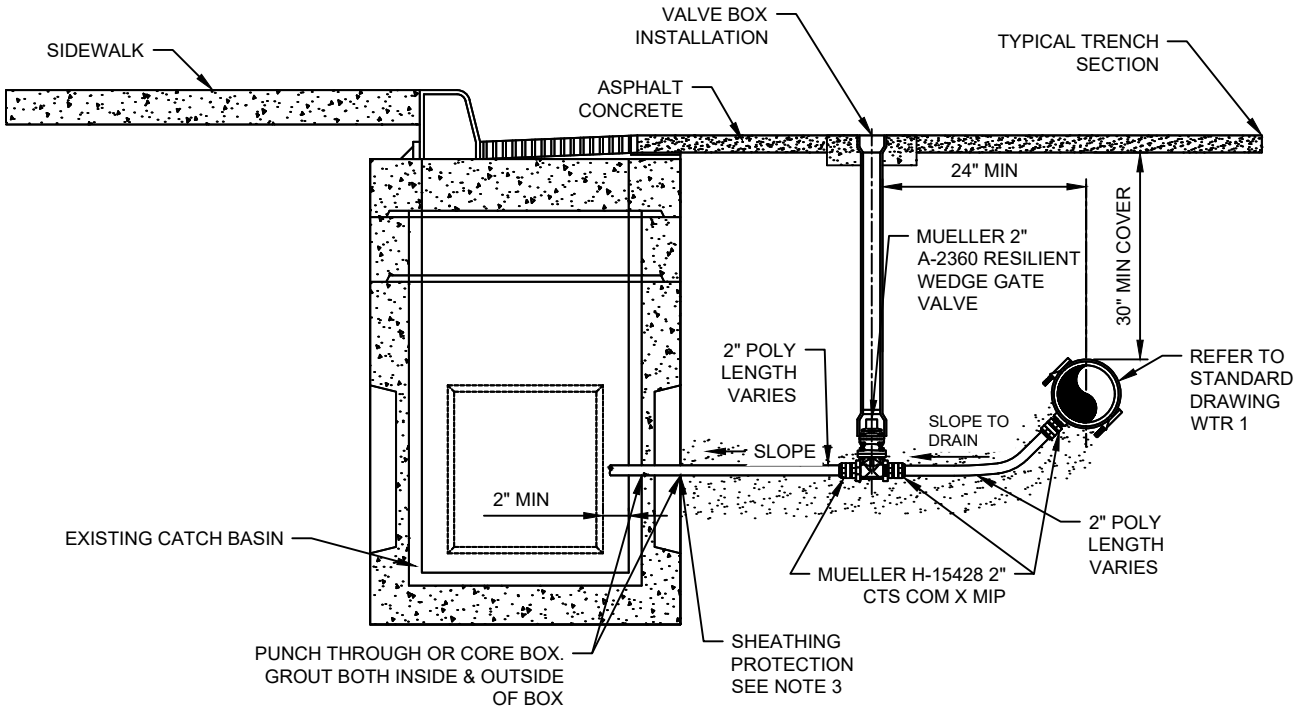
SECTION VIEW

4", 6", AND 8" PRESSURIZED IRRIGATION METER PLACEMENT

NOTES:

1. ALL 4", 6", OR 8" PIPE AND FITTINGS SHALL BE DUCTILE IRON.
2. ALL 1" PIPE AND FITTINGS SHALL BE BRASS WITH STAINLESS STEEL BALL VALVE HANDLE.
3. ALL REBAR SHALL HAVE 30" OVERLAPS.
4. CONCRETE MAY ONLY BE POURED ON UNDISTURBED SOIL, ¾" CRUSHED GRAVEL, OR COMPACTED UNTREATED BASE COURSE.
5. METER BOXES SHALL BE PLACED IN LANDSCAPE AREAS WITHIN AN 8' PARK STRIP OR 10' PUBLIC UTILITY EASEMENT THAT IS ACCESSIBLE FOR SERVICE AND MAINTENANCE.
6. METER TO BE INSTALLED IS E-SERIES G2® ULTRASONIC METER ESM-DS-02781-EN-18 (4",6", OR 8").
7. PIPES PASSING THROUGH CONCRETE VAULT SHALL BE PROTECTED AGAINST EXTERNAL CORROSION BY SHEATHING OR WRAPPING OR ANY OTHER MEANS THAT WILL WITHSTAND ANY REACTION FROM LIME AND ACID FROM CONCRETE, CINDER OR OTHER CORROSIVE MATERIAL. SHEATHING OR WRAPPING SHALL ALLOW FOR MOVEMENT INCLUDING EXPANSION AND CONTRACTION OF PIPING (IPC 305,1) REMAINING HOLE SHALL BE SEALED.

