



Colliers



STATION SQUARE

—TOD—

AMERICAN FORK

16.63 ACRES • MIXED-USE • UTAH COUNTY



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HIGH DENSITY - MIXED USE - TRANSIT ANCHORED



Demographics	1 Mile	3 Mile	5 Mile
Population			
2025 Estimated	12,699	69,302	173,382
2030 Projected	14,000	74,993	188,045
Households			
2025 Estimated	4,138	21,261	50,263
2030 Projected	4,716	23,731	55,865
Income			
2025 Median HHI	\$121,529	\$112,088	\$122,984
2025 Average HHI	\$145,913	\$137,017	\$150,947
2025 Per Capita	\$47,518	\$41,905	\$43,876

16.63 Acres - Station Square

1100 W 200 S, AMERICAN FORK, UT 84003

Property Highlights

- **Price: \$30 SF**
- Zoned - Transit Core - Mixed Use Core
- 55 du/acre - 65 du/acre
- Rare, large contiguous 16.63 acres of land
- Immediately adjacent to the American Fork FrontRunner station
- Water Rights Included*

*Density may require additional water rights.



AMERICAN FORK TOD ASSEMBLAGE

±16.63 ACRES | Transit Core – Mixed Use Core (MU-C) | American Fork, Utah County, UT

INVESTMENT THESIS

A rare ±16.63-acre, largely contiguous TOD assemblage immediately adjacent to the American Fork FrontRunner station and the planned **Transit Core – Mixed Use Core (MU-C)** sub-district. American Fork's form-based TOD code (§17.4.608) mandates a **minimum of 55 dwelling units per gross acre** in the MU-C and permits up to **65 DU/gross acre and 10 stories** at the highest lot type (LT-9). Theoretical maximum yield: **≈ 1,080 dwelling units**. A transformational mixed-use opportunity in north Utah County.

