

ORDINANCE NO. O-18-2026

AN ORDINANCE OF EAGLE MOUNTAIN CITY, UTAH,  
APPROVING THE PARKS, TRAILS AND OPEN SPACE MASTER PLAN  
AND IMPACT FEE FACILITIES PLAN (IFFP)

PREAMBLE

WHEREAS, the City Council of Eagle Mountain City, Utah, finds that it is in the public interest to approve the Parks, Trails, and Open Space Master Plan and Impact Fee Facilities Plan (IFFP), as set forth in Exhibit A.

NOW THEREFORE, BE IT ORDAINED by the City Council of Eagle Mountain City, Utah:


1. The City Council finds that all required notices and hearings have been completed as required by law to consider and approve the Parks, Trails, and Open Space Master Plan and Impact Fee Facilities Plan (IFFP), as set forth in Exhibit A.
2. The Parks, Trails, and Open Space Master Plan and Impact Fee Facilities Plan (IFFP) is hereby approved, as set forth in Exhibit A.
3. This Ordinance shall take effect upon its first publication or posting.

ADOPTED by the City Council of Eagle Mountain City, Utah, this 5<sup>th</sup> day of May, 2026.

EAGLE MOUNTAIN CITY, UTAH

  
\_\_\_\_\_  
Jared Gray, Mayor

ATTEST:

  
\_\_\_\_\_  
Lacie A. Messerly  
City Recorder



CERTIFICATION

The above Resolution was adopted by the City Council of Eagle Mountain City, Utah on the 5<sup>th</sup> day of May, 2026.

Those voting yes:	Those voting no:	Those excused:	Those abstaining:
<input checked="" type="checkbox"/> Melissa Clark	<input type="checkbox"/> Melissa Clark	<input type="checkbox"/> Melissa Clark	<input type="checkbox"/> Melissa Clark
<input checked="" type="checkbox"/> Zachory Huish	<input type="checkbox"/> Zachory Huish	<input type="checkbox"/> Zachory Huish	<input type="checkbox"/> Zachory Huish
<input checked="" type="checkbox"/> Craig Whiting	<input type="checkbox"/> Craig Whiting	<input type="checkbox"/> Craig Whiting	<input type="checkbox"/> Craig Whiting
<input checked="" type="checkbox"/> Rich Wood	<input type="checkbox"/> Rich Wood	<input type="checkbox"/> Rich Wood	<input type="checkbox"/> Rich Wood
<input checked="" type="checkbox"/> Brett Wright	<input type="checkbox"/> Brett Wright	<input type="checkbox"/> Brett Wright	<input type="checkbox"/> Brett Wright



*Lacie A. Messerly*

Lacie A. Messerly  
City Recorder

Posted on 6/29/26 by SA.

# Exhibit A

EAGLE MOUNTAIN CITY

# PARKS, TRAILS, & OPEN SPACE MASTER PLAN

2026 UPDATE



Prepared by MHTN Architects

# CONTENTS

**01** INTRODUCTION

**02** COMMUNITY ENGAGEMENT

**03** PARKS

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**AP** APPENDICES



# ACKNOWLEDGMENTS

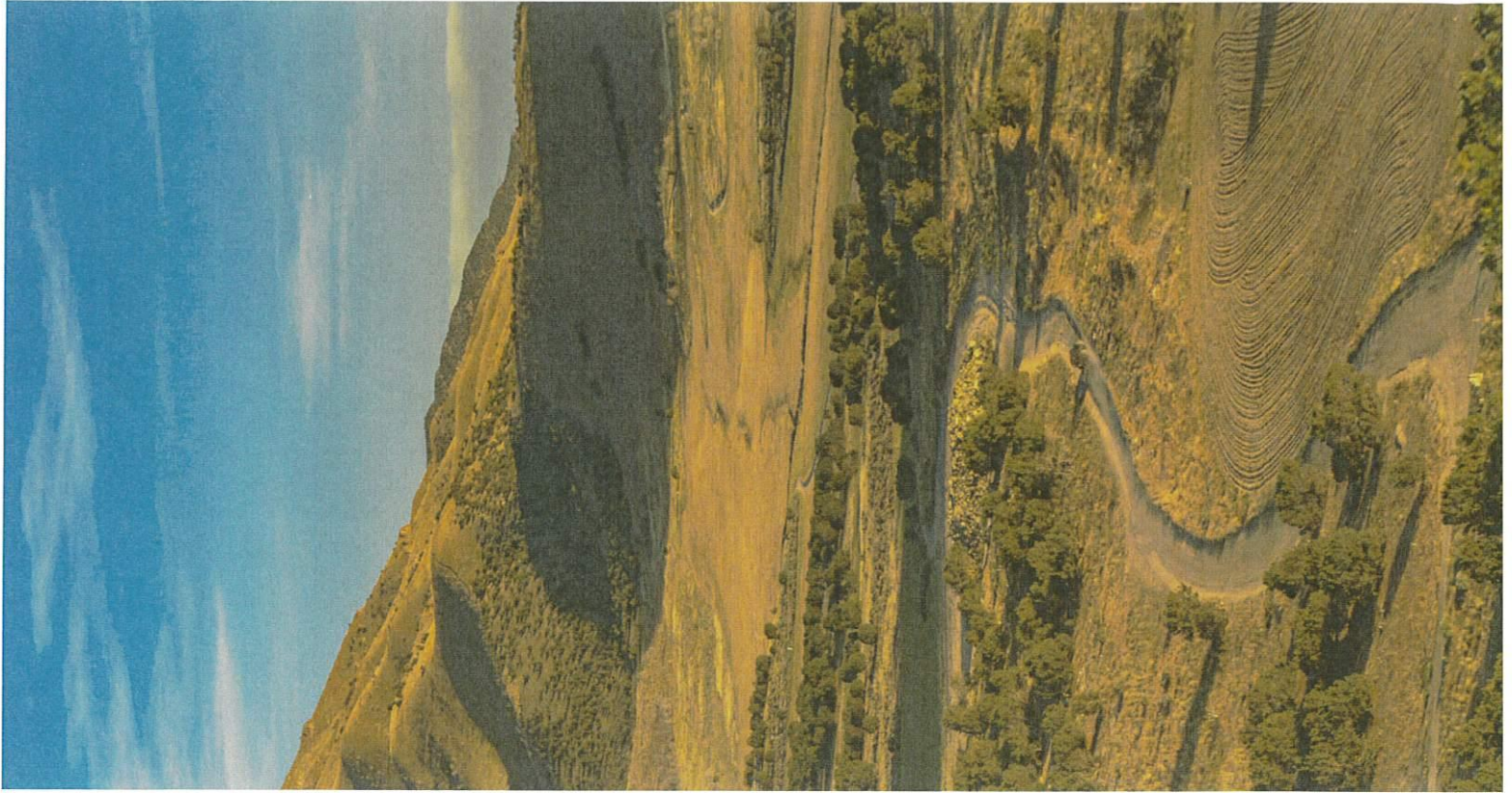
A special thank you goes to everyone who participated in the planning process for the 2026 Update to Eagle Mountain's Parks, Trails, & Open Space Master Plan. This plan was made possible by the voices and perspectives of those who live, work, and invest in the city.

## STEERING COMMITTEE

- Eagle Mountain City
- Brad Hickman, Public Works Director
  - Zac Hilton, Assistant Public Works Director
  - Steve Mumford, Deputy City Manager
  - Jason Hall, City Recreation Manager

## CONSULTANT TEAM

- MHTN Architects
- Ryan Wallace, Managing Principal
  - Emily Seang, Project Manager
  - Vincent Olcott, Landscape Architect
  - Azure Briggs, Graphics and Analysis
- Alta Planning +Design
- David Foster, Trails and Transportation
  - Hanna Thompson, Trails and Transportation
  - Brian Tonetti, Trails and Transportation
- Zions Public Finance Inc.
- Susie Becker, Impact Fee Specialist
  - Aaron Sanborn, Impact Fee Specialist



# GLOSSARY

## **Active v. Passive Uses**

Active uses involve programmed, high-energy activities such as sports, playgrounds, or recreation centers. Passive uses include walking trails, open lawns, or quiet natural areas intended for rest, reflection, or unstructured activity.

## **American with Disabilities Act (ADA)**

Federal legislation that ensures public spaces are accessible to individuals with disabilities by requiring accommodations such as ramps, clear path widths, and inclusive playground equipment.

## **Dark Skies**

An Eagle Mountain initiative that prioritizes dark sky-friendly design such as downward-directed lighting, to preserve night sky views and keeping the stars bright.

## **Facilities**

Built structures and amenities in parks and open spaces that support recreation or public use, such as restrooms, pavilions, sports courts, or lighting.

## **High-Impact Recreation**

High-impact recreation involves more intensive use, such as sports or motorized activities, which may require durable infrastructure or space.

## **Impact Fees**

Charges imposed on new development to help pay for the additional public infrastructure and services, like parks, needed to maintain existing levels of service (LOS) due to population growth

## **Impact Fee Analysis (IFA)**

A study used to calculate and justify the amount of impact fees based on projected growth, infrastructure needs, and equitable cost distribution.

## **Impact Fee Facilities Plan (IFFP)**

A long-range planning document that identifies the future park and facility needs necessary to serve new development and helps determine appropriate impact fees.

## **Level of Service (LOS)**

A measurement used to determine how well parks and open spaces meet the community's needs. It includes park acreage per 1,000 residents, park access radius, and availability of amenities.

## **Low-Impact Recreation**

Low-impact recreation includes activities that have minimal environmental disturbance, like hiking or birdwatching.

## **Motorized Trails**

Trails that allow off-road recreation using any motor-powered vehicle, such as an all-terrain vehicle (ATV), off-highway vehicle (OHV), dirt or motocross bikes, and any other motorized vehicle designed to travel over unpaved roads and trails.

## **Mountainland Association of Governments (MAG)**

The regional transportation planning group for Utah, Summit, and Wasatch County (organized as a Metropolitan Planning Organization for Utah County, and a Rural Planning Organization (RPO) for Wasatch County).

## **Natural Parks**

A specialized type of conservation open space managed to protect Eagle Mountain's most sensitive natural areas. These parks preserve wildlife habitat, native vegetation, and steep hillside landscapes while supporting low-impact recreation such as hiking, biking, horseback riding, and wildlife viewing. Natural Parks help control erosion, absorb stormwater, and maintain the city's scenic character in balance with urban growth.

### **Natural Surface Trails**

Natural surface trails are unpaved facilities that support a variety of activities, such as hiking, bicycling, running, horseback riding, and dog walking. These trails generally have a tread width of 36-72."

### **Open Space**

Land that is publicly or privately preserved for recreation, visual enjoyment, or conservation purposes. This plan classifies city-owned open space into four different classifications: Undeveloped, Developed, Naturalized, and Conservation.

### **Parks**

Designated public spaces designed for recreational use, gathering, and natural relief. Parks can range in size and function, from neighborhood playgrounds to large regional destinations. The four classifications of parks includes local, neighborhood, community, and regional.

### **Public-Public Partnership**

A cooperative arrangement between two or more government agencies, such as a City and a County to share resources and work together on public projects or services.

### **Recreation Facilities**

Indoor or outdoor amenities that provide opportunities for organized or informal physical activities, community programming, and wellness.

### **Shared Use Path**

Shared use paths are paved facilities that are designed to accommodate non-motorized users and are detached from primary vehicular roadways. They are intended to serve bicyclists, pedestrians, and other non-motorized user groups.

### **Sidepaths**

Sidepaths are generally paved, shared use paths that run parallel to a road in a shared right-of-way. Many of Eagle Mountain's shared use paths are considered to be sidepaths due to their adjacency to the right of way.

### **Trails**

Pathways that connect neighborhoods, parks, and destinations. Trails enhance accessibility, promote active living, and support environmental conservation.

### **Wildlife Corridor**

The Utah Division of Wildlife Resources (DWR) defines "crucial habitat" as land essential to sustaining species populations at target levels. This classification accounts for seasonal and life-cycle necessities, such as winter range and calving grounds. Because these habitats provide vital forage and cover, any degradation directly compromises the area's carrying capacity and leads to measureable population losses.

### **Wildlife Corridor Overlay Zone**

Overlay zone that ensures adequate movement space for migrating wildlife. The corridor will maintain a minimum width of 330 ft where it crosses private land. Guidance for additional uses and management are mentioned in the 2025 Eagle Mountain City Natural Open Space & Wildlife Habitat Management Plan.

# 01

# INTRODUCTION

## ***In This Chapter***

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## OVERVIEW

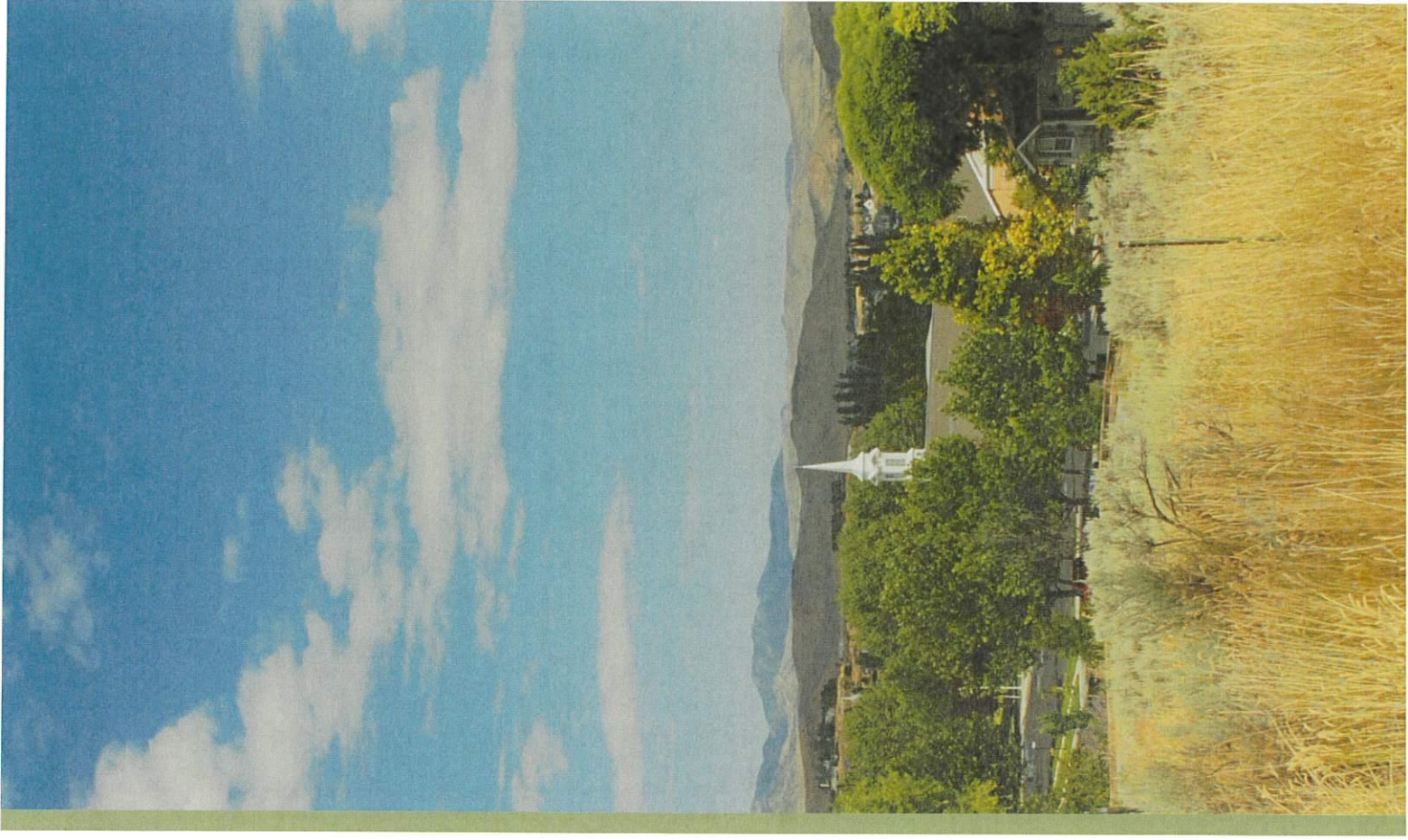
This document serves as an update to the previous 2020 Eagle Mountain City Parks, Trails, & Open Space Master Plan. In the past 5 years, the city has undergone tremendous growth and development, calling for a plan update, which responds to the population growth, increasing development, new data, and the community's everlasting desire to be connected with nature. The Eagle Mountain Parks, Trails, and Open Space (PTOS) 2026 Master Plan Update is a representative blueprint of the city's commitment to ensuring it's parks, trails, and open spaces not only remain vibrant, but continue improve over time, for generations to come.

Since the original 2009 Parks and Open Space Master Plan, the city has added nearly 100 acres of designated parks and 34 miles of trails. Eagle mountain already has a successful range of parks, well-utilized and cared for trails, and invaluable open space. This plan will display what exists today, followed by recommendations and strategies for improvement.

“Eagle Mountain is nestled next to the western mountains of Utah Valley and its wide open spaces provide easy access to wildlife, walking and biking trails, and a wide variety of other outdoor recreations, setting it apart from nearby cities. This close-knit community is connected to nature and removed from the hustle of city life.”

**WHO WE ARE**

-Eagle Mountain Brand and Marketing Playbook



## PLAN STRUCTURE

### CHAPTER 01: INTRODUCTION

This section outlines the purpose and structure of this plan, an overview of previous and current City plans and guiding documents, and project principles and goals that informed the document.

### CHAPTER 02: COMMUNITY ENGAGEMENT

The chapter outlines the community engagement process and methods used to inform the plan's recommendations. This process includes summaries from the online survey, in-person open house, tabling events, and focus group interviews.

### CHAPTERS 03-05: PARKS, TRAILS, OPEN SPACE

These sections show the analysis, existing conditions, and proposed strategies for Parks, Trails, and Open Space. These chapters identify the potential recommendations and areas to further study for each of these recreational offerings.

### CHAPTER 06: PRIORITIZATION AND IMPLEMENTATION

The section includes key analysis findings at a glance, prioritization of recommendations table, and information on primary funding sources.

### CHAPTER 07: APPENDICES

The Appendix includes supporting materials such as survey data, charts, technical data, and background documentation referenced throughout the plan.

- Appendix A: Existing Parks Inventory
- Appendix B: Open Space Evaluation Worksheet
- Appendix C: Online Survey Results



## GUIDING DOCUMENTS



### 2020 Eagle Mountain Parks Trails & Open Space Master Plan

This plan was an update to the original 2009 Master Plan in recognition of dramatic growth. The plan maps the current parks, trails, open spaces, wildlife corridor needs, and sets forth strategic goals for conserving open space, expanding recreational amenities, and creating a connected trails network. It is the backbone of the current 2025 plan, providing the basis of the core vision, guiding principles, and conservation priorities.



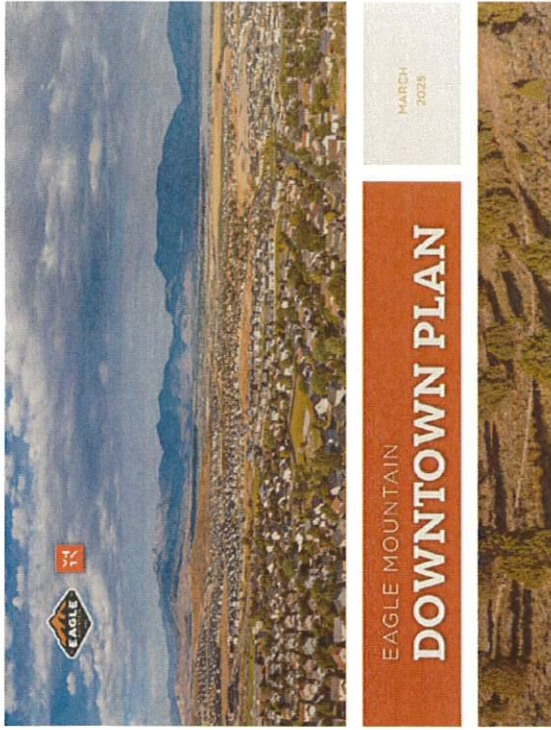
### 2025 Eagle Mountain Natural Open Space and Wildlife Habitat Management Plan

This plan outlines how Eagle Mountain will protect, manage, and steward its natural landscape as the city grows. It inventories existing open space parcels, key habitat areas, and wildlife movement corridors, and identifies the ecological resources most at risk. It establishes clear management principles focused on conservation, long-term ecological health, and responsible land use.

This update references the 2025 Eagle Mountain Natural Open Space and Wildlife Management Plan several times. Key areas of reference include:

- Definitions and management strategies for open space, particularly 'Natural Parks'.
- Updates and strategies regarding the Wildlife Corridor Overlay.

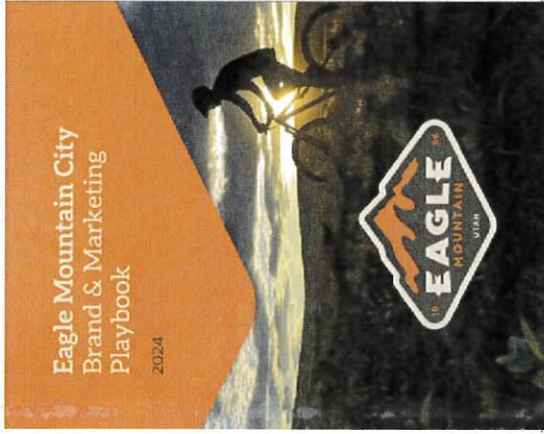
## GUIDING DOCUMENTS (CONT.)



### Eagle Mountain Downtown Master Plan

The Eagle Mountain Downtown Plan supports the City's vision for a vibrant downtown and guides future conversations with the community and stakeholders. This plan examined the site, identified future programming and uses, and explored high-level concepts, recommendations, and trail connections for the downtown.

- The concept proposes several areas for walking and biking connections, recommended uses, areas for landscaping, other flexible event spaces.
- Several phases have been outlined to ensure the infrastructure is integrated well into the surrounding area and anticipates demands on existing and future roadway connections.

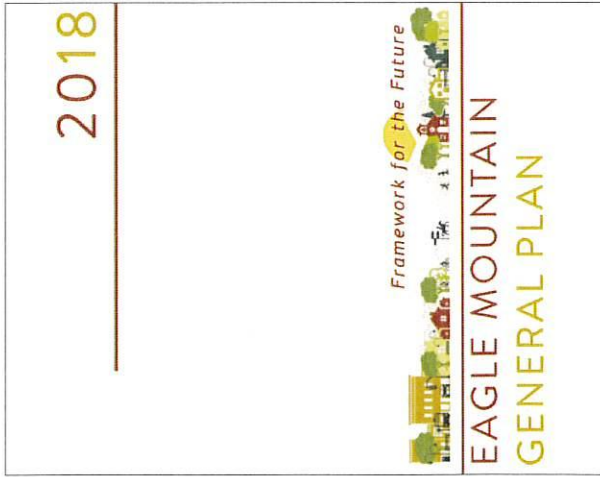


### 2024 Eagle Mountain City Brand and Marketing Playbook

This is a foundation and guideline for consistent branding, messaging, and marketing for Eagle Mountain City that increases residents and businesses connection to the City identity. The strategies and guidelines in this document have been referenced in the Parks, Trails, and Open Space Plan to ensure consistent visual design and messaging for potential signage, wayfinding, and communications materials related to these recreational offerings.

- The plan creates consistent language and strategies that celebrates Eagle Mountain's community and connection to nature.
- Identified many applications for this cohesive design and messaging.

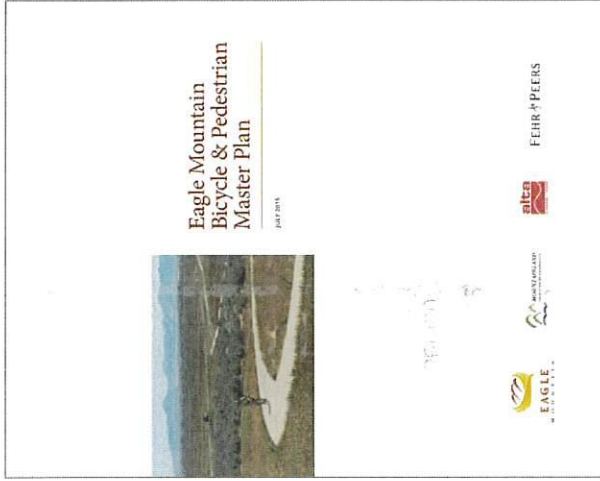
## GUIDING DOCUMENTS (CONT.)



### 2018 Eagle Mountain General Plan

The plan includes short-, mid-, and long-term planning strategies that will impact the City's character, land use, businesses development, transportation, services, and overall quality of life.

- Outlines the overall vision and guiding principles for Eagle Mountain based on community context and growth strategy frameworks.
- Key initiatives include meaningful open spaces and amenities, distinctive development patterns, designating centers of activity, and identifying guideline for resilient systems.



### 2015 Eagle Mountain Bicycle & Pedestrian Master Plan

This plan formalizes a vision for a safe, efficient, and connected network of sidewalks, bike paths, and trails. The plan puts forward four main goals:

- Develop a diverse network of pedestrian pathways and bikeways that serve people of all ages and abilities.
- Develop safe and efficient facilities that meet current industry standards.
- Plan for the seamless integration of a comprehensive bicycle and pedestrian system with existing and future development.
- Plan for connectivity to regional destinations beyond Eagle Mountain city limits.



### 2025 Eagle Mountain Transportation Master Plan

This plan lays out a 20-30+ year framework for how Eagle Mountain will build out roads, accommodate it's rapid growth, and support multiple modes of transportation. It also includes multimodal and active-transportation components, and emphasizes a need for adequate walkability in the city.

#### EXECUTIVE SUMMARY

Eagle Mountain City, along with Utah County, has experienced significant growth and development, which is expected to continue. Eagle Mountain's population growth from 2015 to 2025 was approximately 10,000 people, and it is projected to reach 25,000 by 2035. This growth has led to increased demand for transportation infrastructure, particularly in the form of roads and transit services.

Eagle Mountain City's population growth has been one of the fastest in Utah County and the State for many years. Eagle Mountain's population growth is high compared to other cities in Utah County. Due to this rapid growth, the city has experienced significant challenges in providing adequate transportation services. The plan most important for the goals of Eagle Mountain City regarding the transportation systems, within our community.

#### 2025 Update

The following sections of Eagle Mountain City Transportation Master Plan (TMP), updated in 2022, were updated in 2025 to include additional information:

- networks will generate a transportation model for the City. The model will incorporate planned and existing infrastructure, including roads, transit, and other transportation modes.
- networks will generate a prioritized list of projects for the City's transportation needs for the next 20-30 years.
- networks will create an updated RFP based on the list of priority projects submitted.
- networks will incorporate the newly developed transit system.

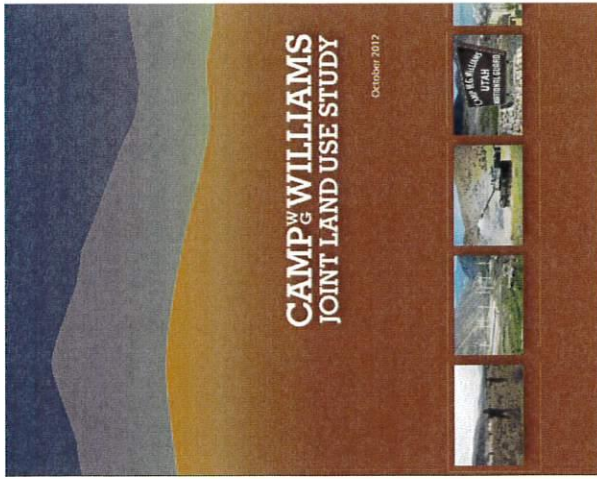
#### Public Involvement

Eagle Mountain City hosted a public consultation period from May 20, 2020, to June 10, 2020, for the City's Transportation Master Plan. The City also held a public meeting on June 10, 2020.

#### Roadway Network Conditions

Transportation planning is a collaborative effort of state and local agencies. All interested areas throughout the country are separated into Metropolitan Planning Organizations (MPOs). The MPO for Utah County

## GUIDING DOCUMENTS (CONT.)



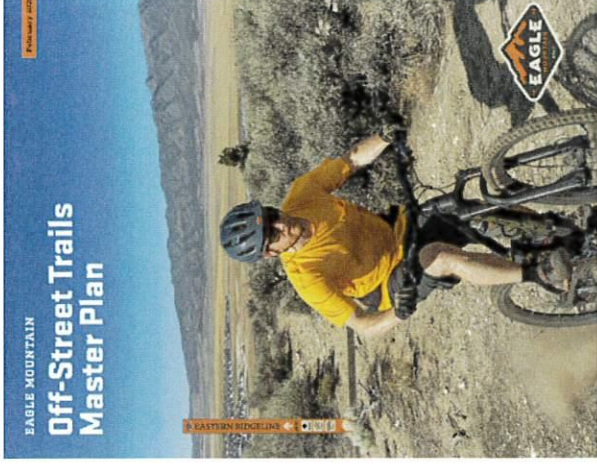
### 2012 Camp Williams Joint Land Use Study

The JLUS is a joint effort between cities adjacent to Camp Williams to guide planning and development. Overall, the study addresses land use recommendations and strategies city by city. For Eagle Mountain, those relevant to this plan include creating a dark skies ordinance to minimize ambient light generations, creating wildfire overlay district, and creating a wildfire management ordinance.



### 2023 TransPlan 50 Update

This plan lays out major transportation projects for Utah County including roadway projects, pedestrian/bicycle facilities, and transit improvements needed during the next 30 years. Of the plan's five goals, goal four is dedicated to building a robust active transportation network. The plan shows regional trails connecting Utah County, including the Pony Express Trail which goes through Eagle Mountain. The last pages of the plan detail funded and planned active transportation projects. Eagle Mountain has two Phase 1 projects- The Pony Expressway Trail and the Pony Express Parkway Buffered Bicycle Lanes project. There is one Phase 2 project which is the City Center Corridor Trail.