DRAWN:	ASG	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:	DNF		275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	4", 6", AND 8" PRESSURIZED IRRIGATION METER PLACEMENT	WTR 7
DATE:	NOV 2025				
SCALE:	NTS				



2" DRAIN TO CATCH BASIN/SUMP/BOX CULVERT

PRESSURIZED IRRIGATION DRAIN

NOTES:

1. PROPOSED DRAIN LINE CAN TIE INTO CATCH BASIN BOX (SHOWN) OR SUMP MANHOLE (NOT SHOWN), OR BOX CULVERT (NOT SHOWN).
2. ALL COMPRESSION FITTINGS SHALL INCLUDE A MUELLER 2" CTS PE LINER PART NO. 506141 OR APPROVED EQUIVALENT.
3. PIPES PASSING THROUGH CONCRETE VAULT SHALL BE PROTECTED AGAINST EXTERNAL CORROSION BY SHEATHING OR WRAPPING OR ANY OTHER MEANS THAT WILL WITHSTAND ANY REACTION FROM LIME AND ACID FROM CONCRETE, CINDER OR OTHER CORROSIVE MATERIAL. SHEATHING OR WRAPPING SHALL ALLOW FOR MOVEMENT INCLUDING EXPANSION AND CONTRACTION OF PIPING (IPC 305,1) REMAINING HOLE SHALL BE SEALED.

DRAWN:	ASG	AMERICAN FORK STANDARD PLANS	PUBLIC WORKS	STANDARD DRAWING TITLE	DRAWING NO.
REVISED:	DNF		275 EAST 200 NORTH AMERICAN FORK, UT 84003 PHONE: (801) 763-3060 FAX: (801) 763-3005	PRESSURIZED IRRIGATION DRAIN	WTR 8
DATE:	JUL 2025				
SCALE:	NTS				

Engineering Design Supplemental Standards

Date of Issue: January 2026

Department of Public Works

Engineering Division

Table of Contents

List of Tables

The following engineering and construction standards do not override American Fork City Municipal Code. They are an aid in the design of construction of public facilities in American Fork City. American Fork City Municipal Code and Utah Administrative Code governs or is precedent over these standards.

Street and Roadway Design Standards

All streets must conform to the current approved Transportation Element of the General Plan of American Fork City and the Bike and Pedestrian Master Plan for American Fork City. Roadway design should conform to the current edition of the AASHTO Policy on Geometric Design of Highways and Streets.

The alignment and width of all streets shown on the Transportation Element of the General Plan shall be preserved unless the City Council determines that it has unusual topographical conditions that warrant advisable modification or the development has other articulable conditions that warrant a modification from existing standards. Proposed streets shall be extended by dedication to the boundary of such property.

Where a large subdivision abuts upon a major thoroughfare, the Planning Commission may require access streets to be included in the street plan.

Street width is to be measured perpendicularly from street right-of-way line to street right-of-way line. Standard street sections are shown in the American Fork Standard Plans. The standard street sections shall be preserved unless the City Council determines, upon recommendation and advice of the City Engineer, that 1) the development has unusual topographical conditions that warrant modification, or 2) the development has articulable conditions that warrant modification from existing standard street sections. In no event shall the modified segment exceed eight hundred feet.

Horizontal street alignments shall intersect each other as near as possible to right angles. In no case shall the deviation from ninety degrees be more than +/- ten degrees. Any deviations shall be approved by the City Engineer.

When a street intersects into another street, street offsets between fifteen feet to one hundred twenty feet shall not be allowed except where specifically authorized by the City Engineer. Spacing shall be consistent with the Intersection and Access Spacing section of this document. All roadway access onto a UDOT roadway shall secure a permit approved from the City and UDOT region permits officer.

All arterial and collector roads shall incorporate limited access control along roadway and road classification as defined by Transportation Element of the General Plan.

All subdivisions shall abut on and gain primary access from a paved public street meeting city design and construction standards. Subdivisions shall provide for the future extension of public

streets to all adjacent properties unless, due to existing adjacent development or topographical conditions, the Development Services Director recommends not connecting to adjacent properties and the recommendation is approved by the City Council.

1. Where a new development connects to an existing temporary cul-de-sac, the new development shall be responsible for abandonment of the temporary cul-de-sac and reconstruction of the local roadway cross section including asphalt, curb and gutter, sidewalk, and landscaping.