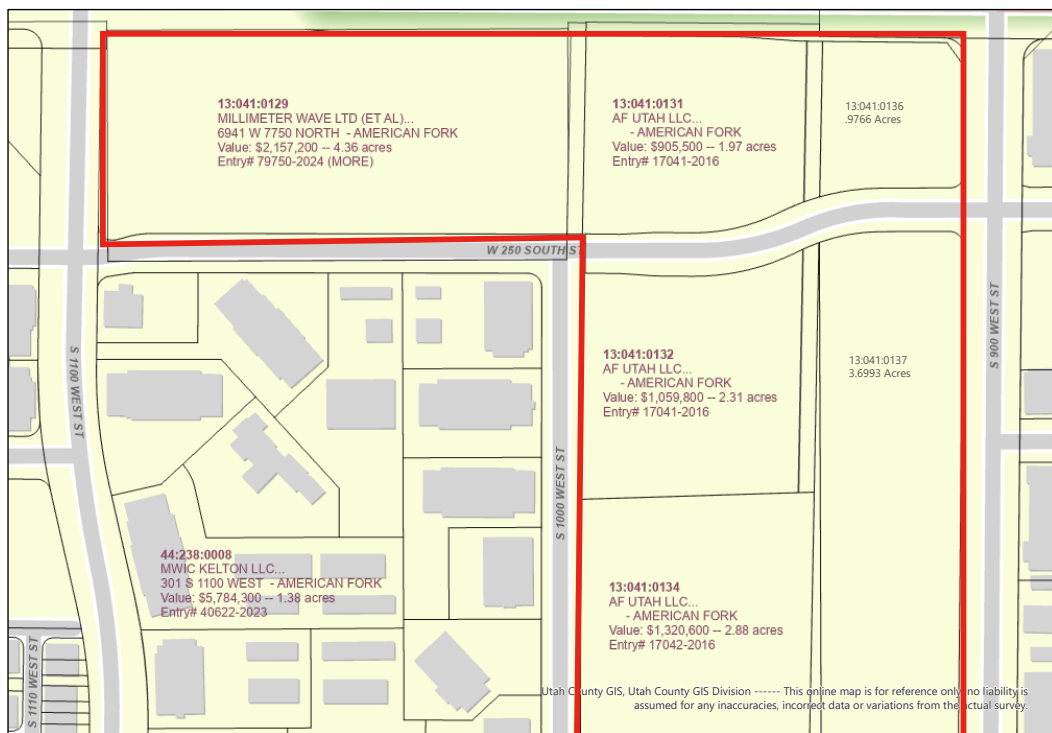
SUBJECT PARCELS

Parcel #	Owner	Acres	% Site
13:041:0128	AF Utah LLC	0.7785	4.7%
13:041:0129	Millimeter Wave LTD	4.3613	26.2%
13:041:0130	AF Utah LLC	0.1459	0.9%
13:041:0131	AF Utah LLC	1.9722	11.9%
13:041:0132	AF Utah LLC	2.3083	13.9%
13:041:0133	AF Utah LLC	0.1137	0.7%
13:041:0134	AF Utah LLC	2.8764	17.3%
13:041:0136	AF Utah LLC	0.9766	5.9%
13:041:0137	AF Utah LLC	3.6993	22.2%
TOTAL	9 parcels — 2 owners	16.6278	100.0%

AF Utah LLC controls 8 of 9 parcels (±12.27 ac); Millimeter Wave LTD owns 13:041:0129 (±4.36 ac). Parcels straddle W 250 South between S 1000 W and S 900 W, fronting 200 South — the principal MU-C corridor.

ZONING SNAPSHOT — TRANSIT CORE / MU-C

Zone Designation	Transit-Oriented Development (TOD) — §17.4.608 (form-based code)
Character District	Transit Core
Sub-District	Mixed Use Core (MU-C)
Governing Code Note	TOD chapter is the exclusive and mandatory zoning regulation once mapped (Sec 2.A.5)
Permitted Block Types	BT-5 (30–60% of district), BT-6 (0–50%) per Table 4B
Permitted Lot Types	LT-6, LT-7, LT-8, LT-9 (Table 6A)
Min. Density (MU-C)	55 DU/gross acre — REQUIRED FLOOR (Sec 6.E.1.c)
Max. Density	65 DU/gross acre at LT-9 (1 DU = 1 unit OR 1,100 SF non-residential)
Max. Height	Up to 10 stories (LT-9); 7 stories (LT-8); 5 stories (LT-7)
Lot Coverage	Up to 100% (LT-8 & LT-9); 80% (LT-7); 70% (LT-6)
Front Setback	0–8 ft (LT-7/8/9) — build-to-line, urban frontage
Frontage Buildout	70–80% min. at setback line
Required GF Use — 200 S	100% ground floor office/retail abutting 200 South (Sec 6.E.4)
Required GF Use — Other	25% ground floor office/retail across project area
Parking Ratios	Multifamily 1.5/DU • Non-residential 1/350 SF • Liner bldgs <30 ft deep, ≤2 stories: exempt



Utah County Parcel Map
Parcel Map

1 inch equals 188.1 feet

Date: 4/29/2026

This cadastral map is generated from Utah County Recorder data. It is for reference only and no liability is assumed for any inaccuracies, incorrect data or variations with an actual survey.



DENSITY YIELD MATRIX — SITE ±16.63 GROSS ACRES

Lot Type	Max Stories	Lot Coverage	DU / Gross Acre	Theoretical Yield (16.63 ac)
LT-6	2–4	70%	30	≈ 498 DU
LT-7	2–5	80%	42	≈ 698 DU
LT-8	3–7	100%	50	≈ 831 DU
LT-9 (max)	4–10	100%	65	≈ 1,080 DU
MU-C MIN	—	—	55 (floor)	≈ 914 DU minimum