### 2025 Off-Street Trails Study

The Eagle Mountain Off-Street Trails Master Plan serves as a guiding document to help the City and its partners develop a safe, accessible, and sustainable off-street trail network that balances recreation, connectivity, and long-term growth. This plan provides a clear roadmap for trail development, prioritization, and investment, ensuring that Eagle Mountain continues to expand its recreational opportunities while preserving the community's natural character.

## VISION STATEMENT

*Eagle Mountain's parks, trails and open space are unique community assets and exceptional civic infrastructure. They contribute to the recreational, social, ecological, and aesthetic well-being and health of our city.*

## GUIDING PRINCIPLES

This plan's guiding principles establish the overarching direction for how Eagle Mountain will maintain and shape its outdoor spaces in the years ahead. They translate community values into a clear framework that should inform ongoing planning decisions. By having a consistent lens through which future decisions, investments, and partnerships can be evaluated, Eagle Mountain can experience continued level of service and their parks and open spaces.

The intent of the associated goals is to help unify efforts across departments, reinforce a responsible approach to growth, and ensure that improvements reflect what residents care about most: access to nature, safe and inviting places to gather, and a quality of life rooted in connection and well-being.

By grounding the plan in a forward-thinking yet practical set of guiding principles, Eagle Mountain can continue to improve and expand its parks, trails, and open spaces.



## PROMOTE HEALTHY & ACTIVE COMMUNITIES

Access to the City's parks and connected recreation opportunities spanning bike trails, wildlife corridors, and parks of all sizes supports a healthy, active community and elevates quality of life. City goals are achieved through collaboration with private and public entities.

### GOALS

- Create a unified and connected system of parks, trails, and open space for residents.
- Provide recreational opportunities and programming to allow for healthy and social community activities.
- Design neighborhoods to facilitate physical activity by providing paths and trails connecting homes to parks and ensuring there is adequate parkland for each neighborhood's population.



## ENCOURAGE STEWARDSHIP & CIVIC PRIDE

Support Eagle Mountain's identity and recognize it's success within the community through an array of activities, conservation and enhancement of cultural and historical artifacts, and maintenance of public spaces.

### GOALS

1. Showcase the City's unique identity for residents and visitors through consistent way-finding signage, trees throughout the community, and unobstructed views.
2. Preserve hillsides and ridges, the Pony Express Trail, and other natural cultural and historical elements.
3. Create opportunities for the community to give back and feel ownership of Eagle Mountain City parkland through activities such as neighborhood cleanups or tree planting.
4. Offer gathering events such as picnics, bike rides, and bird watching so that residents take advantage of the City's parks, trails, and natural open space while strengthening community bonding.



## PROVIDE AMENITIES & RECREATIONAL OPTIONS FOR ALL

The system provides a variety of unique and meaningful parks, trails and recreational opportunities. Amenities vary in scale and type and are part of a unified system. Each have their own identity and collectively contribute to Eagle Mountain's character. Access exists at the community scale for niche elements—more common, popular elements are accessible at a regional scale.

### GOALS

- Create a unified and connected system of parks, trails, and open space for residents.
- Provide recreational opportunities and programming to allow for healthy and social community activities.
- Design neighborhoods to facilitate physical activity by providing paths and trails connecting homes to parks and ensuring there is adequate parkland for each neighborhood's population.



INTRODUCTION

## CULTIVATE RESILIENT APPROACHES

A holistic approach to maintaining resilient systems within the City is prioritized. This includes dark skies policies, wildlife corridors preservation, water-wise initiatives, and fiscal responsibility.

### GOALS

1. Build on the City's high standards for facilities by investing in equipment and amenities that will serve long-term.
2. Design municipal systems to recover, recycle, and reduce the amount of water and energy used.
3. Plan for the life-cycle of materials.
4. Design parks and trails to keep maintenance costs fiscally responsible through wise placement of turf, native grass, and other water-wise landscaping solutions.
5. Design spaces for people to live, work, and play that accommodate spaces for wildlife to thrive.
6. Use data to monitor and course-correct adverse impacts.



## CONSERVE & ENHANCE OPEN SPACE

The City's undeveloped ridgelines, hillsides, and wildlife corridors should be conserved and enhanced. They should continue providing access and views to open space areas and natural landscapes throughout the community for the enjoyment of its residents.

### GOALS

- Create a unified and connected system of parks, trails, and open space for residents.
- Provide recreational opportunities and programming to allow for healthy and social community activities.
- Design neighborhoods to facilitate physical activity by providing paths and trails connecting homes to parks and ensuring there is adequate parkland for each neighborhood's population.



INTRODUCTION

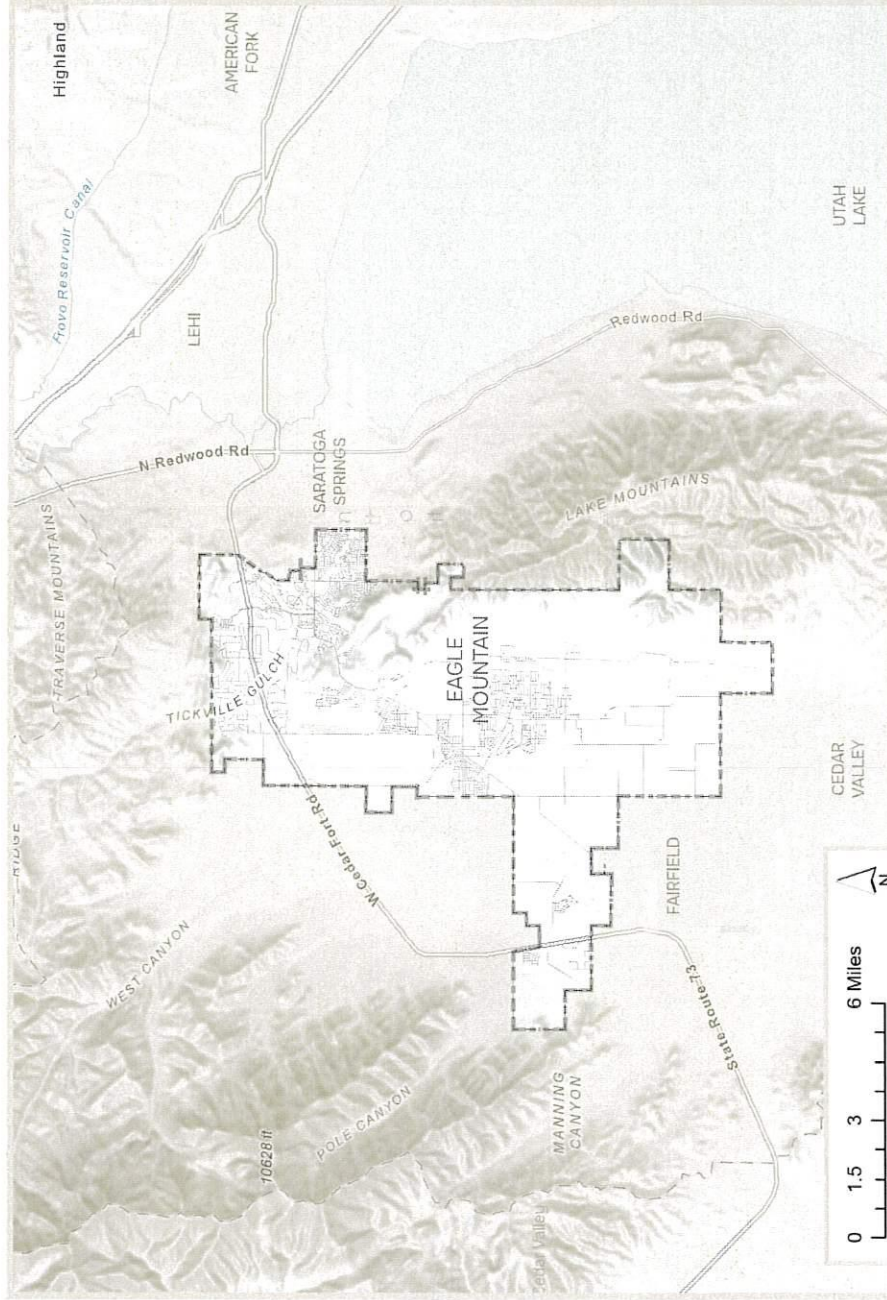
PRINCIPLES

GOALS



# EAGLE MOUNTAIN CITY AT A GLANCE

## CITY PROFILE



Eagle Mountain Context Map

Incorporated in 1996, Eagle Mountain is nestled in Utah County surrounded by the Lake Mountains to the East and the Oquirrh Mountains to the West. It is located 40 miles from Salt Lake City, 29 miles from Provo, and 13 miles from Lehi. Its proximity to these large cities and access to an abundance of open space and trails likely contributes to its high growth rate. The historic Pony Express Trail runs through the City.

The population of Eagle Mountain is relatively young with the median household age being 22. According to the local metropolitan planning organization MAG, the City's population is estimated to nearly double in the next 10 years. With a growth rate of more than eight percent a year, it is one of Utah's fastest growing communities, with the majority of people owning their home.

TOTAL CITY ACREAGE



**32,275**

Previous plan (2020 Pop.) = 42,088

ACRES OF CITY-OWNED PARKS



**453.7**

Previously 369 acres (2020 Plan)

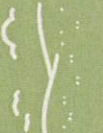
MILES OF CITY-OWNED TRAILS



**178.7**

Previously 144.2 miles (2020 Plan)

ACRES OF CITY-OWNED OPEN SPACE



**1063.5**

INTRODUCTION

DEMOGRAPHICS

2025 POPULATION:



77,990

Previous plan (2020 Pop.)  
= 42,088

TOTAL HOUSEHOLDS:



17,820

Previous plan (2020)  
= 7,020

ANNUAL GROWTH RATE:



7.4%

1.2% North Area  
16.2% South and West Areas

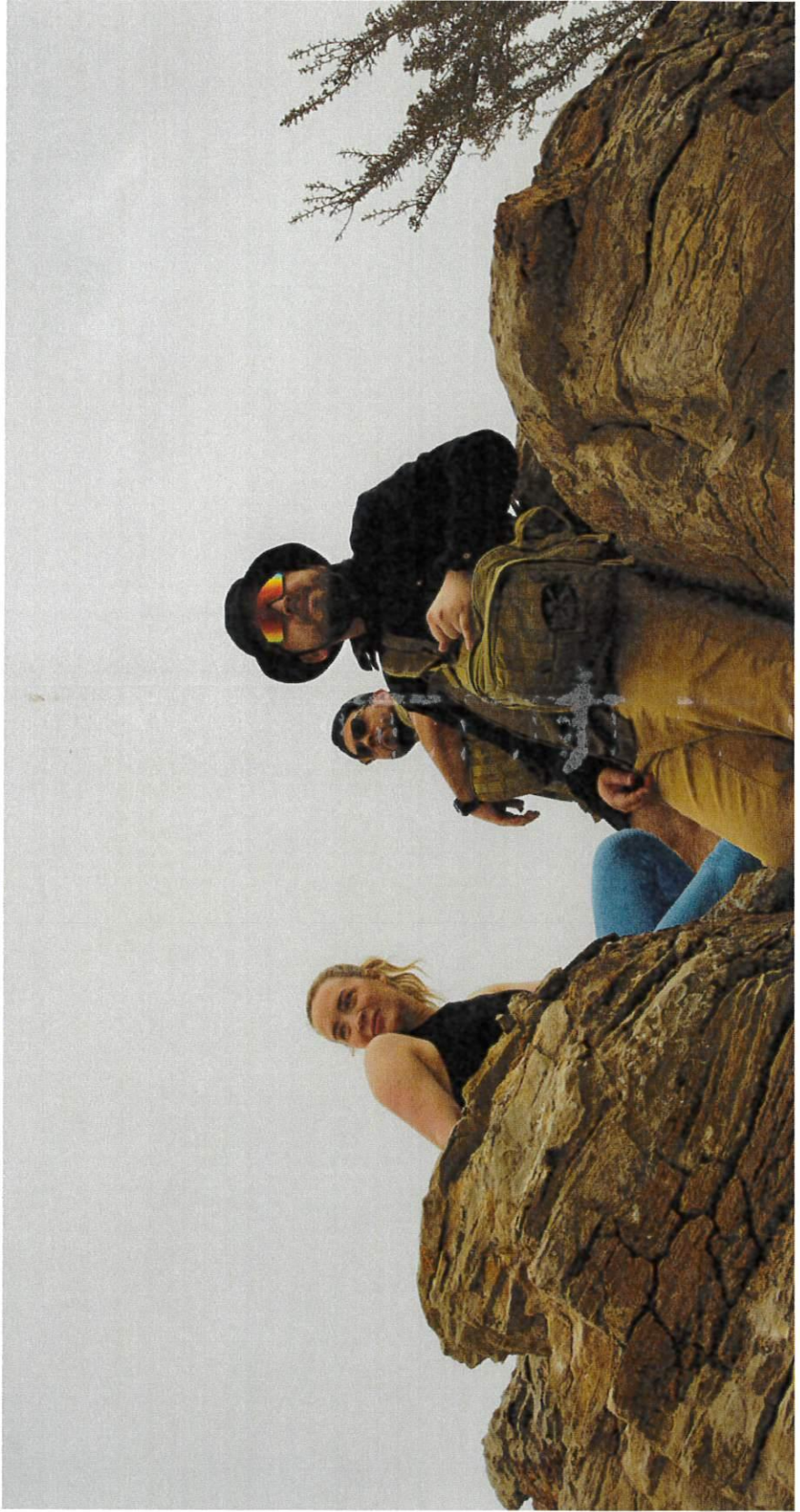
MEDIAN HOUSEHOLD AGE:



22.1

58% Ages 0-19  
43% Ages 20-50

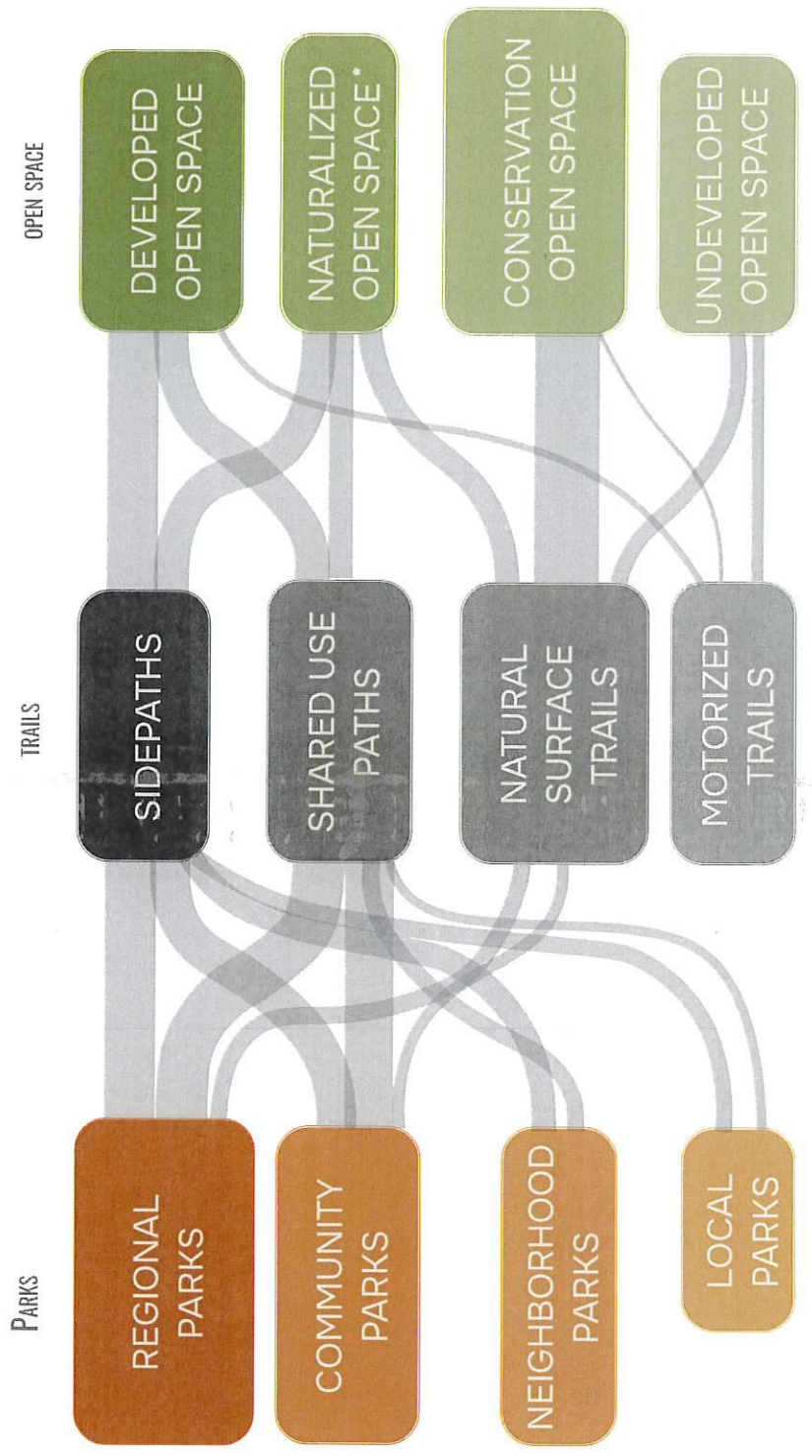
Source: 2023 US Census Data & Eagle Mountain City



Hikers in Eagle Mountain

Credit: Bailey Ensign, EM

# CONNECTIONS BETWEEN RECREATIONAL OFFERINGS IN EAGLE MOUNTAIN



This graphic illustrates the relationship between the level of public recreation and the type of recreational offering. The bold arrows indicate consistent associations between offerings, while thin or dashed imply less consistent or occasional overlap between offerings. For example, regional parks almost always integrate shared use paths, while natural surface trails are more likely seen within conservation open space (i.e. Mountain Ranches Bike Park). Definitions and details for these are found in subsequent chapters.

The vertical axis represents the intensity of public use. For example, regional parks generally draw higher public use than local parks. However, lower public use does not equate lesser value. Naturalized open space, for instance, provides ecological and aesthetic benefits.

\* Naturalized open space is located here for graphic convenience. It is would more likely be considered to have the lowest recreational use, since it mostly consists of buffers adjacent to paths and trails.



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# COMMUNITY ENGAGEMENT

## In This Chapter

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Public Open House.....	Pg# 2.11-2.13



# 02



City Booth at ShopFest Utah

## OVERVIEW

The project team used a wide range of public engagement methods to ensure the Parks, Trails, and Open Space Plan was shaped by the people who use these spaces. Engagement efforts were designed to complement and strengthen the quantitative data collected for the plan by bringing in lived experiences, community values, and local insights. Through both in-person and online opportunities, the team created accessible ways for residents of all ages to share their perspectives, identify priorities, and help guide the direction of future investments.

Using multiple engagement approaches allowed the project team to gather a broad cross-section of community voices and collect qualitative insights that enriched the quantitative data. This diversity of input helped identify priorities for recommended strategies, reveal concerns and opportunities across parks, trails, and open space, and ensure that the final recommendations were grounded in community needs and values.

### PUBLIC ENGAGEMENT METHODS:

- Focus group interviews with key community groups and stakeholders
- In-person events, including tabling at a community festivals and hosting a public open house
- Interactive activities that encouraged meaningful and interactive participation
- Online community-wide survey
- Project website that collects questions or feedback on the project vision, goals, strategies, and perceived challenges

COMMUNITY ENGAGEMENT

## FOCUS GROUP INTERVIEWS

Stakeholder interviews provided focused conversations with key partners, interest groups, and community leaders to understand emerging issues, long-term needs, and opportunities for collaboration. The City selected a group of key stakeholders to participate in one-on-one interviews to get a deeper understanding of key issues for the City and its constituents. This section summarizes the big themes and key takeaways from those interviews. Interviewees included:

### PARKS

- Maintain and improve larger parks versus smaller ones
- Improve safety and maintenance efforts at existing parks

### OPEN SPACE

- Maintain and preserve what is existing and acquire more as opportunities are available
- Create connected and contiguous open space
- Address inappropriate uses or hazards on undesignated open space

### TRAILS

- Improve trail connectivity to key destinations and neighborhoods
- Consider multiple users, skill levels, and speed conflicts
- Better leverage Eagle Mountain's unique trails and recreation systems

### OTHER COMMENTS

- Recognize that the city's outdoor spaces and recreation system are major attractions for residents and visitors
- Enhance outreach and communication about environmental stewardship and volunteerism

*“ If we want to preserve the open, rural, wildlife feeling that Eagle Mountain has, the absolute first thing we need to do is decide where to keep those open space, parks, and trail systems. ”*

*“ The [volunteer] spirit is here in the community. You just have to tap into it and focus that effort. ”*

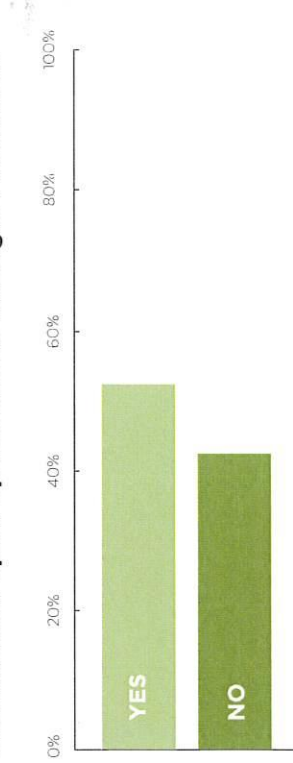
*“It would save the city a lot of money and create a wonderful atmosphere that people can feel proud of their service and contribute to this.”*

## COMMUNITY-WIDE ONLINE SURVEY

The online survey took place throughout September 2025 to have respondents reflect on existing recreation facilities, identify priorities for improvements, and highlight specific needs related to access, safety, amenities, and maintenance. Together, these varied engagement approaches provided a more complete picture of community priorities and supported the development of recommendations that reflect local values and real-world conditions. See the Appendix for the full survey results.

**249 SURVEY RESPONSES**  
**68% RESPONDENTS BETWEEN THE AGES OF 34-54**

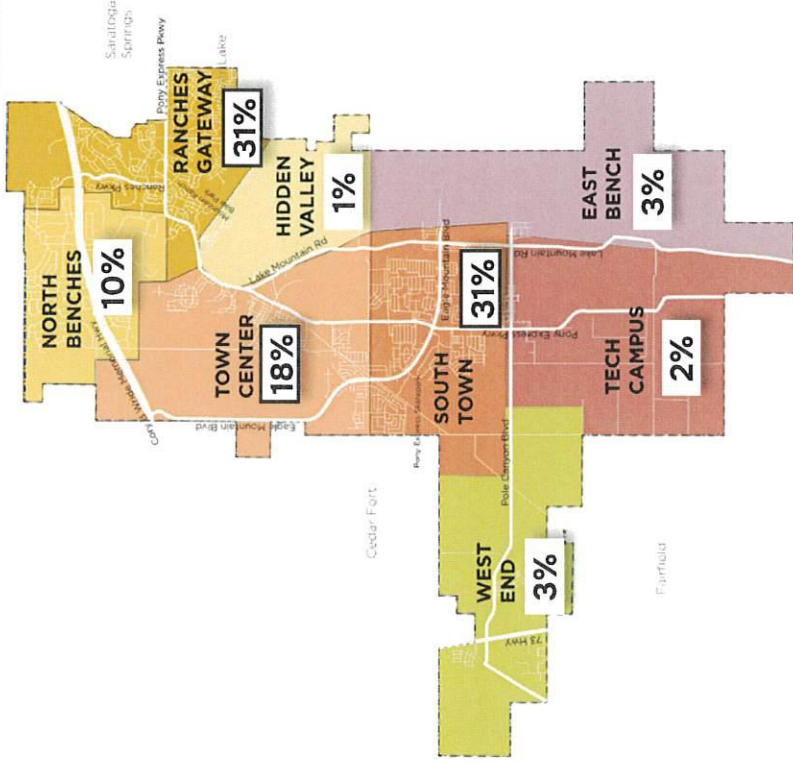
**Do you know about the complete range of parks, trails, and natural open space areas in Eagle Mountain?**



If you selected "No," please specify why

- 1 I know some but not all of them
- 2 I only know the ones near my home/ neighborhood
- 3 I'm new to the community and still learning
- 4 I don't use parks, open space, or trails very often
- 5 Other

Camp Williams State Military Reservation  
Harvest Hills



Percentage of Responses by Eagle Mountain Area

**Rank how you feel the city should prioritize investment in its parks and trails?**

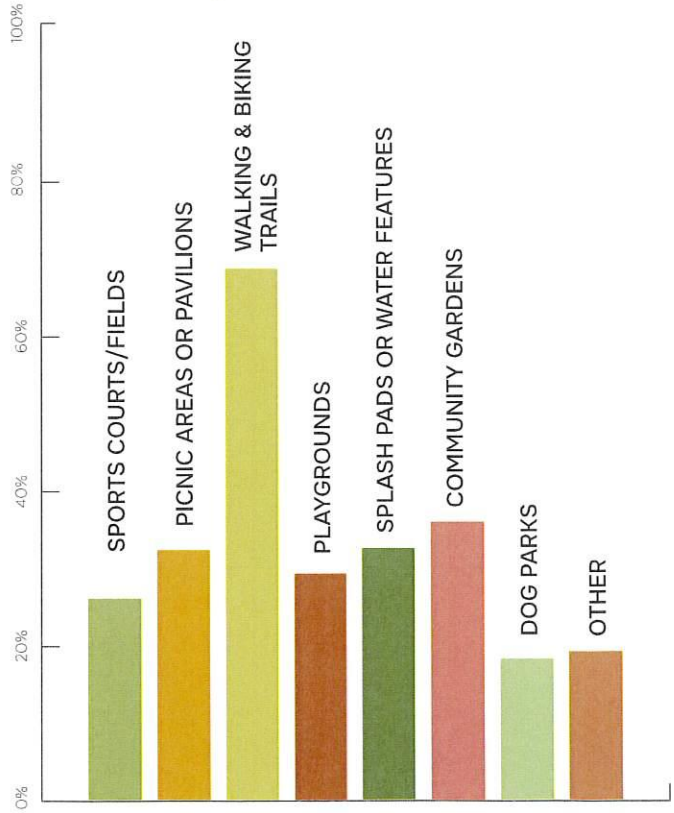
- 1 Maintain & improve existing parks & trails
- 2 Build new trails
- 3 Add more community amenities (e.g. seating, restrooms)
- 4 Expand recreational programming
- 5 Build new parks
- 6 Other (e.g. add signage, more trees, recreation center)

COMMUNITY ENGAGEMENT

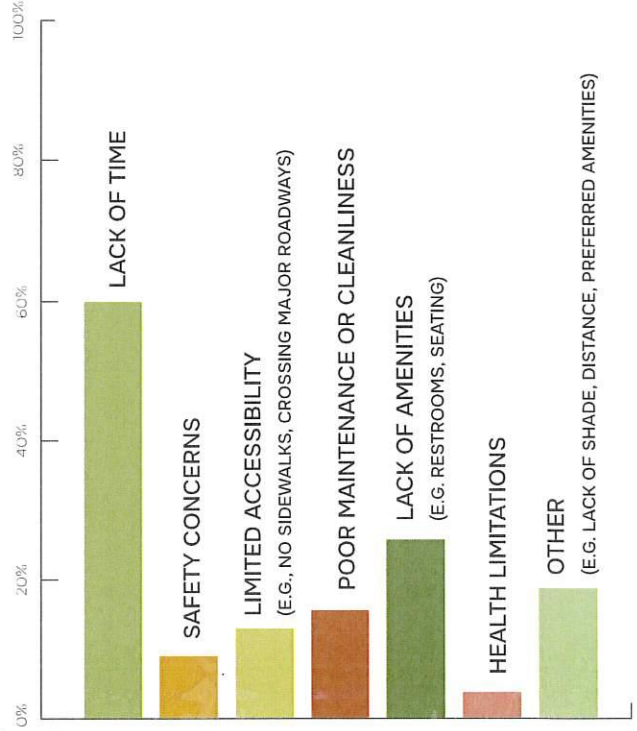
**KEY TAKEAWAYS FOR PARKS**

- About 53% of residents are familiar with the complete range of parks, park facilities, trails, and natural open space areas in Eagle Mountain. Where as 47% of residents know some but not all that is offered.
- The most mentioned barrier to park use was lack of time, followed by lack of amenities (i.e. restrooms, shade, seating), poor maintenance and cleanliness, and limited accessibility (i.e. crossing conditions, lack of sidewalks).
- When asking respondents specifically about the types of parks that the City should consider investing in, respondents ranked community and regional-sized parks (10-20+ acres) as a higher priority.
- Comparing usage by park type, regional and community-sized parks (10-20+ acres), are the most utilized park facilities by residents. Neighborhood parks (2-20 acres) and local parks (less than 2 acres) have generally moderate and frequent usage.
- The most noted recreational activities mentioned were more community events, nature programs and outdoor education, and organized youth/teen sports groups.

