



AMERICAN FORK CITY PLANNING COMMISSION AGENDA

**Regular Session
August 19, 2026
Wednesday 6:30 PM**

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

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

Planning Commission Members

**Christine Anderson, Chair
Chris Christiansen, Vice Chair
Geoff Dupaix
Rod Martin**

**David Bird
Harold Dudley
Claire Oldham**

Notice is hereby given that the American Fork City Planning Commission will meet in regular session on August 19, 2026, at the American Fork City Hall, 31 North Church Street commencing at 6:30 PM. The agenda shall be as follows:

1. Regular Session

- a. Pledge of Allegiance
- b. Roll Call

2. Public Comments

- a. Up to a 20-minute public comment period to receive public comments. Each speaker is limited to two minutes.

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

- a. Approval of the July 8, 2026, Planning Commission minutes

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

- a. Public hearing on a proposed zone for an annexation, known as Chipman and Stake Center #2 Annexation, located at approximately 100 W 700 S, American Fork City. Consisting of approximately 24 acres, the property is proposed to be annexed into American Fork City and is proposed to receive the PR-3.0 zoning designation.
- b. Public hearing on an update to the American Fork General Plan to update all sections to establish an updated vision for growth and development in the City.

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

- a. Review and action on a proposed Request for Consideration for a project known as Lone Automotive located at 105 S 700 E Unit E. The applicants for this project request to operate an Auto Dealership in the GC-1 General Commercial Zoning.
- b. Review and recommendation on a proposed Request for Consideration for a project known as American Fork Hotel located at 714 S 600 E. The applicants for this project request consideration of an adjustment in parking to decrease the

number of required parking stalls, as outlined in Section 17.5.133(D) of the American Fork Municipal Code.

- c. Review and recommendation on a proposed zone for an annexation, known as Chipman and Stake Center #2 Annexation, located at approximately 100 W 700 S, American Fork City. Consisting of approximately 24 acres, the property is proposed to be annexed into American Fork City and is proposed to receive the PR-3.0 zoning designation.
- d. Review and recommendation on an update to the American Fork General Plan to update all sections to establish an updated vision for growth and development in the City.

6. Other Business

- a. Upcoming Projects

7. Adjournment

Dated this 13th day of August 2026.

Patrick O'Brien

Development Services Director

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



NOTICE OF PUBLIC HEARINGS

Notice is hereby given that the American Fork City Planning Commission will hold a Public Hearing on August 19, 2026, at 6:30 PM, in the American Fork City Hall, located at 31 N. Church Street, American Fork, Utah, to receive public comment and consider the following proposed legislative land use actions before making recommendations to the American Fork City Council.

The public and each affected entity is invited to provide information and comment for American Fork City to consider in the process of the proposed items.

- **Notice of public hearings and public meetings on adoption or modification of land use regulation.**
 - o Public hearing, review, and recommendation on a proposed zone for an annexation, known as Chipman and Stake Center #2 Annexation, located at approximately 100 W 700 S, American Fork City. Consisting of approximately 24 acres, the property is proposed to be annexed into American Fork City and is proposed to receive the PR-3.0 zoning designation.
 - Description - Property that is currently within Utah County Territory is proposing to Annex into American Fork City. With the annexation, the recommended zoning designation is PR-3.0, which is a Planned Residential Zone.

Shortly before the public hearing, supporting documentation is posted on the city website at www.americanfork.gov or available by contacting the City Recorder at 801.763.3000.



NOTICE OF PUBLIC HEARINGS

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Prior Public Outreach and Project Refinement

Earlier this year, the City initiated a comprehensive planning effort that included a proposed update to the American Fork General Plan, a comprehensive rewrite of the City's Development Code, and a proposed citywide zoning map amendment. The City provided public notice, conducted public outreach, and invited public comment on each of these initiatives.

Following public outreach, review of comments received, additional technical analysis, and continued refinement of the project, the City determined that additional work on the proposed citywide zoning map amendment, and development code update was appropriate. Accordingly, the proposed zoning map amendment and update of the development code have been removed from the current legislative process and will **not** be considered as part of this public hearing.

This public hearing is limited to consideration of the proposed General Plan Update.

1. General Plan Update

The Planning Commission will consider a proposed update to the American Fork General Plan. The General Plan establishes the City's long-range vision, goals, and policies to guide future growth and development within the community. The update addresses topics including land use, housing, transportation, economic development, public facilities, parks and open space, infrastructure, environmental stewardship, and other elements necessary to plan for the City's future.

Further Information

A layperson's summary of the proposed Development Code Rewrite, together with draft documents and supporting materials, is available at:

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

Copies of the proposed General Plan Update, staff reports, and supporting materials are also available for public review on the City's website and at the American Fork Planning Department during regular business hours.

How to Participate:

Interested persons are invited to attend the public hearing and provide oral testimony or submit written comments to the Planning Department before the hearing.

Following the public hearing, the Planning Commission may recommend approval, approval with modifications, or denial of the proposed legislative actions to the American Fork City Council. The City Council will hold a separate public meeting before taking final legislative action on each proposal.

In compliance with the Americans with Disabilities Act, individuals needing special accommodations (including auxiliary communicative aids and services) during this hearing should notify the City Recorder at (801) 763-3000 at least three (3) working days prior to the hearing.

For additional information, please contact the American Fork Planning & Zoning Division at (801) 763-3060 or Melissa White at mwhite@americanfork.gov.

Published this 30th day of July 2026.

**AMERICAN FORK CITY
PLANNING COMMISSION REGULAR SESSION**

July 8th, 2026

The American Fork City Planning Commission met in a regular session on July 8th, 2026 at the American Fork City Hall, 31 North Church Street, commencing at 6:30 p.m.

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

Commissioners Absent: Claire Oldham, David Bird, Harold Dudley

Staff Present:

Cody Opperman	Senior Planner
Ben Hunter	City Engineer
Angie McKee	Administrative Assistant

Others Present: Liz Phelon, Kevin Mulvey

REGULAR SESSION

Christine Anderson led the “Pledge of Allegiance”

Roll Call

PUBLIC COMMENT

COMMON CONSENT AGENDA

- 1. Minutes of the June 3rd, 2026, Planning Commission Regular Session.**

Geoff Dupaix motioned to approve the Common Consent agenda.

Rodney Martin seconded the motion.

UNAPPROVED MINUTES

07.08.2026

Voting was as follows:

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

The motion passed

Christine Anderson introduced Justin Peng who is the new American Fork City planner.

PUBLIC HEARINGS

- a. Public hearing on a proposed Code Text Amendment, known as Floodplain Management, of the American Fork City Municipal Code. Amending Section 15.16, the Code Text Amendment plans to amend the code related to Floodplain Management.**

Ben Hunter reviewed the background information for Public Hearing Item letter a: The staff has initiated for a Code Text Amendment to amend Section 15.16 of the American Fork City Municipal Code. The proposed amendment seeks to amend the municipal code to ensure compliance with updated and revised FEMA regulations and maps which went effective June 23, 2026. The amendment adds definitions, adds requirements for floodplain permit applications and floodplain administrator duties, provides variance standards, adds sections about substantial damages, updates roadway and finished floor elevation requirements and adds coastal flood zones around Utah Lake into ordinance which are newly identified in the updated FEMA flood maps. It also creates stop work order authority for noncompliant violators of this ordinance.

Public Hearing Opened

No Comments

Public Hearing Closed

UNAPPROVED MINUTES

07.08.2026

- b. Public hearing on a proposed Code Text Amendment, known as Easements, of the American Fork City Municipal Code. Amending Section 15.01.110, the Code Text Amendment plans to clarify the required conveyance documents for easements.**

Ben Hunter reviewed the background information for Public Hearing Item letter b: The staff has initiated for a Code Text Amendment to amend Section 15.01.110 of the American Fork City Municipal Code. The proposed amendment looks to establish what document type must be used to convey easements, requiring conveyance on a plat when a plat is required, and a graphical exhibit tied to the Utah County Surveyor's monument system when a plat is not required.

Public Hearing Opened

No Comments

Public Hearing Closed

- c. Public hearing on a proposed Code Text Amendment, known as AF014-Natural Gas Regulator Station, of the American Fork City Municipal Code. Amending Section 17.4.601 PF Public Facilities Zone, the Code Text Amendment proposes Natural Gas Regulator Stations as a Conditional Use within the zone.**

Cody Opperman reviewed the background information for Public Hearing Item letter c: The applicant has applied for a Code Text Amendment to amend Section 17.4.601 PF Public Facilities Zone of the American Fork City Municipal Code. The proposed amendment looks to provide Natural Gas Regulator Stations as a conditional use within the PF Zone.

Two options are presented to the Planning Commission, and later on to the City Council, for their determination. Option "A" provides a Code Text Amendment where "natural gas facilities" are identified within the permitted uses of the PF Zone. Option "B" provides a Code Text Amendment where "natural gas regulator stations" are a conditional use.

Kevin Mulvey is the applicant on behalf of Questar Gas who spoke on the need to add another regulator station in the city due to the large amount of growth in the specific area. The location where they plan to build the new facility is not currently allowed due to the zoning and code requirements. They have received an easement from Rocky Mountain Power who owns the

UNAPPROVED MINUTES

07.08.2026

property, and while they would have liked to have this project done before the winter, they are held up until the city can decide if this can be allowed as a permitted or conditional use in this zone.

Public Hearing Opened

No Comments

Public Hearing Closed

- d. Public hearing on a proposed Code Text Amendment, known as "N" Definitions, of the American Fork City Municipal Code. Amending Section 17.12.214, the Code Text Amendment plans to provide a definition to Natural Gas Regulator Stations.**

Cody Opperman reviewed the background information for Public Hearing Item letter d: Staff has initiated a Code Text Amendment to amend Section 17.12.214 "N" Definitions of the American Fork City Municipal Code. The proposed amendment looks to provide a definition for Natural Gas Regulator Stations.

Public Hearing Opened

No Comments

Public Hearing Closed

ACTION ITEMS

- a. Review and recommendation on a proposed Code Text Amendment, known as Floodplain Management, of the American Fork City Municipal Code. Amending Section 15.16, the Code Text Amendment plans to amend the code related to Floodplain Management.**

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The staff has initiated for a Code Text Amendment to amend Section 15.16 of the American Fork City Municipal Code. The proposed amendment seeks to amend the municipal code to ensure compliance with updated and revised FEMA regulations and maps which went effective June 23, 2026. The amendment adds definitions, adds requirements for floodplain permit applications and floodplain administrator duties, provides variance standards, adds sections about substantial damages, updates roadway and finished floor elevation requirements and adds coastal flood zones around Utah Lake into ordinance which are newly identified in the updated FEMA flood maps. It also creates stop work order authority for noncompliant violators of this ordinance.

Geoff Dupaix moved to recommend approval for the proposed Code Text Amendment, amending Section 15.16, titled Floodplain Management, related to amending the municipal code to ensure compliance with updated and revised FEMA maps and regulations, and providing an effective date for the ordinance.

Chris Christiansen seconded the motion.

Voting was as follows:

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

The motion passed

- b. Review and recommendation on a proposed Code Text Amendment, known as Easements, of the American Fork City Municipal Code. Amending Section 15.01.110, the Code Text Amendment plans to clarify the required conveyance documents for easements.**

The staff has initiated for a Code Text Amendment to amend Section 15.01.110 of the American Fork City Municipal Code. The proposed amendment looks to establish what document type must be used to convey easements, requiring conveyance on a plat when a plat is required, and a

UNAPPROVED MINUTES

07.08.2026

graphical exhibit tied to the Utah County Surveyor's monument system when a plat is not required.

Chris Christiansen moved to recommend approval for the proposed Code Text Amendment, amending Section 15.01.110, titled Easements, related to clarifying the required conveyance documents for easements, and providing an effective date for the ordinance.

Geoff Dupaix seconded the motion.

Voting was as follows:

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

The motion passed

- c. Review and recommendation on a proposed Code Text Amendment, known as AF014-Natural Gas Regulator Station, of the American Fork City Municipal Code. Amending Section 17.4.601 PF Public Facilities Zone, the Code Text Amendment proposes Natural Gas Regulator Stations as a Conditional Use within the zone.**

Cody Opperman reviewed the background information for Action Item letter c: The applicant has applied for a Code Text Amendment to amend Section 17.4.601 PF Public Facilities Zone of the American Fork City Municipal Code. The proposed amendment looks to provide Natural Gas Regulator Stations as a conditional use within the PF Zone.

Two options are presented to the Planning Commission, and later on to the City Council, for their determination. Option "A" provides a Code Text Amendment where "natural gas facilities" are identified within the permitted uses of the PF Zone. Option "B" provides a Code Text Amendment where "natural gas regulator stations" are a conditional use.

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Geoff Dupaix asked for more clarification as to why staff are requesting this change to be part of a code change instead of allowing this use in the specific zone.

Cody Opperman explained that having the regulator station requirements written into the code will shorten the approval process to get these utilities up and running in the areas they are needed to accommodate the growth throughout the city.

Christine Anderson spoke to her opinion that the verbiage 'Natural Gas Facilities' is pretty broad in definition, and if this is permitted, she feels it should be labeled as a 'Natural Gas Regulator Station' to protect the zones.

Geoff Dupaix added that he thinks it is important that the enclosures of these types of facilities also be defined in the code as safety to the public depends on how these areas are fenced in.

Cody Opperman explained that the enclosures are addressed in subsection A with requirements such as a masonry type wall if the project is within 150 feet of a residential zone but will allow chain link fence with slats in other areas.

Kevin Mulvey, the applicant, spoke to being willing to comply with the city and staffs recommendations on any fencing and landscaping requirements as they are a public facility, and they want to be good neighbors.

Chris Christiansen agreed that the term 'Natural Gas Facilities' is too broad but feels that it could be a permitted use in the PF zone if the verbiage is changed to 'Natural Gas Regulator Station'. He also believes there should be written stipulations on how to mitigate fencing and different things if this is going to be an allowed use in other zones throughout the city.

Geoff Dupaix noted concerns from a legal standard that calling out in code giving special treatment to one specific entity could be an issue in the future.

Christine Anderson added that because the code rewrite has not yet been completed, some of the stipulations discussed can be addressed in the updated code.

Rodney Martin added that he agrees with the comments from the other commissioners and doesn't want to create future problems.

Chris Christiansen moved to recommend approval for Option "A" changing Natural Gas Facilities to Natural Gas Regulator Stations, of the proposed Code Text Amendment, amending Section 17.4.601, titled PF Public Facilities Zone, relating to Natural Gas Regulator Stations and providing an effective date for the ordinance.

Geoff Dupaix seconded the motion.

UNAPPROVED MINUTES

07.08.2026

Voting was as follows:

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

The motion passed

- d. Review and recommendation on a proposed Code Text Amendment, known as "N" Definitions, of the American Fork City Municipal Code. Amending Section 17.12.214, the Code Text Amendment plans to provide a definition to Natural Gas Regulator Stations.**

Cody Opperman reviewed the background information for Action Item letter d: Staff has initiated a Code Text Amendment to amend Section 17.12.214 "N" Definitions of the American Fork City Municipal Code. The proposed amendment looks to provide a definition for Natural Gas Regulator Stations.

Rodney Martin moved to recommend approval for the proposed Code Text Amendment, amending Section 17.12.214, titled "N" Definitions, relating to Natural Gas Regulator Stations and providing an effective date for the ordinance.

Geoff Dupaix seconded the motion.

Voting was as follows:

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

The motion passed

UNAPPROVED MINUTES

07.08.2026

Other Business

Christine Anderson thanked staff for putting together the planning commission dinner. Cody Opperman gave a brief update on the progress of the code rewrite currently taking place.

Adjournment

Rodney Martin motioned to adjourn the meeting.

Chris Christiansen seconded the motion.

Voting was as follows:

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

The motion passed

Meeting adjourned at 7:16 PM

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

Agenda Topic

Review and action on a proposed Request for Consideration for a project known as Lone Automotive. The applicants for this project request to operate an Auto Dealership in the GC-1 Zone.

Background

The applicant has initiated a Request for Consideration to permit an auto dealership in the GC-1 Zoning located at 105 S 700 E Unit E. The applicant currently operates a car wrapping business out of the location and would like to sell cars in addition. Auto Dealerships are not a permitted use in the GC-1 Zone. The GC-1 Zoning has a provision in Section 17.4.402 (B)(12) that states the zone may permit “Other uses similar to the foregoing uses which are interpreted by the Planning Commission to be in harmony with the intent of the zone.”

The Planning Commission had tabled this item on April 22, 2026, as they wanted staff to reach out to the applicant to indicate the additional Development Review Process that would need to be completed if the Planning Commission granted the request of a Car Dealership at this suite. An email was sent to the applicant on April 29, 2026, regarding the process for a Commercial Site Plan Application. The applicant had indicated that they approve to go through the Development Review Process on July 20, 2026, if the Planning Commission chooses to approve the request for a Car Dealership at this suite. The following email has been attached to the packet.

The intent of the Zone is in Section 17.4.402(A):

“The intent in establishing the GC-1 General Commercial zone is to provide a place for wholesaling and retailing activities and services, along with the fabrication and processing of goods and material where no fumes, glare, dust, noise, smoke or vibration are emitted beyond the premises. While primacy is given to wholesaling and retailing activities, motels and vacation vehicle courts are also characteristic of the uses of this zone.”

The permitted uses in the zone are listed in Section 17.4.402(B):

B. Permitted and conditional uses. The following buildings, structures and use of land shall be permitted upon compliance with requirements set forth in this code.

1. Any use permitted in the CC-1 Central Commercial zone, except for residential uses, subject to the same conditions and standards.
2. Auction houses.

3. Manufacturing, compounding and processing when a part of and incidental to a permitted primary use provided no noise, fumes, glare, dust, smoke or vibration is emitted beyond the premises.
4. Plumbing shops, carpenter shops, hardware and retail lumber yards.
5. Pasturing of animals.
6. Recreational vehicle courts subject to the provisions of Section 17.6.103 of this code.
7. Reserved.
8. Welding and sheet metal shops.
9. Accessory buildings.
10. Tire recapping establishments.
11. Fences, walls and hedges, subject to conditions as set forth in Section 17.5.115.
12. Other uses similar to the foregoing uses which are interpreted by the planning commission to be in harmony with the intent of the zone.
13. Non-accessory signs-billboards when situated within one hundred feet of the right-of-way of Interstate Highway 15 and subject to the conditions set forth in Section 17.6.115 of this code.
14. Ancillary commercial structures subject to the conditions set forth under Section 17.6.105.
15. Reserved.
16. Low power radio service antenna facilities, subject to the provisions of Section 17.6.112 of this code.
17. Specialty schools, subject to the approval of a site plan in accordance with the provisions of Section 17.6.101.
18. Check cashing and similar businesses subject to the provisions of Section 17.6.114 of this code and Chapter 5.30 of the city code.
19. Body art establishments subject to the provisions of Section 17.6.116 of this code and the provisions of Ordinance 2009-08-30.

Potential Motions – Code Text Amendment

Approval

I move to approve the proposed Lone Automotive Request for Consideration relating to permitting the use of Auto Dealership located at 105 S 700 E Unit E in the GC-1 Zoning.

Denial

I move to deny the proposed Lone Automotive Request for Consideration relating to permitting the use of Auto Dealership located at 105 S 700 E Unit E in the GC-1 Zoning.

Table

I move to table action for the proposed Lone Automotive Request for Consideration relating to permitting the use of Auto Dealership located at 105 S 700 E Unit E in the GC-1 Zoning and instruct staff/developer to.....



Re: NOA - Lone Automotive - 4.22.2026 Planning Commission

From Melissa White <mwhite@americanfork.gov>

Date Mon 7/20/2026 12:11 PM

To Tristan Walker <tristanjw22@gmail.com>; Cody Opperman <copperman@americanfork.gov>

Cc Katelyn Wiese <kwiese@americanfork.gov>; Carolyn Lloyd <clloyd@americanfork.gov>

Bcc Patrick O'Brien <pobrien@americanfork.gov>

Hello Tristan,

Thank you for confirming that you would like to move forward with the steps and details outlined in Cody Opperman's email dated April 29, 2026.

Now that we have received your confirmation as requested in that email per the Planning Commission, I will place the Lone Automotive project on the next available Planning Commission agenda, which is scheduled for August 5, 2026.

I will send you the meeting packet once it has been prepared. In the meantime, you are also welcome to keep an eye on the City's website here for meeting information and updates:

<https://americanfork.gov/AgendaCenter>

Please let us know if you have any questions in the meantime, we are happy to help.

Thank you,



Melissa White
Development Project Coordinator
Development Services

P:

801-854-5932 Ext. 5932

275 East 200 North, American Fork, UT 84003

Please note that new office hours are now 7:00 AM to 5:30 PM.



From: Tristan Walker <tristanjw22@gmail.com>

Sent: Monday, July 20, 2026 11:56 AM

To: Cody Opperman <copperman@americanfork.gov>

Cc: Melissa White <mwhite@americanfork.gov>

Subject: Re: NOA - Lone Automotive - 4.22.2026 Planning Commission

I approve, lets move forward

On Mon, Jul 20, 2026 at 11:53 AM Cody Opperman <copperman@americanfork.gov> wrote:

Hey Tristan,

Before the Planning Commission makes a determination, they requested that staff send out that previous email to show you the process of what it will take to get a Car Dealership at this location. Additionally, due to the requirements of code, there is a possibility that the Commercial Site Plan may not be approved due to site constraints.

We are just awaiting confirmation from you to see if you would like to continue through that process before we get your request back on to the Planning Commission for their determination. Would you like to continue through the Development Review process for a Commercial Site Plan, due to a change of use at this location, if the Planning Commission approves a Car Dealership use at this location?

We have been awaiting your confirmation to proceed forward.

Thank you,



CODY OPPERMAN | SENIOR PLANNER
DEVELOPMENT SERVICES

P

(801)763-3060 EXT: 5934
275 E. 200 N., AMERICAN FORK, UT 84003

OFFICE HOURS

MONDAY – THURSDAY: 7 AM – 5:30 PM

FRIDAY – SUNDAY: CLOSED



[Book time to meet with me](#)

From: Tristan Walker <tristanjw22@gmail.com>

Sent: Monday, July 20, 2026 11:37 AM

To: Cody Opperman <copperman@americanfork.gov>

Cc: Melissa White <mwhite@americanfork.gov>

Subject: Re: NOA - Lone Automotive - 4.22.2026 Planning Commission

ok, sounds like we are still waiting for approval?

On Mon, Jul 20, 2026 at 11:27 AM Cody Opperman <copperman@americanfork.gov> wrote:

Hey Tristan,

Thanks for your email. Please refer to my previous email that is attached to this email thread. We were just awaiting confirmation if you would like to proceed through the Development Review Process by means of a Commercial Site Plan Application if the Planning Commission approves of the use in this suite.

Thank you,

**CODY OPPERMAN | SENIOR PLANNER**
DEVELOPMENT SERVICES**P****(801)763-3060 EXT: 5934**
275 E. 200 N., AMERICAN FORK, UT 84003**OFFICE HOURS****MONDAY – THURSDAY: 7 AM – 5:30 PM****FRIDAY – SUNDAY: CLOSED**[Book time to meet with me](#)

From: Tristan Walker <tristanjw22@gmail.com>
Sent: Saturday, July 18, 2026 6:14 PM
To: Cody Opperman <copperman@americanfork.gov>
Cc: Melissa White <mwhite@americanfork.gov>
Subject: Re: NOA - Lone Automotive - 4.22.2026 Planning Commission

Hey! What do I need to do to get this moving?

Tristan Walker

On Wed, Apr 29, 2026 at 1:35 PM Cody Opperman <copperman@americanfork.gov> wrote:
Hey Tristan,

Thanks for your patience as I provide some further information in regard to your Lone Automotive Car Dealership Request of Consideration. The Planning Commission had tabled the item as they wanted staff to let you know about what comes after the determination of Planning Commission if they choose to approve to have a car dealership at this location.

If the Planning Commission chooses to approve a car dealership at this location, you and/or the property owner would need to submit a Concept Plan Meeting Application to discuss the car dealership. Within the Concept Plan Meeting, it will be discussed whether your proposed project needs to go through an Amended Commercial Site Plan Application, or a full Commercial Site Plan Application. Each application can be found online [here](#).

- Fees in regard to each application are as follows:

- Concept Plan Meeting: Free for the 30-minute meeting
- Amended Commercial Site Plan: \$500 for the application plus hourly review fees from each department and third-party reviewer doing a review on your application
- Full Commercial Site Plan: \$500 for the application plus hourly review fees from each department and third-party reviewer doing a review on your application

The submittal documents for the Amended Commercial Site Plan or full Commercial Site Plan Application will need to be provided as well. The Concept Plan Meeting is to determine what submittal documents you will need for your application submittal as well. Each submittal document that needs to be provided for your review will need to be gathered by you and/or the property owner and/or authorized representative. These are documents that will need to be

drawn/provided by professional engineers, architects, landscape architects, etc. Each professional that you hire will have their own set of fees as well, so there will be more additional costs than the City's application fee and review fees.

As you are going through the either the Amended Commercial Site Plan or full Commercial Site Plan, there may be the possibility the application may not be approved due to the site constraints of the property and trying to meet applicable City regulations. The application will need to identify the overall site layout of the property and as the property has been approved as an office/warehouse, there are new parking standards that would need to be provided for your car dealership use. Additionally, we would need to verify the parking for the rest of the units as well as the parking area for the site is shared by all the suites.

- Off-street parking standards for motor vehicle sales and service are as follows:
 - o Three spaces per one thousand square feet of gross floor area used for display, sales and administration
 - o One and one-half spaces per one thousand square feet of area used for warehouse of parts and materials
 - o Four spaces per service

If your application calls for changes to the site, there are potential construction costs associated with the changes to the site. You, or the property owner, would need to make sure that the changes are reflected to your approved Site Plan Application prior to any business license or car dealership is being put in place.

If you want to continue forward with an Amended Commercial Site Plan or Full Commercial Site Plan, the application may take a few months to complete. The City process for an Amended Commercial Site Plan is as follows:

- Acceptance into review once all submittal documents are provided into one submission
- City has a 2-week review process for the project, after a two-week review comments may be sent to adjust plan sets
- You will need to adjust your plan set in association with the comments that the City has provided to meet Municipal Code requirements
- You will resubmit your plan sets once you have adjusted comments associated with your review
- Any resubmittals of the project will take a two-week review from the City
- Once the application is ready to be approved, it will go to the DRC Board for determination
- Engineering Development Checklist Items will need to be completed in parallel with the Amended Commercial Site Plan Application
- Once you have been fully approved for your project you may proceed forward with permits that are in association with the changes that you have made

The City process for a full Commercial Site Plan is as follows:

- Acceptance into review once all submittal documents are provided into one submission
- City has a 2-week review process for the project, after a two-week review comments may be sent to adjust plan sets
- You will need to adjust your plan set in association with the comments that the City has provided to meet Municipal Code requirements
- You will resubmit your plan sets once you have adjusted comments associated with your review
- Any resubmittals of the project will take a two-week review from the City

- Once the application is ready to be approved, it will go to the DRC Board for their recommendation
- After the DRC Board recommendation, it will be placed on the closest Planning Commission agenda for their determination (PC meets twice a month on the first and third Wednesdays of the month)
- Engineering Development Checklist Items will need to be completed in parallel with the full Commercial Site Plan Application
- Once you have been fully approved for your project you may proceed forward with permits that are in association with the changes that you have made

Is the Amended Commercial Site Plan or full Commercial Site Plan Application something that you wish to proceed with if the Planning Commission approves of your Request for Consideration for Lone Automotive Car Dealership?

Let me know if you have further questions, I'm happy to help in any way I can.

Thank you,

 A close up of
a sign
Description
automatically
generated

CODY OPPERMAN | PLANNER II
DEVELOPMENT SERVICES

P

(801)763-3060 EXT: 5934
275 E. 200 N., AMERICAN FORK, UT 84003

OFFICE HOURS

MONDAY – THURSDAY: 7 AM – 5:30 PM

FRIDAY – SUNDAY: CLOSED



Book time to meet with me

From: Tristan Walker <tristanjw22@gmail.com>
Sent: Thursday, April 23, 2026 3:35 PM
To: Cody Opperman <copperman@americanfork.gov>
Cc: Melissa White <mwhite@americanfork.gov>
Subject: Re: NOA - Lone Automotive - 4.22.2026 Planning Commission

Perfect thank you!

Tristan Walker

On Thu, Apr 23, 2026 at 3:26 PM Cody Opperman <copperman@americanfork.gov> wrote:
Hey Tristan,

Attached is the Notice of Action summarizing the decision of the Planning Commission Meeting on 04.22.2026 for your Commercial Site Plan. Let us know if you have questions, we are happy to help in any way we can. In the meantime, staff will send out another email to you indicating what process and requirements will need to be done if the Planning Commission approves your land use for a car dealership. The item has been tabled, so no decision has been made for your request at this time.

Thank you,



CODY OPPERMAN | PLANNER II
DEVELOPMENT SERVICES

P

(801)763-3060 **EXT: 5934**
275 E. 200 N., AMERICAN FORK, UT 84003

OFFICE HOURS

MONDAY – THURSDAY: 7 AM – 5:30 PM

FRIDAY – SUNDAY: CLOSED



Book time to meet with me

--

Tristan Walker

--

Tristan Walker

Letter of Harmony with the GC-1 General Commercial Zone

Tristan Walker
Lone Automotive
105 S 700 E, Unit E
American Fork, Utah 84003

Dear Planning Commission,

I am requesting approval for the use of Lone Automotive within the GC-1 General Commercial Zone at 105 S 700 E, Unit E in American Fork.

Lone Automotive will operate as a small automotive dealership focused on the retail sale of vehicles through an indoor showroom format. The business will primarily function as a showroom and office environment where customers visit by appointment to view vehicles and complete purchase transactions.

Vehicles offered for sale will be stored primarily indoors within the showroom area of the building rather than displayed outdoors. The dealership will operate as a low-volume boutique showroom with typically no more than approximately two to four vehicles available for sale at any given time.

The space will include a storefront entrance, office areas for sales and administrative work, and an indoor vehicle storage and display area. This format functions similarly to other retail businesses within the GC-1 zone where products are displayed and sold from within the building.

Lone Automotive will not perform mechanical repair, manufacturing, or operations that produce fumes, glare, dust, noise, smoke, or vibration beyond the premises. The use of the property will consist primarily of office operations, customer appointments, and retail vehicle sales.

This business will operate alongside my existing company, Lone Wraps, which currently occupies the same suite and operates as an automotive vinyl wrap and graphics shop. Lone Wraps has successfully operated at this location and serves a similar automotive customer base. The addition of Lone Automotive will involve minimal additional traffic and will utilize the same commercial space and parking associated with the existing business.

Because the operation functions primarily as a retail showroom and office environment within an existing commercial building, the proposed use is consistent with the intent of the GC-1 General Commercial Zone, which is designed to accommodate retail and service-oriented businesses.

For these reasons, I believe the proposed use is in harmony with the intent of the GC-1 zone and will integrate appropriately within the surrounding commercial area.

Thank you for your time and consideration.

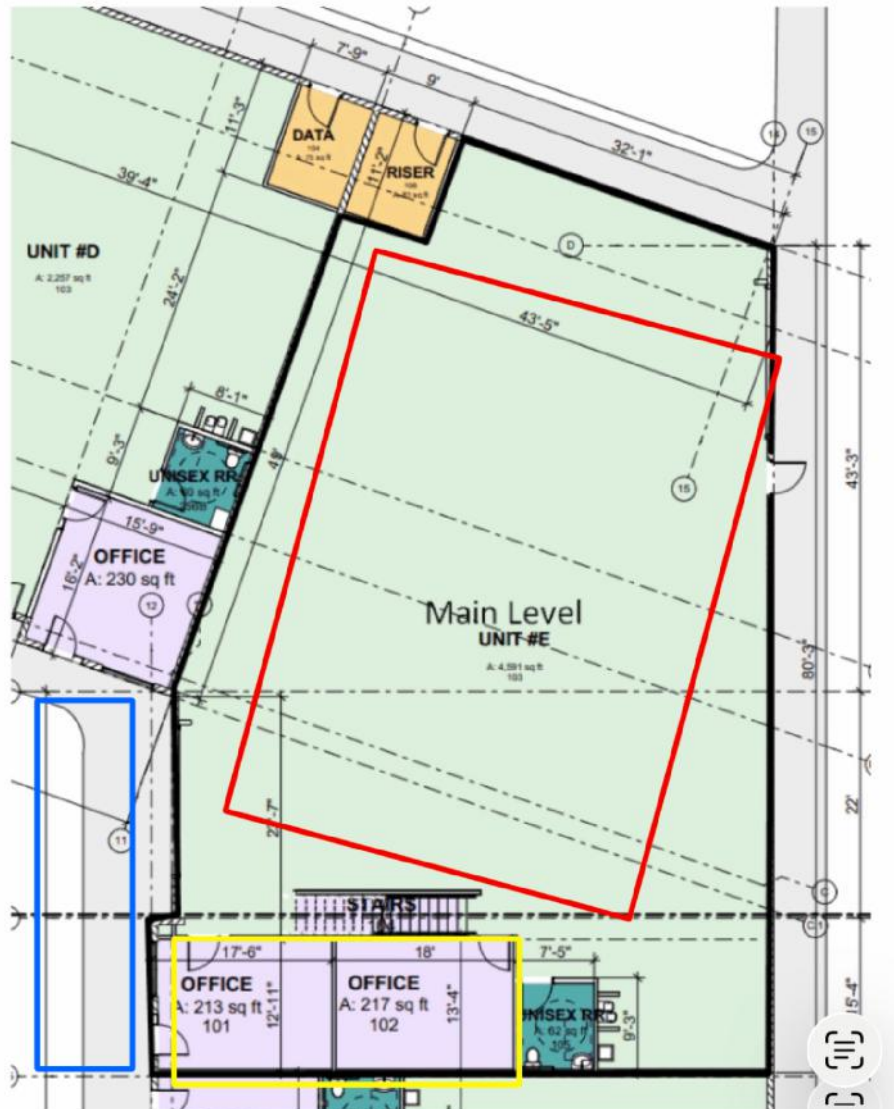
Sincerely,

Tristan Walker

Owner, Lone Automotive

Lone Automotive – Unit E Site Plan

Floor Plan



Legend

Blue – Customer entrance and storefront access to the business

Red – Indoor vehicle storage and showroom area where vehicles for sale will be kept inside the building

Yellow – Office space used for sales operations, paperwork, and customer meetings

Agenda Topic

Review and recommendation on a proposed Request for Consideration for a project known as American Fork Hotel located at 714 S 600 E. The applicants for this project request consideration of an adjustment in parking to decrease the number of required parking stalls, as outlined in Section 17.5.133(D) of the American Fork Municipal Code.

Background

The applicant has requested to come to the Planning Commission for a reduction in parking for their proposed hotel. In accordance with Section 17.5.133 Off-Street Parking, subsection "D", adjustments to the parking may be permitted by the City Council after the recommendation of the City Council.

The applicant has provided a Concept Plan and Parking Analysis of their total portfolio for their hotels, with their reduction request specific to their proposal for American Fork. The total number of rooms the applicant is proposing is 122 with a proposed parking stall requirement of 129 for the site. That equates to 1.06 stalls per room. The American Fork City parking requirement, in accordance with Section 17.5.133 (C)(6), Commercial Lodgings, is 1.25 stalls per room. That would equate to a parking stall requirement of 153.

If the request for consideration for reduced parking is approved, the applicant must submit a Traffic Impact Study (TIS) as part of their development application. The TIS must include documented evidence demonstrating that the proposed reduction in parking stalls will not result in vehicles parking off-site onto the public right-of-way.

Potential Motions – Code Text Amendment

Approval

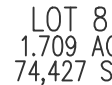
I move to recommend approval for the proposed American Fork Hotel Request for Consideration relating to a reduction in parking stalls, located at 714 S 600 E in the GC-2 Zone, to 129 stalls to their 122 rooms.

Denial

I move to recommend denial for the proposed American Fork Hotel Request for Consideration relating to a reduction in parking stalls, located at 714 S 600 E in the GC-2 Zone.

Table

I move to table action for the proposed American Fork Hotel Request for Consideration relating to a reduction in parking stalls, located at 714 S 600 E in the GC-2 Zone, and instruct staff/developer to.....



TGC Portfolio Parking Analysis

	Number of Rooms	Number of Parking Space	Ratio	
Total Portfolio	3,536	3,808	1.08	41 Hotels
Portfolio Average	101	108	1.07	
Woodspring Brand Totals	1,658	1,744	1.05	16 Hotels
Woodspring Brand Average	119	124	1.04	
American Fork Requirement	122	153	1.25	
American Fork Requested amendment	122	129	1.06	
Projected Parking Need	Number of Rooms	Estimated Occupancy	Employees on site	Estimated stalls needed on average
	122	75%	3.00	94.50

Agenda Topic

Review and recommendation on a proposed Annexation Agreement, known as Chipman and Stake Center Annexation, located at approximately 100 W 700 S, American Fork City. On approximately 24 acres, the property will be annexed into American Fork City and be given the PR-3.0 zoning designation.

BACKGROUND INFORMATION		
Location:		100 W 700 S
Parcel ID:		13:050:0249; 13:050:0252; 13:050:0191; 13:050:0239; 13:050:0172; 13:050:0240; 13:050:0149; 13:050:0262; 13:066:0024
Project Type:		Annexation
Applicants:		Devin Chipman, Mike Davey, American Fork City
Existing Land Use:		Residential Low Density
Surrounding Land Use:	North	Residential Low Density
	South	Residential Low Density
	East	Residential Low Density
	West	Residential Low Density
Existing Zoning:		Unincorporated Territory
Proposed Zoning:		PR-3.0
Surrounding Zoning:	North	R2-7500
	South	Unincorporated Territory; RA-1
	East	Unincorporated Territory
	West	R1-12000, R1-9000, RA-1, PR-3.0

Background

The applicant has applied for annexation within American Fork City. The amended agreement and ordinance are in a substantially similar form to the version that will be provided to the City Council. The project area looks to have the PR-3.0 zoning designation assigned to the land, which would be for a Planned Residential Project for the Chipman parcels.

The Church of Jesus Christ of Latter-day Saints and American Fork City property are included within the Annexation area. Outside of the Planned Residential Project proposed on the Chipman parcels, there is a church being proposed and an extension of 700 S being proposed.

Section 17.20.050 of the American Fork Municipal Code outlines the following procedures for Annexation Applications

- A. The sponsor must schedule a pre-application meeting with the American Fork City Planning Staff for review of the annexation request and an opinion as to whether or not the area proposed for annexation will create an unincorporated island or peninsula. If it is in the opinion of staff that the proposed annexation does not create an unincorporated island or peninsula, the sponsor will be advised to proceed with their application as an annexation by petition. If the Planning Staff determines that, in their opinion, the proposed annexation creates an unincorporated island or peninsula, the sponsor will be so advised and informed of alternative procedures to request annexation by resolution, if applicable.
- B. A complete application for annexation shall be filed with the City Recorder
- C. The Planning Department will schedule the annexation request on the next available Technical Review agenda.
- D. City staff will review the application and prepare an annexation report for the Planning Commission and City Council. The report shall identify:
 - 1. Potential demand for City facilities and services;
 - 2. Consistency with the American Fork City General Plan, including the achievement of goals and policies of the American Fork City General Plan and identifying any revisions and amendments of the General Plan required by the annexation;
 - 3. The identification of the distance from existing city utility lines to the boundary of the annexing property;
 - 4. Zoning required or recommended;
 - 5. Distances to public schools, parks and shopping centers for traffic generated by the proposed land uses;
 - 6. Timetable for extending city provided utility lines and services to the area and how these services will be financed, if applicable
- E. The City Council may decide to either accept the annexation application for further review or deny the application. Denial of an application for annexation will have the effect of ending any further review of the proposed annexation. In order to have the land annexed into American Fork City, the applicant will need to resubmit the proposed annexation as a

new application and satisfy each of the requirements of this Chapter including the payment of all review fees.

- F. If the annexation request is accepted for further review, proper notice shall be given in accordance with the annexation requirements contained in the Utah State Code.
- G. A public hearing (10-day notice) will be scheduled with the Planning Commission for review and recommendation of the proposed zoning designation for the annexation.
- H. Following the Planning Commission's review and recommendation on zoning and after all required notice has been met, a public hearing will be scheduled with the City Council for final approval of the annexation, including zoning designation.
- I. An annexation agreement must be signed and applicable requirements met, including any water dedication requirements, prior to annexation plat recording and ordinance publication.
- J. In order to provide accurate and current address information for EMS, fire, law enforcement, and utility services, any existing homes included in the annexation shall be assigned an American Fork City address. The new address will become effective at the time the annexation plat is recorded.

Staff Findings

As required by Section 17.20.050(D), City Staff has met with the applicant, and having reviewed the proposed annexation, has the following findings to report:

1. Potential demand for City facilities and services:

- a. The applicant requires connections to sewer, water, and pressurized irrigation. The master plans project the following for the proposed annexation areas, 112.08 ERC for culinary water, 12.03 acres for pressurized irrigation, and 112.08 ERU for sanitary sewer. The applicant will also require storm drain management for the proposed annexation areas. a minor collector. A portion of 700 South, which is identified on the transportation master plan, traverses the annexation area.

2. Consistency with the American Fork City General Plan, including the achievement of goals and policies of the American Fork City General Plan and identifying any revisions and amendments of the General Plan required by the annexation:

- a. The American Fork Land Use Plan, as identified in the General Plan, highlights the use of this parcel as a Residential Low-Density designation. The Land Use

designation informs the zoning that will be allocated to the property. The American Fork Bike and Pedestrian Plan will also show the property having a Shared-Use Path associated with development. The Shared-Use Path will need to be a minimum of 10' in width and follow along the American Fork City River.

3. The identification of the distance from existing city utility lines to the boundary of the annexing property:

- a. The annexation area is adjacent to 100 West Street, which contains a 12-inch ductile iron water line, 6-inch pvc pressurized irrigation line, and an 8-inch sanitary sewer.

4. Zoning required or recommended:

- a. Staff recommends zoning as PR-3.0; Planned Residential Zoning

5. Distances to public schools, parks and shopping centers for traffic generated by the proposed land uses:

- a. Schools:
 - i. Polaris High School: ~ 0.9 Miles
 - ii. American Fork High School: ~ 1.84 Miles
 - iii. American Fork Junior High: ~ 2.50 Miles
 - iv. Greenwood Elementary: ~ 0.50 Miles
 - v. Forbes Elementary: ~ 1.23 Miles
 - vi. Barratt Elementary: ~ 1.81 Miles
 - vii. Shelly Elementary: ~ 1.62 Miles
 - viii. Legacy Elementary: ~ 2.61 Miles
- b. Parks:
 - i. Boat Harbor: ~ 1.53 Miles
 - ii. Monarch: ~ 0.54 Miles
 - iii. Greenwood: ~ 0.34 Miles
 - iv. Rotary: ~ 0.50 Miles
 - v. Bicentennial: ~ 0.35 Miles
 - vi. Lions: ~ 0.78 Miles
 - vii. Robinson: ~ 0.78 Miles
 - viii. Chipman: ~ 0.91 Miles
 - ix. Easton Park: ~ 1.18 Miles

- x. Bamberger: ~ 1.51 Miles
 - c. Planned Shopping Centers (SC-1 Zones):
 - i. Eastern SC-1 Zone: ~ 1.09 Miles
 - ii. Western SC-1 Zone: ~ 1.54 Miles
- 6. Timetable for extending city provided utility lines and services to the area and how these services will be financed, if applicable:**
- a. Extension of city utilities will be driven by demand caused by growth/development. Minimum utility requirements will be paid by development with master planned upsizing paid through applicable impact fee funds.

Project Conditions of Approval

- 1. Annexation agreement for Chipman and Stake Center Annexation approval, subject to the condition of all relevant and required exhibits and attachments to be provided to City staff prior to moving forward to City Council.

Findings of Fact

- 1. The Annexation Agreement MEETS the requirements of Section 17.20.

Project Map



Engineering Development Checklist Completion

1. APPLICANT is responsible and shall submit/post/obtain all necessary documentation and evidence to comply with the Engineering Development Checklist prior to any platting, permitting, or any other form of authorization by the City including plat recording or other property conveyance to the City and prior to, throughout and after scheduling a pre-construction meeting. All recording shall take place at the Utah County Recorder's Office.

Staff Recommendation

The Annexation Agreement MEETS the requirements of Section 17.20. Staff recommends APPROVING the application.

Potential Motions

Approval

I move to recommend approval for the proposed Annexation Agreement and proposed zoning, located at approximately 100 W 700 S, American Fork City, subject to any conditions found in the staff report.

Denial

I move to recommend denial for the proposed Annexation Agreement and proposed zoning, located at approximately 100 W 700 S, American Fork City.

Table

I move to table action for the proposed Annexation Agreement and proposed zoning, located at approximately 100 W 700 S, American Fork City, and instruct staff/developer to.....