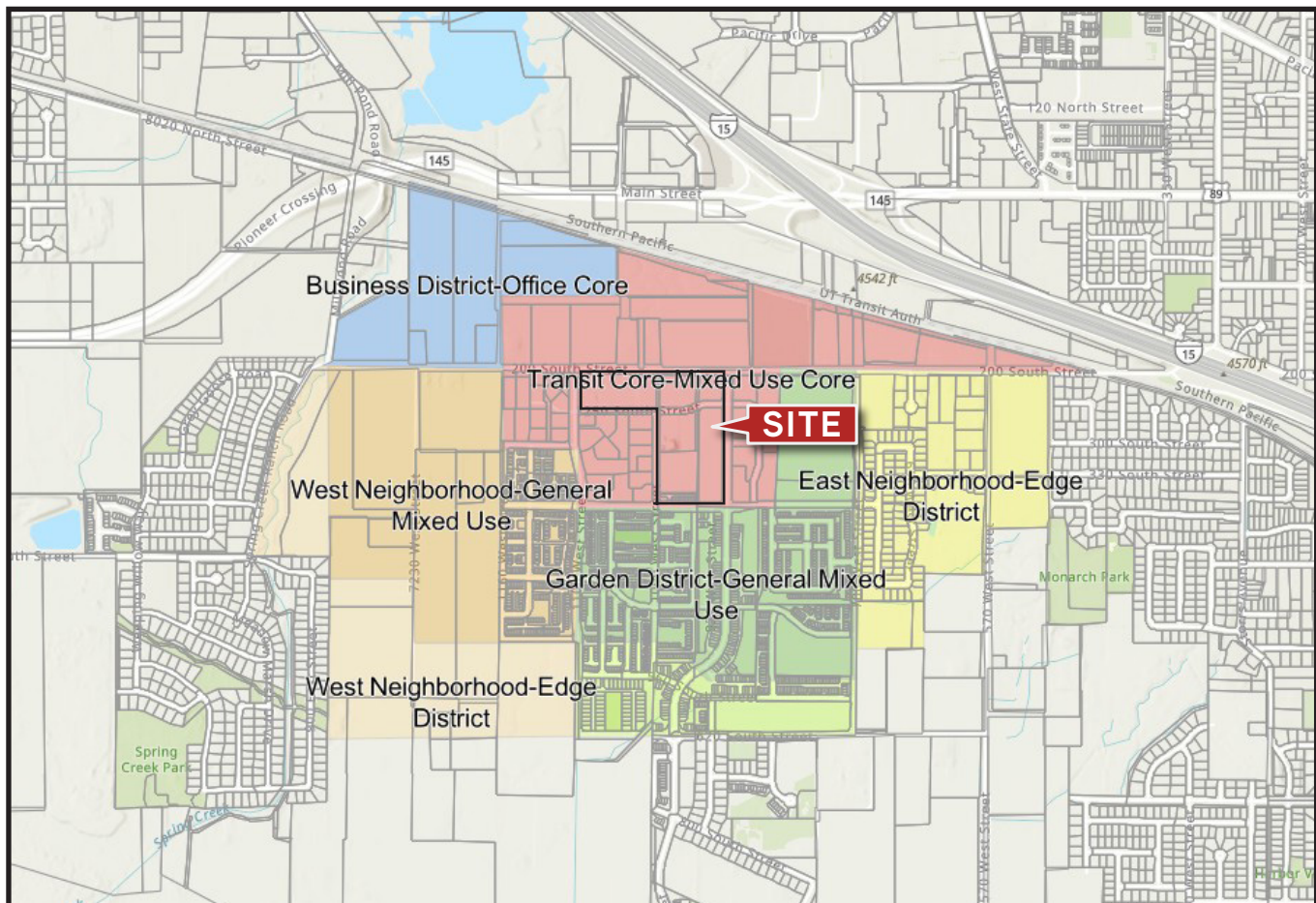
A "DU" (development unit) equals one residential unit OR 1,100 SF of non-residential space. Density is calculated against GROSS acreage (lot area + adjacent ROW, alleys, and passages) — more generous than typical net-acre calculations. Yield figures are theoretical maximums; actual achievable yield depends on Block Plan approvals, build-to-line/frontage compliance, parking, and infrastructure capacity.

American Fork TOD Zone — Summary

The Transit-Oriented Development (TOD) Zone is American Fork's form-based code for the area surrounding the FrontRunner commuter rail station along 200 South. Unlike a typical conventional zone (which regulates use first), the TOD zone regulates building form, frontage, and placement first — with use as a secondary layer.

