



AMERICAN FORK CITY COUNCIL
MARCH 31, 2026
WORK SESSION AGENDA – ***AMENDED**

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 work session on Tuesday, March 31, 2026, in the **City Hall**, located at **51 East Main Street**, commencing at **4:00 p.m.** The agenda shall be as follows:

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 proposed amendments to the city's municipal code, general plan, and zoning.
2. Discussion on fiscal year ending 2027 Fitness Center, Road CIP, Impact Fees, and Local Building Authority funds.
3. *Discussion on our current water supply.
4. Adjourn.

Dated the 30th day of March 2026.

/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.

CITY COUNCIL STUDY ITEM

City of American Fork
COUNCIL WORK SESSION
MARCH 31, 2026

Department Recorder

Department *Terilyn Lunken*

STUDY ITEM Discussion on proposed amendments to the city's municipal code, general plan, and zoning.

BACKGROUND

The council and staff will discuss proposed amendments to the city's municipal code, the general plan, and zoning.

SUPPORTING DOCUMENTS

26-1-20_American_Fork_General_Plan_DRAFT 1.20.2026(PDF)
3.9.2026 Streets Zoning Map (PDF)
3.9.2026 Zoning Map 1 (PDF)
2025 Zoning Map (PDF)



2026

AMERICAN 18 FORK 53

GENERAL PLAN

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ACKNOWLEDGMENTS

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Utah Transit Authority

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Committee
Eric Rasband – UDOT
Eric Mason – UDOT
Adam Lough – UDOT
Matt Parker – UDOT
Brian Phillips – UDOT
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Tyler O'Brien – Trek Bikes
Joe Brown – Land Owner
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SPECIAL THANKS

Survey and Public Engagement Participants

Thank you to all the residents, property owners, visitors, and employers that participated with the interviews, open 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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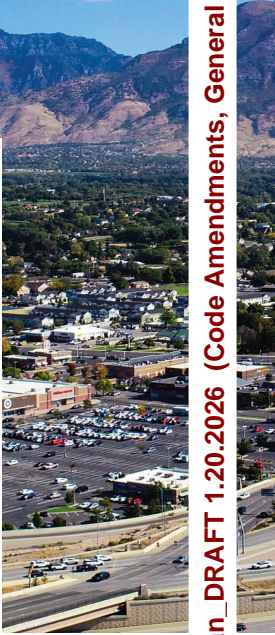
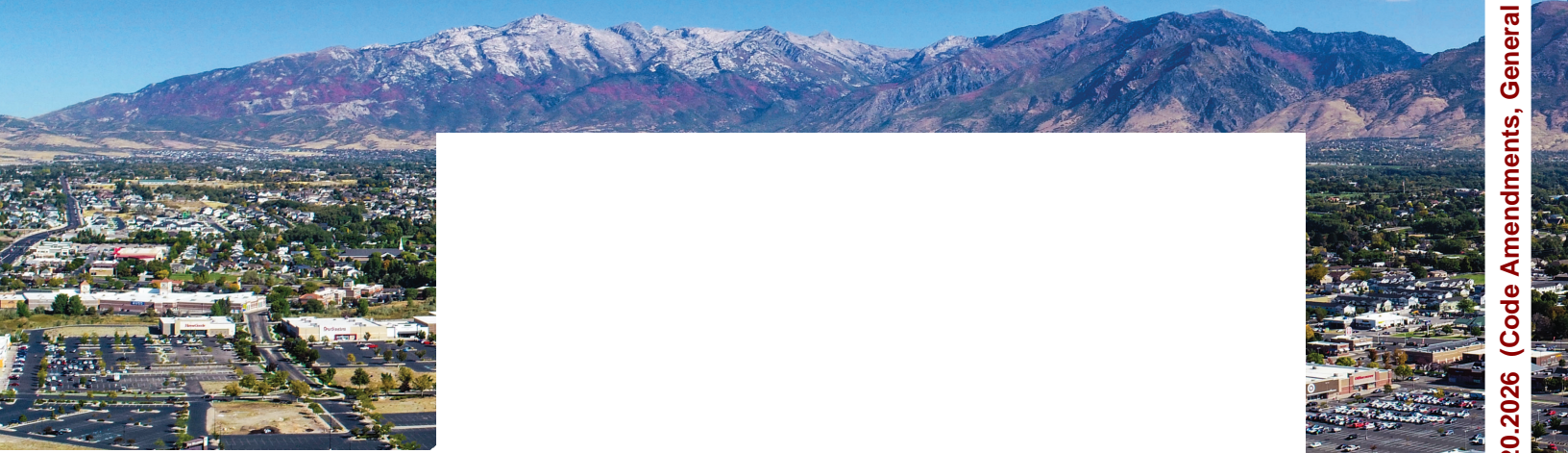
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GENERAL PLAN OVERVIEW

Introduction

A General Plan serves as the foundational document that guides a city’s growth and development. As mandated by Utah State Code 10-20-401, 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.



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)



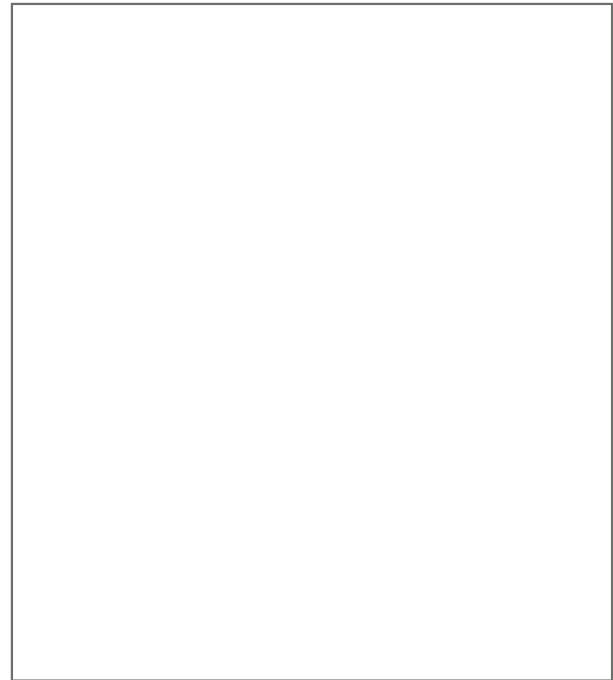
TransPlan50 is the regional transportation plan for urbanized Utah County from 2019-2050, developed by the Mountainland Association of Governments. The plan addresses the rapid population growth in the region (projected to reach 1.3 million by 2050) through a coordinated system of highway projects, transit 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 that blend with the 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, integrating city gateway and wayfinding features, 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, 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. This includes maintaining existing residential types 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.

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.



LEGEND

- DETACHED RESIDENTIAL
- ATTACHED RESIDENTIAL
- EMPLOYMENT
- INDUSTRIAL
- COMMERCIAL
- MANICURED OPEN SPACE
- NATURAL OPEN SPACE
- CIVIC
- - - CITY BORDER



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 including existing neighborhoods, 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

LEGEND

- DETACHED RESIDENTIAL
- ATTACHED RESIDENTIAL
- EMPLOYMENT
- INDUSTRIAL
- COMMERCIAL
- MANICURED OPEN SPACE
- NATURAL OPEN SPACE
- CIVIC
- ▨ RESIDENTIAL OVERLAY*
- - CITY BORDER



*RESIDENTIAL OVERLAY APPLIES ONLY TO SECOND FLOOR AND ABOVE. THE UNDERLYING LAND USE IS FOR GROUND FLOOR USES.

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.

LEGEND

-  CITY BORDER
-  (POTENTIAL) ANNEXATION AREA



DEVELOPMENT FOCUS AREAS

2

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

- Mix of residential and commercial uses
- Potential for commercial and entertainment district
- Station location still to be determined
- Centered within 1/2 mile of FrontRunner Station (per State Code 10-20-403-1)

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
- Potential for structured parking

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

NORTH GATEWAY

COMMERCIAL CENTER

TRANSIT CENTER



DOWNTOWN

EAST GATEWAY

EMPLOYMENT CENTER

MARINA

LEGEND

-  FOCUS AREAS
-  FUTURE ANNEXATION SITES
-  CITY BORDER

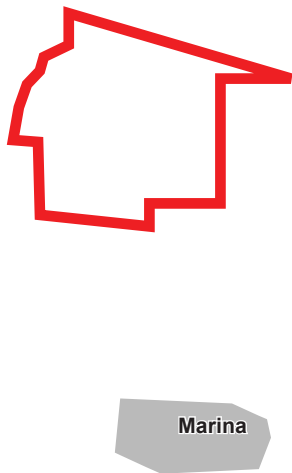


1. TRANSIT CENTER

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

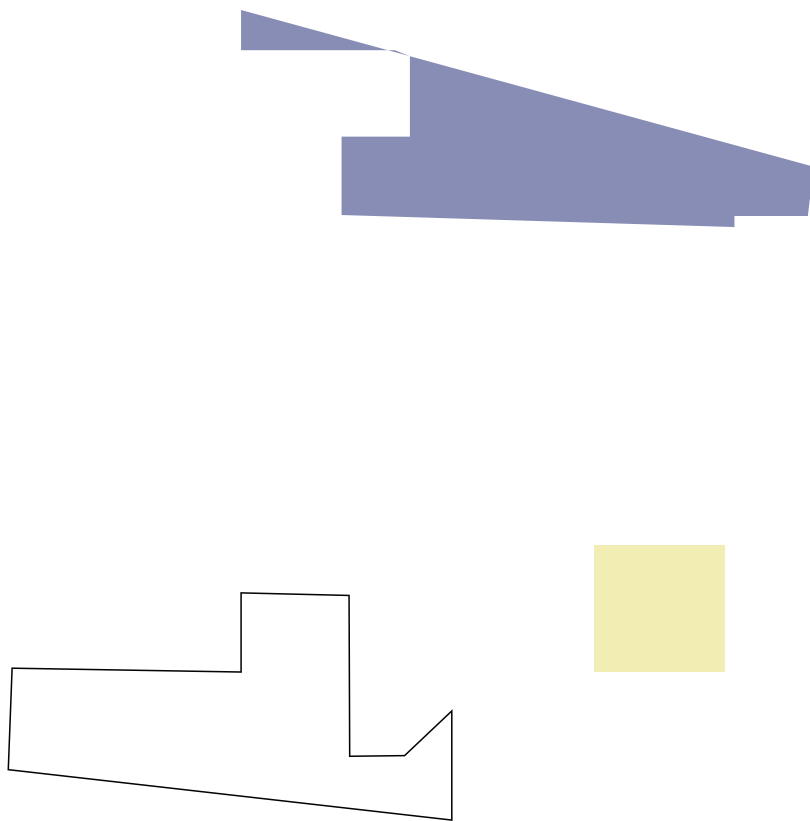
The large amount of vacant land in this area, along with the transit hub, presents a significant economic development opportunity for the City. Future development in this area could include office, higher density residential and entertainment/dining uses that work to create a vibrant City destination.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



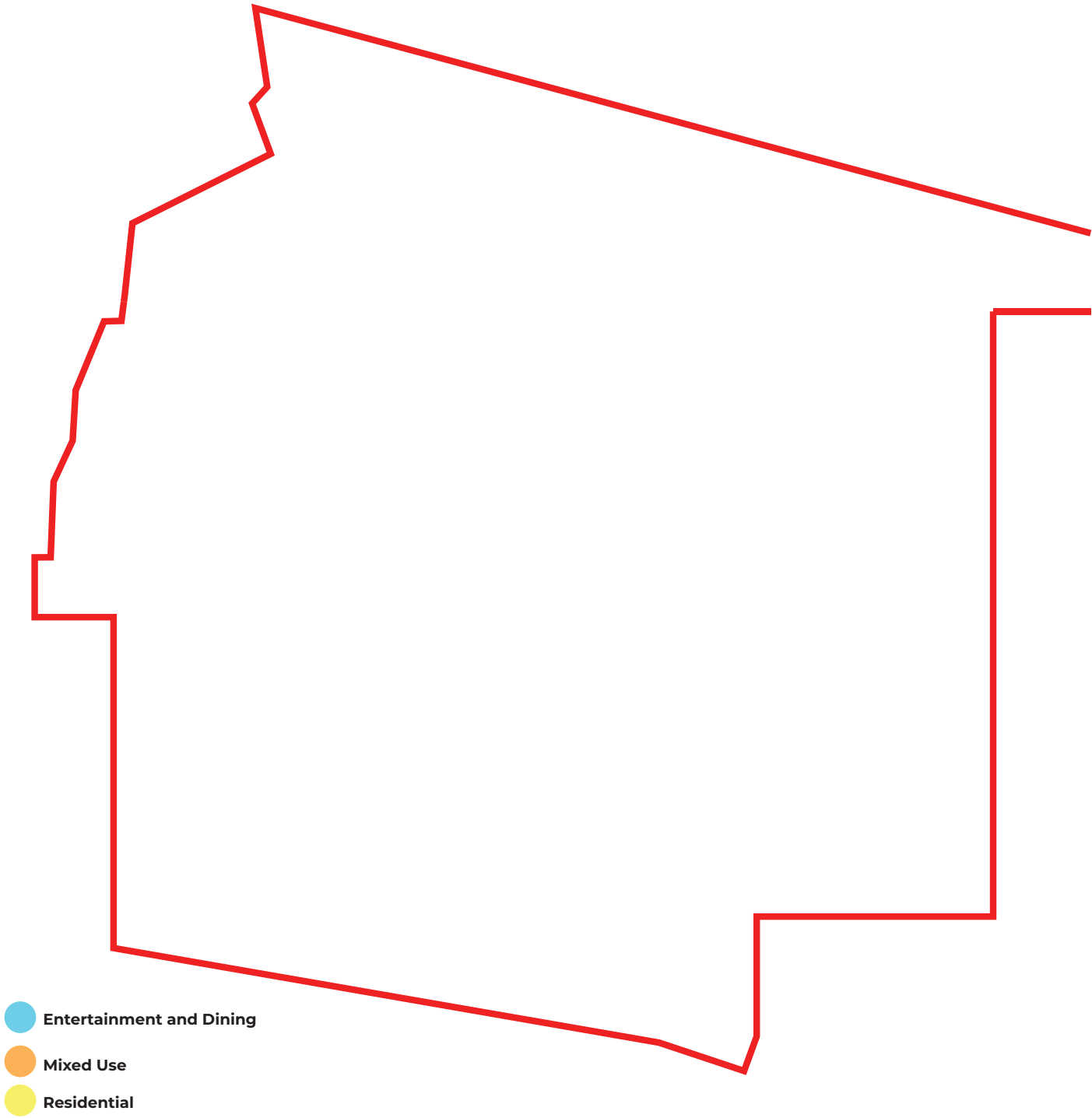
Figure 29: Transit Center – Land Use & Acreage

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



Attachment: 26-1-20_American_Fork_General_Plan_DRAFT 1.20.2026 (Code Amendments, General Plan, Zoning)

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 its 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.

Ensure 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;

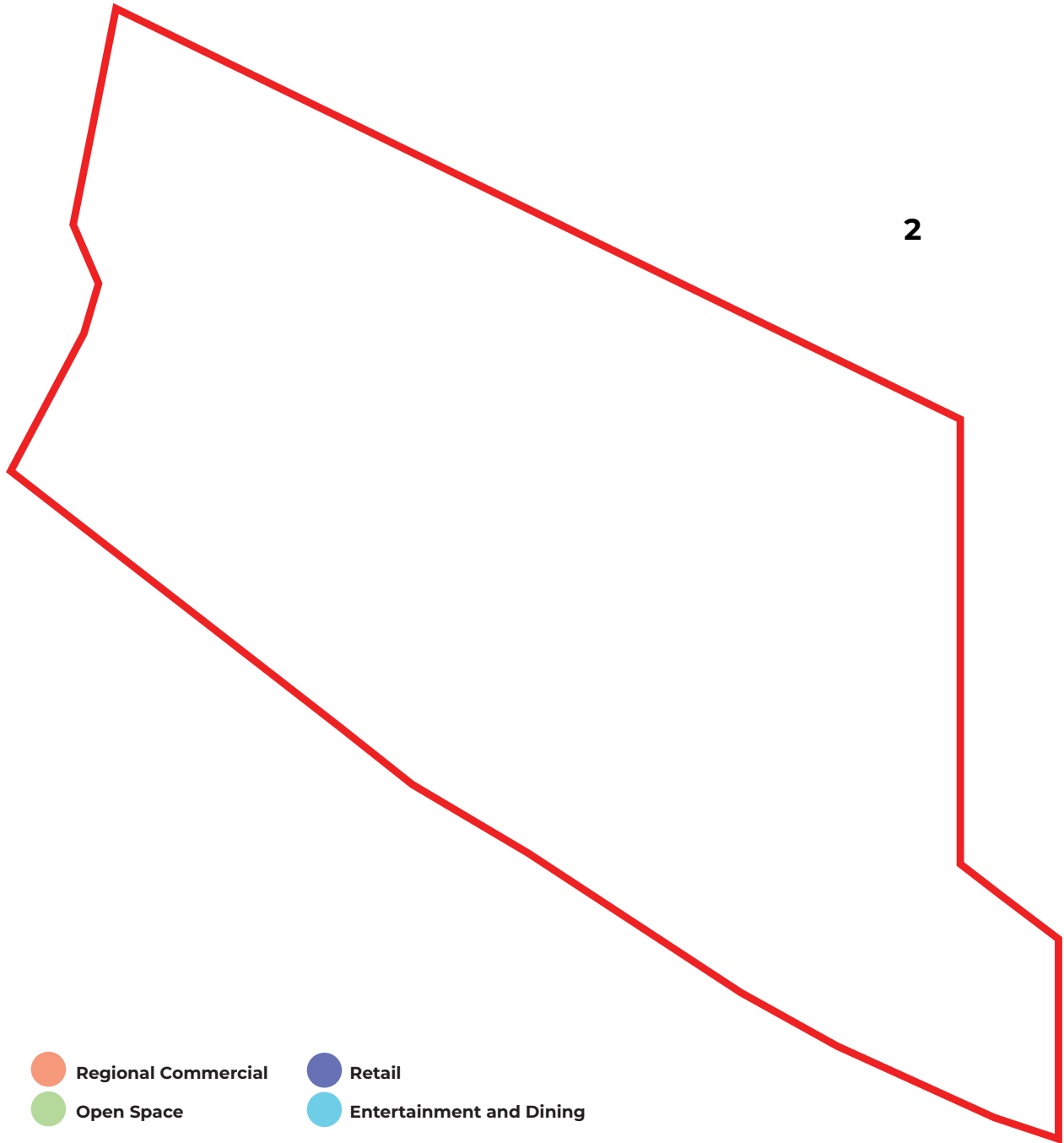
- **Option 2** currently is southeast near the 500 East interchange