**ANNEXATION AGREEMENT
(Chipman/Stake Center Annexation)**

This Annexation Agreement ("Agreement"), made and entered into this ____ day of _____, 2026, by and between City of American Fork, Utah, a Utah Municipal Corporation (hereafter referred to as "City"), Schmidt, Howard, Trustee of the Chipman Marital Trust U/A/D November 14, 2004 and Trustee of the Chipman Exemption Trust U/A/D November 14, 2004 an owner (hereafter referred to as "Chipmans"), Watson, John D. & Elaine, an owner (hereafter referred to as "Watsons"), and Corp of Pres Bishop Church of Jesus Christ of LDS, an owner (hereafter referred to as "The Church of Jesus Christ of Latter-Day Saints") and collectively referred to as "Applicants" is based on the following:

RECITALS

WHEREAS, Applicants are the owners of certain parcels of privately-owned real property constituting 100 percent of the Annexation Area, which annexation is located within the unincorporated territory of Utah County, contiguous to the corporate boundary of the City, and is within the City's proposed expansion area;

WHEREAS, a "Petition for Annexation" (Attachment 1 to this Agreement), together with a plat (Attachment 2 to this Agreement) have been prepared by the Applicants and show the real property proposed for annexation (hereafter referred to as "Annexation Area");

WHEREAS, in accordance with the provisions of UCA § 10-2-804, the American Fork City Council has heretofore adopted Resolution No. 2026-07-36R, accepting the Petition for Annexation;

WHEREAS, notice of hearing regarding the proposed annexation has been published and the public hearing thereon held;

WHEREAS, the City Council has determined that annexation of the Annexation Area is in the best interest of the City and has indicated an intent to: (1) enact an ordinance of annexation relating thereto, subject to the prior execution of this Agreement, and (2) authorize the recording of the annexation plat at the office of the Utah County Recorder, subject to the terms and conditions of this Agreement.

TERMS AND CONDITIONS

NOW THEREFORE, based on the above recitals and in consideration of the annexation of the Annexation Area to the City, the parties covenant and agree as follows:

SECTION 1 - Applicability of Agreement and Annexation Contingency: The real property to which the terms of this Agreement apply shall be the parcels of private property within the Annexation Area, identified on Attachment 2. Attachment 2 is hereby made part of this Agreement. This Agreement will be effective if, and only if, (a) the City approves an ordinance annexing the Annexation Area into the City; and (b) all procedural requirements associated with an annexation under the law of the State of Utah have been complied with, including the issuance of a certificate of annexation by the Lieutenant Governor.

SECTION 2 - Annexation a benefit to Applicants: Applicants and City acknowledge that the City has discretion to approve or deny the annexation and that the terms and conditions of annexation, as set forth herein, are reasonable and entered into freely and voluntarily. Further, Applicants hereby acknowledge and agree that the benefit received from annexation of the property is equal to or greater than the requirements and conditions of annexation as set forth in this Agreement and the conditions of the development as set forth herein and under the terms of the City's Development Code and Impact Fee Ordinance does not constitute a constitutional taking as that term is defined pursuant to the terms of UCA § 10-20-102(12), 1953, as amended.

SECTION 3 - Authority of Applicants: Applicants hereby affirm that they are the current owners of the total private land area within the Annexation Area and have complete authority to enter into this Agreement and bind the property hereto.

SECTION 4 - Compatibility with Land Use Plan and Initial Zone Classification: The City's General Plan classifies the proposed uses for the Annexation Area classified as Residential Low Density. Therefore, the zone classification attached to the parcel shall be PR3.0 zone, subject to the site-specific development standards established in this annexation ordinance and incorporated herein:

a. Site-Specific PR 3.0 Development Standards

- (1) Residential development within the annexation area shall be limited to detached single-family dwellings.
- (2) Attached residential housing types, including but not limited to townhomes, stacked flats, or other attached dwelling forms, shall not be permitted within the Annexation Area.
- (3) Residential density shall not exceed the density otherwise permitted within the PR-3.0 zone.
- (4) All other development standards of the PR-3.0 zone shall apply unless expressly modified by this ordinance.

SECTION 5 - Right-of-way to be Conveyed: The City's General Plan provides for the development of two minor collectors (700 South and 100 West) including the wider intersection for auxiliary turn lanes and a future traffic signal at 700 South and 100 West ("Collector Roads"). Additionally, a local road will be located at approximately 50 West (the "Local Road"). As a condition of annexation, Applicants hereby agree to dedicate and convey to the City any right-of-way necessary for the Collector Roads and the Local Road in the location shown on the roadway dedication plats prepared by the Applicants and approved the City (Attachment 4 to this Agreement). Applicants shall have no obligation to construct any right-of-way improvements for the Collector Roads or the Local Road unless and until any improvement or development occurs within the Annexation Area. Development of the Collector Roads and the Local Road will be subject to the provisions as outlined in the American Fork City Development Code in effect at the time of development. Applicants shall be responsible for the cost of all minimum level of improvements at the time of improvement or development.

American Fork River in the Annexation Area shall also be dedicated to the City along with a 30 ft wide section along the east bank of the American Fork River, and a 5 ft wide section along the west bank for future access. Additionally, Applicants shall be required to convey the right-of-way necessary to widen the American Fork River, at no cost to the city, to meet the capacity of the 100-year flood or install necessary improvements to meet this capacity. This will be determined by a riverine flood study which the City has initiated but is not yet finalized. If additional right-of-way, beyond what is shown in Attachment 4, is necessary to convey the 100-year flood event or any associated improvements, such right-of-way shall be dedicated to the City, at no cost to the City, as part of the final plat for the subdivision. A portion of the 30ft wide section along the east bank of the American Fork River will be a biking/walking trail ("Shared Use Path/Regional Trail). The Shared Use Path/Regional Trail will be considered the Shared Use Path/Regional Trail that is shown on the City's Bike and Pedestrian Map. The Shared Use Path/Regional Trail shall be a minimum of 14' wide. Applicants shall have no obligation to construct any of the path unless and until any improvement or development occurs within the Annexation Area. The Shared Use Path/Regional Trail may be included within the 30 ft wide right-of-way dedication along the east bank of American Fork River. As a condition of annexation, Applicants hereby agree to dedicate and convey to the City any right-of-way necessary for the Shared Use Path/Regional Trail and American Fork River in the location shown on the roadway dedication plats prepared by the Applicants and approved by the City (Attachment 4 to this Agreement). These obligations shall run with the land and bind all successors and assigns. The City may record this Agreement or a memorandum of the Agreement to provide constructive notice.

SECTION 6 – Sale of City Parcels: The City and the Applicants acknowledge that completion of the roadway improvements contemplated by this Agreement will require the future dedication of additional public rights-of-way from property currently owned by the City. The City currently owns Utah County Parcel Nos. 13:050:0262 and 13:066:0024 (collectively, the "City Parcels"), which are located south of the Annexation Area.

The City and Leroy Love and Davin Chipman (collectively, the "Chipman Buyers") intend to enter into a separate Real Estate Purchase Agreement and related closing documents (collectively, the "REPA") governing the conveyance of the City Parcels. The REPA shall establish the purchase price, closing conditions, escrow requirements, conveyance documents, and other terms of the sale.

As a condition of the REPA and any subsequent development of the City Parcels, the Chipman Buyers shall dedicate to the City, without compensation, those portions of the City Parcels reasonably necessary for the public rights-of-way described in Section 5 of this Agreement. Such dedication shall occur by subdivision plat or other recordable instrument approved by the City Engineer as a condition of final plat approval or, if no subdivision plat is required, prior to issuance of the first building permit benefiting from the roadway improvements, unless otherwise approved in writing by the City Engineer.

The obligations of the Chipman Buyers with respect to the City Parcels shall be governed by the REPA, the Roadway Dedication Covenant, and any applicable land use approvals. The conveyance of the City Parcels is a proprietary municipal transaction that is separate and independent from the City's legislative decision to annex the Annexation Area and

shall not affect the validity or effectiveness of the annexation ordinance.

The parties acknowledge that the dedication requirements set forth in this Agreement are reasonably related to and proportionate to the anticipated transportation, access, and connectivity impacts associated with the development of the Annexation Area and the City Parcels.

SECTION 7 - Conveyance of Water Right: American Fork City Code 17.1.400, Conveyance of Water, requires conveyance of water shares/rights at the time of annexation unless the City determines that there is good and sufficient reason to delay the time of the conveyance. City and Applicants acknowledge and agree that the parties are unable to determine the quantity of shares/rights required for the Annexation Area at the present time and therefore, the City authorizes a delay in the time of conveyance of water shares/rights until the time of development. Any subsequent conveyance of water shares/rights shall be no more than what is required for the development of the Annexation Area as provided for under applicable City standards. A Water Delay Agreement is entered into by the parties concurrently with this Agreement and the terms of such Water Delay Agreement are incorporated into this Agreement as Attachment 5.

SECTION 8 - Open Ditches to be Piped: Applicants acknowledge that it is Applicants' burden in full to pipe any and all gravity irrigation conveyances (ditches), to the standards of the City and to the standards of the applicable irrigation company or private ditch easement holders as part of any forthcoming development within the Annexation Area.

SECTION 9 - Property Taxes and Rollback Taxes to be Paid on any Right-of-Way Dedicated to City: Applicants agree to pay any outstanding property taxes on the Annexation Area including any and all rollback taxes if the subject area is classified as "Greenbelt" with the Utah County Tax Assessor, for any areas identified as rights-of-way which are to be dedicated to City in connection with this Agreement. Proof of payment of these taxes shall be required prior to recording of this Agreement.

SECTION 10 - Impact Fees: No impact fees are required to be paid at this time as a condition of annexation. However, nothing in this Agreement constitutes a waiver of any obligation that Applicants or any successor may have for the payment of any generally applicable impact fees required as a condition of development of the Annexation Area or any portion thereof. Applicants acknowledge that no development approval or building permit shall be issued until all applicable fees required by City ordinance have been paid at the amount then in effect.

SECTION 11 - Default: In the event either party seeks to enforce the terms hereof in a lawsuit or other proceeding, the prevailing party shall be entitled to an award of the costs incurred, including reasonable attorney fees.

SECTION 12 - Notice: Any notice to be given hereunder shall be given by certified mail, return receipt requested, addressed as follows:

- a. If to the City, to the City of American Fork, 51 East Main Street, American Fork Utah, 84003.

b. If to Applicants, to Devin Chipman, 3557 South 550 West, Nibley, Utah 84321.

SECTION 13 - Entire Agreement: This Agreement constitutes the entire agreement between the parties regarding the subject matter hereof and may be changed only in writing signed by all parties.

SECTION 43 — Severability: The provisions of this Agreement shall be deemed to be severable, and if any provision of this Agreement is determined to be invalid or unenforceable by any court of competent jurisdiction, such invalidity or unenforceability shall not affect or limit the validity or enforceability of the remaining provisions hereof.

SECTION 15 - Binding Effect: This Agreement shall inure to the benefit of, and be binding upon, the parties hereto and their respective heirs, representatives, officers, agents, employees, members, successors and assigns.

IN WITNESS WHEREOF, the parties have signed this agreement on the date first mentioned above.

AMERICAN FORK CITY

Bradley J. Frost, Mayor

ATTEST:

City Recorder

Schmidt, Howard

Trustee of the Trust of the Chipman Marital Trust U/A/D November 14, 2004 and Trustee of the Chipman Exemption Trust U/A/D November 14, 2004

Watson, John D.

Watson, Elaine

Corp of Pres Bishop Church of Jesus Christ of LDS

By

Title

Attachment 1



American Fork City
Recorder's Office
51 E. Main Street
American Fork, UT 84003
801-763-3000

CERTIFICATION OF PETITION FOR ANNEXATION

Chipman/Stake Center Annexation

July 29, 2026

VIA Email to:

Contact Sponsor – Devin Chipman
American Fork City Mayor and Council Members
Utah County Commissioners

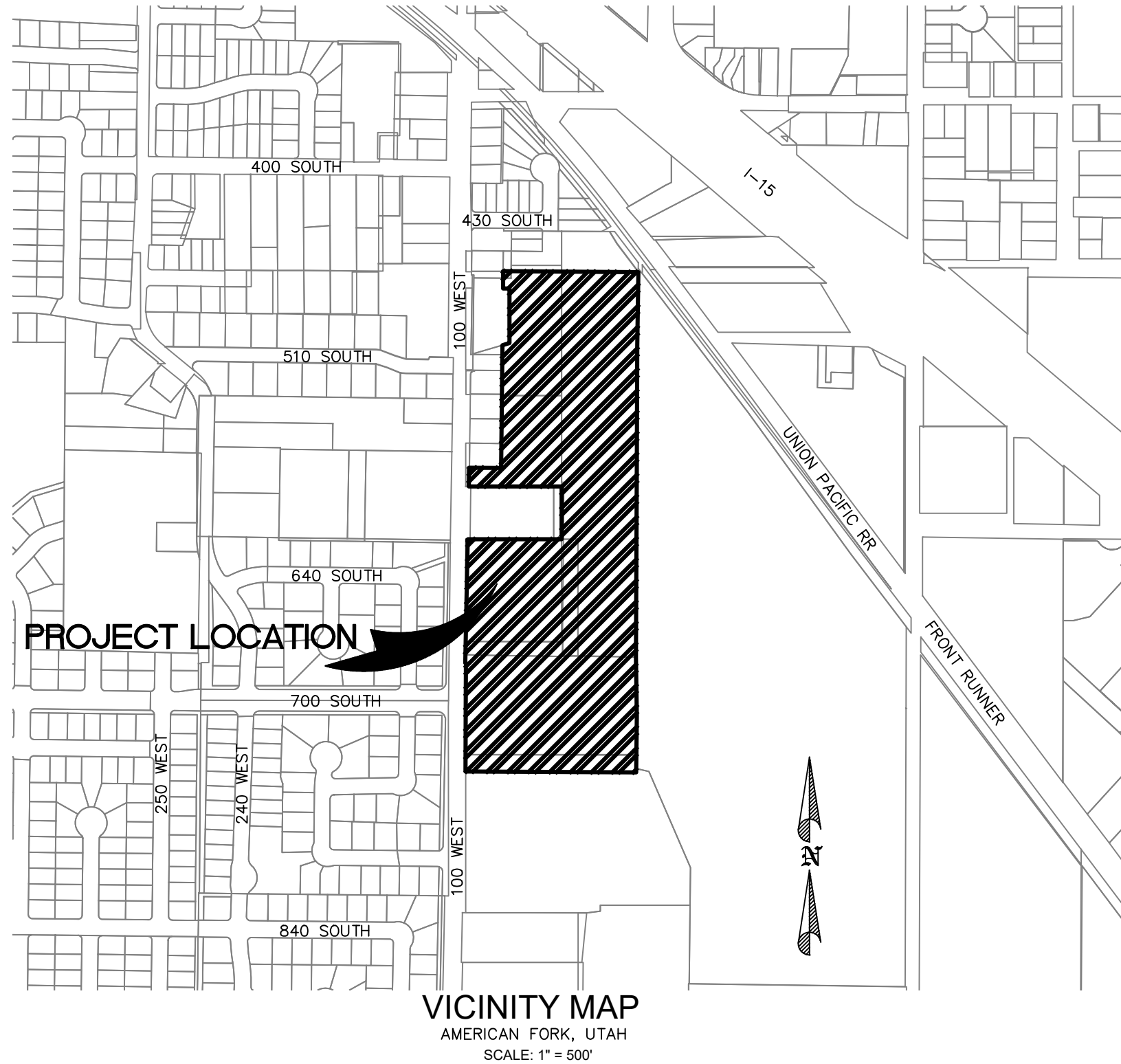
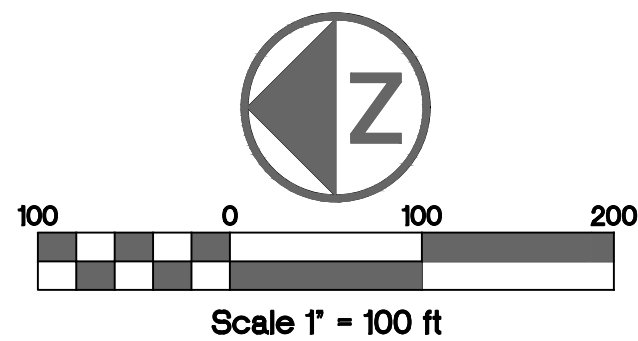
I, Terilyn Lurker, the City Recorder for American Fork City, Utah County, Utah, do certify that I have reviewed the Petition for Annexation of the Chipman/Stake Center Annexation that was filed with my office on July 6, 2026. On July 28, 2026, the American Fork City Council adopted Resolution No. 2026-07-36R accepting the Petition for Annexation. I find that the petition meets the requirements of Utah Code Subsection 10-2-806 (3) and (4) and do hereby certify the Petition for Annexation in accordance with Utah Code Section 10-2-807(2).

Dated this 29th day of July, 2026.

Terilyn Lurker, City Recorder



Attachment 2



SURVEYOR'S CERTIFICATE

I, KAGAN M. DIXON DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR AND THAT I HOLD LICENSE NO. 9081091 IN ACCORDANCE WITH TITLE 58, CHAPTER 22 OF THE PROFESSIONAL ENGINEERS AND LAND SURVEYORS LICENSING ACT. I FURTHER CERTIFY THAT THIS IS A TRUE AND ACCURATE MAP OF THE TRACT OF LAND TO BE ANNEXED TO AMERICAN FORK CITY, UTAH COUNTY, UTAH.

PROPERTY DESCRIPTION:

A TRACT OF LAND BEING SITUATE IN THE SOUTHEAST QUARTER OF SECTION 23, AND THE NORTHEAST QUARTER OF SECTION 26, TOWNSHIP 5 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN, HAVING A BASIS OF BEARINGS OF NORTH 00°10'31" EAST BETWEEN THE SOUTH QUARTER CORNER AND THE NORTH QUARTER CORNER OF SAID SECTION 23, SAID TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE EASTERLY LINE OF HARBOR ROAD C ANNEXATION, ON FILE WITH THE OFFICE OF THE UTAH COUNTY RECORDER AS MAP FILING NO. 13461 WHICH IS SOUTH 89°48'51" EAST ALONG THE SECTION LINE A DISTANCE OF 66.00 FEET FROM THE SOUTH QUARTER CORNER OF SAID SECTION 23, AND RUNNING THENCE NORTH 00°11'56" EAST ALONG SAID EASTERLY LINE A DISTANCE OF 167.35 FEET TO THE NORTHEAST CORNER THEREOF; THENCE NORTH 89°57'46" WEST ALONG THE NORTHERLY LINE OF SAID PLAT A DISTANCE OF 2.23 FEET TO THE SOUTHEAST CORNER OF HARBOR ROAD ANNEXATION PLAT A ON FILE WITH THE OFFICE OF THE UTAH COUNTY RECORDER AS MAP FILING NO. 13460; THENCE NORTH 1°08'42" EAST ALONG SAID HARBOR ROAD ANNEXATION PLAT A 463.71 FEET TO THE SOUTHEAST CORNER OF LAKESIDE ANNEXATION PLAT, ON FILE WITH THE OFFICE OF THE UTAH COUNTY RECORDER AS MAP FILING NO. 2847; THENCE NORTH 00°58'39" EAST ALONG SAID EASTERLY LINE A DISTANCE OF 4.14 FEET TO THE SOUTHWEST CORNER OF HATCH ANNEXATION PLAT, ON FILE WITH THE OFFICE OF THE UTAH COUNTY RECORDER AS MAP FILING NO. 11973; THENCE ALONG SAID ANNEXATION PLAT THE FOLLOWING THREE (3) COURSES, 1) EAST 355.31 FEET, 2) NORTH 200.00 FEET, 3) WEST 351.90 FEET TO THE EASTERLY LINE OF SAID LAKESIDE ANNEXATION PLAT; THENCE NORTH 00°58'39" EAST ALONG SAID EASTERLY LINE A DISTANCE OF 71.20 FEET TO THE SOUTHERLY LINE OF CHIPMAN SUBDIVISION PHASE 1 ANNEXATION ON FILE WITH THE OFFICE OF THE UTAH COUNTY RECORDER AS MAP FILING NO. 8430; THENCE SOUTH 89°25'37" EAST ALONG SAID SOUTHERLY LINE A DISTANCE OF 121.84 FEET TO THE SOUTHEAST CORNER THEREOF; THENCE NORTH 00°34'23" EAST ALONG THE EASTERLY LINE OF SAID PLAT, THE EASTERLY LINE OF CALVIN CHIPMAN ANNEXATION PLAT, ON FILE WITH THE OFFICE OF THE UTAH COUNTY RECORDER AS MAP FILING NO. 6302, THE EASTERLY LINE OF TODD CARTER ANNEXATION PLAT, ON FILE WITH THE OFFICE OF THE UTAH COUNTY RECORDER AS MAP FILING NO. 6008, THE EASTERLY LINE OF ALAN CHIPMAN ANNEXATION PLAT, ON FILE WITH THE OFFICE OF THE UTAH COUNTY RECORDER AS MAP FILING NO. 5581, AND THE EASTERLY LINE OF ROSEMARIE CHIPMAN ANNEXATION PLAT, ON FILE WITH THE OFFICE OF THE UTAH COUNTY RECORDER AS MAP FILING NO. 13799 A DISTANCE OF 465.35 FEET TO THE EASTERLY CORNER OF SAID ROSEMARIE CHIPMAN ANNEXATION; THENCE ALONG SAID ANNEXATION PLAT THE FOLLOWING FOUR (4) COURSES, 1) NORTH 73°37'00" EAST 28.04 FEET, 2) NORTH 206.88 FEET, 3) WEST 24.73 FEET, 4) NORTH 00°34'23" EAST 62.85 FEET TO THE SOUTHERLY LINE OF THE ORIGINAL AMERICAN FORK CITY PLAT, ON FILE WITH THE OFFICE OF THE UTAH COUNTY SURVEYOR; THENCE NORTH 89°41'12" EAST ALONG SAID SOUTHERLY LINE A DISTANCE OF 511.26 FEET TO THE EASTERLY LINE OF THE CHIPMAN PROPERTY; THENCE ALONG SAID EASTERLY LINE THE FOLLOWING SIX (6) COURSES, 1) SOUTH 37°03'23" EAST 0.30 FEET, 2) SOUTH 00°38'13" WEST 280.73 FEET, 3) SOUTH 00°15'35" WEST 440.93 FEET, 4) SOUTH 00°14'58" WEST 742.06 FEET, 5) SOUTH 00°45'32" EAST 222.76 FEET, 6) SOUTH 00°30'23" WEST 211.79 FEET TO A POINT ON THE PROLONGATION OF SAID LINE, AND THE POINT ON A PROLONGATION OF THE SOUTHERLY LINE OF THAT CERTAIN QUIT CLAIM DEED ON FILE WITH THE OFFICE OF THE UTAH COUNTY RECORDER AS ENTRY NO. 52445:2001 THENCE NORTH 89°44'49" WEST ALONG SAID SOUTHERLY LINE A DISTANCE OF 646.62 FEET TO THE EASTERLY LINE OF SAID HARBOR ROAD ANNEXATION PLAT "C"; THENCE NORTH 00°11'56" EAST ALONG SAID EASTERLY LINE A DISTANCE OF 244.74 FEET TO THE POINT OF BEGINNING.

CONTAINS 1,045,032 SQUARE FEET OR 23.991 ACRES, MORE OR LESS.

BASIS OF BEARINGS:

THE BASIS OF BEARINGS FOR THIS SURVEY IS NORTH 00°10'31" EAST (NAD83) BETWEEN THE SOUTH QUARTER CORNER AND THE NORTH QUARTER CORNER OF SAID SECTION 23, TOWNSHIP 5 SOUTH RANGE 1 EAST SALT LAKE BASE AND MERIDIAN.

ACCEPTANCE BY LEGISLATIVE BODY

WE THE DULY ELECTED COUNCIL OF THE CITY OF AMERICAN FORK, UTAH, HAVE RECEIVED A REQUEST TO INITIATE PROCEDURES FOR THE ANNEXATION OF THE TRACT OF LAND SHOWN HEREON, WHICH TRACT CONSTITUTES A PORTION OF AN EXISTING ISLAND OR PENINSULA WITHIN OR CONTIGUOUS TO THE CITY, AND DO HEREBY CERTIFY: (1) THE COUNCIL HAS ADOPTED A RESOLUTION SETTING FORTH ITS INTENT TO ANNEX THE TRACT TO THE CITY; ALL IN ACCORDANCE WITH THE PROVISIONS OF SECTION 10-2-806 AND/OR SECTION 10-2-812 UTAH CODE ANNOTATED, AS AMENDED, AND (2) THAT THE COUNCIL DOES HEREBY APPROVE AND ACCEPT THE ANNEXATION OF THE TRACT OF LAND SHOWN HEREON AS PART OF AMERICAN FORK CITY, TO BE KNOWN HEREFTER AS CHIPMAN/STAKE CENTER ANNEXATION.

THIS _____ DAY OF _____, 20____ A.D.

BRAD FROST, MAYOR

STACI CARROLL, COUNCIL MEMBER

RYAN HUNTER, COUNCIL MEMBER

CLARK TAYLOR, COUNCIL MEMBER

TIM HOLLEY, COUNCIL MEMBER

ERNIE JOHN, COUNCIL MEMBER

ATTEST: _____
CLERK/RECORDER (SEE SEAL BELOW)

APPROVAL BY COUNTY SURVEYOR

THIS PLAT HAS BEEN REVIEWED BY THE COUNTY SURVEYOR AND IS HEREBY CERTIFIED AS A FINAL LOCAL ENTITY PLAT, PURSUANT TO UTAH CODE ANN. 17-23-20 AS AMENDED.

ANTHONY CANTO, COUNTY SURVEYOR

FINAL LOCAL ENTITY PLAT

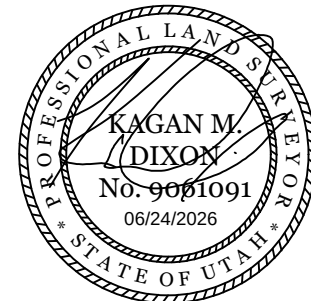
CHIPMAN/STAKE
CENTER ANNEXATION

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 23,
AND THE NORTHEAST QUARTER OF SECTION 26,
TOWNSHIP 5 SOUTH, RANGE 1 EAST
SALT LAKE BASE AND MERIDIAN
AMERICAN FORK CITY, UTAH COUNTY, UTAH

SURVEYOR'S SEAL

CITY RECORDER SEAL

COUNTY RECORDER



QUIT CLAIM DEED
ENTRY NO. 39281:2013

QUIT CLAIM DEED
ENTRY NO. 52445:2001

S37°03'23"E 0.30'
S0°38'13"W 280.73'
S0°15'35"W 440.93'
S0°14'58"W 742.06'
S0°45'32"E 222.76'
S0°30'23"W 211.79'

1893 AMERICAN
FORK CITY PLAT

WEST 24.73'
NORTH 206.88'
N73°37'00"E 28.04'
N0°34'23"E 62.85'
ROSEMARIE CHIPMAN
ANNEXATION
MAP FILING NO. 13799

ALAN CHIPMAN
ANNEXATION
MAP FILING NO. 5581

TODD CARTER
ANNEXATION
MAP FILING NO. 6008

CALVIN CHIPMAN
ANNEXATION
MAP FILING NO. 6302

CHIPMAN
SUBDIVISION
PHASE 1 ANNEX
MAP FILING NO. 8430

HATCH ANNEXATION
MAP FILING NO. 11973

S89°25'37"E 121.84'
N0°58'39"E 71.20'
LAKESIDE ANNEXATION
MAP FILING NO. 2847

N1°08'42"E 463.71'
HARBOR ROAD ANNEXATION PLAT A
MAP FILING NO. 13460

N0°11'56"E 244.74'
HARBOR ROAD C ANNEX
MAP FILING NO. 13461

S89°48'51"E 66.00' (TIE)

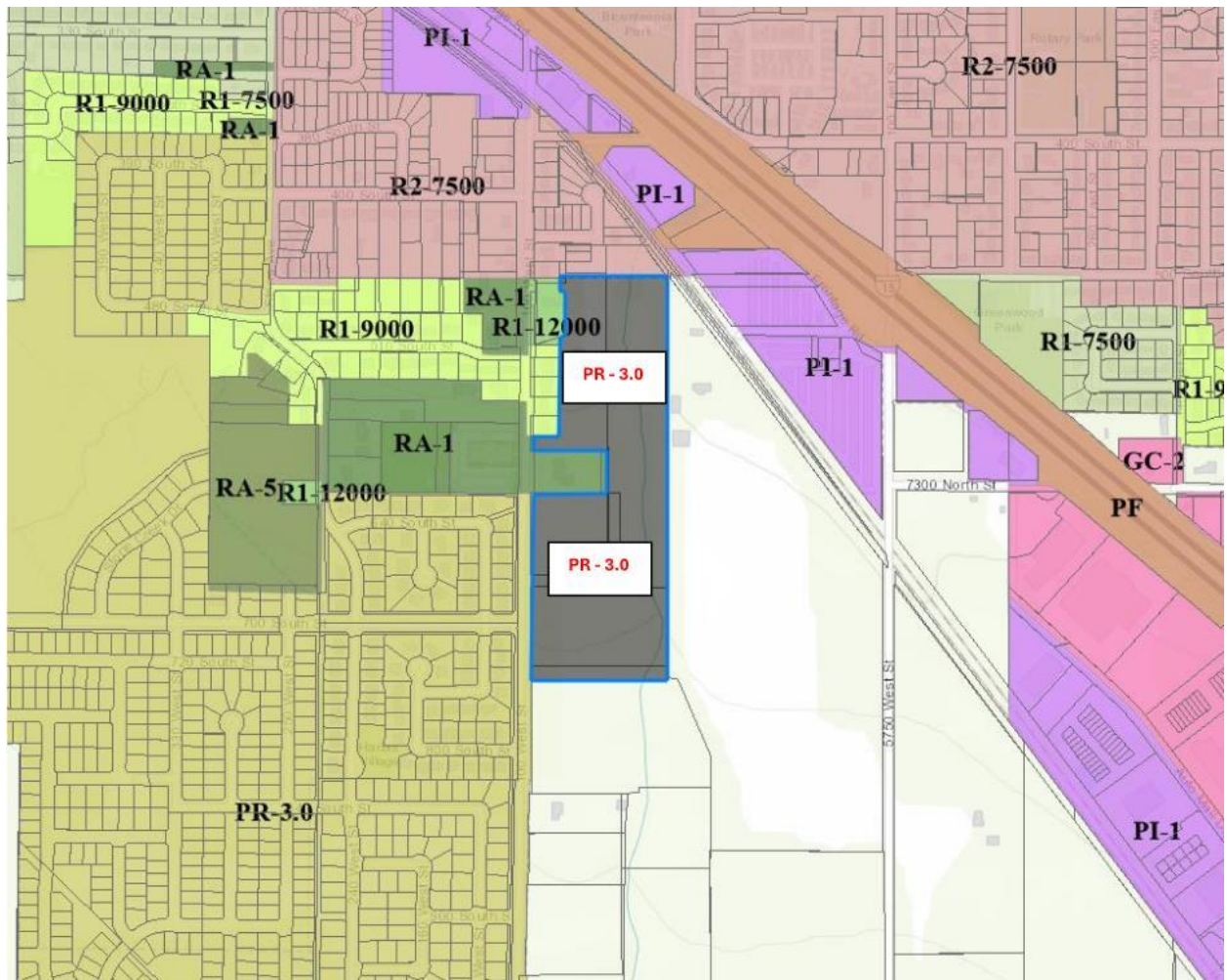
SOUTH QUARTER CORNER OF SECTION 23,
TOWNSHIP 5 SOUTH, RANGE 1 EAST,
SALT LAKE BASE AND MERIDIAN
(FOUND BRASS CAP MONUMENT)

NORTH QUARTER CORNER OF SECTION 23,
TOWNSHIP 5 SOUTH, RANGE 1 EAST,
SALT LAKE BASE AND MERIDIAN
(FOUND BRASS CAP MONUMENT)



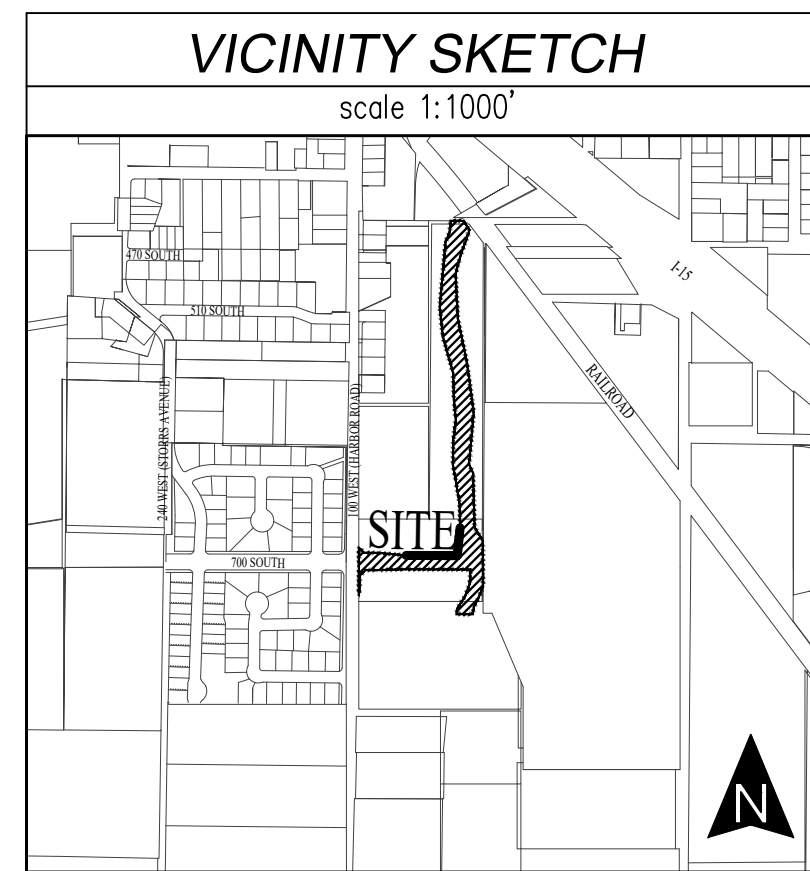
14721 SOUTH HERITAGE CREST WAY
BLUFFDALE, UTAH 84065
801.553.8112
WWW.WILDINGENGINEERING.COM

Attachment 3



Attachment 4

CHIPMAN - 700 S ROAD DEDICATION PLAT NO. 1
PORTION OF 700 SOUTH, AMERICAN FORK RIVER AND RIVER TRAIL
LOCATED IN THE
SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 5 SOUTH, RANGE 1 EAST, AND
NORTHEAST QUARTER OF SECTION 26, TOWNSHIP 5 SOUTH, RANGE 1 EAST,
SALT LAKE BASE AND MERIDIAN.
AMERICAN FORK CITY, UTAH COUNTY, UTAH



Re-Submittal Acknowledgment Statement

The Applicant is responsible for reviewing all documents to ensure all comments have been addressed.

KRB [Applicant Initial] I understand that a Review Cycle is not complete unless and until the applicant replies to all of the required modifications and requests for additional information noted on the previous submittal.

KRB [Applicant Initial] I hereby acknowledge that this re-submittal addresses all required modifications and requests for additional information noted on the previous submittal.

KRB [Applicant Initial] This is the 1st [Ex: 1st] complete re-submittal of the subdivision constituting the start of the 1st [Same Number] Review Cycle.

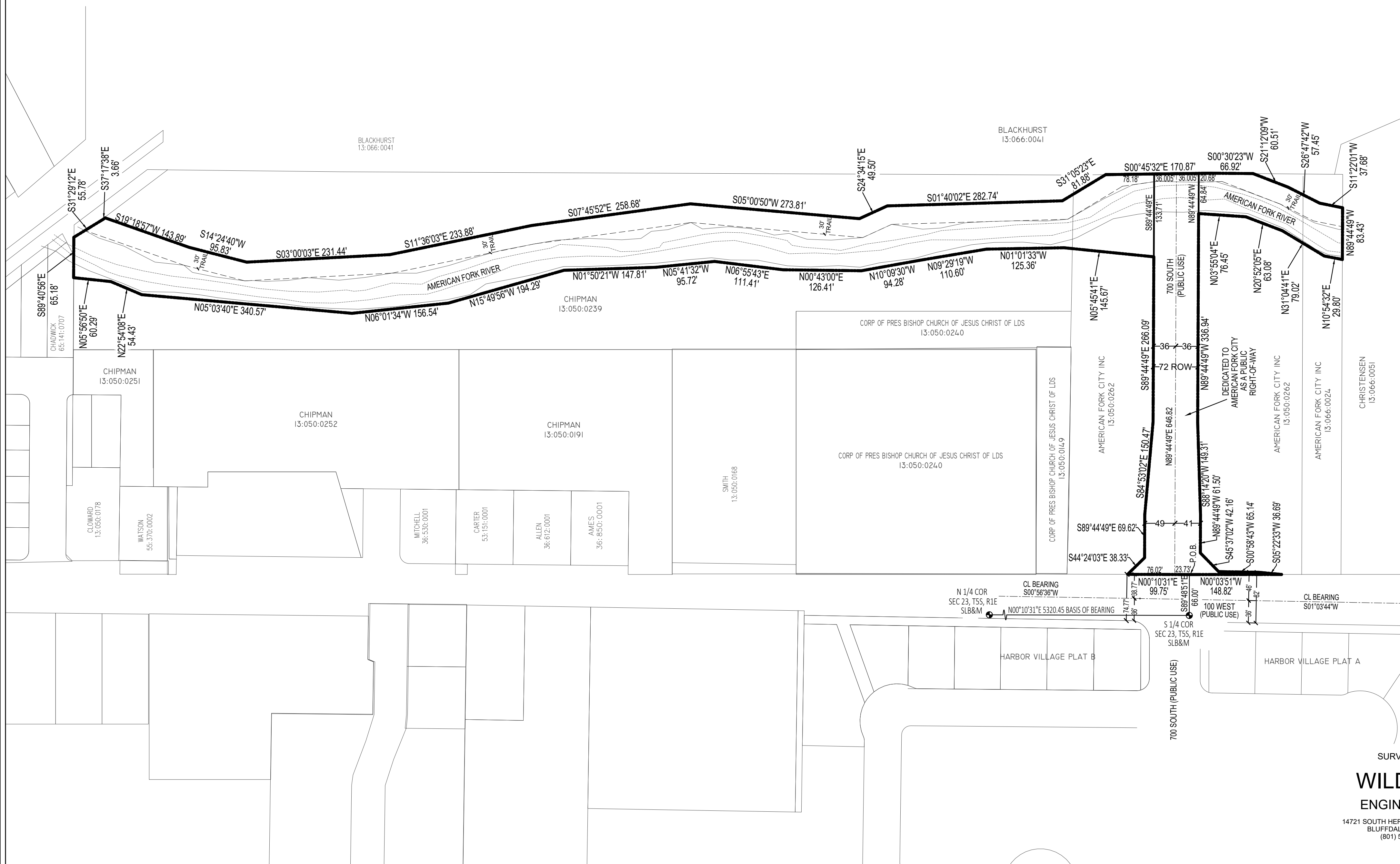
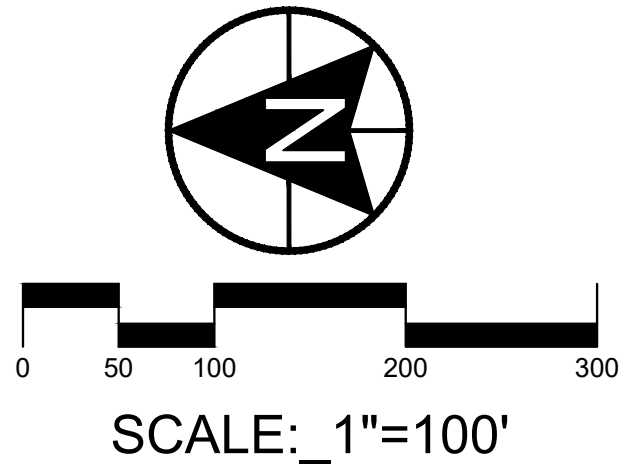
ACKNOWLEDGMENT

STATE OF UTAH }
COUNTY OF UTAH } S.S. _____
ON THE ____ DAY OF _____, A.D. _____ PERSONALLY APPEARED BEFORE ME _____
WHO ACKNOWLEDGED TO BE TRUSTEE OF THE CHIPMAN MARITAL TRUST U/A/D NOVEMBER 14, 2004.
AND THAT, AS SUCH AUTHORIZED AGENT, BEING AUTHORIZED SO TO DO,
EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSES THEREIN CONTAINED.

NOTARY PUBLIC _____

NOTARY FULL NAME _____, A NOTARY COMMISSIONED IN UTAH.

COMMISSION NUMBER _____ MY COMMISSION EXPIRES _____



SURVEYOR'S CERTIFICATE

I, _____ DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD A LICENSE IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND LAND SURVEYORS LICENSING ACT, UTAH CODE ANNOTATED, 1963 AS AMENDED, CERTIFICATE NO. _____. I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND THIS PLAT AT AND DESCRIBED THEREIN. I HAVE SUBDIVIDED SAID TRACT OF LAND INTO A PUBLIC STREET AND COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH SECTION 17-73-504, UTAH CODE ANNOTATED, 1963 AS AMENDED, HAVE VERIFIED ALL MEASUREMENTS, AND HAVE PLACED MONUMENTS AS REPRESENTED ON THE PLAT. I FURTHER CERTIFY THAT THIS PLAT IS TRUE AND CORRECT.

DATE _____ (SEE SEAL BELOW)

BOUNDARY DESCRIPTION

BEGINNING AT A POINT LOCATED SOUTH 89°45'51" EAST 60.60 FEET FROM THE SOUTH QUARTER CORNER OF SECTION 23, TOWNSHIP 5 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN;

THENCE NORTH 07°10'31" EAST 99.75 FEET; THENCE SOUTH 44°24'03" EAST 38.33 FEET; THENCE SOUTH 89°44'49" EAST 69.62 FEET; THENCE SOUTH 84°53'02" EAST 150.47 FEET; THENCE SOUTH 89°44'49" EAST 266.09 FEET; THENCE NORTH 07°10'31" EAST 145.67 FEET; THENCE NORTH 07°10'33" WEST 125.36 FEET; THENCE NORTH 09°29'19" WEST 105.40 FEET; THENCE NORTH 10°09'30" WEST 134.28 FEET; THENCE NORTH 07°10'31" EAST 126.41 FEET; THENCE NORTH 06°55'53" EAST 11.41 FEET; THENCE SOUTH 05°43'30" WEST 95.72 FEET; THENCE NORTH 01°50'21" WEST 147.81 FEET; THENCE NORTH 14°49'58" WEST 194.29 FEET; THENCE NORTH 06°10'34" WEST 156.54 FEET; THENCE NORTH 05°03'40" EAST 340.57 FEET; THENCE NORTH 22°54'08" EAST 54.43 FEET; THENCE NORTH 05°56'50" EAST 60.29 FEET; THENCE SOUTH 89°40'56" EAST 65.18 FEET; THENCE SOUTH 31°29'12" EAST 55.78 FEET; THENCE SOUTH 37°17'38" EAST 3.66 FEET; THENCE SOUTH 19°18'57" WEST 143.89 FEET; THENCE SOUTH 14°24'40" WEST 95.83 FEET; THENCE SOUTH 03°00'03" EAST 231.44 FEET; THENCE SOUTH 11°30'03" EAST 233.88 FEET; THENCE SOUTH 07°45'52" EAST 258.68 FEET; THENCE SOUTH 05°05'49" WEST 10.40 FEET; THENCE SOUTH 05°05'49" WEST 10.40 FEET; THENCE SOUTH 01°40'02" EAST 282.74 FEET; THENCE SOUTH 13°05'23" EAST 81.88 FEET; THENCE SOUTH 20°05'43" WEST 170.87 FEET; THENCE SOUTH 03°30'23" WEST 66.92 FEET; THENCE SOUTH 21°12'09" WEST 60.51 FEET; THENCE SOUTH 26°47'42" WEST 57.45 FEET; THENCE SOUTH 11°22'01" WEST 37.68 FEET; THENCE NORTH 89°44'49" WEST 83.43 FEET; THENCE NORTH 10°54'32" EAST 29.80 FEET; THENCE NORTH 31°04'41" EAST 79.02 FEET; THENCE NORTH 20°52'05" EAST 63.08 FEET; THENCE NORTH 03°55'04" EAST 76.45 FEET; THENCE NORTH 05°05'49" WEST 10.40 FEET; THENCE NORTH 05°05'49" WEST 10.40 FEET; THENCE NORTH 01°40'02" WEST 61.80 FEET; THENCE SOUTH 43°37'02" WEST 42.18 FEET; THENCE SOUTH 00°58'43" WEST 65.14 FEET; THENCE SOUTH 05°22'33" WEST 36.69 FEET; THENCE NORTH 00°03'51" WEST 148.82 FEET TO THE POINT OF BEGINNING.

CONTAINS: 224,100 SF OR 5.14 ACRES

OWNER'S DEDICATION

THE UNDERSIGNED OWNERS OF THE PROPERTY DESCRIBED ABOVE AND SHOWN ON THIS PLAT, HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO A STREET AND TRAIL CORRIDOR, AND DO HEREBY DEDICATE SAID STREET AND TRAIL CORRIDOR AS SHOWN HEREON FOR THE PERPETUAL USE OF THE PUBLIC.

IN WITNESS WHEREOF WE HAVE HEREUNTO SET OUR HANDS THIS _____
DAY OF _____, A.D. _____

NAME: BRAD FROST
TITLE: MAYOR OF AMERICAN FORK CITY

NAME: _____
TITLE: TRUSTEE OF THE CHIPMAN MARITAL TRUST U/A/D NOVEMBER 14, 2004

ACKNOWLEDGMENT

ACKNOWLEDGMENT

STATE OF UTAH }
COUNTY OF UTAH } S.S.

ON THE ____ DAY OF _____, A.D. _____ PERSONALLY APPEARED BEFORE ME _____

BRAD FROST, MAYOR

WHICH PERSON ACKNOWLEDGED TO ME THAT HE EXECUTED THE FOREGOING DEDICATION IN HIS RESPECTIVE CAPACITIES ON BEHALF OF AMERICAN FORK CITY, IN ACCORDANCE WITH THE GOVERNING DOCUMENTS OF THE CITY.