**What types of built amenities or features would you like to see most in Eagle Mountain?**



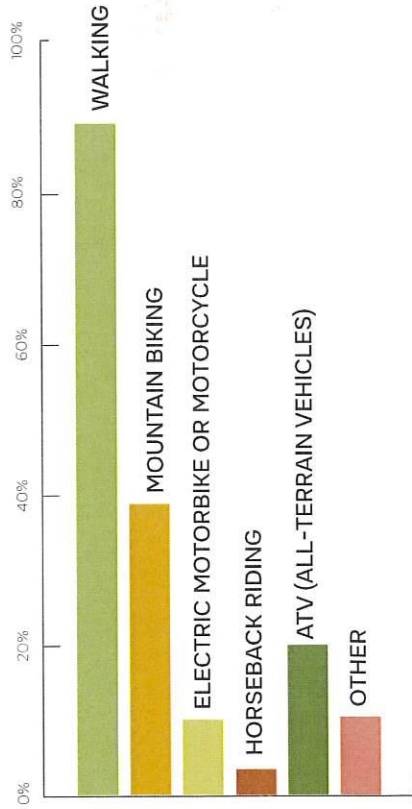
**What factors prevent you from using parks and recreational spaces in Eagle Mountain?**



### KEY TAKEAWAYS FOR TRAILS

- The most noted feature that residents would like to see are more walking and biking trails (71% of responses).
- 89.5% of residents use the City's trail systems by walking, followed by 39.7% mountain biking and 13.3% using an electric motorbike or electric bike.
- For the paved trail system, the biggest conflict that respondents experience is lack of awareness from others on trail etiquette (45%) and a variety of issues related to maintenance and connectivity (38%). Speed disparities and lack of signage were also mentioned.
- For natural trails, respondents ranked hiking and mountain biking as higher priorities, compared to motorized modes or horseback riding.
- Responses mentioned maintaining and improving existing trail facilities, building new trails, and applying more community amenities to be important.

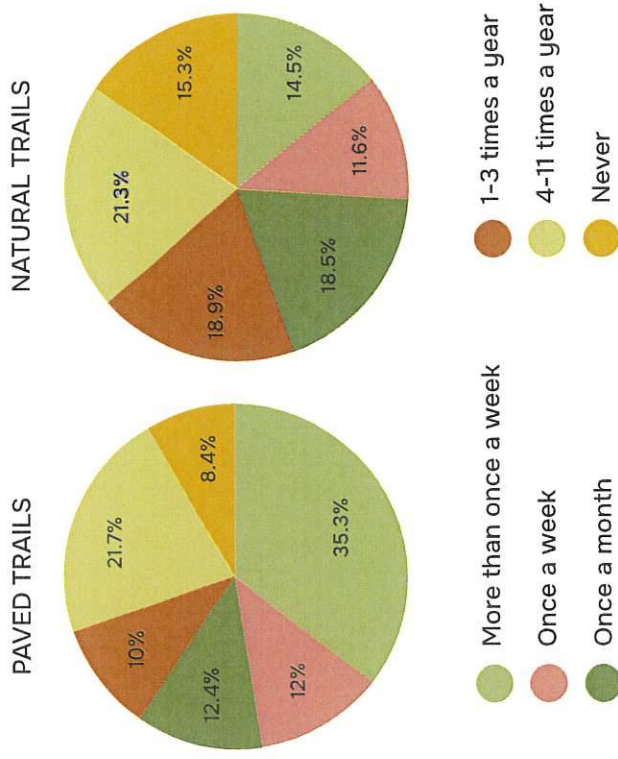
### How do you use the City's trail systems?



### What type of conflicts do you experience on PAVED trails?

- 1 Lack of awareness on trail etiquette
- 2 Other (i.e. maintenance issues, lack of connectivity)
- 3 Lack of signage
- 4 Speed disparities
- 5 Overcrowding

### Which trails do you visit and how often?



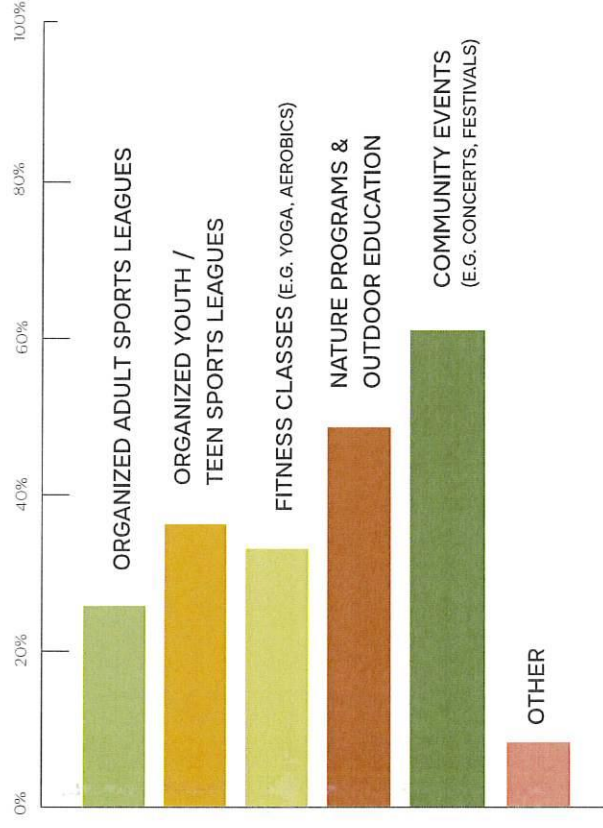
## KEY TAKEAWAYS FOR OPEN SPACE

- Questions related to open spaces were limited in this survey since there was a recent survey done for the 2025 Eagle Mountain Natural Open Space & Wildlife Habitat Management Plan. Results from that previous open space survey have informed the planning process in this plan.
- More residents frequently visit natural open space areas and public lands over privately owned recreational spaces.
- The community prioritizes maintenance and reinvestment in existing parks, trails, and conservation lands over expansion, signaling a desire for quality and upkeep before growth.
- When asked about types of recreational activities that residents would be interested in, nature programs and outdoor education was strongly preferred, along with more community events.

## Rank how Eagle Mountain should prioritize their conservation/recreational efforts over the next ten (10) years?

- 1 Maintain existing parks & trails
- 2 Improve existing parks & trails
- 3 Protect & maintain existing conservation Land
- 4 Acquire/build new parks & trails
- 5 Acquire new lands of conservation interest

## What types of recreational activities would you like to see most in Eagle Mountain? (Select your top 3)



## Word cloud responses for nature programs/education:

"LEAVE NO TRACE" EDUCATION COMMUNITY SERVICE PROJECTS  
**LEARN ABOUT NATIVE LANDSCAPE**  
 FORAGING CLASSES WILDLIFE TRAIL TOURS  
 STEWARDSHIP PROGRAMS **HIKING CLUBS** DARK SKIES EDUCATION  
 INDIGENOUS LANDSCAPING SURVIVAL COURSES TREE PLANTINGS  
 WILDLIFE WATCHING **COMMUNITY GARDENS**  
 HISTORY OF CITY AND LANDSCAPE JUNIOR RANGER PROGRAM  
 WATER-WISE LANDSCAPING PROGRAM **ASTRONOMY SHOWS**

## BOOTH AT SHOPFEST UTAH

### COMMUNITY FEEDBACK BOOTH AT SHOPFEST

Broader community engagement took place through interactive in-person events, including tabling at ShopFest Utah in September 2025 and a public open house in November 2025 where families, youth, and other community members participated in hands-on activities designed to make the planning process approachable and engaging. These activities helped residents reflect on the project's vision, goals, and strategies while also offering insight into the challenges and concerns they experience on parks, trails, and open space.

## 196+ PARTICIPANTS AT THE BOOTH

**How would you prioritize investment in the city's parks, trails, and open space? Vote for your top three.**

- 1 **NEW TRAILS - 73 Votes**  
Off-road (2), Paved (1), generally liked both trails
  - 2 **NEW PARKS - 65 Votes**  
Generally preferred community/regional
  - 3 **EXPAND RECREATIONAL PROGRAMS -57 Votes**  
Generally more recreational programs or better facilities
  - 4 **MAINTAIN & IMPROVE EXISTING FACILITIES - 55 Votes**  
Support environmental and habitat improvements (2)
  - 5 **COMMUNITY EVENTS - 44 Votes**  
Drone shows, dinosaur event, farmer's market, more ShopFest, music events, youth events, etc.
  - 6 **ADD MORE AMENITIES - 24 Votes,**  
Lighting (2)
- OTHER - 13 Votes, 17 Comments**  
Recreation Center/Swimming Pool (8), More Trees (3), Event Center, Better Snow Removal, Better Parking During Events,



Source: MHTN

Interactive displays at the City Booth at ShopFest Utah



Source: MHTN

Voting activity asking residents to prioritize city investments.

VISUAL PREFERENCE ACTIVITY FEEDBACK BOARD AT SHOPFEST UTAH

EAGLE MOUNTAIN PARKS, TRAILS, AND OPEN SPACE PLAN UPDATE



SHARE THE SURVEY  
Scan the QR code  
Or visit [bit.ly/emc-parks-trails](http://bit.ly/emc-parks-trails)

INTENT OF ACTIVITY

A variety of images were chosen to help gauge residents' preferences for recreational activities and outdoor programming to further reflect Eagle Mountain City's desired uses. These images are meant to get residents thinking about their likes, dislikes, and the experience within the downtown area.

- Place green dots on images you like
- Place red dots on images you dislike

WHAT TYPE OF USER EXPERIENCE YOU WOULD LIKE TO SEE PRIORITIZED ON A NATURAL SURFACE TRAILS?

Hiking

Mountain Biking

Horseback Riding

ATV or OHV

Electric Motorbike or Motorcycle

RECREATIONAL ACTIVITIES AND PROGRAMS

Youth Sports Leagues

Adult Sports Leagues

Nature Programs or Outdoor Education

Fitness Classes

Community Events

Community Programs (e.g., Farmers' Market, etc.)

WHAT ELSE SHOULD WE KNOW?

Let's do more trails during the winter

RELOCATE

WHAT ELSE SHOULD WE KNOW?

More trails

Summer Fun

Outdoor Sports Leagues

BUILT AMENITIES

Sports Courts / Fields

Splash Pads or Water Features

Playgrounds

Community Gardens

Paved Walking / Biking Trails

Dog Parks

ANY SPECIFIC IDEAS?

WHAT ELSE SHOULD WE KNOW?

Let's do more trails during the winter

RELOCATE

WHAT ELSE SHOULD WE KNOW?

More trails

Summer Fun

Source: MHTN

PUBLIC FEEDBACK ACTIVITY BOARD



Visual preference survey on preferred activities and amenities

### VISUAL PREFERENCE ACTIVITY BOARD FEEDBACK

A variety of images were chosen to help gauge residents' preferences for recreational activities and outdoor programming to further reflect Eagle Mountain City's desired uses. These images are meant to get residents thinking about their likes, dislikes, and the experience within the downtown area. Participants were asked to place green dots on images and activities they liked and red dots on anything disliked. Additional comments were left on the boards for uses or amenities they did not see represented.

### Top Responses for Preferred Activities & Programs

- 1 **YOUTH SPORTS LEAGUES**  
22 green dots, 0 red dots  
Better sports leagues, more resources/facilities
  - 2 **COMMUNITY PROGRAMS**  
15 green dots, 0 red dots
  - 3 **COMMUNITY EVENTS**  
14 green dots, 0 red dots
  - 4 **NATURE PROGRAMS/OUTDOOR EDUCATION**  
14 green dots, 0 red dots
  - 5 **FITNESS CLASSES**  
10 green dots, 0 red dots
  - 6 **ADULT SPORTS LEAGUES - 24 VOTES**  
7 green dots, 0 red dots
- OTHER**  
 Recreation Center - 7 green dots, 1 red dots  
 Swimming Pool - 5 green dots  
 Cross-country ski trails system during winter - 2 dots  
 Rollerskating - 1 green dot

### Top Responses for Preferred Built Amenities

- 1 **DOG PARKS**  
30 green dots, 0 red dots
- 2 **COMMUNITY GARDENS**  
26 green dots, 0 red dots
- 3 **SPLASH PADS OR WATER FEATURES**  
25 green dots, 1 red dot
- 4 **PLAYGROUNDS**  
23 green dots, 0 red dots
- 5 **PAVED WALKING / BIKING TRAILS**  
21 green dots, 0 red dots  
Some sections are broken or hard to cross
- 6 **PICNIC AREA OR PAVILIONS**  
10 green dots, 1 red dot  
Some concerns about vandalism and safety
- 7 **SPORTS COURTS / FIELDS**  
8 green dots, 1 red dot  
Some concerns about vandalism and maintenance

### What type of user experience would you like to see prioritized on natural surface trails?

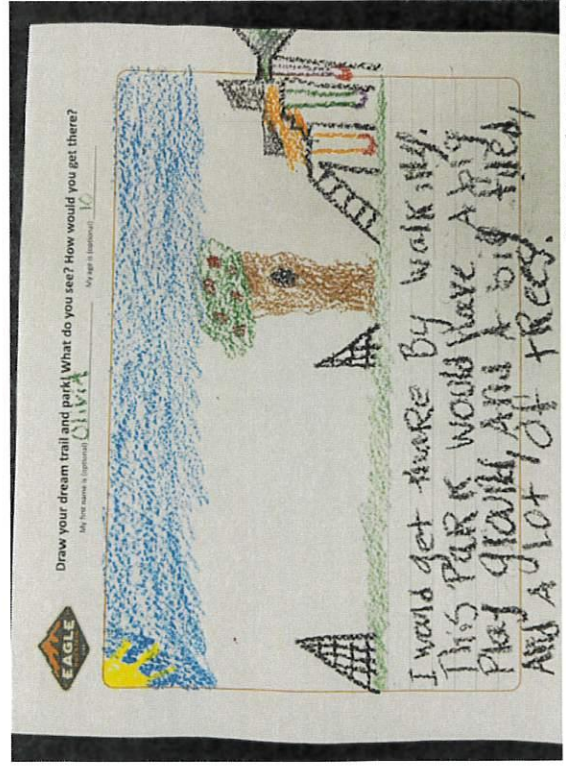
- HIKING:**  
26 green dots  
1 red dot
- ATV OR OHV:**  
17 green dots,  
4 red dots
- HORSEBACK RIDING:**  
26 green dots,  
0 red dots
- ELECTRIC MOTORBIKE OR MOTORCYCLE:**  
9 green dots  
1 red dot
- MOUNTAIN BIKING:**  
18 green dots,  
0 red dots
- COMMENTS:**  
Existing mode and speed conflicts on the trails

## PUBLIC OPEN HOUSE

### PARKS, PATHS, & PUMPKINS NIGHT

At the fall-themed open house, community members of all ages came together at City Hall for a fun, hands-on evening focused on the Parks, Trails, and Open Space Plan Update. Participants learned about the plan, ranked proposed strategies for parks, trails, and open volunteerism, and helped shape priorities for parks, trails, and open space. Kids added their voices through a drawing activity imagining their dream parks and trails and how they would get there.

Community feedback emphasized improving trail safety and connectivity through better signage and reduced user conflicts. Residents also expressed a desire to prioritize maintenance and upgrades to existing parks and amenities before adding new facilities. Finally, participants called for easier access to information about parks and trails through a more visible, regularly updated online hub, clearer communication about future park development, and more opportunities for community stewardship.



Source: MHTN

Drawing of a dream park

### 36+ OPEN HOUSE PARTICIPANTS



Source: MHTN

Attendees participating in the strategies ranking activity



Source: MHTN

Attendees visiting multiple stations to learn about the project

**PARKS: COMMON THEMES MENTIONED**

**VARIATION IN AMENITIES**

Balance of active and restful activities

**MAINTAIN EXISTING PARKS**

Update parks and encourage community responsibility

**FOCUS ON LARGER PARKS WITH MORE AMENITIES**

Consider distributing specialty amenities

**PROVIDE OPPORTUNITIES & SPACES FOR YOUTH/TEENS**

Encourage community responsibility among youth and create safe places to play

**PROVIDE MORE AMENITIES**

More signage to increase awareness of parks, dog waste stations, arboretum, playgrounds, climbing walls, disc golf course, more trails, pickleball courts, libraries, splash pads, rec center, trees

**INCREASE UTILIZATION OF PARKS**

Some parks are too crowded

**BALANCE PARK SPACE AND OPEN SPACE**

**TOP RANKED PROPOSED STRATEGIES**

- 1 ENSURE THAT NEW AND EXISTING PARKS PROVIDE HIGH-QUALITY, VARIED OPPORTUNITIES FOR THE COMMUNITY.
- 2 ADD HIGH QUALITY AMENITIES TO PARKS THAT ARE LACKING BASED ON PARK STANDARDS DEFICIENCY ASSESSMENT.
- 3 FOCUS CITY RESOURCES ON CONSTRUCTING MORE COMMUNITY AND REGIONAL SIZE PARKS AND AMENITIES AS THE CITY POPULATION INCREASES.

**TRAILS: COMMON THEMES MENTIONED**

**ENHANCE USER AMENITIES AND COMFORT**

Provide safe trails for children and families  
Include restrooms, drinking fountains, dog waste stations  
Separate ATV/OHV trails from walking trails  
Planting more trees along trails

**MORE SIGNAGE AND WAYFINDING**

Improve aware and access to trails and parks  
Share safety guidelines and information about hazards  
Positive reinforcement of where to go and how to use trails  
Specify difficulty levels and lengths

**INCREASE TRAIL ACCESS AND CONNECTIONS**

Include more dirt trails/focus on paved trails  
Better parking near trails  
Better inventory of trails

**PURSUE FUNDING OPTIONS**

Focus on safe routes connections and places where youth visit

**TOP RANKED PROPOSED STRATEGIES**

- 1 DESIGN EAGLE MOUNTAIN'S PAVED TRAIL NETWORK FOR ALL AGES, ABILITIES, AND USER TYPES.
- 2 ENSURE THE CITY'S PAVED TRAIL NETWORK CONNECTS TO NEIGHBORHOODS, SCHOOLS, COMMUNITY CENTERS, PARKS, OPEN SPACES,
- 3 MAINTAIN AND INVEST IN EAGLE MOUNTAIN'S PAVED TRAIL NETWORK TO MAXIMIZE RESOURCES AND PROTECT INVESTMENTS.



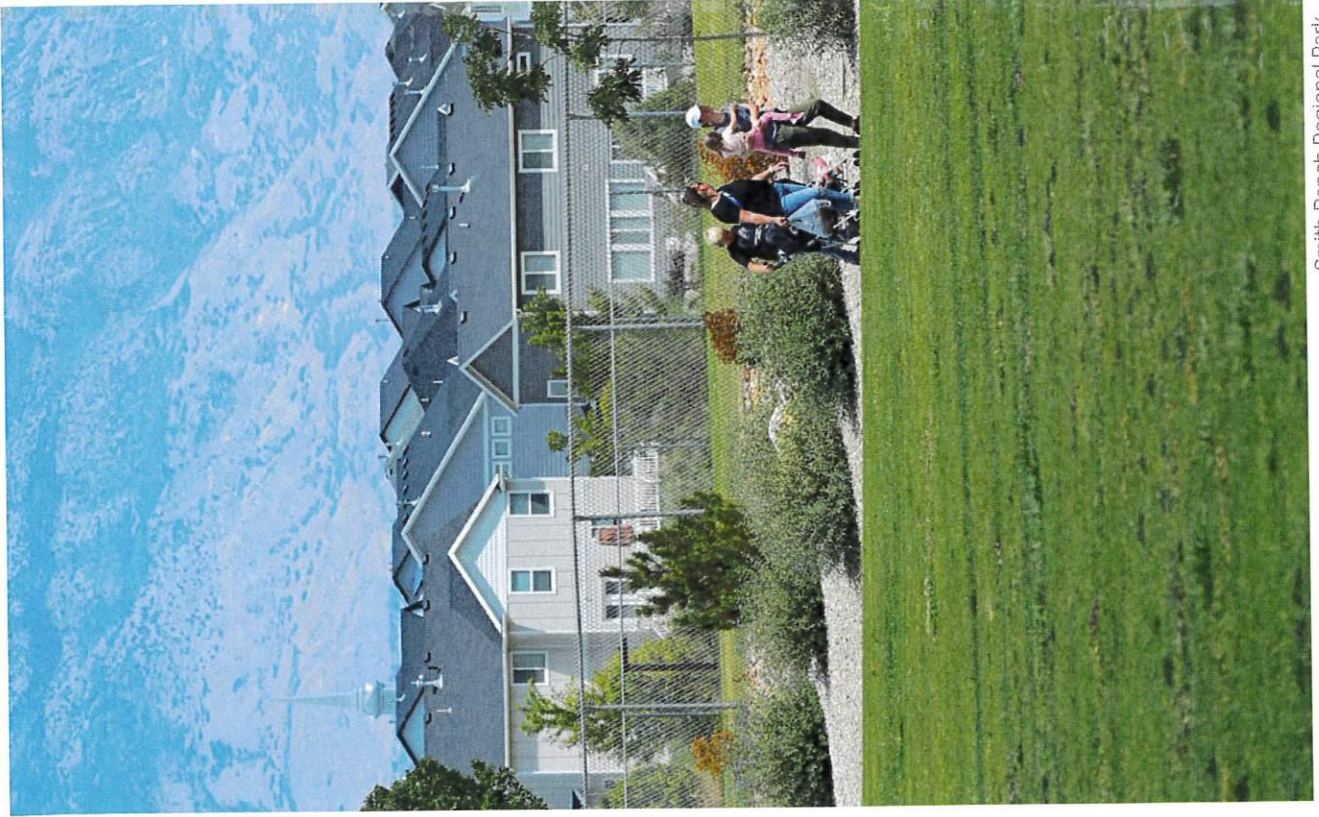
# 03

# PARKS

## **In This Chapter**

<i>Parks Intro and Classifications</i> .....	Pg# 3.02- 3.07
<i>Parks Existing Conditions</i> .....	Pg# 3.08- 3.11
<i>Level of Service Analysis</i> .....	Pg# 3.12- 3.23
<i>Recommendations and Strategies</i> .....	Pg# 3.24- 3.29





Smith Ranch Regional Park

Source: Vincent Oicott (MHTN)

## “Parks and playgrounds are the soul of a city.”

The quote above tells the critical nature parks serve for a community. City parks are public spaces where friends, family, and community members can meet, play, and feel civic pride. They are places where residents can recreate, relax, stay healthy, interact across ages, and strengthen community bonding. Parks allow spaces for people to be outside and physically active, social, and help create strong community bonding.

This section focuses on Eagle Mountain’s parks. Parks are developed areas for active recreation and community use, while open space includes both natural and recreational lands that remain partially or mostly undeveloped. Due to their difference in management strategies, they are generally treated as different entities in this plan. This chapter delves into park classifications, definitions, and standards followed by a snapshot of existing City-owned and maintained parks. All sixty-six of the City’s parks are mapped by General Plan district with information on geographical coverage, and a Parks Inventory can be found in the appendix where they are profiled through location, photos, a brief description, and an inventory of amenities.

Following the existing conditions section is needs assessment. This section is comprised of a level of service (LOS) analysis, a geographical coverage analysis, and a parks amenity deficiency analysis based on park standards.

The final pages of this section provide recommendations for improving, maintaining, and expanding Eagle Mountain’s parks system over the next 5-10 years.

PARKS

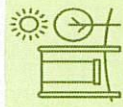
## PARK CLASSIFICATIONS

This plan classifies each of Eagle Mountain's existing and future parks into one of four types. A snapshot of those four classifications is shown below and the following pages detail what each entails. That includes information on what amenities and features each park type shall or may include. Amenities that are not listed under each park classification have been deemed unsuitable for that park type by the City. In general, the city will prioritize community and

regional parks to consolidate maintenance efforts, while considering opportunities to revitalize some local underutilized local parks.

Local Parks are defined as **less than 2 acres** in size and have minimal amenities. Open lawn areas, picnic tables, benches, trees, and sometimes a playground are found at these types of park. Local parks usually serve the immediate residential neighborhood and tend to be within walking distance of most residents' homes.

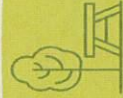
34 Park Acres | 35 Parks



LOCAL PARKS

Neighborhood Parks are larger than local parks, averaging **2 to 10 acres** in size, and provide a few more amenities. They typically have sport courts or fields, walking paths, trees, open turf areas, playgrounds, pavilions, picnic areas, seating and sometimes a restroom.

79 Park Acres | 19 Parks



NEIGHBORHOOD PARKS

Community Parks are the next step up in park size, typically covering 10 to 20 acres of land. They tend to have amenities and features that draw from the wider community. Features include larger sports fields and courts, bigger playgrounds, perimeter walking trails, restrooms, trees, large open grassy areas, picnic areas, and seating.

62 Park Acres | 6 Parks



COMMUNITY PARKS

Regional Parks are the largest parks and have a regional draw as the name indicates. These parks are designed to serve a larger area that may extend City boundaries and often have robust and specialty amenities. They are typically 20 acres or larger and may have a sports complex, aquatics facility or splash pad/spray park in addition to community park amenities.

278 Park Acres | 5 Parks



REGIONAL PARKS

## LOCAL PARKS

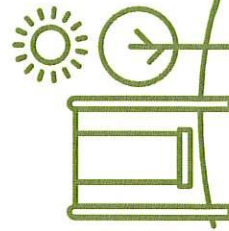
Local Parks, sometimes called “pocket parks,” are defined as less than 2 acres in size and have minimal amenities. They tend to address limited, isolated, or unique recreational and aesthetic needs. They sometimes serve as a recreational and beautification space where acquisition of larger parks is not possible. Open lawn areas, picnic tables, benches, trees, and sometimes a playground are found at these types of park. Local parks usually serve the immediate residential neighborhood and tend to be within walking distance of most residents’ homes.

Local parks have less than a quarter mile service radius. They will generally include a minimum of:

- Small play area/Small playground for young children
- Creative play equipment is encouraged
- Benches or small picnic facilities
- Manicured landscaping (i.e., lawn, flower beds, trees)

Maintenance should include:

- Basic lawn & landscape care
- Playground & amenity upkeep



34 Local Park Acres

35 Local Parks

## EXISTING LOCAL PARKS

- Ash Point Park
- Autumn Ridge
- Brandon Park (small)
- Eagle Park
- Eagle Park Entrance
- Eagle Point G
- Eagle Gate East
- Eagle Gate West
- Eagle Village Park
- Fremont Springs
- Harmony Park II
- Kiowa Valley
- Lake View Estates
- Liberty Farms East
- Liberty Farms West
- Lone Tree
- Meadow Ranch Autumn Park
- Meadow Ranch Elk Ridge
- Meadow Ranch Hidden Drive
- Mount Airey
- Oak Hollow Park
- Overland Trails III
- Pacific Springs Park
- Pioneer Addition 5
- Pioneer Addition 6
- Pioneer Addition 7
- Pony Express Estates II
- Porter's Crossing
- Rush Valley
- Saddleback Park
- Silverlake 8 Park
- Stonebridge Park
- Sunset Ridge West
- Westview Heights
- White Hills Park

EXISTING NEIGHBORHOOD PARKS

- Arrival Park
- Cedar Corners Park
- Eagle Point B
- Eagle Point C
- Eagle Point J
- New Park
- North Ranch
- Overland Trails Park
- Pinnacles Park
- Pioneer Park
- Sage Park II
- Sage Valley Park
- Silverlake Neighborhood Park
- Skyline Ridge Park
- Spring Run
- Spring Run II
- Sunset Ridge Park
- Valley View Park
- Walden Park

NEIGHBORHOOD PARKS

Neighborhood Parks are larger than local parks, averaging 2 to 10 acres in size, and provide a few more amenities. They should serve as the recreational and social focus of the neighborhood. They can provide informal, active, and reflective recreational options for all ages. These parks create a sense of place for a neighborhood.

They typically have a quarter to half mile service radius uninterrupted by non-residential roads or other physical barriers. Often they are connected to and by trails/sidewalks/low-volume streets and are within walking/biking distance of most residents. They should have high visibility to surrounding streets for public safety.

They should generally include:

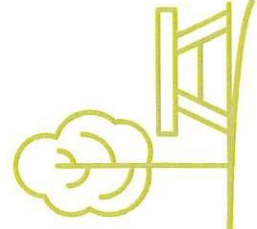
- Med. size children's playground
- Amenities (i.e. small/med. pavilion(s) with picnic tables, restrooms, seating)
- Open play area for practice or pickup games
- Bike racks
- Available off-street parking spaces for 5-10 acre parks. No off street parking is required for 2-5 acre parks unless on-street parking is limited.
- Internal trails connecting to trails and City sidewalks

Active recreation features may include:

- Game courts consisting of any these: basketball courts, pickleball courts, tennis courts, volleyball, courts
- Low-impact recreation options (i.e. bocce ball, horseshoes, outdoor gym equipment)

Maintenance should include:

- General lawn and vegetation care
- Court upkeep and maintenance
- Pavilion and playground maintenance and cleaning



79 Neighborhood Park Acres  
19 Neighborhood Parks

## COMMUNITY PARKS

Community Parks are the next step up in park size, typically covering 10 to 20 acres of land. They tend to have amenities and features that draw from the wider community and serve a broader purpose than a neighborhood park. Their focus should be meeting community-based recreation and gathering needs. These parks should serve two or more neighborhoods and their service radius is one mile. They tend to be served by arterials, collector streets and trail networks; they are often geographically centered.

They should generally include:

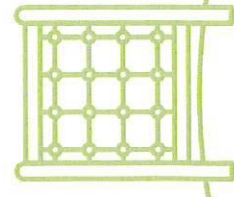
- Large play structure
- Amenities (i.e. bike racks, restroom, seating information kiosks), medium/large pavilion(s) with picnic tables
- Game courts consisting of two or more of the following: basketball court, pickleball courts, tennis court, volleyball courts
- Low impact recreation options (i.e. bocce ball, horseshoes, outdoor gym equipment)
- Parking lot(s)
- Internal trails connecting to other City sidewalks/trails

Informal and programmed active recreation features may include:

- Disc golf area, climbing wall, skate park, and other similar popular activities
- Jogging trails

Maintenance should include:

- General lawn and vegetation care
- Court upkeep and maintenance
- Pavilion and playground maintenance and cleaning
- Snow removal from the parking lot



62 Community Park Acres  
6 Community Parks

## EXISTING COMMUNITY PARKS

- Brandon Community Park
- Firefly Regional Park
- Nolen Parks
- Silverlake Amphitheatre
- Silverlake Woodhaven Park
- Sweetwater Park

PARKS

## REGIONAL PARKS

Regional Parks are the largest parks and have a regional draw as the name indicates. These parks are designed to serve a region and often have robust and specialty amenities. They are typically **20 acres or larger**. Regional parks typically have a two to five mile service radius. Specialty Parks such as skate and bike parks are also included in this category because of their unique regional draw. They may not follow the standards below.