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



**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.



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

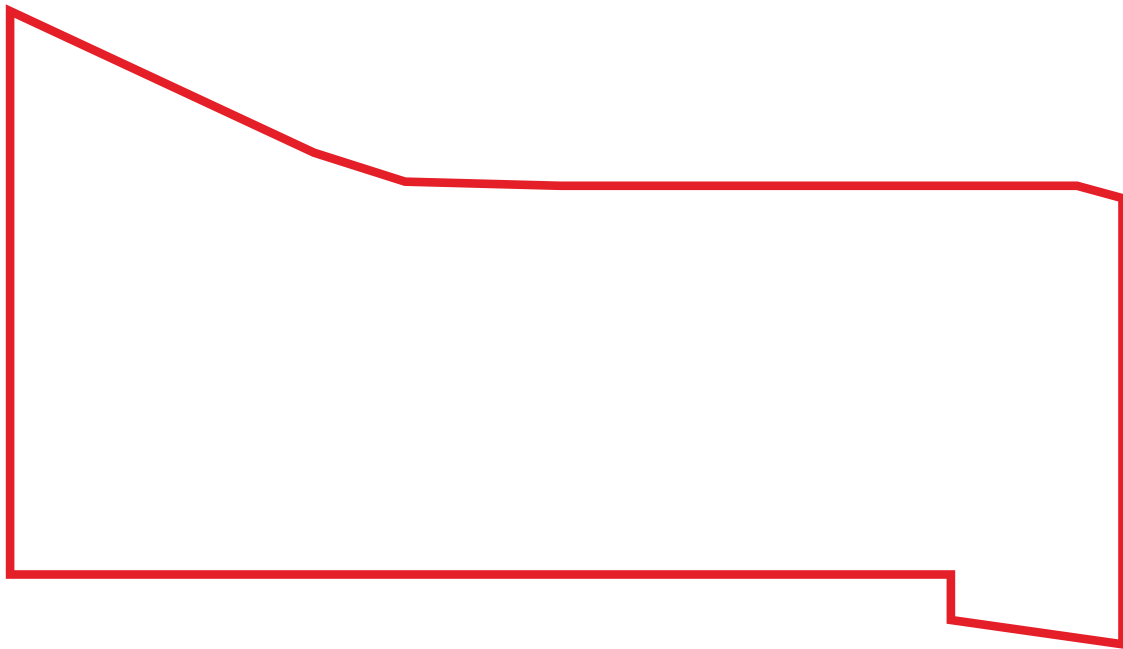
Source: Utah Automated Geographic Reference Center (AGRC), 2025



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.

ALTABANK



- Office
- Open Space
- Mixed Use
- Retail
- Commercial
- Civic Core
- Entertainment and Dining

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 its 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 its 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. Potentially redeveloping surface parking into structured parking can enhance the beauty and environment of the downtown as well.

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.

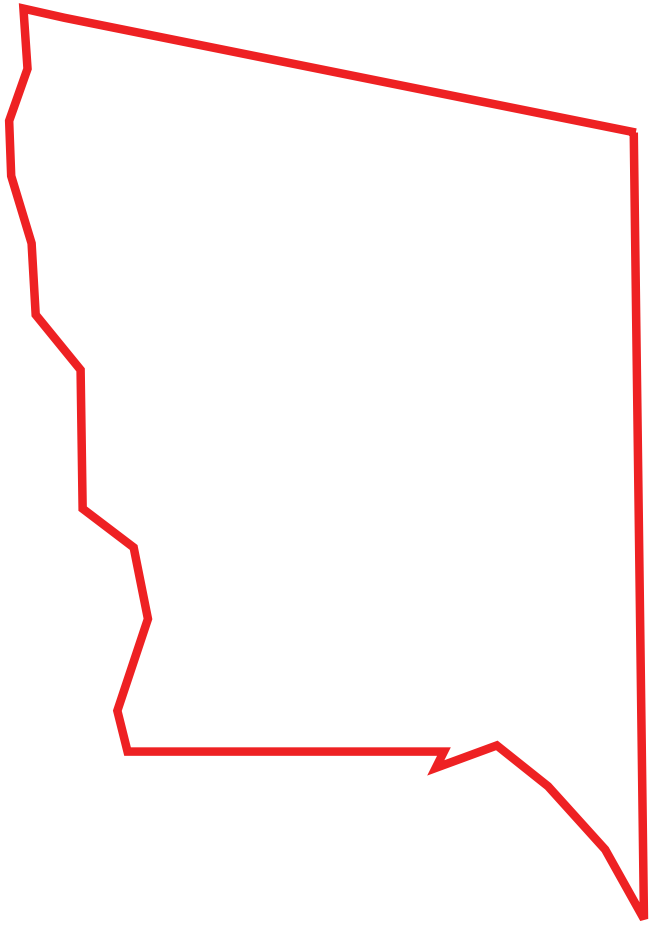
Gathering Areas

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.





- Open Space
- Entertainment and Dining
- Mixed-Use
- Neighborhood Commercial

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.

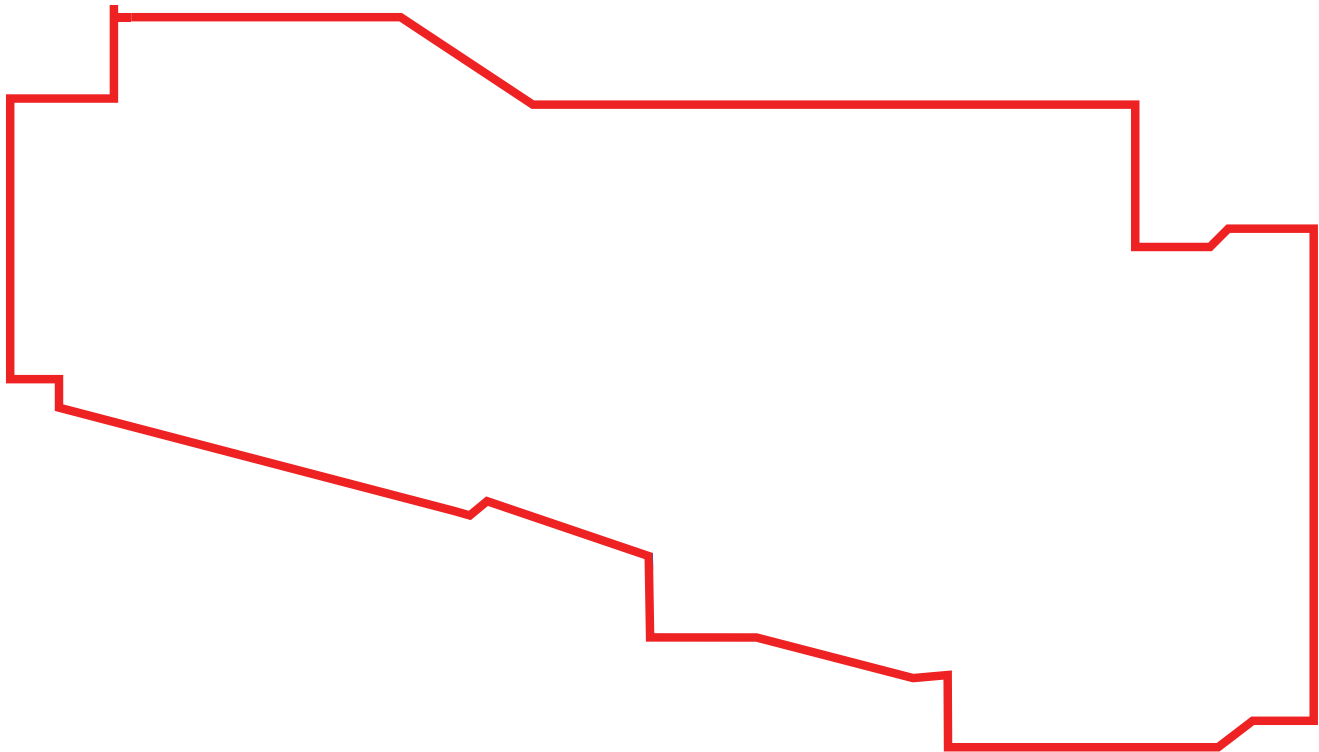
Figure 25: East Gateway – Land Use

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



Figure 26: East Gateway – Commercial Improvement Value

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



- Office
- Retail
- Mixed-Use
- Residential
- Commercial
- Open Space

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

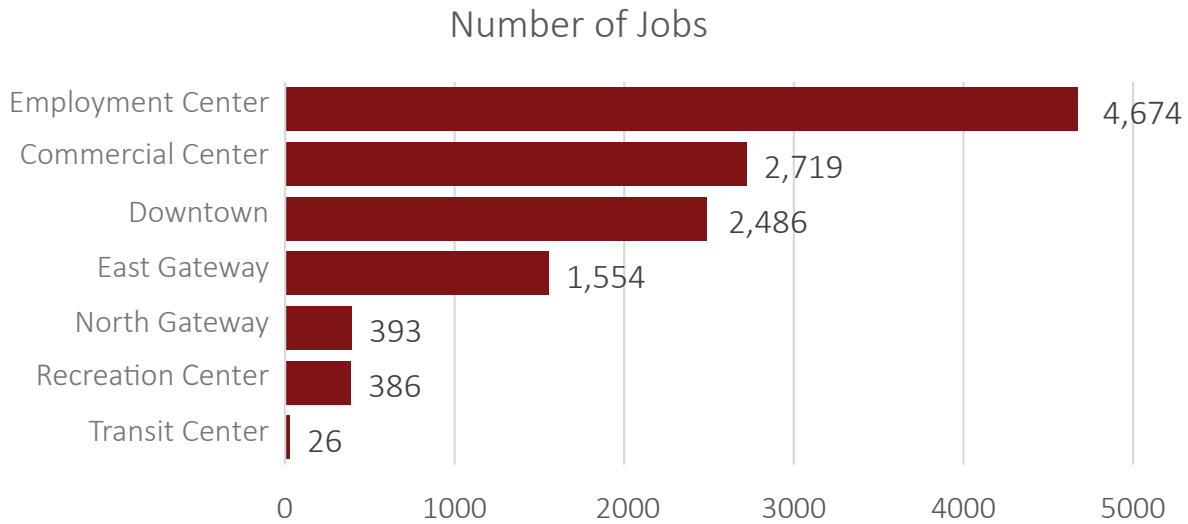
Figure 18: Employment Center – Land Use

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.



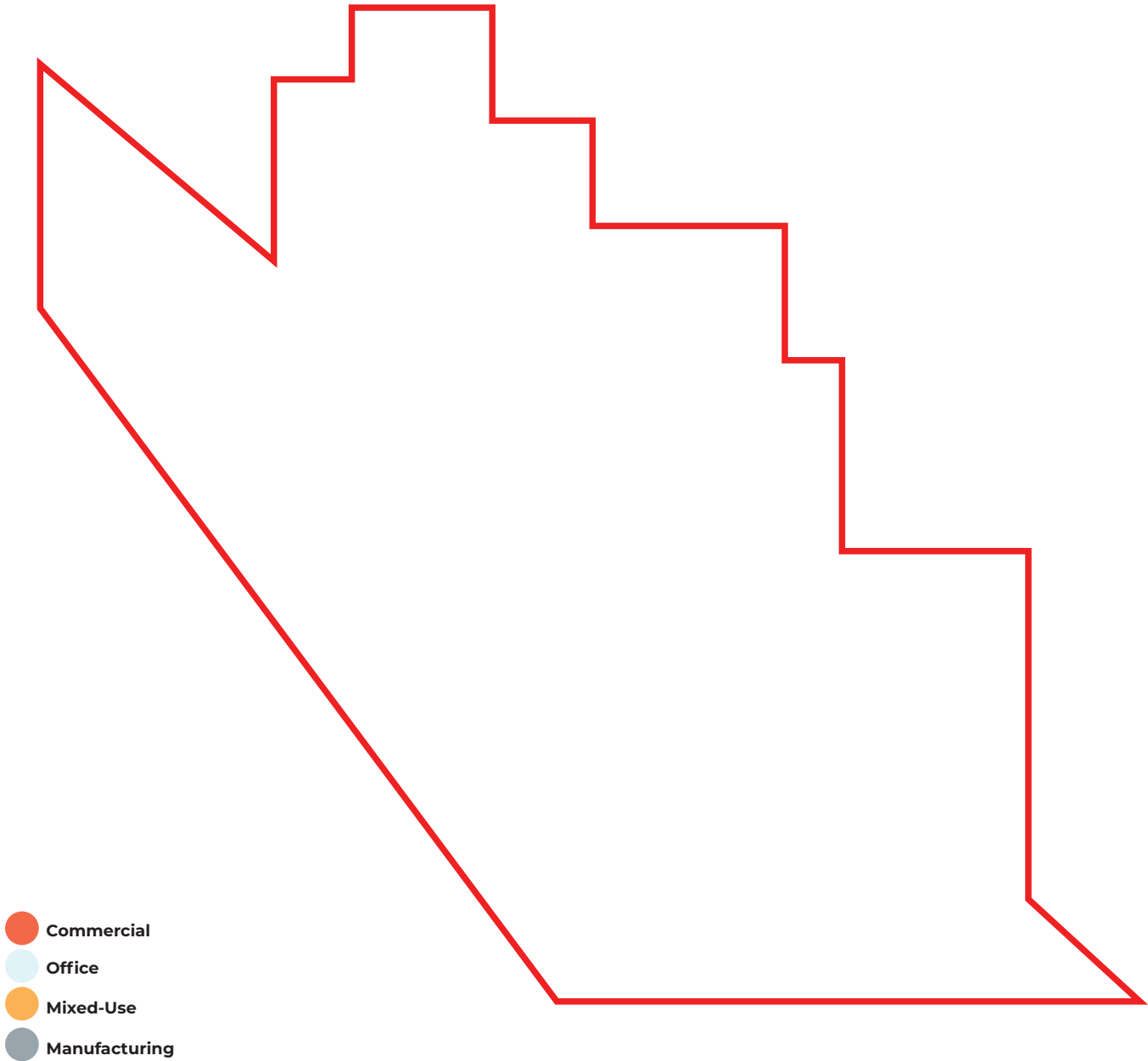
Figure 22: Employment Center Improvement Value

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 its 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. Its proximity to the I-15 interchange makes this location attractive. This is an ideal location to introduce more as the market allows.

Service Center

Due to the 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 provide 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.