The vision, as confirmed by the April 2025 City Council discussion, is higher density closest to the train station, tapering down to single-family on the outer edges — a pedestrian-friendly mixed-use pattern of housing, retail, office, and civic uses.

Once a property is rezoned to TOD, §17.4.608 Sec 2.A.5 makes clear the TOD chapter becomes the exclusive and mandatory zoning regulation for that parcel — it overrides other portions of the city code (except building/health/safety codes).





Financial / Funding Resources

Listed below are various funding resources available for development within the American Fork Station Area Plan that could help offset costs associated with infrastructure improvements. They are from a variety of local, state and federal sources.

- Transportation Improvement Program (TIP)**
 TIP is a five-year funded construction program for communities within the Provo/Orem urban area. MAG, UDOT and UTA utilize funds for projects, programs and studies to expand the regional transportation network mountainland.org/tip/
- Technical Assistance to Governments (TAG) Program**
 MAG offers funding and consulting services on behalf of local governments to guide future growth and development plans. mountainland.org/tag/
- Safe Routes to School (SRTS) Program**
 SRTS funding is used for non-infrastructure (education and encouragement programs) and infrastructure (sidewalks, bicycle parking, etc.) related projects to aid and encourage students living within a 1.5-2 mile to walk or bike to school. udot.utah.gov/connect/business/public-entities/safe-routes-to-school-srts-program/
- Safe Sidewalks Program**
 The Safe Sidewalks Program is a legislative funding device for the construction of new sidewalks. To be considered, planned construction must be located adjacent to a State highway where there is significant pedestrian traffic and sidewalks do not currently exist docs.google.com/document/d/1sfOQu5qictzKDAj0yDvSO48JFuYrZZbuYsyW4bbardY/edit
- Congestion Mitigation / Air Quality (CMAQ)**
 The US Department of Education apportions CMAQ funds for transportation projects and programs that reduce congestion and enhance air quality transportation.gov/sustainability/climate/federal-programs-directory-congestion-mitigation-and-air-quality-cmaq
- Surface Transportation Program (STP)**
 STP provides States and municipalities with federal funds for projects to improve condition and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure and transit capital projects fhwa.dot.gov/map21/factsheets/stp.cfmmaq
- Carbon Reduction Program (CRP)**
 The US Department of Transportation allocations CRP funds based on a population formula that may be used on projects that reduce on-road CO2 emission. fhwa.dot.gov/bipartisan-infrastructure-law/crp_fact_sheet.cfm
- Revolving Loan Funds and Grants**
 A revolving loan fund is a source of money from which loans are made for small business development projects. A loan is made to a business and as repayments are made, funds become available for future loans to other businesses. This tool is mainly used to finance local, expanding, or small businesses within the community. The funds used to create a revolving loan fund may have rules governing the program design. For example, the Department of Housing and Urban Development has specified rules for Community Development Block Grants. Matching grants or revolving loan funds have been very successful in various communities throughout Utah.

INFORMATION FROM "AMERICAN FORK STATION AREA PLAN - UPDATED SEPTEMBER 2025".