- Cory B Wride Memorial Park
- Firefly Bike Park
- Mountain Ranch Bike Park
- Pony Express Memorial
- Smith Ranch Regional Park

They should generally include:

- Large play structures
- Multiple amenities: medium and large pavilions; with picnic tables, restroom, bike racks, seating)
- One or more Parking lot(s)

Areas for reflection and passive recreation features may include:

- Internal trails connecting to greenway trails and City sidewalks
- Individual and reservable group picnic/sitting areas
- May provide access to trailheads or nearby open space

Informal and programmed active recreation features may include:

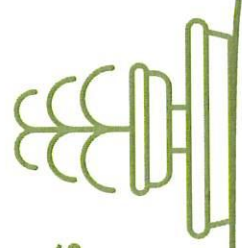
- Baseball and/or soccer fields
- Multiple regulation sized game courts (basketball, tennis, etc.)
- Disc golf area, climbing wall, skate park, and other similar popular activities
- Jogging trails

Maintenance should include:

- General lawn and vegetation care
- Court upkeep and maintenance
- Pavilion and playground maintenance and cleaning
- Snow removal from the parking lot

# 278 Regional Park Acres

## 5 Regional Parks



## EXISTING CONDITIONS

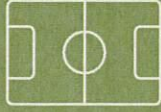
While Eagle Mountain is a generally young City, it already has a wide range of parks serving its residents. With 65 City-owned parks, approximately 453 acres, in Eagle Mountain City, the City generally has a good distribution of park services across multiple neighborhoods. For the purposes of this plan, this existing conditions assessment does not include private and HOA owned and managed parks and will not be included in determining level of service areas for the City. [Map 1](#) shows the location of all the City-owned and maintained parks. The numbers correspond to their names in a list on the next page. Parks are numbered by type and then alphabetically.

The concentration of parks is found in the two most developed districts: Ranches Gateway and South Town. Several local and neighborhood parks are also found in the North Benches. With newer development in the West End, community parks have been established and are anticipated to expand within the neighborhood.

## EXISTING AMENITIES AT A GLANCE

### PLAY & RECREATION

- 8 Large Playgrounds
- 64 Tot Lots
- 25 Basketball Courts
- 31 Pickleball Courts
- 4 Volleyball Pits
- 7 Baseball Fields
- 4 Tennis Courts
- 3 Soccer Fields
- 2 Splash Pad
- 3 Zip Lines
- 1 Ninja Warrior Course



### COMMUNITY SPACES

- 2 Amphitheaters
- 44 Pavilions (3 large, 4 med., 37 small)
- 12 Shade Structures
- 1 Rodeo Ground



### SITE FURNISHINGS/ INFRASTRUCTURE

- 3 Kiosks
- 129 Trash Cans
- 14 Bike Racks
- 11 Restrooms
- 10 Drinking Fountains
- 209 Picnic Tables
- 31 BBQ Pits
- 155 Benches



### HEALTH & WELLNESS

- 14.6 miles Trails
- 2,887 Trees
- 2 Exercise Equipments



## EXISTING CONDITIONS AT A GLANCE

TOTAL CITY-OWNED  
PARKS

**65 PARKS**

Previously 53 parks  
(2020 Plan)

ACRES OF CITY-OWNED  
PARKS

**453 ACRES**

Previously 368 acres  
(2020 Plan)

ACRES OF MOWED TURF

**152 ACRES**

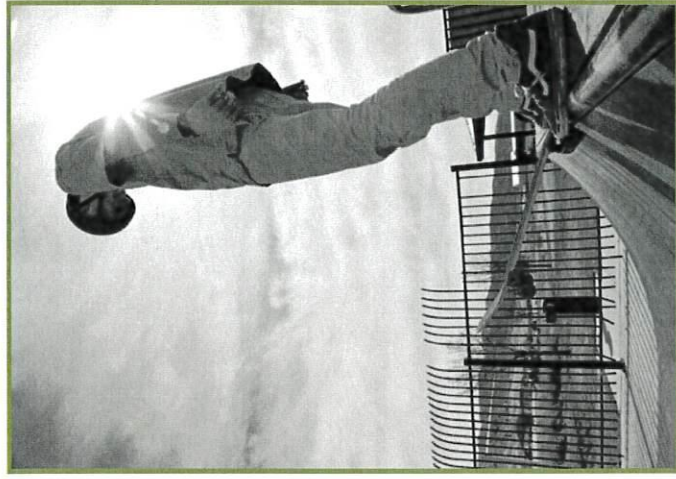
Apx. 6,627,621  
Square Feet

PARKING SQUARE FOOTAGE

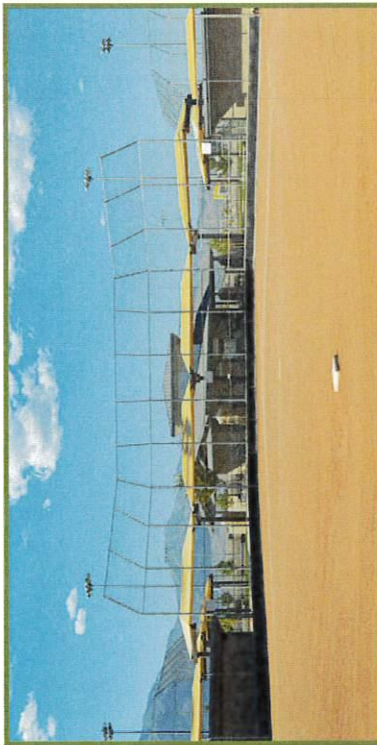
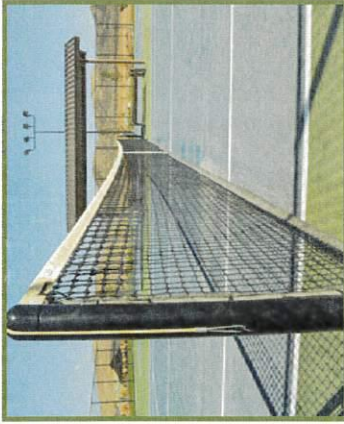
**494,229 SF**

Apx. 1500 Stalls

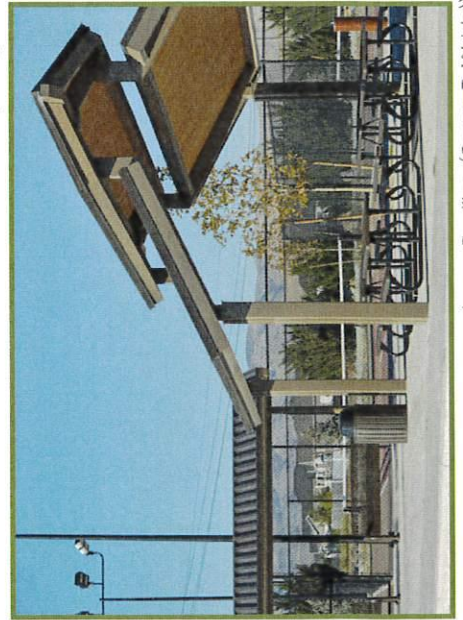
PARKS



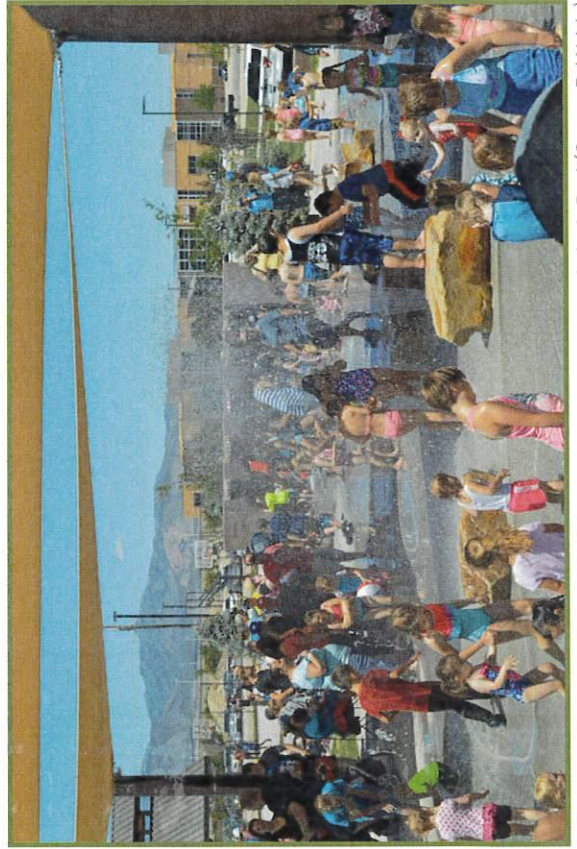
(Smith Ranch Skate Park)



Baseball Field (Corey B. Wride)

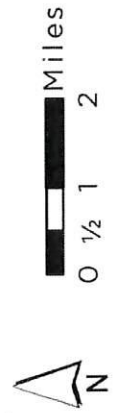
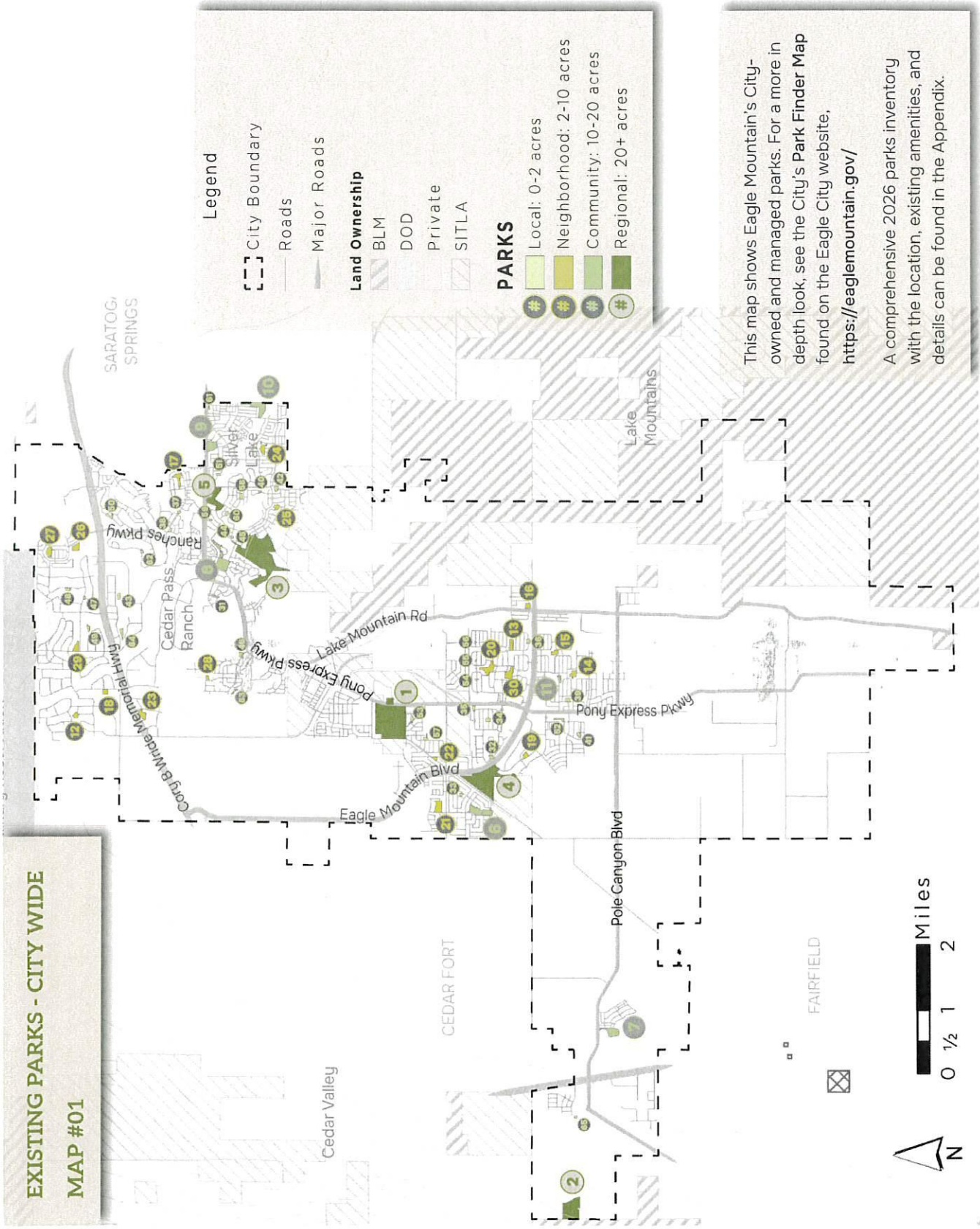


Large Pavilion (Corey B. Wride)



Splash Pad (Corey B. Wride)

**EXISTING PARKS - CITY WIDE**  
**MAP #01**



PARKS

**Non-City Owned Parks**

- Evans Ranch Park (HOA section)
- Cedar Pass Ranch
- Silver Lake Village Park
- Northmoor Park
- Willow Springs Park

**Local Parks**

31. Ash Point Park
32. Autumn Ridge Park
33. Brandon Park (small)
34. Eagle Park
35. Eagle Park Entrance
36. Eagle Point G
37. Eagle Gate East
38. Eagle Gate West
39. Eagle Village Park
40. Fremont Springs
41. Harmony Park II
42. Kiowa Valley
43. Lake View Estates
44. Liberty Farms East
45. Liberty Farms West
46. Lone Tree Park
47. Meadow Ranch Autumn Park
48. Meadow Ranch Elk Ridge
49. Meadow Ranch Hidden Drive
50. Mt. Airey Park
51. Oak Hollow Park
52. Overland Trails III
53. Pacific Springs Park
54. Pioneer Addition 5
55. Pioneer Addition 6
56. Pioneer Addition 7
57. Pony Express Estates II
58. Porters Crossing
59. Rush Valley Park
60. Saddleback Park
61. Silverlake 8 Park
62. Stonebridge Park
63. Sunset Ridge West
64. Westview Heights
65. White Hills Park

**Regional Parks**

1. Cory B. Wride Memorial Park
2. Firefly Bike Park
3. Mountain Ranch Bike Park
4. Pony Express Memorial
5. Smith Ranch Regional Park

**Community Parks**

6. Brandon Community Park
7. Firefly Regional Park
8. Nolen Parks
9. Silverlake Amphitheater
10. SilverLake Woodhaven Park
11. Sweetwater Park

**Neighborhood Parks**

12. Arrival Park
13. Cedar Corners Park
14. Eagle Point B
15. Eagle Point C
16. Eagle Point J
17. New Park
18. North Ranch
19. Overland Trails Park
20. Pioneer Park
21. Pinnacles Park
22. Sage Park II
23. Sage Valley Park
24. Silverlake Neighborhood Park
25. Skyline Ridge Park
26. Spring Run
27. Spring Run II
28. Sunset Ridge Park
29. Valley View Park
30. Walden Park



Cory B Wride Memorial Park

Source: Eagle Mountain

## PARKS LEVEL OF SERVICE ANALYSIS

Level of service (LOS) in parks planning is traditionally measured in two ways. The first looks at the ratio of parks acres to population. The second examines park distribution and service area geographically.

LOS is a technical measurement developed by the National Parks and Recreation Association to assess whether the amount of park land meets the community's needs. This ratio is calculated by dividing the total park land acres by the population and then multiplying by 1,000. This results in the number of park acres per thousand people for a given community.

While LOS can be a useful benchmark for determining park needs, a community may want to be more nuanced with how it decides its particular needs. For example, an urban community in which many people live in apartments or buildings with little to no private outdoor space, having many local and small parks scattered throughout the City may be important. However, in a community like Eagle Mountain, where many residents have their own large backyards, a need for many small local parks may not be as acute. Instead, the community may find more value focusing on the development of larger community and regional parks with unique amenities or spaces to accommodate large groups and organized games. Furthermore, communities like Eagle Mountain have access to a much larger amount of adjacent open space and public land.

**Current level of service divides the acres of all City-owned parks including regional, community, neighborhood, and local (453.7 acres) by the estimated existing population (77,990 people, as of April 1st, 2026) and multiplies it by 1,000, resulting in an existing LOS of 5.82 acres of parkland per 1,000 residents.**



5.82 acres per 1,000 people

## GEOGRAPHICAL DISTRIBUTION ANALYSIS

Distribution analysis looks at a park's spatial location in relation to its surroundings and uses a certain radius of service based on the park type. Each park was assigned a service radii as follows:

- Local Parks (1/4 mile radius)
- Neighborhood Parks (1/2 mile radius)
- Community Parks (1 mile radius)
- Regional and Specialty Parks (2 miles)

The maps on the following pages show each park's level of service mapped against future and current residential land uses. This helps identify which residential areas have park service and which do not.

Looking at current conditions, [Map 4](#) shows system-wide gaps, the most prominent being in the Northwest region of Eagle Mountain. Gap 2 is a nuanced gap that is shown to represent the lack of community and neighborhood parks, but has regional park service. Gap 3 in the western side of the city within Hidden Valley neighborhood, and Gap 4 shows areas west of the Lake Mountains that don't have parks service.

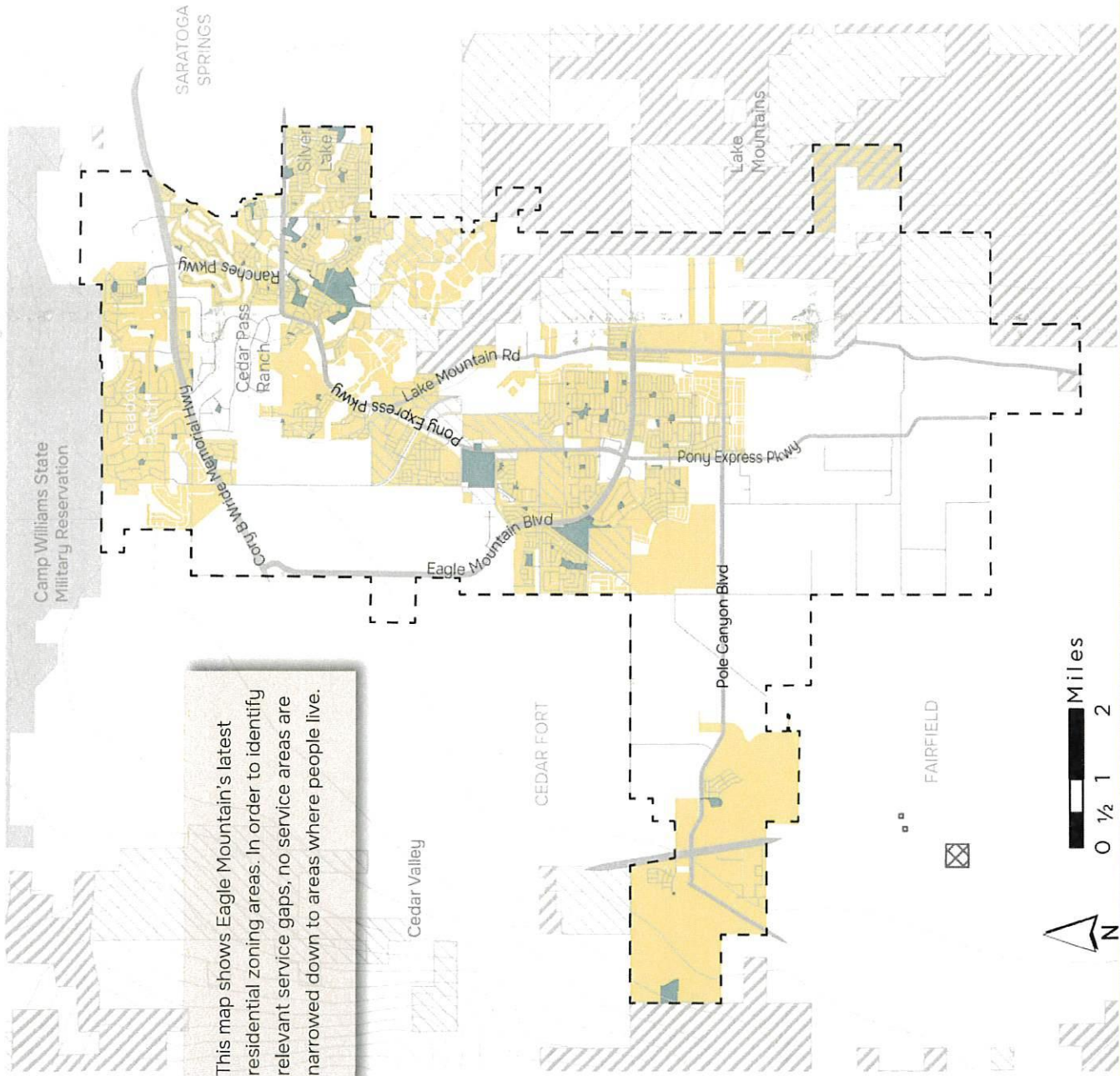
While the City may have sufficient overall parks coverage today, we see several notable gaps in the parks system when we factor in the location of future residential areas, and narrow it down to prioritized regional and community parks, shown in [Map 5](#). Gap A highlights a lack of regional and community parks in the entire north end of the City. Gap B and C shows how Gap 3 and 4 will grow in the future as the population increases. Lastly, Gap D represents future gaps in service if there are no regional or community parks built in the west side of Eagle Mountain with new residential development.

As explained on the previous page, every community is different and must set their standards for parks development and coverage in a way that fits their unique needs. Therefore, while these gap areas do not have any current parks, Gap 4 is adjacent to either planned open space or SITLA/BLM land. The City may want to factor this in when determining where to add future parks to increase its geographic level of service. Maps 4-5 show LOS by park type and are shown for illustrative purposes. Just because there is not 100 percent local park coverage in the City, that does not necessarily indicate a gap that should be filled if the community wants to de-emphasize resources on local parks.



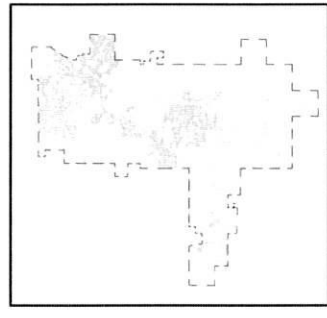
Source: Eagle Mountain

Cory B Wride Memorial Park

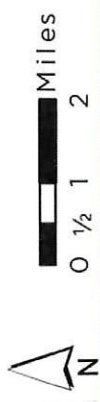


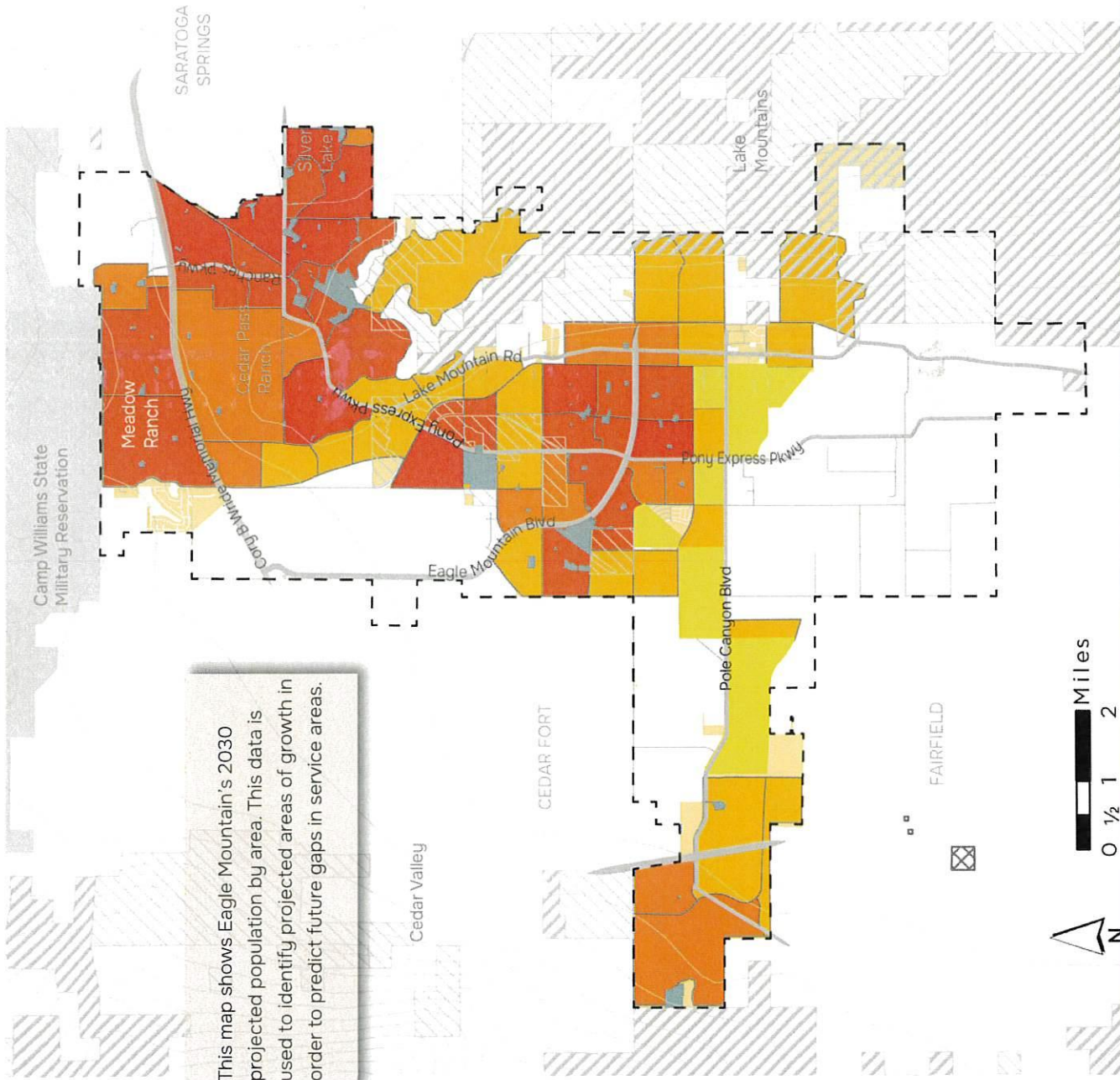
This map shows Eagle Mountain's latest residential zoning areas. In order to identify relevant service gaps, no service areas are narrowed down to areas where people live.

- Legend**
- City Boundary
  - Roads
  - Major Roads
  - Park Boundaries
  - Zoning - Residential
- Geographic Service Areas**
- Local Parks - 0.25 mi
  - Neighborhood Parks - 0.50 mi
  - Community Parks - 1.0 mi
  - Regional Parks - 2.0 mi
  - No Service Areas
- Land Ownership**
- BLM
  - DOD
  - Private
  - SITLA



Map Extent





This map shows Eagle Mountain's 2030 projected population by area. This data is used to identify projected areas of growth in order to predict future gaps in service areas.