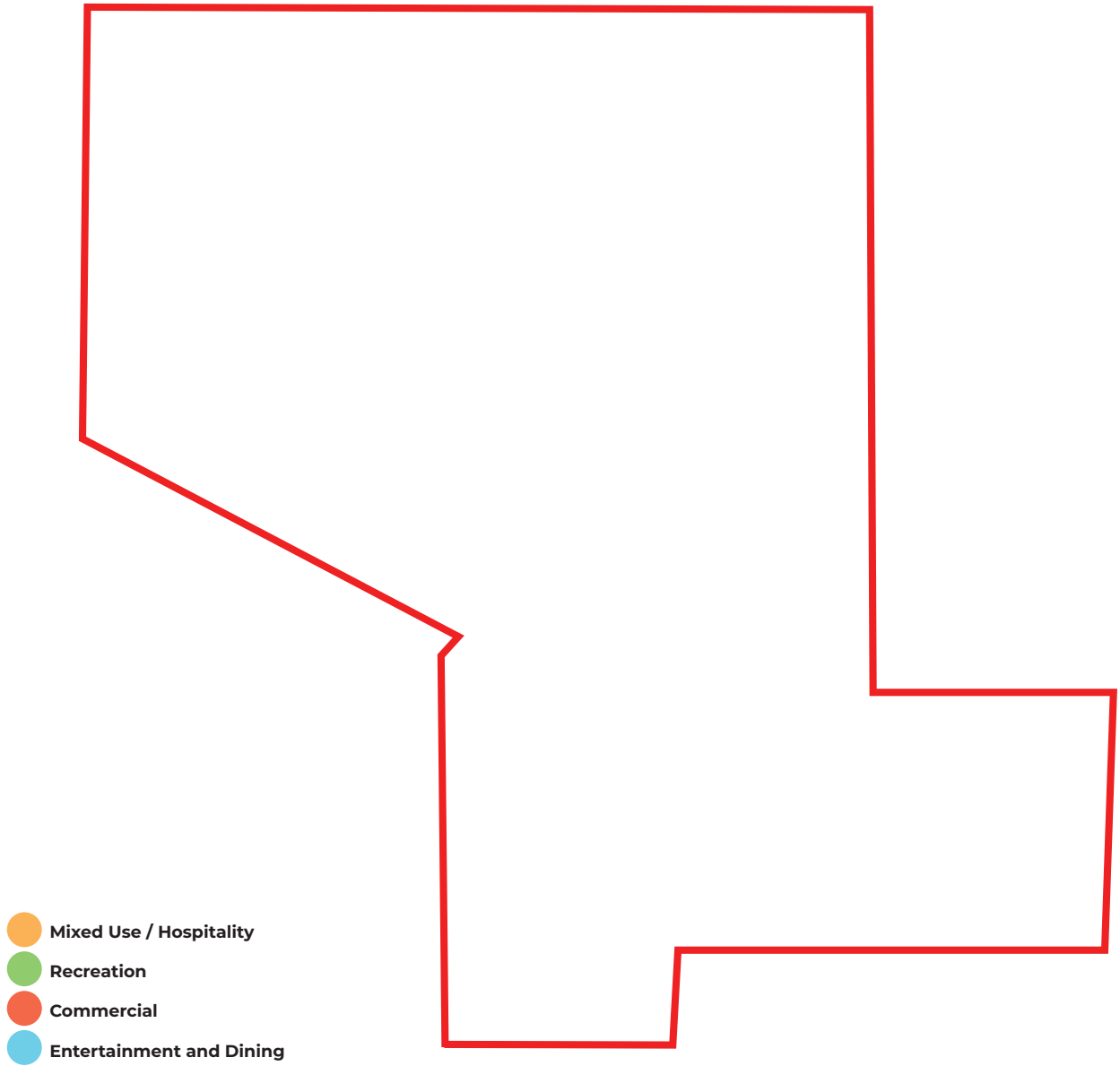
Figure 14: Land Use Recreation Center

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 the southern part of the city. One reason for not having met the area's potential is the issue of mosquito abatement. As mentioned in the Open Space element, several gaps exist in 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 layout for the greater marina area. This concept has a range of entertainment, 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, and natural mosquito abatement.

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.



MULTIMODAL TRANSPORTATION

3

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, trails, and 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

Implementing improvements for walking, biking, driving, and transit help make these practical choices for everyday travel

4. Emphasize a high degree of accessibility to the FrontRunner station from all modes of transportation

Encourage and promote simple and intuitive access points to the station for the following modes: 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.

Existing Functional Classification

The existing functional roadway classification and intersection control are 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.

Roundabouts

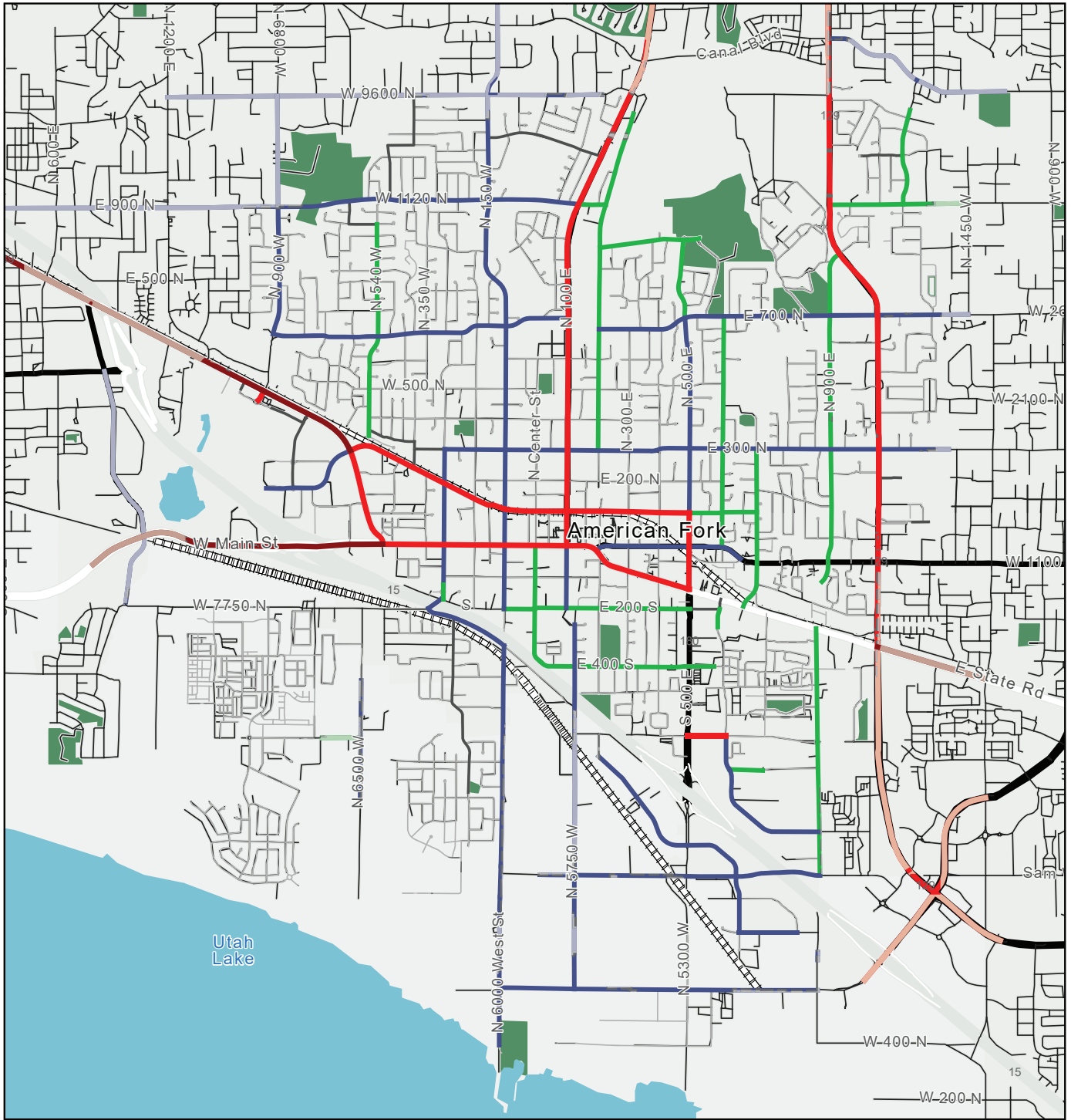
For unsignalized intersections anticipated to perform poorly in terms of level of service, the city should consider roundabouts as a preferred alternative to traditional traffic signal installation. Research supported by the Federal Highway Administration (FHWA) and international case studies highlight 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

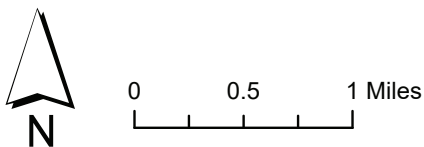
Roundabout at The Meadows

Roundabout at 980 N. and 500 E.





Existing Roadway & Intersection Control



Legend	
EXISTING ROADWAY	INTERSECTION CONTROL
Principal Arterial	Roundabout
Arterial	Traffic Signal
Major Collector	HAWK
Collector	Municipal Boundary
Local	

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.

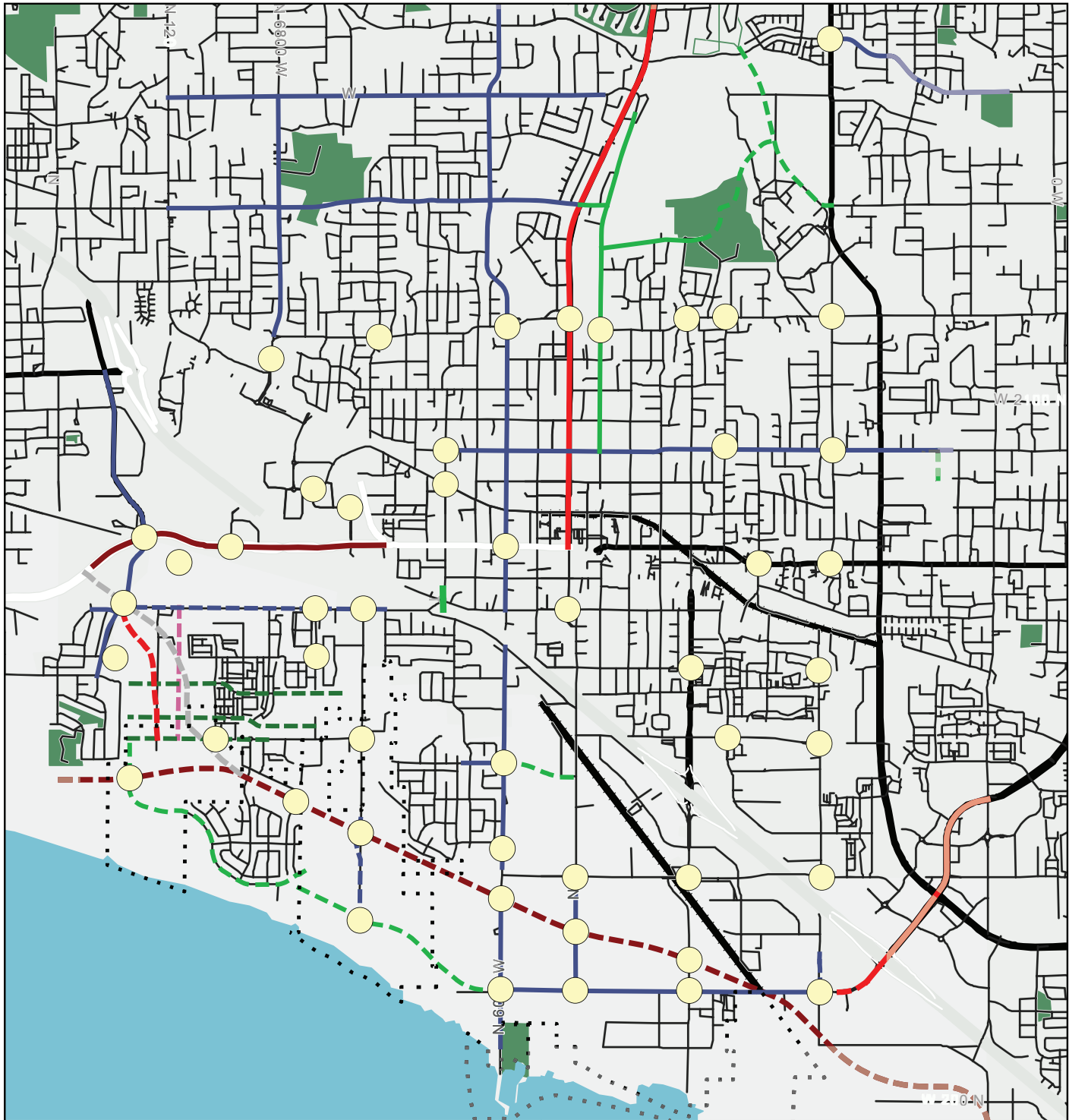
Stop Control

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.

Signalized Intersection at State Street and 100 East

Four-Way Stop at 1120 North and 150 West





Future Functional Classification and Intersection Control



0 0.5 1 Miles

<p>EXISTING</p> <ul style="list-style-type: none"> Principal Arterial Arterial Major Collector Collector 		<p>TOD - PROPOSED</p> <ul style="list-style-type: none"> TOD Area Business Core Loop Neighborhood Collector City Arterial City Collector Core Collector Major Arterial 		<p>INTERSECTION CONTROL</p> <ul style="list-style-type: none"> Existing Roundabout Existing Traffic Signal Existing HAWK Proposed 	
<p>PROPOSED</p> <ul style="list-style-type: none"> Arterial Collector Major Collector Principal Arterial Vineyard Connector 		<ul style="list-style-type: none"> Municipal Boundary Annexation Boundary 			

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.

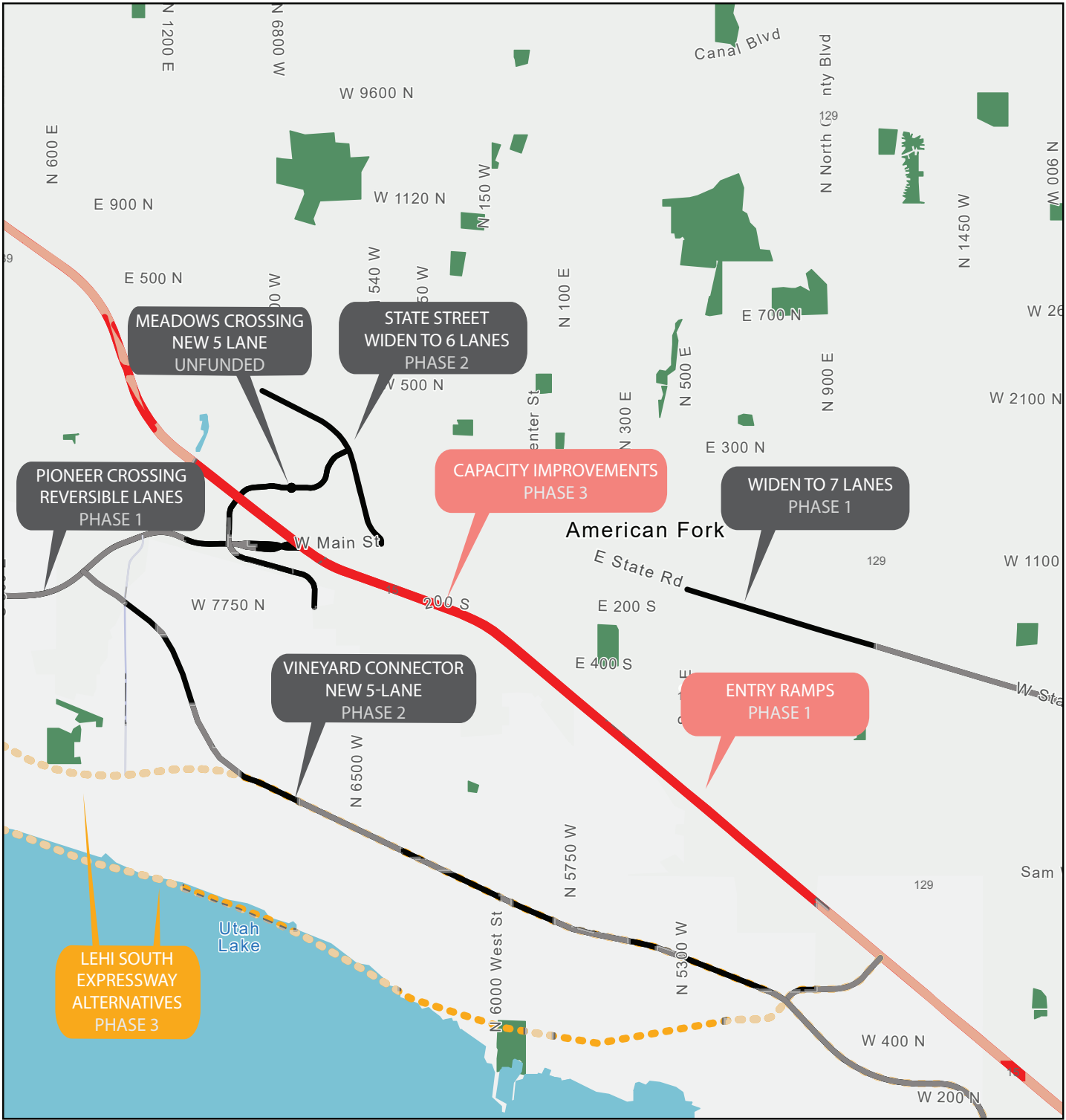
Four of these projects have Phase 1 funding including:

- 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

█ Freeway
█ Arterial
⋯ Expressway

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

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.