NOTARY PUBLIC _____

NOTARY FULL NAME _____, A NOTARY COMMISSIONED IN UTAH.

COMMISSION NUMBER _____ MY COMMISSION EXPIRES _____

ACCEPTANCE BY LEGISLATIVE BODY

THE CITY COUNCIL OF AMERICAN FORK CITY COUNTY OF UTAH, APPROVES THIS DEDICATION PLAT AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS AND EASEMENTS FOR THE PERPETUAL USE OF THE PUBLIC THIS DAY OF , A.D. .

MAYOR	CITY COUNCIL MEMBER
CITY COUNCIL MEMBER	CITY COUNCIL MEMBER
CITY COUNCIL MEMBER	CITY COUNCIL MEMBER
APPROVED	ATTEST
CITY ENGINEER	CLERK-RECORDER

CHIPMAN - 700 S ROAD DEDICATION PLAT NO. 1

PORTION OF 700 SOUTH, AMERICAN FORK RIVER AND RIVER TRAIL
 LOCATED IN THE
 SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 5 SOUTH, RANGE 1 EAST, AND
 NORTHEAST QUARTER OF SECTION 26, TOWNSHIP 5 SOUTH, RANGE 1 EAST,
 SALT LAKE BASE AND MERIDIAN.
 AMERICAN FORK CITY, UTAH COUNTY, UTAH
 SCALE: 1" = 100 FEET

SURVEYOR'S SEAL NOTARY PUBLIC SEAL CLERK-RECORDER SEAL

WATER RIGHT NOTE

OWNERS EXPRESSLY RESERVES ALL WATER RIGHTS ASSOCIATED WITH THIS ROAD DEDICATION PLAT AND DOES NOT CONVEY ANY SUCH RIGHTS TO AMERICAN FORK CITY AS PART OF THIS PLAT.

SURVEYOR
WILDING
ENGINEERING
721 SOUTH HERITAGE CREST W
BLUFFDALE, UT 84065
(801) 553-8112



ENGINEER

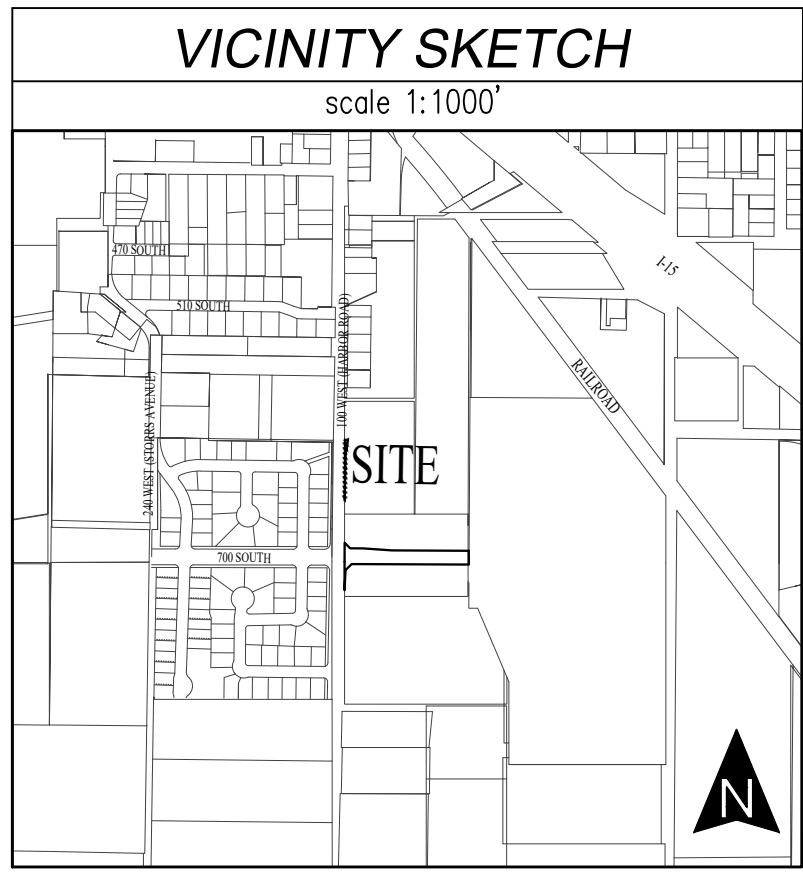
Berg

CIVIL ENGINEERING

1018 N DEER CREST LANE
ALPINE UT, 84004
office (801) 492-1277
cell (801) 616-1677

2/4/2025

CHIPMAN - 100 W ROAD DEDICATION PLAT NO. 1
PORTION OF 100 WEST
LOCATED IN THE
SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 5 SOUTH, RANGE 1 EAST,
SALT LAKE BASE AND MERIDIAN.
AMERICAN FORK CITY, UTAH COUNTY, UTAH



WATER RIGHT NOTE

OWNERS EXPRESSLY RESERVES ALL WATER RIGHTS ASSOCIATED WITH THIS ROAD DEDICATION PLAT AND DOES NOT CONVEY ANY SUCH RIGHTS TO AMERICAN FORK CITY AS PART OF THIS PLAT.

CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD	BEARING
C1	112.00	17.53	08°58'10"	17.52	S05°09'38"W
C2	88.00	13.31	08°39'50"	13.29	S05°18'48"W

Re-Submittal Acknowledgment Statement

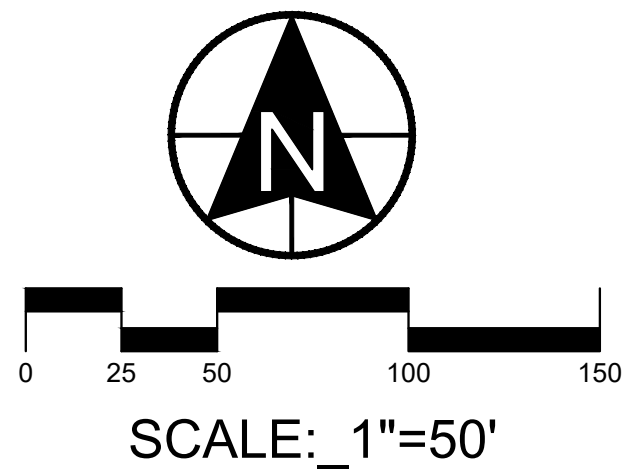
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KRB [Applicant Initial] I understand that a Review Cycle is not complete unless and until the applicant replies to all of the required modifications and requests for additional information noted on the previous submittal.

KRB [Applicant Initial] I hereby acknowledge that this re-submittal addresses all required modifications and requests for additional information noted on the previous submittal.

KRB [Applicant Initial] This is the 1st [Ex: 1st] complete re-submittal of the subdivision constituting the start of the 1st [Same Number] Review Cycle.

BLACKHURST
13:066:0041



SURVEYOR
WILDING
ENGINEERING
14721 SOUTH HERITAGE CREST WAY
BLUFFDALE, UT 84005
(801) 553-8112

ENGINEER
BERG
CIVIL ENGINEERING
1018 N DEER CREST LANE
ALPINE, UT 84004
office (801) 492-1277
cell (801) 616-1677

SURVEYOR'S CERTIFICATE

I, _____ DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD A LICENSE IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND LAND SURVEYORS LICENSING ACT, UTAH CODE ANNOTATED, 1953 AS AMENDED. CERTIFICATE NO. ____ I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, HAVE SUBDIVIDED SAID TRACT OF LAND INTO A PUBLIC STREET, HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH SECTION 17-73-504, UTAH CODE ANNOTATED, 1953 AS AMENDED, HAVE VERIFIED ALL MEASUREMENTS, AND HAVE PLACED MONUMENTS AS REPRESENTED ON THE PLAT. I FURTHER CERTIFY THAT THIS PLAT IS TRUE AND CORRECT.

DATE _____

(SEE SEAL BELOW)

BOUNDARY DESCRIPTION

BEGINNING AT A POINT LOCATED NORTH 00°10'31" EAST 317.66 FEET ALONG THE SECTION LINE AND EAST 66.00 FEET FROM THE SOUTH QUARTER CORNER OF SECTION 23, TOWNSHIP 5 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN;
THENCE SOUTH 00°10'31" WEST 70.16 FEET; THENCE WEST 0.66 FEET;
THENCE NORTH 00°00'00" EAST 387.40 FEET; THENCE EAST 16.54 FEET; THENCE ALONG THE ARC OF A NON-TANGENT 112.00 FOOT RADIUS CURVE TO THE RIGHT A DISTANCE OF 17.53 FEET (CURVE HAVING A CENTRAL ANGLE OF 08°58'10" AND A LONG CHORD BEARS S05°09'38"W 17.52 FEET); THENCE SOUTH 09°38'43" WEST 52.74 FEET; THENCE ALONG THE ARC OF A 88.00 FOOT RADIUS CURVE TO THE LEFT A DISTANCE OF 13.31 FEET (CURVE HAVING A CENTRAL ANGLE OF 08°39'50" AND A LONG CHORD BEARS S05°18'48"W 13.29 FEET); THENCE SOUTH 00°58'53" WEST 234.60 FEET TO THE POINT OF BEGINNING.

CONTAINS: 1,628 SF OR 0.04 ACRES

OWNER'S DEDICATION

THE UNDERSIGNED OWNERS OF THE PROPERTY DESCRIBED ABOVE AND SHOWN ON THIS PLAT, HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO STREETS AND DO HEREBY DEDICATE ANY PUBLIC STREETS AND OTHER PUBLIC AREAS SHOWN THEREON FOR THE PERPETUAL USE OF THE PUBLIC. OWNERS EXPRESSLY RESERVES ALL WATER RIGHTS ASSOCIATED WITH THIS RIGHT-OF-WAY DEDICATION AND DOES NOT CONVEY ANY SUCH RIGHTS TO THE PUBLIC.

IN WITNESS WHEREOF WE HAVE HEREUNTO SET OUR HANDS THIS _____ DAY OF _____, A.D. _____

THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS,
a Utah corporation sole, f/k/a Corporation of the Presiding
Bishop of The Church of Jesus Christ of Latter-day Saints

NAME: _____
TITLE: AUTHORIZED AGENT

ACKNOWLEDGMENT

STATE OF UTAH } S.S.
COUNTY OF UTAH }
ON THE _____ DAY OF _____, A.D. _____ PERSONALLY APPEARED BEFORE ME _____ WHO ACKNOWLEDGED HIMSELF TO BE THE AUTHORIZED AGENT OF THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS, A UTAH CORPORATION SOLE, F/K/A CORPORATION OF THE PRESIDING BISHOP OF THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS, A UTAH CORPORATION SOLE, AND THE HE, AS SUCH AUTHORIZED AGENT, BEING AUTHORIZED SO TO DO, EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSES THEREIN CONTAINED.

NOTARY PUBLIC _____
NOTARY FULL NAME _____, A NOTARY COMMISSIONED IN UTAH.
COMMISSION NUMBER _____ MY COMMISSION EXPIRES _____

ACCEPTANCE BY LEGISLATIVE BODY

THE _____ CITY COUNCIL _____ OF _____ AMERICAN FORK CITY _____ COUNTY OF UTAH, APPROVES THIS DEDICATION PLAT AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS AND EASEMENTS FOR THE PERPETUAL USE OF THE PUBLIC THIS _____ DAY OF _____, A.D. _____

MAYOR

CITY COUNCIL MEMBER

CITY COUNCIL MEMBER

CITY COUNCIL MEMBER

CITY COUNCIL MEMBER
APPROVED _____ ATTEST _____
CITY ENGINEER CLERK-RECORDER

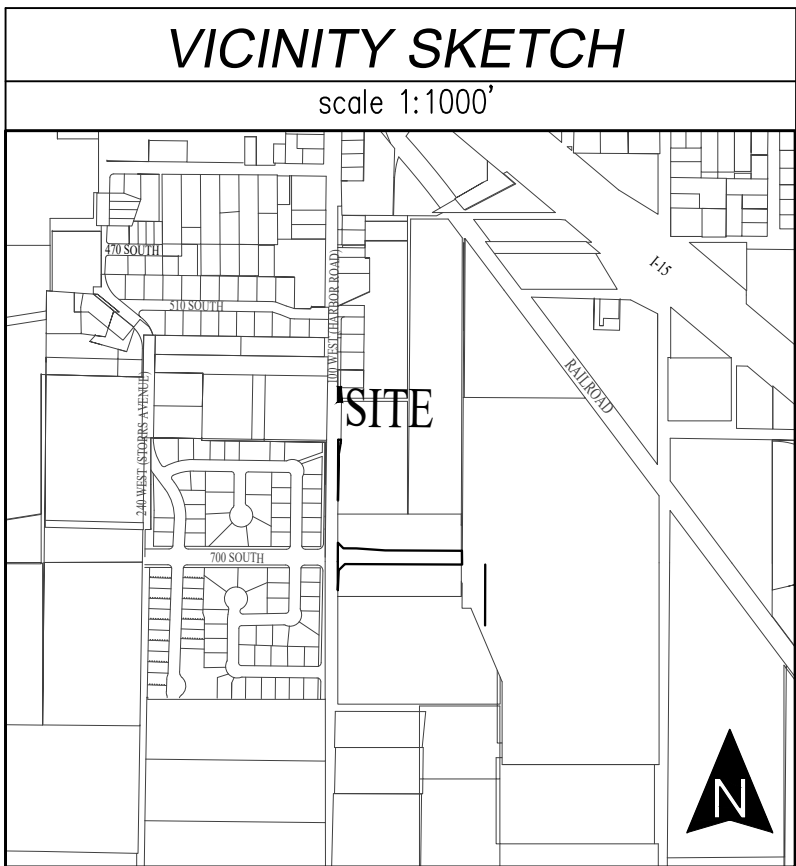
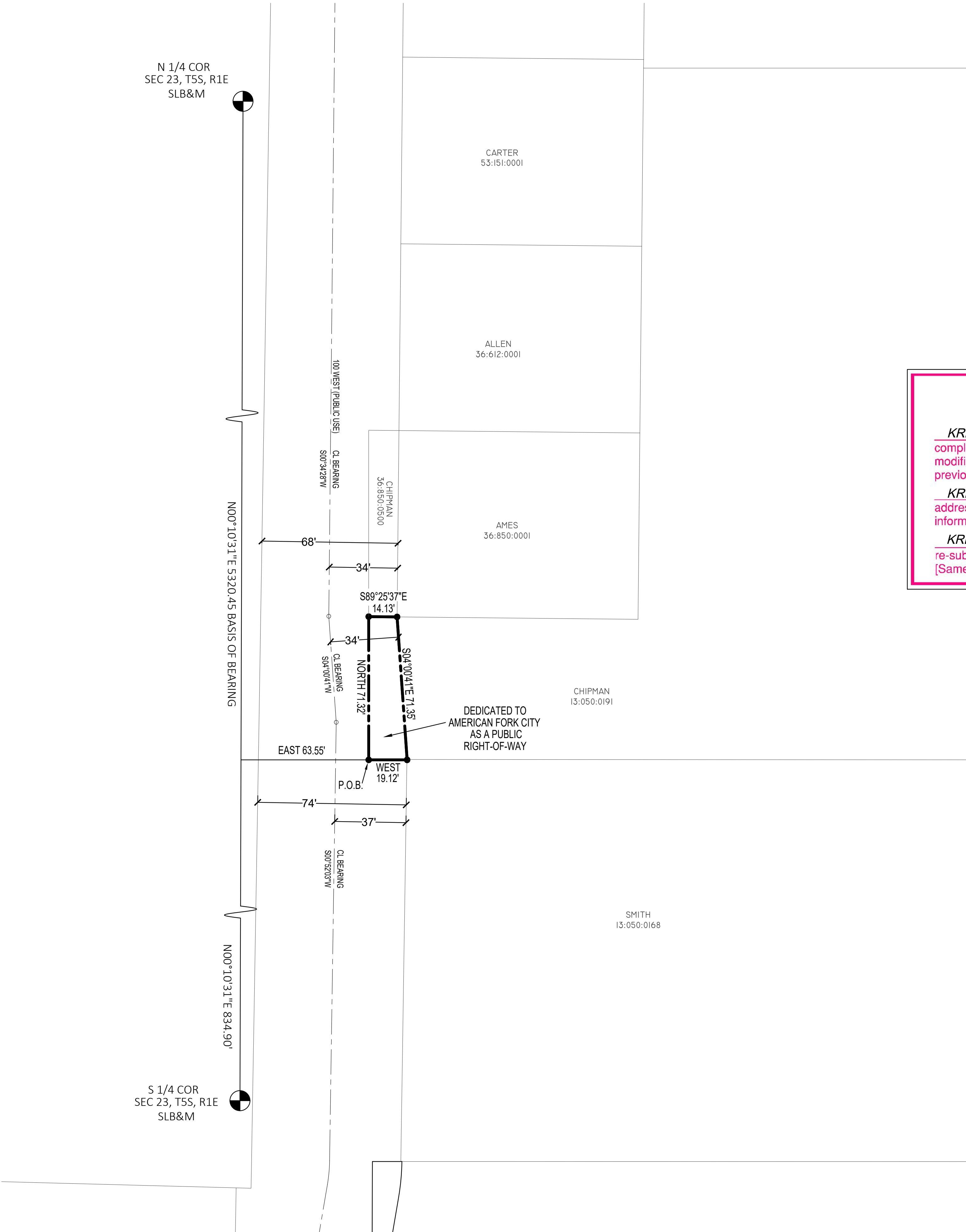
CHIPMAN - 100 WEST ROAD DEDICATION PLAT NO. 1
PORTION OF 100 WEST
LOCATED IN THE
SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 5 SOUTH, RANGE 1 EAST,
SALT LAKE BASE AND MERIDIAN.
AMERICAN FORK CITY, UTAH COUNTY, UTAH

SCALE: 1" = 50 FEET

SURVEYOR'S SEAL CITY RECORDER CLERK-RECORDER SEAL

12/17/2024

CHIPMAN - 100 W ROAD DEDICATION PLAT NO. 2
PORTION OF 100 WEST
LOCATED IN THE
SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 5 SOUTH, RANGE 1 EAST,
SALT LAKE BASE AND MERIDIAN.
AMERICAN FORK CITY, UTAH COUNTY, UTAH



WATER RIGHT NOTE

OWNERS EXPRESSLY RESERVES ALL WATER RIGHTS ASSOCIATED WITH THIS ROAD DEDICATION PLAT AND DOES NOT CONVEY ANY SUCH RIGHTS TO AMERICAN FORK CITY AS PART OF THIS PLAT.

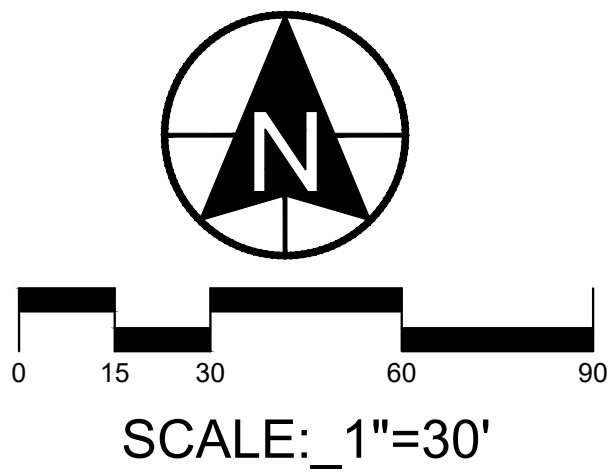
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The Applicant is responsible for reviewing all documents to ensure all comments have been addressed.

KRB [Applicant Initial] I understand that a Review Cycle is not complete unless and until the applicant replies to all of the required modifications and requests for additional information noted on the previous submittal.

KRB [Applicant Initial] I hereby acknowledge that this re-submittal addresses all required modifications and requests for additional information noted on the previous submittal.

KRB [Applicant Initial] This is the 1st [Ex: 1st] complete re-submittal of the subdivision constituting the start of the 1st [Same Number] Review Cycle.



SURVEYOR
WILDING
ENGINEERING
14721 SOUTH HERITAGE CREST WAY
BLUFFDALE, UT 84005
(801) 553-8112

ENGINEER
berg
CIVIL ENGINEERING
1018 N DEER CREST LANE
ALPINE, UT 84004
office (801) 462-1277
cell (801) 616-1677

SURVEYOR'S CERTIFICATE

I, _____ DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD A LICENSE IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND LAND SURVEYORS LICENSING ACT, UTAH CODE ANNOTATED, 1953 AS AMENDED. CERTIFICATE NO. ____ I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED BELOW, HAVE SUBDIVIDED SAID TRACT OF LAND INTO A PUBLIC STREET, HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THIS PLAT IN ACCORDANCE WITH SECTION 17-73-504, UTAH CODE ANNOTATED, 1953 AS AMENDED, HAVE VERIFIED ALL MEASUREMENTS, AND HAVE PLACED MONUMENTS AS REPRESENTED ON THE PLAT. I FURTHER CERTIFY THAT THIS PLAT IS TRUE AND CORRECT.

DATE _____ (SEE SEAL BELOW)

BOUNDARY DESCRIPTION

BEGINNING AT A POINT LOCATED NORTH 00°10'31" EAST 834.90 FEET ALONG THE SECTION LINE AND EAST 63.55 FEET FROM THE SOUTH QUARTER CORNER OF SECTION 23, TOWNSHIP 5 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN;

THENCE NORTH 00°00'00" EAST 71.32 FEET; THENCE SOUTH 89°25'37" EAST 14.13 FEET; THENCE SOUTH 04°00'41" EAST 71.35 FEET; THENCE WEST 19.12 FEET TO THE POINT OF BEGINNING.

CONTAINS: 1,184 SF OR 0.03 ACRES

OWNER'S DEDICATION

THE UNDERSIGNED OWNERS OF THE PROPERTY DESCRIBED ABOVE AND SHOWN ON THIS PLAT, HAVE CAUSED THE SAME TO BE SUBDIVIDED INTO STREETS AND DO HEREBY DEDICATE ANY PUBLIC STREETS AND OTHER PUBLIC AREAS SHOWN THEREON FOR THE PERPETUAL USE OF THE PUBLIC. OWNERS EXPRESSLY RESERVES ALL WATER RIGHTS ASSOCIATED WITH THIS RIGHT-OF-WAY DEDICATION AND DOES NOT CONVEY ANY SUCH RIGHTS TO THE PUBLIC.

IN WITNESS WHEREOF WE HAVE HEREUNTO SET OUR HANDS THIS _____ DAY OF _____, A.D. _____

NAME: _____
TITLE: AUTHORIZED AGENT

ACKNOWLEDGMENT

STATE OF UTAH } S.S.
COUNTY OF UTAH }
ON THE _____ DAY OF _____, A.D. _____, PERSONALLY APPEARED BEFORE ME _____ WHO ACKNOWLEDGED HIMSELF TO BE _____, AND THE HE, AS SUCH AUTHORIZED AGENT, BEING AUTHORIZED SO TO DO, EXECUTED THE FOREGOING INSTRUMENT FOR THE PURPOSES THEREIN CONTAINED.

NOTARY PUBLIC _____
NOTARY FULL NAME _____, A NOTARY COMMISSIONED IN UTAH.
COMMISSION NUMBER _____ MY COMMISSION EXPIRES _____

ACCEPTANCE BY LEGISLATIVE BODY

THE _____ CITY COUNCIL OF _____ AMERICAN FORK CITY _____ COUNTY OF UTAH, APPROVES THIS DEDICATION PLAT AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS AND EASEMENTS FOR THE PERPETUAL USE OF THE PUBLIC THIS _____ DAY OF _____, A.D. _____

MAYOR

CITY COUNCIL MEMBER

CITY COUNCIL MEMBER

CITY COUNCIL MEMBER

CITY COUNCIL MEMBER
APPROVED _____ ATTEST _____
CITY ENGINEER CLERK-RECORDER

CHIPMAN - 100 WEST ROAD DEDICATION PLAT NO. 2
PORTION OF 100 WEST
LOCATED IN THE
SOUTHEAST QUARTER OF SECTION 23, TOWNSHIP 5 SOUTH, RANGE 1 EAST,
SALT LAKE BASE AND MERIDIAN.
AMERICAN FORK CITY, UTAH COUNTY, UTAH

SCALE: 1" = 30 FEET

SURVEYOR'S SEAL	NOTARY PUBLIC SEAL	CLERK-RECORDER SEAL

01172025

WATER DELAY AGREEMENT FOR ANNEXATION

This Water Delay Agreement for Annexation ("**Agreement**") is entered into as of the ____ day of _____, 20__ ("**Effective Date**"), by and between _____ ("**Owner**"), and AMERICAN FORK CITY, a municipal corporation and political subdivision of the State of Utah ("**City**").

RECITALS

WHEREAS Owner is the owner of Parcel Nos. 13:050:0252, 13:050:0239, 13:050:0191 ("**Property**"), which are located outside of the City's current municipal boundaries; and

WHEREAS Owner has filed with the City a request to have the Property annexed into the City ("**Annexation Request**"); and

WHEREAS Section 17.1.400(C) of the City Code requires the conveyance of title to water rights concurrently with final action by the City Council on an annexation, except under pursuant to certain findings, terms, and conditions; and

WHEREAS City and Owner desire to enter into this Agreement as part of the findings, terms, and conditions required under Section 17.1.400(C) of the City Code.

NOW, THEREFORE, in consideration of the foregoing premises, the mutual covenants hereafter set forth, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Owner and City, incorporating the recitals set forth above, agree as follows:

AGREEMENT

1. Determination of City Council. The City Council, with the recommendation of the City Planning Commission, has determined that there is good and sufficient reason to delay the time of conveyance of water rights and/or water shares beyond the time of the City Council's final action on the Annexation Request. This determination was made in the City Council meeting held on _____, 20__. The basis and reasoning for the City Council's determination are included within the recording, minutes, and other documentation from said City Council meeting.

2. Water Rights/Shares. The specific water rights and/or water shares that may be conveyed to the City, and that pursuant to the terms and conditions of this Agreement are hereby committed to the City, which commitment is irrevocable by Owner and may be released by the City only as provided in this Agreement ("**Committed Water**"), are identified in Exhibit A of this Agreement.

3. Conveyance of Committed Water. Prior to the City's approval of any development on the Property that will require the delivery of water, the City will determine the amount of water rights/shares required for dedication and conveyance to the City in order to meet the water requirements of the development. Owner will convey clear title to the required amount of the Committed Water to the City. If the amount of water necessary for the development is less than the total amount of the Committed Water, the City will release the commitment (provided in paragraph 2 above) as to the unnecessary portion of the Committed Water. If the amount of water necessary for the development is more than the total amount of the Committed Water, Owner shall convey additional acceptable water rights/shares to the City to meet the dedication requirements. If the Committed Water consists of any water rights, the conveyance shall be by Warranty Deed and an accompanying Water Rights Deed Addendum. If the Committed Water consists of any water shares, the conveyance shall be by assignment, endorsement, and delivery of the appropriate share certificates. Owner acknowledges that under the Article XI, Section 6 of the Utah Constitution, City is prohibited from returning to Owner any portion of the Committed Water once it has been conveyed to the City.

4. Change Application. If any of the Committed Water consists of water rights, an express prerequisite for conveyance shall be the filing and approval of an Application for Permanent Change of Water (“**Change Application**”) with the Utah Division of Water Rights (“**Division**”) to convert the water rights to municipal use to be diverted from the City’s wells. Prior to the filing of the Change Application, the water rights shall be reviewed by the City’s water attorneys to ensure that the water rights are suitable for dedication. The City’s water attorneys shall also prepare and prosecute the Change Application, with the full assistance and support of Owner. The water rights will be deemed acceptable for conveyance to the City under this paragraph upon the issuance of an Order approving the Change Application that is acceptable to the City and upon expiration of all applicable deadlines for requests for reconsideration and/or appeal of the Order. Owner shall be responsible for all costs associated with the Change Application, including but not limited to the City’s attorney fees, application filing fees, and document fees.

5. Title to Committed Water. Owner shall convey unencumbered title to the Committed Water to the City. If the Committed Water consists of water rights, the City will obtain a water rights title insurance policy for the water rights. Owner shall be responsible for all costs associated with the water rights title insurance, including but not limited to the policy premium and recording fees. Owner shall be responsible for satisfying the requirements and conditions of the Title Commitment in order for the title company to issue a title insurance policy that is acceptable to the City. A water rights title insurance policy that is agreeable to the City is an express condition to the acceptability of the water rights for dedication and conveyance to the City. If the Committed Water consists of water shares, the City will obtain written confirmation of share ownership and current payment of all assessments from the respective water company/companies. Owner shall be responsible for all costs associated with obtaining the written confirmation. From the date of this Agreement until the Committed Water is conveyed to the City, Owner shall not sell or otherwise dispose of the Committed Water, nor shall Owner allow any liens or encumbrances upon the Committed Water that would prevent Owner from conveying unencumbered title to the Committed Water to the City.

6. Cessation of Owner’s Use. Upon conveyance of the Committed Water to the City, Owner shall immediately cease any and all use of the Committed Water.

7. Successors and Assigns. Pursuant to the terms of this Agreement, Owner shall have the right to assign its rights, duties, and obligations. The parties acknowledge that the rights, duties, and obligations of Owner will also apply to any successor or assign of Owner, and that the use of the term “Owner” in this contract includes Owner’s successors or assigns.

8. Ownership of Water Facilities. Nothing in this Agreement shall alter the ownership of any wells or other water facilities of Owner or City.

9. Entire Agreement. This Agreement represents the entire agreement between the parties and supersedes all prior agreements and understandings concerning the commitment and conveyance of water rights for the Property. This Agreement shall not be amended, modified, or terminated except by written instrument signed by all parties.

10. Construction and Enforcement. This Agreement shall be construed in accordance with and governed by the laws of the State of Utah. This Agreement may be specifically enforced.

11. Third Party Beneficiaries. This Agreement is not intended to and shall not create any rights in any person or entity not a party to this Agreement.

12. Attorney Fees. In any action arising out of this Agreement, the prevailing party shall be entitled to costs and reasonable attorney fees.

13. Further Assurances. After the execution of this Agreement, the parties agree to execute and deliver such documents, and to take or cause to be taken all such other actions, as either party may reasonably deem necessary or appropriate in order to carry out the intents and purposes of this Agreement.

14. Severability. If any term, covenant, or condition of this Agreement shall be determined by a court of competent jurisdiction to be invalid or unenforceable, the remainder of this Agreement shall not be affected thereby, and the remainder of the Agreement shall remain in full force and effect.

15. Authority of Parties. The persons signing this Agreement represent and warrant that they have full authority to do so and that their corporation or entity has undertaken and obtained whatever formalities and approvals are necessary to enter into this Agreement.

16. Counterparts. This Agreement may be executed in multiple counterparts, all of which taken together shall comprise one agreement.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date.

AMERICAN FORK CITY

Bradley J. Frost, Mayor

Attest: _____
Terilyn Lurker, City Recorder

STATE OF UTAH)
:ss
COUNTY OF _____)

On the ____ day of _____, 20____, personally appeared before me Bradley J. Frost and Terilyn Lurker, known to me to be the Mayor and City Recorder, respectively, of American Fork City, who acknowledged to me that they executed the within Water Delay Agreement pursuant to the approval and authorization of the City Council at a regular meeting at which a quorum was in attendance.

NOTARY PUBLIC

[OWNER]

Schmidt, Howard
Trustee of the Trust of the Chipman Marital Trust U/A/D November 14, 2004 and Trustee of the Chipman Exemption Trust U/A/D November 14, 2004

STATE OF UTAH)
:ss
COUNTY OF _____)

On the ____ day of _____, 20____, _____ personally appeared before me and duly acknowledged that he/she executed this Water Delay Agreement for the purposes stated therein.

NOTARY PUBLIC

EXHIBIT A

Description of Water Rights and/or Water Shares Committed to the City

AFIC - No. 9158 of 5.17 shares for the Chipman Family Trust

AFIC - No. 9215 of 0.50 shares for the Chipman Family Trust

WATER DELAY AGREEMENT FOR ANNEXATION

This Water Delay Agreement for Annexation (“**Agreement**”) is entered into as of the ____ day of _____, 20__ (“**Effective Date**”), by and between _____ (“**Owner**”), and AMERICAN FORK CITY, a municipal corporation and political subdivision of the State of Utah (“**City**”).

RECITALS

WHEREAS Owner is the owner of Parcel Nos. 13:050:0172, 13:050:0240, 13:050:0149, (“**Property**”), which are located outside of the City’s current municipal boundaries; and

WHEREAS Owner has filed with the City a request to have the Property annexed into the City (“**Annexation Request**”); and

WHEREAS Section 17.1.400(C) of the City Code requires the conveyance of title to water rights concurrently with final action by the City Council on an annexation, except under pursuant to certain findings, terms, and conditions; and

WHEREAS City and Owner desire to enter into this Agreement as part of the findings, terms, and conditions required under Section 17.1.400(C) of the City Code.

NOW, THEREFORE, in consideration of the foregoing premises, the mutual covenants hereafter set forth, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Owner and City, incorporating the recitals set forth above, agree as follows:

AGREEMENT

2. **Determination of City Council.** The City Council, with the recommendation of the City Planning Commission, has determined that there is good and sufficient reason to delay the time of conveyance of water rights and/or water shares beyond the time of the City Council’s final action on the Annexation Request. This determination was made in the City Council meeting held on _____, 20__. The basis and reasoning for the City Council’s determination are included within the recording, minutes, and other documentation from said City Council meeting.

2. **Water Rights/Shares.** The specific water rights and/or water shares that may be conveyed to the City, and that pursuant to the terms and conditions of this Agreement are hereby committed to the City, which commitment is irrevocable by Owner and may be released by the City only as provided in this Agreement (“**Committed Water**”), are identified in Exhibit A of this Agreement.

3. **Conveyance of Committed Water.** Prior to the City’s approval of any development on the Property that will require the delivery of water, the City will determine the amount of water rights/shares required for dedication and conveyance to the City in order to meet the water requirements of the development. Owner will convey clear title to the required amount of the Committed Water to the City. If the amount of water necessary for the development is less than the total amount of the Committed Water, the City will release the commitment (provided in paragraph 2 above) as to the unnecessary portion of the Committed Water. If the amount of water necessary for the development is more than the total amount of the Committed Water, Owner shall convey additional acceptable water rights/shares to the City to meet the dedication requirements. If the Committed Water consists of any water rights, the conveyance shall be by Warranty Deed and an accompanying Water Rights Deed Addendum. If the Committed Water consists of any water shares, the conveyance shall be by assignment, endorsement, and delivery of the appropriate share certificates. Owner acknowledges that under the Article XI, Section 6 of the Utah Constitution, City is prohibited from returning to Owner any portion of the Committed Water once it has been conveyed to the City.

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5. Title to Committed Water. Owner shall convey unencumbered title to the Committed Water to the City. If the Committed Water consists of water rights, the City will obtain a water rights title insurance policy for the water rights. Owner shall be responsible for all costs associated with the water rights title insurance, including but not limited to the policy premium and recording fees. Owner shall be responsible for satisfying the requirements and conditions of the Title Commitment in order for the title company to issue a title insurance policy that is acceptable to the City. A water rights title insurance policy that is agreeable to the City is an express condition to the acceptability of the water rights for dedication and conveyance to the City. If the Committed Water consists of water shares, the City will obtain written confirmation of share ownership and current payment of all assessments from the respective water company/companies. Owner shall be responsible for all costs associated with obtaining the written confirmation. From the date of this Agreement until the Committed Water is conveyed to the City, Owner shall not sell or otherwise dispose of the Committed Water, nor shall Owner allow any liens or encumbrances upon the Committed Water that would prevent Owner from conveying unencumbered title to the Committed Water to the City.

6. Cessation of Owner’s Use. Upon conveyance of the Committed Water to the City, Owner shall immediately cease any and all use of the Committed Water.

7. Successors and Assigns. Pursuant to the terms of this Agreement, Owner shall have the right to assign its rights, duties, and obligations. The parties acknowledge that the rights, duties, and obligations of Owner will also apply to any successor or assign of Owner, and that the use of the term “Owner” in this contract includes Owner’s successors or assigns.

8. Ownership of Water Facilities. Nothing in this Agreement shall alter the ownership of any wells or other water facilities of Owner or City.

9. Entire Agreement. This Agreement represents the entire agreement between the parties and supersedes all prior agreements and understandings concerning the commitment and conveyance of water rights for the Property. This Agreement shall not be amended, modified, or terminated except by written instrument signed by all parties.

10. Construction and Enforcement. This Agreement shall be construed in accordance with and governed by the laws of the State of Utah. This Agreement may be specifically enforced.

11. Third Party Beneficiaries. This Agreement is not intended to and shall not create any rights in any person or entity not a party to this Agreement.

12. Attorney Fees. In any action arising out of this Agreement, the prevailing party shall be entitled to costs and reasonable attorney fees.

13. Further Assurances. After the execution of this Agreement, the parties agree to execute and deliver such documents, and to take or cause to be taken all such other actions, as either party may reasonably deem necessary or appropriate in order to carry out the intents and purposes of this Agreement.

14. Severability. If any term, covenant, or condition of this Agreement shall be determined by a court of competent jurisdiction to be invalid or unenforceable, the remainder of this Agreement shall not be affected thereby, and the remainder of the Agreement shall remain in full force and effect.

15. Authority of Parties. The persons signing this Agreement represent and warrant that they have full authority to do so and that their corporation or entity has undertaken and obtained whatever formalities and approvals are necessary to enter into this Agreement.

16. Counterparts. This Agreement may be executed in multiple counterparts, all of which taken together shall comprise one agreement.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the Effective Date.

AMERICAN FORK CITY

Attest: _____

Bradley J. Frost, Mayor

Terilyn Lurker, City Recorder

STATE OF UTAH)
)
)ss
COUNTY OF _____)

On the ____ day of _____, 20____, personally appeared before me Bradley J. Frost and Terilyn Lurker, known to me to be the Mayor and City Recorder, respectively, of American Fork City, who acknowledged to me that they executed the within Water Delay Agreement pursuant to the approval and authorization of the City Council at a regular meeting at which a quorum was in attendance.

NOTARY PUBLIC

[OWNER]

Corp of Pres Bishop Church of Jesus Christ of LDS

By

Title

STATE OF UTAH)
)
)ss
COUNTY OF _____)

On the _____ day of _____, 20____, _____ personally appeared before me and
duly acknowledged that he/she executed this Water Delay Agreement for the purposes stated therein.

NOTARY PUBLIC

EXHIBIT A

Description of Water Rights and/or Water Shares Committed to the City

Please reference assignment of water shares: AFIC - No. 9763 for the Corp of Pres Bishop Church of Jesus Christ of LDS

Agenda Topic

Public hearing on an update to the American Fork General Plan to update all sections to establish an updated vision for growth and development in the City.

Background

Staff have initiated a General Plan Update. The updated document looks to provide guidelines and vision for the future of the city.

Chapter 17.11 Amendments

This development code, and the zoning map adopted as a part thereof, may be amended from time to time by the city council, but all proposed amendments must first be submitted to the planning commission for its recommendation. The procedure to be followed in amending the code and map shall be as set forth below.

Sec 17.11.101 Written Petition Required - City Initiated Amendments Permitted

Any person seeking an amendment of the development code or zoning map shall submit to the planning commission a written petition designating the change desired and the reasons therefor, and shall pay a nonrefundable filing fee in an amount established by resolution of the city council. Amendments to the code and map may also be initiated by action of the planning commission or upon request of the city council.

Sec 17.11.102 Planning Commission To Make Recommendations

Upon receipt of the petition the planning commission shall consider the request and, subject to completion of a public hearing on the matter before the planning commission with public notice given in accordance with the provisions of Section 17.11.103, shall submit its recommendations with respect thereto to the city council.

Sec 17.11.103 Planning Commission To Conduct Public Hearing Before Recommending Amendments - Notice Of Hearing To Be Provided

1. No ordinance approving an amendment to the official zone map or text of the development code, or approving a large scale development project may be enacted by the city council

unless and until a public hearing relating to the proposed ordinance shall have been conducted by the planning commission.

2. Notice of the date, time and place of the first public hearing regarding a proposed amendment to the official zone map, text of the development code or ordinance of approval of a large scale development project shall be given at least 10 calendar days before the public hearing as follows:
 1. Published on the Utah Public Notice Website;
 2. Posted in at least three public locations within the city, or on the city's official website; and
 3. Mailed to each affected entity.

Sec 17.11.104 Amendments To Be Adopted By Council - Notice Required

1. The city council, at a public meeting called for the purpose, shall consider each proposed amendment to the official zone map, text of the development code, or ordinance of approval for a large scale development recommended to it by the planning commission and may act to adopt or reject the amendment or ordinance of approval as recommended by the planning commission or adopt the amendment after making any revision the city council considers appropriate.
2. Notice of the public meeting at which the city council will consider a proposed amendment or ordinance of approval shall be given at least twenty-four hours before the meeting, which notice shall, as a minimum, be posted in at least three public places within the city; or on the city's official website.

Sec 17.11.105 Amendments To Be Adopted By Ordinance - Public Notice Of Adoption

All amendments to the code and map shall be adopted, published and recorded in accordance with the applicable provisions of UCA 10-3-701 et seq.

17.11.200 Intent With Respect To Amendments

All amendments to this code shall be made in accordance with the general plan of land use. It is hereby declared to be public policy that this code shall not be amended unless it can be shown that changed or changing conditions make the proposed amendment reasonably necessary to the promotion of the purposes of this code.



2026

AMERICAN 18 FORK 53

GENERAL PLAN

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ACKNOWLEDGMENTS

STAKEHOLDER GROUP

City Council

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

Planning Commission

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

City Staff

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

Mountainland Association of Governments

Daniel Wayne
LaNiece Davenport
Shauna Mecham

Utah Transit Authority

Mary Shaffer
Paul Drake
Kayla Kinhead

Other Interested Parties:

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

PROJECT TEAM

Psomas

Chris Hupp
Christian Kirkham
Trevor Allen
Tanner Snow
Eli Staggs

Wall Consultant Group (WCG)

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

Zion's Bank Public Finance

Susie Becker
Heather Phipps
Ryan Smith

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
June 2026

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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, 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.



Land Use



Multimodal
Transportation



Development
Focus Areas



Moderate
Income
Housing



Public Facilities
& Open Space



Water &
Conservation



Historic Preservation
& Implementation

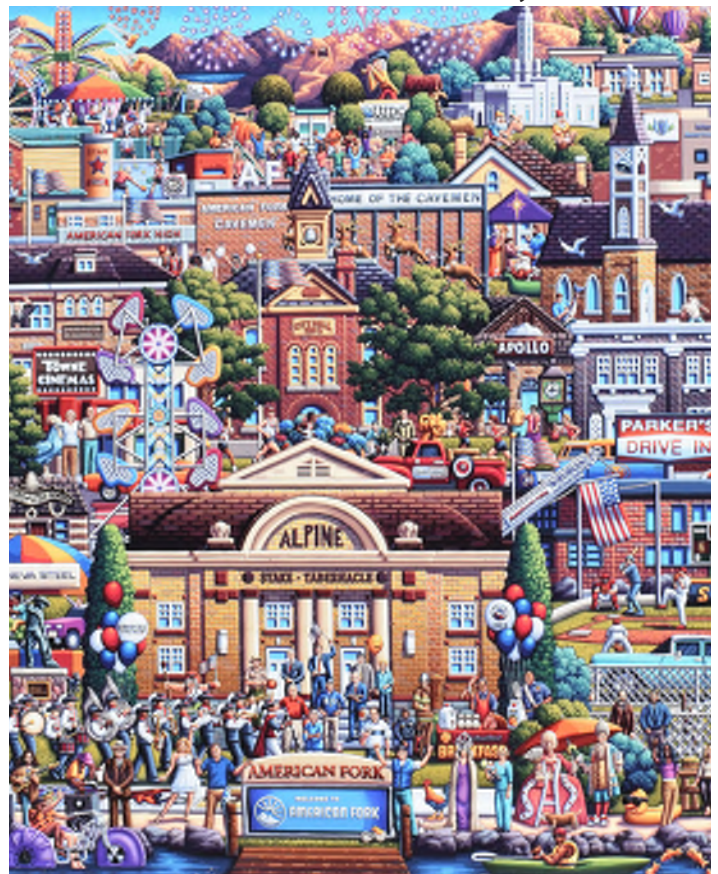
*The seven elements of
the 2025 American Fork
General Plan*

SCOPE

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

DOCUMENT ROADMAP

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

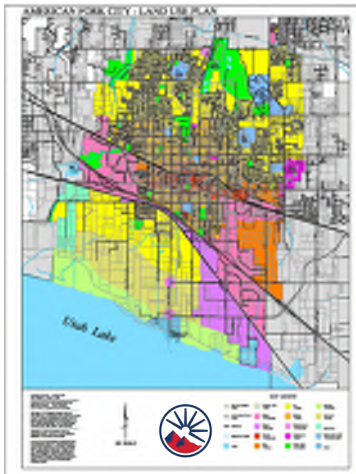


Existing Plans Analysis

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

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

American Fork General Plan Land Use Element (2005)



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

American Fork Station Area Plan (2014)



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

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

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

Transit Oriented Development Zone Code Update (2018)



In 2018 the code for the Transit Oriented Development (TOD) zone within American Fork City was created. The purpose of the code was to



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

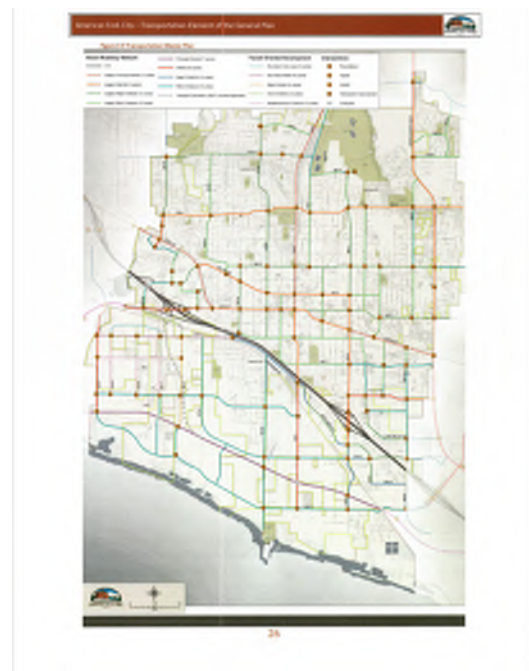
Community Reinvestment Areas (2025)



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

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

American Fork Transportation Master Plan (2018)



The American Fork Transportation Master Plan was developed and implemented in 2018 to guide and plan for future transportation infrastructure as American Fork continues to grow and develop. The plan mainly addresses the roadway network but also references and plans for active transportation improvements from the Bike and Pedestrian Master Plan. It also includes a plan for potential future transit improvements as well.