**Legend**

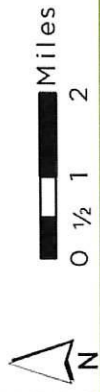
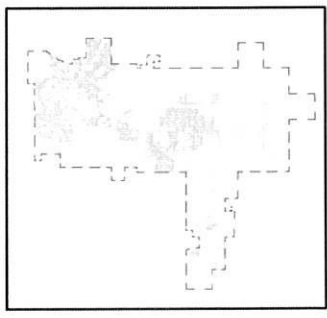
- City Boundary
  - Roads
  - Major Roads
  - Park Boundaries
  - Zoning - Residential
- Geographic Service Areas**
- Local Parks - 0.25 mi
  - Neighborhood Parks - 0.50 mi
  - Community Parks - 1.0 mi
  - Regional Parks - 2.0 mi
  - No Service Areas

**Land Ownership**

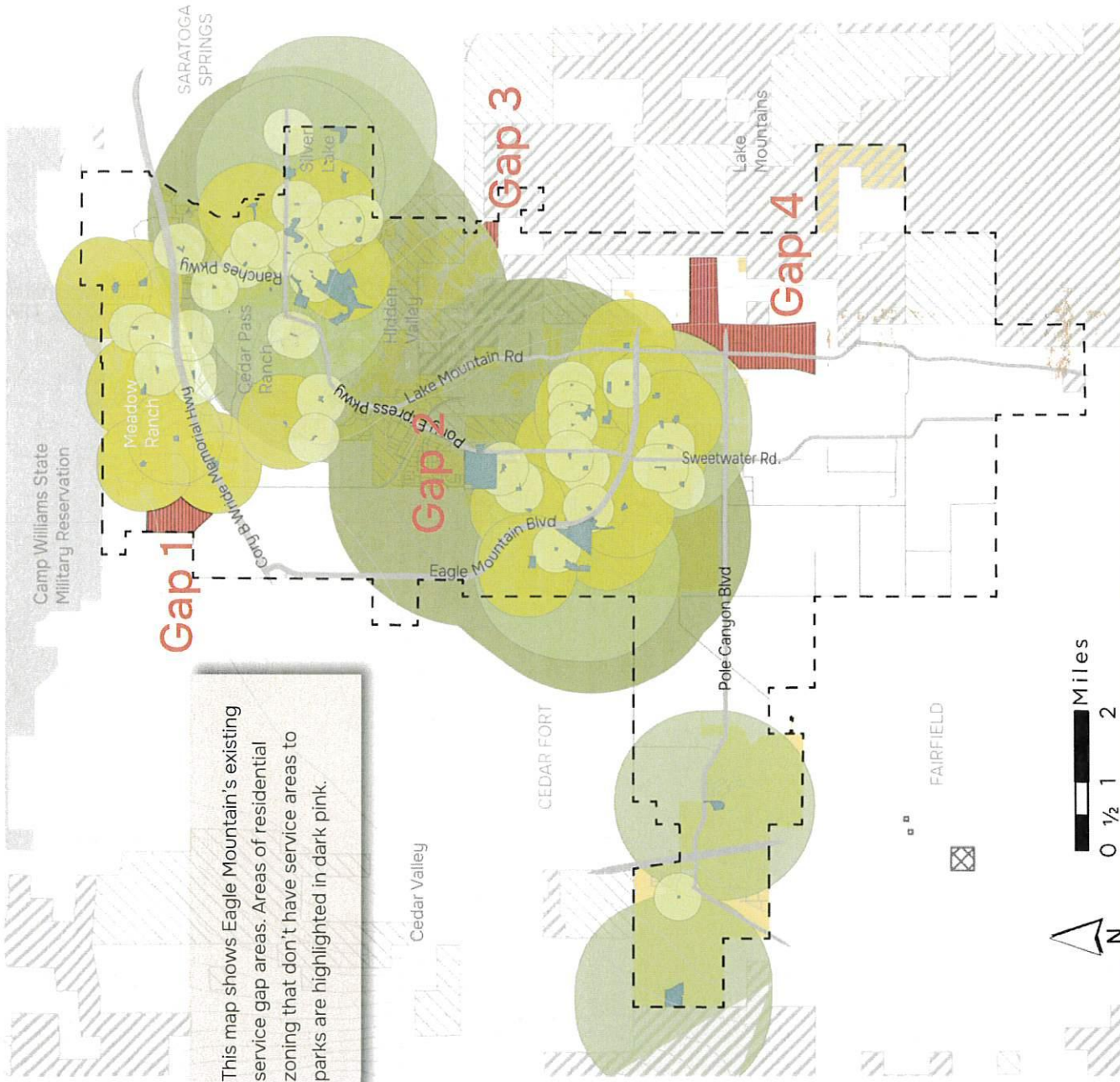
- BLM
- DOD
- Private
- SITLA

**2030 Projected Population**

- 0-99
- 100-399
- 400-999
- 1,000-1,999
- 2,000-3,300



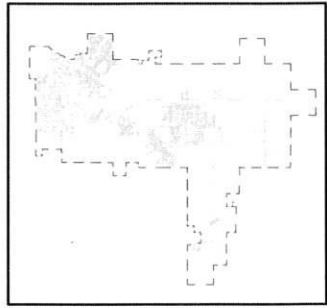
Map Extent



This map shows Eagle Mountain's existing service gap areas. Areas of residential zoning that don't have service areas to parks are highlighted in dark pink.

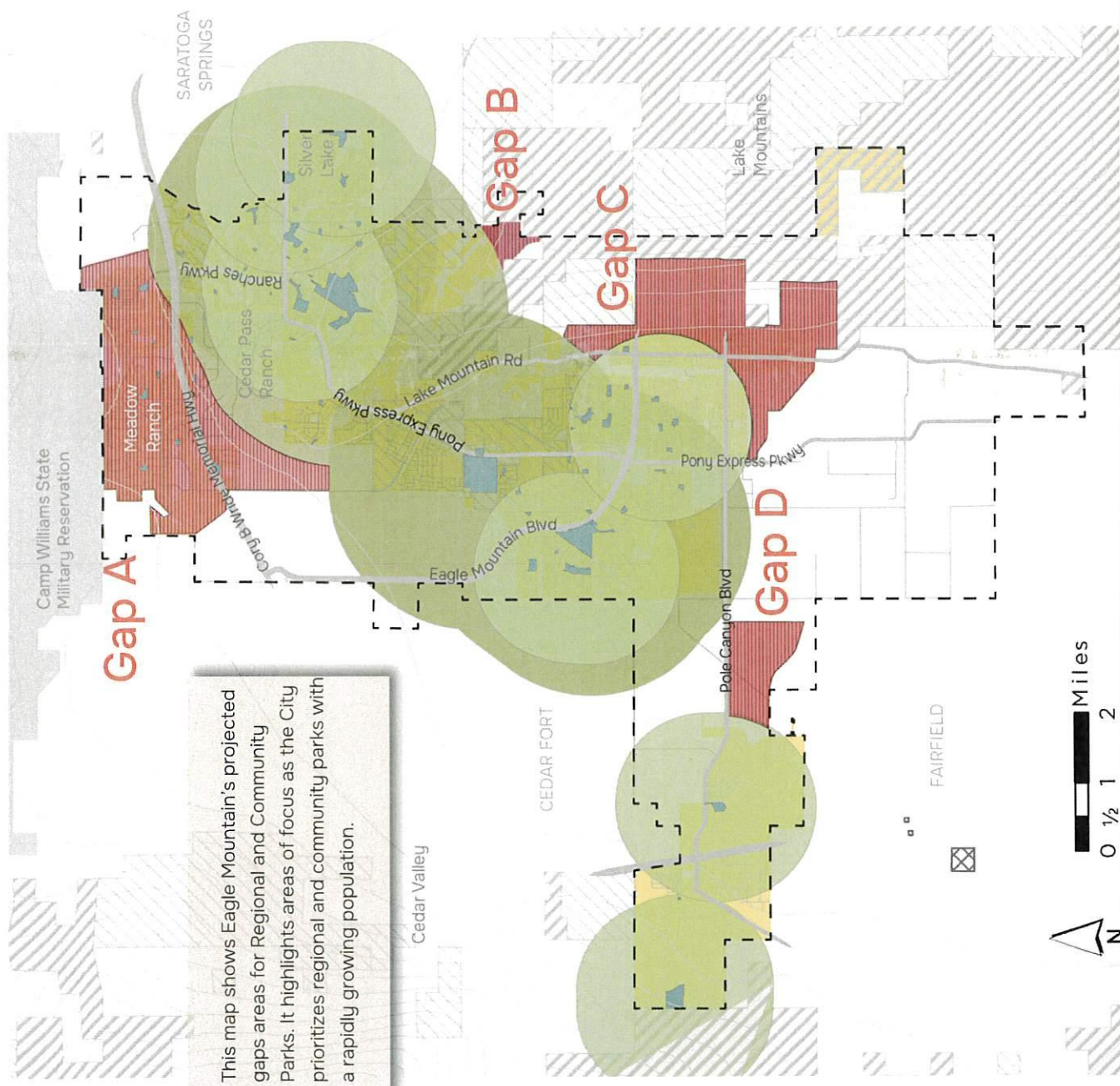


- Legend**
- City Boundary
  - Roads
  - Major Roads
  - Park Boundaries
  - Zoning - Residential
- Geographic Service Areas**
- Local Parks - 0.25 mi
  - Neighborhood Parks - 0.50 mi
  - Community Parks - 1.0 mi
  - Regional Parks - 2.0 mi
  - No Service Areas
  - Proposed Service Areas
- Land Ownership**
- BLM
  - DOD
  - Private
  - SITLA

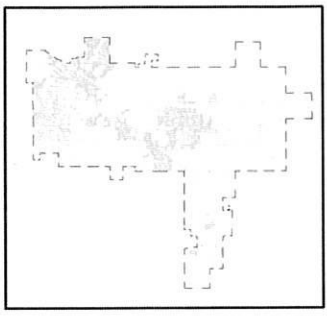
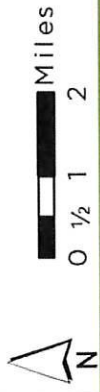


Map Extent

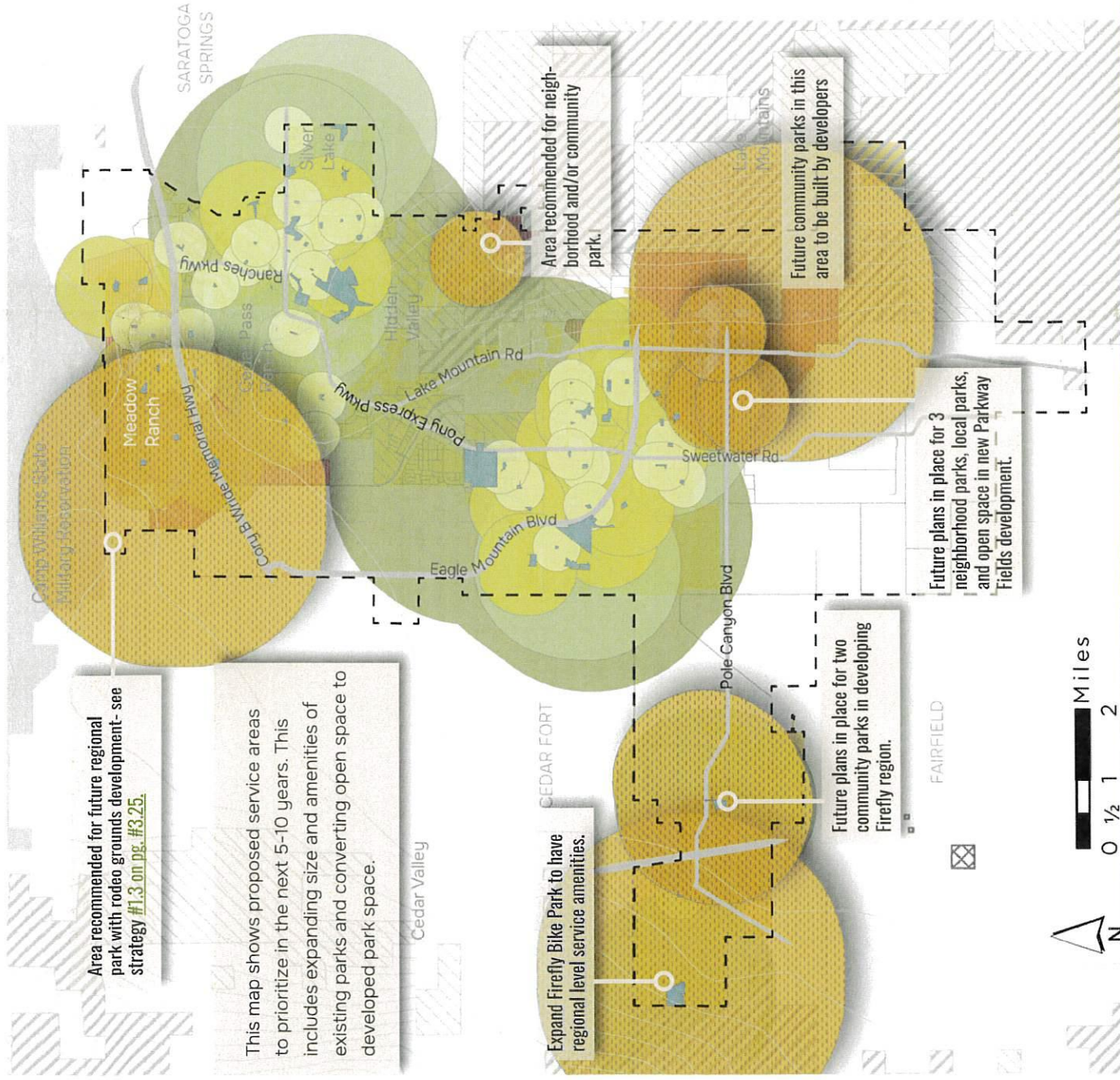
- Legend**
- City Boundary
  - Roads
  - Major Roads
  - Park Boundaries
  - Zoning - Residential
- Geographic Service Areas**
- Local Parks - 0.25 mi
  - Neighborhood Parks - 0.50 mi
  - Community Parks - 1.0 mi
  - Regional Parks - 2.0 mi
  - No Service Areas
- Land Ownership**
- BLM
  - DOD
  - Private
  - SITLA



This map shows Eagle Mountain's projected gaps areas for Regional and Community Parks. It highlights areas of focus as the City prioritizes regional and community parks with a rapidly growing population.

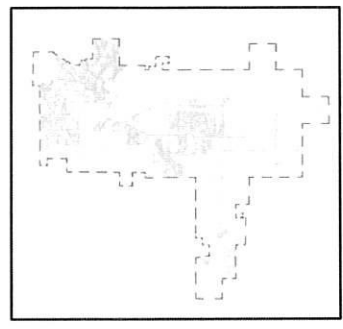


Map Extent



- Legend**
- City Boundary
  - Roads
  - Major Roads
  - Park Boundaries
  - Zoning - Residential
- Geographic Service Areas**
- Local Parks - 0.25 mi
  - Neighborhood Parks - 0.50 mi
  - Community Parks - 1.0 mi
  - Regional Parks - 2.0 mi
  - No Service Areas
  - Proposed Service Areas

- Land Ownership**
- BLM
  - DOD
  - Private
  - SITLA



Map Extent



PARKS

### EXISTING AND FUTURE NEEDS

This section covers how the City might meet the existing and future park needs of its residents as it relates to level of service (LOS) and geographical coverage. The analysis builds on the previous section and reflects population growth projections. LOS is just one measure that helps a City determine whether it is meeting its residents current and future needs.

The table below provides a sampling of LOS comparisons to other cities in Utah. This provides a general sense of how LOS may differ from city to city, considering differences in population, geography, etc. However, Eagle Mountain is unique and therefore, the table is simply for the purpose of analysis and not meant to be prescriptive.

With the current 453.7 city-owned acres of parkland in Eagle Mountain and its estimated current population of about 77,990 people, the City has a moderately high LOS in its cohort. It should be noted, that the parkland included in the total number of acres does include parkland that may be reserved for future improvements and is currently open space, as well as local parks, which do not necessarily provide for the community as a whole.

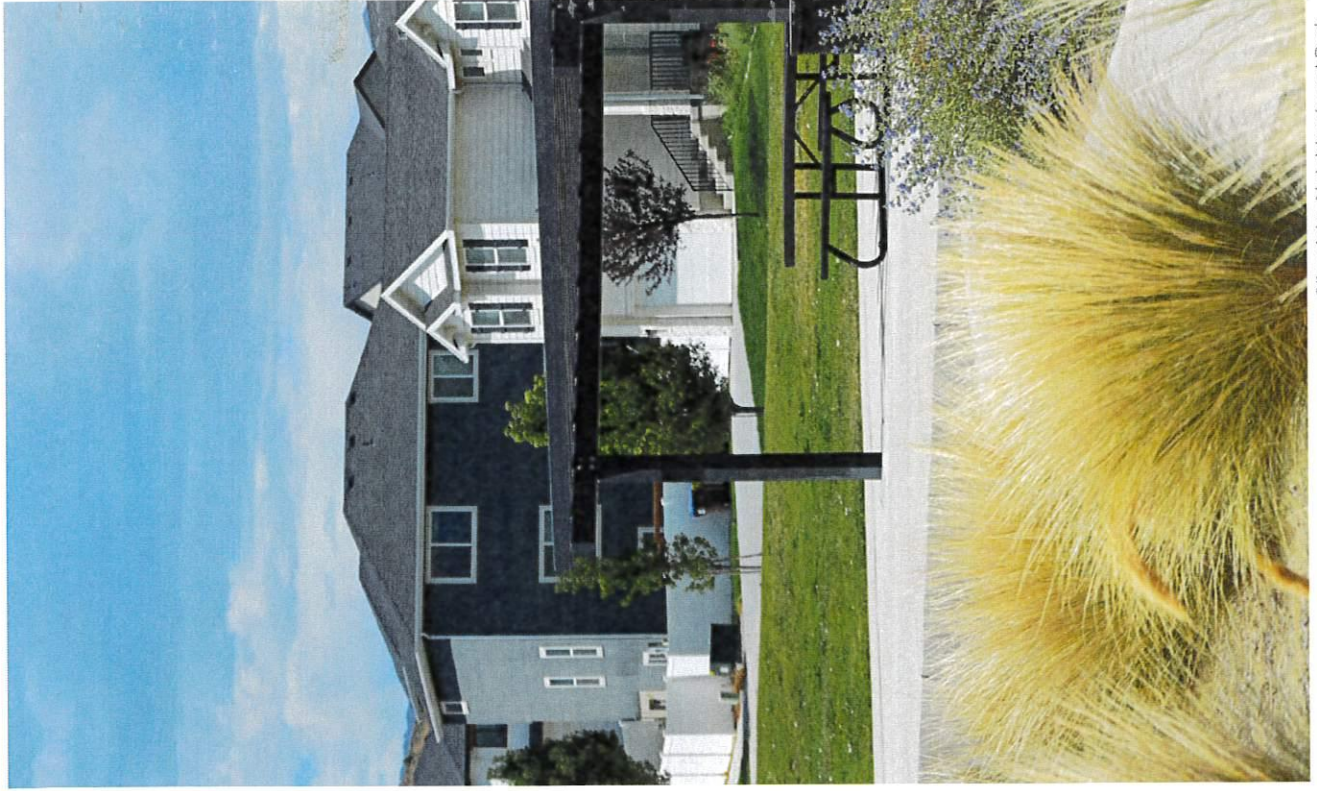
Table 19: LOS Comparison

City	Level of Service
<b>Eagle Mountain</b>	<b>5.82</b>
Springville	7.19
Lehi	1.57
Payson	7.28
Lindon	4.26
American Fork	4.42
Saratoga Springs	3.22
Provo	4.04
Herriman	3.71
Orem	4.54



Source: Vincent Olcott (MHTN)

Smith Ranch Regional Park



Silverlake Neighborhood Park

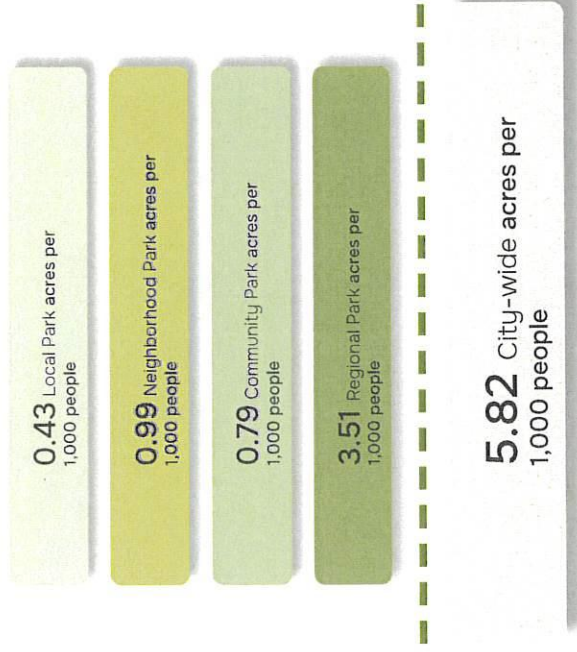
Source: Vincent Orto (MHTN)

## EXISTING AND FUTURE NEEDS CONT.

To better determine existing and future park needs, understanding level of service by park type further informs the analysis. Below are general guidelines for level of service by park type as defined in the 2020 Eagle Mountain Parks, Trails, and Open Space Master Plan and the National Recreation and Park Association (NRPA). They indicated the following LOS standards to meet:

- Local (Pocket) Park - 0.5 acres per 1,000 people
- Neighborhood Park - 1.75 acres per 1,000 people
- Community Park - 2 acres per 1,000 people
- Regional Park - 5 to 10 acres per 1,000 people

By these measures, these are the existing levels of service by park type in Eagle Mountain:



PARKS

Since the 2020 plan update, there has been an increase in nearly 100 park acres. Even so, the more nuanced LOS analysis by park type reveals that the City is no longer meeting or exceeding the standards set forth in its previous master plan, largely due to the population nearly doubling in size.

This analysis uses the City's current population estimate of 77,990 people (as of April 1st, 2026) and indicates that for this current population size, the City is deficient in its acre benchmarks for level of service. As the City grows, it will need to continue to build upon this system to continue to meet or exceed these standards.

Therefore, this plan recommends that instead of using the overall system-wide LOS measure for measuring future park needs, it should aim to meet the LOS measures by park type. The standards recommended in the 2020 Eagle Mountain Parks, Trails, and Open Space Master Plan are carried forward and recommended in this plan, as well.

2026 LOS Standards in Eagle Mountain:

- Local (Pocket) Park - 0.5 acres per 1,000 people
- Neighborhood Park - 1.75 acres per 1,000 people
- Community Park - 2 acres per 1,000 people
- Regional Park - 5 acres per 1,000 people



Source: Vincent Olcott (MHTN)

Silverlake Neighborhood Park

## LEVEL OF SERVICE (LOS) & IMPACT FEES

This plan details existing and future proposed parks level of service (LOS). These LOS figures differ from those established in the 2026 Eagle Mountain Parks & Trails Impact Fee Facilities Plan (IFFP).

It is important to distinguish this discussion of LOS for planning purposes from the LOS typically used in determining Impact fees. Impact fees are a means of charging new development its proportionate share of the cost of providing essential public services. While a LOS for planning is used to establish a standard or guideline for future facility development, an impact fee is used to assess new development for the actual cost of providing the service. For example, if there are five acres of parks in Eagle Mountain for each 1,000 residents at present, new development cannot be charged at a rate for ten acres of park land for each 1,000 residents. Eagle Mountain may elect to provide a higher LOS in the future because its current residents desire a higher level of service, but it cannot require new development to pay for the higher LOS. Utah law is clear on this point, stating the following:

*“A local political subdivision or private entity may not impose an impact fee to raise the established level of service of a public facility serving existing development.” UC11-36-202(1)(a)(ii).*”

The Master Plan should provide a foundation for developing a Capital Improvements Plan, Impact Fee Facilities Plan (IFFP), and Impact Fee Analysis (IFA). The IFFP is designed to identify the demands placed upon the existing facilities by future development and evaluate how these demands will be met by the City, as well as the future improvements required to maintain the existing LOS.

While the IFFP and IFA will serve as a companion to this document, information may differ due to the specific requirements related to the calculation of impact fees as defined in Utah Code 11-36a – the Impact Fee Act.



Source: Eagle Mountain

Silverlake Community Park

## PARKS AMENITIES DEFICIENCY ANALYSIS

Beyond measuring park supply by geographic reach and acres per person, another method of analyzing park service is through what amenities are offered. Page 3.8 lists several of the city's parks amenities in aggregate. There is also a comprehensive parks inventory that can be found in the appendix which shows which amenities are found in each park.

Each park type also has a set of standards for which amenities should be present, as identified on page 3.4 to 3.7. These standards were decided by the City through this master planning process and were informed by the National Parks and Recreation Association's standards for each park type.

The inventory of amenities for each park was cross-referenced with a list of standard amenities by park type to determine which parks were deficient in amenities based on their classification. The tables to the right indicate those deficiencies.

The data shows deficiencies are distributed across the park types indicating several parks do not meet the standards for their classification. As part of this process, these figures were reviewed with the City to calibrate them to expected construction for all the parks. A few exceptions were made for certain parks to deviate from the standards.

For example, while Nolen East, and Nolen Park and are all usually referenced as individual parks (but classified as a community park when counted together), the community-type park standards were applied to all three as one entity versus as each individually. This means that while Nolen West may not have a sports field, which is the standard, it was not counted deficient because Nolen Park does have sport fields.

Another exemption made to this analysis was with Local Parks. There are several very small local parks throughout the City that do not have any amenities other than lawn. While the standard for local parks includes small playgrounds, the City indicated there was not a desire to construct more small playgrounds.

Regional Parks Deficiency Analysis	
Large play structures	2
Pavilions	4
Restrooms	1
Multiple game courts	1
Picnic tables	4
Active recreation fields	1
Parking lots	1
Play structures	2

Community Parks Deficiency Analysis	
Large/medium play structures	4
Medium/large pavilions	3
Informal ball fields	4
Game courts	3
Restrooms	3
Picnic tables	8
Parking lots	2

Neighborhood Parks Deficiency Analysis	
Medium/small size playgrounds	2
Small/medium pavilions	8
Open play areas	7
Bike racks	11
Parking lots	8
Sport courts	4
Picnic tables	4
Trash cans	1

Local Parks Deficiency Analysis	
Trash cans	3
Benches or small picnic facilities	6



## PARKS RECOMMENDATIONS

The following pages provide recommendations to the City that align with the guiding principles and are supported by strategies to achieve those recommendations, and policies that can be considered implementation measures for each.

The recommendations are based upon the existing conditions, analyses performed, conversations with the City staff, and input received from the community.

The parks recommendations build on what the community values most about Eagle Mountain's parks and recreation system—its role in shaping identity, fostering connections, and supporting a vibrant local economy. These strategies respond directly to public feedback and continue the momentum of what is working well, emphasizing the importance of parks as everyday gathering places that strengthen community life. These strategies aim to enhance recreation as a driver of both quality of life and economic vitality, while maximizing partnerships and programming opportunities across shared public spaces. Together, these actions ensure that Eagle Mountain's parks continue to serve as the heart of the community today and for future generations.

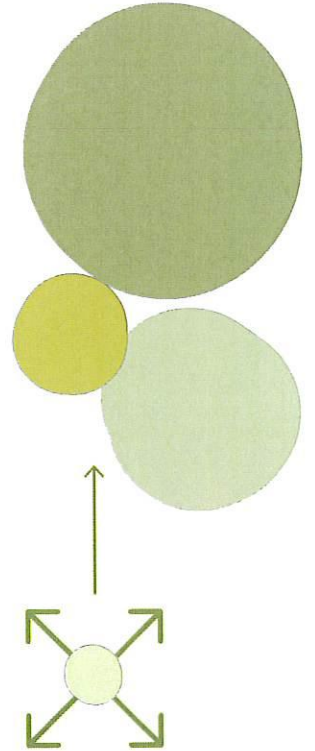
**FOCUS CITY RESOURCES ON  
CONSTRUCTING MORE COMMUNITY AND  
REGIONAL SIZE PARKS AND AMENITIES AS  
THE CITY POPULATION INCREASES.**

**Strategy #1: Pursue the development of community and regional parks in the future to meet the needs of the community, thus minimizing the maintenance demands associated with smaller parks.**

- Policy 1.1. Identify potential parcels larger than 10 acres or parcel assemblage for development of a community or regional park
- Policy 1.2. Establish a long-term strategy for acquisition and management including maintenance, of all parks.
- Program 1.3. Pursue opportunity for developing a regional park in Northwest corner of Eagle Mountain including new rodeo grounds in collaboration with Camp Williams and their fundings through their LTA (Lands Trust Alliance).

**Strategy #2: Explore transitioning smaller, underutilized, maintenance intensive local parks.**

- Policy 2.1. Conduct cost-benefit analysis of transforming turf in small parks into xeric landscaping that has lower water-use and lower maintenance.
- Policy 2.2. Explore opportunities for acquiring adjacent parcels to increase size of local parks.



**Strategy #3: Create alternatives for developer participation in the provision and construction of large parks.**

- Policy 3.1. Expand upon the current in-lieu fee parks program rather than accepting local parks with each development.
- Policy 3.2. Provide a program that allows the City to make concessions with developers for community or regional parkland contributions and maintenance efforts.

**Strategy #4: Consider building a recreational center, aquatic facility, or recreational pond.**

- Policy 4.1. Continue design process for new recreational center and begin to evaluate resident interest in proposed facility and financial feasibility.
- Policy 4.2. Explore creating a water recreation amenity that utilizes recycled water from commercial data centers in the City.



Source: Siepmann Realty Corp

Parks and Open Space Oriented Residential Development

STRIVE FOR A CITY-WIDE LOS (LEVEL OF SERVICE) OF AT LEAST 6.25 ACRES PER 1,000 RESIDENTS AS RECOMMENDED BY NRPA\*\*

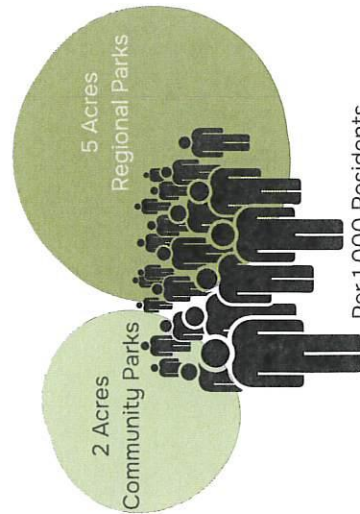
**Strategy #5: Continue to meet the proposed minimum Level of Service (LOS) for regional parks of 5 acres per 1,000 population in the future.**

- **Policy 5.1.** Ensure continued development of future phases of Cory B. Wride and Pony Express Parks.
- **Policy 5.2.** By 2036, acquire and develop additional 135 acres of land to build additional regional park(s) and fulfill LOS demand based on future population projections.

\*\*Impact fees shall not be used to increase LOS.

**Strategy #6: Continue to meet the established Level of Service (LOS) for community parks of 2 acres per 1,000 population in the future.**

- **Policy 6.1.** Ensure continued development of future phases of Sweetwater Park, SilverLake Woodhaven Park, Smith Ranch Park, Firefly Bike Park, and Corey B. Wride.



ENSURE THAT NEW AND EXISTING PARKS PROVIDE HIGH-QUALITY, VARIED OPPORTUNITIES FOR THE COMMUNITY.

**Strategy #7: Construct diverse park amenities and creative improvements across the parks system so that each park has variety and is unique.**

- **Policy 7.1.** Expand incentives for developers who install creative playground equipment (beyond a basic small playground and as defined by the City).
- **Policy 7.2.** Focus some park equipment and amenities on educational experiences such as informational and/or interpretive signage or park accents.
- **Policy 7.3.** Build a dog park in a select location in the community.
- **Policy 7.4.** Develop outdoor-themed parks with places for hammocks, seating and other amenities that allow people to enjoy the City's natural vistas.