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 and 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

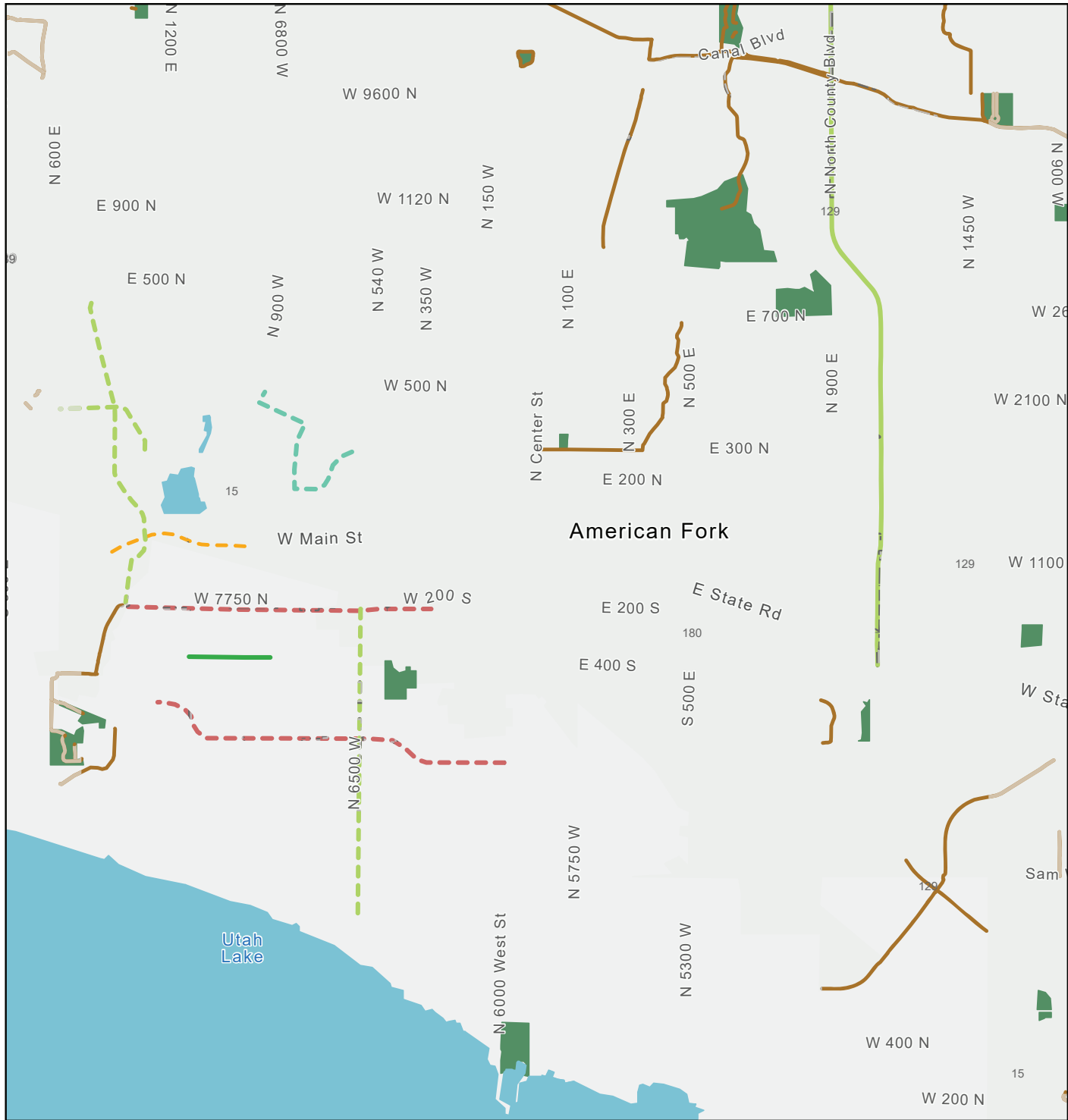
American Fork is planning and building major multimodal improvements along the 200 South corridor in the Station Area including mid-block crossings, a shared-use path, and sidewalk. See the plan views and cross sections (in the appendix) for more specific design details. Phase 1 includes the Roundabout 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.

Meadows Crossing

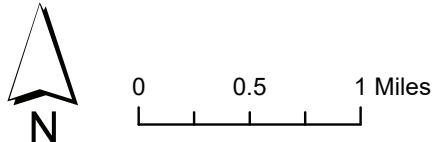
The Meadows Crossing project was first studied in 2015 as a proposed 5-lane roadway connection between The Meadows shopping district and the American Fork FrontRunner Station. I-15 and the existing rail line act as barriers hindering east-west connectivity between the two areas. New residential development 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

200 South and 300 West Prior to 200 South Project



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
	Paved Pathway Connection
Municipal Boundary	

Attachment: 26-1-20_American_Fork_General_Plan_DRAFT 1.20.2026 (Code Amendments, General Plan, Zoning)



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

Attachment: 26-1-20_American_Fork_General_Plan_DRAFT 1.20.2026 (Code Amendments, General Plan, Zoning)



UTA Existing Network

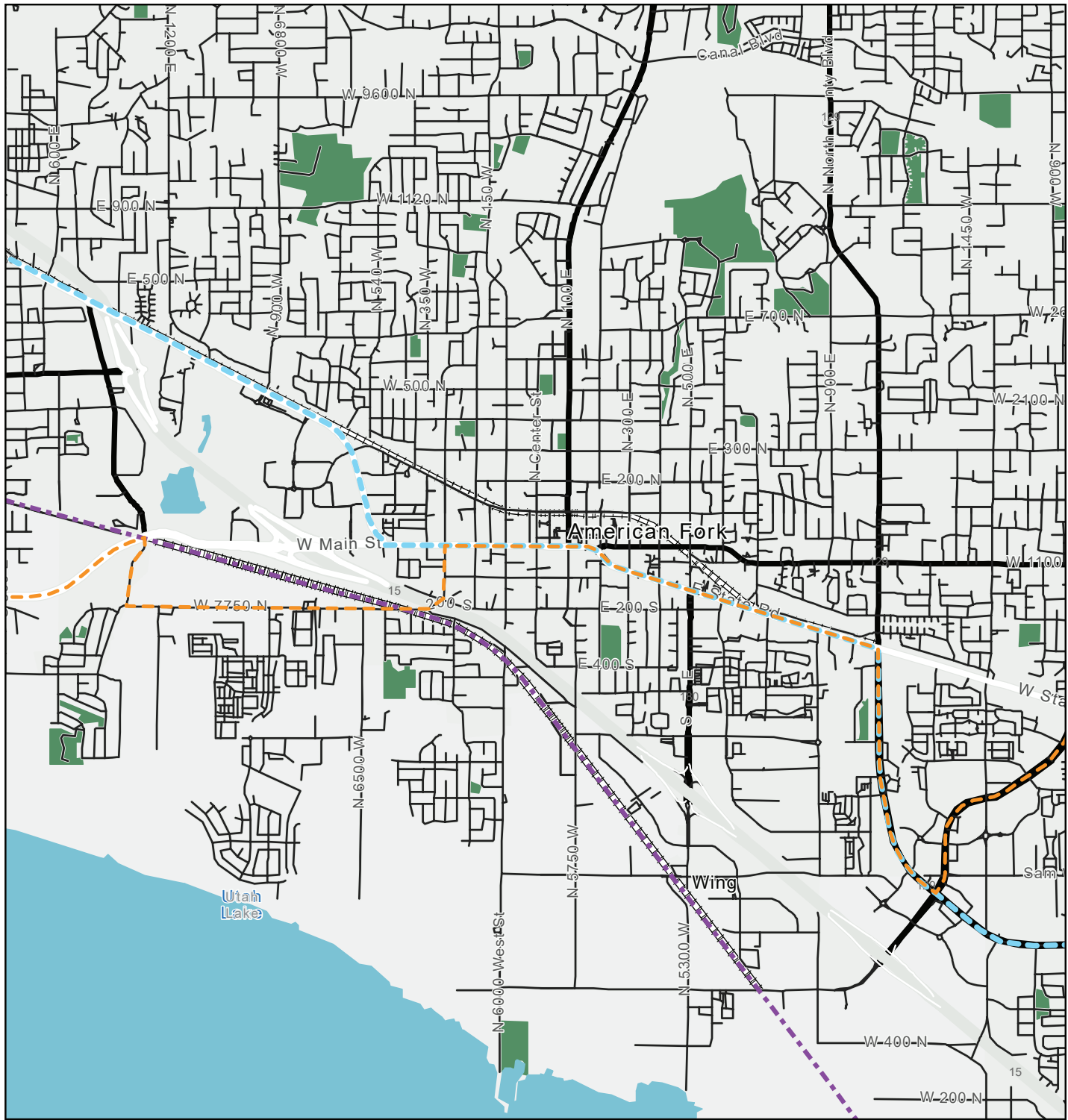
Public Transit

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 frequent and reliable transit options for residents and visitors.

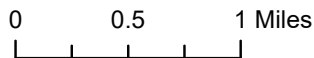




UTA 5-Year Service Plan

Legend

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





Municipal Boundary

FrontRunner Station

N

0 0.5 1 Miles

Future Project		
Phase 1	Phase 2	Phase 3
Light Rail	FrontRunner	
Core Route	Bus Rapid Transit	
2023-2032	2033-2042	2043-2050

Attachment: 26-1-20_American_Fork_General_Plan_DRAFT 1.20.2026 (Code Amendments, General Plan, Zoning)



Regional Transportation Plan: Public Transit Projects

The following table highlights major proposed transit investments far into the future. Each project

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

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

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



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

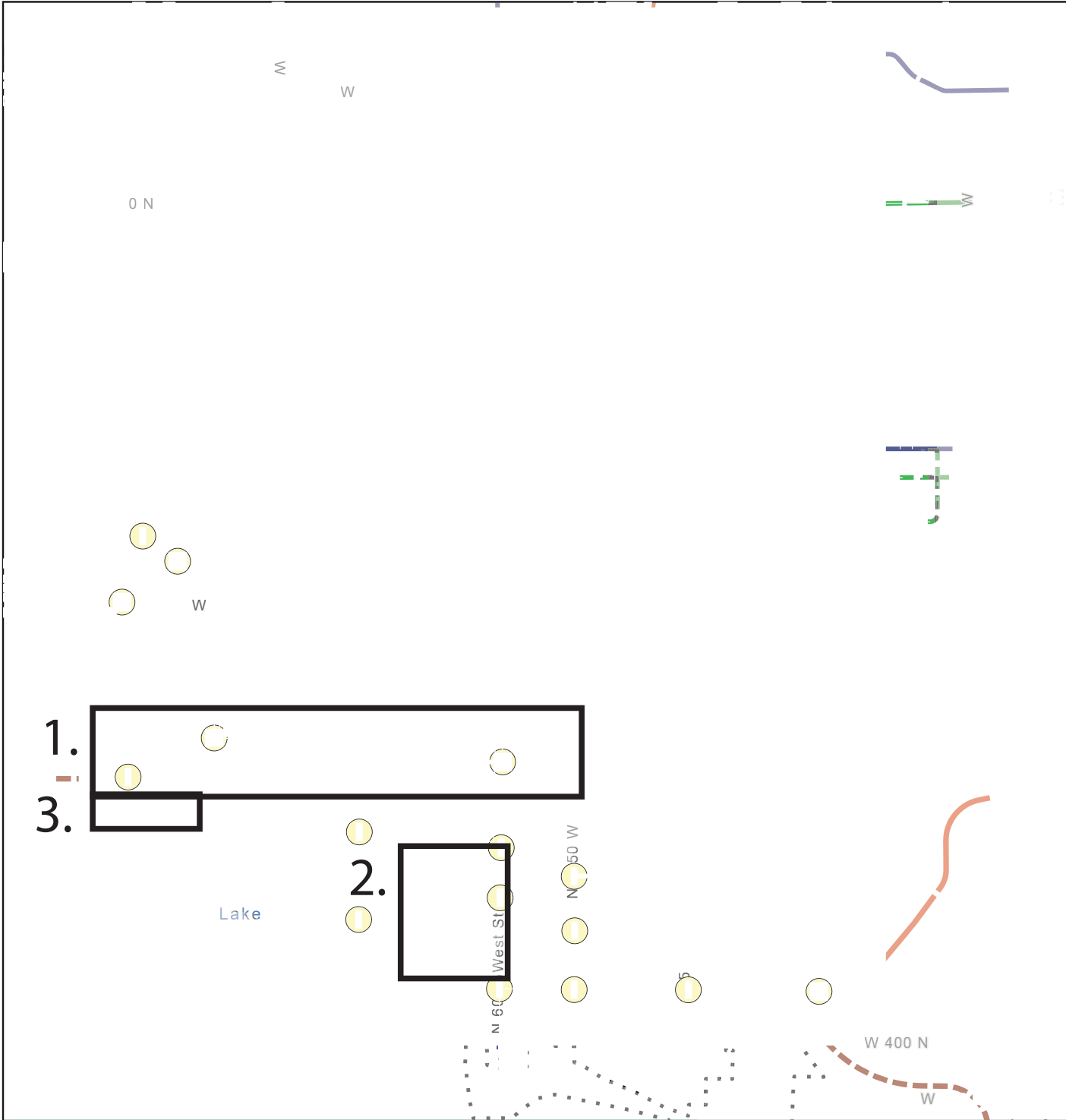
Both planned roadways, Lehi South Expressway and the Vineyard Connector are important additions to the regional roadway network and mobility in American Fork. To aid in the movement of vehicles in the North-South directions, a connection between the two planned facilities is shown below in green as an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



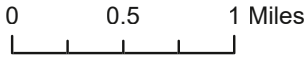
3. Lakeshore Dr. to Vineyard Connector

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



<p>EXISTING</p> <ul style="list-style-type: none"> Principal Arterial Arterial Major Collector Collector 	<p>TOD - PROPOSED</p> <ul style="list-style-type: none"> TOD Area Business Core Loop Neighborhood Collector City Arterial City Collector Core Collector Major Arterial 	<p>INTERSECTION CONTROL</p> <ul style="list-style-type: none"> Existing Roundabout Existing Traffic Signal Existing HAWK Proposed
<p>PROPOSED</p> <ul style="list-style-type: none"> Arterial Collector Major Collector Principal Arterial Vineyard Connector 	<ul style="list-style-type: none"> Municipal Boundary Annexation Boundary 	

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 trail 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 residents' 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



Open Space Legend

- - EXISTING CITY BOUNDARY
- PROPOSED/EXISTING TRAILS & BIKE PATHS
- ① INDICATED AREA LOCATIONS
- GENERAL OPEN SPACE



Open Space Map

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

LEGEND

-  EXISTING TRAILS
-  FUTURE TRAILS
-  PUBLIC OPEN SPACE
-  QUASI-PUBLIC OPEN SPACE
-  QUARTER MILE BUFFER
-  HALF MILE BUFFER
-  CITY BORDER



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 10-20-403). This section is meant to supplement the existing plan with additional foundational data necessary to further support and validate the City’s moderate income housing (“MIH”) strategies and actions. Specifically, this section adds 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. With this current data, the the City’s proposed strategies are more 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 MIH 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 10-20-403-2\(a\)\(iii\)](#), 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

In order to provide for specific measures and benchmarks as well as to determine any adjustments necessary in the future, as required under [UCA 10-20-403-2\(b\)](#), 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

In order to consider those currently working and wishing to work in the City, as required under [UCA 10-20-403-2\(c\)](#), 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

In order to consider various income earners, as required under [UCA 10-20-403-2\(b\)](#), 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

In order to consider various income earners and the existing household income distribution in comparison with home values and rents, as required under [UCA 10-20-403-2\(b\)](#), as well as to identify moderate-income housing needs over the next five years, as required under [UCA 10-20-403-2\(a\)\(iii\)](#), 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
<i>Owner-Occupied and For-Sale</i>	299	103	293	809
<i>Renter-Occupied and For-Rent</i>	144	539	2,071	718
Households	998	1,291	1,921	1,336
<i>Owner Households</i>	576	546	1,062	911
<i>Renter Households</i>	422	745	858	426
Gap				
Surplus (Shortage)	(555)	(649)	443	191
<i>Owner Gap</i>	(277)	(443)	(769)	(102)
<i>Renter Gap</i>	(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
<i>Owner-Occupied and For-Sale</i>	299	103	293	809
<i>Renter-Occupied and For-Rent</i>	144	539	2,071	718
Households	1,102	1,425	2,121	1,475
<i>Owner Households</i>	636	603	1,172	1,006
<i>Renter Households</i>	466	823	947	470
Gap				
Surplus (Shortage)	(659)	(783)	243	52
<i>Owner Gap</i>	(337)	(500)	(879)	(197)
<i>Renter Gap</i>	(322)	(284)	1,124	248

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

Combined with the original 2024 Moderate-Income Housing Plan (MIHP), 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 10-20-403. This data is supportive of the proposed strategies outlined in the 2024 MIHP, which are as follows:

- A. Rezone for densities necessary to facilitate the production of moderate income housing
- E. create or allow for, and reduce regulations related to, internal or detached accessory dwelling units in residential zones
- G. Amend land use regulations to allow for higher density or new moderate income residential development in commercial or mixed-use zones near major transit investment corridors
- H. Amend land use regulations to eliminate or reduce parking requirements for residential development where a resident is less likely to rely on the resident's own vehicle, such as residential development near major transit investment corridors or senior living facilities
- N. Implement a mortgage assistance program for employees of the municipality, an employer that provides contracted services to the municipality, or any other public employer that operates within the municipality
- P. Demonstrate utilization of a moderate income housing set aside from a community reinvestment agency, redevelopment agency, or community development and renewal agency to create or subsidize moderate income housing
- W. Develop and adopt a station area plan in accordance with section 10-20-403.1

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 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 standards.

Culinary Water Master Plan

Introduction

The purpose of the culinary water system is 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:



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 the 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 10-20-403 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 underperforming 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 the 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, evapotranspiration, 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 which are subject to funding availability and eligibility requirements.



HISTORIC PRESERVATION & IMPLEMENTATION

7

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, and 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.