All streets within the City limits will be required to be dedicated for public use except as called out otherwise in City Code. The City Engineer and Planning Commission may approve partial roadway improvements while preserving the standard utility placement as described in American Fork Standard Plan STR 6.

Accessible pedestrian curb ramps must be constructed at all street corners and other pedestrian crossings.

Curb, gutter, and sidewalks shall be installed on all proposed streets as required by the subdivision type. No bridging with soil will be permitted on curb, gutter, and sidewalk unless appropriate drainage and erosion control features (American Fork Standard Plan SD 1) are implemented as approved by the Public Works Director.

Catch basins as detailed in the standard details shall be provided where required for proper street drainage, as described in the Storm Design Standards section of these standards. Double curb inlet boxes shall be placed on all vertical sag conditions. All storm drainage discharge shall meet or exceed current EPA quality control measures. Stormwater discharge into irrigation facilities may require approval from any downstream users.

Driveway approaches meeting the minimum criteria as detailed in the American Fork Standard Plans and APWA Standard Plans shall be cut in for all driveways after initial curb placement.

Additional roadway widening for left turn storage, acceleration/deceleration lines, or intersection widening may be required in addition to standard roadway widths in areas as deemed necessary by the City Engineer and Planning Commission.

All sidewalks shall comply with ADA standards and shall be no less than five-foot minimum width.

Roadway Connectivity

The street pattern in the subdivision shall conform to the following standards for connectivity:

1. Streets shall be constructed in a grid pattern with a maximum block length of 600 feet, unless a mid-block pedestrian connection is provided with appropriate safety countermeasures.

2. Developments and subdivisions shall include street connections to any streets that abut, are adjacent to, or terminate at the subdivision boundaries. The development shall also include street connections in the direction of all existing or planned streets adjacent to the development site.

3. The proposed subdivision shall include streets that extend to the boundary of the subdivision and undeveloped or partially developed land that is adjacent to the subdivision unless, due to existing adjacent development or topographical conditions, the City Engineer recommends not connecting to adjacent properties and the recommendation is approved by the City Council. The streets shall be in locations that will enable adjoining properties to connect to the proposed subdivision street system.

4. Pedestrian connections shall be utilized to connect proposed developments to master planned trails and adjacent existing or future developments in accordance with the Bicycle and Pedestrian Master Plan. Connections shall consist of a hard-surface shared-use path with a minimum width of ten feet, constructed in accordance with American Fork Standard Plan TRL 4.

5. Cul-de-sacs shall be used only where physical conditions or land ownership configurations make other designs infeasible. Where a cul-de-sac is used, pedestrian connections shall be provided from the cul-de-sac turnaround to adjacent streets, trails, or open space where feasible.

Dead End Streets

This section shall apply to permanent dead end streets or temporary dead end streets greater than 150 feet in length.

For all residential land use (all land use that is not specifically designated as commercial, industrial, or public facilities), dead end streets shall be no longer than 650 feet from the right-of-way of the connecting street to the center of the turnaround as measured along the road centerline. All turnarounds shall be a cul-de-sac constructed per American Fork Standard Plan STR 1. Temporary cul-de-sacs may be allowed where recommended for approval by the City Engineer and Development Services Director and as approved by Council. In the event a temporary cul-de-sac is approved, it shall be constructed as shown on American Fork Standard Plan STR 2.

1. No more than 15 dwelling units or equivalent residential units shall be permitted on a single access.

Commercial dead end streets may be permitted with approval of the City Engineer and Director of Development Services. Considerations for such approval shall include, but are not limited to:

1. the length of the dead-end street;

2. the impact the dead-end street has on connectivity of the area;
3. the feasibility of a cul-de-sac or connection to another roadway to eliminate the dead-end street in excess of 150 feet;
4. the ability to provide sufficient turn around on the commercial development, which shall be no less than a twenty-six foot (26') public access easement; and
5. an agreement to maintain the full width of the public access easement in a manner satisfactory to the Fire Marshal.

Alignment Standards

The City roadway alignment standards are summarized below and are required unless specifically approved otherwise by the City Engineer and the Public Works Director. Criteria for vertical alignment on City roadways are shown in Table 1.

Table 1: Vertical Alignment Criteria

Roadway Classification	Minimum Vertical Curve Length (feet)	Design Speed (mph)	Maximum Grade (%)
Arterial	600	40	5
Collector	200	30	7
Local street	100	25	10[1]

Notes:
1. Maximum grade for local street may be increased as approved by City Engineer and Planning Commission.