**Strategy #8: Strive for a balance of spaces for active and passive recreation in parks. Create greatest amount of flexibility and open the door for future tournaments.**

- **Policy 8.1.** Increase the space in parks dedicated to large fields for sports like soccer, lacrosse, and rugby.
- **Policy 8.2.** Increase the number of courts for pickleball, tennis, and volleyball.
- **Policy 8.3.** Promote some parks as places for leisure with well landscaped walking paths and sitting or resting areas.

PARKS

**ADD HIGH QUALITY AMENITIES TO PARKS THAT ARE LACKING BASED ON PARK STANDARDS DEFICIENCY ASSESSMENT.**

**IMPROVE AWARENESS OF PARKS AND AMENITIES FOR EVERYONE IN THE COMMUNITY.**

**Strategy #9: Upgrade existing neighborhood, community, and regional parks to meet minimum standards and amenity levels of service requirements and develop new parks with at least the minimum required amenities.**

- **Policy 9.1.** Set a schedule for improving existing parks and align City budget to the schedule.
- **Policy 9.2.** Ensure the budgeting for new parks include enough to provide at least the minimum required amenities, or have a schedule for continued improvements to meet the standards.

**Strategy #10: Increase awareness about the breadth and depth of park offerings in the City.**

- **Policy 10.1.** Implement a signage and wayfinding system for the City so residents have visual information cues to navigate and be informed of available facilities and amenities.
- **Policy 10.2.** Add additional information about City parks and their amenities to the City website and keep EM Parks Amenity finder regularly updated.
- **Policy 10.3.** Host various events throughout the larger parks in the community
- **Policy 10.4.** Consider a Signage and Wayfinding study to identify key locations and cohesive signage design for the City.



Source: EMC 2024 Brand and Marketing Playbook

Eagle Mountain Signage and Wayfinding Precedents

**DIVERSIFY RESPONSIBILITY AND SUPPORT FOR THE CREATION OF MAINTENANCE OF EAGLE MOUNTAIN PARKS**

**Strategy #11: Encourage the creation of resident or nonprofit stewardship groups to foster support, advocacy, funding, and maintenance of City parks.**

- **Program 11.1.** Explore the creation of a non-profit organization that is dedicated to the City's parks, such as "Friends of Eagle Mountain Parks" group that can receive grants and donations.
- **Program 11.2.** Create a service learning project initiative for students in the community to volunteer and donate time toward parks upkeep.



Source: Okc.gov

City Parks Volunteer Program in Oklahoma

**ENHANCE THE CITY'S REPUTATION AS A COMMUNITY KNOWN FOR COMMITMENT TO THOUGHTFUL PARK DESIGN PRACTICES.**

**Strategy #12: Design parks to be efficient as it relates to resource use and maintenance costs.**

- **Policy 12.1.** Use data to measure water use, energy consumption, and maintenance costs to enhance performance and decision-making.
- **Policy 12.2.** Solicit new park designs that focus on water and energy conservation.
- **Policy 12.3.** Design parks in adherence to the Dark Skies Initiative
- **Policy 12.4.** Analyze said data in order to identify underutilized parks and turf areas to be converted to fire barriers or naturalized areas.



Source: Vincent Cicott, MHTN

Natural Park Landscapes in Eagle Mountain

PARKS



Source: Vincent Olcott, MHTN

Silverlake Woodhaven Community Park, Eagle Mountain

# 04

## TRAILS

### **In This Chapter**

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Eagle Mountain Existing Trails System .....	Pg# 4.06
Paved Trails Recommendations .....	Pg# 4.08-4.14
Priority Funding Sources .....	Pg# 4.15-4.16



Mountain Bike Trail

“ A thoughtfully planned trail system can promote community health, equity, economic growth, and quality of life. ”

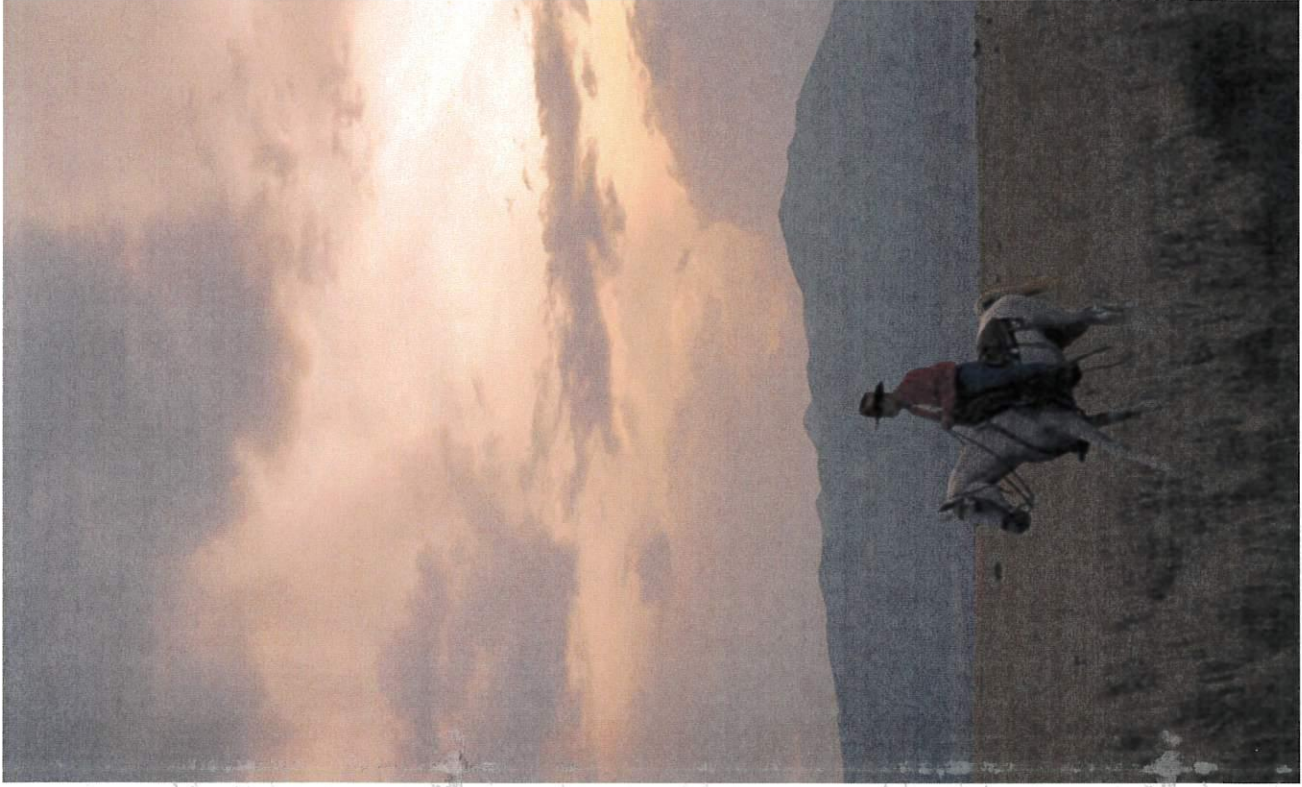
In cities that are walkable and bikeable, people may walk or bike for transportation and recreation using designated paths for convenient, safe, and healthy ways to get around. Such cities make it possible for people of all ages and abilities to rely on active modes for their everyday trips to work, grocery stores, schools, parks, recreation, transit, and other civic destinations, as well as provide recreational opportunities to get outside and away from every day life. The Eagle Mountain Parks, Trails, and Open Space Master Plan aspires to encourage people to get outdoors and explore by trail, whether on foot, wheelchair, bike, horse, or other mobility device.

Source: Eagle Mountain

## TRAILS IN EAGLE MOUNTAIN

Through this planning process, Eagle Mountain is taking critical steps towards establishing a clear, robust strategy for its trails system. First, the existing trails network is defined and identified. Next, recommendations are made to expand the trail system that will broaden mobility choices and further position Eagle Mountain as an appealing place to live, work, and play. Thoughtful, long-term investment identified in the Parks, Trails, and Open Space Master Plan will strengthen many aspects of life in the community, including public health, environmental quality, access to recreation, economic opportunity, and overall quality of life.

The trail recommendations build upon strategies shown in existing local and regional plans and largely focuses on addressing improvements to the paved trail network in Eagle Mountain. Recommendations for off-street trails in will be addressed in future studies.



Source: Eagle Mountain

Horseback rider.

## DEFINITIONS

### SHARED USE PATHS

**Shared use paths are paved trail facilities, detached from primary vehicular roadways, intended to serve cyclists, pedestrians, and other non-motorized users.**

They are typically 12' wide with 2' shoulders on either side. In areas where a shared use path is needed, but a paved surface is undesirable, crusher fines can be used instead with special considerations for ADA-accessibility. When large volumes of users are anticipated, a centerline stripe is recommended to organize traffic and additional width can be considered (up to 14'). If a mixed user environment is anticipated, signage should be used to help educate path users about proper yielding etiquette. When the path crosses a vehicular right-of-way, various crossing strategies may be employed to mitigate conflicts and promote a safe, comfortable trail experience.



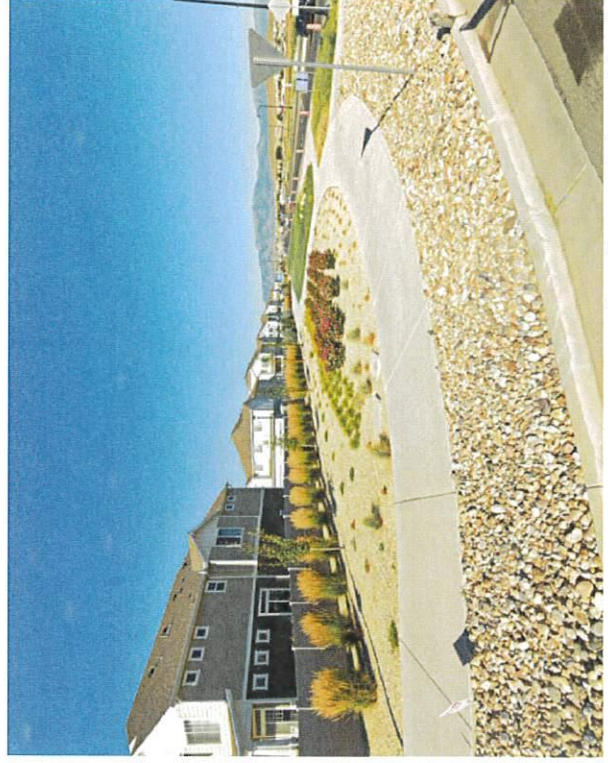
Source: Yelp

Woodhaven Park paved trail.

### SIDEPATHS

**Sidepaths are paved trail facilities that run parallel and adjacent to a roadway in a shared right-of-way.**

Similar to shared use paths, these facilities provide long uninterrupted roadway segments, but sidepaths have operational and safety concerns at driveways and intersections. Many of Eagle Mountain's shared use paths are considered sidepaths due to their adjacency to the right-of-way. Crossings should be designed to promote awareness, lower speeds, and facilitate proper yielding of motorists to non-motorized users.



Source: Google

Pony Express Parkway sidepath.

## NATURAL SURFACE TRAILS

Natural surface trails, also referred to as “soft surface trails,” are unpaved facilities that support a variety of activities, such as hiking, mountain biking, running, horseback riding, and dog walking.

These trails generally have a tread width of between 2’ and 5’ wide but can be designed to accommodate a broad or narrow range of users depending on the experience desired. Examples of different type of uses include shared use trails, bike-optimized trails, hike-optimized trails, equestrian trails, service or access roads, and accessible trails. Trails may also be required to serve other utilitarian access functions depending on the underlying property ownership or access agreement. Additional strategies and details about natural surface (soft surface) trails will be further explored in 2026 Eagle Mountain City Off-Street Trails Master Plan.



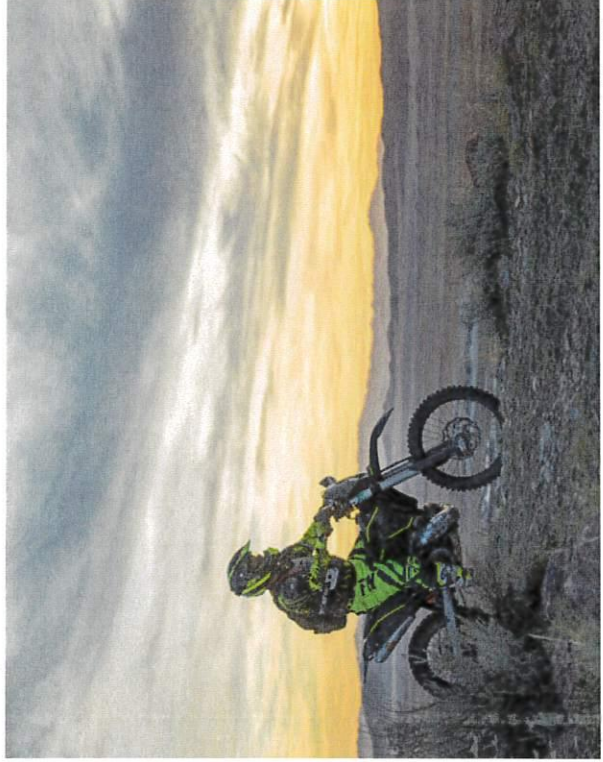
Source: Wasatch Trail Run Series

Supersonic trail system.

## MOTORIZED TRAILS

Motorized trails allow off-road recreation using all types of motor-powered vehicles, such as an all-terrain vehicles (ATVs), off highway vehicles (OHVs), utility task vehicles (UTVs), or dirt bikes.

These trails can vary from technical trails that challenge abilities to wide doubletrack roads designed for faster travel. Additional guidelines about motorized trails will be further explored in 2026 Eagle Mountain City Off-Street Trails Master Plan.



Source: Eagle Mountain

Dirt bike rider

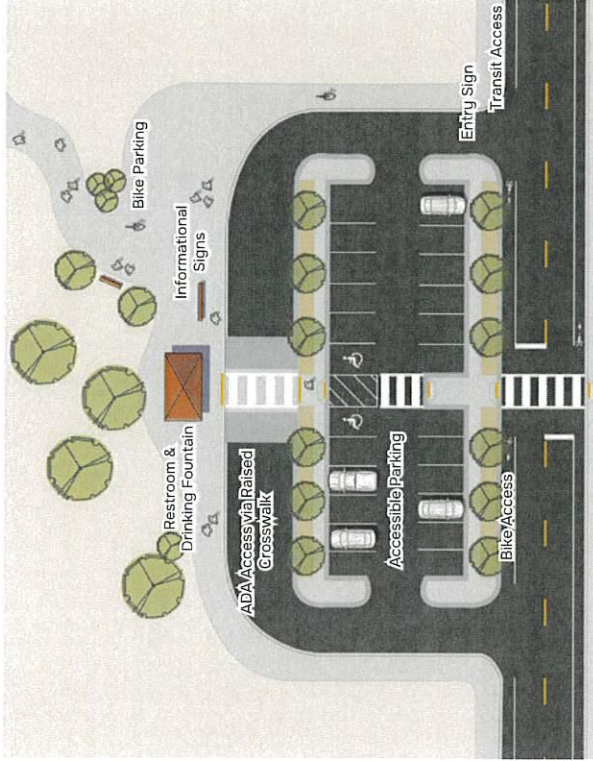
## MAJOR TRAILHEADS

Trailheads serve the local and regional community arriving to the trail system by car, transit, walking, or biking. The provide a location for rest, wayfinding, and communicating trail guidelines.

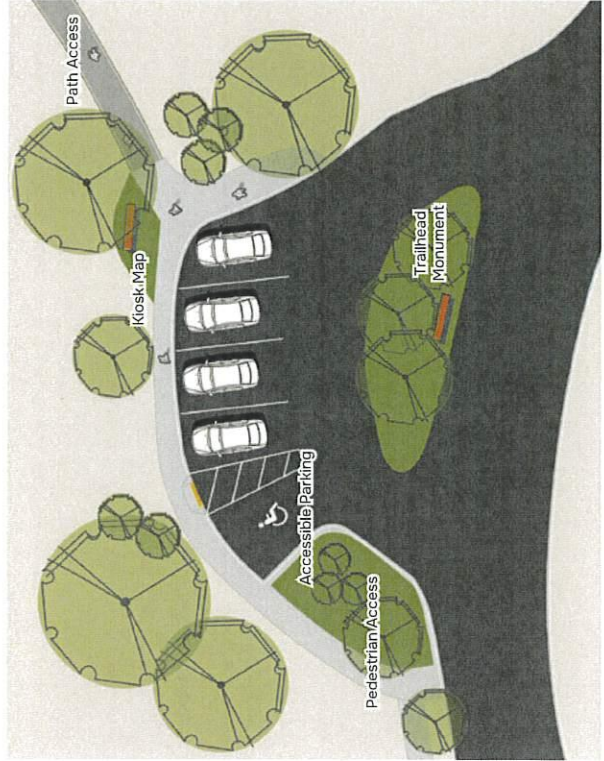
For major trailheads, the primary access is typically via a collector or arterial street to minimize traffic impacts on local neighborhoods. They usually have a wide range of amenities, such as a medium to large parking lot (~10-40 spots including ADA spaces), short-term bicycle parking, wayfinding kiosks with orientation and interpretive information, accessible trail signs noting trail conditions, trail difficulty, drinking water fountains, restrooms, shelters/picnic areas, and trash/recycling containers.

## MINOR TRAILHEADS

Minor trailheads have some parking but minimal infrastructure. They can occur at locally known spots, such as parks and residential developments. Minor trailheads could include a small parking lot for up to eight vehicles and can be gravel with special considerations for ADA accessibility. They should be convenient to access via different transportation modes, but especially active transportation. Infrastructure at minor trailheads may include small parking lot (up to eight spots including ADA spaces), short-term bicycle parking, wayfinding kiosk, trailhead monument, drinking water fountain, benches/picnic tables, and trash/recycling containers.



Example of Major Trailhead



Example of Minor Trailhead

Source: Afta Planning + Design

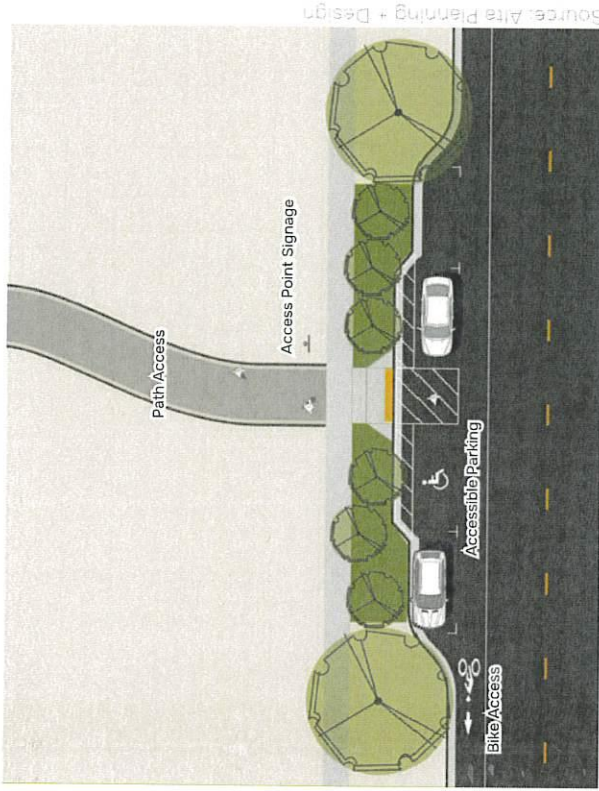
Source: Afta Planning + Design

TRAILS

### TRAIL ACCESS POINTS

Trail access points are designated micro-trailhead facilities are sometimes served by on-street parking along an adjacent roadway and connected to the trail system via an access path. Access points often feature fewer amenities and limited or no parking due to the space or site constraints. They should include infrastructure consistent with minor trailheads where space allows.

Specific strategies about trail access points, trailheads, and signage will be further explored in the 2026 Eagle Mountain City Off-Street Trails Master Plan.

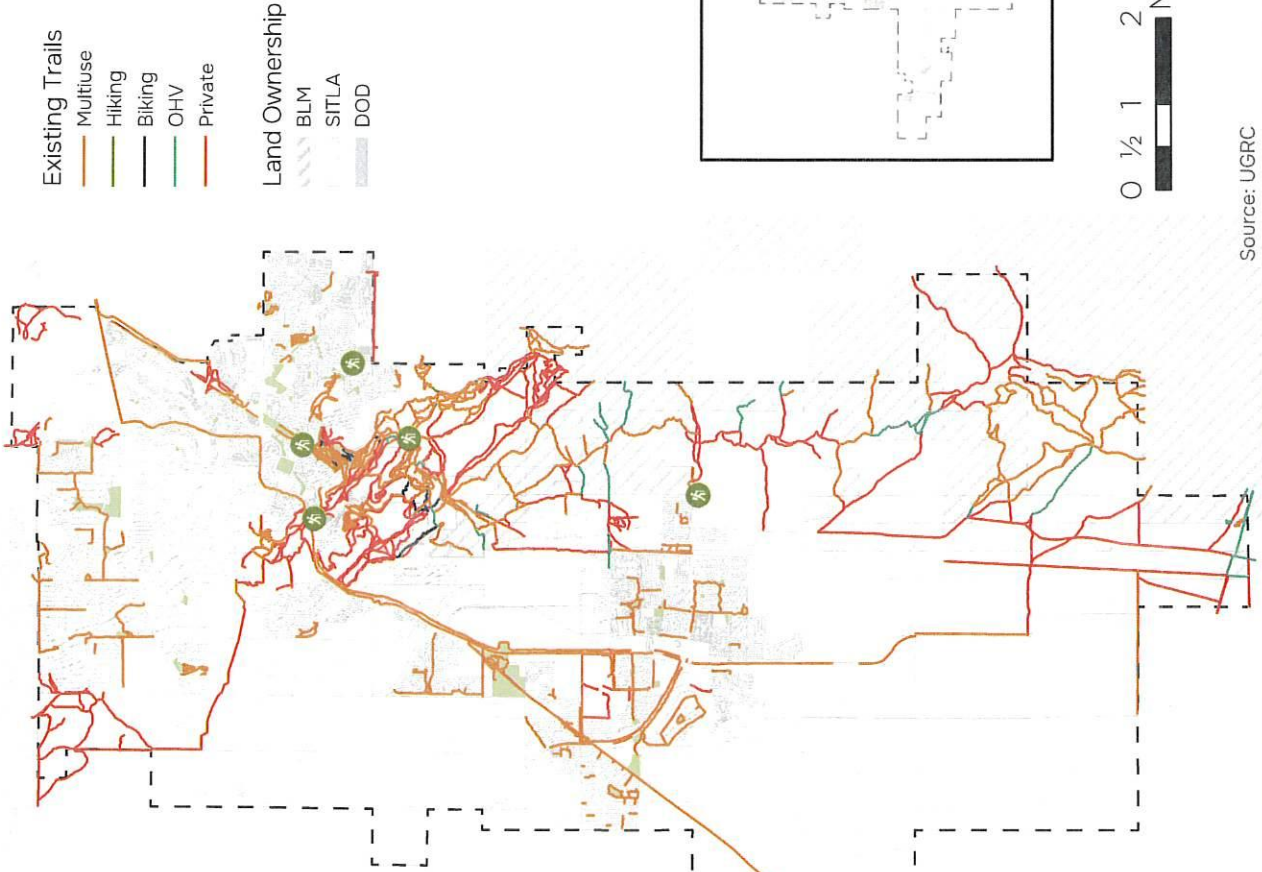


Example of Trail Access Points

Source: Alta Planning + Design

The existing trail system in the city can be categorized by primary user group. Hiking optimized trails are highlighted in green, bike optimized trails highlighted in blue, motorized trails in teal, and multi-use trails shared between hikers, bikers, equestrians, and motorized users highlighted in orange. The green trailhead icons represent major city-owned trailheads. The high volume of trails and variation in both types and intended users make Eagle Mountain a desirable destination for year-round recreation for all ages and abilities.

Trails on private property (shown in red) are currently unsanctioned and are not maintained or managed by the City. Access to these trails may be restricted or closed by property owners at any time.



## MAP #01- EAGLE MOUNTAIN EXISTING TRAIL SYSTEM



TRAILS

**Key Takeaways:**

- Demonstrates how trails can become a defining element of a community's character.
- Shows the value of a continuous, regionally linked paved and natural surface trail system that connects neighborhoods, schools, parks, and commercial areas for all ages and abilities.
- Strong, unified brand and creative events around trails can boost tourism, community pride, and local business activity.
- Collaboration among public agencies, nonprofits, and philanthropy can accelerate trail development and stewardship.

**BENTONVILLE, AR  
TRAIL CASE STUDY**

Bentonville, Arkansas is one of the United States' premiere trail towns, weaving its paved and natural surface trails directly into the city's identity. The Razorback Regional Greenway—Northwest Arkansas' iconic paved trail—provides the backbone of the paved trail network through Bentonville and neighboring cities. The greenway links dozens of community destinations: downtowns, cultural anchors, neighborhoods, schools, parks, and the nearly 70-mile network throughout the city.

The regional network has been leveraged into a clear brand—Visit Bentonville promotes itself as the “Mountain Biking Capital of the World.” Over 400-miles of trails wind through the bluffs and hollows of Northwest Arkansas. This is enhanced through coordinated marketing and signature events, such as Square 2 Square Bike Ride (a family-friendly programmed ride on the Razorback Greenway with live music and local vendors) and Bentonville Bike Fest (a four-day event featuring races, demos, and workshops for all skill levels). Additionally, Bike Bentonville, a nonprofit working to create a bicycle-friendly community, is further enhancing the brand and culture. They focus on trail development, youth initiatives, education, advocacy, and events to benefit both residents and visitors.

Implementation in Bentonville has depended on a mix of public investment, philanthropic support, and nonprofit partnerships to expand and maintain trails while managing safety and user experience. Whether its heart-pounding downhill, huge gaps and drops, or family-friendly trails—Bentonville has it all.



Source: Razorback Greenway

Razorback Greenway

## PAVED TRAIL RECOMMENDATIONS

PLAN AND DESIGN EAGLE MOUNTAIN'S  
PAVED TRAIL NETWORK FOR ALL AGES,  
ABILITIES, AND USER TYPES.

### Strategy #1. Design Eagle Mountain's paved trail network for all ages, abilities, and user types.

- **Policy 1.1.** Ensure shared use paths and on-street bicycle facilities are designed to Utah Trail Network standards for safety and comfort, including lighting at key nodes and intersections, maintaining sightlines, etc.
- **Policy 1.2.** Develop and add into the City's development code a set of comprehensive design standards for paved trails (e.g., the use of saw-cut joints, facility widths, minimum buffers, etc.) that meet or exceed industry standards—as identified in American Association of State Highway and Transportation Officials' (AASHTO's) Guide for the Development of Bicycle Facilities, Utah Department of Transportation's (UDOT's) Utah Trail Network Design Standards, Federal Highway Administration's (FHWA's) Small Town and Rural Multimodal Networks, and other standards.

Eagle Mountain's walking and biking network, including paved trails and on-street bicycle facilities, should form seamless links between neighborhoods, schools, commercial centers, parks, open spaces, and trailheads. When asked what amenities survey respondents would like to see most, walking and biking trails was ranked highest at over 70 percent. Furthermore, 54 percent of respondents thought Eagle Mountain should prioritize building new trails, the second highest choice.

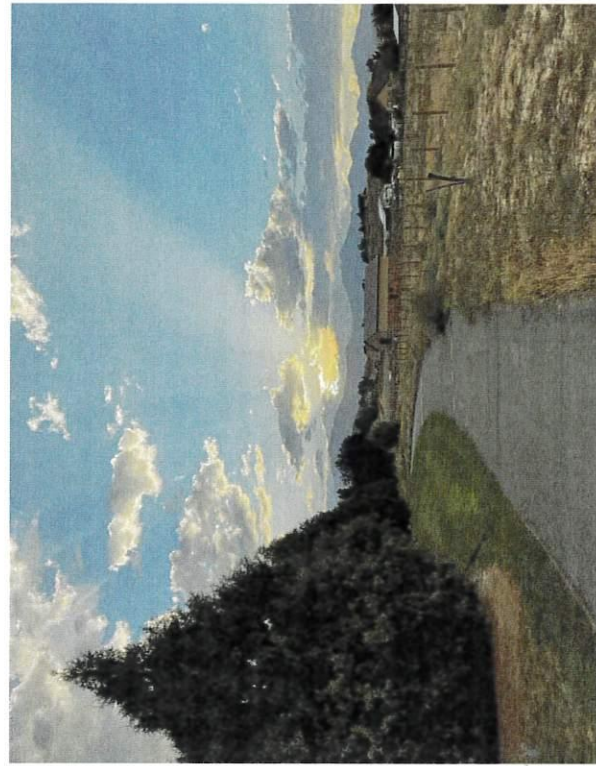
FIGURE 4.1 - CROSSING RECOMMENDATIONS BY ROADWAY SPEED & VOLUME

Roadway Type	*ADT <9k ≤30mph    ≥40mph		*ADT 9k -15k ≤30mph    ≥40mph		*ADT <15k ≤30mph    ≥40mph		Crossing Treatments:
	A	B	A	B	A	B	
2 lanes	1, 2, 4, 5	4, 5	2, 4, 6	4, 6	2, 4, 6	4, 6	<b>A</b> Marked crosswalk and signage <b>B</b> Rectangular Rapid-Flashing Beacon (RRFB) + "A" treatments <b>C</b> Pedestrian Hybrid Beacons (PHB) or signal + "A" treatments  <b>Additional Enhancements:</b> 1. Raised Crosswalk 2. In-street pedestrian sign 3. Advanced "yield here to" markings and signage 4. Pedestrian refuge island 5. Curb extensions/bulb-outs 6. Road diet 7. Grade separation
3 lanes w/ raised median	1, 2, 3, 4, 5	3, 5	2, 3, 6	3, 6	2, 3, 6	3, 6	
3 lanes w/o raised median	1, 2, 3, 4, 5	3, 4, 5	2, 3, 4, 6	3, 4, 6	2, 3, 4, 6	3, 4, 6	
4+ lanes w/ raised median	3, 5, 6	3, 5, 6	3, 5, 6	3, 5, 6	3, 5, 6	3, 5, 6, 7	
4+ lanes w/o raised median	3, 4, 5, 6	3, 4, 5, 6	3, 4, 5, 6	3, 4, 5, 6	3, 4, 5, 6, 7	3, 4, 5, 6, 7	

\*Average Daily Traffic (ADT)

TRAILS

- Policy 1.3.** Develop a city policy for electric bicycles and other electric micro-mobility devices (scooters, one-wheels, skateboards, etc.) to mitigate high speeds and other user conflicts.
- Policy 1.4.** Create bicycle parking standards, based on adjacent land use, to provide users with adequate, functional bike racks (including rack design, placement, amount, etc.)
- Program 1.1.** Where appropriate, improve roadway crossings with enhanced safety measures, such as pedestrian-activated signals, high-visibility markings, curb extensions, signage, and refuge islands, and consider grade-separated crossings at major arterial roadways and other barriers.
- Program 1.2.** Develop new paved trails and on-street bicycle facilities identified in recommendations (shown on page 04.16).
- Program 1.3.** Consider additional amenities within parks, along shared use paths, and at trailheads to provide users important services, such as restrooms, drinking water fountains, shade structures, bicycle parking, and bicycle fix-it stations.