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

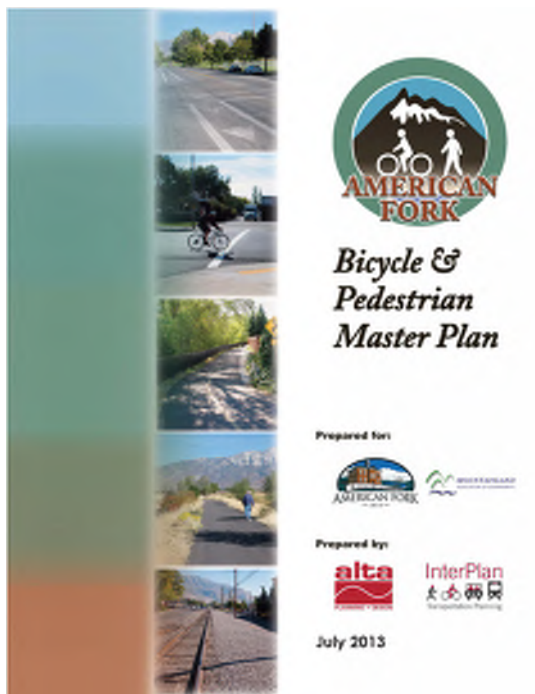
American Fork Main Street Vision - Phase II (2016)



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

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

American Fork Bike and Pedestrian Master Plan (2013)



This plan was prepared in 2013 to provide a comprehensive vision and plan for the expansion of bicycle and pedestrian infrastructure within American Fork. The Station Area Plan study calls for the addition of protected bike lanes along 200 South to facilitate easier access for cyclists between

the FrontRunner station and central American Fork. It also calls for bike lanes and multi-use paths to connect the station and nearby mixed-use core to the Utah Lake Shoreline regional and the Power Line trails.

American Fork Moderate-Income Housing Report (2023)



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

MAG TransPlan50 (2023)



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

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

American Fork Station Area Plan (2025)

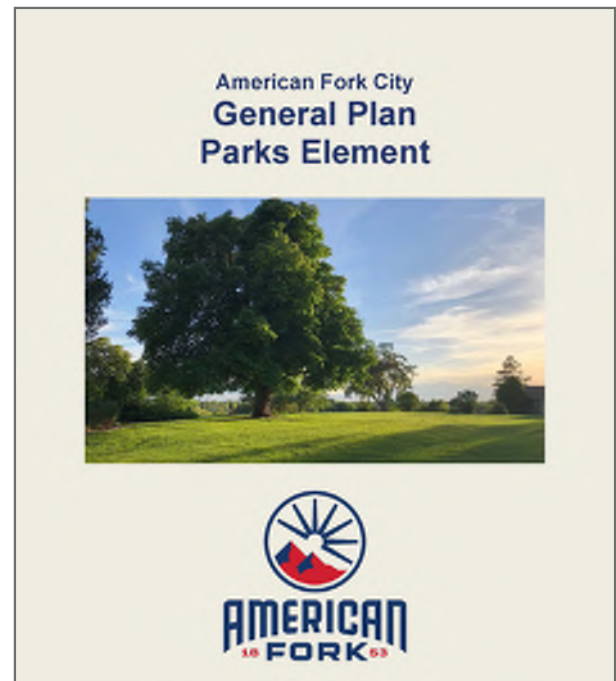


AMERICAN FORK STATION AREA PLAN



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.



AMERICAN 18 FORK 53

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.





1

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.

Lakeside Growth Area

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

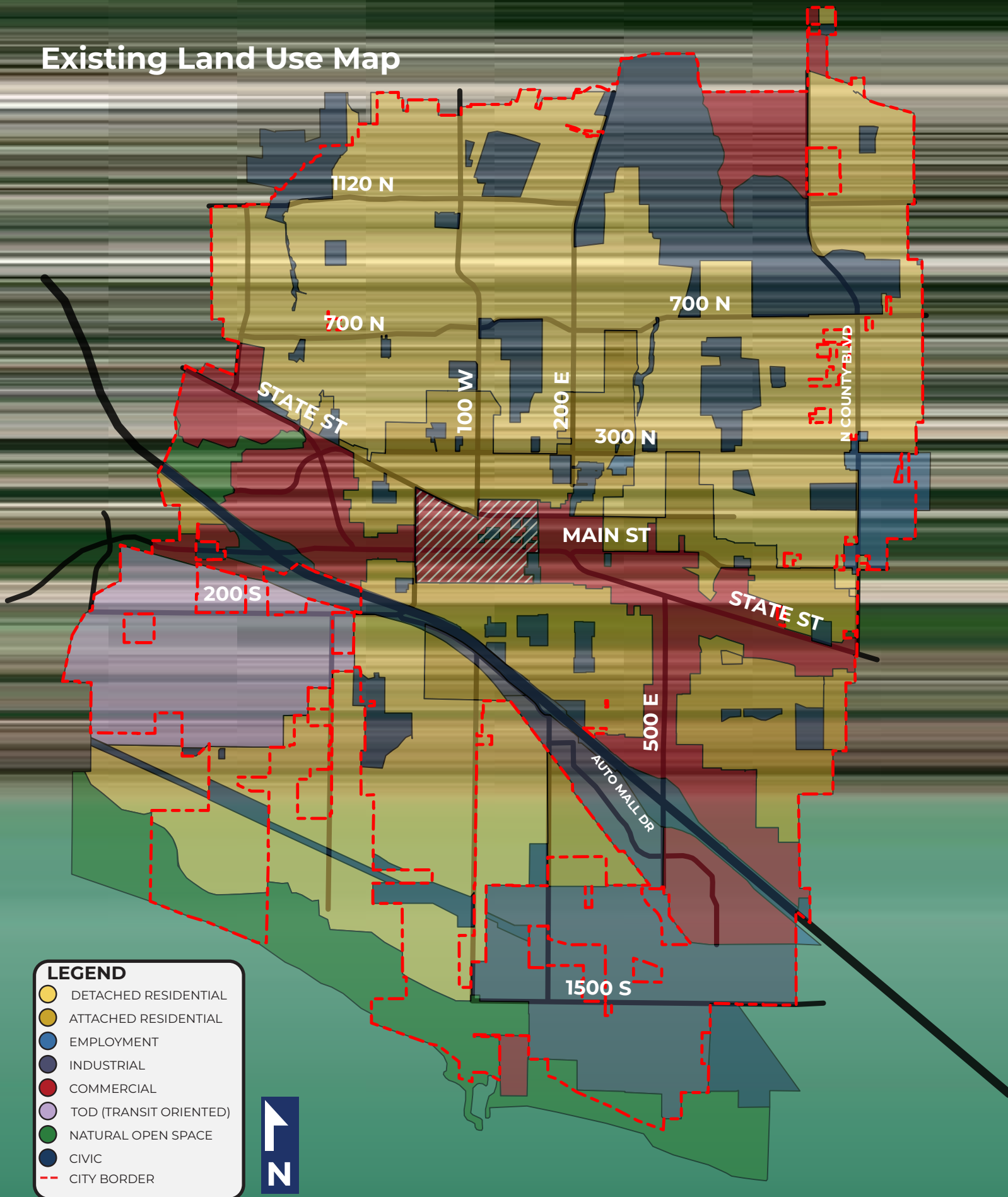
Utah Lake Frontage

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

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



Existing Land Use Map



Principles & Best Practices

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

Public Sentiment – Preserve the Existing Character of American Fork

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

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

Public Sentiment – Maintain a Balance between Commercial and Residential

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

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

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

Public Sentiment – Improve Access to Amenities for All Neighborhoods

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

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



Public Sentiment – Create and Maintain Family Centered Housing Options

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

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

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

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

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

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

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



Future Land Use

Vision and Approach

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

Northern Neighborhoods Enhancement

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

Interstate 15 Corridor Development

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



Transit-Oriented Station Area

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

Lakeside Growth Areas

Lakeside 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
- TOD (TRANSIT ORIENTED)
- NATURAL OPEN SPACE
- CIVIC
- CITY BORDER



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

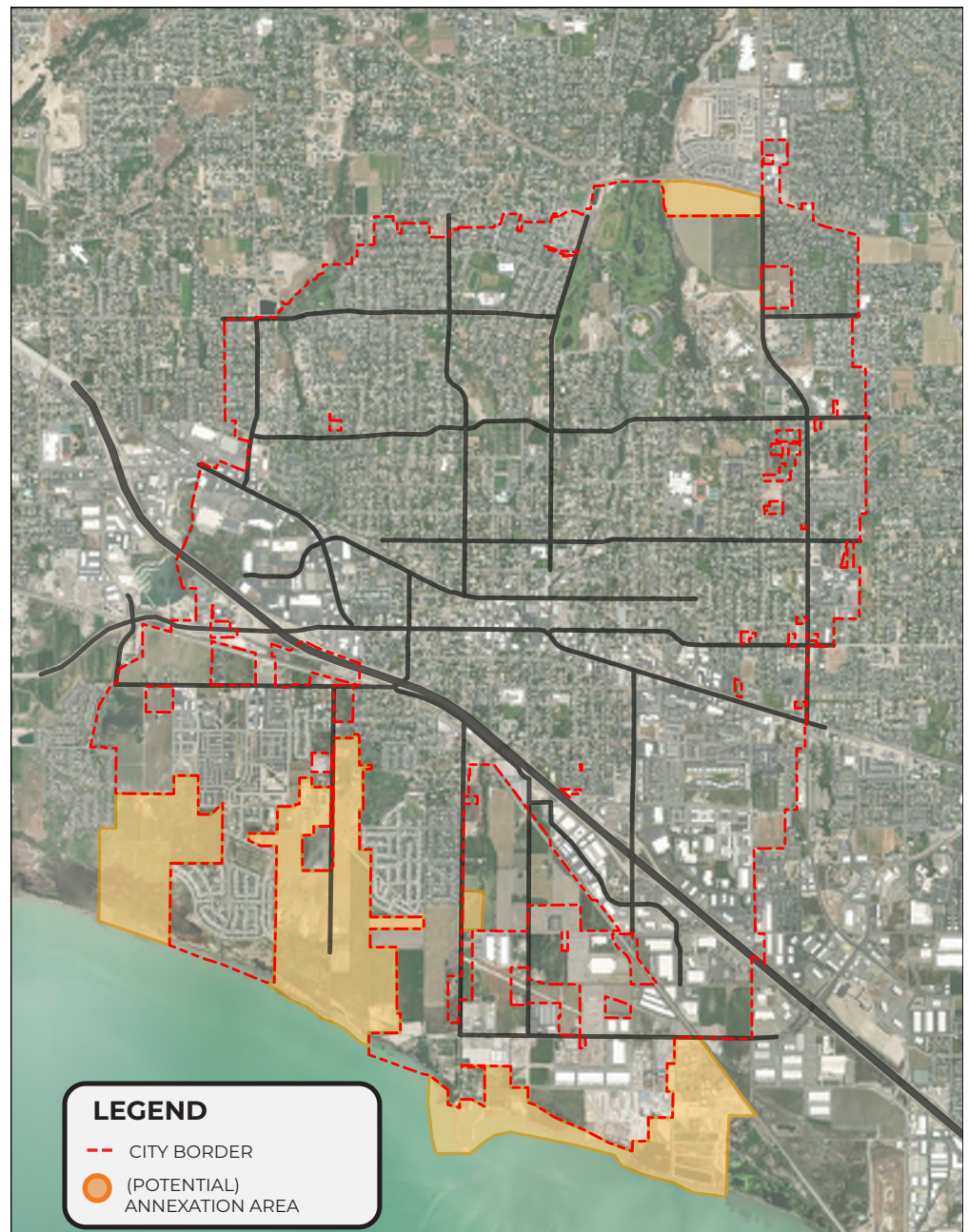
Annexation

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.





2

DEVELOPMENT FOCUS AREAS

Focus Areas

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

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

1. Transit Center

- 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

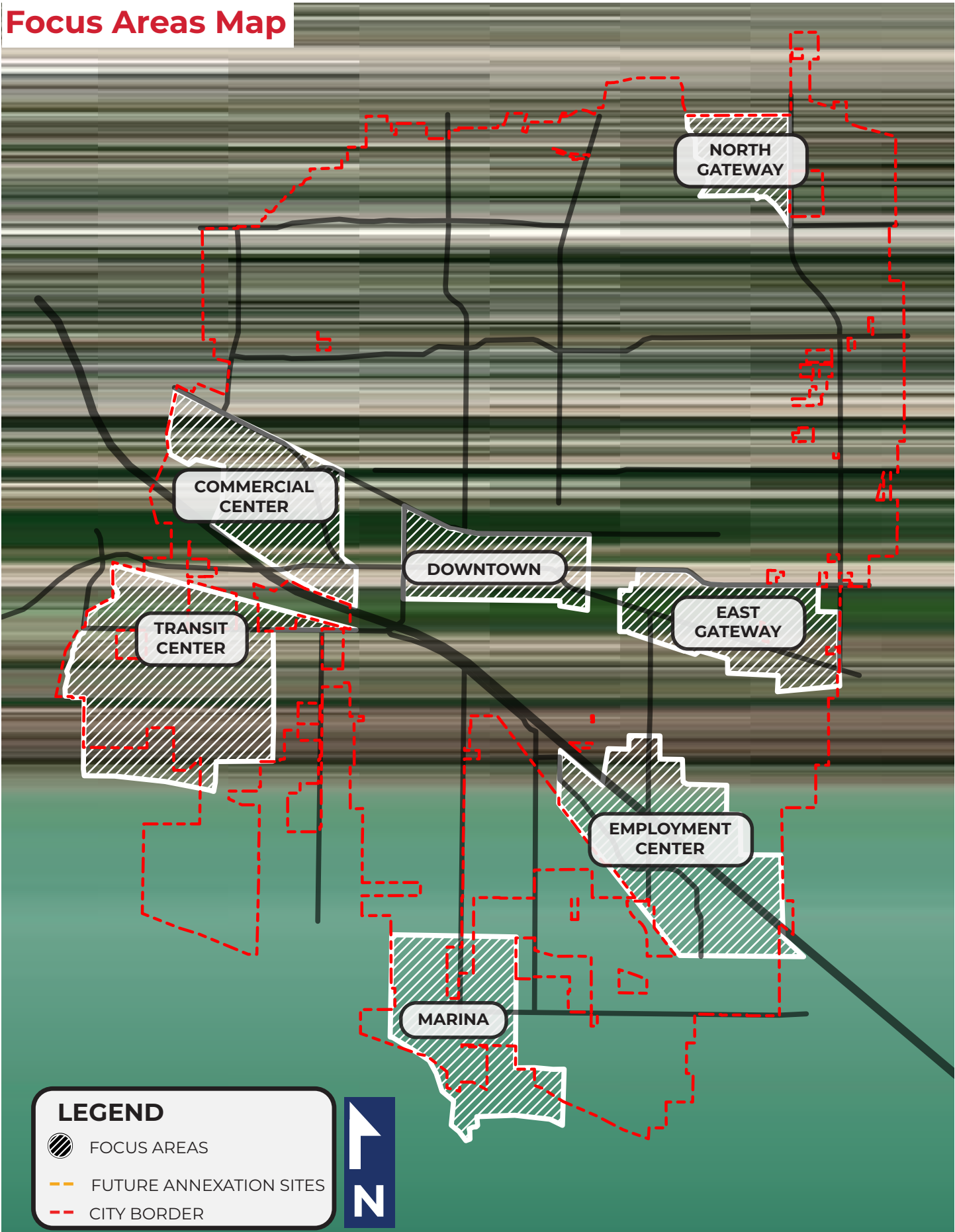
- Has highest percentage of city employment
- Potential for redevelopment of some buildings; however, most buildings have been built since 1995

7. Marina

- Significant amount of vacant land
- Lakefront recreation opportunities
- Create a cultural and recreational destination and amenity for the city



Focus Areas Map

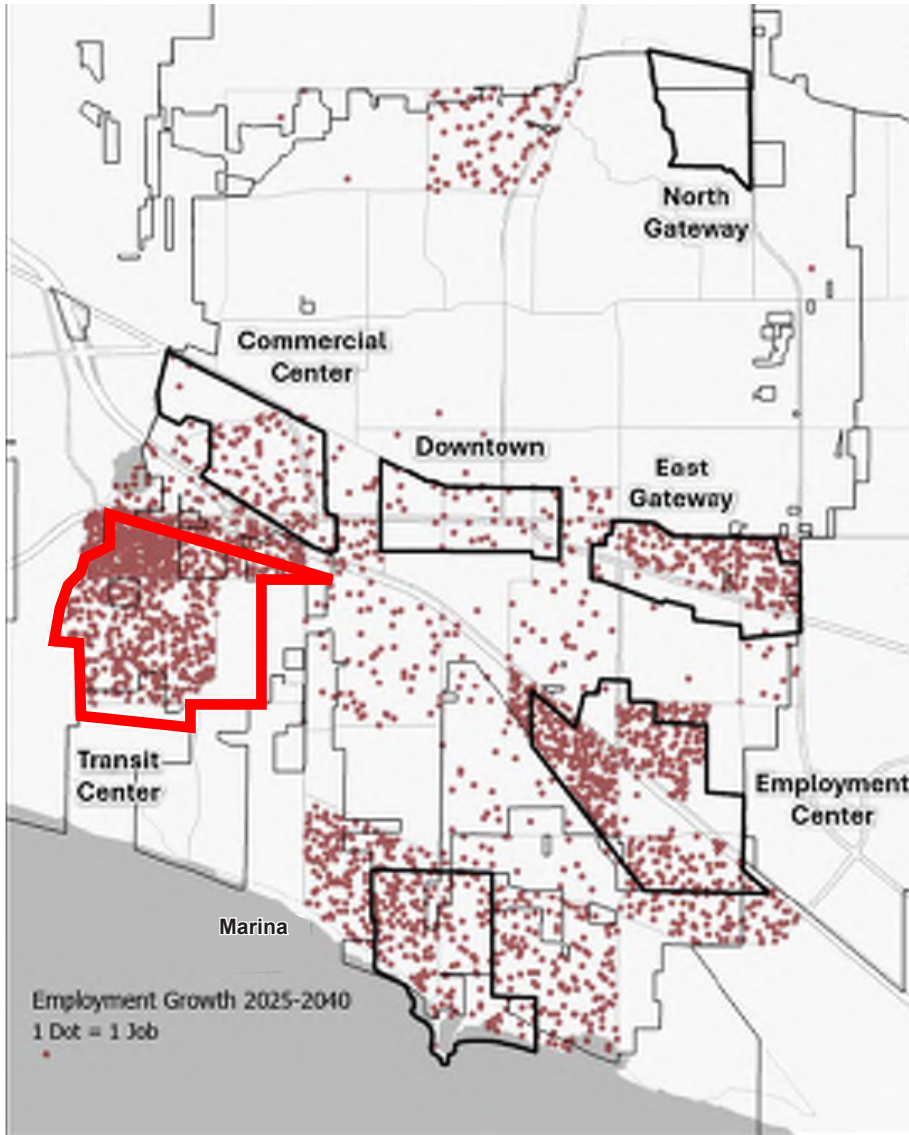


1. TRANSIT CENTER

Overview

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

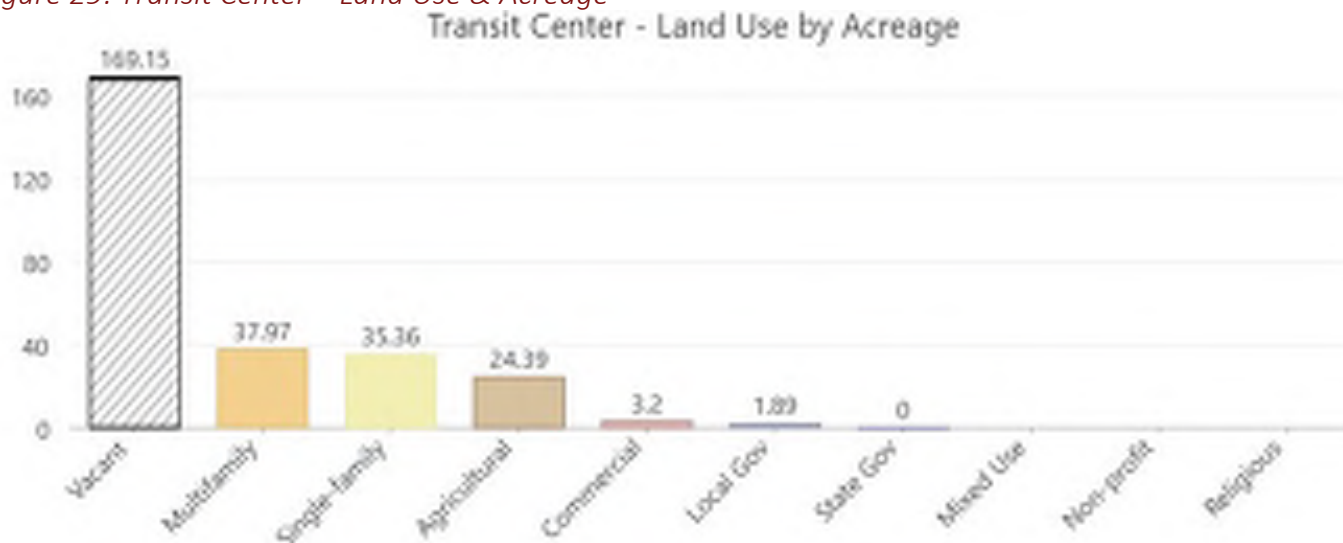
Figure 28: Transit Center Employment Growth 20252050



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

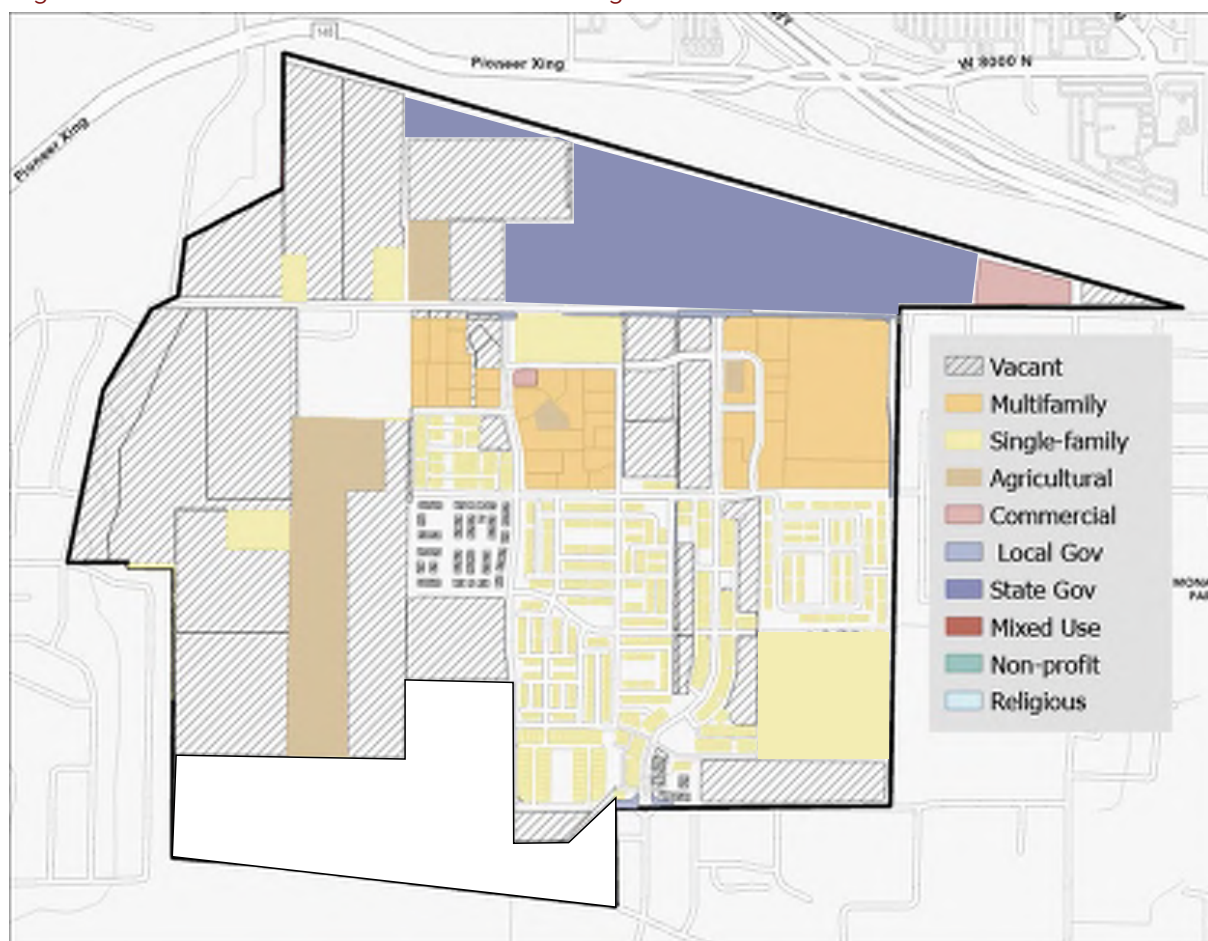
The large amount of vacant land in this area, along with the transit hub, presents a significant economic development opportunity for the City. Future development in this area could include office, higher density residential and entertainment/dining uses that work to create a vibrant City destination.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

Figure 29: Transit Center – Land Use & Acreage

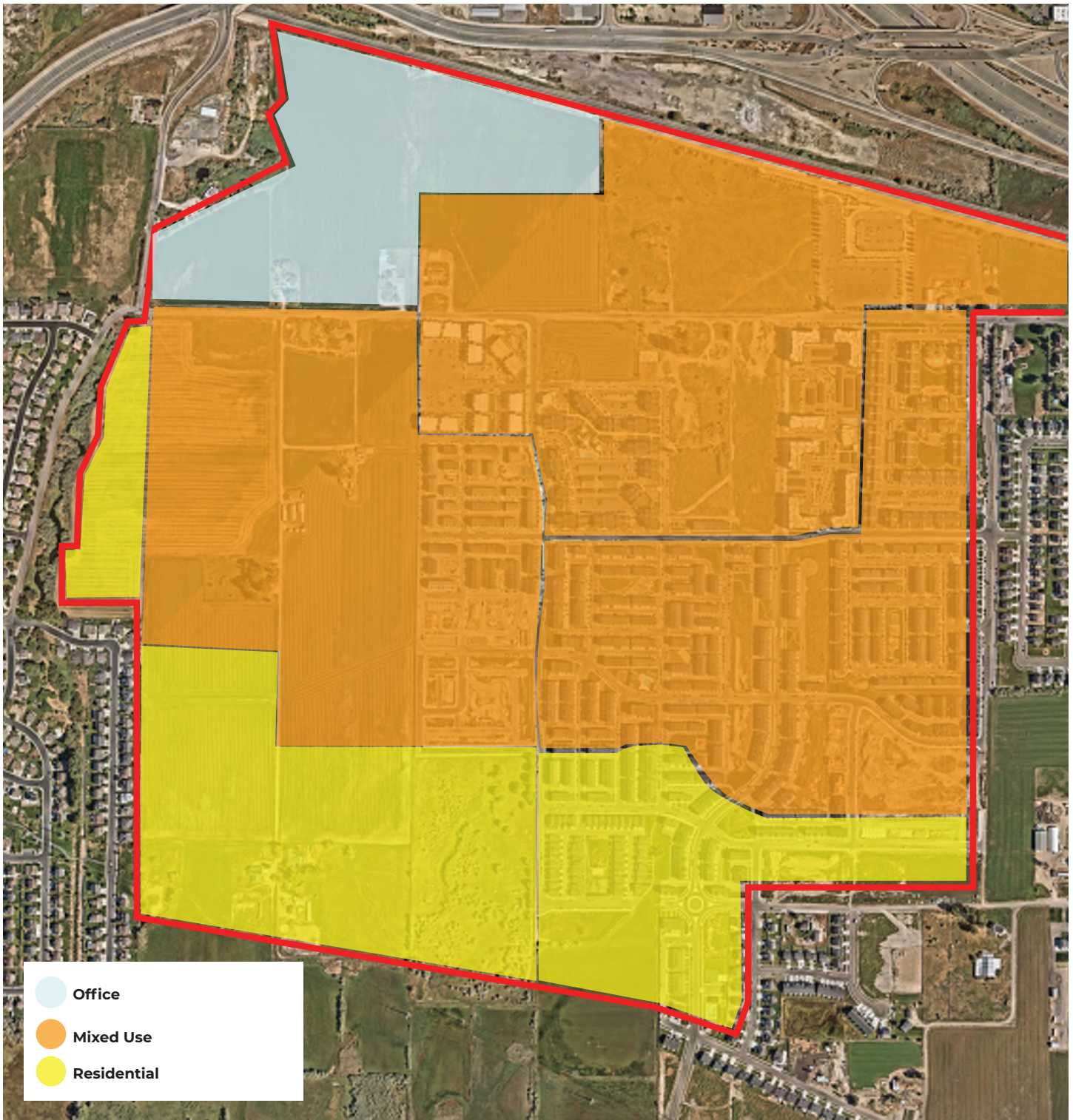


Source: Utah Automated Geographic Reference Center (AGRC), 2025; ZPFI Analysis, 2025

Figure 30: Transit Center – Land Use & Acreage



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



TRANSIT CENTER: RECOMMENDATIONS / POTENTIAL AMENITIES

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

POTENTIAL AMENITIES*

** Conceptual in nature. Intended to highlight options for future development, not a guarantee of any particular type of development occurring.*



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

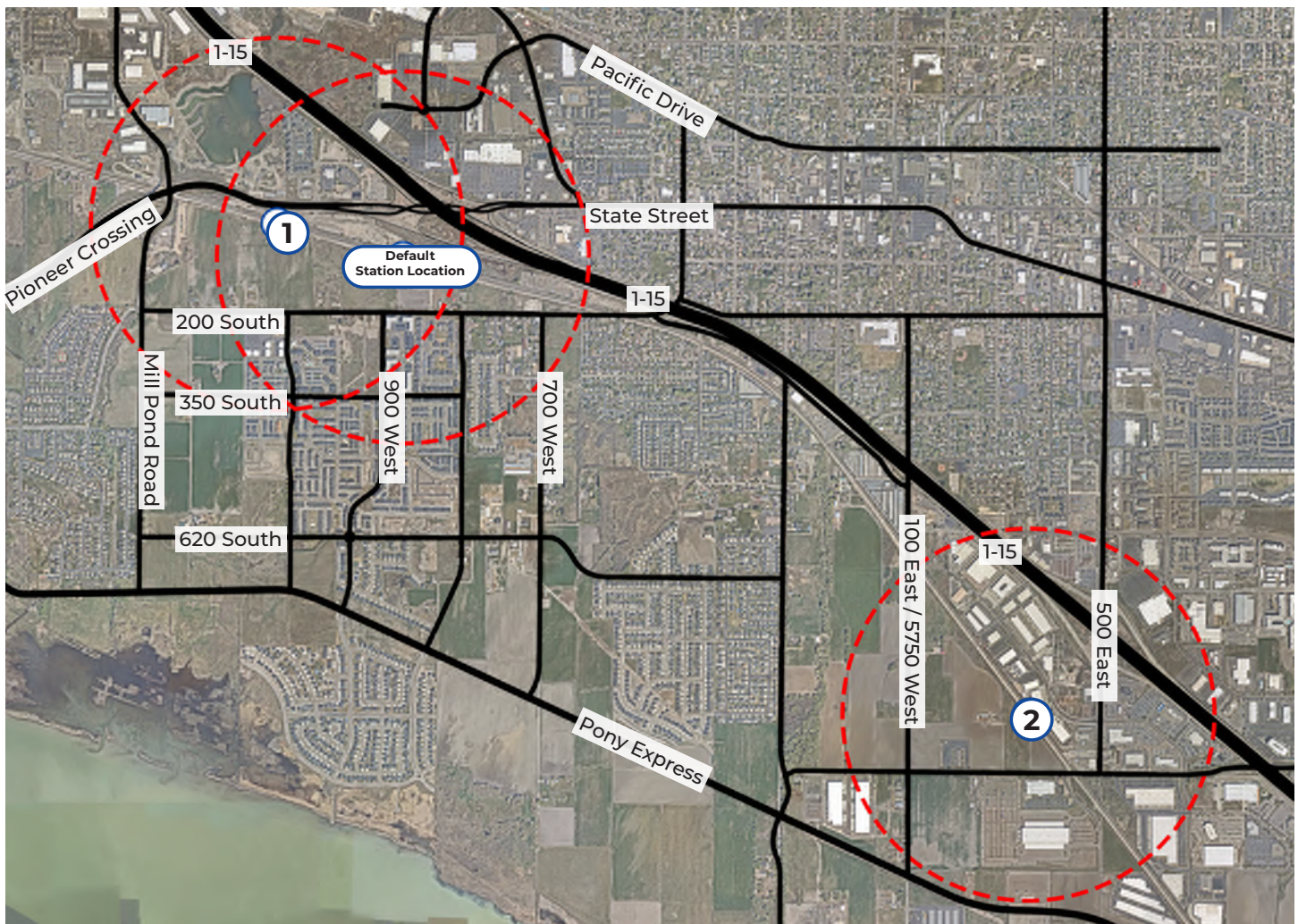
The location of the FrontRunner station in American Fork has been a central consideration for the city. Preliminary locations were identified and vetted during the concept phase of the Station Area Plan Study (2025). After extensive analysis and stakeholder input, American Fork City considered additional 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.

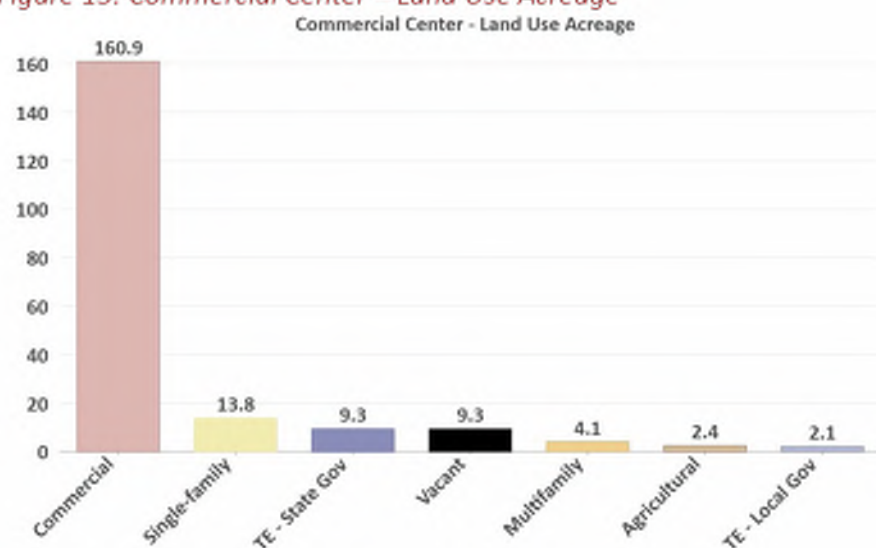
The evaluation of the viability of each option is accomplished by setting conditions and milestones within a given timeframe. The year 2030 was chosen as the first milestone year so there will be time to pivot to a new strategy if needed before the 2034 Olympics.



2. COMMERCIAL CENTER

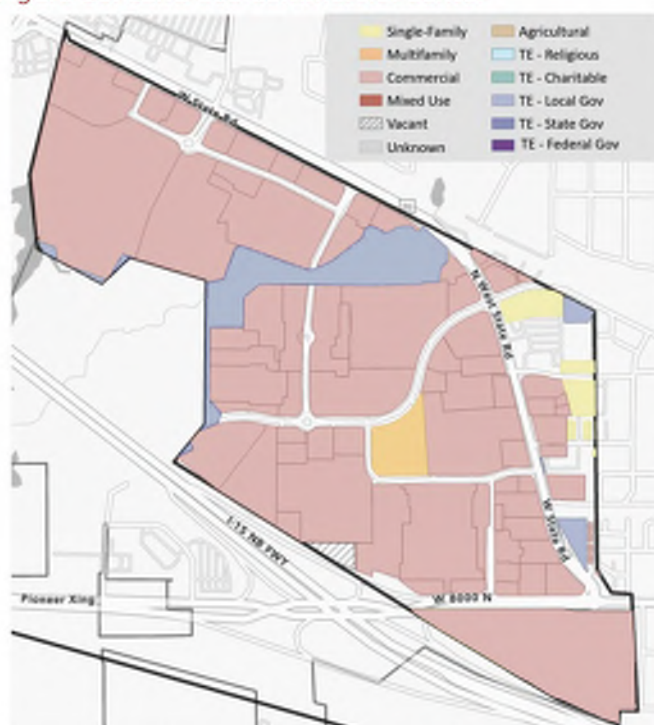
Nearly all of the land in the commercial center is commercial in nature, reflective of this area as the City's major tax generator. As business turnover in this area occurs, efforts should be made to attract businesses with high sales per square foot margins. This area is critical for the fiscal sustainability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

Figure 15: Commercial Center – Land Use Acreage

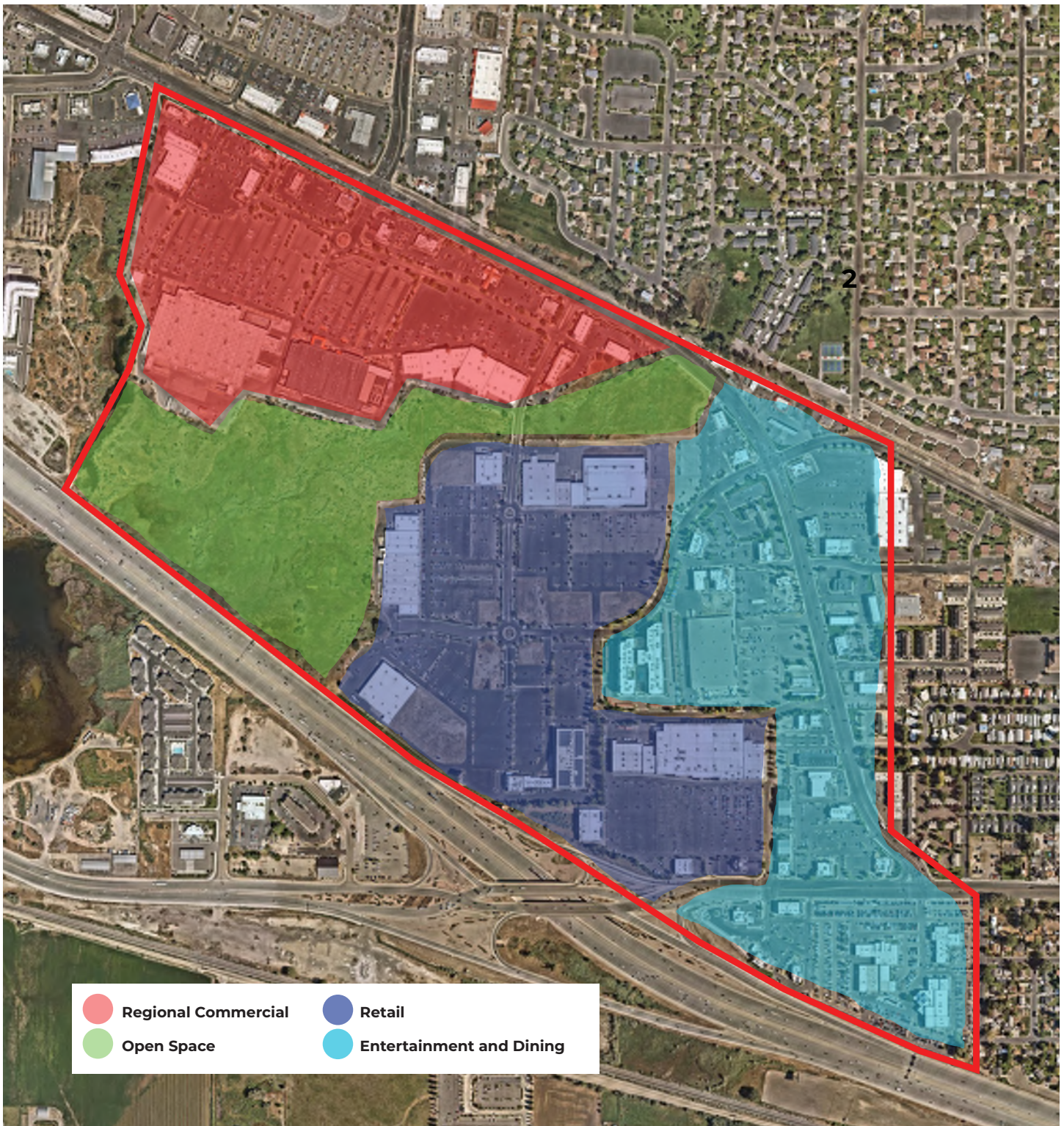


Source: Utah Automated Geographic Reference Center (AGRC), 2025

Figure 16: Land Use Commercial Center



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



COMMERCIAL CENTER: RECOMMENDATIONS / POTENTIAL AMENITIES

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

POTENTIAL AMENITIES*

** Conceptual in nature. Intended to highlight options for future development, not a guarantee of any particular type of development occurring.*



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.



Develop Experiential Shopping

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



Infill Commercial Pad

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



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.



Expand Commercial Options

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



Encourage Sit-down Style Restaurants

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



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.