If the difference between the grades of two intersecting vertical tangents of a street is greater than one percent, an appropriate vertical curve shall be placed between them. Stop conditions may warrant greater intersecting grades to minimize curb return differentials.

Minimum grade on all roadways shall not be less than five-tenths of one percent (0.5%) unless approved otherwise by the City Engineer. Crest and sag vertical curves shall be controlled by "K value" appropriate to the design speed requirements of each roadway classification.

Criteria for horizontal alignment are shown in Table 2.

Table 2: Horizontal Alignment Criteria

Roadway Classification	Maximum Degree of Curvature (°)	Minimum Radius (feet)	Design Speed (mph)
Arterial	6° 45'	825’	40
Collector	11° 15'	475’	30
Local street	21.0°	275’	25

When street lines deflect from each other at any one point more than five degrees, there shall be a connecting curve. The center line radius of the curve shall be as per the table above. A minimum of a one-hundred-foot tangent section between horizontal curves are required unless approved by City Engineer and Planning Commission.

Provide appropriate roadway transition taper lengths by adhering to the following formulas:

For speeds of forty mph or less:

$$L = \frac{WS^2}{60}$$

For speeds greater than forty mph:

$$L = S \times W$$

Where:
L = Minimum length of transition in feet
S = Design speed in miles per hour
W = Width of transition in feet

Maintain minimum intersection sight distance requirements as set forth in the AASHTO A Policy on Geometric Design of Highways and Streets ("Green Book").

Standard Level of Service

American Fork City has determined that in order to provide desired operational characteristics and safety at new intersections, they should operate at an LOS C or better condition for new projects/areas within the city, and development/redevelopment projects in built-out areas of the city should maintain an LOS D or better.

Access Standards

Certain types of land use and accesses adjacent to proper classification of roadways will lead to the correct type of access and mobility expected for each roadway. Table 3 shows the allowable accesses for each roadway classification.

Table 3: Access Provisions

Street Classification	Commercial Access	Multi-Family Residential Access	Residential Access	Public Street Access
Arterial street	Yes[1]	No[3]	No	Yes
Major collector	Yes	Yes	No[5]	Yes
Minor collector	Yes	Yes	Yes[4]	Yes
Local street	No[2]	Yes	Yes	Yes
Notes:				

1. Commercial access to an arterial should be consolidated for several parcels and gained using a traffic signal or a public street. Where direct access is given to an arterial, if possible, the access should be a right-in/right-out access.
2. Exceptions to this standard would be for small commercial developments or for secondary access to a development.
3. Very large multi-family developments may have private accesses that resemble public streets in form and function, and therefore would be an exception to this standard.
4. Direct access and frontage of residential properties to a minor collector should be avoided where practical.
5. Direct access and frontage of residential properties to a major collector should be avoided where practical. However, if base residential zoning allows access, then a traffic impact study showing acceptable operations and safety can be mitigated, then an engineering review will determine the applicability of this standard.

The City Engineer may determine that a variance from the standards in Table 3 is in the best interest of the public health, safety, and welfare of the residents of the City. A design may be permitted if it meets the purposes of this standard, is based on nationally accepted standards, and is approved by the City Council.

Intersection and Access Spacing

The minimum access spacing is shown in Table 4.

Table 4: Intersection and Access Spacing

Street Classification	Minimum Signal Spacing (feet)[1]	Minimum Street Spacing (feet)[1,4]	Minimum Commercial Access Spacing (feet)[1,4]	Minimum Residential Access Spacing (feet)[1]
Arterial street	2,640	660	330[2]	n/a[3]
Major collector	1,320	660	330	n/a[3]
Minor collector	1,320	330	150	150
Local street	1,320	150	150	50

Notes:

1. Measured centerline to centerline.
2. Access to an arterial should only be granted upon a finding by the City Engineer that no other reasonable access is available to a collector or local street. If granted, the access should be limited to right-in/right-out only if possible.
3. Residential access should not be granted on arterials or major collectors.
4. Minimum street spacing refers to unsignalized intersection spacing. If a traffic signal is present, a traffic impact study shall be required to determine if the minimum street spacing should be greater than this standard.
5. Minimum corner clearance can be as low as one hundred twenty feet on the downstream leg of the minor street at an intersection, if the access is a right-in/right-out access. This reduced access spacing shall be supported with a traffic study.