Pony Express Parkway Trail

**Strategy #2. Consider a variety of funding sources and partnerships to implement Eagle Mountain's paved trail network.**

- Policy 2.1** Create requirements and/or incentives for private developers to incorporate trails, connections, and access points from adjacent properties, as well as ensure developer-built facilities meet City design standards.
- Program 2.1.** Actively pursue state and federal grants, identified in the grants section below, to fund the trail network and reduce the financial burden on residents.
- Program 2.2.** Prioritize key gaps and high-use trails in the active transportation network for Eagle Mountain City capital funding to ensure significance projects are implemented in a reasonable timeline and maximize impact of local funding.

- Program 2.3.** Work with adjacent land managers and stakeholders, including Utah Department of Transportation, Bureau of Land Management, Utah County, Utah State Parks, Mountainland Association of Governments, Utah Trust Lands Administration, and others, to collaboratively plan for future trail development, connect with regional destinations, and align with regional transportation corridors.

## CONNECTIVITY TOOLS

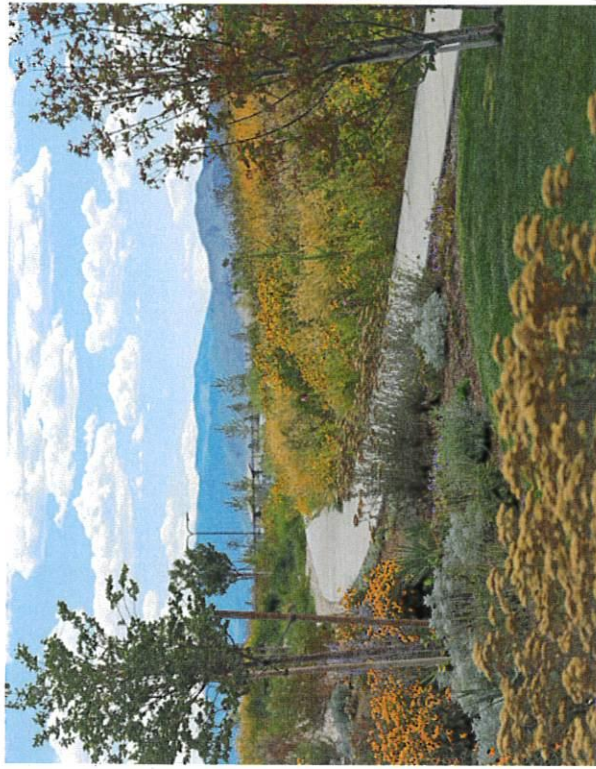
**ENSURE EAGLE MOUNTAIN'S PAVED TRAIL NETWORK CONNECTS IMPORTANT COMMUNITY DESTINATIONS.**

Strong trail connectivity is the simplest aspect of a positive user experience. A connected network of paved trails makes non-vehicular trips more viable and convenient. This results in public health benefits, reductions in vehicle miles traveled, improved air quality, and improved access to destinations.

### **Strategy #3. Connect key destinations through cohesive planning and design of Eagle Mountain's paved trail network. (Reference map #4.2 on pg. #4.16)**

- **Policy 3.1.** Require or incentivize developers implement periodic trail cut-throughs in subdivisions, as well as pedestrian access points at the end of the cul-de-sacs, if appropriate, to provide convenient access to adjacent parks, trails, and broader active transportation network.
- **Program 3.1.** Provide frequent, regular access points to paved trails within neighborhoods to ensure residents can easily access the broader network and walk, bike, or roll to nearby parks and open space.
- **Program 3.2.** Inventory the city's sidewalk network to prioritize the filling of critical gaps to popular destinations, parks, trails, and open spaces.
- **Program 3.3.** Plan and design trailheads and access points strategically to promote ease of access and limit traffic, parking, and other impacts on neighborhoods (e.g., major access points on arterial or collector roads).
- **Program 3.4.** Co-locate trailheads, where feasible, with other facilities, such as parks, schools, or community centers, to share resources (e.g., parking, restrooms, drinking water fountains, access points, etc.)

- **Program 3.5.** Identify utility easements, stream corridors, and undeveloped open space for trail corridors to neighborhoods, parks, trailheads, and other community destinations, especially for the North Benches neighborhood.



Source: Vincent Diccott, MHTN

Firefly Paved Trail

**MAINTENANCE STRATEGIES**  
**MAINTAIN AND INVEST IN EAGLE MOUNTAIN'S  
PAVED TRAIL NETWORK TO MAXIMIZE RESOURCES  
AND PROTECT INVESTMENTS.**

Regular maintenance is a critical component of a high-quality trail system. Without proper and timely maintenance, trails are at risk of erosion, overgrowth, and degradation, posing a risk to user safety and degrading user experience. People are more likely to walk, bike, or roll for transportation and recreation when they have access to well-maintained trails.

According to survey results, over three-quarters of respondents selected maintain and improve existing parks and trails when asked what investments the city should prioritize. Trail maintenance also minimizes impact on our ecosystems, preserving wildlife habitat value and the beauty of the landscape. Lastly, maintenance protects the investments made in building trails, ensuring trails continue to be assets to the community long into the future.

**Strategy #4. Coordinate between departments to ensure clear and consistent maintenance goals.**

- **Policy 4.1.** Coordinate with City Departments (including Parks & Recreation, Roads, and Public Utilities), Utah County, Utah Department of Transportation, and other relevant partners to develop a prioritization schedule that extends paved and natural surface trail longevity, including resurfacing, sweeping, vegetation control, and snow removal.
- **Program 4.1.** Inventory existing trails and trailheads through use data, surveying, and site assessments to prioritize areas of high use for maintenance and improvements to enhance functionality.
- **Program 4.2.** Inventory Eagle Mountain City operations and staffing and adjust as needed to maximize resources to ensure trails meet desired levels of service.

- **Program 4.3.** Align with Eagle Mountain's network with Utah Trail Network recommendations, including the Pony Express Parkway Trail, to partner with the Utah Department of Transportation on improvements and maintenance. More information on the Utah Trail Network: <https://utahtrailnetwork.udot.utah.gov/>.

**Strategy #5. Diversify the maintenance and care of Eagle Mountain trails.**

- **Program 5.1.** Create a volunteer stewardship program, such as adopt-a-trail, that leverages volunteers, schools, nonprofits, and other community-based groups to aid in the maintenance and improvement of the paved and natural surface trail system (including clean-ups, noxious weed removal, natural surface trail building days, and other volunteer-based stewardship activities.)

**Strategy #6. Invest in and maintain quality amenities and landscapes along trails.**

- **Program 6.1.** Add amenities, including trash and recycling cans and dog waste stations, to popular shared use paths and trailheads that help users maintain the trail network.
- **Program 6.2.** Enhance the landscaping, particularly adjacent to paved trails, with native vegetation, wildflowers, shade trees, and drought-tolerant species to minimize water-use and maintenance.

## WAYFINDING & PROMOTION

### IMPROVE WAYFINDING, PROGRAMMING, AND TRIP PLANNING TOOLS TO INCREASE SAFETY AND USE OF TRAILS IN EAGLE MOUNTAIN.

Wayfinding signage, an essential component for any trail network, creates more intuitive, user-friendly trails. Clear and consistent signage helps users navigate the network, identify connections to destinations or other trails, and understand distances and travel times. This can help reduce barriers and uncertainty for some users, encouraging more people to walk, bike, and roll. Additionally, signage can include information on trail etiquette, allowed trail users, and speed limits. When asked about conflicts, survey respondents ranked lack of trail etiquette (45 percent) first, followed by lack of signage (24 percent) and speed disparities (20 percent).

Promotion and trip planning, including digital wayfinding tools, plays a vital role in enhancing how people experience and connect with trail systems, complimentary to the on-site wayfinding system. When people can easily find trails that fit their interests and abilities, their experience is safer, more enjoyable, and more memorable. Promoting trails supports local economies by connecting recreation to neighborhoods, businesses, and other destinations to strengthen these community assets.

### Strategy #7. Develop a wayfinding strategy that reflects community character and improves safety and comfort for all users.

- **Program 7.1.** Install wayfinding signage with cohesive branding on all major, high-use paved trails that identifies destinations, connections to other trails, and distances, as well as complements the park and open space system.
- **Program 7.2.** Install additional signage identifying appropriate trail etiquette for each user type, allowed user types on the trail, and speed limits.
- **Program 7.3.** Incorporate interpretive signage and cultural storytelling elements along major paved trails, including historic references, natural features, and community narratives.

### Strategy #8. Create promotional and trip planning tools to compliment Eagle Mountain's trail network.

- **Policy 8.1.** Collect data on trail use and community perspectives through trail counters and intercept surveying to develop an annual "State of the Trails" report to track progress, highlight improvements, and share public input.
- **Policy 8.2.** Publish "Safe Routes to School" online with suggested safe and comfortable routes to Eagle Mountain schools, accompanied with ample and secure on-campus bicycle parking and consideration of infrastructure improvements, such as short-term or quick-build safety enhancements, near campuses.
- **Program 8.1.** Create safety and education programming, such as bike buses and classes on bike safety, etiquette, skills, and bicycle maintenance, to get more youth and families using active transportation.
- **Program 8.2.** Support periodic giveaways, including helmets, lights, and reflectors, to provide residents with the tools and equipment they need to ride safely.
- **Program 8.3.** Create online trip planning tools, such as a website with a digital trail map showing routes, conditions, and points of interest, trail etiquette information, rules dictating trail use, and an active living event calendar.

TRAILS

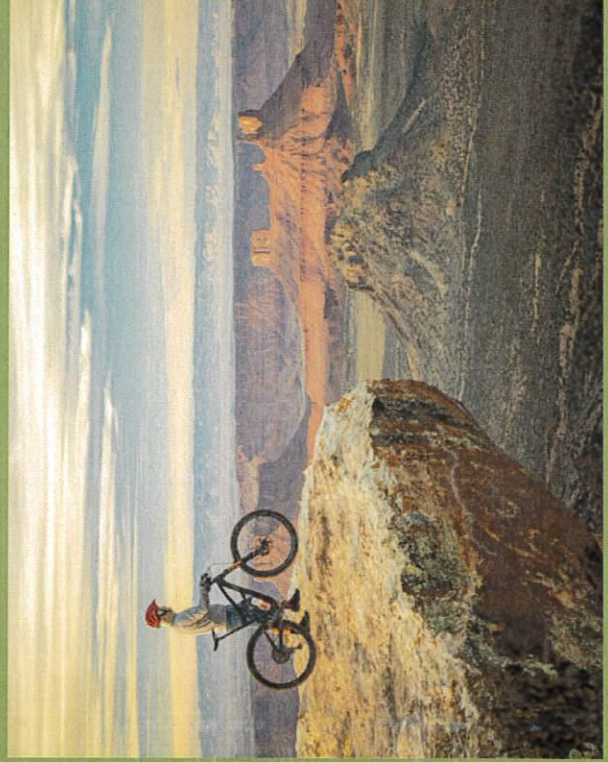
**Key Takeaways:**

- Seamless connections between paved and natural surface trails allow users to easily move between neighborhoods, downtown, and recreational destinations.
- A collaborative trail governance model shows how engagement across agencies, departments, and the public strengthens trail planning, funding, and stewardship.
- Signature events can generate regional recognition, boost the local economy, and reinforce a high-quality trail reputation.
- Educational signage, volunteer maintenance, and public outreach can help protect sensitive environments while maintaining user experience and trail investments.

**MOAB, UT  
TRAIL CASE STUDY**

Moab is one of Utah's iconic recreation-based towns, leveraging its extensive network of paved and natural-surface trails to serve residents and visitors alike. The City of Moab and Grand County have strategically expanded paved shared use paths, like the Mill Creek Parkway and Moab Canyon Pathway, to connect the downtown core, accommodations, and community destinations, as well as to the broader natural surface trail network and regional recreation destinations. The city has adopted a "Park Once" strategy, getting visitors and residents out of cars and exploring by bike or on foot. In-town trails, like the popular Portal Trail, and paved trail connections to nearby trailheads, such as Bar M (Moab Brands), create seamless links for users.

Part of Moab's success lies in its coordinated branding, events, and implementation. Grand County's Active Transportation and Trails (GCATT) department and Trail Mix Committee—a group of outdoor recreation enthusiasts consisting of local governments, land managers, user groups, and community representatives—have been and continue to be instrumental in expanding and maintaining the extensive trail network. Signature events, such as Outerbike (a mountain bike demo festival) and the Moab Trail Marathon, attract national attention and support a year-round recreation economy. The long-term maintenance strategy emphasizes stewardship with clear trail signage, user education campaigns, and volunteer-driven maintenance programs to protect sensitive desert landscapes while reinforcing Moab's image as a trail-forward destination that balances access and conservation.



Source: White Richardson

Whole Enchilada route.



The Utah Trail Network—buffered in green—forms the spine for the proposed trail network in Eagle Mountain. Routes proposed in the 2015 Bicycle & Pedestrian Master Plan (BPMP) form the ribs; major priority connections to destinations are buffered with yellow, whereas local connections into neighborhoods are not. Additional trail connections and crossing improvements are added based on community and stakeholder feedback.

**Utah Trail Network**

- Existing
- Planned

**Eagle Mountain ATP - Paved Trails**

- Priority Connection
- Local Connection

**New Trail Connections**

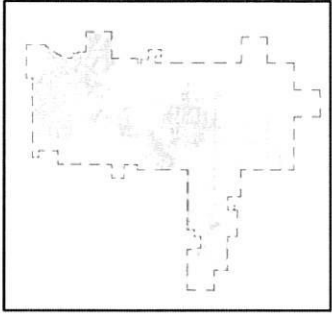
- Proposed
- Crossing Improvements

**Natural Surface Trails**

- Existing

**Land Ownership**

- BLM
- SITLA
- DOD



Map Extent



**MAP #4.2: EAGLE MOUNTAIN PROPOSED REGIONAL PAVED TRAIL SYSTEM**



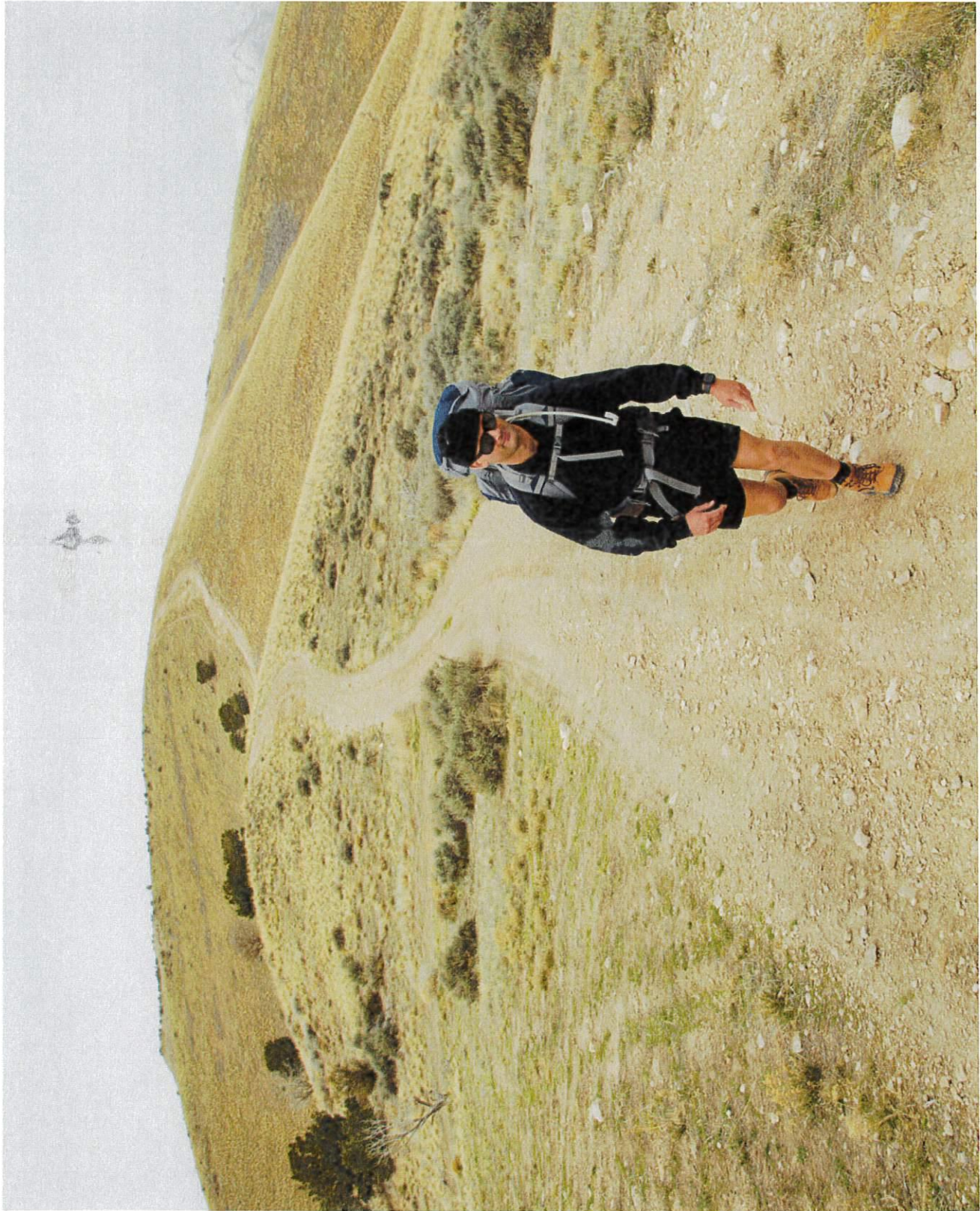
TRAILS

## PRIORITY FUNDING SOURCES

NAME	DESCRIPTION	FUNDING	NOTES
<b>FEDERAL</b>			
<b>Land and Water Conservation Fund State-side Grant Program (LWCF)</b>	Funds the acquisition and development of public outdoor recreation areas. Facilities must be protected in perpetuity, typically with a conservation easement.	\$3 million max grant request.	50% local match. Administered through Utah Division of Outdoor Recreation.
<b>Recreational Trails Program (RTP)</b>	Funds the construction, restoration, and maintenance of recreational trails and trail-related education programs.	~\$2 million available in Utah.	20% state or local match. Administered through Utah Division of Outdoor Recreation.
<b>Transportation Alternatives (TA)</b>	Funds a variety of smaller-scale transportation projects, including pedestrian and bicycle facilities, trails, safe routes to school projects, and vulnerable road user safety assessments.	~\$11 million available in Utah.	20% state or local match but includes exceptions.
<b>STATE</b>			
<b>Community Parks &amp; Recreation Grant</b>	Funds for the rehabilitation and construction of community parks in areas where recreation access may be limited.	\$200,000 max.	40% local match. Administered through Utah Division of Outdoor Recreation.
<b>Recreation Restoration Infrastructure Grant</b>	Funds to restore high-use and high-priority trails or repair and replace developed recreation infrastructure on public lands.	\$250,000 max.	Must be located on public land. Administered through Utah Division of Outdoor Recreation.
<b>Safe Routes to School Program (SRTS)</b>	Assist and encourage students living within 1.5-2 miles to safely walk or bike to school through non-infrastructure (education/encouragement programs) and infrastructure (sidewalks, signage, and bike parking).	Between \$100,000 and \$300,000.	Administered through Utah Department of Transportation.

NAME	DESCRIPTION	FUNDING	NOTES
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	STATE		
<b>Safe Sidewalk Program</b>	Funds for new sidewalks adjacent to state routes where sidewalks do not currently exist and where major construction or reconstruction is not planned for ten or more years.	\$500,000 available.	25% local match. Must be adjacent to state highway, within urban context, with significant pedestrian traffic. Administered through Utah Department of Transportation.
<b>Transportation Investment Fund (TIF)</b>	Active category funds regionally significant paved nonmotorized transportation projects to mitigate congestion (must be in UDOT's Active Transportation Plan).	~\$1.3 billion available.	40% federal, local, or in-kind match. Projects nominated by local governments. Administered through Utah Department of Transportation.
<b>Utah Trail Network (UTN)</b>	Funds to build and maintain state-owned paved trails.	\$100 million available.	Funds used by Utah Department of Transportation.
<b>Utah Outdoor Recreation Grant (UORG)</b>	Funds trails and other outdoor recreation infrastructure to build tourism around the state.	Tier 1 grants range from \$15,000 to \$200,000. Regional tier grants fund up to \$750,000.	50% local match. Local governments eligible. Administered through Utah Division of Outdoor Recreation.



Source: Eagle Mountain

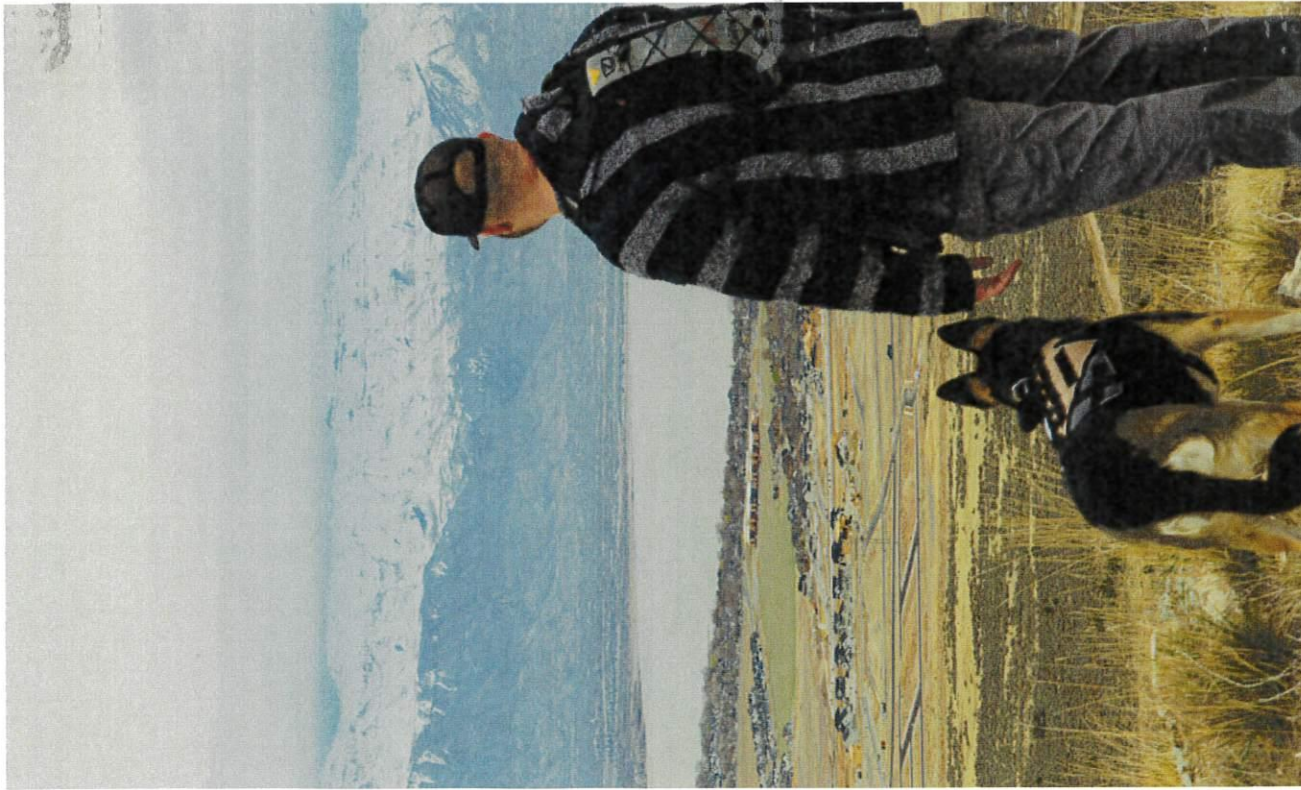
Hiker on Natural Surface Trail in Eagle Mountain.

# 05

# OPEN SPACE

## *In This Chapter*

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Source: Eagle Mountain

Open Space in Eagle Mountain

“The human spirit needs places where nature has not been rearranged by the hand of man.”

Eagle Mountain is a City with unparalleled access to open spaces, whether they be conservation lands, parks, or undeveloped areas owned by the state and federal government.

This chapter discusses the various types of open space found in Eagle Mountain. It defines and classifies the open space and shows them on provided maps. This chapter builds upon and has many references to Eagle Mountain's 2025 Natural Open Space and Wildlife Management Plan.

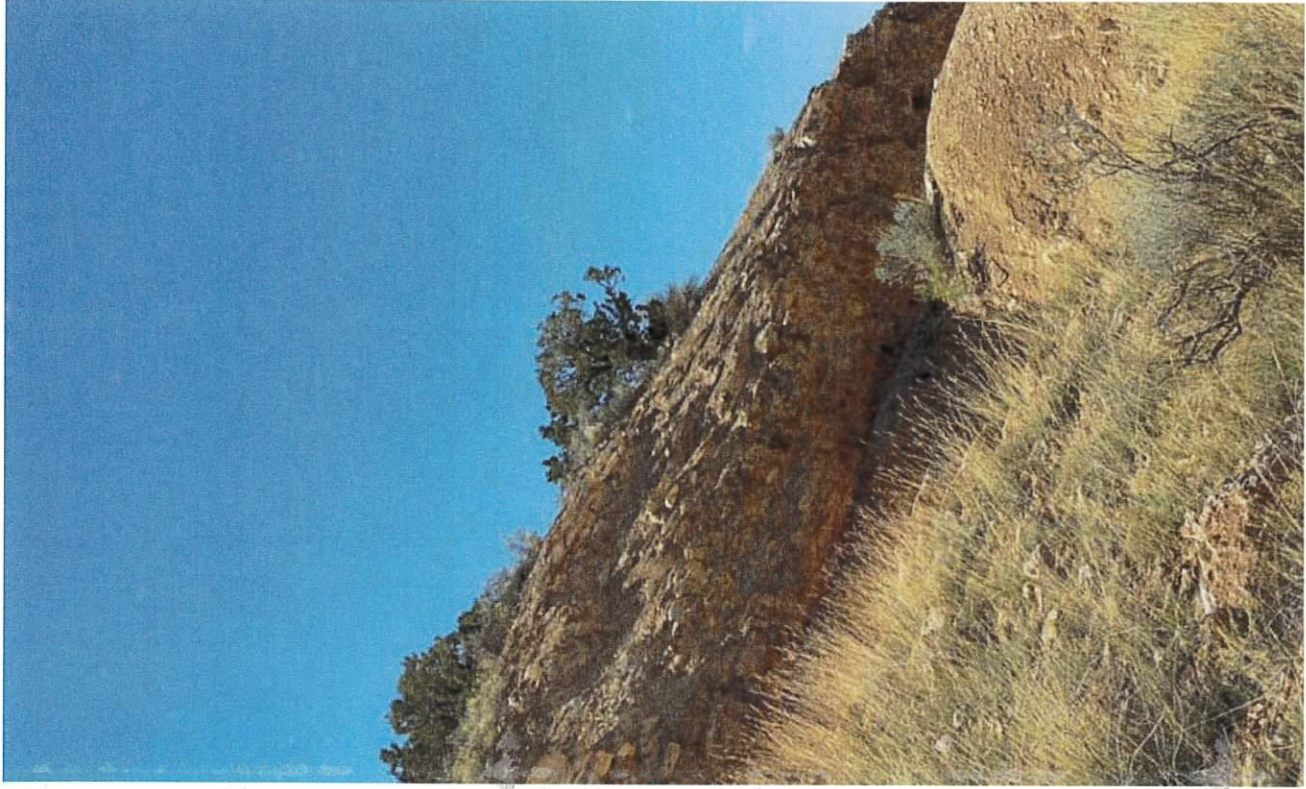
This section ends with recommendations and supporting strategies and policies for open space in Eagle Mountain.

## OPEN SPACE IN EAGLE MOUNTAIN

Eagle Mountain's open spaces require proactive management to reduce the risk of wildfire to protect the ecology and long-term development of Eagle Mountain and surrounding areas. Fire risk abatement focuses on maintaining healthy native vegetation, limiting hazardous fuel loads, and ensuring safe access for emergency response. Collaboration between the city, property owners, land managers, and local fire authorities is crucial in implementing effective practices.

It is important to note that parks are not included within the open space classification system used in this chapter. All information and strategies for parks are addressed independently in the preceding Parks chapter.