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

Commercial Parcels Year Built

- before 1812
- 1813 - 1900
- 1901 - 1920
- 1921 - 1940
- 1941 - 1960
- 1961 - 1980
- 1981 - 2000
- 2001 - 2020

Map labels include: AMERICAN FORK POST OFFICE, AMERICAN FORK FIRE DEPARTMENT, AMERICAN FORK CITY HALL, AMERICAN FORK POLICE AND JUDICIAL COURT, AMERICAN FORK LIBRARY, AMERICAN FORK PARK, W Main St, W 100 S, W 200 S, W 300 S, N 100 W, N 200 W, N 300 W, E 100 S, E 200 S, E 300 S, E 400 S, E 500 S, E 600 S, E 700 S, E 800 S, E 900 S, E 1000 S, E 1100 S, E 1200 S, E 1300 S, E 1400 S, E 1500 S, E 1600 S, E 1700 S, E 1800 S, E 1900 S, E 2000 S, E 2100 S, E 2200 S, E 2300 S, E 2400 S, E 2500 S, E 2600 S, E 2700 S, E 2800 S, E 2900 S, E 3000 S, E 3100 S, E 3200 S, E 3300 S, E 3400 S, E 3500 S, E 3600 S, E 3700 S, E 3800 S, E 3900 S, E 4000 S, E 4100 S, E 4200 S, E 4300 S, E 4400 S, E 4500 S, E 4600 S, E 4700 S, E 4800 S, E 4900 S, E 5000 S, E 5100 S, E 5200 S, E 5300 S, E 5400 S, E 5500 S, E 5600 S, E 5700 S, E 5800 S, E 5900 S, E 6000 S, E 6100 S, E 6200 S, E 6300 S, E 6400 S, E 6500 S, E 6600 S, E 6700 S, E 6800 S, E 6900 S, E 7000 S, E 7100 S, E 7200 S, E 7300 S, E 7400 S, E 7500 S, E 7600 S, E 7700 S, E 7800 S, E 7900 S, E 8000 S, E 8100 S, E 8200 S, E 8300 S, E 8400 S, E 8500 S, E 8600 S, E 8700 S, E 8800 S, E 8900 S, E 9000 S, E 9100 S, E 9200 S, E 9300 S, E 9400 S, E 9500 S, E 9600 S, E 9700 S, E 9800 S, E 9900 S, E 10000 S, E 10100 S, E 10200 S, E 10300 S, E 10400 S, E 10500 S, E 10600 S, E 10700 S, E 10800 S, E 10900 S, E 11000 S, E 11100 S, E 11200 S, E 11300 S, E 11400 S, E 11500 S, E 11600 S, E 11700 S, E 11800 S, E 11900 S, E 12000 S, E 12100 S, E 12200 S, E 12300 S, E 12400 S, E 12500 S, E 12600 S, E 12700 S, E 12800 S, E 12900 S, E 13000 S, E 13100 S, E 13200 S, E 13300 S, E 13400 S, E 13500 S, E 13600 S, E 13700 S, E 13800 S, E 13900 S, E 14000 S, E 14100 S, E 14200 S, E 14300 S, E 14400 S, E 14500 S, E 14600 S, E 14700 S, E 14800 S, E 14900 S, E 15000 S, E 15100 S, E 15200 S, E 15300 S, E 15400 S, E 15500 S, E 15600 S, E 15700 S, E 15800 S, E 15900 S, E 16000 S, E 16100 S, E 16200 S, E 16300 S, E 16400 S, E 16500 S, E 16600 S, E 16700 S, E 16800 S, E 16900 S, E 17000 S, E 17100 S, E 17200 S, E 17300 S, E 17400 S, E 17500 S, E 17600 S, E 17700 S, E 17800 S, E 17900 S, E 18000 S, E 18100 S, E 18200 S, E 18300 S, E 18400 S, E 18500 S, E 18600 S, E 18700 S, E 18800 S, E 18900 S, E 19000 S, E 19100 S, E 19200 S, E 19300 S, E 19400 S, E 19500 S, E 19600 S, E 19700 S, E 19800 S, E 19900 S, E 20000 S, E 20100 S, E 20200 S, E 20300 S, E 20400 S, E 20500 S, E 20600 S, E 20700 S, E 20800 S, E 20900 S, E 21000 S, E 21100 S, E 21200 S, E 21300 S, E 21400 S, E 21500 S, E 21600 S, E 21700 S, E 21800 S, E 21900 S, E 22000 S, E 22100 S, E 22200 S, E 22300 S, E 22400 S, E 22500 S, E 22600 S, E 22700 S, E 22800 S, E 22900 S, E 23000 S, E 23100 S, E 23200 S, E 23300 S, E 23400 S, E 23500 S, E 23600 S, E 23700 S, E 23800 S, E 23900 S, E 24000 S, E 24100 S, E 24200 S, E 24300 S, E 24400 S, E 24500 S, E 24600 S, E 24700 S, E 24800 S, E 24900 S, E 25000 S, E 25100 S, E 25200 S, E 25300 S, E 25400 S, E 25500 S, E 25600 S, E 25700 S, E 25800 S, E 25900 S, E 26000 S, E 26100 S, E 26200 S, E 26300 S, E 26400 S, E 26500 S, E 26600 S, E 26700 S, E 26800 S, E 26900 S, E 27000 S, E 27100 S, E 27200 S, E 27300 S, E 27400 S, E 27500 S, E 27600 S, E 27700 S, E 27800 S, E 27900 S, E 28000 S, E 28100 S, E 28200 S, E 28300 S, E 28400 S, E 28500 S, E 28600 S, E 28700 S, E 28800 S, E 28900 S, E 29000 S, E 29100 S, E 29200 S, E 29300 S, E 29400 S, E 29500 S, E 29600 S, E 29700 S, E 29800 S, E 29900 S, E 30000 S, E 30100 S, E 30200 S, E 30300 S, E 30400 S, E 30500 S, E 30600 S, E 30700 S, E 30800 S, E 30900 S, E 31000 S, E 31100 S, E 31200 S, E 31300 S, E 31400 S, E 31500 S, E 31600 S, E 31700 S, E 31800 S, E 31900 S, E 32000 S, E 32100 S, E 32200 S, E 32300 S, E 32400 S, E 32500 S, E 32600 S, E 32700 S, E 32800 S, E 32900 S, E 33000 S, E 33100 S, E 33200 S, E 33300 S, E 33400 S, E 33500 S, E 33600 S, E 33700 S, E 33800 S, E 33900 S, E 34000 S, E 34100 S, E 34200 S, E 34300 S, E 34400 S, E 34500 S, E 34600 S, E 34700 S, E 34800 S, E 34900 S, E 35000 S, E 35100 S, E 35200 S, E 35300 S, E 35400 S, E 35500 S, E 35600 S, E 35700 S, E 35800 S, E 35900 S, E 36000 S, E 36100 S, E 36200 S, E 36300 S, E 36400 S, E 36500 S, E 36600 S, E 36700 S, E 36800 S, E 36900 S, E 37000 S, E 37100 S, E 37200 S, E 37300 S, E 37400 S, E 37500 S, E 37600 S, E 37700 S, E 37800 S, E 37900 S, E 38000 S, E 38100 S, E 38200 S, E 38300 S, E 38400 S, E 38500 S, E 38600 S, E 38700 S, E 38800 S, E 38900 S, E 39000 S, E 39100 S, E 39200 S, E 39300 S, E 39400 S, E 39500 S, E 39600 S, E 39700 S, E 39800 S, E 39900 S, E 40000 S, E 40100 S, E 40200 S, E 40300 S, E 40400 S, E 40500 S, E 40600 S, E 40700 S, E 40800 S, E 40900 S, E 41000 S, E 41100 S, E 41200 S, E

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.

Improvement Value by Building Square Foot
Commercial & Mixed Use Buildings Along Main Street

[Red]	\$0.00 - \$22.84
[Orange]	\$22.85 - \$63.85
[Yellow]	\$63.86 - \$108.87
[Grey]	\$108.88 - \$178.81
[Blue]	\$178.82 - \$277.42

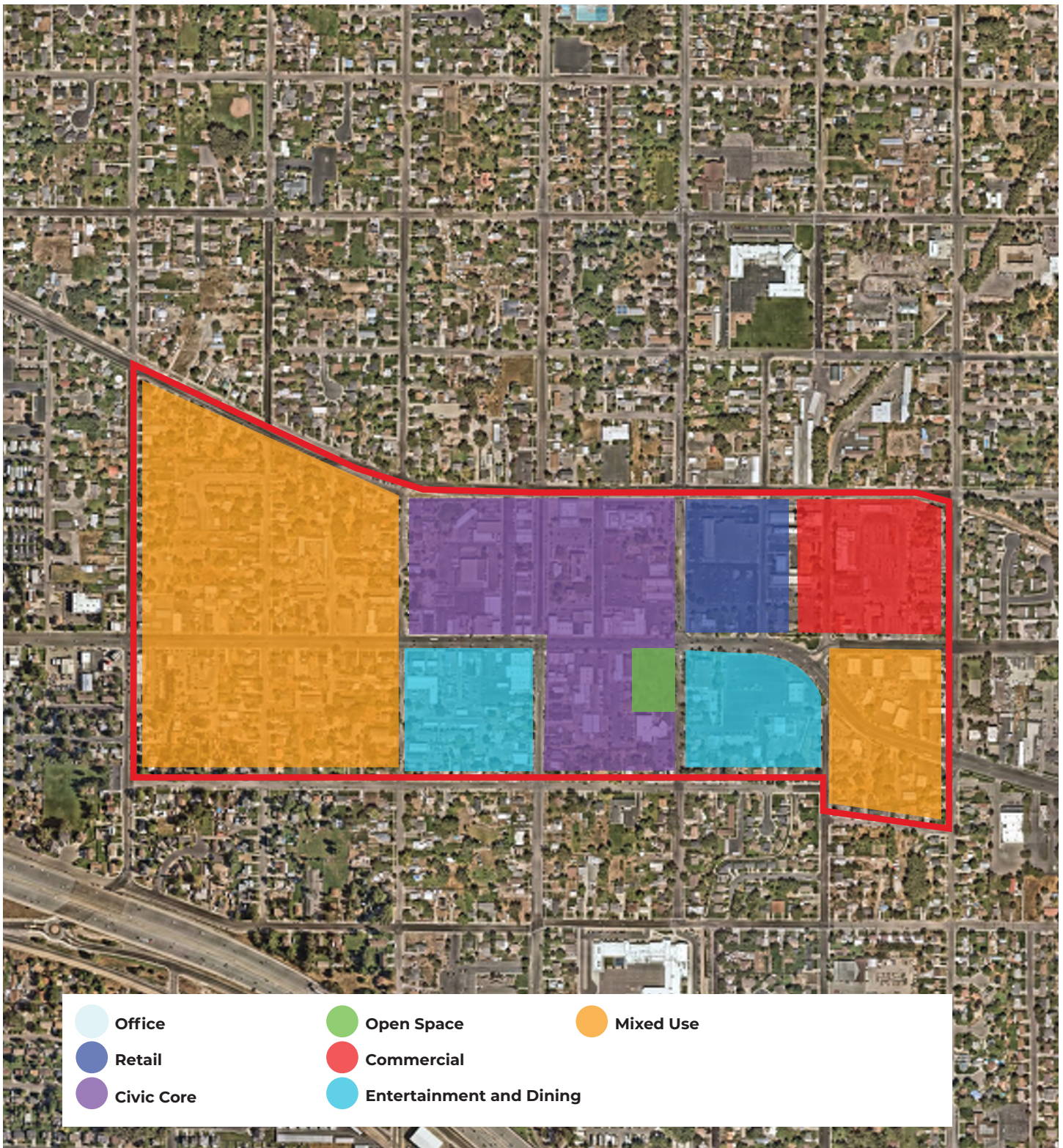
The map shows a section of Main Street with several buildings labeled, including American Fork Post Office, American Fork Police and District Court, American Fork City Hall, Robinson Park, American Fork Library, and American Fork Fire Department. The buildings are color-coded based on their improvement value per square foot.



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

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





DOWNTOWN CENTER: RECOMMENDATIONS / POTENTIAL AMENITIES

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



POTENTIAL AMENITIES*

**Conceptual in nature. Intended to highlight options for future development, not a guarantee of any particular type of development occurring.*

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

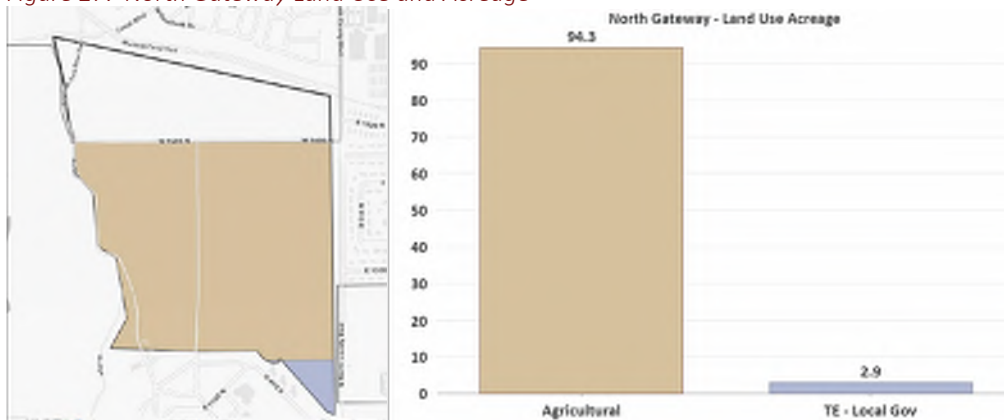


Creating a brand will help unify and invigorate existing uses and character of the downtown. Potentially redeveloping surface parking into structured parking can enhance the beauty and environment of the downtown as well.

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*

* Conceptual in nature. Intended to highlight options for future development, not a guarantee of any particular type of development occurring.



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.



Food Trucks

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



Gathering Areas

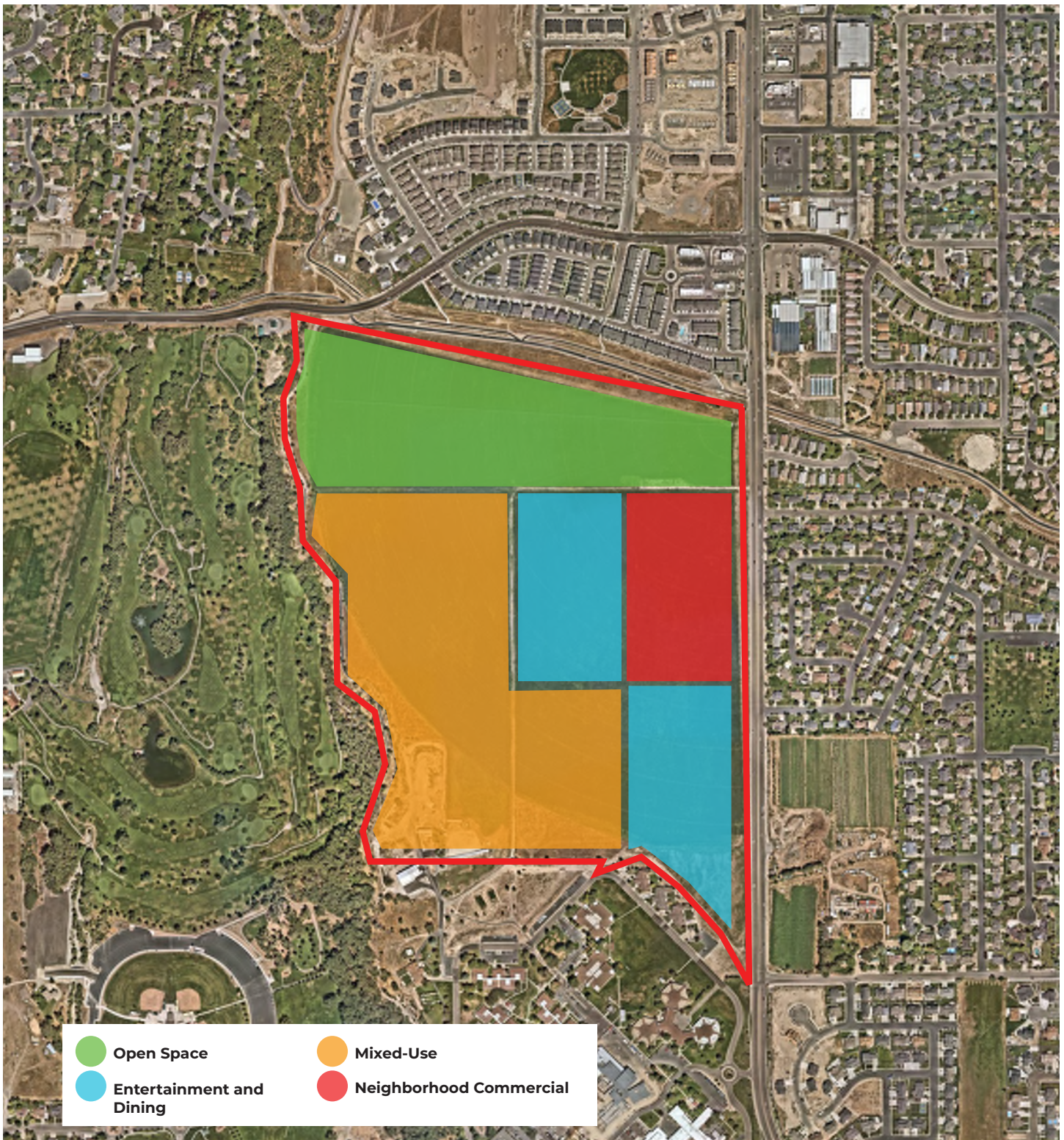
Creating public gathering spaces would enhance the character of this gateway area. These spaces could be plazas, concert venues, greens, etc.



Neighborhood Commercial

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





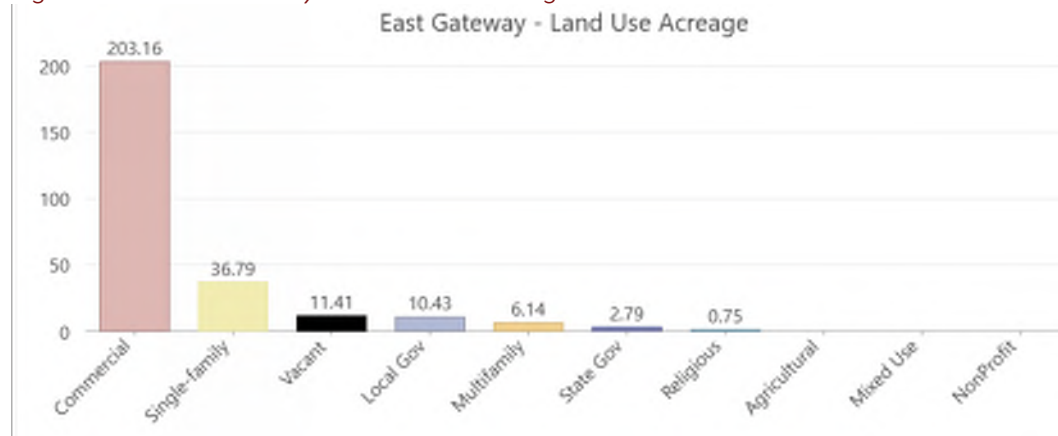
NORTH GATEWAY: RECOMMENDATIONS / POTENTIAL AMENITIES

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

5. EAST GATEWAY

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

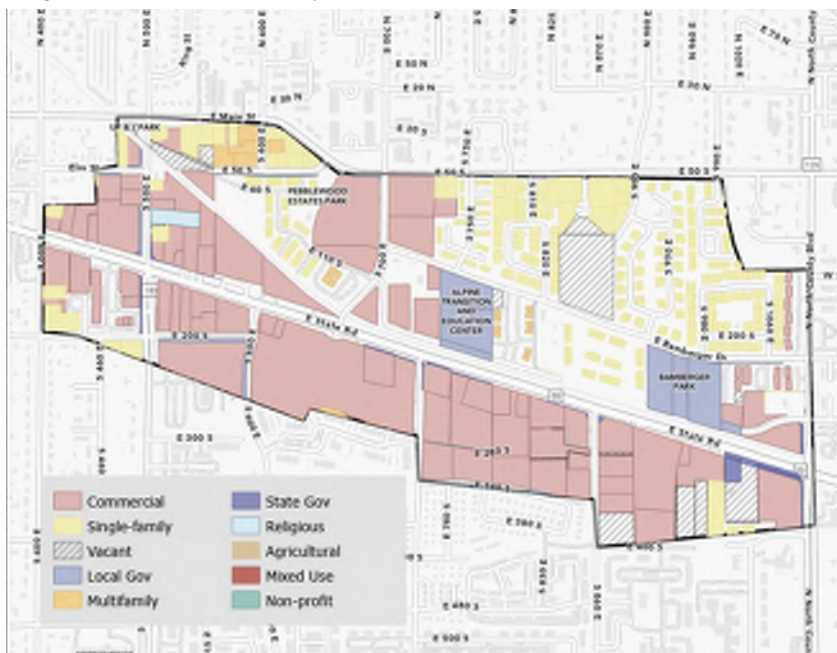
Figure 24: East Gateway – Land Use Acreage



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

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

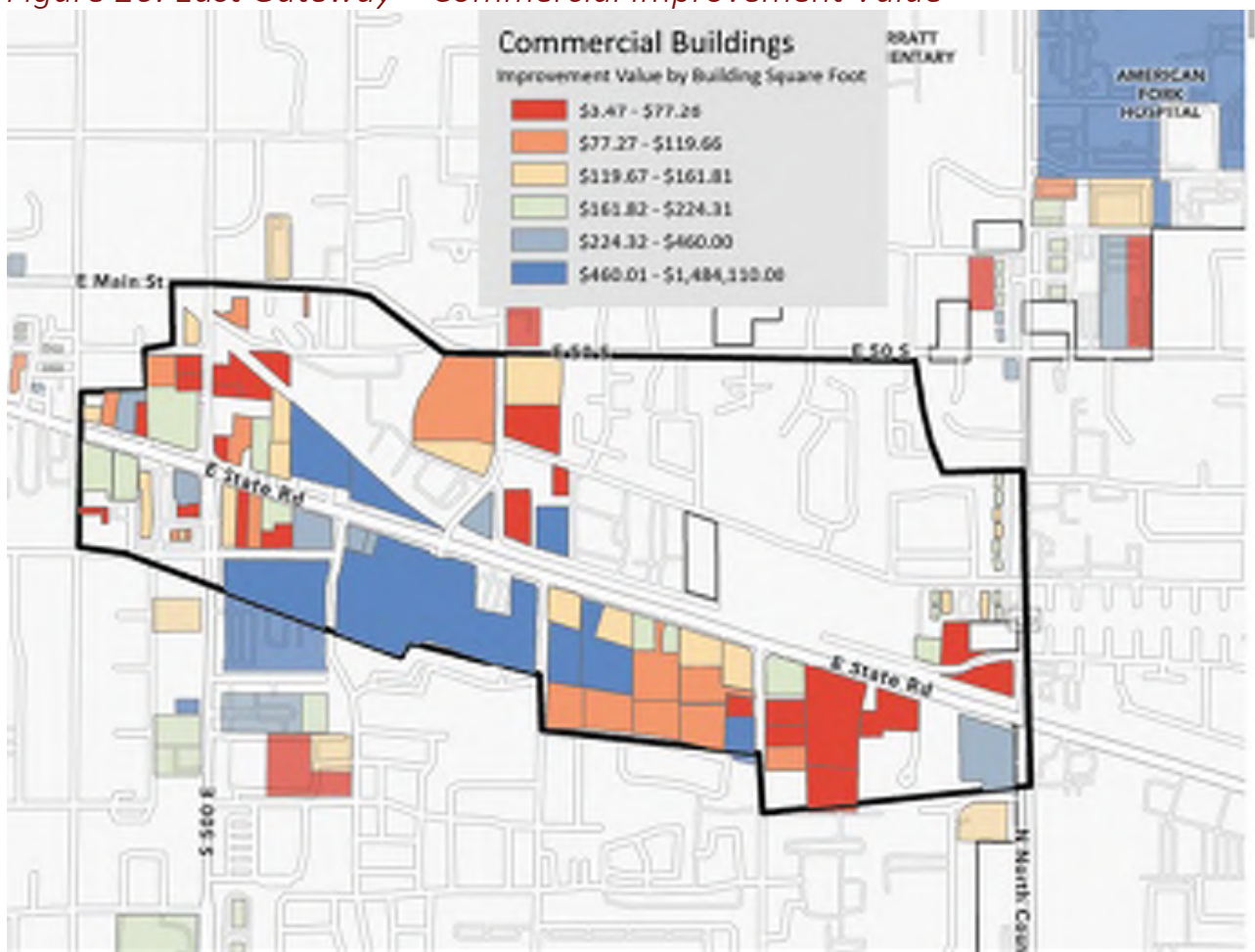
Figure 25: East Gateway – Land Use



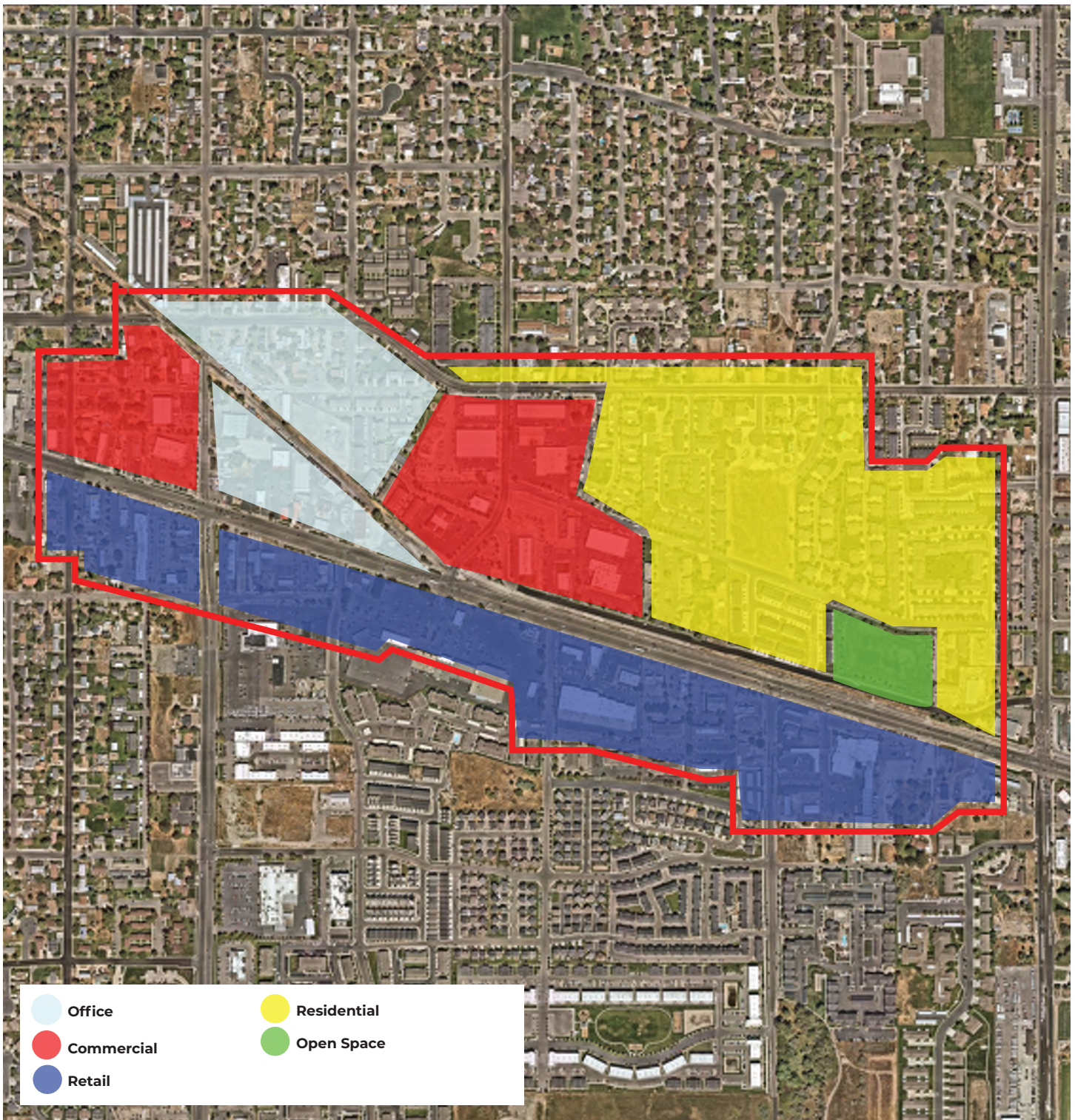
Source: Utah Automated Geographic Reference Center (AGRC), 2025



Figure 26: East Gateway – Commercial Improvement Value



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



EAST GATEWAY: RECOMMENDATIONS / POTENTIAL AMENITIES

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



POTENTIAL AMENITIES*

** Conceptual in nature. Intended to highlight options for future development, not a guarantee of any particular type of development occurring.*



Establish Iconic Gateway Features

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



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.



Explore “Rail Trail” Opportunities

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



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.



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.



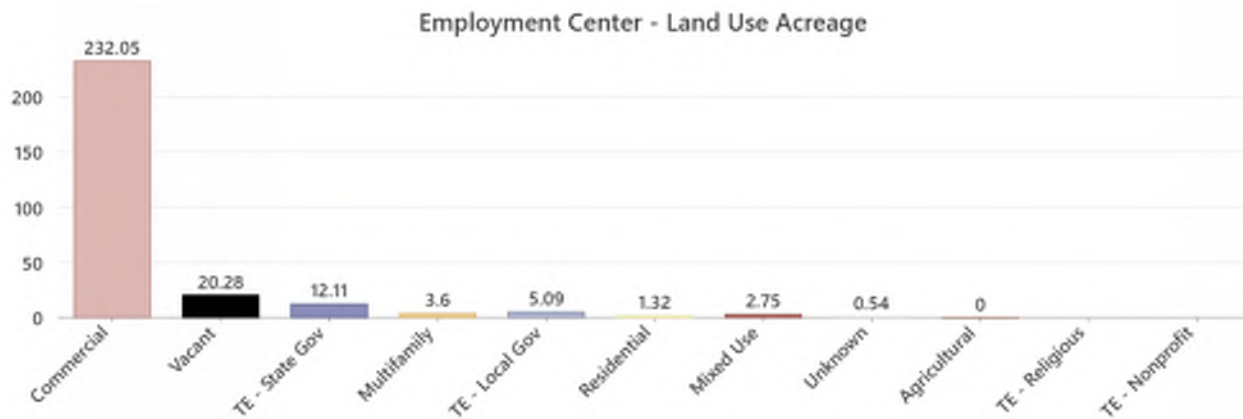
Mixed-use Infill

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

6. EMPLOYMENT CENTER

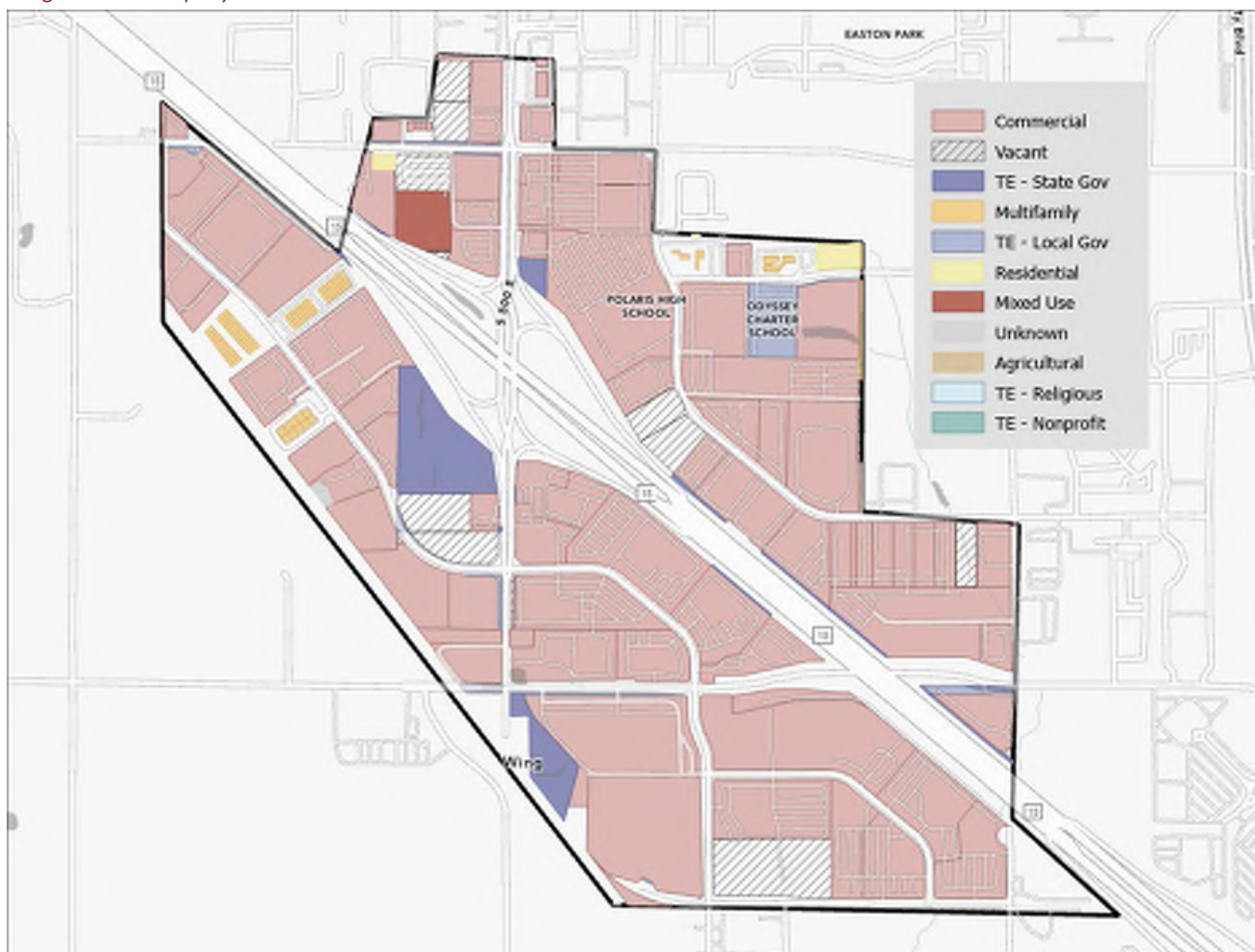
Employment Center is almost entirely commercial development and is the largest employment center in the City.

Figure 17: Employment Center – Land Use by Acreage



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

Figure 18: Employment Center – Land Use

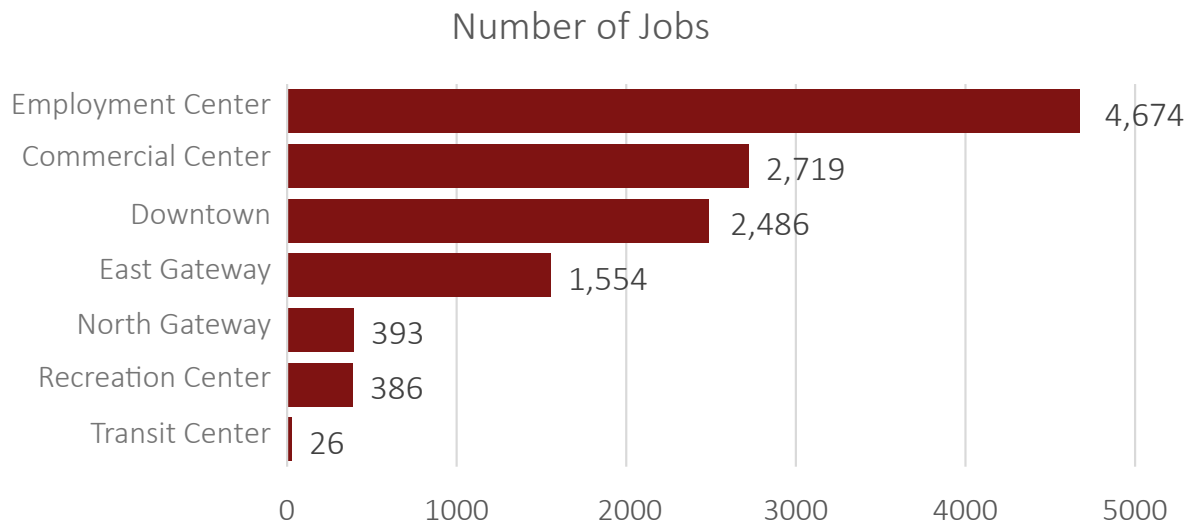


Source: Utah Automated Geographic Reference Center (AGRC), 2025



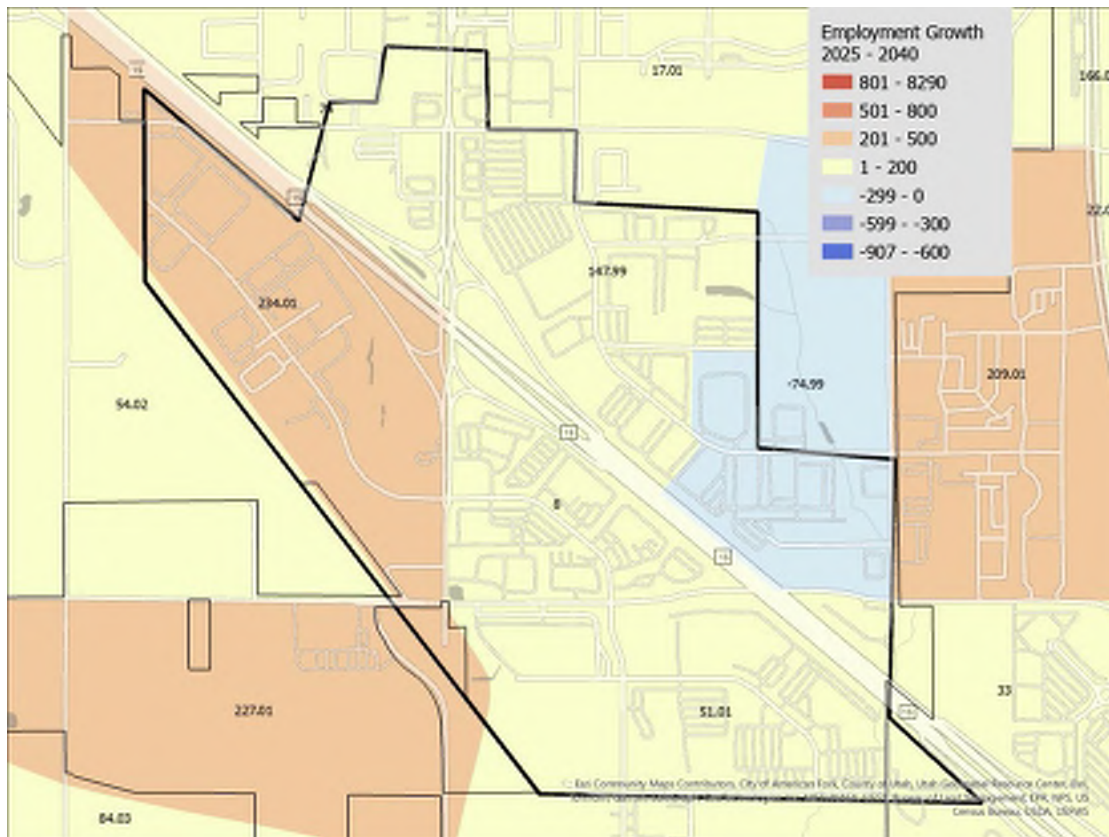
Employment Center has significantly more jobs than commercial center, the next largest employment center in the City. It is projected to see strong growth in the future.

Figure 19: Current Job Count by Node



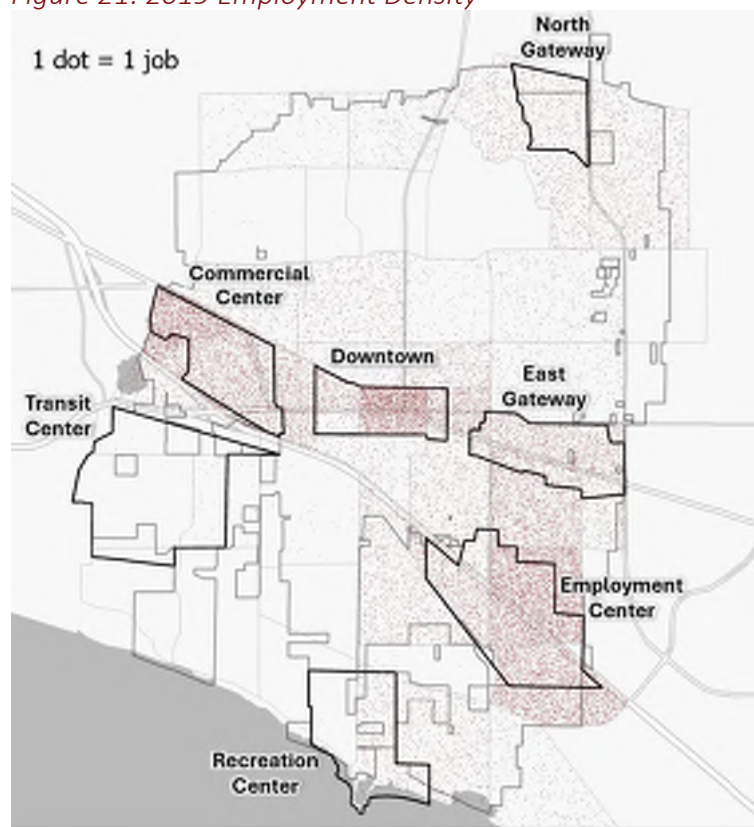
Source: Utah Automated Geographic Reference Center (AGRC), Transportation Area Zones, 2019

Figure 20: Employment Center - Employment Growth 2025 – 2040



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

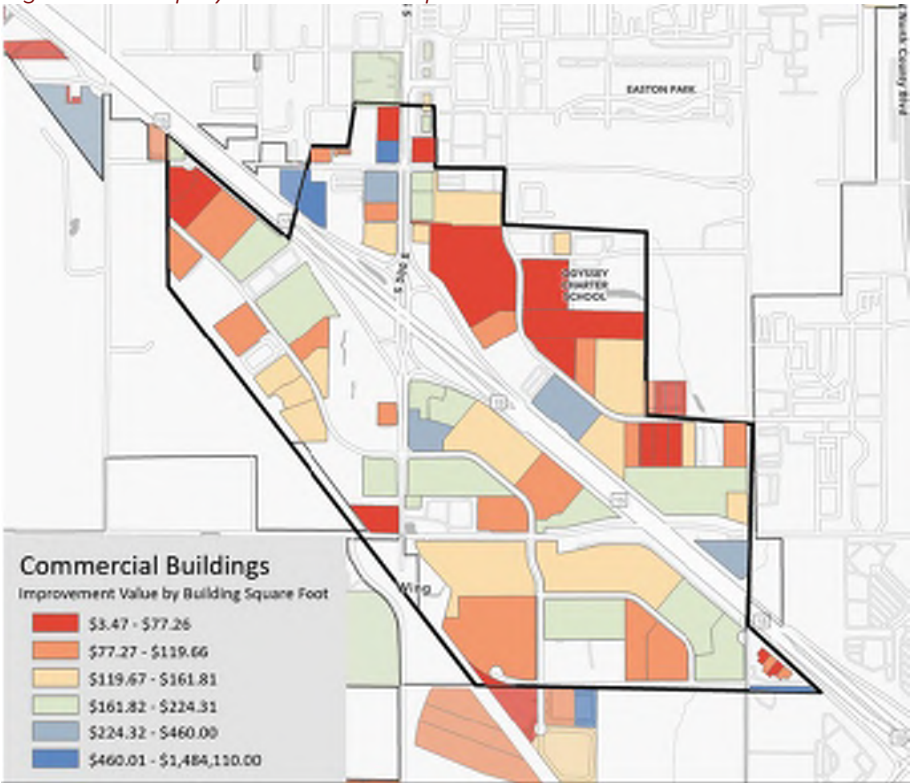
Figure 21: 2019 Employment Density



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.

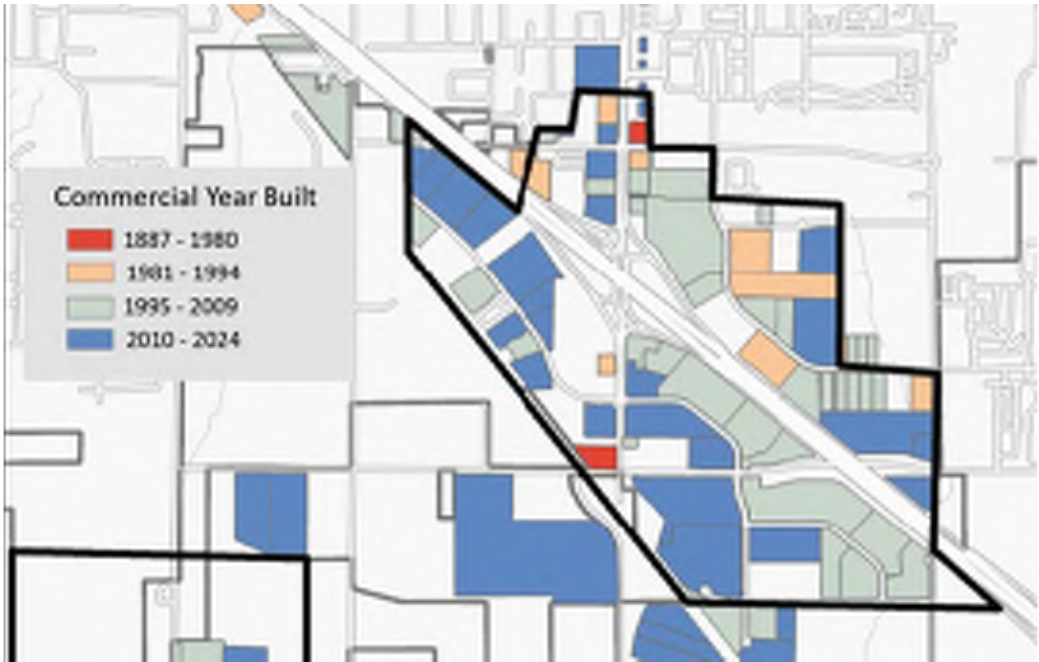
Figure 22: Employment Center Improvement Value



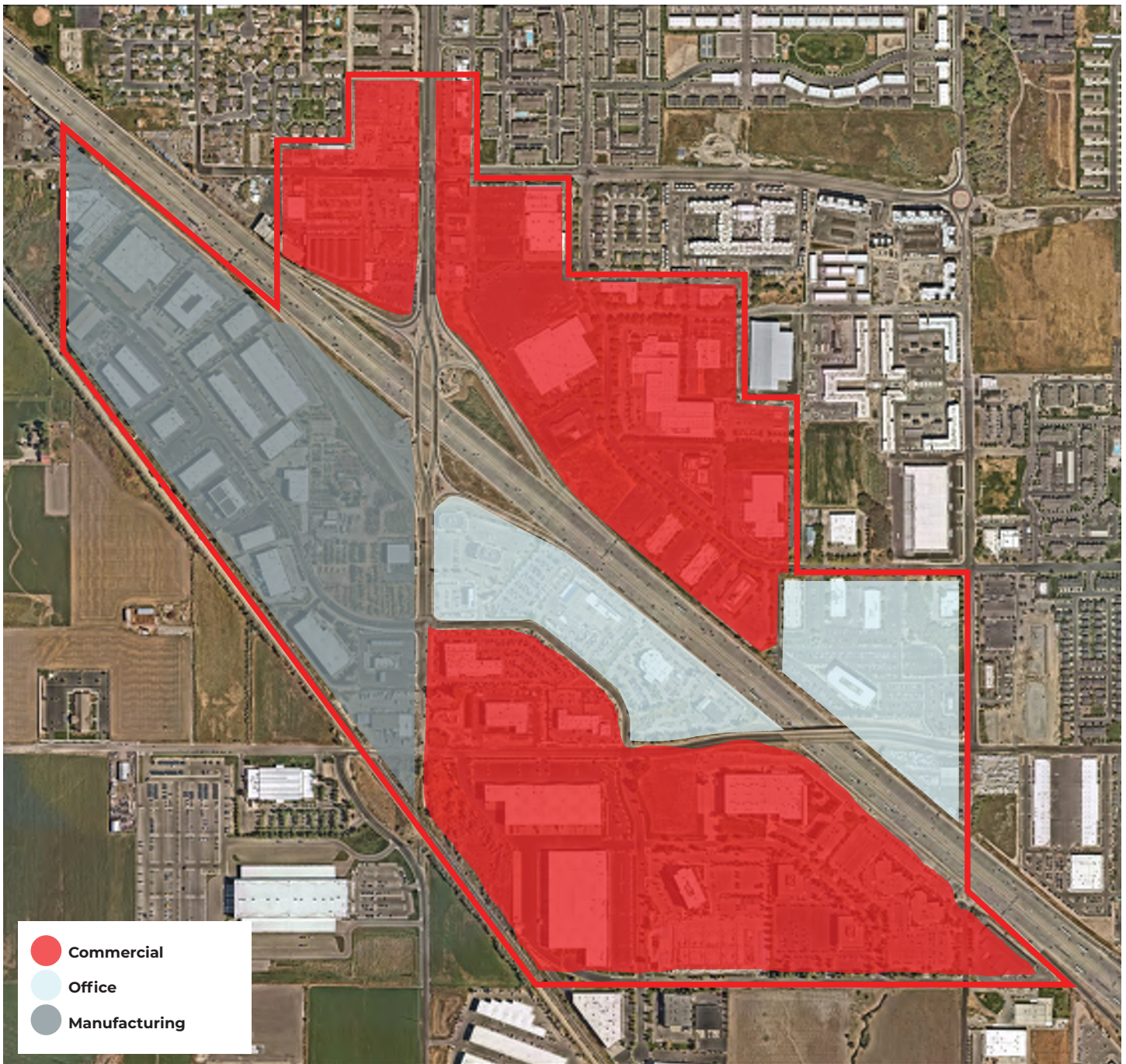
Source: Utah Automated Geographic Reference Center (AGRC), 2025

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*

** Conceptual in nature. Intended to highlight options for future development, not a guarantee of any particular type of development occurring.*



500 E. Rebrand

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



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.