Station Square — Water Rights Summary

TOTAL WATER AVAILABLE

≈ **63 acre-feet**

≈ 20.5 million gallons / year

Across 17.34 acres · 8 water rights

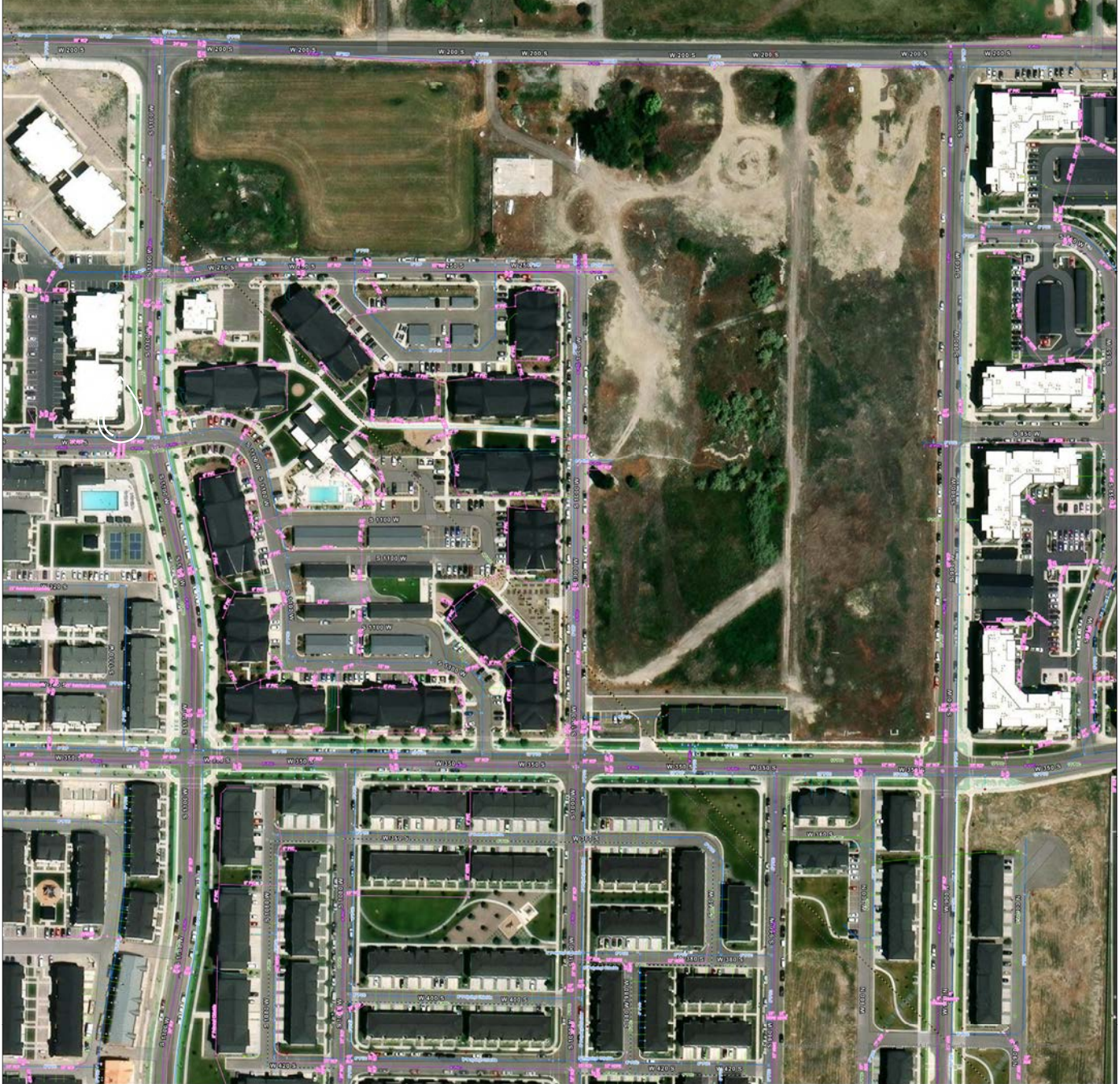
Parcels	Acres	Water rights	Water (ac-ft)
13:041:0136 & 0137	5.01	55-187, 55-311, 55-436	≈ 24
13:041:0131 & 0132	4.89	55-338, 55-999, 55-8892	≈ 29
13:041:0129	4.36	55-1607	10
13:041:0134	3.08	being deeded back	—
Total	17.34		≈ 63*

*ACTUAL WATER RIGHTS TO BE CONFIRMED BY WATER RIGHT PROFESSIONAL





Utilities



1:960 // 1 inch = 80 feet



Utility Map 1100 S 200 W & Vicinity

Map Date: June 02, 2026
Prepared for: Colliers International
Contact: Liz Raff | <liz.raff@colliers.com>
Prepared by: David Gunther, GISP | GIS Administrator
Utilities: Pressurized Irrigation,
Sanitary Sewer,
Storm Water

Map Disclaimer:

This map contains data that represents a snapshot in time and may not reflect current field conditions. GIS data is subject to change at any point without warning. Due to evolving collection methodologies and historical technological limitations, American Fork City does not warrant the geometric precision, spatial placement, or the factual accuracy of tabular attribute data (pipe diameters, material types, installation dates, etc.). The End User assumes all risks associated with reliance upon this map for professional deliverables.