If it is determined that a parcel of land existing within the boundaries of the City at the time of adoption of this standard cannot meet the design standards set forth in Table 4, a design may be permitted that meets the purposes of this rule, is based on nationally accepted standards, and is determined acceptable to the City Engineer and approved by the City Council.

The City Engineer may determine that a variance from the standards in Table 4 is in the best interest of the public health, safety, and welfare of the residents of the City. A design may be permitted if it meets the purposes of this standard, is based on nationally accepted standards, and is approved by the City Council.

American Fork City encourages shared accesses especially along major collectors and arterials. This assists in maintaining the access spacing requirements in Table 4.

Intersection Alignment & Offsets

Accesses on opposite sides of the street should be lined up directly across from each other. Sometimes this is not possible due to site restrictions or property lines. If accesses cannot be lined up across from one another, the preferable offset is such that left turns entering each respective access do not overlap. Table 5 shows the minimum offset for intersections on opposite sides of the street when the potential for overlap does occur. However, a traffic impact study may determine that a larger offset is required depending on the level of queuing that may occur at the intersections.

Table 5: Minimum Access Offsets

Street Classification	Minimum Offset (feet)[1]
Arterial street[2]	310
Major collector	180
Minor collector	120
Local street	n/a

Notes:
1. These values are a minimum requirement and are subject to change based on the results of a traffic impact study.
2. Offset requirements are not applicable in the case of right-in/right-out accesses such as when a raised median is present. Access should only be provided to arterial streets when a reasonable alternative access does not exist.

Access Characteristics

All standards in this section assume the following:

- The design vehicle for residential and commercial accesses is a passenger car.
- The design vehicle for industrial accesses is a WB-67.

Access driveways that will be heavily utilized by trucks and buses during peak periods should be designed to the standard for industrial accesses. Table 6 shows driveway widths and Table 7 shows curb radii for various intersection types depending on the functional classification of the adjacent roadway.

Table 6: Driveway Widths

Access Type	Total Driveway Widths & (Ingress Lane Width) in Feet			
	Arterial	Major Collector	Minor Collector	Local
Residential (SFDU) 1 dwelling unit	n/a	n/a	12 (n/a[1])	12 (n/a[1])
Multi-Family (less than 3 units)	n/a	18 (n/a[1])	18 (n/a[1])	18 (n/a[1])
Multi Family (more than 3 units)	26 (n/a[1])	26 (n/a[1])	26 (n/a[1])	26 (n/a[1])
Commercial (1 exit lane)	26 (14)	26 (14)	26 (14)	26 (14)
Commercial (2 exit lanes)	40 (16)	40 (16)	n/a	n/a
Industrial	36 (22)	36 (22)	36 (22)	n/a
Notes: 1. This type of access is not striped.				

Table 7: Driveway Curb Return Radii

Access Type	Curb Return Radii in Feet			
	Arterial	Major Collector	Minor Collector	Local
Residential (SFDU) 1 dwelling unit	n/a	n/a	n/a[1]	n/a[1]
Multi-Family (less than 3 units)	n/a	n/a[1]	n/a[1]	n/a[1]
Multi Family (more than 3 units)	20	20	20	25
Commercial (1 exit lane)	20	20	20	25
Commercial (2 exit lanes)	20	25	n/a	n/a
Industrial	45	45	45	n/a
Notes: 1. This type of access is a "dustpan" style access; therefore, no curb-return radius applies.				

Table 8 shows the required curb radius measured from top back of curb (TBC) for the various street intersections within American Fork City. Deviation from these standards requires approval in writing from the city engineer.

Table 8: Curb Radius for Street Intersections

Roadway Classification	TBC Radius (feet)	Property Line Radius (feet)
Arterial	40	30
Collector	30	20
Local	25	15

Table 9 contains maximum change in grade between the cross-slope of the roadway and the slope of the driveway. The maximum change in grade reported is the algebraic difference in slope. Table 9 and Table 10 shows the maximum change in grade with no vertical curves (rounding only) as well as the maximum change in grade with a vertical curve.

Table 9: Change in Driveway Grade - Rounded

Access Type	Maximum Change in Grade No Vertical Curve Required[1]			
	Arterial	Major Collector	Minor Collector	Local
Residential (SFDU) 1 dwelling unit	Not Permitted	Not Permitted	8%	10%
Multi-Family (less than 3 units)	Not Permitted	8%	8%	10%
Multi Family (more than 3 units)	4%	7%	8%	10%
Commercial (1 exit lane)	4%	7%	8%	10%
Commercial (2 exit lanes)	4%	7%	Not Permitted	Not Permitted
Industrial	4%	7%	Not Permitted	Not Permitted
Notes: 1. Rounding by taking care to avoid abrupt change in grade.				