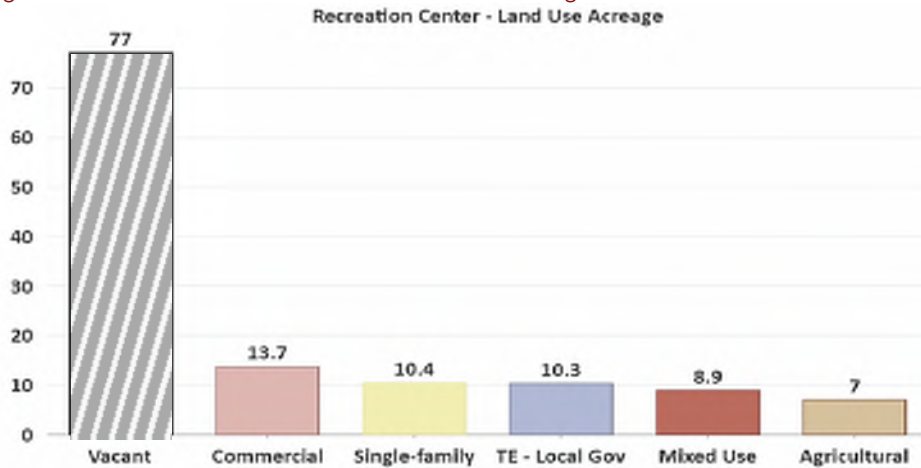
Adaptable Work Spaces

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



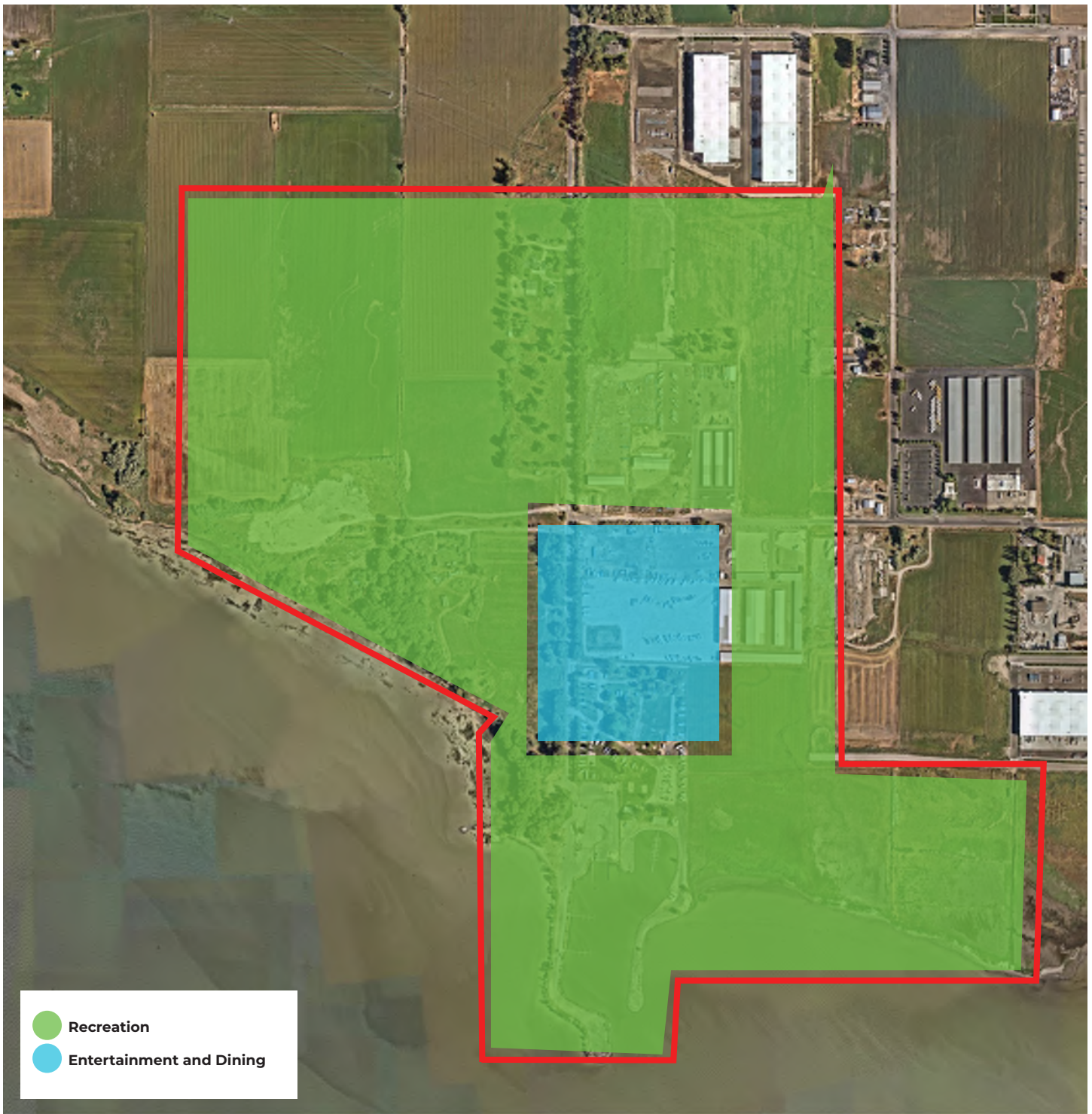
Source: Utah Automated Geographic Reference Center (AGRC), 2025



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*

** Conceptual in nature. Intended to highlight options for future development, not a guarantee of any particular type of development occurring.*



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 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)

** Conceptual in nature. Intended to highlight options for future development, not a guarantee of any particular type of development occurring.*



Passive Picnic Park

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



Enhanced Parking for Boats and Vehicles

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



Improve Access to 500 E. Interchange

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



Look into Resort Rental Areas

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



Outdoor Dining

Create a relaxing atmosphere to enjoy outdoor dining experiences.



Shared Parking in “The Forest”

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



Encourage Additional Boat Storage

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





3

MULTIMODAL TRANSPORTATION

Transportation Goals & Objectives

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

1. Improve safety and mobility for all

Streets and pathways are designed for people of all ages and abilities to move around comfortably and securely

2. Prioritize access to transit, 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.

Roadway Classification	ROW Length (ft)	Roadway Width (ft)	# of Lanes
<i>City Cross-Sections</i>			
Local Street (all variations)	64	34	2
Minor Collector	72	42	2
Minor Collector w/ 14' Sidepath	72	38	2
Minor Collector w/ 10' Sidepath	72	42	2
Major Collector	84	54	3
Major Collector w/ 14' Sidepath	84	50	3
Major Collector w/ 10' Sidepath	84	44	3
Arterial	100	70	5
Arterial w/ 14' Sidepath	100	66	5
Arterial w/ 10' Sidepath	100	70	5
<i>Private Roadway Cross-Sections</i>			
Private Street (trees)	62	32	2
Private Street (no trees)	52	32	2
Alley	40	32	2
<i>Transit Oriented Development Cross-Sections</i>			
Major Arterial	84	64	4
Business Arterial	112.5	74.5	4
Core Collector	92	35	2
Neighborhood Collector	92	49	2
District Connector	96	49	2
Business - Core Loop	98	47	2
Neighborhood Street	53	25	2
One-sided (residential)	61	25	2
Rear Lane (residential)	20	20	2
Rear Alley (non-residential)	26	26	2

Existing Functional Classification

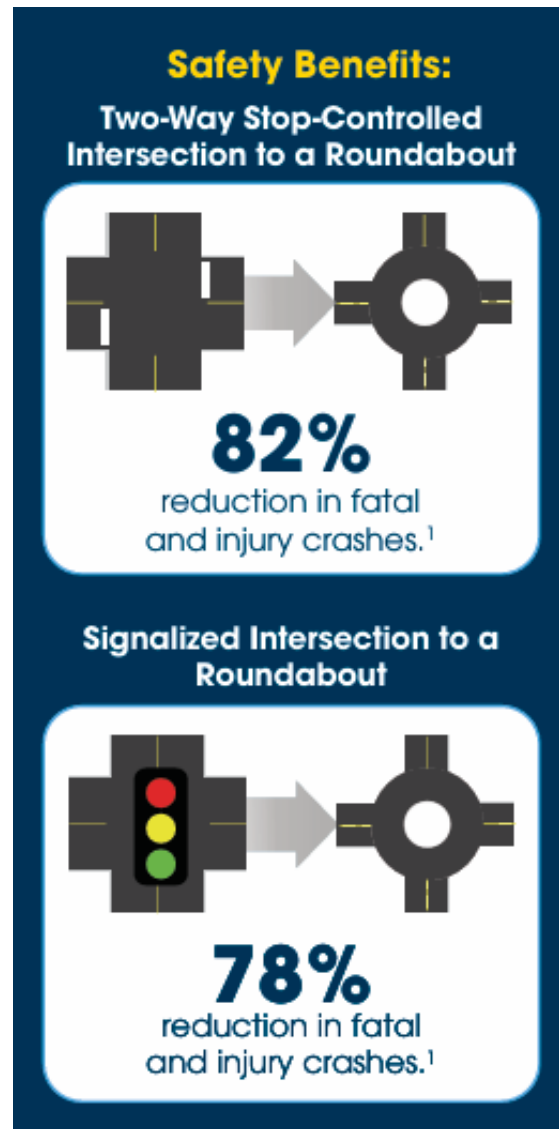
The existing functional roadway classification and intersection control are shown in the following.

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

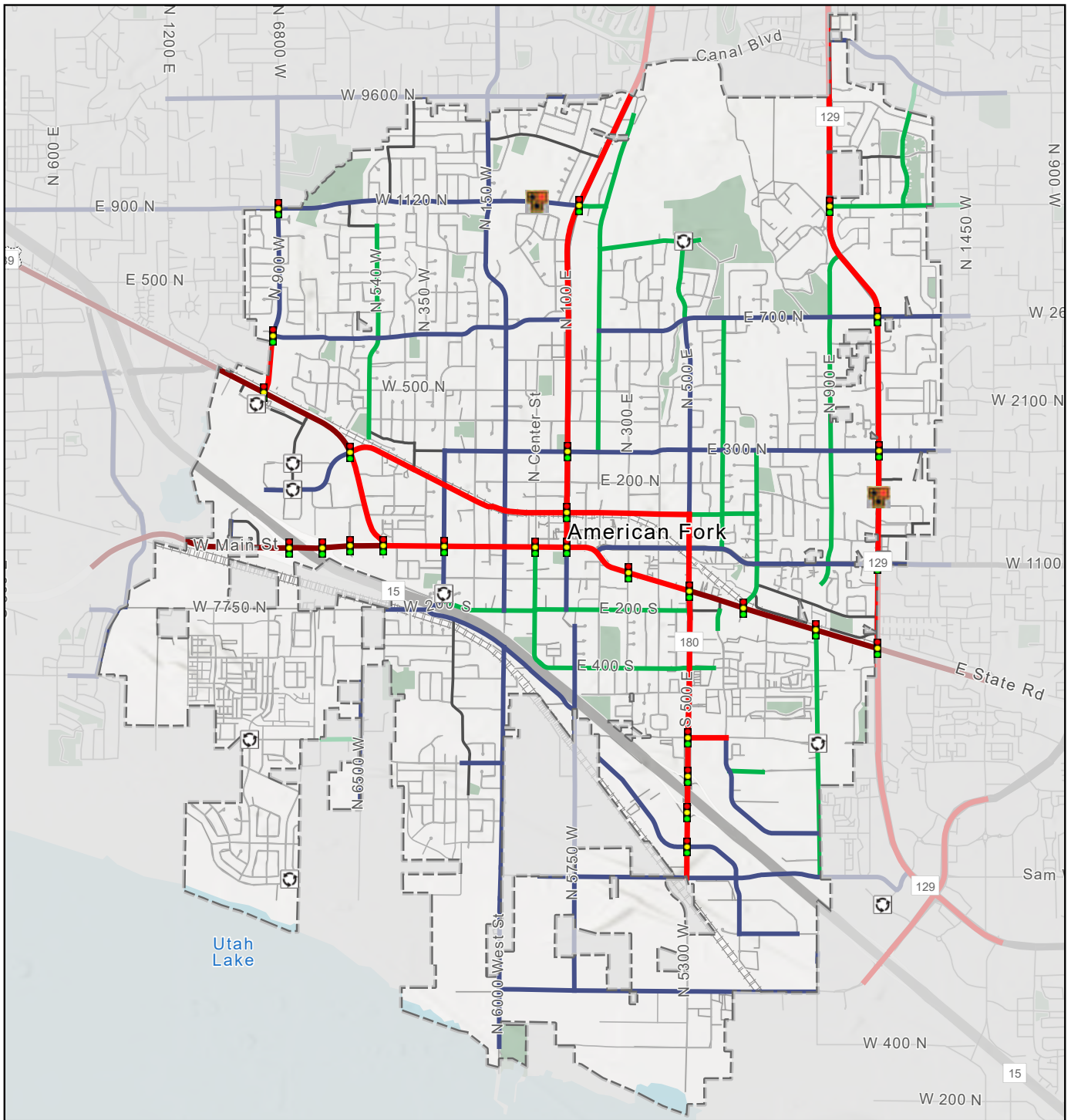


Roundabout at The Meadows



Roundabout at 980 N. and 500 E.





Existing Roadway & Intersection Control



0 0.5 1 Miles

Legend

EXISTING ROADWAY

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

INTERSECTION CONTROL

-  Roundabout
-  Traffic Signal
-  HAWK

 Municipal Boundary

Signals

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

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

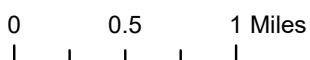


Signalized Intersection at State Street and 100 East



Four-Way Stop at 1120 North and 150 West





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.

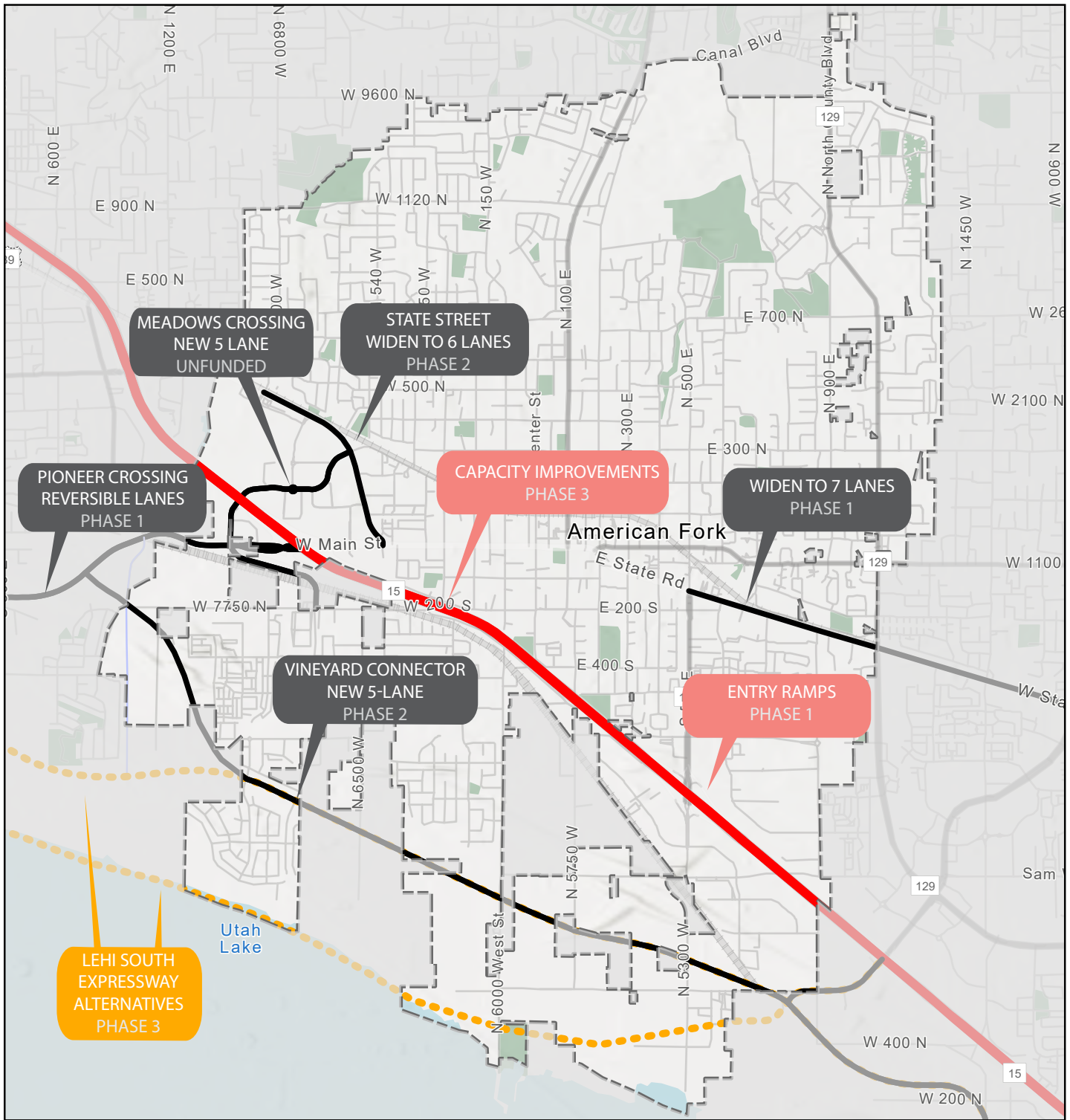
Four of these projects have Phase 1 funding including:

- 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





2018 Transportation Master Plan / Element of the General Plan

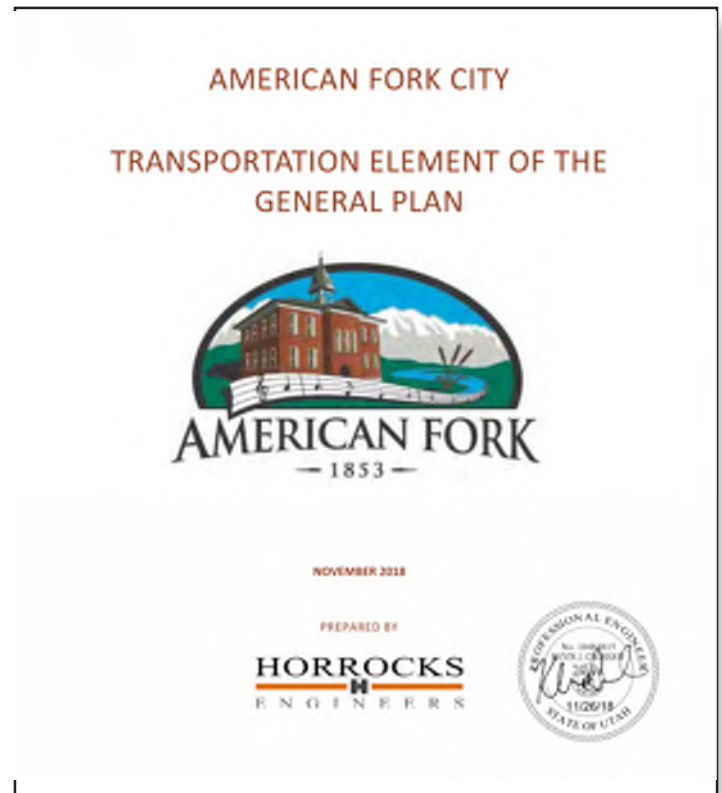
The 2018 Transportation Element of the General Plan serves as a comprehensive foundation for managing and guiding the city's evolving transportation network. The element was drafted as both a long-range planning tool and a technical master plan, enabling the formulation of the roadway portions of the 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:

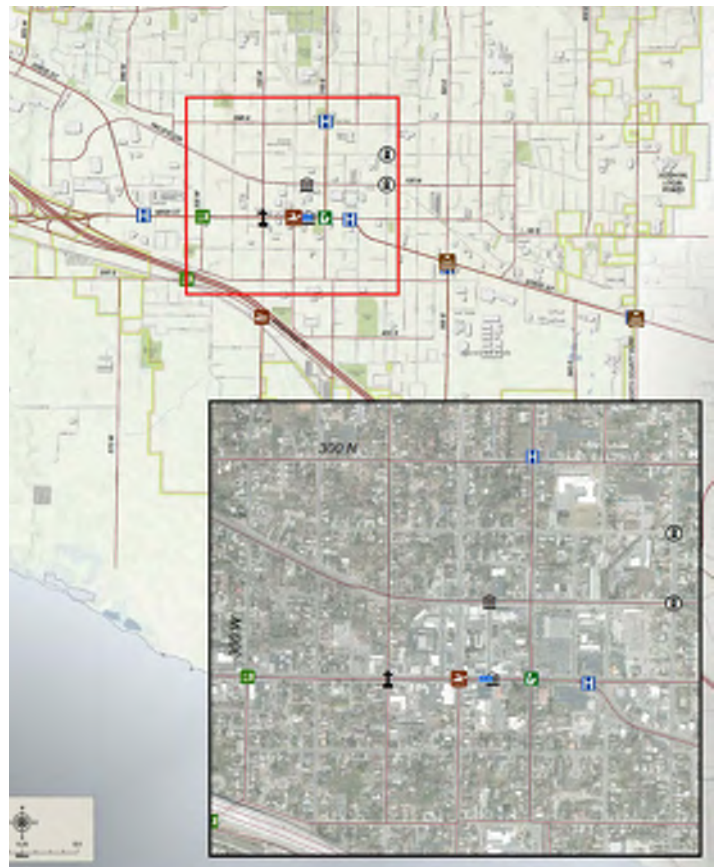
- Preserve the viability of future options
- Reduce the cost of these options, and
- Minimize environmental and socio-economic impacts of future implementation

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.



Civic Signs	
Signs, Status	
	Ampitheater
	Fitness Center
	Cemetery
	Boat Harbor
	Front Runner
	Hospital
	City Hall
	Library
	Police
	Public Works

Community Wayfinding Signage Location Vision

Planned Roadway Projects

Pioneer Crossing

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



Main Street Master Plan & Vision

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

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



Main Street - Planned Cross Section

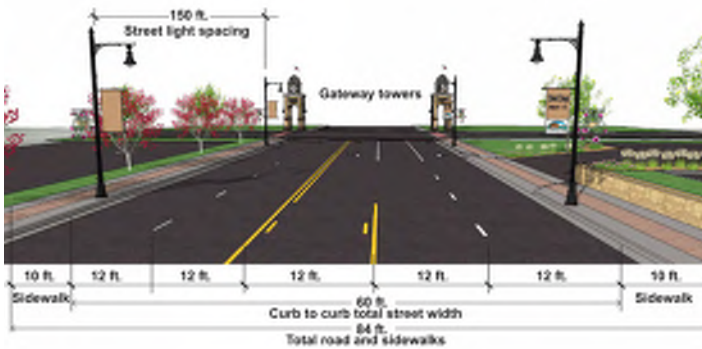
This vision for Main Street includes expanded space for on-street parking, making for a safer loading and unloading experience. Additional treatments increase safety for pedestrians with high visibility colored pavement treatments and curb bump outs at each intersection, narrowing the feel of the roadway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



Main Street - Pedestrian Realm Details

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

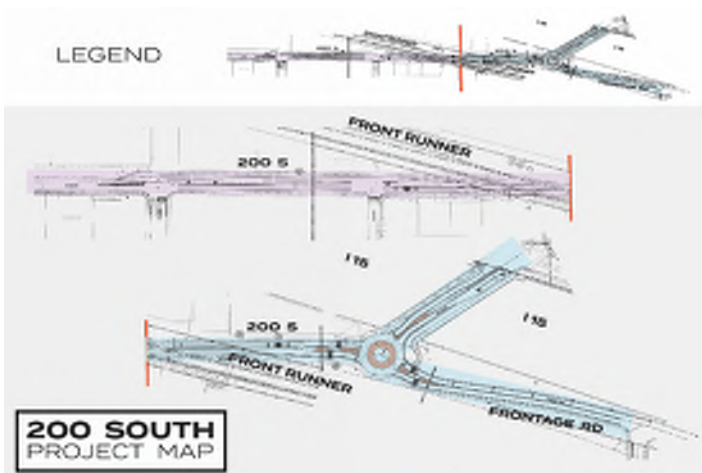




Main Street - Planned Cross Section Lighting Details

200 South Project

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



200 South and 300 West Prior to 200 South Project



Meadows Crossing

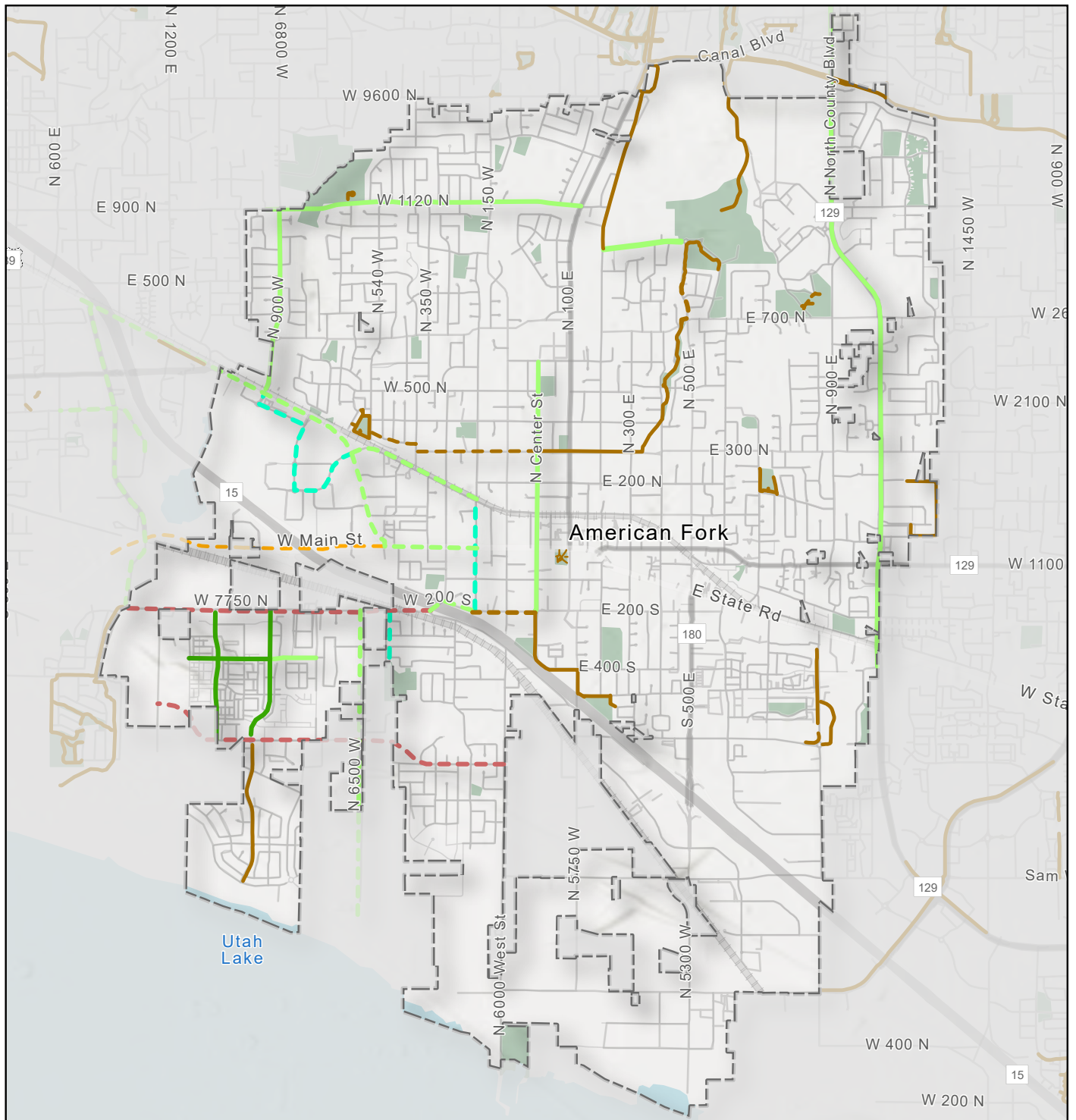
The Meadows Crossing project was first studied in 2015 as a proposed 5-lane roadway connection between The Meadows shopping district and the American Fork FrontRunner Station. I-15 and the existing rail line act as barriers hindering east-west connectivity between the two areas. New residential development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



Goals of the 2015 Meadows Crossing Study

- Develop a multimodal connection concept between The Meadows, the American Fork Station Area, and Vineyard Connector
- Identify the transportation, economic, and quality of life benefits of developing the connection
- Identify the best location, connection points, and road type for the Vineyard Connector
- Involve stakeholders in the study process

Meadows Crossing Study Goals



ACTIVE TRANSPORTATION FACILITIES

Legend

Existing Facility

- Buffered Bike Lane
- Separated Bike Lane
- Paved Pathway

Proposed Facility

- - - Buffered Bike Lane
- - - Cycle Track
- - - Shared Roadway
- - - Bike Signage or Markings
- - - Paved Pathway Connection

 Municipal Boundary



0 0.5 1 Miles



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





UTA Existing Network

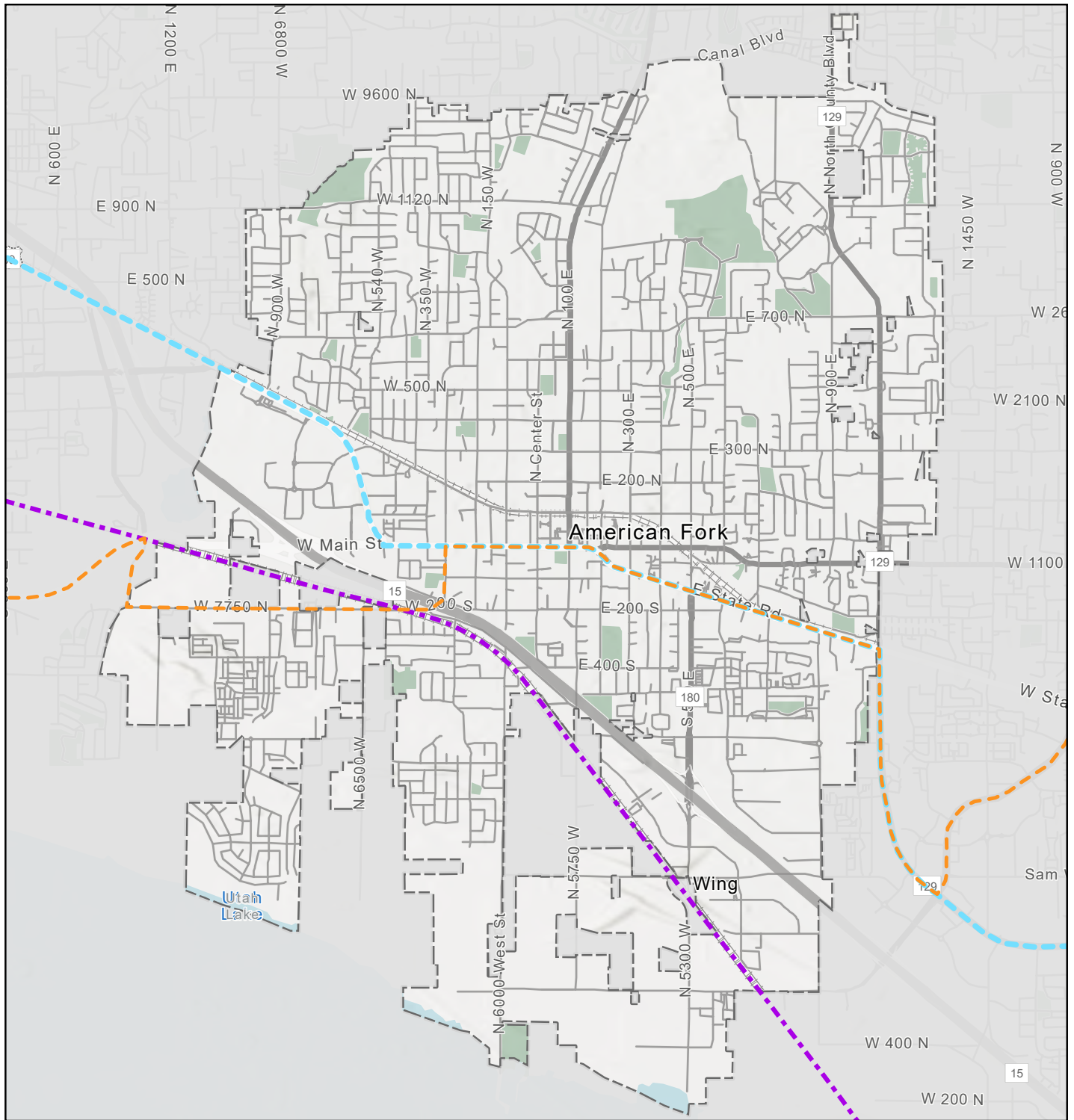
Public Transit

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.





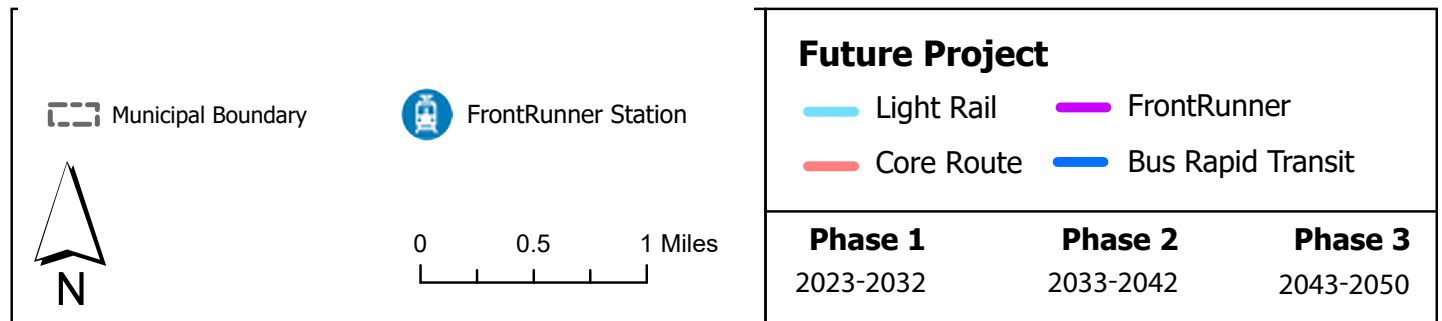
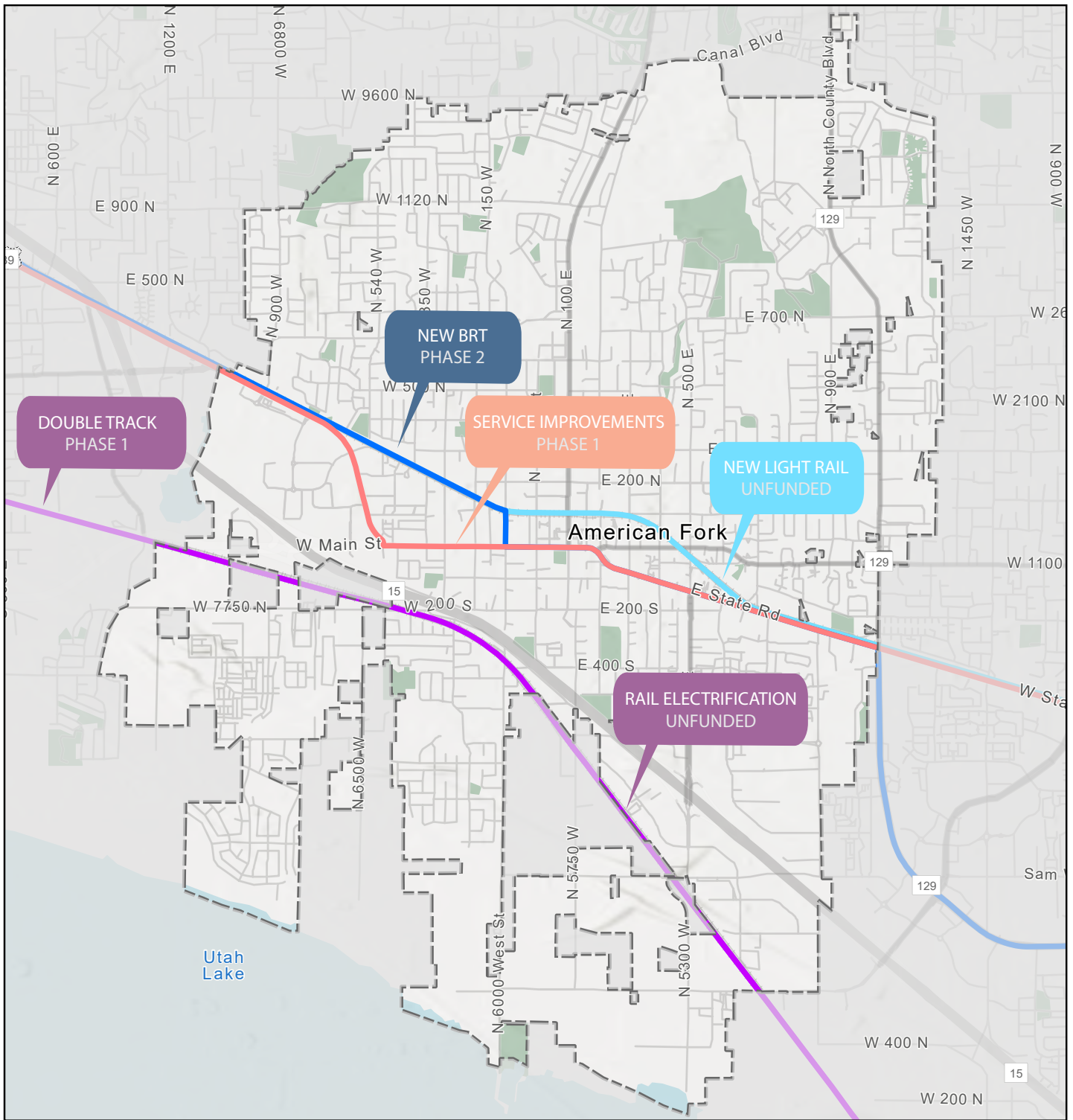
UTA 5-Year Service Plan

Legend

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



0 0.5 1 Miles



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

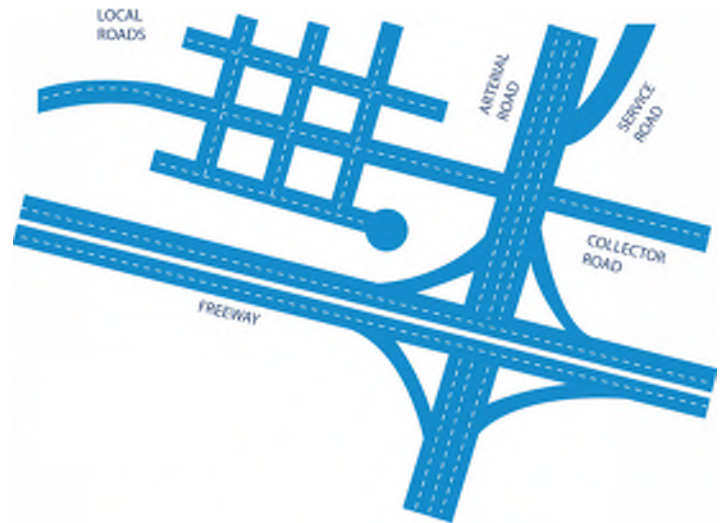
This section provides a look at existing connectivity barriers in the city and identifies priority connectivity projects that aim to address these barriers. The following map depicts destinations of significance in American Fork and common barriers that impact connectivity. These destinations include 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

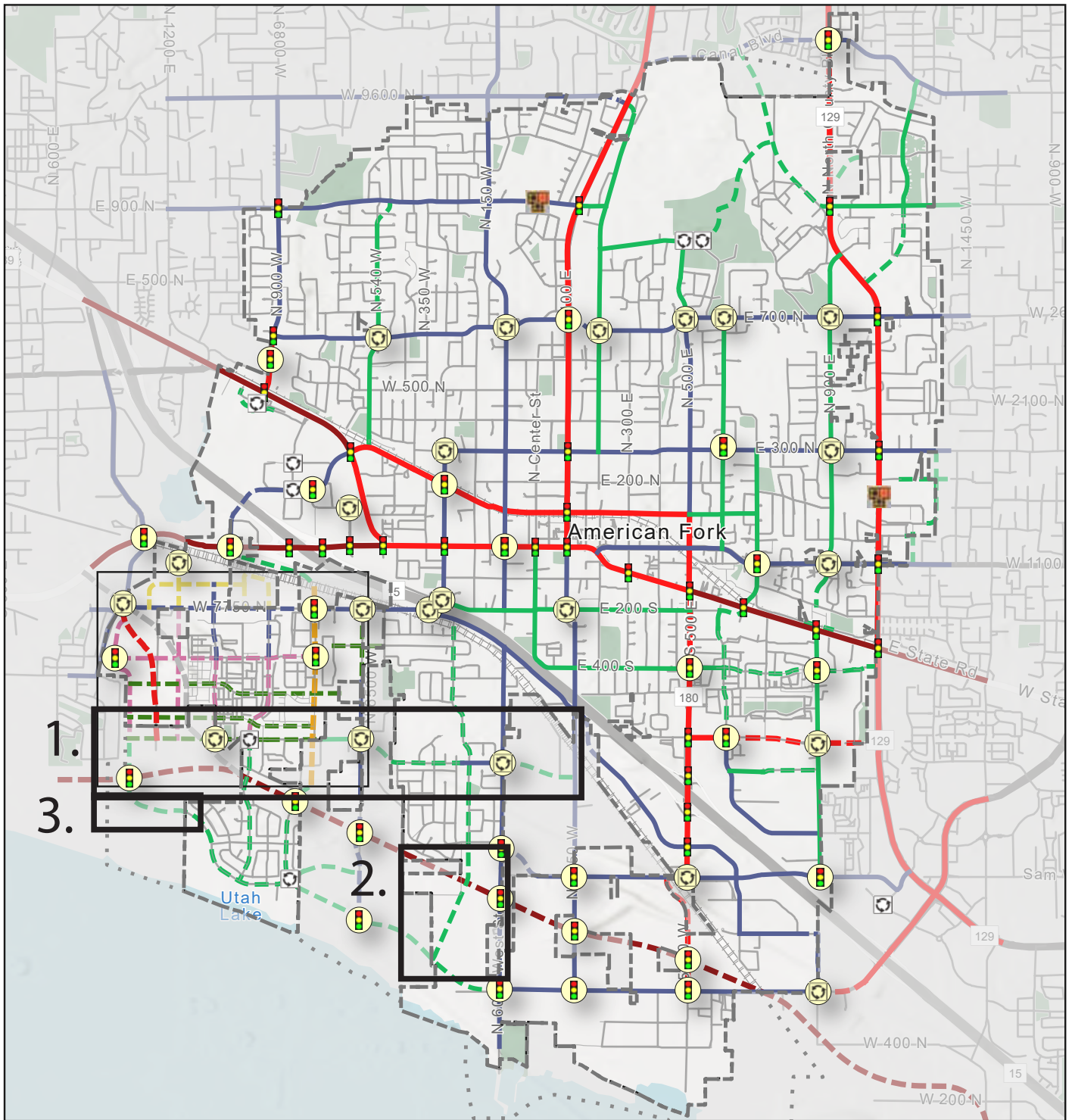
Both planned roadways, Lehi South Expressway and the Vineyard Connector are important additions to the regional roadway network and mobility in American Fork. To aid in the movement of vehicles in the North-South directions, a connection between the two planned facilities is shown below in green as an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



0 0.5 1 Miles

EXISTING

- Principal Arterial
- Arterial
- Major Collector
- Collector

PROPOSED

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

TOD - PROPOSED

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

INTERSECTION CONTROL

- Existing Roundabout
- Existing Traffic Signal
- Existing HAWK
- Proposed

- Municipal Boundary
- Annexation Boundary



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

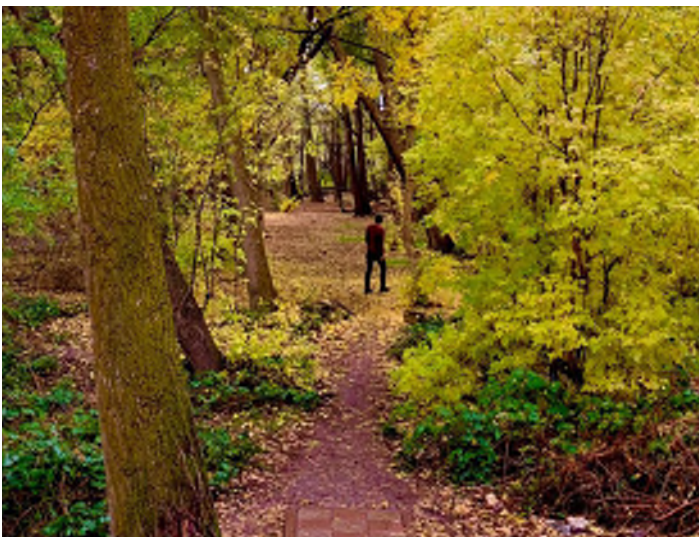
The following table and map show existing open space facilities in American Fork.