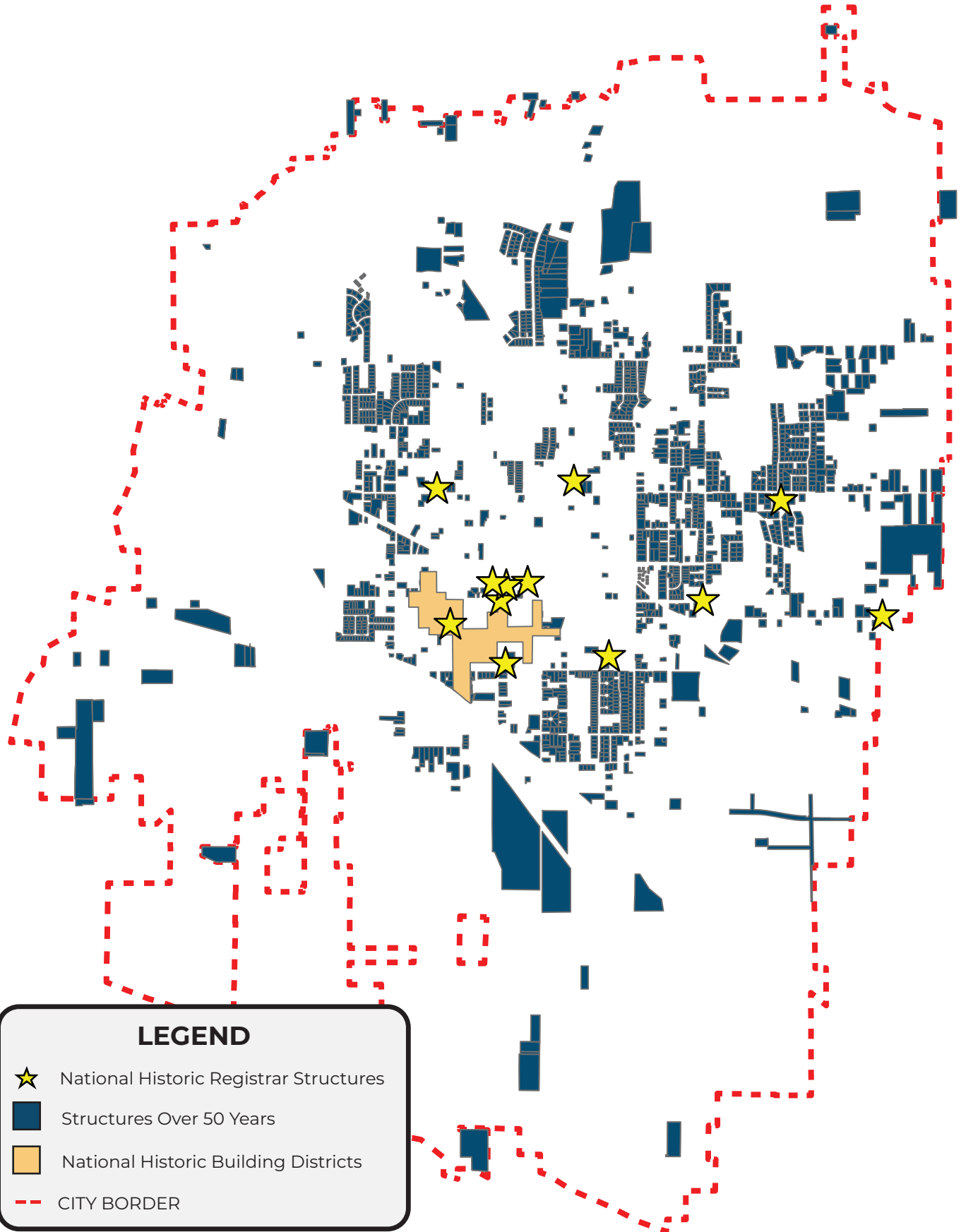
These historic sites are resources that should be utilized by the city. One possible method to accomplish this could be to update the historic walking tour by incorporating an audio guide, wayfinding signage, informational plaques, or other engaging elements along the path. By prioritizing historic preservation, 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: The city has four tax increment (redevelopment) areas that expired in 2025, presenting an opportunity to consider new initiatives.



APPENDIX

LAND USES & THEIR EQUIVALENT ZONE DESIGNATIONS

Future Land Use Designations

The Future Land Use Map designations as outlined below guide the city's growth over the next 10 - 20 years. These land use designations are more general in nature, but may be applied to the following zones:

- **Detached Residential –**
 - ◆ R-1-17,000 - Single Family Residential
 - ◆ R-1-12,000 - Single Family Residential
 - ◆ R-1-7,500 - Single Family Residential
 - ◆ RA - Residential Agricultural Zone
 - ◆ PC - Planned Community
 - ◆ PR - Planned Residential
- **Attached Residential –**
 - ◆ R-2-7,500 - Two-family Residential
 - ◆ R-4-7,500 - Multifamily Residential
 - ◆ PC - Planned Community
- **Employment –**
 - ◆ CC - Central Commercial
 - ◆ GC - General commercial - Central
 - ◆ GCE - General Commercial - Edge
 - ◆ SC - Planned Shopping Center
 - ◆ PO - Professional Office
 - ◆ PI - Planned Industrial
- **Industrial –**
 - ◆ PI - Planned Industrial
 - ◆ I - Industrial
- **Commercial –**
 - ◆ CC - Central Commercial
 - ◆ GC - General commercial - Central
 - ◆ GCE - General Commercial - Edge
 - ◆ DC - Downtown Commercial
 - ◆ SC - Planned Shopping Center
- **Manicured Open Space / Natural Open Space –**
 - ◆ SP - Shoreline Preservation
 - ◆ M - Marina
 - ◆ PF - Public Facilities

- **Civic –**
 - ◆ PF - Public Facilities
- **Residential Overlay –**
 - ◆ R-2-7,500 - Two-family Residential
 - ◆ R-4-7,500 - Multifamily Residential
 - ◆ PC - Planned Community
 - ◆ TOD - Transit-Oriented Development
 - ◆ PR - Planned Residential

Development Focus Area Designations

- **Office –**
 - ◆ PO - Professional Office
- **Retail –** (See Commercial above)
- **Civic Core –** (See Civic above)
- **Open Space –** (See Manicured Open Space / Natural Open Space above)
- **Commercial –** (See Commercial above)
- **Entertainment and Dining –** (See Commercial above)
- **Mixed Use –**
 - ◆ PC - Planned Community
 - ◆ TOD - Transit-Oriented Development
- **Neighborhood Commercial –**
 - ◆ CC - Central Commercial
 - ◆ GC - General commercial - Central
- **Residential –** (See Detached / Attached Residential above)
- **Manufacturing –** (See Industrial above)
- **Hospitality –**
 - ◆ PC - Planned Community
 - ◆ GC - General Commercial
- **Recreation –** (See Manicured Open Space / Natural Open Space above)

TRANSPORTATION SECTION DIAGRAMS

Attachment: 26-1-20_American_Fork_General_Plan_DRAFT 1.20.2026 (Code Amendments, General Plan, Zoning)







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 (WFRC Projections)	2030	42,190	60,405	66,461	106,963	74,486	97,160
	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

	<i>Commuter Rail</i>	<i>Light Rail, BRT</i>	<i>BRT</i>
% 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 payment¹ protest its creation. Despite this legal threshold, most local government governing bodies are unwilling to create an SAA if 10-20 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 moderate income 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 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:** Its 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.



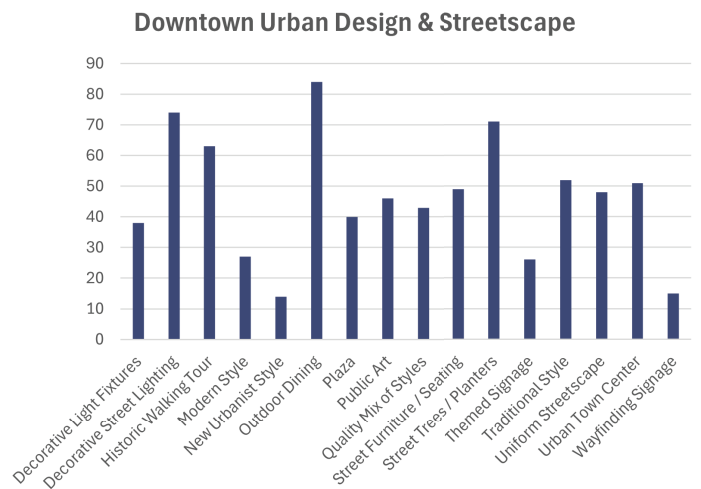
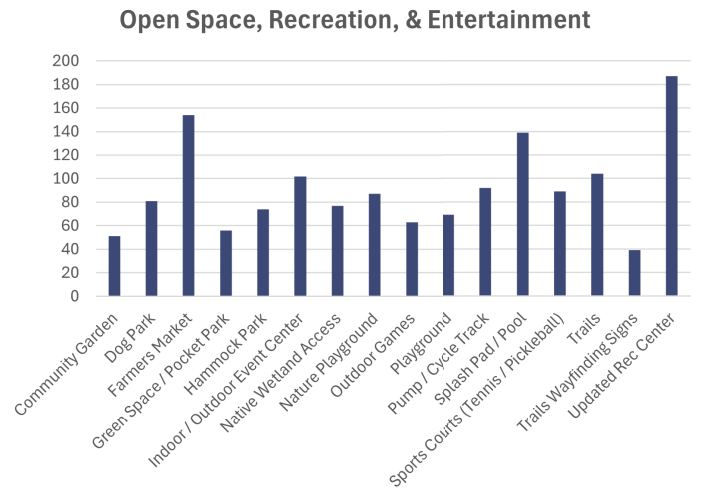
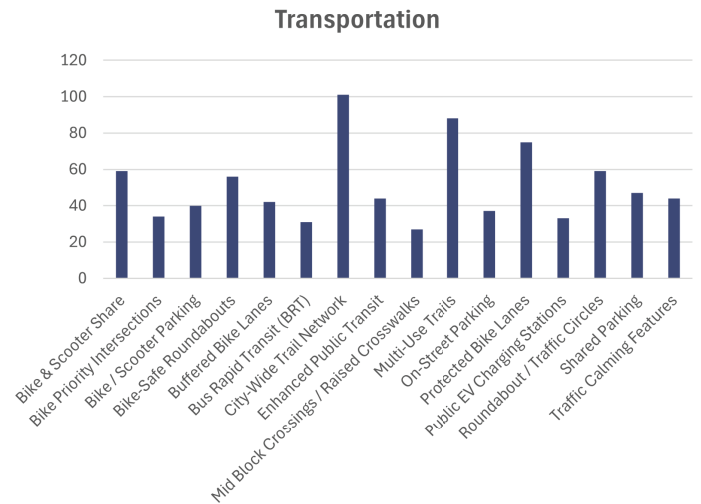
- A better storm drain plan is needed. The old portion of the city needs to interface with the new. The city has to move beyond ditches for storm drains.
- Infrastructure needs to be kept ahead of development to avoid issues like what happened on Second South.
- The storm drain master plan needs to be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

Future Planning and Development:

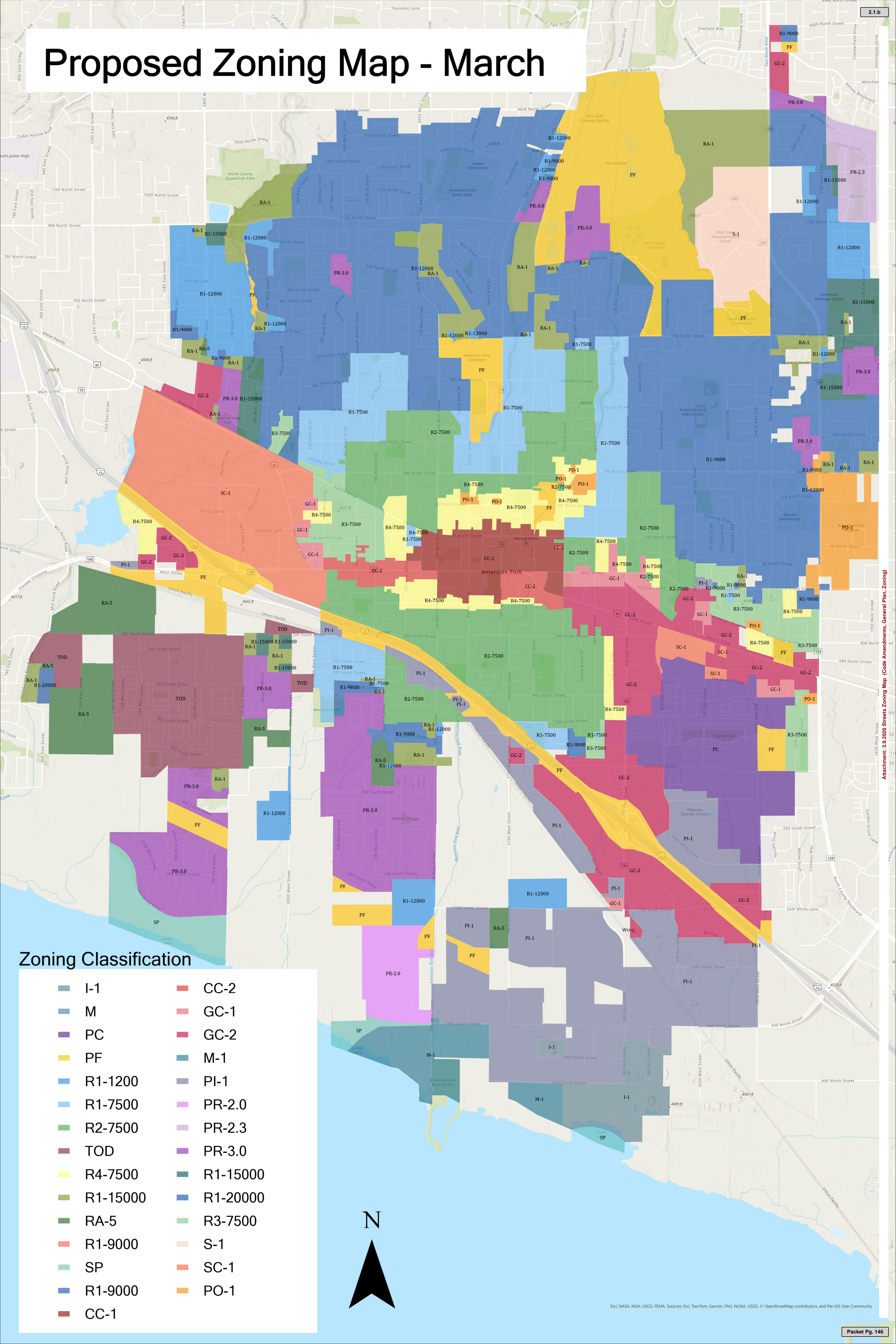
- Incorporate expectations, wants, needs of new residents.
- Drawn up plans would be great to look at.
- The work done with the American Fork Station Area Plan was highly praised.
- There's an effort to get other mayors on board.
- A water supply section of the General Plan (GP) is needed. Connect with 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

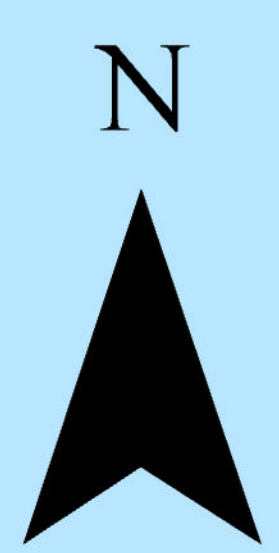


Proposed Zoning Map - March



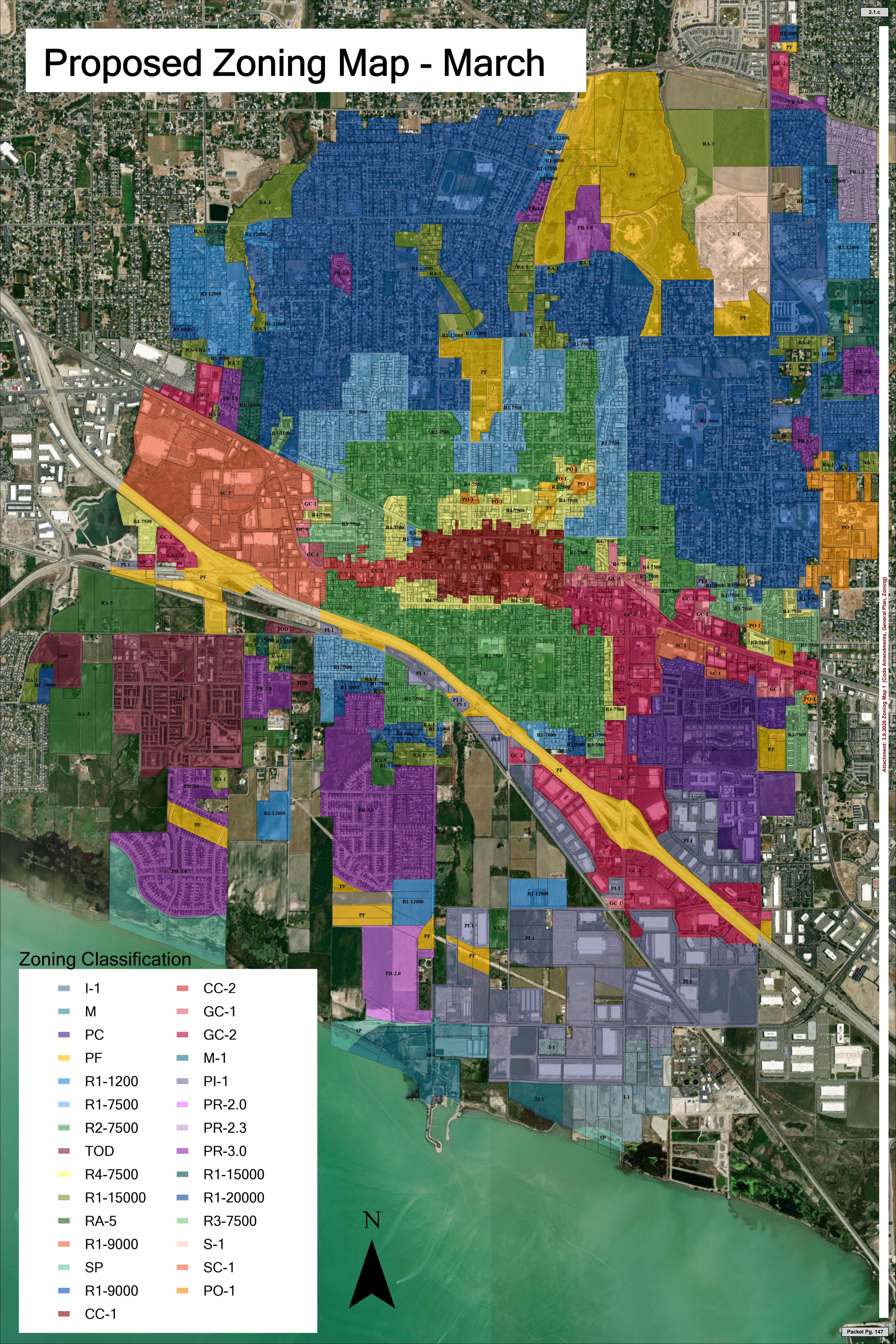
Zoning Classification

- I-1
- M
- PC
- PF
- R1-1200
- R1-7500
- R2-7500
- TOD
- R4-7500
- R1-15000
- RA-5
- R1-9000
- SP
- R1-9000
- CC-1
- CC-2
- GC-1
- GC-2
- M-1
- PI-1
- PR-2.0
- PR-2.3
- PR-3.0
- R1-15000
- R1-20000
- R3-7500
- S-1
- SC-1
- PO-1