Table 10: Change in Driveway Grade - Vertical Curves

Access Type	Maximum Change in Grade with Vertical Curves			
	Arterial	Major Collector	Minor Collector	Local
Residential (SFDU) 1 dwelling unit	Not Permitted	Not Permitted	10%	12%
Multi-Family (less than 3 units)	Not Permitted	10%	10%	12%
Multi Family (more than 3 units)	5%	7%	10%	12%
Commercial (1 exit lane)	6%	7%	10%	12%
Commercial (2 exit lanes)	5%	7%	Not Permitted	Not Permitted
Industrial	5%	7%	Not Permitted	Not Permitted

Table 11 shows the recommended driveway throat lengths for various access types and based on what type of conflict is closest to the adjacent road.

Table 11: Driveway Throat Length

Access Type	Throat length at first conflict in feet	
	Parking	Internal Intersection
Residential (SFDU) 1 dwelling unit	n/a	n/a
Multi-Family (less than 3 units)	n/a	n/a
Multi Family (more than 3 units)	75	30
Commercial (1 exit lane)	75	30
Commercial (2 exit lanes)[1]	75	30
Industrial	75	75

Notes:
1. For signalized accesses with three egress lanes, throat length should be at least 200 feet long. For signalized accesses with four egress lanes, throat length should be at least 300 feet long. These lengths shall be also be verified by a traffic study.

Table 12 shows the minimum separation of a gate on a private access from the edge of traveled way for various design vehicles. This separation is necessary so that a vehicle can park in front of the gate while it is still closed without the rear of the vehicle obstructing the flow of traffic. Where the possibility of queuing exists, such as at a gated residential community, a traffic study should be completed to determine the 95th percentile queue length during the peak hour.

Table 12: Minimum Setback of a Gate on a Private Access

Design Vehicle	Minimum Distance (feet)[1]
Passenger Car	25
Single Unit Truck	35
Bus	50
Recreational Vehicle	35
Recreational Vehicle Pulling a Trailer	60
WB-40	50
WB-50	60
WB-62	75
WB-67	80

Notes:
1. Measured from the edge of the sidewalk to the gate. Traffic study required if multiple vehicles are expected to queue at the gate.

Intersection & Street lighting

Table 13 shows recommendations for intersection lighting in American Fork City based on the type of intersection and/or access.

Table 13: Intersection Lighting

Major Street	Minor Street			
	Arterial Street	Major Collector	Minor Collector	Local Street
Arterial street	Yes			
Major collector	Yes	Yes		
Minor collector	Yes	Yes	Yes	
Local street	Yes	Yes	Yes	Yes
Commercial access [1]	Yes	Yes	Yes	Yes [2]
Residential access	n/a	No	No	No

Notes: 1. For purposes of these recommendations, commercial accesses also include multi-family developments.
2. However, if this affects the project or the local subdivision negatively, then and appeals process can be initiated.

In addition to intersection lighting, street lighting shall be provided, especially where roads are curved, or other design features make safely traveling the road at night more difficult without lighting. The type and frequency of lighting should be based on the context of the street including adjacent land use, architectural styles, and pedestrian usage. Commercial areas streetlights shall be installed at one-hundred-fifty-foot (150') intervals on alternating sides of the road and in residential areas at three-hundred-foot (300') intervals on alternating sides of the road. Streetlights shall be installed at corners with at least one on every block. Mid-block street lighting is required if block lengths exceed five hundred feet (500'). Streetlights shall be installed on opposite corner from stop signs unless otherwise determined by the City Engineer.

Signage

Stop signs shall be posted at all exits of subdivision roads to city streets where warranted and/or required by the City Engineer for adequate traffic control. Other signs may be required in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). Street coordinate signs shall be posted at all intersections. Design and installation shall comply with the standards as set forth in the latest edition of the MUTCD. Materials shall comply with Utah State Highway Department requirements. In no case shall any traffic control device be installed which does not meet applicable engineering warrants or which does not meet applicable minimum standards.

Storm Design Standards

Drainage System Plan

The drainage plan shall include an analysis of potential drainage problems, along with a proposal indicating how the surface water will be disposed of. Detention basins may be required to alleviate the impact on existing drainage facilities. Said plan shall also include the projected quantity of waters anticipated for a ten-year storm (piping), one-hundred-year storm (detention facilities, if required), and one-hundred-year storm (retention facilities). All drainage facilities shall be installed in conformance with approved city drainage master plans.