Map Key

*Not all features may be present within map extent

Culinary Water

Culinary Water Mains

Culinary Water Laterals

Culinary Water Casings

Culinary Water Fittings

Culinary Water Connections

Water Service Connections

Water Pumps

Water Meters

Water Valves

Water Hydrants

Water Clean Outs

Water Service Connections

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Land Use



- Restaurants
- Grocery Store
- Retail
- Medical
- Entertainment
- Fitness





Traffic Counts

- Under 50,000
- 50,000 - 100,000
- 100,000 - 150,000
- 150,000 - 250,000
- Over 250,000
- Dual AADT Estimate

1000 ft

American Fork - Transportation



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

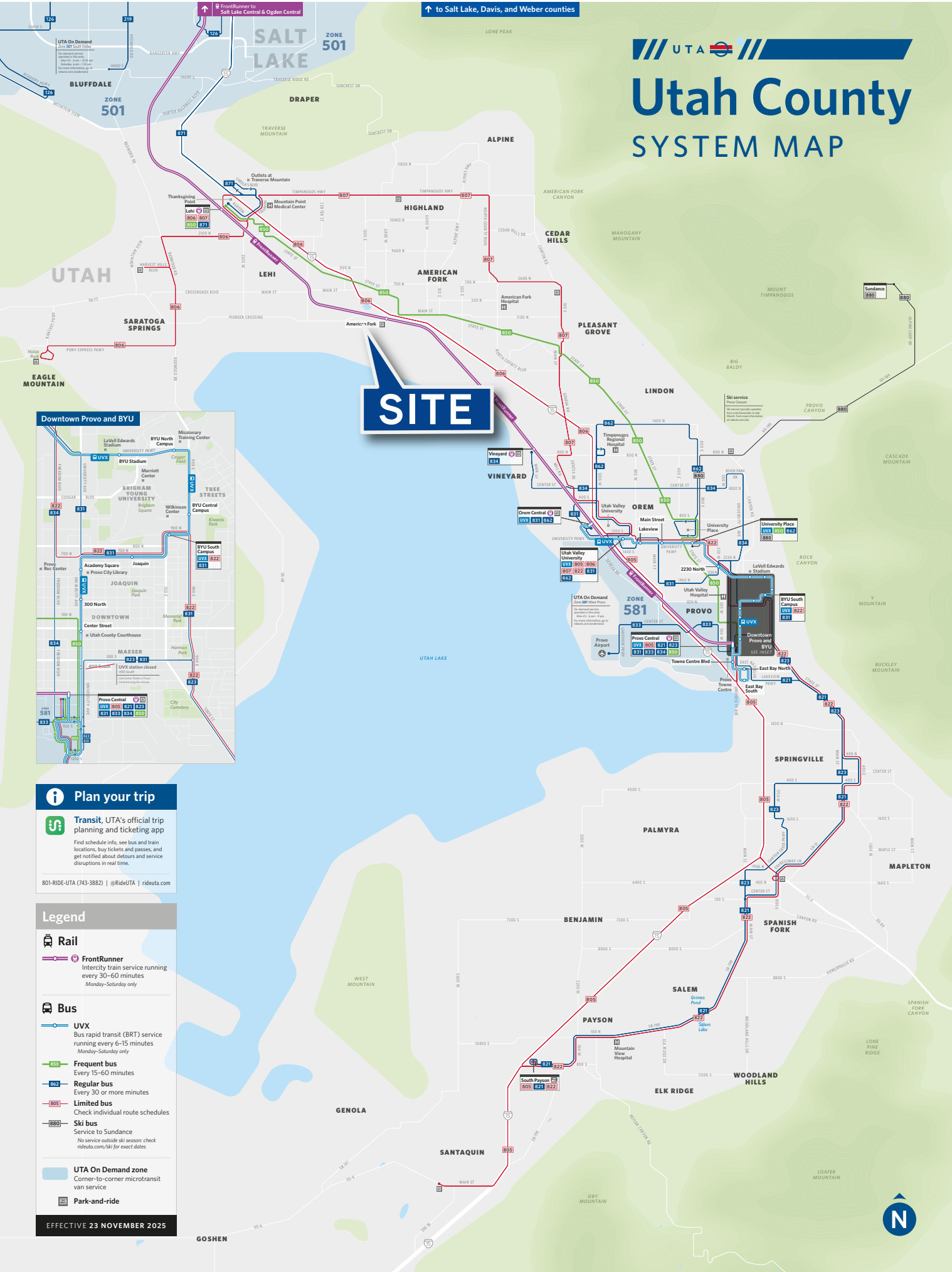
TRANSPORTATION PLAN



UTA  FRONT RUNNER



**AMERICAN FORK
STATION AREA PLAN**



Additional Information

Patriot Station Community Reinvestment Area (2019)

The Patriot Station Community Reinvestment Project Area Plan strategically focuses on transit-oriented development around the American Fork Station, promoting economic growth, and aligning with the city's vision. This comprehensive plan complies with Utah's regulatory framework and underwent the necessary public engagement processes. Covering 509 acres, the Project Area includes a mix of predominantly agricultural land, residential zones, and vacant commercial areas. Key streets, 200 South/7750 North and 700 West, are vital access points poised for improvements. Anticipated development will increase population and building densities, transforming the area into a vibrant and sustainable community with diverse land uses and a potential impact on street layouts, all while adhering to legal requirements and public engagement.



American Fork Station Area Plan (2014)

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

1. **Increase location efficiency and walkability**
2. **Promote the use of public transportation**
3. **Provide a wide mix of housing, retail, and transportation options**
4. **Generate revenue for both the public and private sector**
5. **And to create a sense of "place"**

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

Transit Oriented Development Zone Code Update (2018)



In 2018 the code for the Transit Oriented Development (TOD) zone within American Fork City was updated. The purpose of the code update was to facilitate greater flexibility of development within the TOD area while maintaining city control over the approval process and ensuring a high quality of development. The new code includes specific sections covering building form, private and public frontages, building uses, signage standards, public space standards and other applicable areas in order to ensure a cohesive, functional and aesthetically pleasing development in the TOD area.