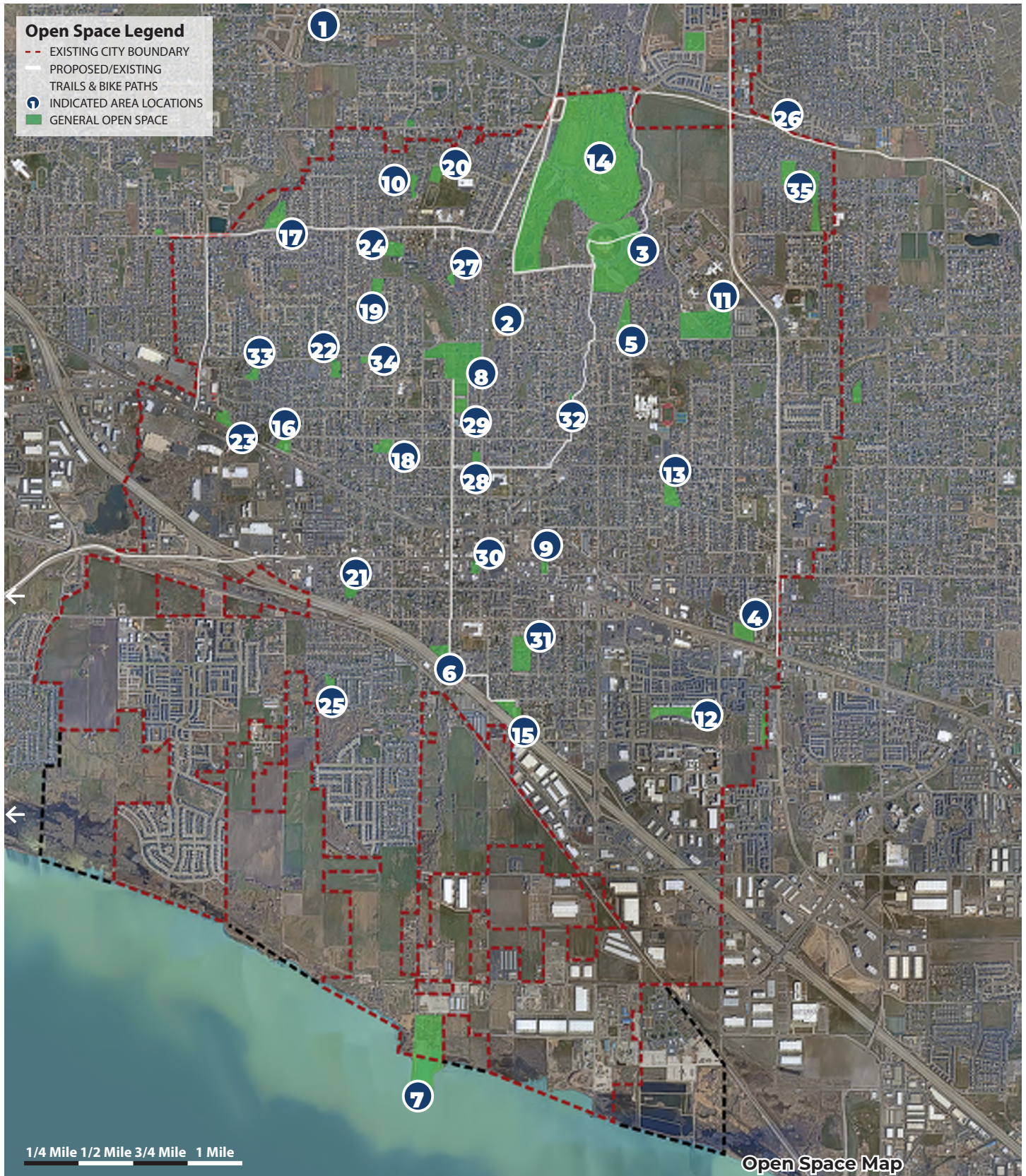
Accessibility to Open Space & Gaps

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





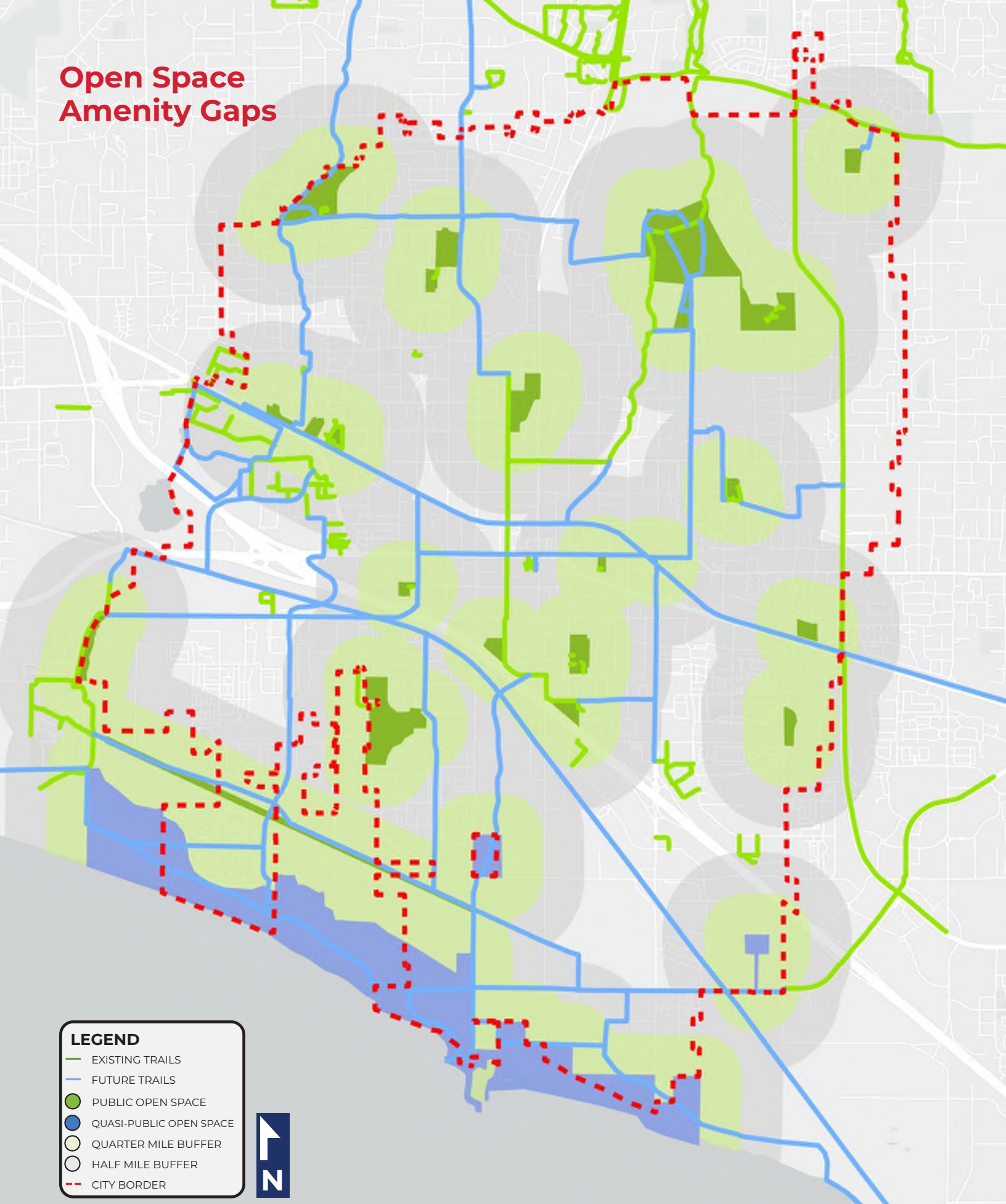
Amenity Gaps

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

- **Updated Recreation Center (187 votes)** – American Fork’s existing Recreation Center requires modernization with updated equipment, expanded programming spaces, and renovated aquatic features to meet current community needs. A feasibility study for costs, funding, and phasing options is recommended.
- **Farmers Market (154 votes)** – Residents desire a dedicated farmers market providing access to local produce and handmade goods while creating a community gathering space. Potential locations include downtown or larger parks with adequate parking and visibility.
- **Splash Pad / Pool (139 votes)** – A public splash pad would provide free summer recreation for families, with several parks offering suitable locations. An outdoor public pool was also frequently requested to complement indoor Recreation Center facilities.
- **Trails (104 votes)** – Residents want a more comprehensive, interconnected trail system. Priorities include completing missing links between existing trails and extending routes to under-served southwest and southeast neighborhoods.
- **Indoor/Outdoor Event Center (102 votes)** – The community needs a flexible venue for events, performances, and gatherings year-round. This multipurpose facility could host concerts, festivals, and private events, ideally located near downtown or commercial areas for maximum accessibility.
- **Pump/Cycle Track (92 votes)** – A pump track would provide a unique recreational opportunity for various ages and skill levels. Suitable locations include existing parks with available space or undeveloped parcels in under-served areas.
- **Sports Courts (89 votes)** – Growing pickleball popularity has created demand for dedicated courts, while tennis maintains steady participation. Existing parks could be retrofitted or new facilities developed, particularly in under-served areas.
- **Nature Playground (87 votes)** – These playgrounds incorporate natural elements like logs, boulders, and water features that encourage creative play and environmental learning. They require less maintenance than traditional equipment and could be incorporated into several existing parks.
- **Dog Park (81 votes)** – American Fork lacks a dedicated off-leash dog area. A designated park would provide a safer, more appropriate space with separate areas for large and small dogs, proper fencing, water access, and shade. Note: this data was gathered prior to the construction of the dog park at Mary and Art Dye Park.
- **Native Wetland Access (77 votes)** – Residents want better access to Utah Lake’s nearby wetlands for wildlife viewing, environmental education, and passive recreation. Boardwalks, interpretive signage, and observation areas would allow enjoyment while protecting these sensitive ecosystems.



Open Space Amenity Gaps





5

**MODERATE
INCOME HOUSING**

Introduction

In January 2025, Zions Public Finance, Inc. (ZPFI) reviewed the American Fork City ("City") 2024 Moderate-Income Housing Plan ("Plan") to evaluate its completeness, accuracy, and overall compliance with requirements outlined under Utah State Code (UCA 10-20-403). 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.

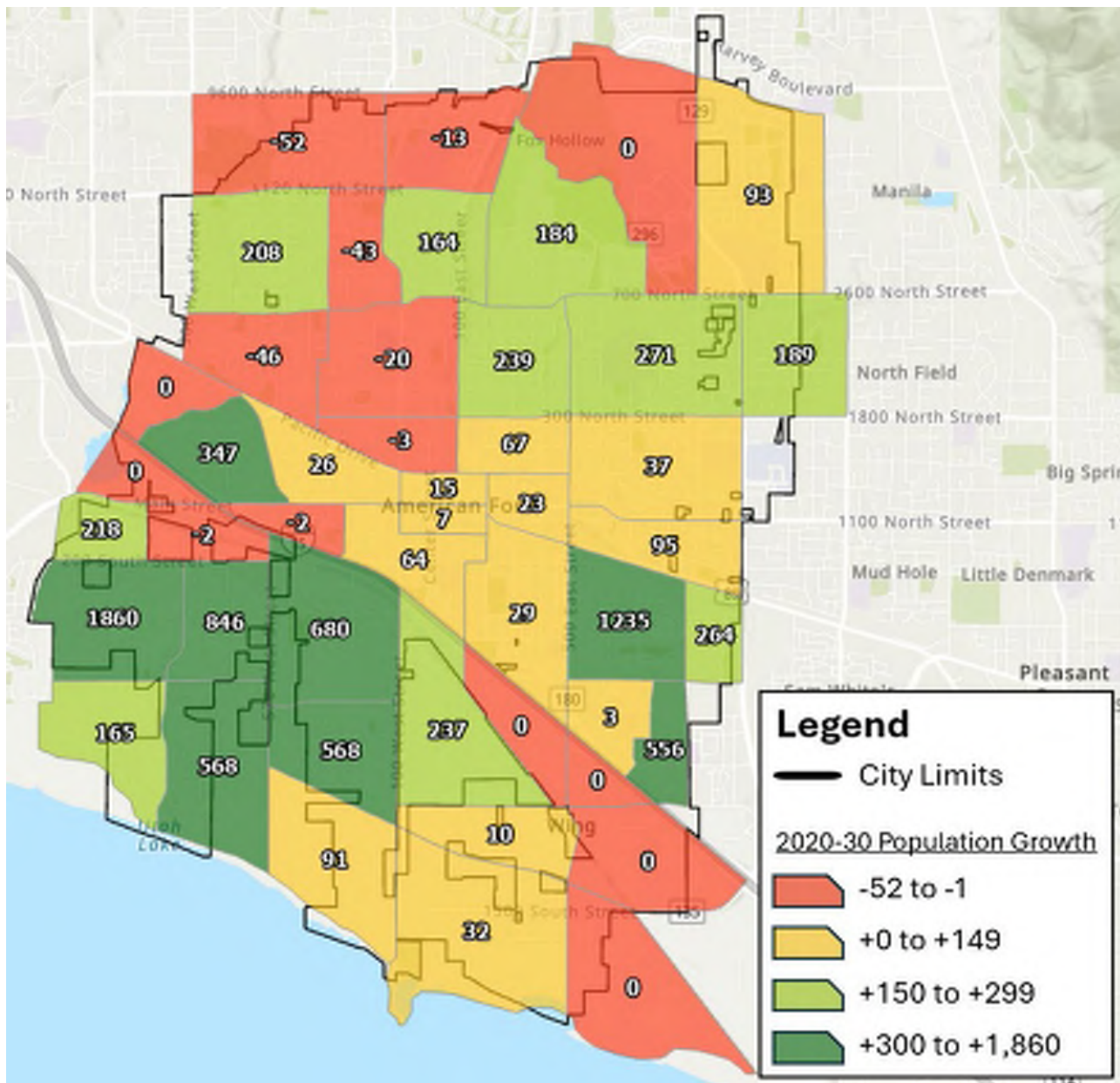


Population & Households

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

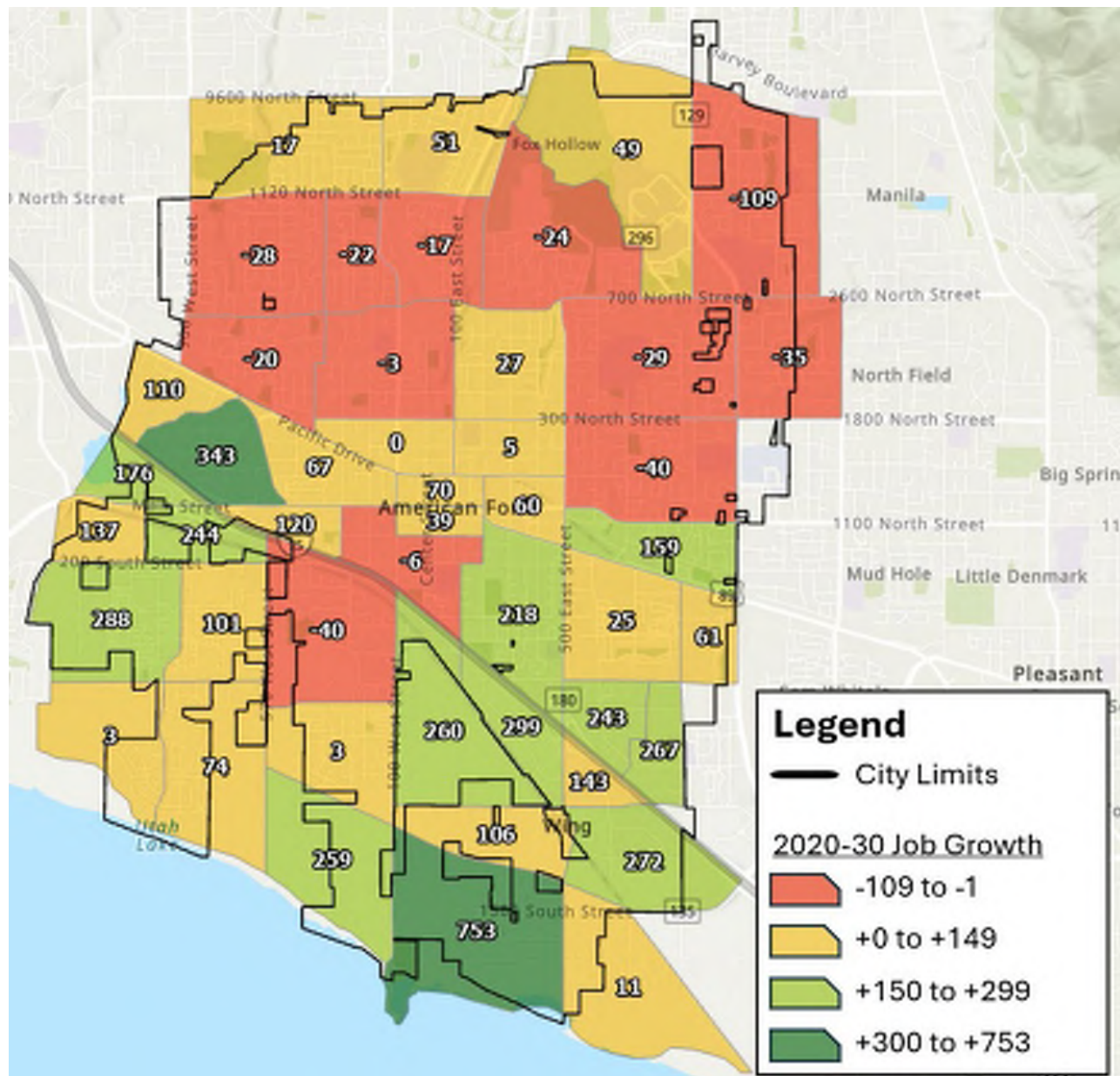


Employment

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>	<i>(337)</i>	<i>(500)</i>	<i>(879)</i>	<i>(197)</i>
<i>Renter Gap</i>	<i>(322)</i>	<i>(284)</i>	<i>1,124</i>	<i>248</i>

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

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)

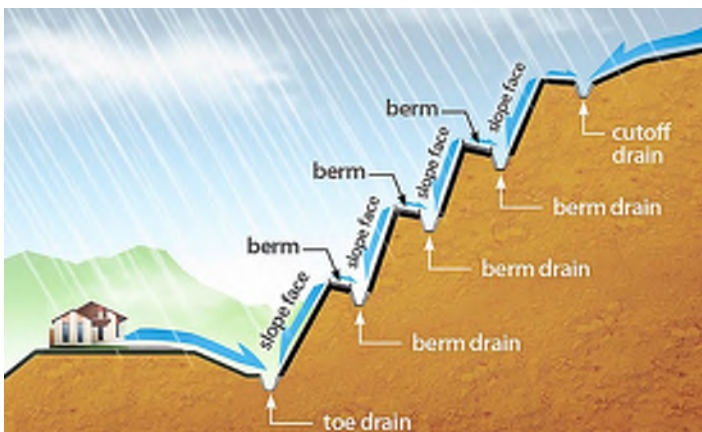
Funding: Recommendations include general fund revenues, grants, donations, culinary water utility fees, impact fees, and debt financing. Certification: Ensures compliance with the Impact Fees Act and outlines the necessary elements for the IFFP. This plan aims to ensure that American Fork City's culinary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



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



- **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



- **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)

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:

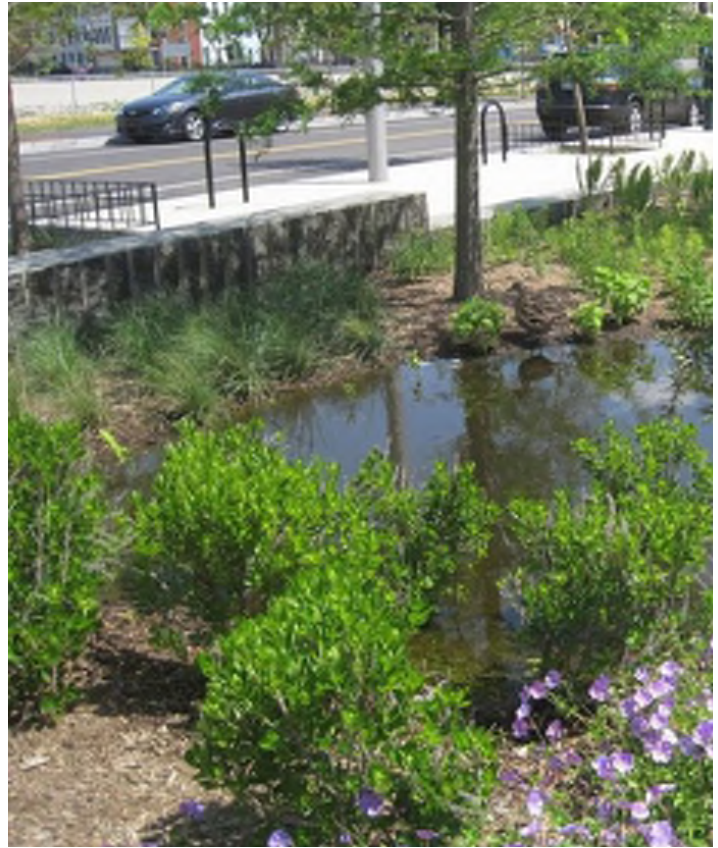
- Concrete protection
- Cutoff walls
- Rock fills below the embankment
- Cement-stabilized batter slope/embankment fill
- Cement-stabilized sub-grade base course
- Two-coat bituminous seal



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.





7

HISTORIC PRESERVATION & IMPLEMENTATION

Historic Preservation

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

American Fork values its heritage deeply and is committed to best practices in historic preservation. This includes maintaining and restoring historic buildings to their original condition, 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:

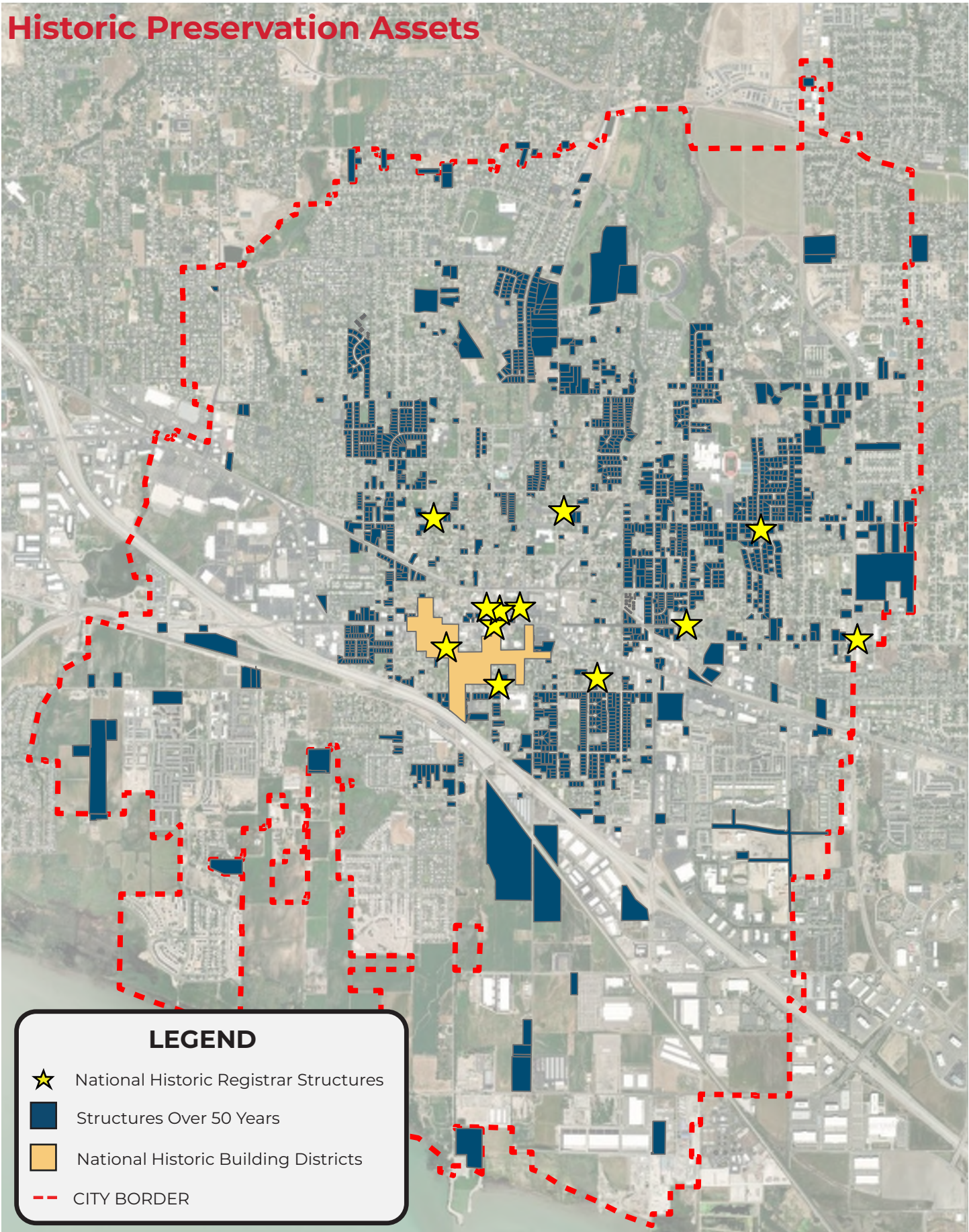
★ **Historic Preservation / National Historic Registrar** – Designating land or properties on the National Historic Registrar is another method of preserving history. This case does not apply to all properties, but is a tool that can be used if significant historic value can be found on a property. Typically 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
- **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 – (Similar in product context as Attached Residential)**

- ♦ R-2-7,500 - Two-family Residential
- ♦ R-4-7,500 - Multifamily Residential
- ♦ PC - Planned Community
- ♦ PR - Planned Residential

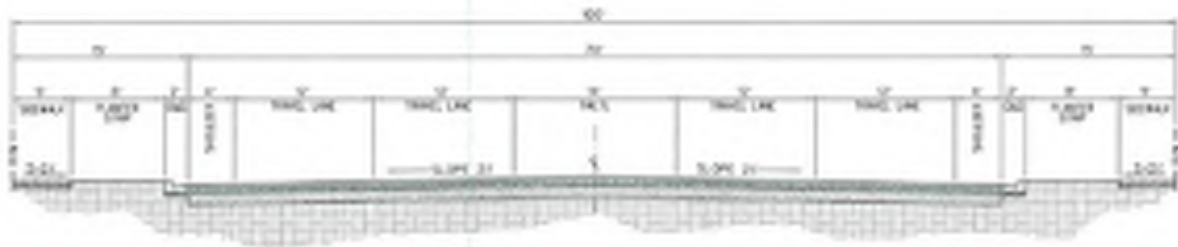
Development Focus Area Designations

- **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)

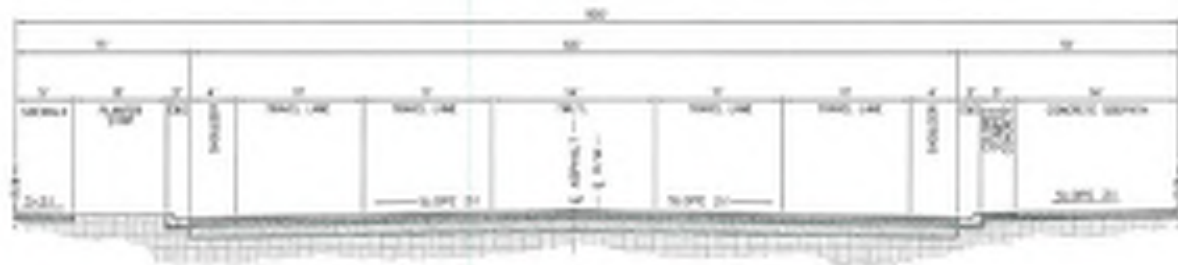
General Note:

TRANSPORTATION SECTION DIAGRAMS

doi:10.1371/journal.pone.0142011.g001



ARTERIAL CROSS-SECTION



ARTERIAL CROSS-SECTION WITH 14' SIDEPATH

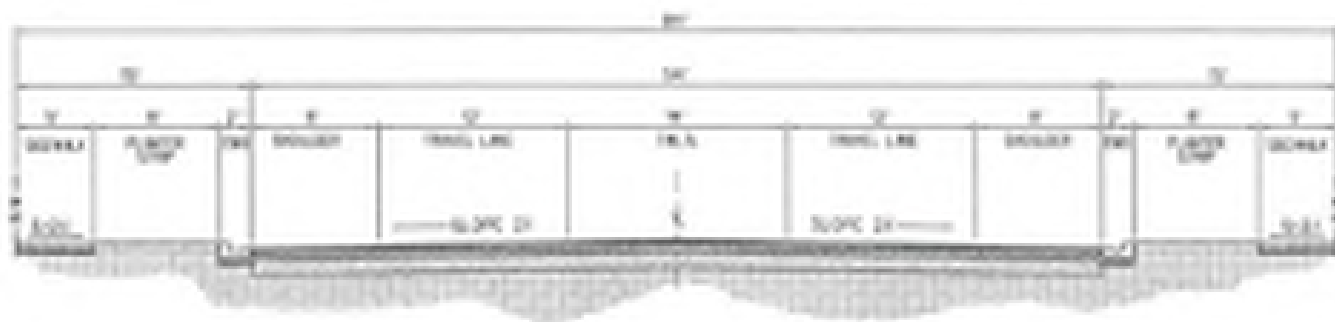


ARTERIAL CROSS-SECTION WITH 10' SIDEPATH

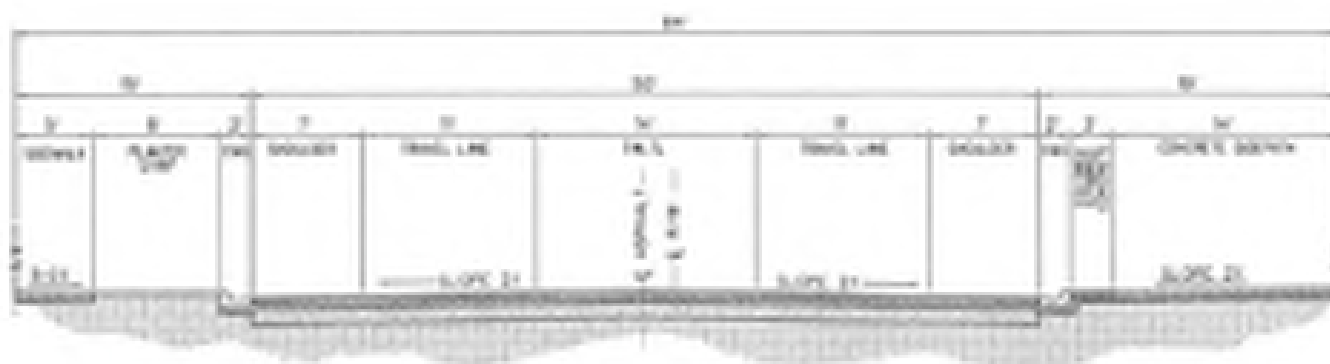
1. PROVIDE COLORED AND PATTERN FOR STAMPED CONCRETE, TO DELINEATE THE PATH FROM THE STAMPED CONCRETE, NAME THREE SAMPLES OF COLORED AND STAMPED PATTERNS TO CITY ENGINEER FOR REVIEW AND APPROVAL.

2. PAVEMENT SHALL BE 10" THICK AND SUBJECTS FOR CHECKS MUST BE APPROVED BY THE PLANNING COMMISSION.

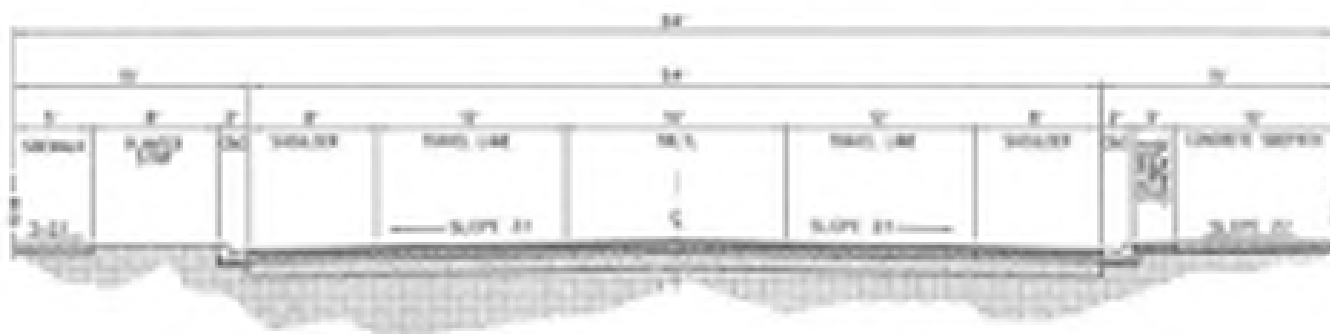




MAJOR COLLECTOR CROSS-SECTION

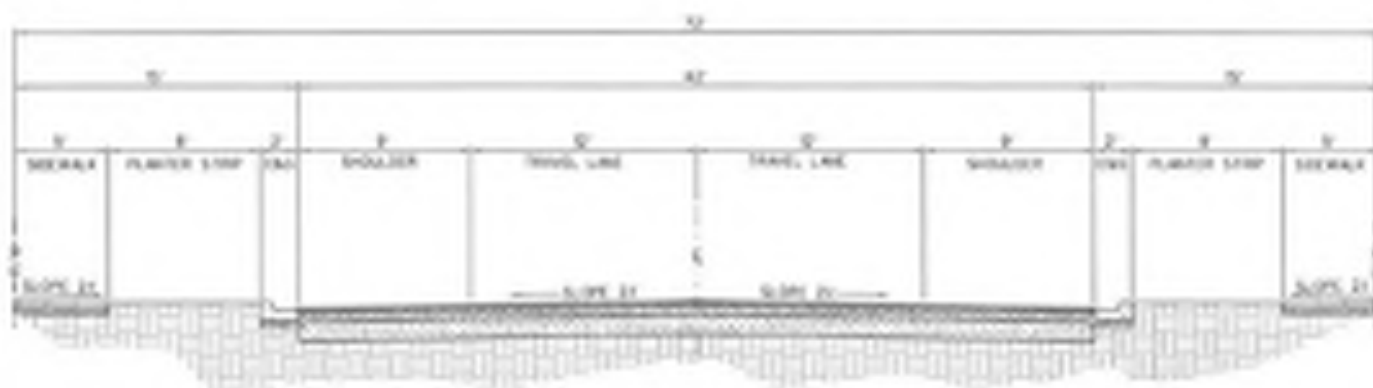


MAJOR COLLECTOR CROSS-SECTION WITH 14' SIDEPATH

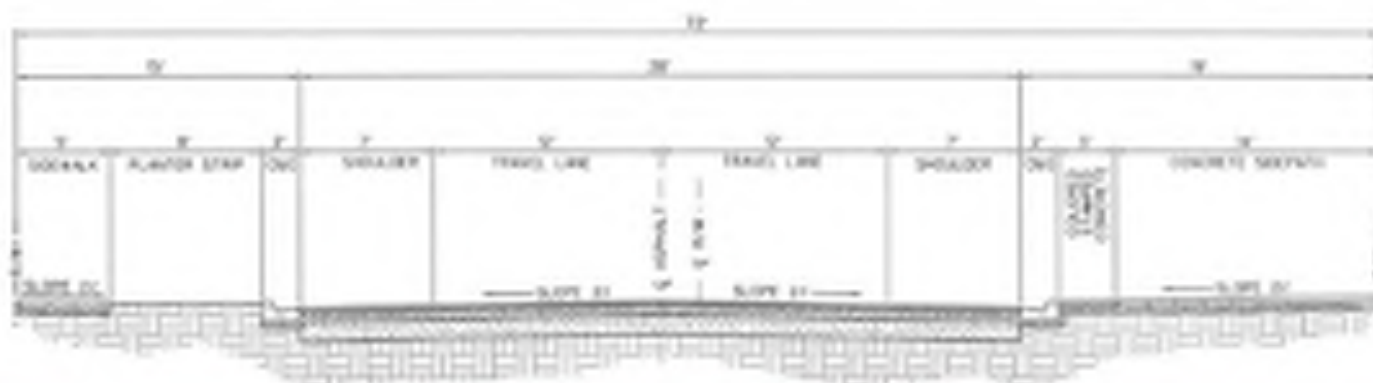


MAJOR COLLECTOR CROSS-SECTION WITH 10' SIDEPATH

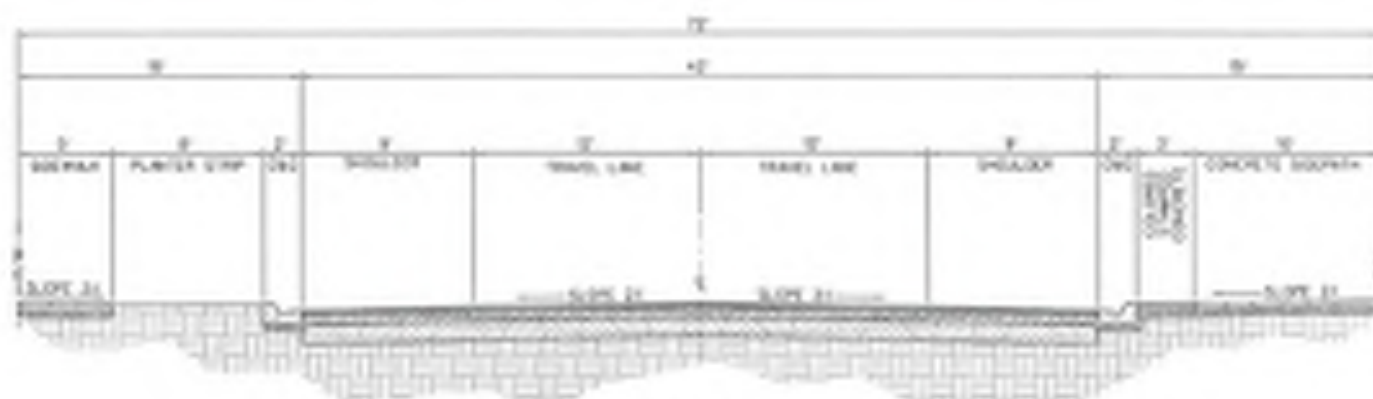
- NOTES:
1. PROVIDE COLORING AND PATTERN FOR STAMPED CONCRETE TO DELINEATE THE PAVEMENT FROM THE STAMPED CONCRETE. SUBMIT THREE SAMPLES OF COLORING AND STAMPING PATTERNS TO CITY ENGINEER FOR REVIEW AND APPROVAL.
 2. PAVEMENT STRIP TO BE TYPICAL ADJUSTMENTS FOR CHANGES MUST BE APPROVED BY THE PLANNING COMMISSION.



MINOR COLLECTOR CROSS-SECTION



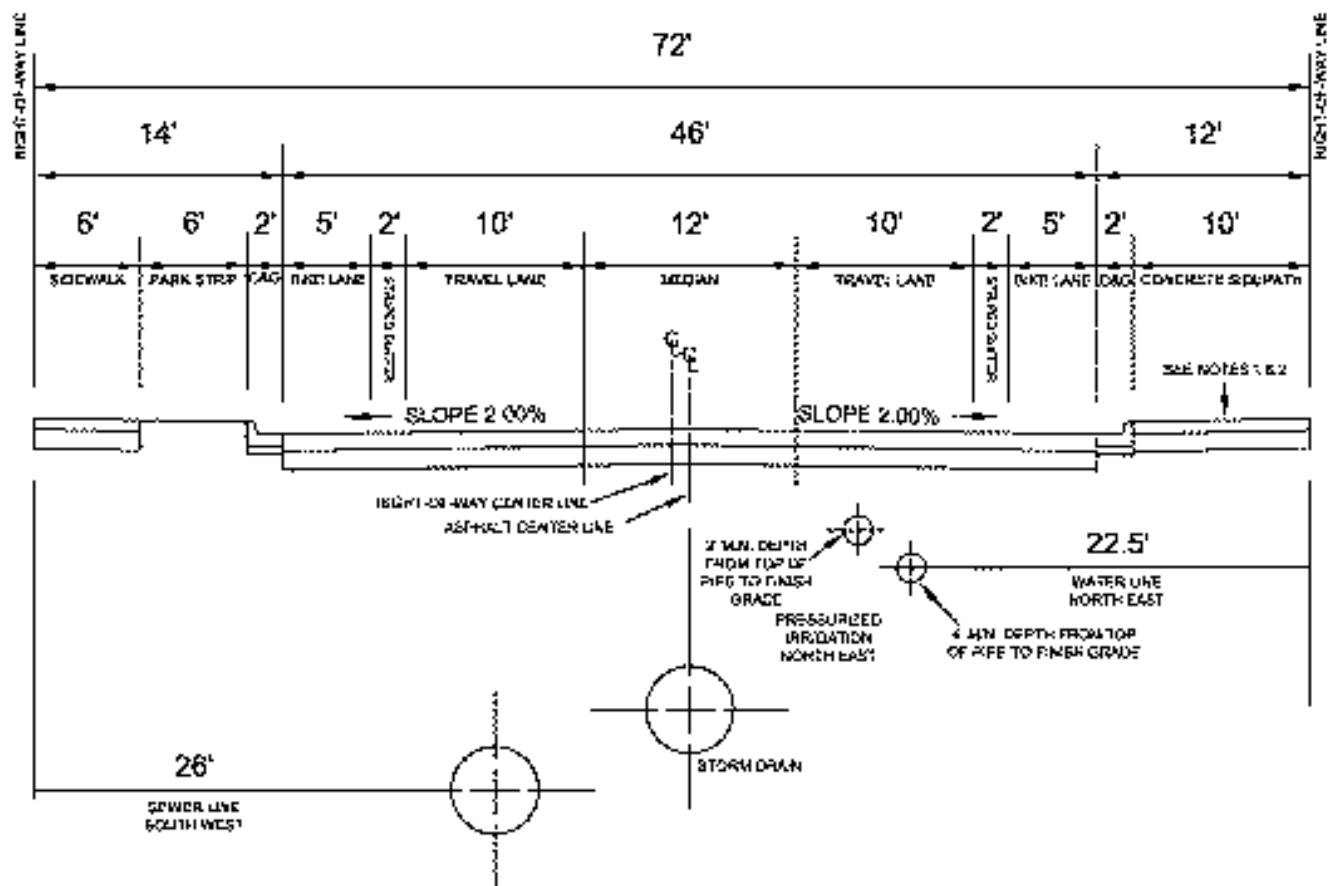
MINOR COLLECTOR CROSS-SECTION WITH 14' SIDEPATH



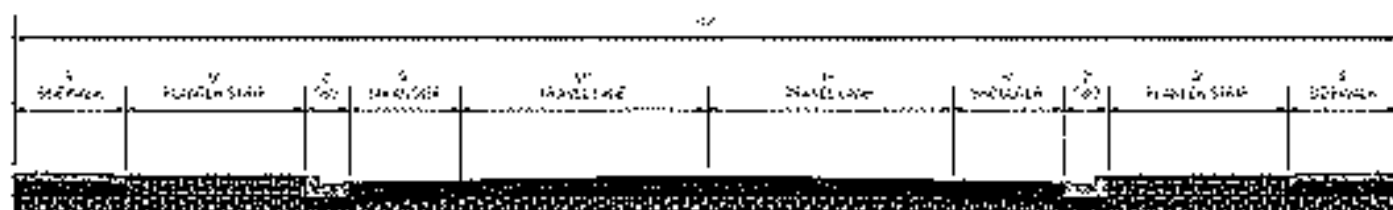
MINOR COLLECTOR CROSS-SECTION WITH 10' SIDEPATH

- NOTES:
1. PROVIDE COLORING AND PATTERN FOR STAMPED CONCRETE TO SOLICIT THE PATH FROM THE STAMPED CONCRETE. SUBMIT THREE SAMPLES OF COLORING AND STAMPED PATTERNING TO CITY ENGINEER FOR REVIEW AND APPROVAL.
 2. PLANTER STRIP TO BE TYPED AND RESULTS FOR CHECKS MUST BE APPROVED BY THE PLANNING COMMISSION.