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Proposed Zoning Map - March

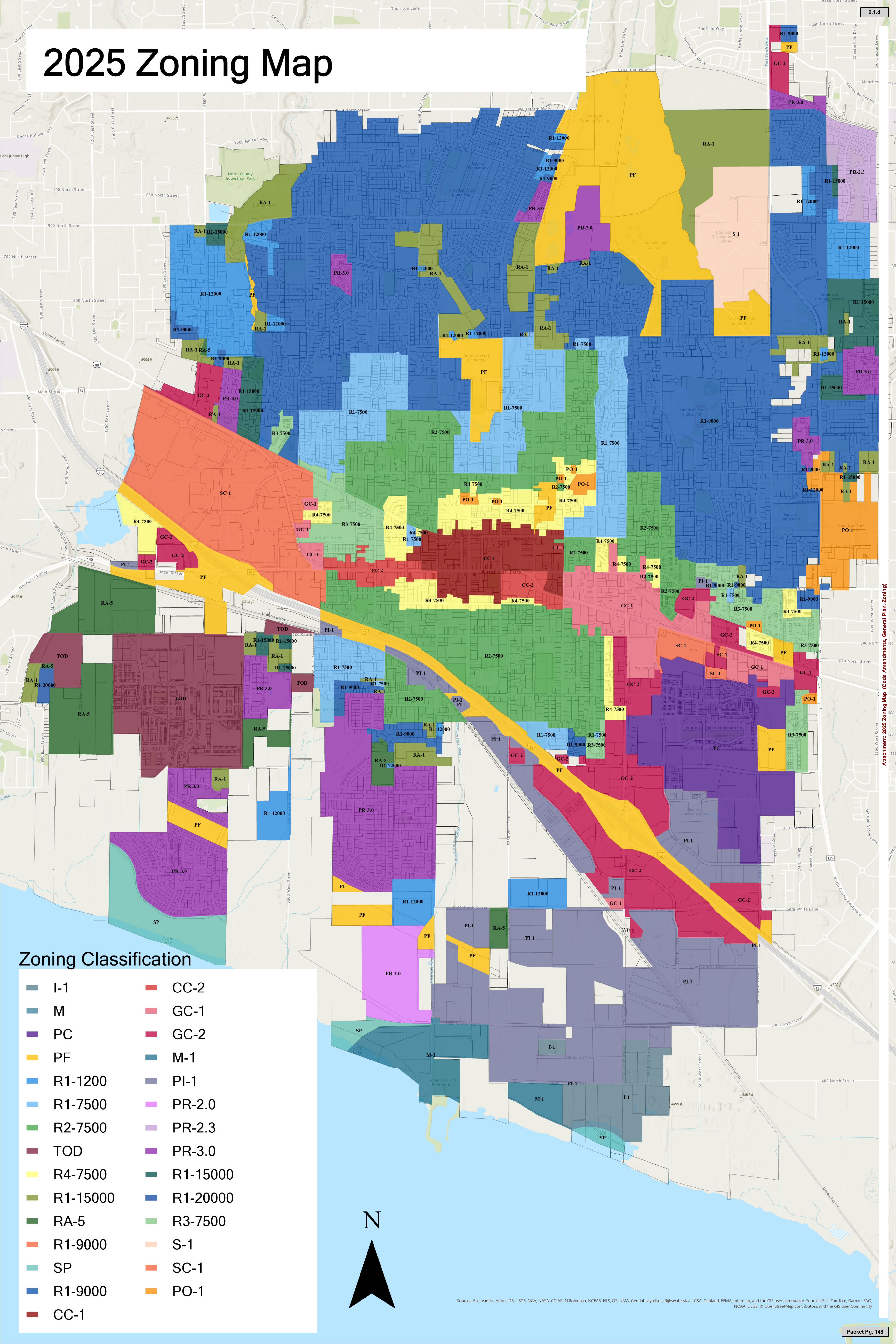


Zoning Classification

- | | |
|------------|------------|
| ■ I-1 | ■ CC-2 |
| ■ M | ■ GC-1 |
| ■ PC | ■ GC-2 |
| ■ PF | ■ M-1 |
| ■ R1-1200 | ■ PI-1 |
| ■ R1-7500 | ■ PR-2.0 |
| ■ R2-7500 | ■ PR-2.3 |
| ■ TOD | ■ PR-3.0 |
| ■ R4-7500 | ■ R1-15000 |
| ■ R1-15000 | ■ R1-20000 |
| ■ RA-5 | ■ R3-7500 |
| ■ R1-9000 | ■ S-1 |
| ■ SP | ■ SC-1 |
| ■ R1-9000 | ■ PO-1 |
| ■ CC-1 | |

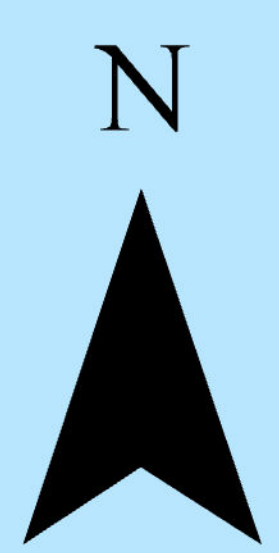


2025 Zoning Map



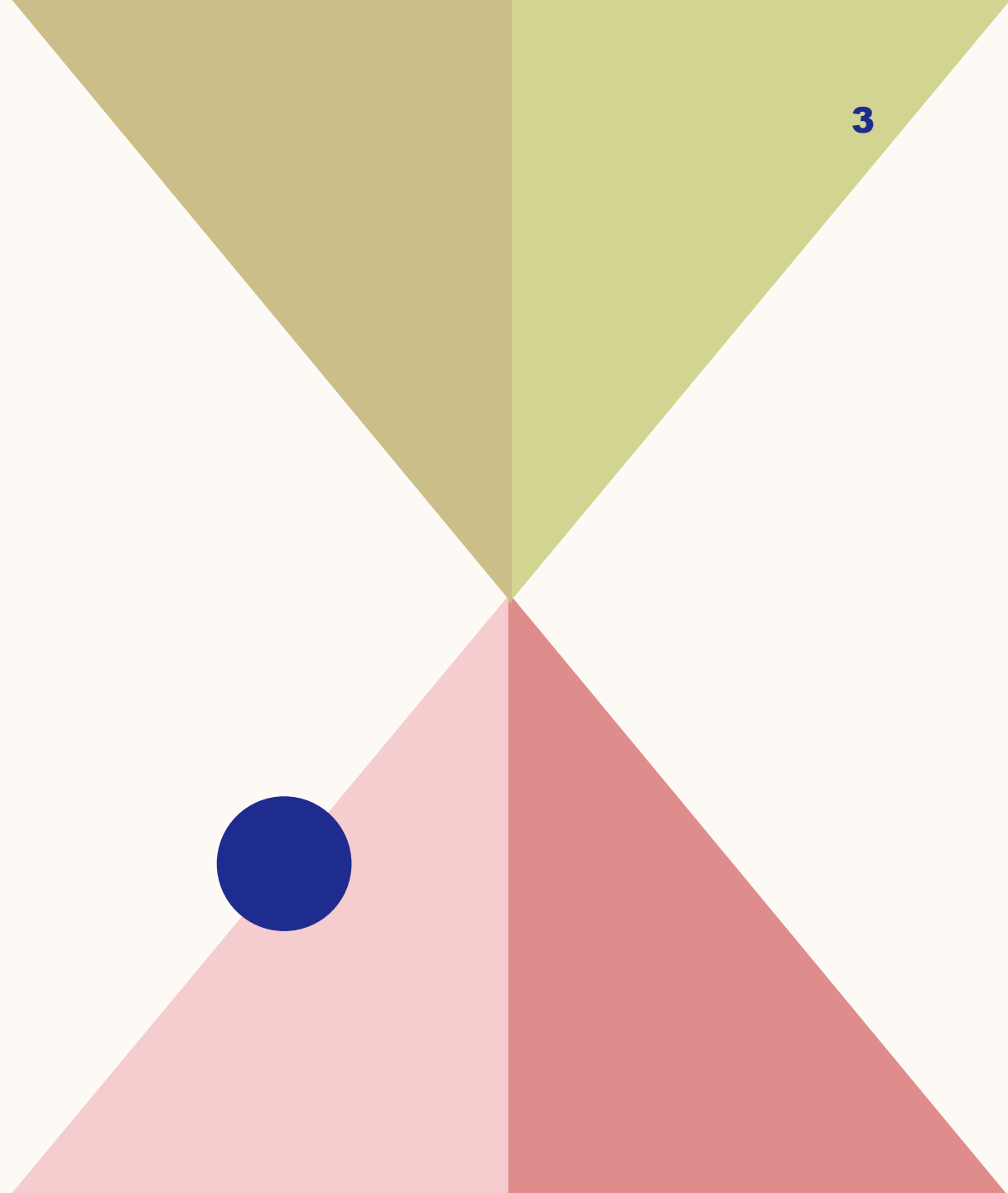
Zoning Classification

- | | |
|----------|----------|
| I-1 | CC-2 |
| M | GC-1 |
| PC | GC-2 |
| PF | M-1 |
| R1-1200 | PI-1 |
| R1-7500 | PR-2.0 |
| R2-7500 | PR-2.3 |
| TOD | PR-3.0 |
| R4-7500 | R1-15000 |
| R1-15000 | R1-20000 |
| RA-5 | R3-7500 |
| R1-9000 | S-1 |
| SP | SC-1 |
| R1-9000 | PO-1 |
| CC-1 | |

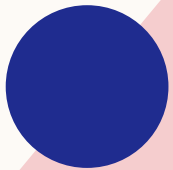


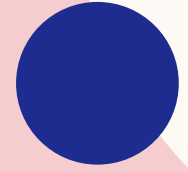
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**MARCH 31
WORK SESSION**



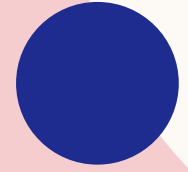
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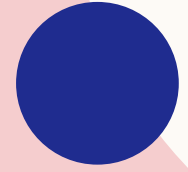


CC-2

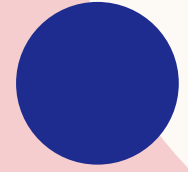
GC-1



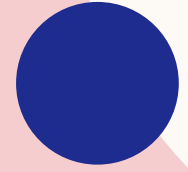
GC-2



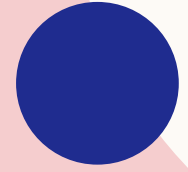
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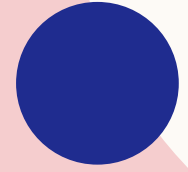
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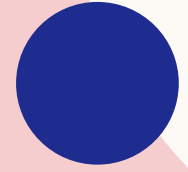
PI-1



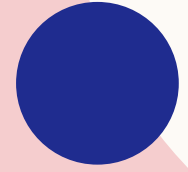
I-1



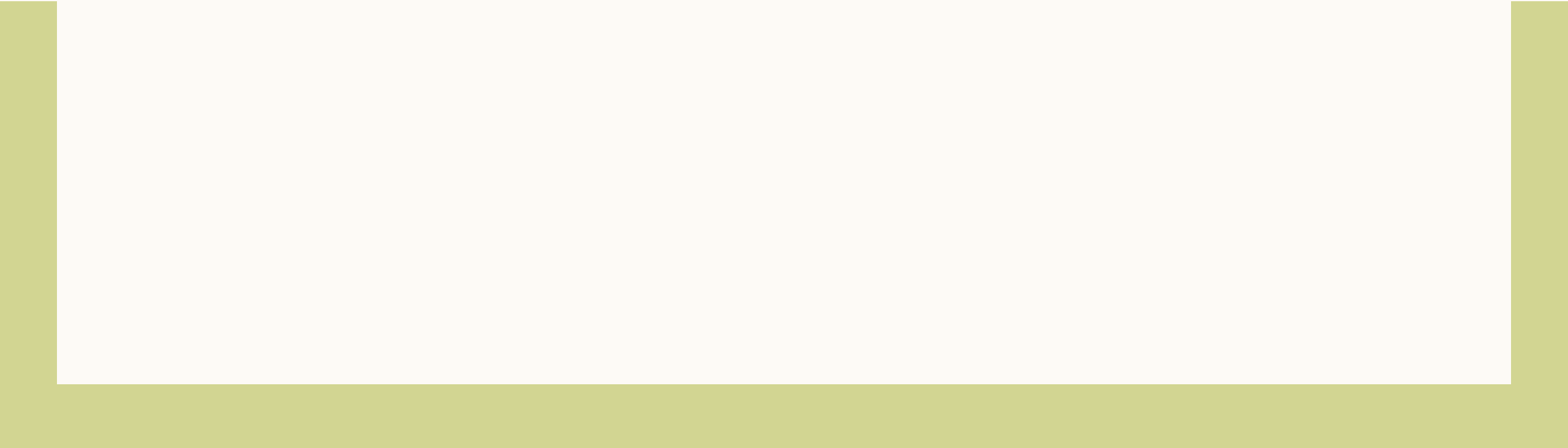
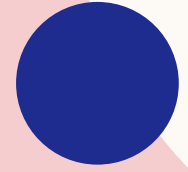
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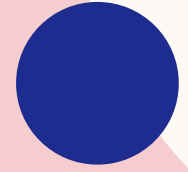
S-1



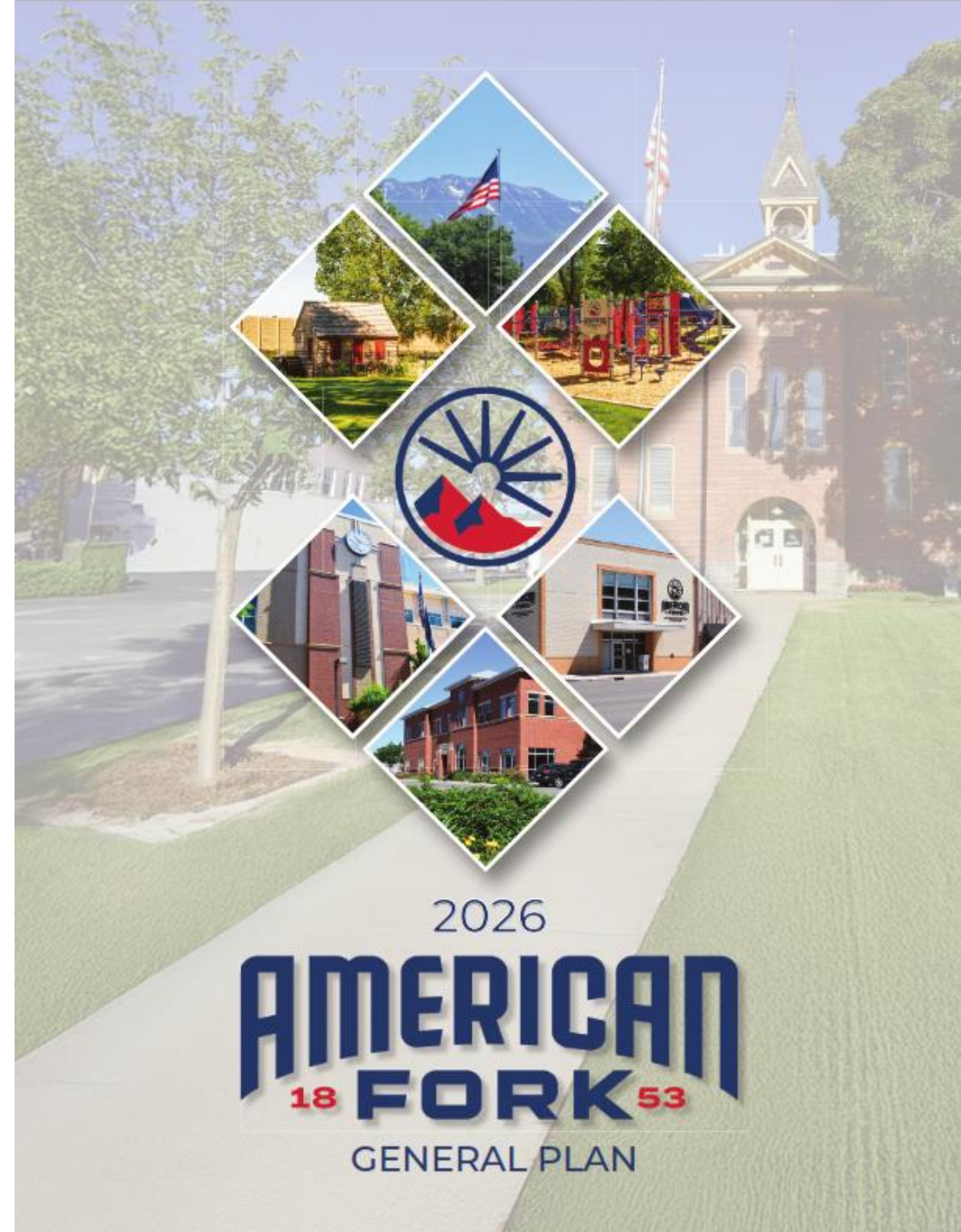
SP



M-1



AMERICAN FORK GENERAL PLAN PROPOSAL



2026

AMERICAN
18 FORK 53

GENERAL PLAN

AMERICAN FORK GENERAL PLAN UPDATE

Commenced 2024

Engaged multiple stakeholder groups

- City Council
- Planning Commission
- MAG
- UTA
- UDOT
- Parks Committee
- Developers
- Land Owners