American Fork Transportation Master Plan (2019)

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

Implementation

The following items are strategies which should be used to accomplish the goals and future vision of the American Fork Station Area as outlined in these options. Diligently working to accomplish these objectives will ensure that the American Fork Station area becomes a regional destination and beacon for sustainable, high-quality development in northern Utah County and the wider Wasatch Front region.

1. **Establish a Housing and Transit Reinvestment Zone (HTRZ) for the area within 1/3 mile of the American Fork Station** (within Seven Years | Objective 1, 3, 5, & 6)

HTRZ's were authorized in Utah in 2021 and exist to help facilitate mixed-use development and the development of multifamily and affordable housing within close proximity to existing high capacity transit stations. HTRZ's work by capturing incremental tax revenue within a specific area over a fixed amount of time.

That revenue can be used by cities, in conjunction with development partners to offset the costs of building affordable housing, improvement of transportation infrastructure or other development costs. A community reinvestment agency (CRA) is currently established around the existing station area. According to state regulations, HTRZs can not overlap with CRA boundaries.

Officials should encourage the state to research the ability to overlay HTRZs with CRAs to capture more of the tax increment financing within these areas, and allow the ability to overlay additional HTRZs where CRAs have been implemented.

The implementation of an HTRZ within the station area would provide funds to facilitate necessary infrastructure to connect within and in between the areas north and south of I-15 which fall in the station area. These funds also help meet the state mandates for higher intensity development to occur. This necessary infrastructure includes improvements to the active transportation networks, enhanced multi-modal street networks, and access across I-15. Additional information on HTRZs found in Appendix B.



INFORMATION FROM "AMERICAN FORK STATION AREA PLAN - UPDATED SEPTEMBER 2025".



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