Storm drainage pipe design standards to be in harmony with the American Fork City Storm Water Technical Manual. Thereby requiring piping of the 100-year return frequency storm event with the provision that storm water conveyance pipes may be sized for the 25-year return frequency storm event provided the 100-year event can be routed overland to a catchment directing the 100-year event to the detention or retention basin.

The development shall include necessary culverts, drain pipes, basins, and drainage channels. In order to insure the safety of the occupants of a subdivision, the planning commission may require the developer to cover or fence culverts and canals.

In areas where the highest water level in the ground is no closer than eight feet to the ground surface and percolation rates are high and the area is designated on the city's drainage master plan, pre-treatment sumps may be used to dispose of surface waters. They must be designed for the ten-year storm and an auxiliary excess drainage system provided. All design data including ten-foot soil log, percolation tests, etc., must be submitted with the drainage plans. The sump design shall comply with applicable city and county requirements. In general, all discharges from development should be limited to a maximum of 0.2 cfs/acre with the utilization of on-site detention except as approved otherwise by the city engineer.

Drainage basins (detention or retention) shall be designed for a one-hundred-year storm and have a one-foot freeboard, 3:1 slope (max), and grass covering with a sprinkler system unless otherwise approved. Where possible, the design shall incorporate pipe networking to minimize open channel flow through all drainage basins.

For single lots or small areas, the above may be waived so that pre-treatment sumps can be installed or drainage directed on to private property with a drainage easement.

Allowable use of streets for initial storm runoff in terms of pavement encroachment are in Table 14 and are categorized by street classification.

Table 14: Street Runoff Encroachment

Street Classification	Maximum Encroachment
Local street, collector	No curb over-topping. Flow may inundate the shoulder and travel lanes.
Arterial	No curb over-topping. Flow may inundate the shoulder only.

Inlet grate maximum design capacity shall be according the above table to match the allowable gutter spread. Calculations shall follow guidance and methodology established in HEC-22.

All drainage piping for surface and subsurface drainage (eighteen-inch minimum size within the public right-of-way) shall have manholes at a maximum distance of four-hundred-foot spacing and at changes in horizontal and vertical directions. The minimum drainage pipe size within the public right-of-way between a catch basin and the next downstream junction box may be reduced to a fifteen-inch drainage pipe size if utility conflicts exist and as approved by the City Engineer. Design engineer shall prepare calculations, as required by the design standards stated herein, which demonstrate that a reduced fifteen-inch size is sufficient to carry the required peak flows. Minimum slopes shall be the same as required by the Utah State Division of Health for sanitary sewers. Piping, testing, etc., shall comply with specific requirements as defined in the section of these specifications covering storm drainage requirements unless otherwise approved by the city engineer.

In addition to the standards stated herein, all design and construction of storm drainage systems shall comply with the latest version of the American Fork Storm Water Technical Manual, American Fork City Storm Water Management Program manual, American Fork City Storm Drain Element of the General Plan, and any other associated or applicable storm water management manuals or ordinance as adopted by American Fork City.

Roof drainage systems

Roof drainage systems for Commercial and Multi-Family applications shall be designed such that all run-off from primary roof drains shall be routed to the underground storm water management system without creating a concentrated surface flow condition either across sidewalks or parking lot pavement systems. In all cases, roof drainage systems shall be designed in accordance with the adopted city building codes.

Roof drain retention systems are acceptable provided that they comply with all grading provisions of the adopted city building code. They shall be sized to contain the one-hundred-year design event with no percolation used for calculation purposes to account for frozen conditions

in American Fork City's winter climate. Roof drain retention systems are not allowed in sensitive lands areas of the city as defined by the city sensitive land ordinance.

Single-family residential applications

Roof drainage systems shall be constructed in accordance with the adopted city building codes. These systems shall be installed to prevent concentrated surface flow conditions on sidewalks or driveways and shall not discharge onto the adjacent property. Generally, roof drainage shall be either discharged to an approved street drainage system or retained on site and are sized to contain the one-hundred-year design event with no percolation used for calculation purposes to account for frozen conditions in American Fork City's winter climate. Roof drain retention systems are not allowed in sensitive lands areas of the city as defined by the city sensitive land ordinance.