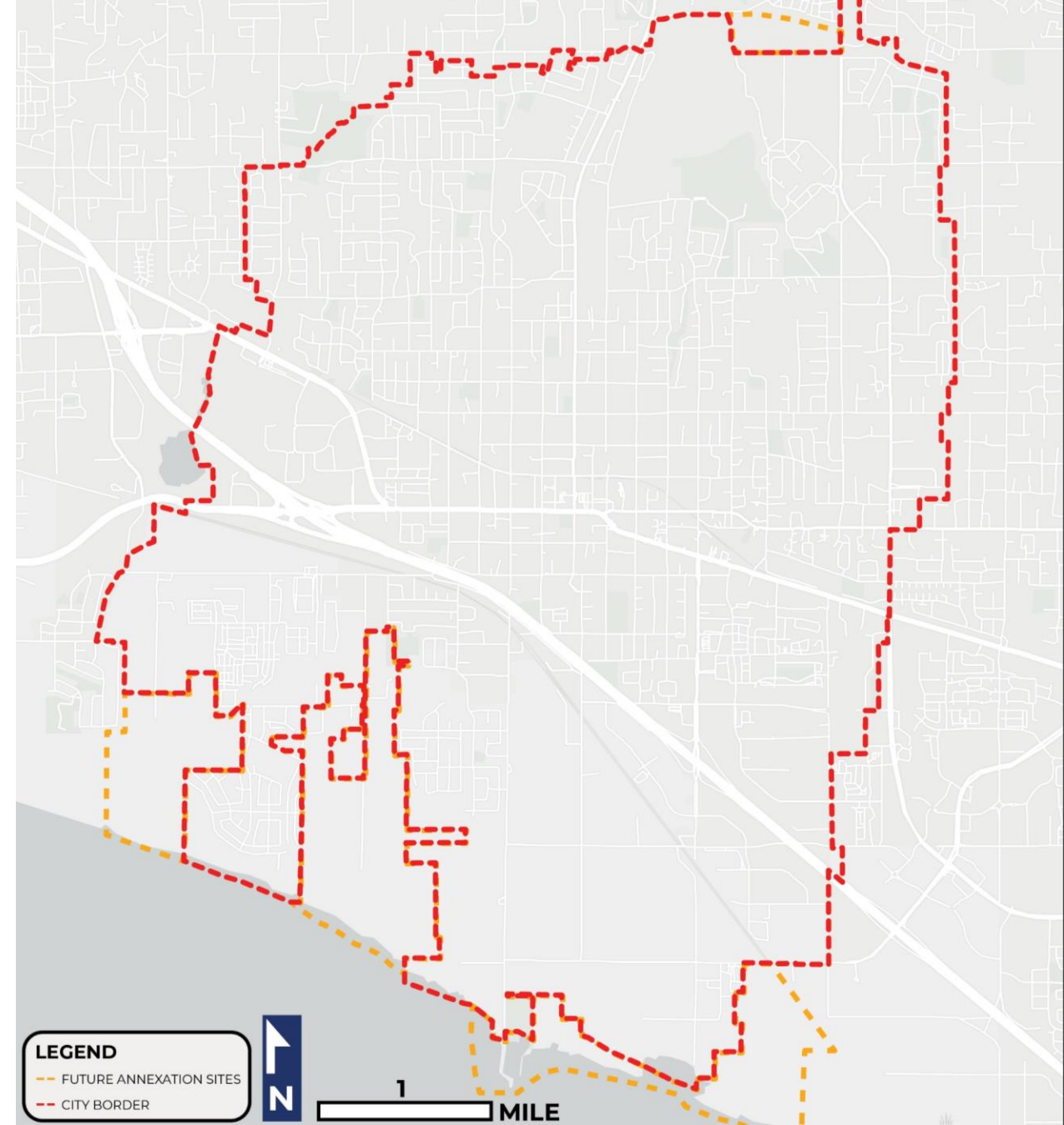
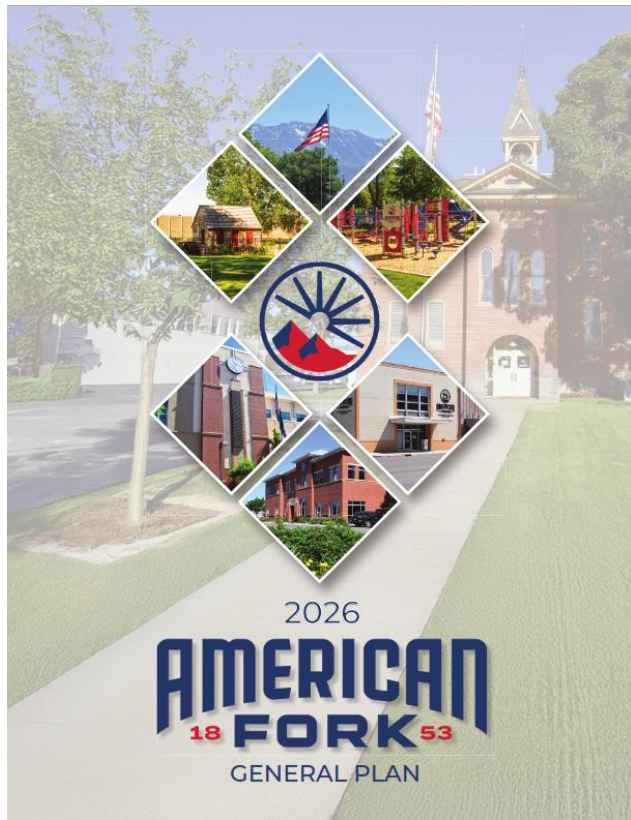
2 Public Engagement Events

- Steel Days
- Family Day at the Library



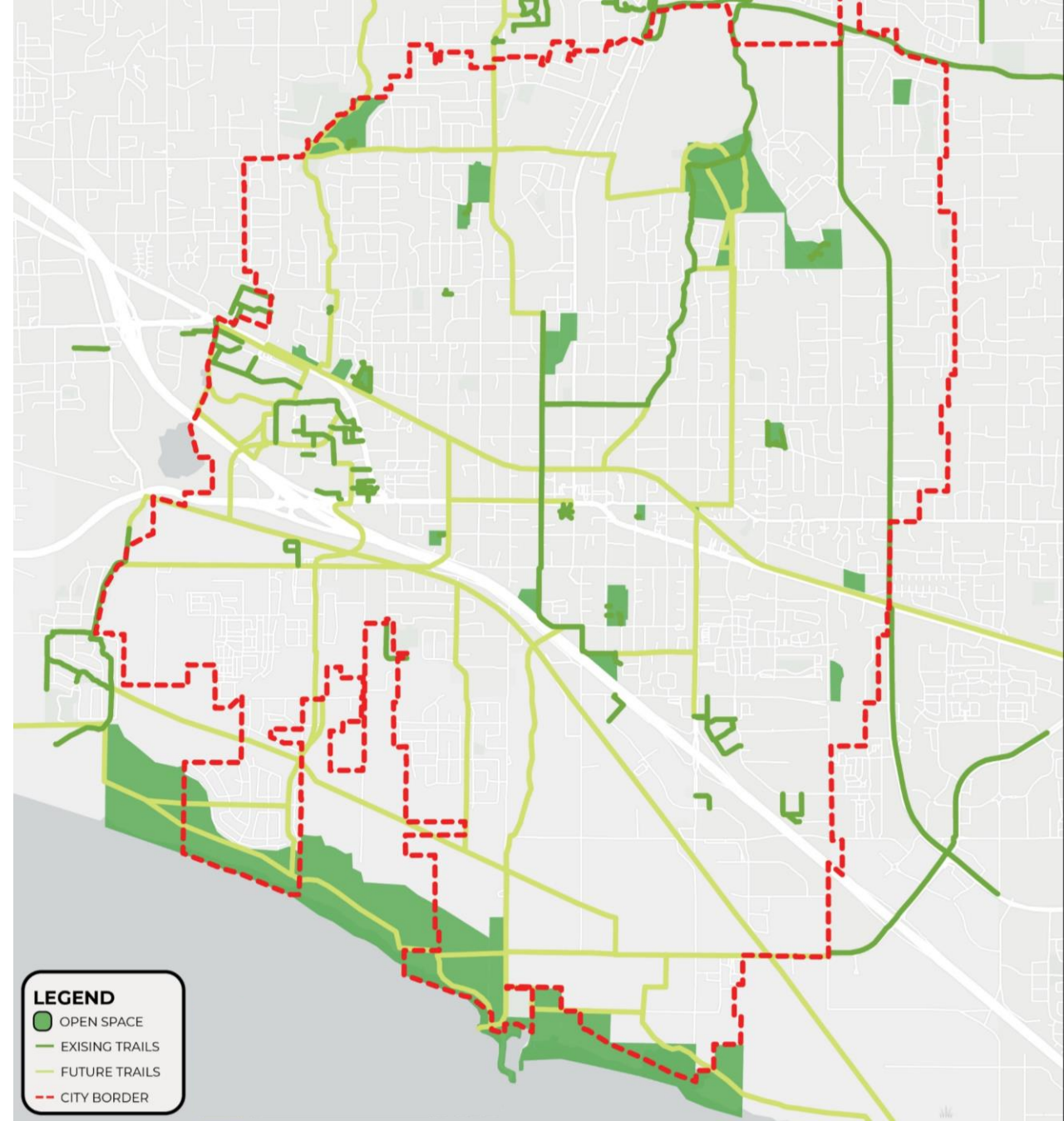
WHAT IS A GENERAL PLAN?

- Long-range policy document (20–30 years)
- Guides growth and development
- Required by State law
- Not zoning (policy, not regulation)



WHAT'S IN THE PLAN?

- Overview
- Land Use
- Development Focus Areas
- Multimodal Transport
- Parks, Open Space & Trails
- Infrastructure pressures
- State requirements

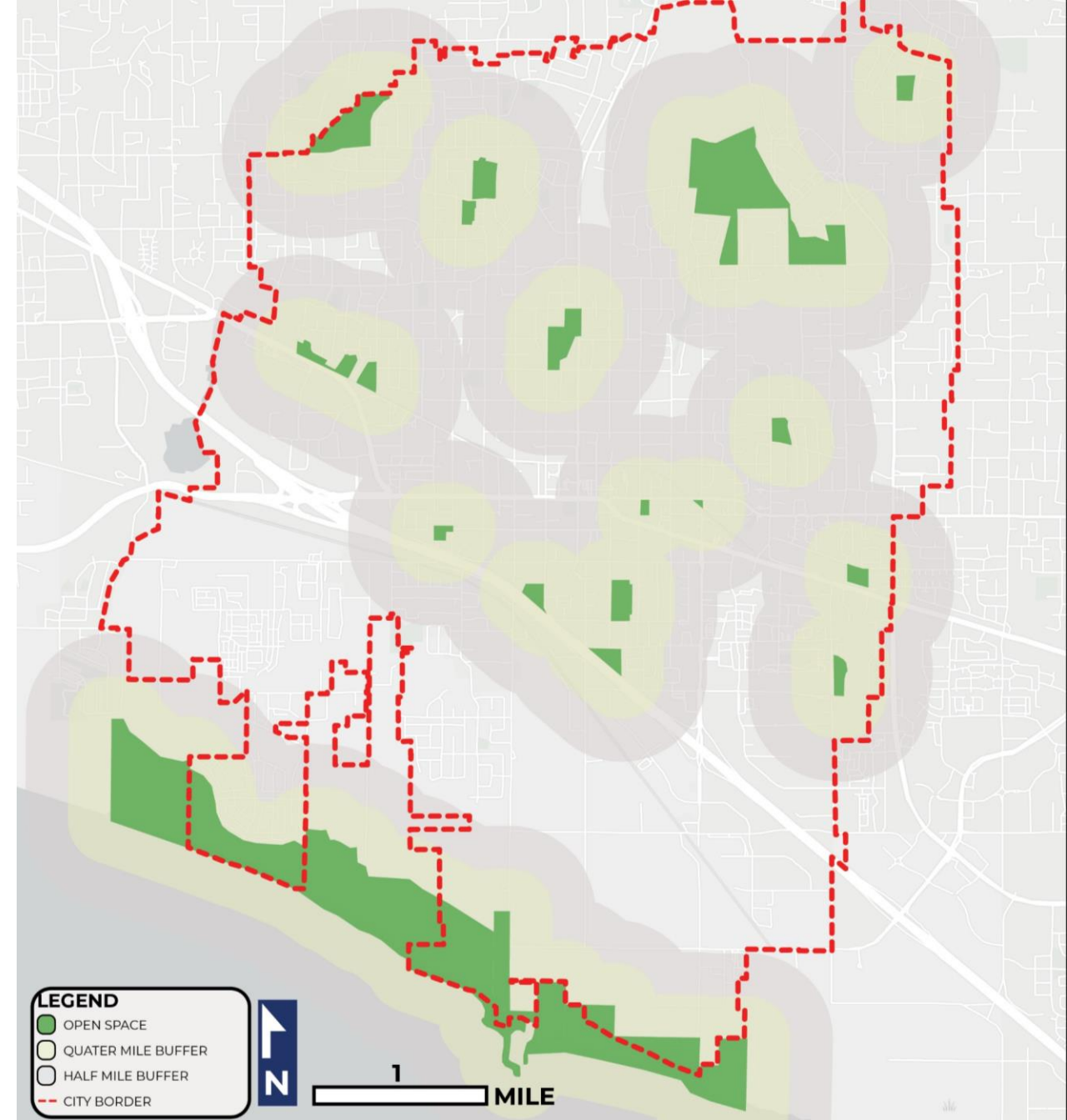


WHY UPDATE THE PLAN?

- Significant growth in recent years
- Changing housing needs
- Infrastructure pressures
- State requirements

PURPOSE OF THE PLAN

- Establish land use vision
- Guide development decisions
- Align infrastructure planning
- Support economic growth