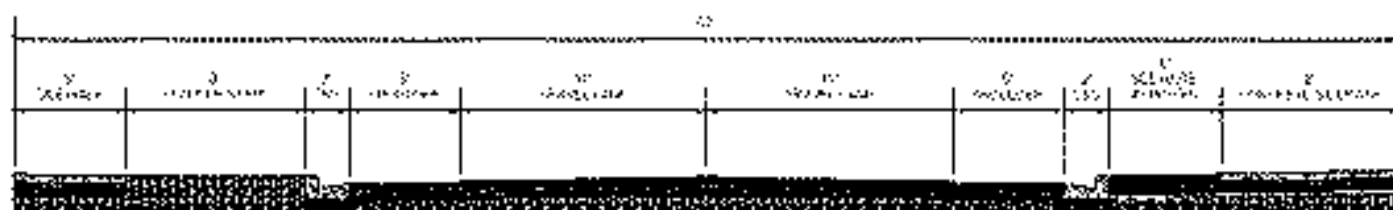




**MINOR COLLECTOR CROSS-SECTION WITH
SIDEPAATH, MEDIAN, AND BIKE LANES**



LOCAL STREET CROSS-SECTION



LOCAL STREET CROSS-SECTION WITH 8' CONCRETE SIDEPATH



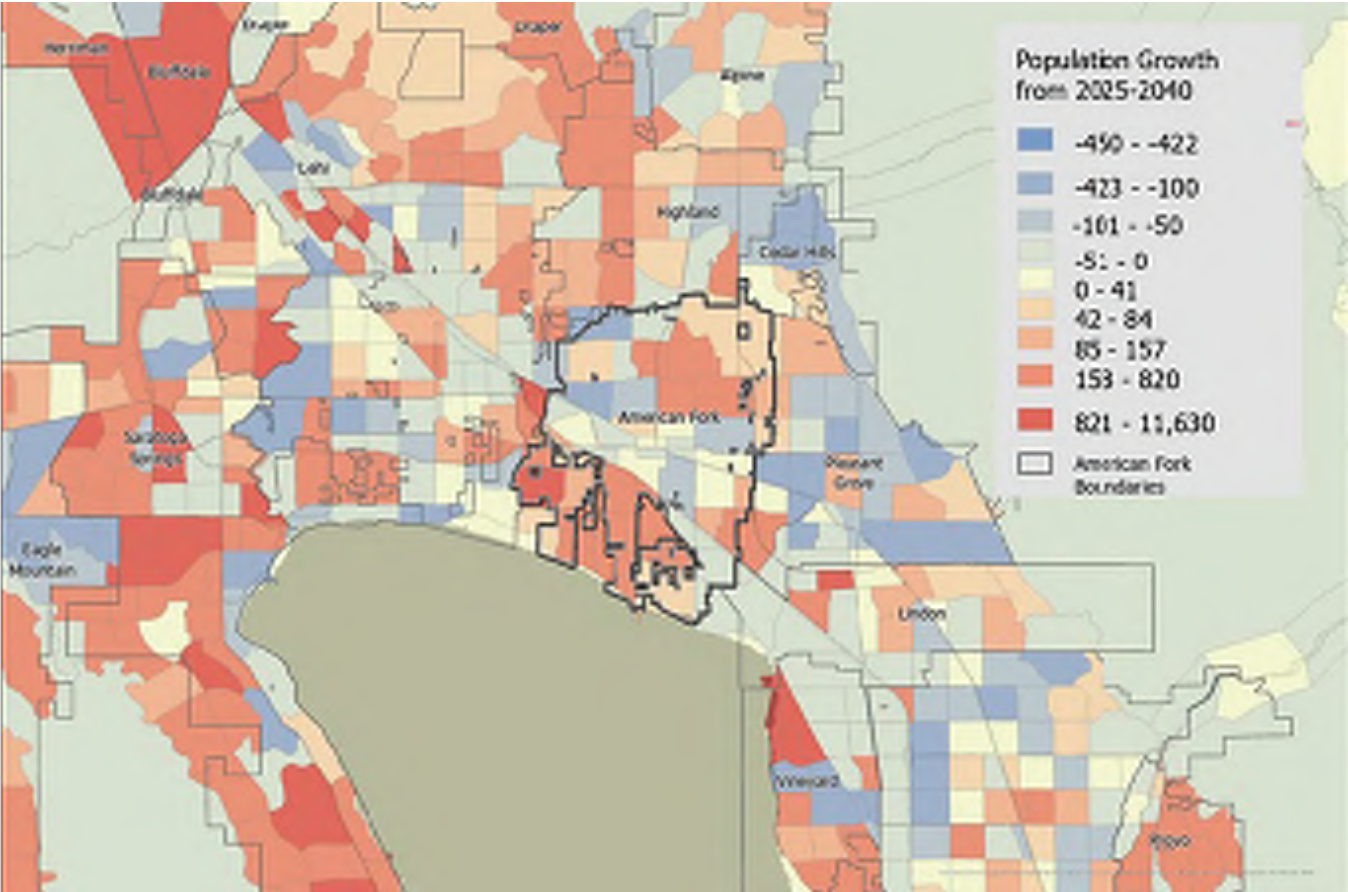
https://s3-us-west-2.amazonaws.com/municipalcodeonline.com-new/americanfork/ADC/files/ordinance/1716322366_2024-04-17%20-%20Cross%20Sections%20in%20the%20TOD.pdf

[illegible]

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

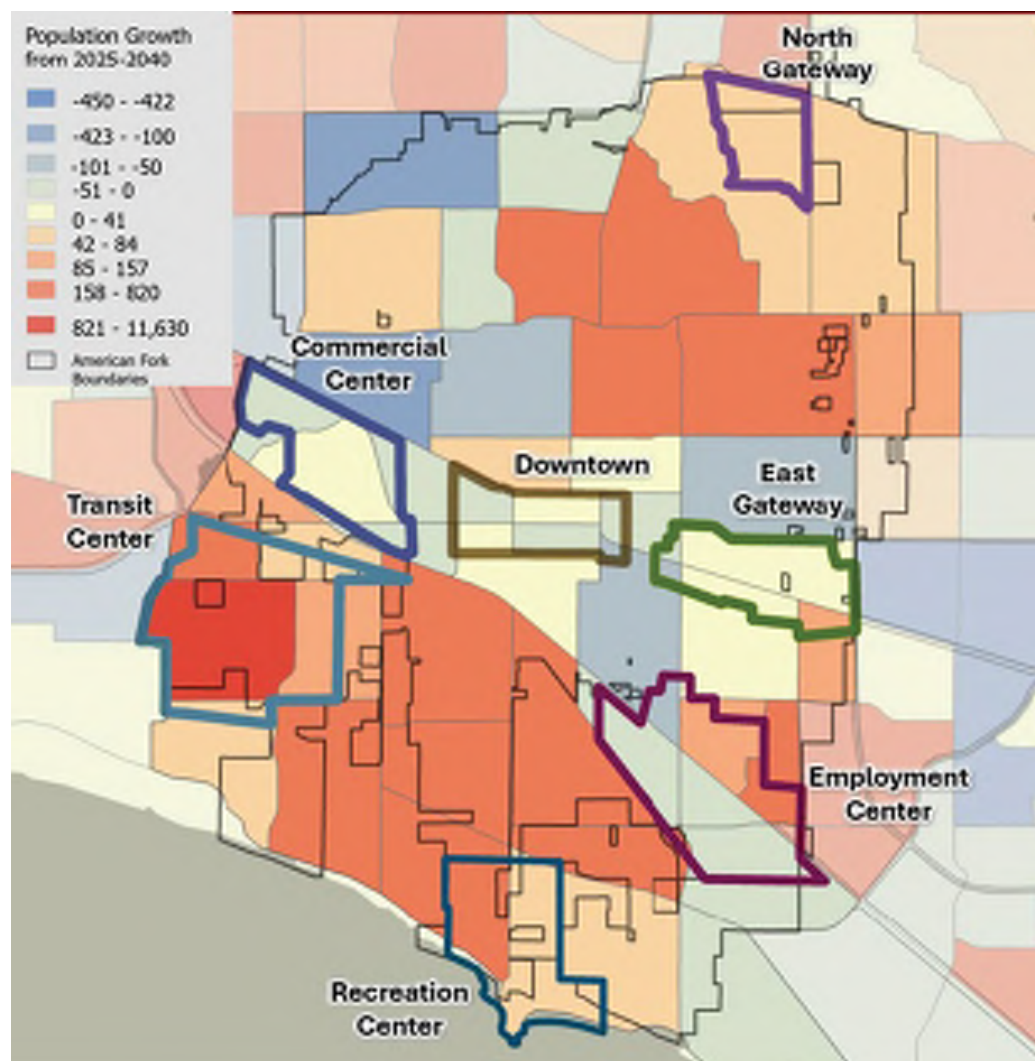
	Year	American Fork	Draper	Eagle Mountain	Orem	Saratoga Springs	Lehi
Historical Population Estimates (Decennial Census)	2010	26,263	42,274	21,415	88,328	17,781	47,407
	2020	33,337	51,017	43,623	98,129	37,696	75,907
Projected Population (WFRC Projections)	2030	42,190	60,405	66,461	106,963	74,486	97,160
	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.

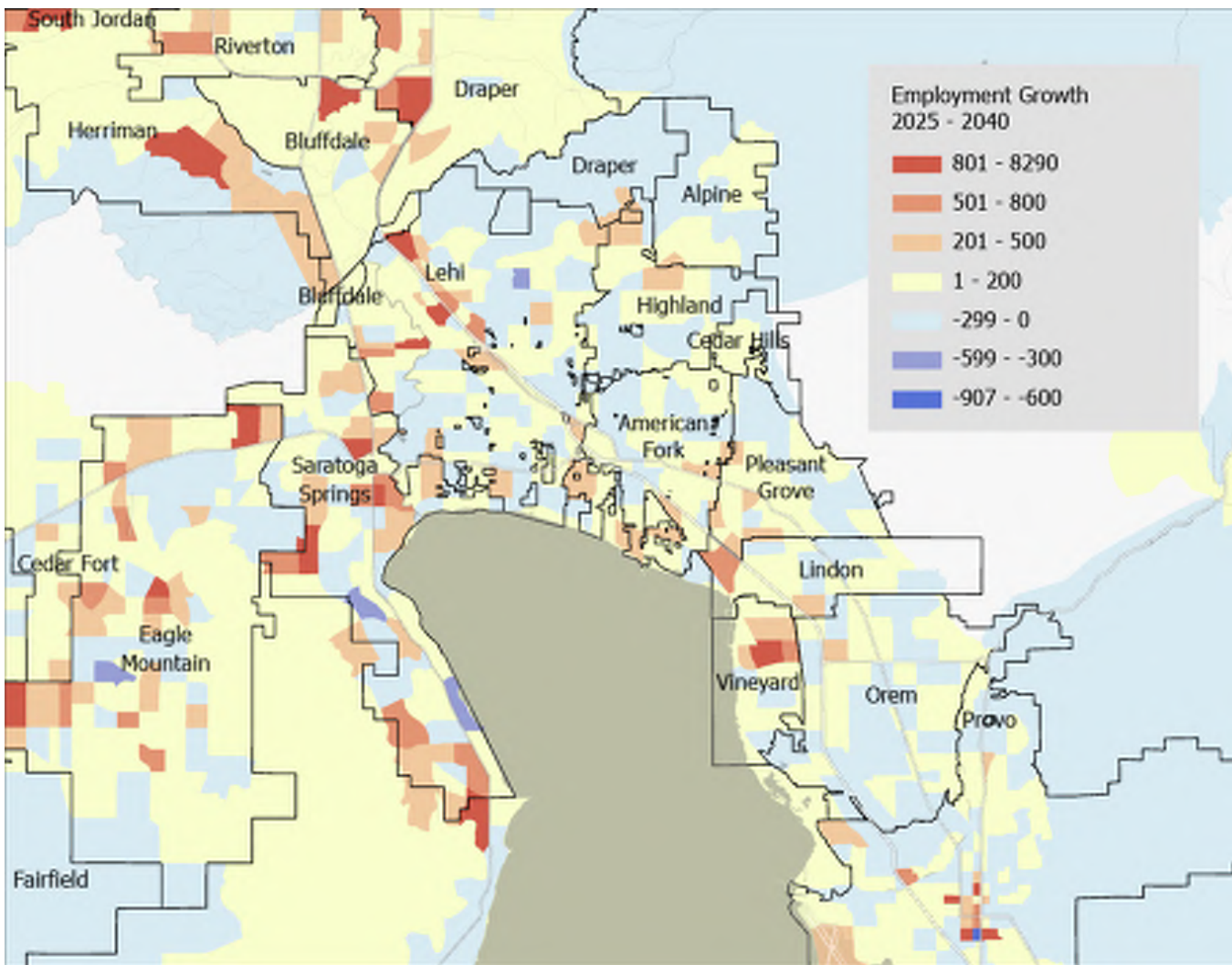
Table 2: Comparative Household Characteristics

	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

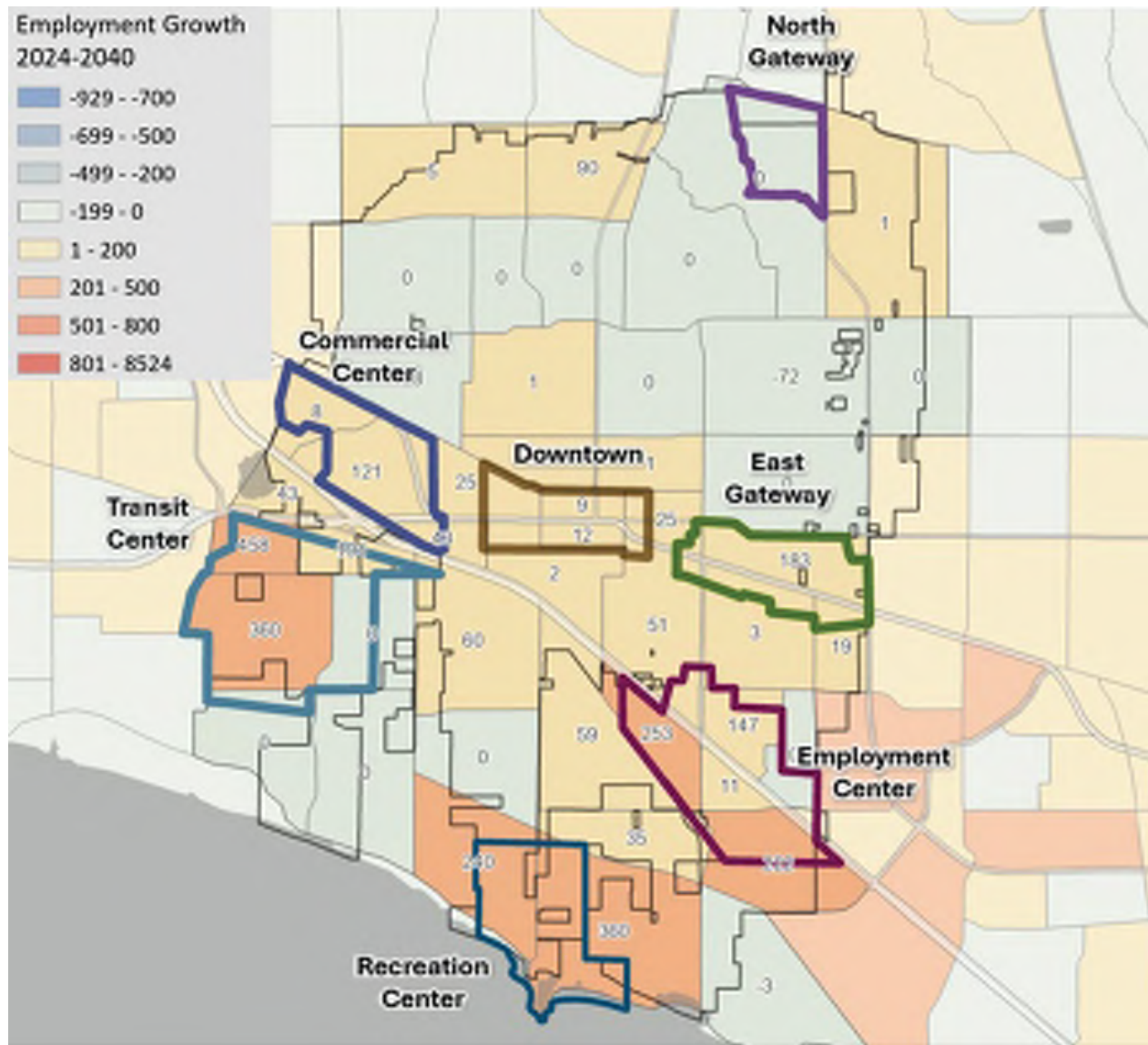


Source: Wasatch Front Regional Council, TAZ Projections, 2025

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%

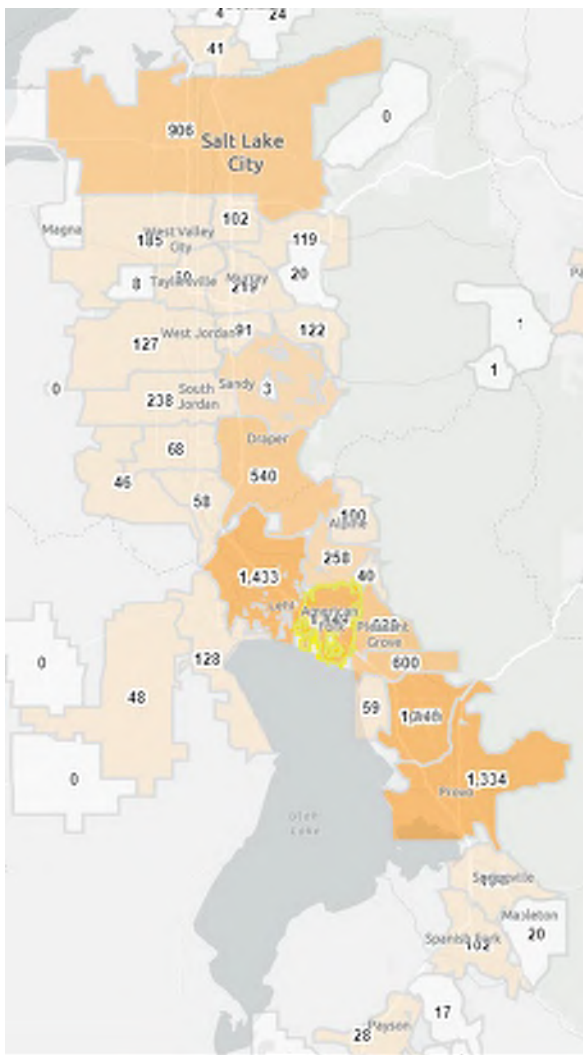
	People who work in American Fork		Where American Fork Residents Work		Influx/Outflow	
Orem	2,634	23.47%	1,446	17.10%	1,188	6.37%
Saratoga Springs	715	6.37%	0	0.00%	715	6.37%
Eagle Mountain	786	7.00%	0	0.00%	786	7.00%

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

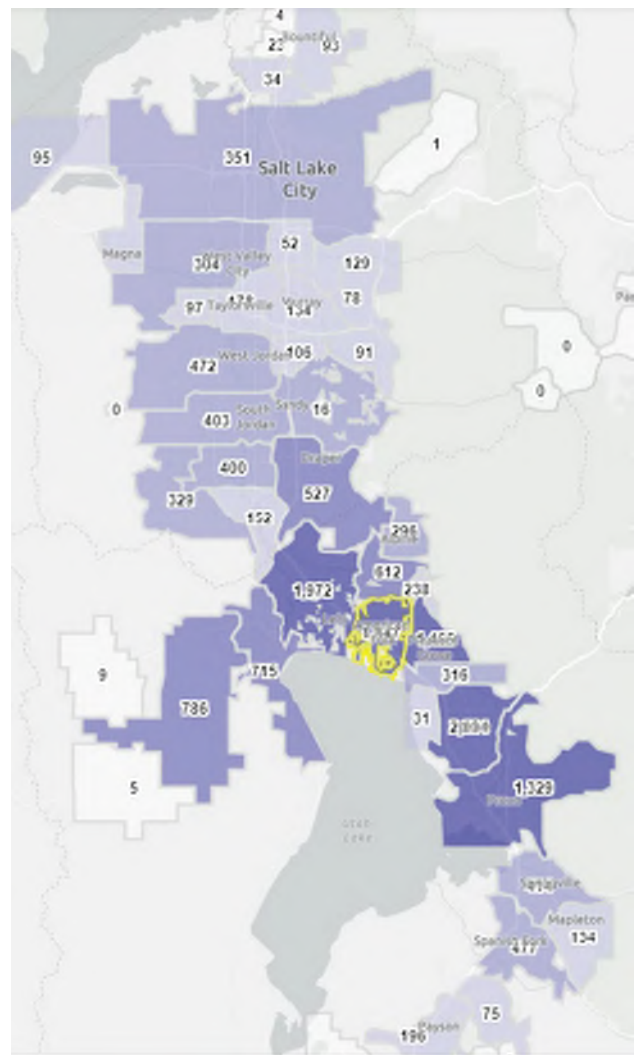
American Fork experiences the largest gain in workers from Orem, closely followed by Saratoga Springs and Eagle Mountain, suggesting a greater amount of competitive employment opportunities comparatively. The interchange between Lehi is slightly positive, with both cities contributing greatly to each 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

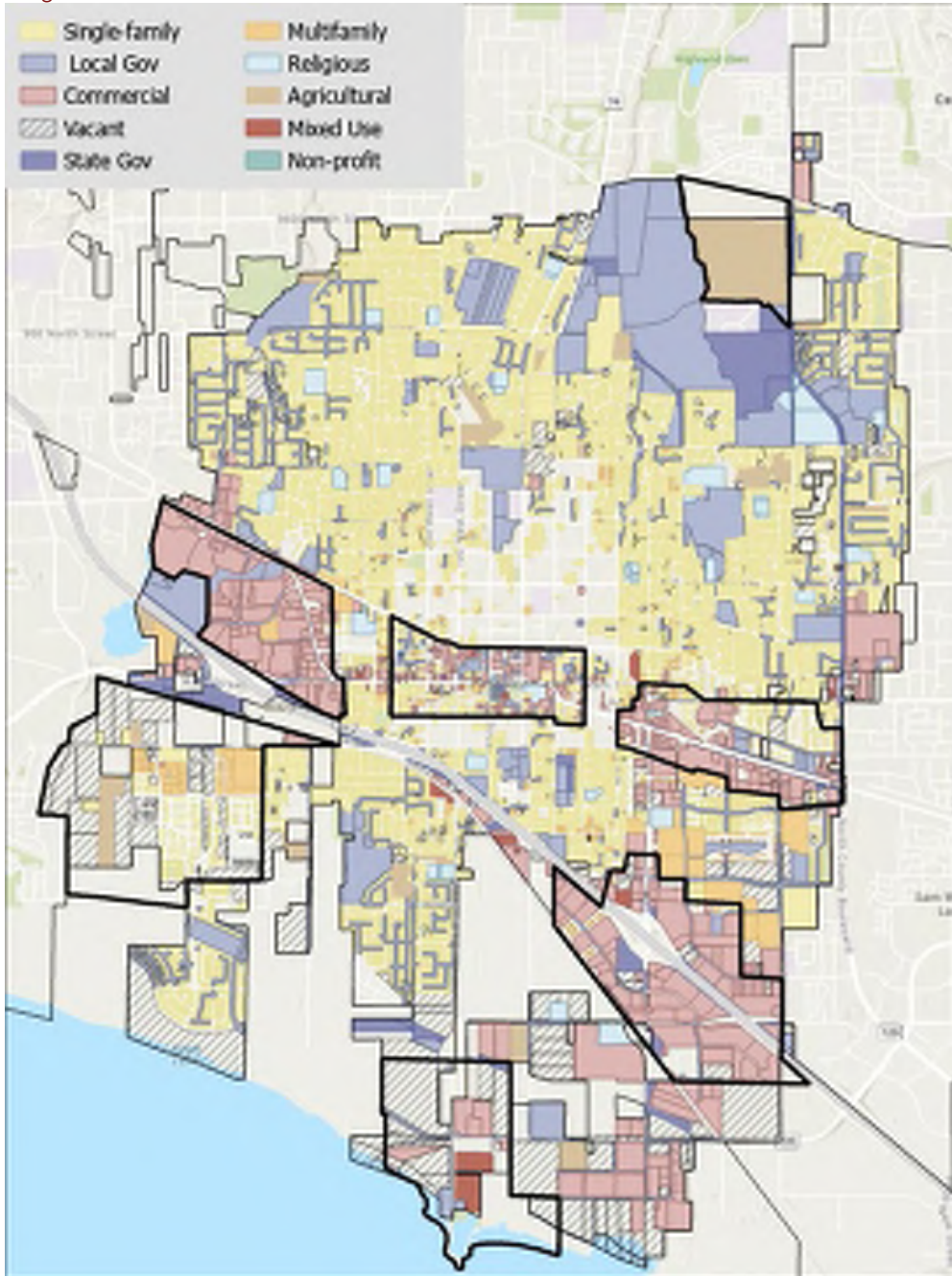
Those who commute to work in American Fork are most heavily located in southern or nearby neighboring cities.



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.

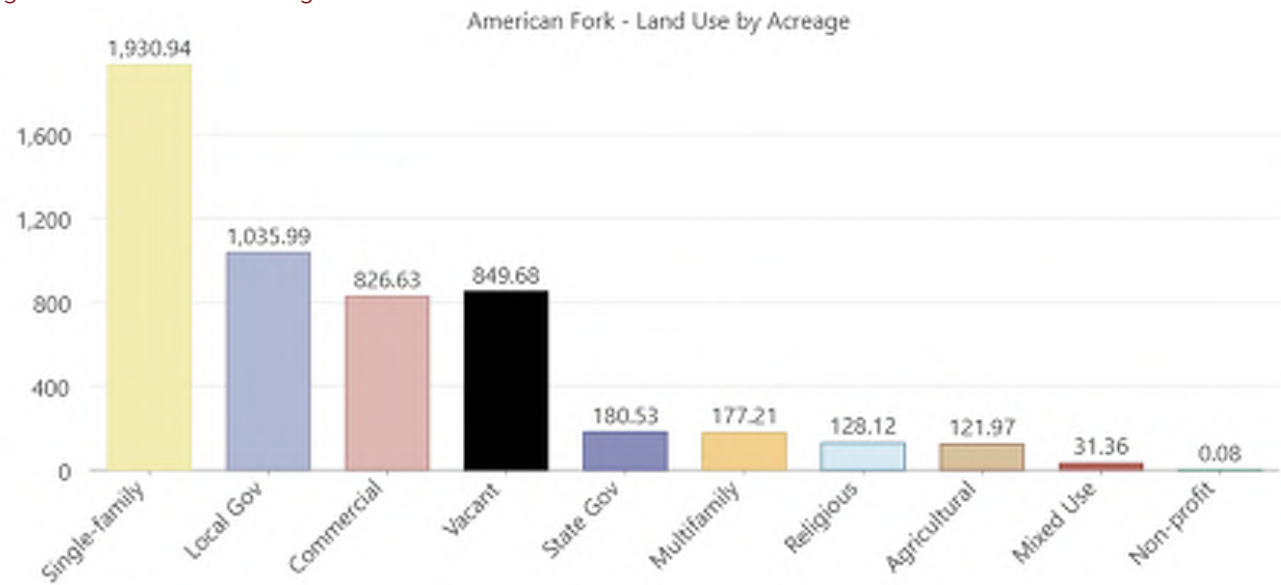
Figure 7: Land use American Fork



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

Expected Expiration: 2025
Acreage: 26.27

AMERICAN FORK RDA

EAST MAIN RDA BOUNDARY
 AMERICAN FORK PARCELS (2022)

AMERICAN FORK

0 100 200 400 Feet

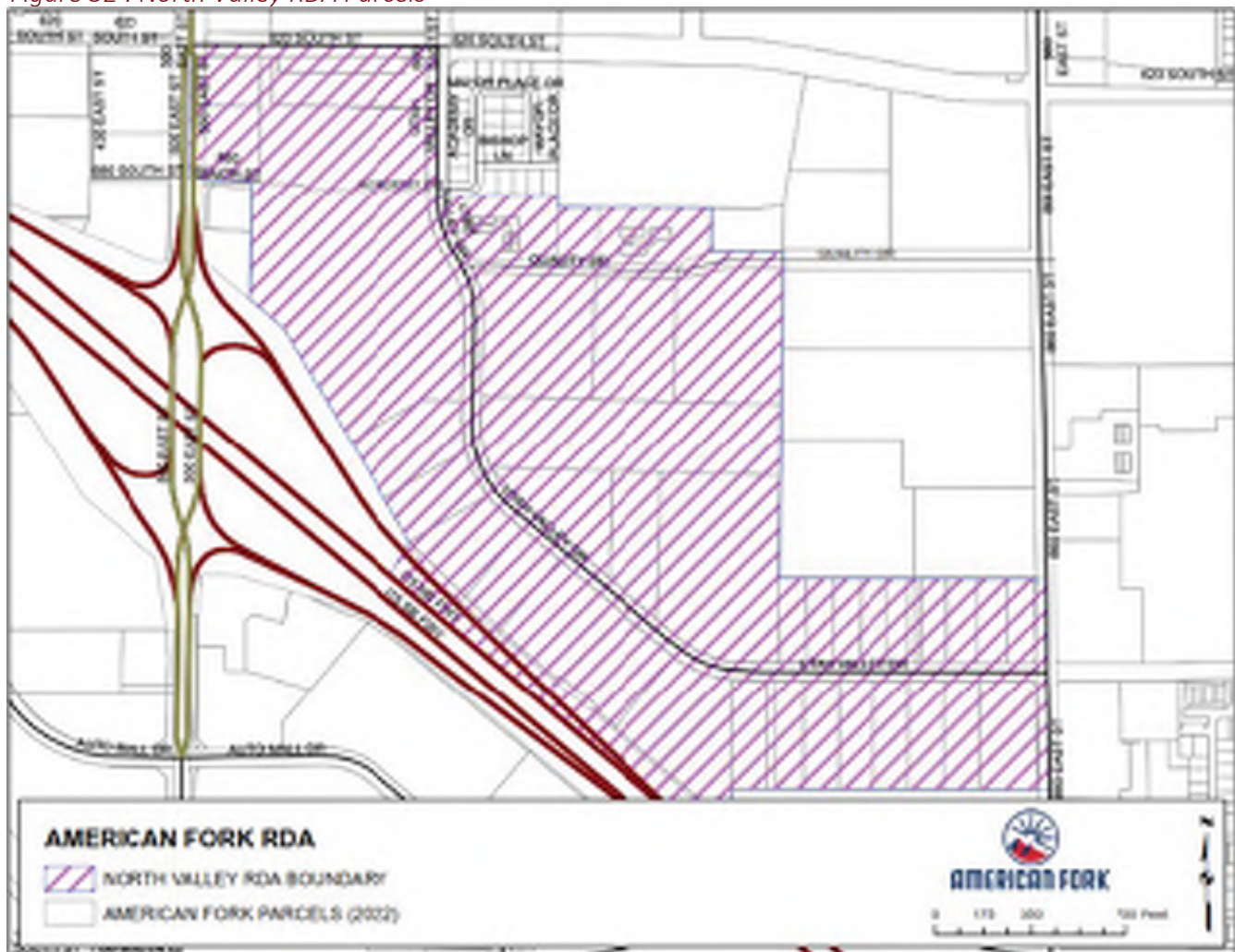
Development in the Project Area has consisted of the construction of several commercial and industrial establishments, including several fast-food restaurants and retail stores. Recent improvements also include the rebuilding of 300 East and Main Street throughout the Project Area. The Main Street/State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

North Valley Redevelopment Area

Expected Expiration: 2026

Acreage: 99.23

Figure 32 : North Valley RDA Parcels



Source: City of American Fork, 2022

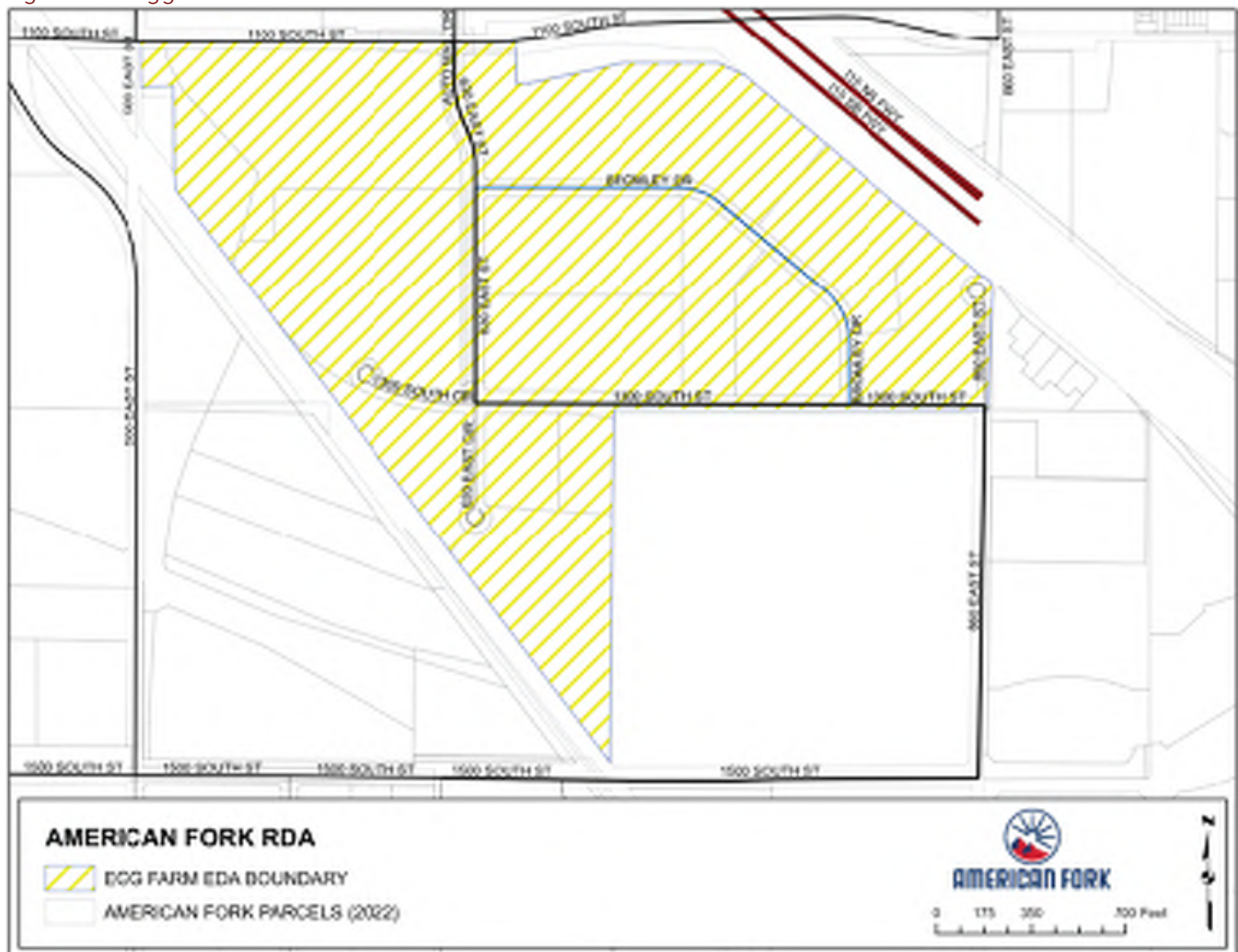
The North Valley RDA Project Area was created with the intent of incentivizing commercial and industrial development in American Fork City. The project area does not contain any residential units and development projects have included various infrastructure improvements as well as the construction of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

Egg Farm Economic Development Area

Expected Expiration: 2028

Acreage: 91.31

Figure 33 : Egg Farm EDA Parcels



Source: City of American Fork, 2022

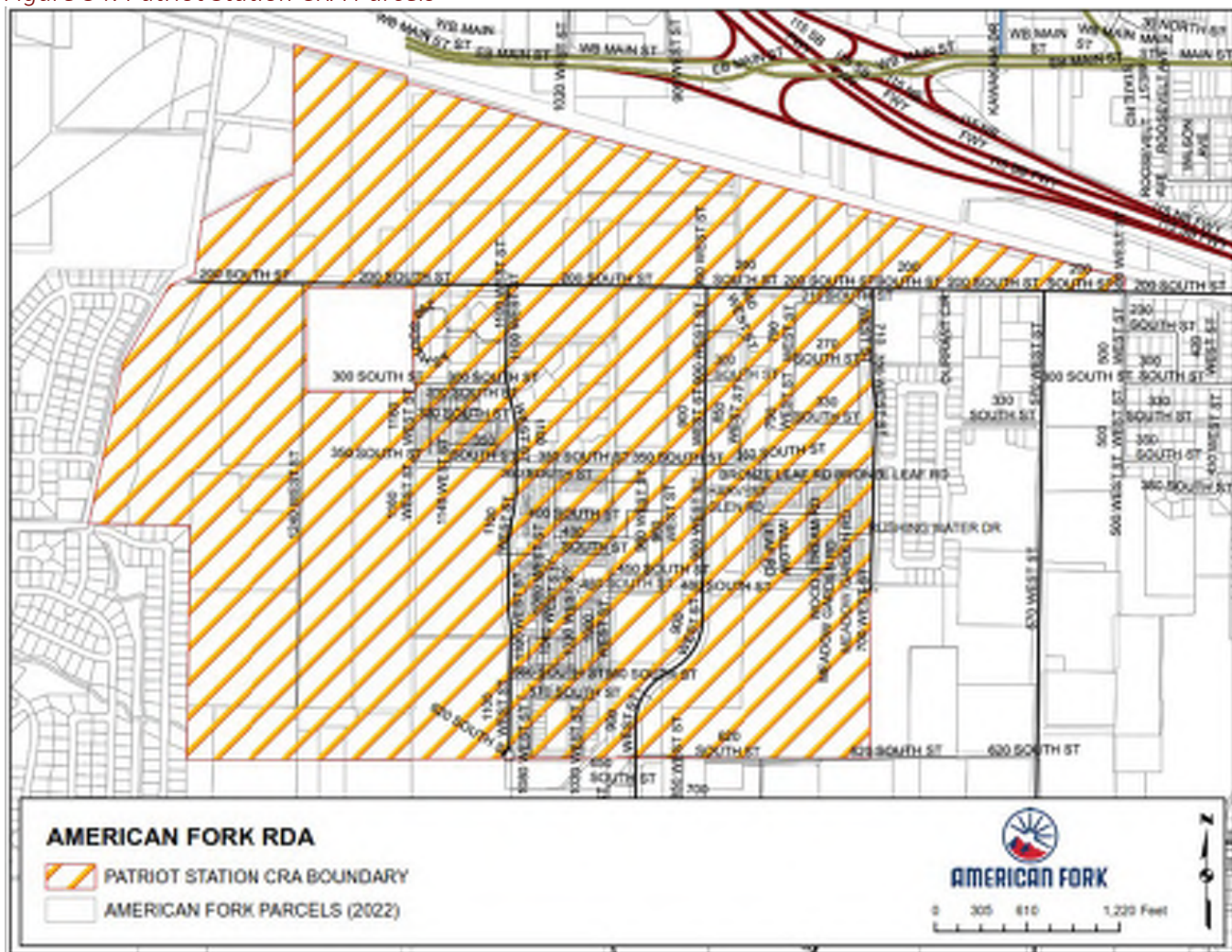
The Egg Farm EDA Project Area was created with the intent of incentivizing commercial development in American Fork City. The project area does not contain any residential units and none of the area is made up of residential development. The financing of infrastructure improvements has spurred the development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

Patriot Station Community Reinvestment Area

Expected Expiration: 2045

Acreage: 435

Figure 34: Patriot Station CRA Parcels



Source: City of American Fork, 2022

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

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

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

Table 6: HTRZ Requirements

	Commuter Rail	Light Rail, BRT	BRT
% affordable housing required on developable acres	12%*	12%*	12%*
% affordable housing at 80% of AMI	9%	9%	9%
% affordable housing at 60% of AMI	3%	3%	3%
Residential % of developable land	51%	51%	51%
# DUs per acre	>=50	>=50	>=39
Mixeduse development required	Yes	Yes	Yes
Reasonable % of DUs >1 bdrm required	Yes	Yes	Yes
Radius from station	<=1/3 mile**	<=1/4 mile**and***	<=1/4 mile
Minimum acres	10	10	10
Maximum acres (noncontiguous)****	125	100	100
Property tax Increment capture	80%, 25 yrs max per parcel, 45yr period	80%, 15 yrs max per parcel, 30yr period	60%, 15 yrs max per parcel, 30yr period
Sales tax increment capture	15% to TTIF	15% to TTIF	15% to TTIF
*No affordable housing requirement if municipality or public transit county meets HUD requirements of < 60% AMI **For a city of the 1st class with a population >150,000, in a county of the 1st 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.

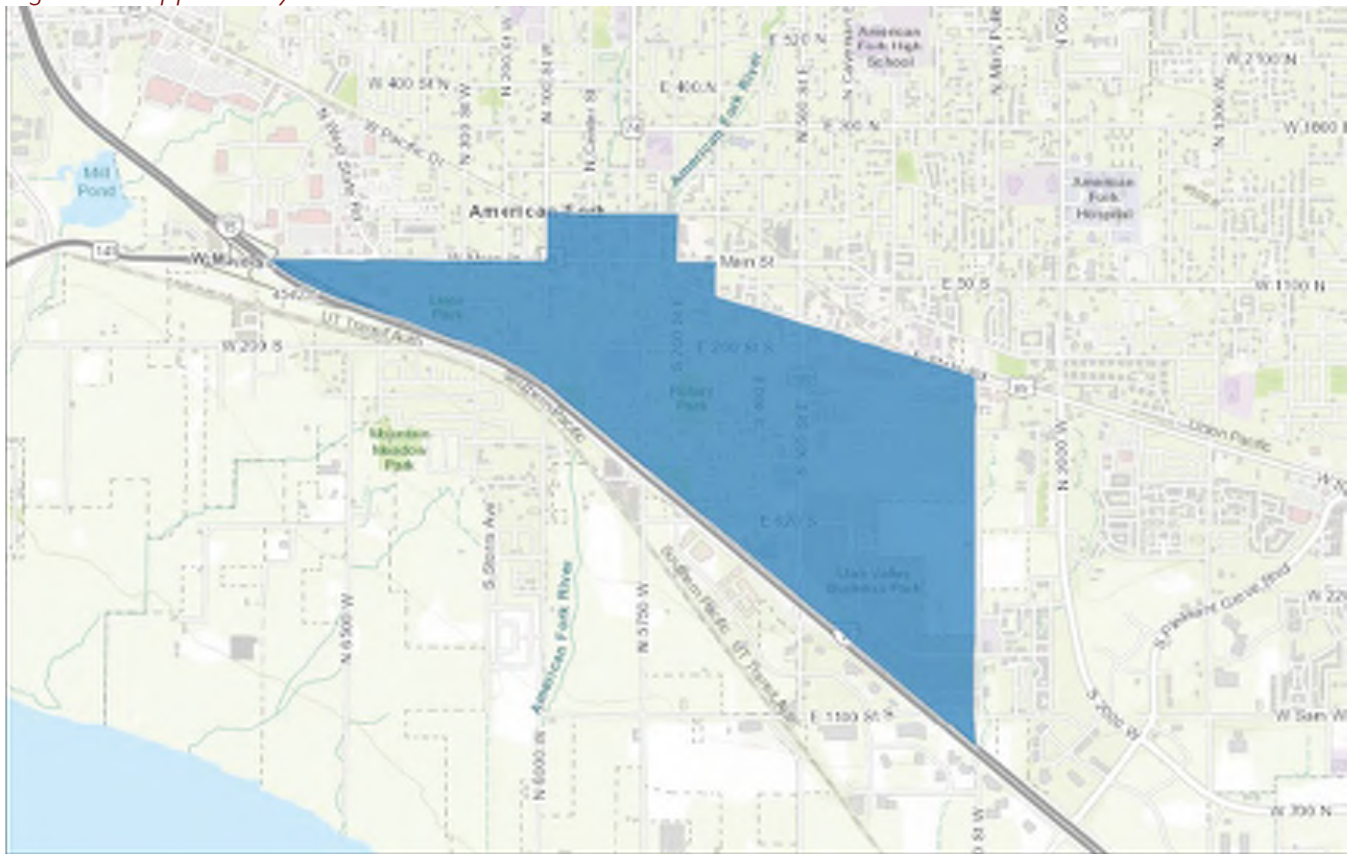
Given the amount of vacant land in the North Gateway and Recreation Center districts, these nodes would be the most likely candidates to create a PID for needed infrastructure.

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 for 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:** It's understood that the city needs to drive the development of downtown. Placemaking is as important as infrastructure.
- **Downtown Plan:** The vision for the downtown

area needs to be dialed in. There's a need to connect with the survey group to get an updated downtown plan.

- **Architectural Elements:** Architectural elements should be classy and nice, with 360 architecture that's historical in nature. The style should be American Traditional – late 1800s, turn of the century.
- **Density Restrictions:** The downtown area reflects the rest of the city. There are no restrictions on density if you can park it. However, residents might get nervous with tall vertical buildings. The CC1 code outlines the architectural character, which needs to be reviewed and possibly strengthened.

Other comments:

City History and Character:

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

Community Amenities and Events:

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

Infrastructure and Public Facilities:

- The interviewee recognizes the need for taxes to support infrastructure.
- Public facilities – public works complex needs a redesign, city facilities need help.
- Police need new storage space.



- A better storm drain plan is needed. The old portion of the city needs to interface with the new. The city has to move beyond ditches for storm drains.

- Infrastructure needs to be kept ahead of development to avoid issues like what happened on Second South.

- The storm drain master plan needs to be reviewed. 80% is correct, 20% is incorrect.

Future Planning and Development:

- Incorporate expectations, wants, needs of new residents.

- Drawn up plans would be great to look at.

- The work done with the American Fork Station Area Plan was highly praised.

- There's an effort to get other mayors on board.

- A water supply section of the General Plan (GP) is needed. Connect with the survey group for this.

- The city is at compromised levels in the south by the lake. The Utah lake interface needs to be figured out.

- A defend line in the south needs to be defined. Some areas are underwater.

- A density bank, similar to a water bank, is needed. Chat with Patrick about the TDR program.

Quality of Life and Connectivity:

- Quality of life improvements are important, with the library bond as an example. The citizens are okay with decisions that enhance quality of life.

- Fiber connectivity is desired by residents. CenterCom and Strata are expected to partner for high-speed fiber connections