General property drainage

American Fork City code prohibits the discharge of storm waters onto an adjacent site. Where minor off-site or off-property sheet-flow storm drainage discharge occurs, drainage systems shall comply with the laws of the State of Utah regarding off-site discharge of water. Applicants shall prove compliance with applicable laws where such drainage is proposed to occur. Substantial or any type collected drainage is prohibited from leaving a given site outside of an approved storm drainage management and discharge system.

Water System

Every development requesting water service or required to install a culinary water service shall include service to the property line. If, in the opinion of the City Engineer, there is not sufficient main line pressure in the entire culinary water system to maintain twenty psi minimum during peak hourly and fire flow conditions, the development must be postponed until changes in the main system are constructed.

Culinary water mains shall be a minimum diameter of eight inches (reduced sizes may be used only as approved by the City Engineer) unless a larger size is specified by the city to meet minimum health department or insurance services (fire) requirements. All lines must be looped (no dead ends) except by express approval of the City Engineer.

All culinary water pipe shall be separated from sewage systems as required in Utah Administrative Code R309-550.

Install approved blowoff valves at dead ends and/or one-thousand-foot spacing.

Install an approved backflow prevention assembly as directed by city engineer.

Fire Hydrants

Fire hydrants shall not be farther than five hundred feet apart along the street. No dwelling unit shall be located farther than two hundred fifty feet from a fire hydrant measured along the curb and into the unit. Additional fire hydrants may be required at the discretion of the Fire Marshal and City Engineer due to specific building or density requirements.

Fire hydrants should not be connected to any water main smaller than eight inches inside diameter. Fire hydrants shall not be connected to a dead end line smaller than eight inches inside diameter.

Sanitary Sewer System

No development approvals will be allowed to connect to an existing main-line system if the existing piping is incapable of carrying the projected sewage flows until major system changes are constructed that increase the flow capacity of the existing sewer main-line.

Sewer mains shall be a minimum of eight inches in diameter and designed in accordance with Utah State Division of Health Standards.

Easements

Easements of not less than five feet of all lot lines shall be required. Easements on lot lines adjacent to the public right of way shall be no less than ten feet unless otherwise determined appropriate by the City Engineer. Easements that are twenty feet wide may be required where deemed necessary by City Engineer or Planning Commission for the purpose of storm drains, sewer lines, water mains, canals, public utilities, etc. Sewer, water, pressurized irrigation, or storm drainage lines which are deeper than five feet to flowline shall be placed in a minimum of a twenty-five-foot wide easement. Where said utility lines are deeper than twelve feet or greater than twelve inches in diameter, the pipe shall be placed in a thirty-foot-wide easement or greater as determined by the City Engineer. Where reduced building setbacks are allowed by other sections of the American Fork City Municipal Code, Applicant shall provide accommodations for utilities through easements and/or connections to adjacent properties as approved by the utility providers and the City Engineer. Where an existing improved site is proposed by the Applicant to be retrofitted, remodeled or redeveloped, Applicant shall provide easements as required by this section. In areas where existing improvements and conditions prohibit the Applicant from complying with all easement requirements, Applicant shall provide alternative easements to meet the intent of this section for City Engineer's review. City Engineer may approve alternative locations for easements as deemed appropriate and necessary by City Engineer.

Lot Corners and Subdivision Monuments

All rear lot corners shall be marked with an approved type of metal peg at least five-eighth-inch diameter and twenty-four inches in length. All lot corners adjacent to street frontage shall be projected to curb and gutter and indicated by copper rivet or one-eighth-inch minimum depth scribed in concrete curb. Corner markers and subdivision monuments must be installed prior to issuance of any building permits. A minimum of two subdivision monuments are required on each subdivision plat. The line of sight between each subdivision monument shall not be obstructed with proposed buildings or building envelopes.

Dumpster/Trash Enclosures

Dumpster/trash enclosures shall be constructed American Fork Standard Plan PL 5. Unless a given site is specifically exempted by the land use authority for a given zone, every commercial or multi-family site shall include a minimum of one enclosure(s) or more as appropriate in number to the uses proposed. Where a given use is for a food, automotive or similar parts store, automotive repair, or similar greasy waste or discharge use, the dumpster enclosure shall include a frost-free culinary water spigot and a discharge drain which flows through a grease trap prior to discharge to a city sanitary sewer facility. In such cases, site shall be graded such that only discharge from the enclosure shall be allowed into the sewer system. Dumpster enclosures with connections to the sanitary sewer system shall either contain a roof system to prevent storm drainage from passing to the sanitary sewer or site shall be billed by the city monthly as a part of the city utility bill for the average annual treatment cost of the drainage into the sewer system at the city standard rate per gallon.