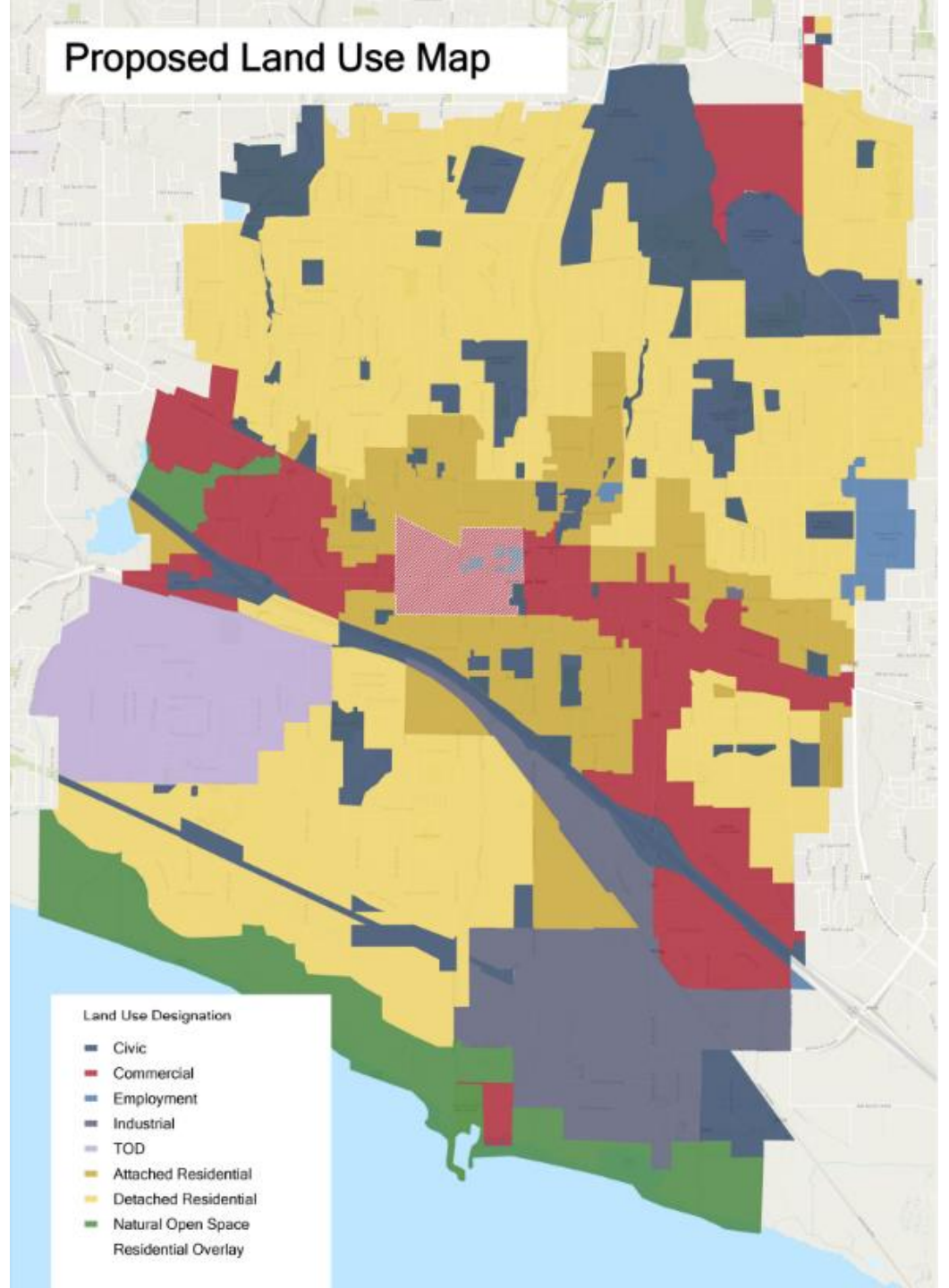
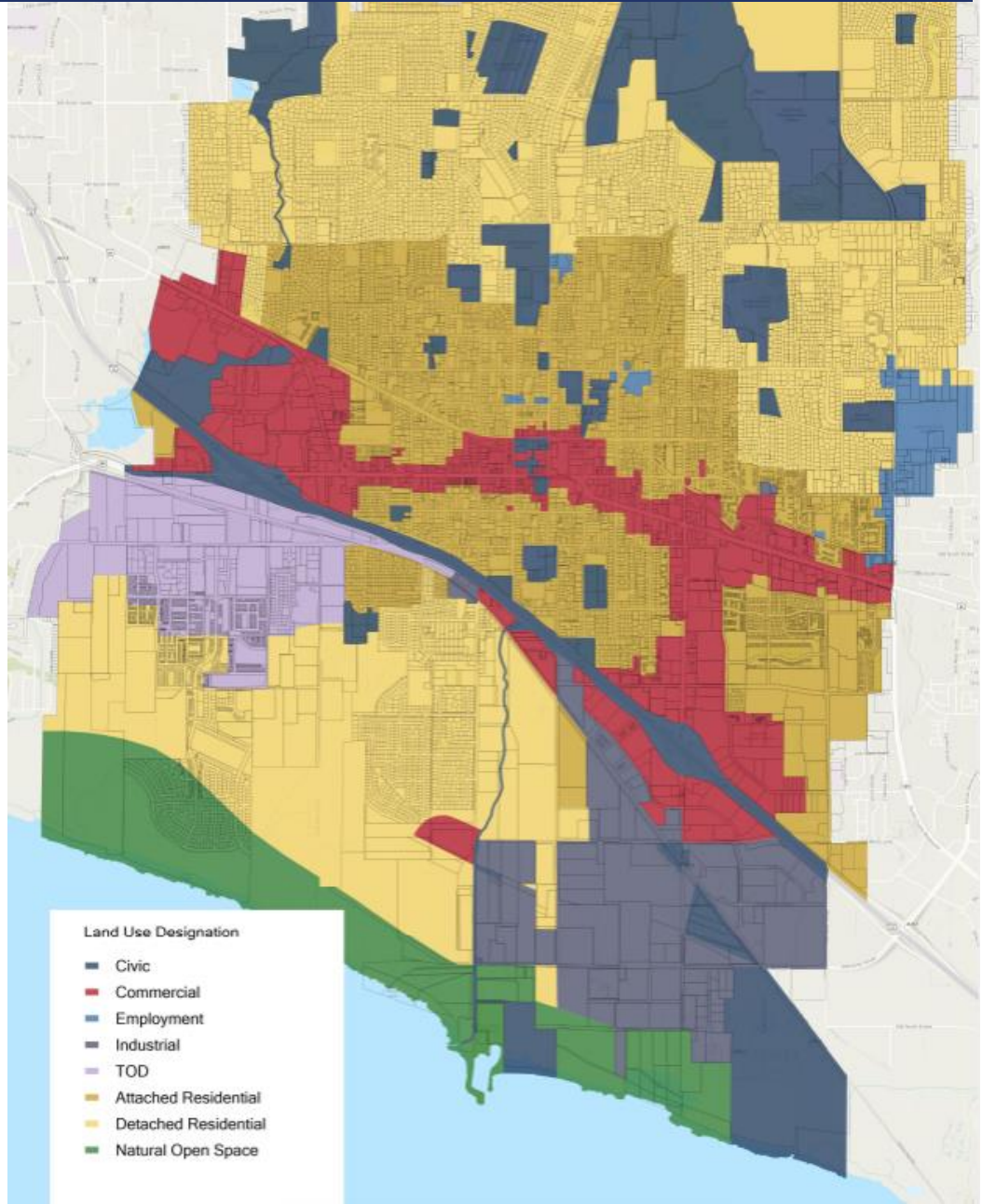
FOCUS AREAS MAP

- Land use designations that allow for flexibility in the city's future
- 7 Focus Areas have been identified
 - Commercial Center
 - Transit Center
 - Downtown
 - East Gateway
 - Employment Center
 - Recreation Center
 - North Gateway

Focus Areas Map

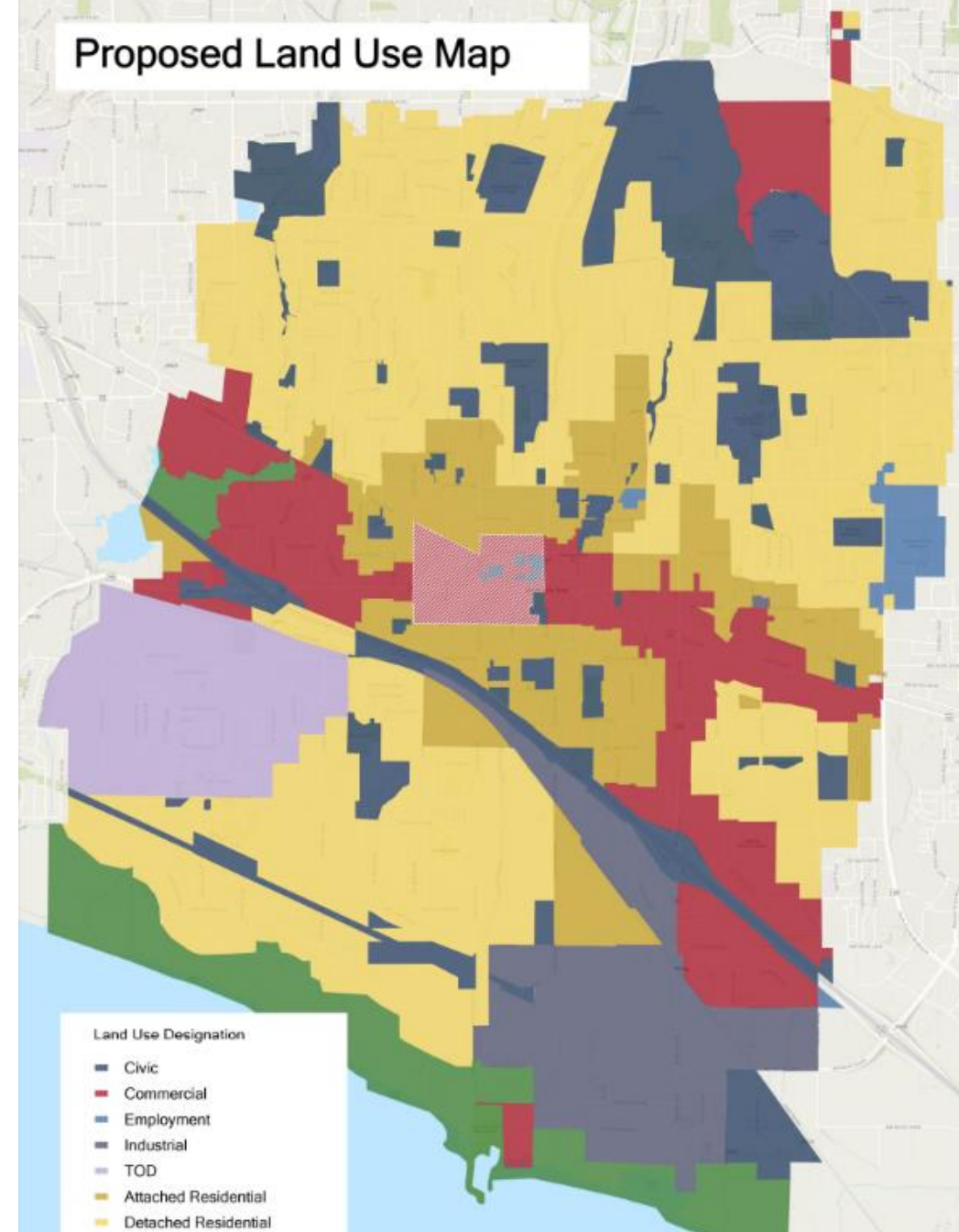


LAND USE MAP COMPARISON



FUTURE LAND USE MAP

- In response to the public engagement events and stakeholder interviews, we were better able to understand the city's vision for the future of American Fork
- This Future Land Use map maintains the existing character of the city while planning for smart growth opportunities and satisfying state mandates.
- We have established 8 general categories of land uses that exist within the city. The land uses allow for flexibility and resiliency for future decision making. These uses are as follows:
 - Detached Residential
 - Attached Residential
 - Employment
 - Industrial
 - Commercial
 - Manicured Open Space
 - Natural Open Space
 - Civic
 - TOD



LAND USE MAP COMPARISON

Current



Proposed



WHAT'S ON THE GROUND NOW?



02-029-0017 02-029-0015

02-029-0013

57-067-0001

02-029-0011

02-029-0012

12-068-0077

12-068-0049

12-068-0047

12-068-0048

12-068-0044

13-056-0044

12-068-0079

48-028-0014

48-028-0013

48-028-0012

48-028-0011

48-028-0010

48-028-0009

12-068-0053

12-068-0054

12-071-0052

53-033-0500

40-210-0800

57-016-0005

57-016-0002

13-055-0008

13-055-0009

13-055-0006

44-026-0002

44-026-0003

13-056-0046

02-027-0019

02-027-0029

13-055-0017

65-483-0008

13-056-0089

13-056-0088

13-056-0112

13-056-0090

49-700-0050

49-700-0050

02-013-0037

02-013-0011

02-013-0009

02-013-0019

02-013-0018

02-013-0031

02-013-0029

02-012-0029

02-012-0028

02-012-0032

65-483-0004

13-055-0012

13-056-0051

Fitness Center Road CIP Impact Fee Funds Local Building Authority

Fiscal Year 2026

Budget Work Session March 31, 2026



1

Budget Process

- Budget requests based on department needs in line with Council's strategic goals
- Finance compiles department requests
- Administration meets with department heads to determine recommendations for tentative budget
- Priorities are set based on Council goals with limited resources
- Work sessions to discuss recommendations
- Tentative budget compiles all recommendations in line with goals and resources for a balanced budget



2



3



4

Fitness Center

Revenues	FY 2026 Approved	FY 2027 Requested	Difference	% Difference
Charges for Services	\$2,040,500	\$2,082,100	\$41,600	2.0%
Use of Money & Property/Other	92,000	92,000	0	0.0%
Transfer from General Fund	1,192,216	1,191,200	(1,016)	-0.1%
Total Revenues	\$3,324,716	\$3,365,300	\$(6,018)	1.2%
Expenditures	FY 2026 Approved	FY 2027 Requested	Difference	% Difference
Personnel	\$1,795,343	\$1,917,899	\$122,556	6.8%
Operating	1,275,373	1,402,401	127,028	10.0%
Transfer to Capital Projects/Equipment	254,000	45,000	(209,000)	-82.3%
Total Expenditures	\$3,324,716	\$3,365,300	\$40,584	1.2%

Does not include capital improvements that would be subsidized by the general fund.



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Fitness Center

Revenues

- Charges for services increase of 2.0%
- Transfer/subsidy from General Fund 35% of expenses

Expenditures

- Personnel – increase \$122,556 or 6.8%- no added FTE
- Operations – increase \$127,028 or 10.0% - utilities & building maintenance
- Capital Projects – decrease \$209,000 or 82.3%
 - ✓ Fitness Center Improvements subsidized by General Fund Reserves – discussed at future work session



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Road CIP & Impact Fees



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Road CIP

Revenues	FY 2026 Approved	FY 2027 Recommended	Difference	% Difference
Taxes	\$1,600,000	\$2,000,000	\$400,000	25.0%
Intergovernmental	1,800,000	2,000,000	200,000	11.1%
Use of Money & Property	0	100,000	100,000	100.0%
Total Revenues	\$3,400,000	\$4,100,000	\$700,000	20.6%
Expenditures	FY 2026 Approved	FY 2027 Recommended	Difference	% Difference
Operating	\$0	\$180,000	\$180,000	100.0%
Capital	\$4,300,000	\$3,673,820	\$(626,180)	-14.6%
Transfers	0	494,758	494,758	100.0%
Total Expenditures	\$4,300,000	\$4,348,578	48,578	1.1%



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Road CIP

Improvements	Estimated Cost
100 West Improvements (100 N – 700 N)	\$1,150,000
100 East Waterline (700 N – 1120 N)	300,000
CDBG 11 (King Street from 100 N – 500 E)	217,000
Overlay	900,000
Crack Seal	125,000
Microsurface	455,200
Slurry	81,620
Vehicles & Equipment	445,000
Total Capital Expenditures	\$3,673,820



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Road Impact Fees

Revenues	FY 2026 Approved	FY 2027 Recommended	Difference	% Difference
Intergovernmental	\$5,153,902	\$2,308,871	(2,845,031)	-55.2%
Use of Money & Property	30,000	200,000	170,000	566.7%
Impact Fees	1,500,000	550,000	(950,000)	-63.3%
Total Revenues	\$6,683,902	\$3,058,871	\$(3,625,031)	-54.2%
Expenditures	FY 2026 Approved	FY 2027 Recommended	Difference	% Difference
Operations	\$21,495	\$6,394	\$(15,101)	-70.3%
Capital	13,387,358	8,504,731	(4,882,627)	-36.5%
Total Expenditures	\$13,408,853	\$8,511,125	\$(4,897,728)	-36.5%



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Road Impact Fees

Improvements	Estimated Cost
700 North Extension	\$2,589,681
200 South 300 West Roundabout (MAG)	780,000
Pony Express Corridor (50% portion of MAG match)	440,050
1100 South 100 South	775,000
Lakeshore Drive – Phase 1	3,720,000
Developer Reimbursement	200,000
Total Capital Expenditures	\$8,504,731



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Park Impact Fees



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Park Impact Fees

Revenues	FY 2026 Approved	FY 2027 Requested	Difference	% Difference
Intergovernmental	\$592,000	\$1,332,000	\$740,000	125.0%
Use of Money & Property	50,000	250,000	200,000	400.0%
Impact Fees	1,500,000	550,000	(950,000)	-63.3%
Total Revenues	\$2,142,000	\$2,132,000	\$(10,000)	-0.5%
Expenditures	FY 2026 Approved	FY 2027 Requested	Difference	% Difference
Operating	\$11,945	\$1,214	\$(10,000)	-83.7%
Capital	4,245,042	5,565,000	1,319,958	31.1%
Transfers	117,935	117,208	(627)	-0.5%
Total Expenditures	\$4,374,822	\$5,683,422	\$1,309,331	29.9%



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Park Impact Fees

Improvements	Estimated Cost
Art Dye Trail (MAG)	\$1,565,000
Lakeview Park – 620 South	4,000,000
Total Capital Expenditures	\$5,565,000



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Public Safety Impact Fees



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Police Impact Fees

Revenues	FY 2026 Approved	FY 2027 Requested	Difference	% Difference
Use of Money & Property	\$10,000	\$50,000	\$40,000	400.0%
Impact Fees	250,000	100,000	0	0.0%
Total Revenues	\$110,000	\$150,000	\$40,000	36.4%
Expenditures	FY 2026 Approved	FY 2027 Requested	Difference	% Difference
Capital	\$1,907,655	\$1,800,000	\$(107,655)	-5.6%
Transfers	163,137	0	(163,137)	-100.0%
Total Expenditures	\$2,070,792	\$1,800,000	\$(270,792)	-13.1%

- Capital Improvements
- Evidence Building \$300,000
 - Tenant Improvements \$1,500,000



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Fire Impact Fees

Revenues	FY 2026 Approved	FY 2027 Requested	Difference	% Difference
Use of Money & Property	\$10,000	\$0	\$(10,000)	-100.0%
Impact Fees	250,000	150,000	(100,000)	-40.0%
Total Revenues	\$260,000	\$150,000	\$(110,000)	-42.3%
Expenditures	FY 2026 Approved	FY 2027 Requested	Difference	% Difference
Operations	\$10,000	\$0	\$(10,000)	-100.0%
Capital	200,000	0	(200,000)	-100.0%
Debt Service/Costs of Issuance	735,083	404,654	(330,429)	-45.0%
Total Expenditures	\$945,083	\$404,654	\$(540,429)	-57.2%



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Municipal Building Authority



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Local Building Authority

Revenues	FY 2026 Approved	FY 2027 Requested	Difference	% Difference
Use of Money & Property	\$41,888,000	\$500,000	\$(41,388,000)	-98.8%
Transfers In	0	2,473,790	2,473,790	100.0%
Total Revenues	\$41,888,000	\$2,973,790	\$(38,914,210)	-92.9%
Expenditures	FY 2026 Approved	FY 2027 Requested	Difference	% Difference
Operating	\$43	\$50	\$7	16.3%
Capital	0	40,000,000	40,000,000	100.0%
Debt Service/Costs of Issuance	885,000	2,474,791	1,589,791	179.6%
Total Expenditures	\$885,000	\$42,474,841	\$41,589,791	4699.2%