Eagle Mountain maintains extensive networks of both parks and open space, each with its own departments and management plans. This intentional breakdown allows for tailored strategies- from habitat conservation to active recreation- that meet the specific needs of each system.



Source: Micki Oliver

Open Space in Eagle Mountain

# EAGLE MOUNTAIN OPEN SPACE CLASSIFICATIONS

Types of city-owned open space

Developed open space is open space that has been altered for pedestrian use. It may include some amenities, infrastructure, and manicured landscapes to support public access, connectivity, or utility functions.

These spaces usually serve as pedestrian corridors, and typically feature turf, planting beds, paved paths, xeric, or other designed elements.

**Maintenance Expectations:**  
Irrigation, mowing, pruning, weeding, amenity upkeep, and trail maintenance.

- Examples include:**
- Pedestrian corridors
  - Utility corridors and rights-of-way
  - City Utility Sites and public access or landscape elements



**DEVELOPED**  
OPEN SPACE

Undeveloped open space is open space that is generally underutilized yet provides flexibility and opportunity for future use.

This categorizes undeveloped open space areas that are either designated for future development or identified as having potential for reclassification into other open space types or parks.

**Maintenance Expectations:**  
Minimal upkeep, weed removal for fire prevention, litter cleanup as needed.

- Examples include:**
- Vacant or remnant parcels within subdivisions
  - Unmanicured buffers or parking strips
  - Graded areas awaiting future improvement or restoration



**UNDEVELOPED**  
OPEN SPACE

Naturalized open space is characterized by native, near-native, xeriscape, and related landscape areas. They have been altered in some way to be a manicured, yet natural landscape that have low maintenance and water needs, especially once established.

These areas usually serve as buffers and can also be found in yards, side yards, right of ways, edges of development, or adjacent to roadways.

**Maintenance Expectations:**  
Infrequent weeding, litter clean up, invasive plant removal, irrigation, and grass mowing.

- Examples include:**
- Xeriscape and native groundcover areas
  - Naturalized buffers
  - Landscaped areas intended for fire abatement



**NATURALIZED**  
OPEN SPACE

Conservation open space classifies areas that are determined to be of value to the community and intended to be protected for the following purposes:

- Natural Resource Protection**
- Public Health and Safety Areas
  - Resource Management Areas
  - Historical/Archaeological Areas

**Maintenance Expectations:**  
Minimal upkeep, invasive plant removal and trail maintenance as required.

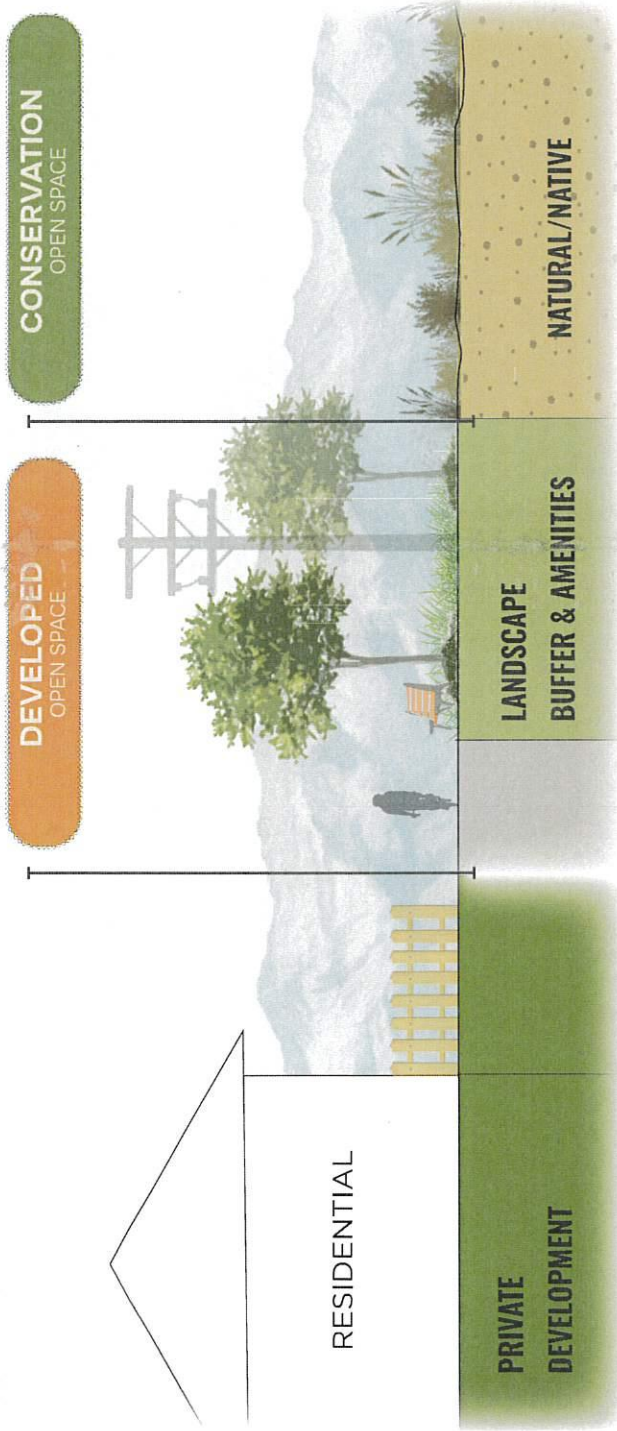
- Examples Include:**
- Wildlife Corridor Overlay Zone
  - Natural Washes i.e. Tick-ville Gulch
  - Detention and Retention Ponds



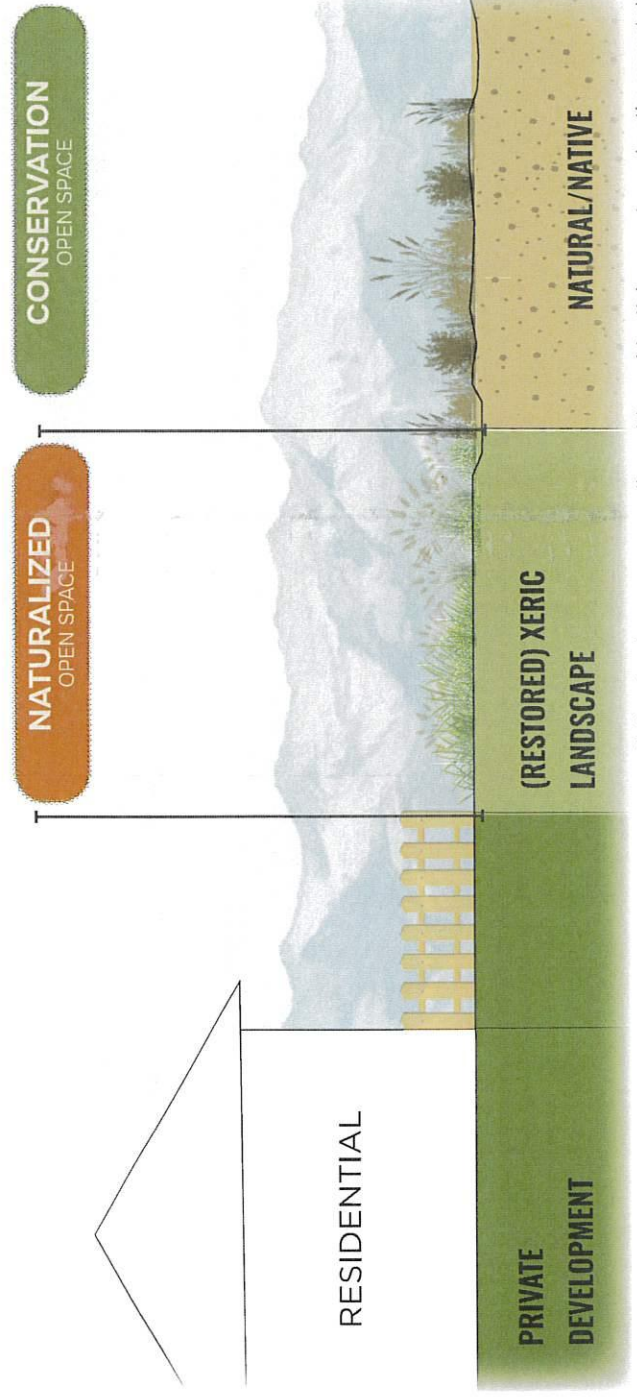
**CONSERVATION**  
OPEN SPACE

OPEN SPACE

TYPES OF OPEN SPACE



Developed open space adjacent to sidewalk and trails and native vegetation



Naturalized open space adjacent to residential property and native vegetation

## STANDARDS AND DEFINITIONS



### DEVELOPED OPEN SPACE

Developed open spaces are actively improved landscapes designed to connect people to places, across public lands. They typically include bicycle, pedestrian, and occasionally vehicular paths with associated landscaping and site furnishings. Regular maintenance is required to preserve their function and appearance.

As it exists today, developed open space mainly consists of lawn, shrub areas, and flower beds. The recommendations section of this chapter outlines strategies for improving water efficiency in these developed landscapes which have to do with converting under-utilized turf areas to xeric and (near) native landscapes as defined in the Naturalized Open Space classification. Future developed open space should prioritize water-wise landscapes and limit turf to areas intended for recreational use.

These open spaces are divided into the following designations:

#### Developed Corridors

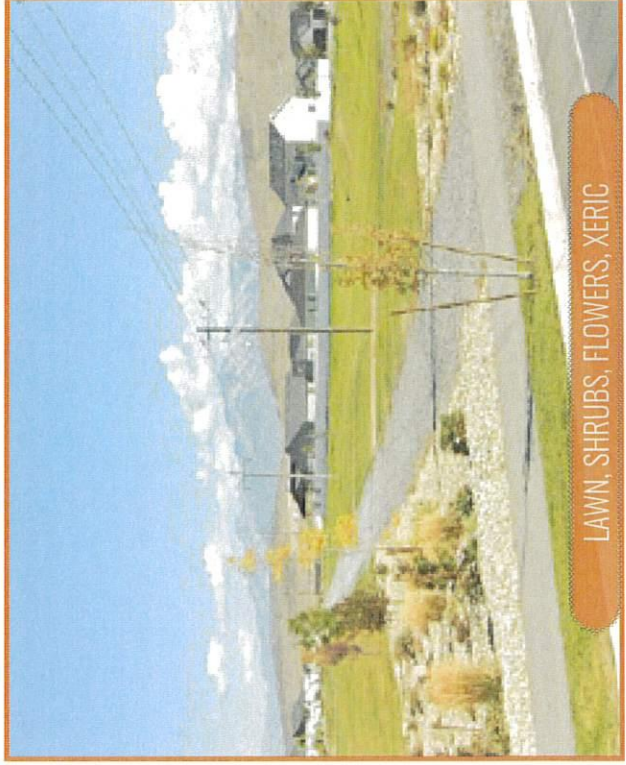
- These areas consist of paved trails passing through manicured and maintained landscape areas.
- This open space could contain amenities such as benches, small pavilions, exercise equipment, information kiosks and restrooms
- Often are adjacent to parks and development

#### Developed Buffers

- Manicured and maintained landscape areas
- May include basic amenities
- Often adjacent to parks and development

### MAINTENANCE EXPECTATIONS

1. These areas are intended to receive periodic to regular maintenance to the trail surfaces, landscapes, and amenities to maintain public safety.
2. Lawns, flower beds, and shrub areas will receive regular maintenance.
3. Regularly take inventory of under-utilized turf areas and convert them to naturalized open space.
4. Monitor water use and maintenance costs to aid future planning decisions.



LAWN, SHRUBS, FLOWERS, XERIC

Eagle Mountain Blvd , EMC

## UNDEVELOPED OPEN SPACE



Undeveloped open space is open space that is generally underutilized, less manicured, yet provide flexibility for future use. These spaces often serve as a buffer or transition between developed open space, parks, and other open spaces. It is often characterized by areas constructed at some point but remains largely untouched.

This section outlines undeveloped open space areas that are either designated for future development or identified as having potential for reclassification into other open space types or parks.

### Undeveloped Buffers

- Unmanicured open space serving as a buffer between land uses

### Areas of Future Development

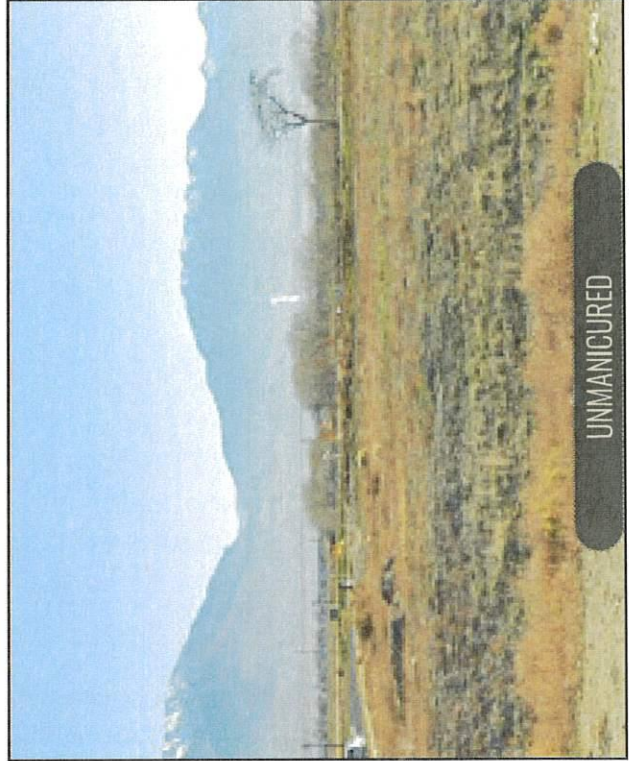
- City Center
- Expansion to Mountain Ranches Bike Park
- Cory B Wride Memorial Park Expansion
- Hidden Valley Development

### Opportunities for Reclassification

- Areas that aren't fit for development to become naturalized buffers with ecological benefits, fire abatement characteristics, and improved aesthetics.
- Develop open space to fill gaps in pedestrian corridors
- Expansion of parks into undeveloped open space where there is demand, and opportunity to fill park service gaps.

## MANAGEMENT STANDARDS

1. Identify undeveloped open space areas fit for improvements to become developed or naturalized open space or parks.
2. Undeveloped open space adjacent to existing parks should be considered for park expansion area to help fill gap areas identified in the parks chapter.
3. Protect and enhance areas of natural landscape within undeveloped open space when development occurs.



Eagle Mountain, EMC

## NATURALIZED OPEN SPACE



Naturalized open space serves as a transition between urban and development and conservation/ natural open spaces. These areas may include buffer strips, front, back, and side yards, greenways, and open space dedications related to specific developments. Like Developed Open Space, these areas have been constructed serve the community, but are distinguished by their natural characteristics.

These areas of open space are intentionally planted or maintained with native, drought-tolerant, or low-maintenance vegetation to create a natural appearance while also providing sound buffers, manage stormwater, and support some passive recreation.

The recommendations section of this chapter outlines strategies for expanding the amount of Naturalized Open Space in Eagle Mountain, as well prioritizing these water-wise landscapes in future development.

These open spaces are divided into the following designations:

### Xeric Buffers

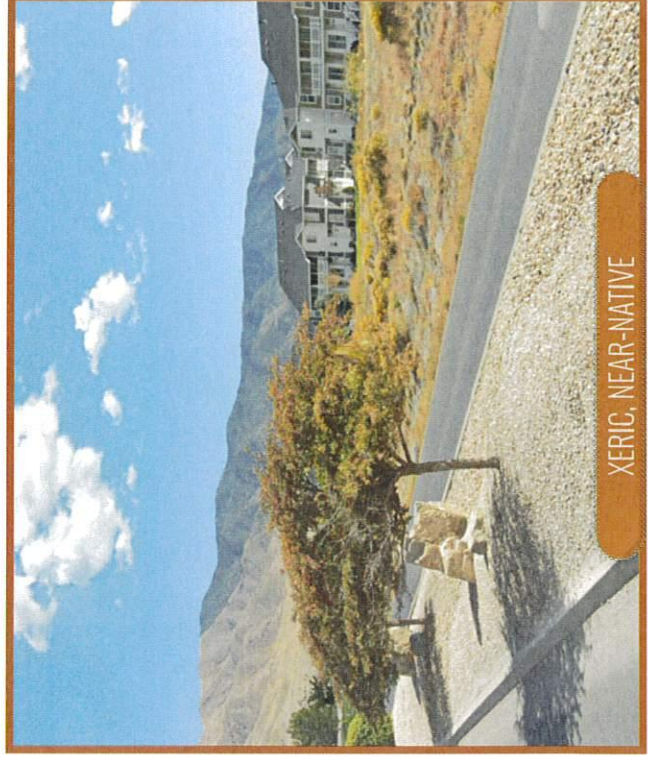
- A mixture of manicured and non-manicured buffers that require minimal maintenance consisting of rock and extremely low water and low maintenance plants.

### Native and Near-Native Landscaping

- A mixture of manicured and non-manicured buffers that require minimal maintenance consisting of rock and extremely low water and low maintenance plants.

## MAINTENANCE EXPECTATIONS

1. These areas are intended to provide a transition between urban development and natural landscapes.
2. Convert unused turf areas to naturalized open space to decrease maintenance, costs, and water requirements.
3. Naturalized open space shall be managed to minimize wildlife hazards through proactive vegetation management, and fuel reduction.



Eagle Mountain Blvd , EMC



## CONSERVATION OPEN SPACE

Conservation open space is land determined to be of value to the community and is to be protected for the following purposes:

### Natural Resource Protection

- Areas intended to protect natural occurrences of native vegetation and important wildlife habitat that have community wide significance.
- This may include unique or fragile wildlife habitat and significant wildlife corridors (e.g., Wildlife Corridor Overlay Zone)

### Public Health and Safety Areas

- Areas that are protected or limited in use or development due to public health and safety concerns.
- These may include flood plains, stream channels or canals, wetlands, unstable areas (e.g., landslides, slumps, fault zones), areas with limitations for development due to steep slopes or shallow depths to bedrock, and/or aquifer recharge areas.
- Natural washes including Tickville Gulch
- Detention and Retention Ponds

### Resource Management Areas

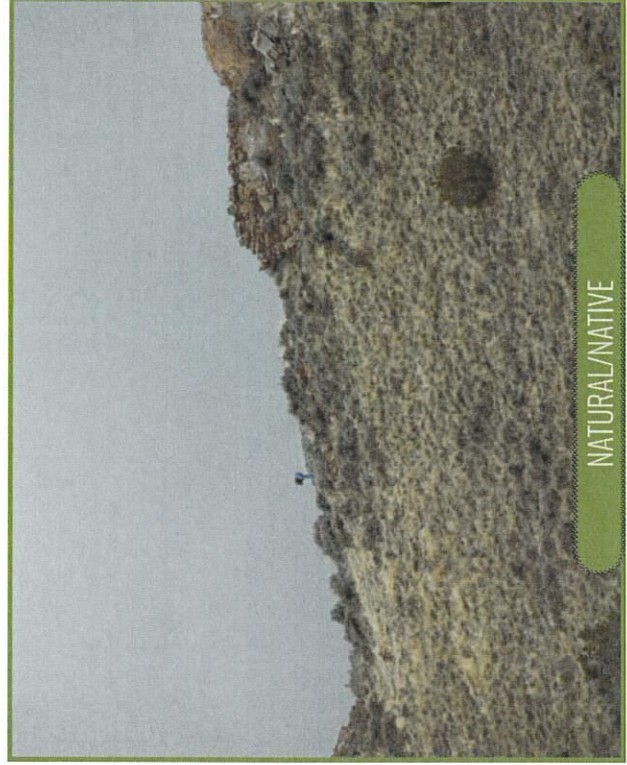
- Areas reserved and used for agriculture, forestry and livestock production which may include farmland, forests and fisheries
- These areas are intended to be used and maintained for active natural resource production.

### Historical/ Archeological Areas

- Areas with important natural, cultural, historical and other community values which may include historical sites and archeological sites.
- Given the resource protection emphasis in these areas, public access may not be provided or may be limited.

## MANAGEMENT STANDARDS

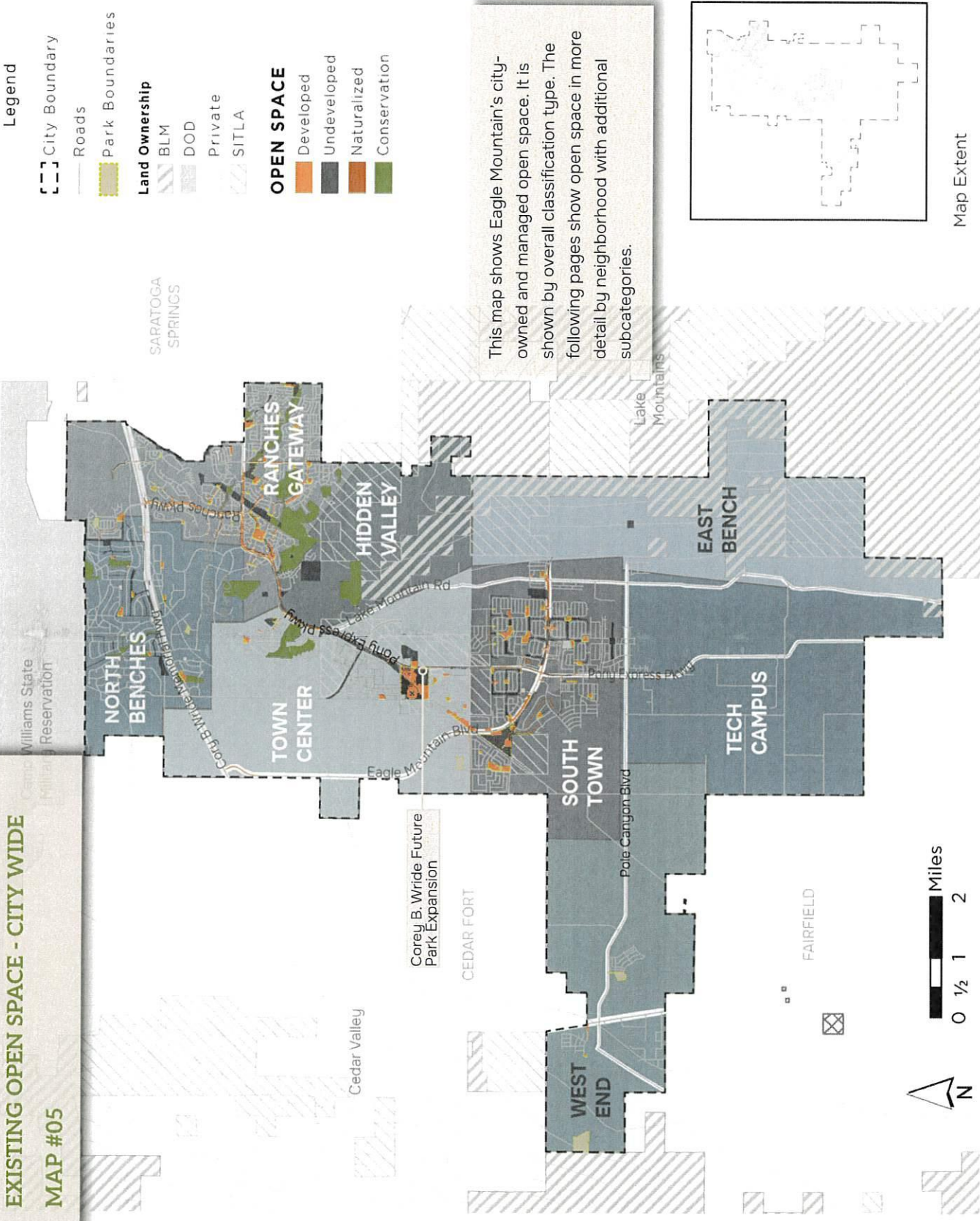
1. These areas are primarily native habitats and don't require maintenance beyond invasive plant mitigation, native plant restoration, and occasional trail and amenity upkeep.
2. These areas are to be protected for the public's health and safety- development should be limited/ non-existent.
3. These areas may be used for some forms of passive recreation such as hiking and biking trails where



Eagle Mountain Blvd, EMC

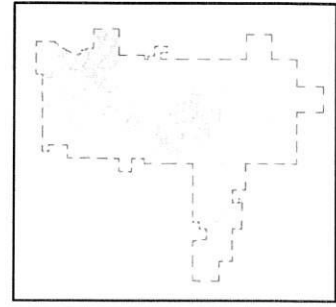
**EXISTING OPEN SPACE - CITY WIDE**

**MAP #05**

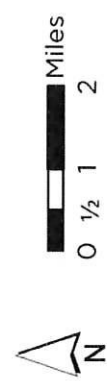


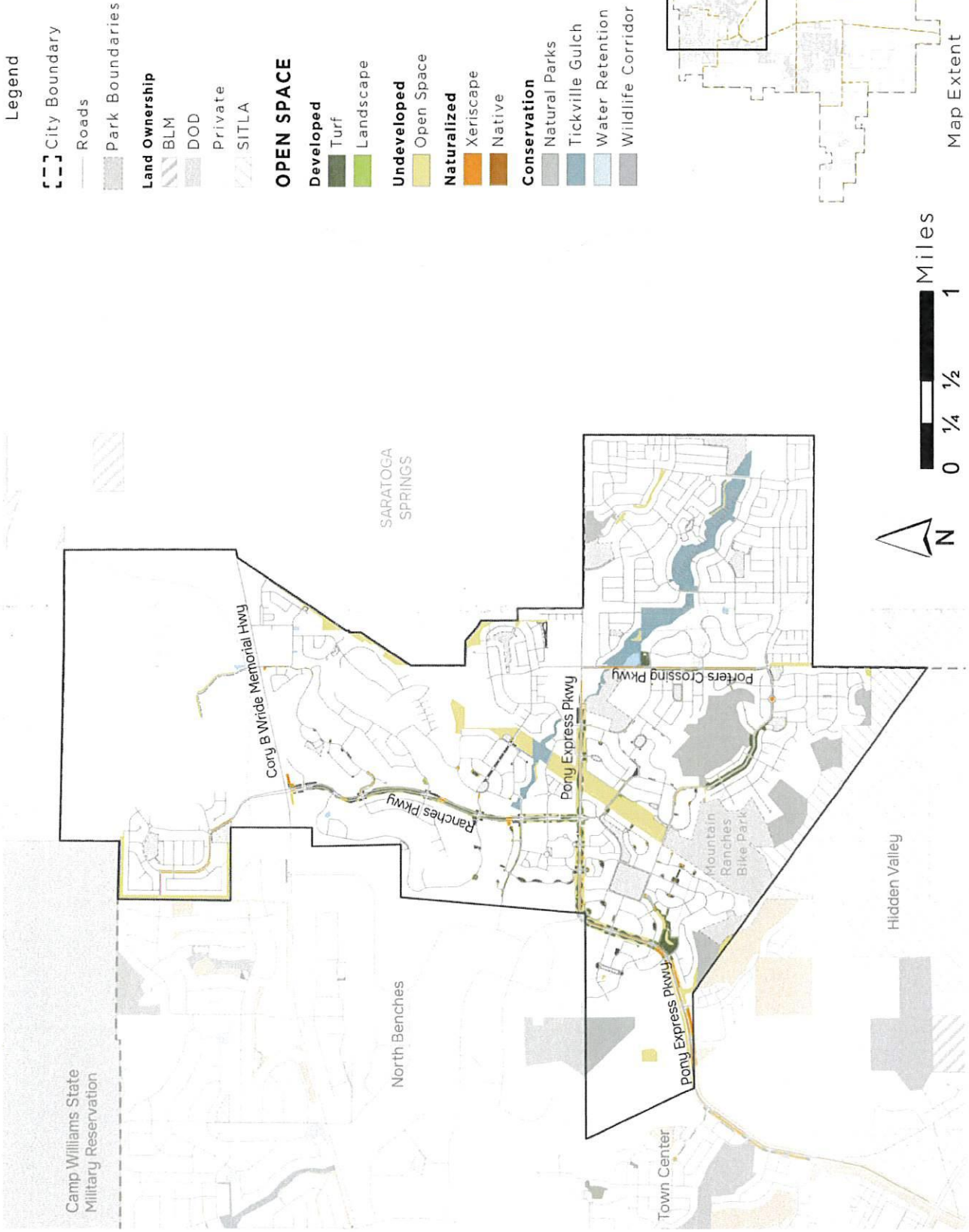
- Legend**
- City Boundary
  - Roads
  - Park Boundaries
- Land Ownership**
- BLM
  - DOD
  - Private
  - SITLA
- OPEN SPACE**
- Developed
  - Undeveloped
  - Naturalized
  - Conservation

This map shows Eagle Mountain's city-owned and managed open space. It is shown by overall classification type. The following pages show open space in more detail by neighborhood with additional subcategories.



Map Extent





**Legend**

- City Boundary
- Roads
- Park Boundaries
- Land Ownership**
  - BLM
  - DOD
  - Private
  - SITLA

**OPEN SPACE**

- Developed**
  - Turf
  - Landscape
- Undeveloped**
  - Open Space
- Naturalized**
  - Xeriscape
  - Native
- Conservation**
  - Natural Parks
  - Tickville Gulch
  - Water Retention
  - Wildlife Corridor



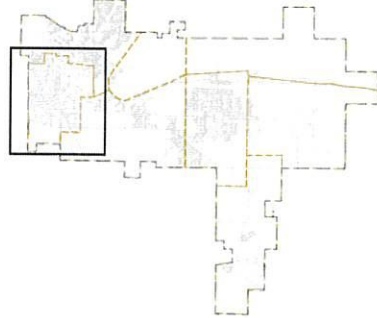
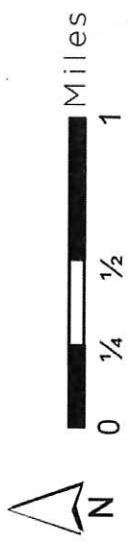
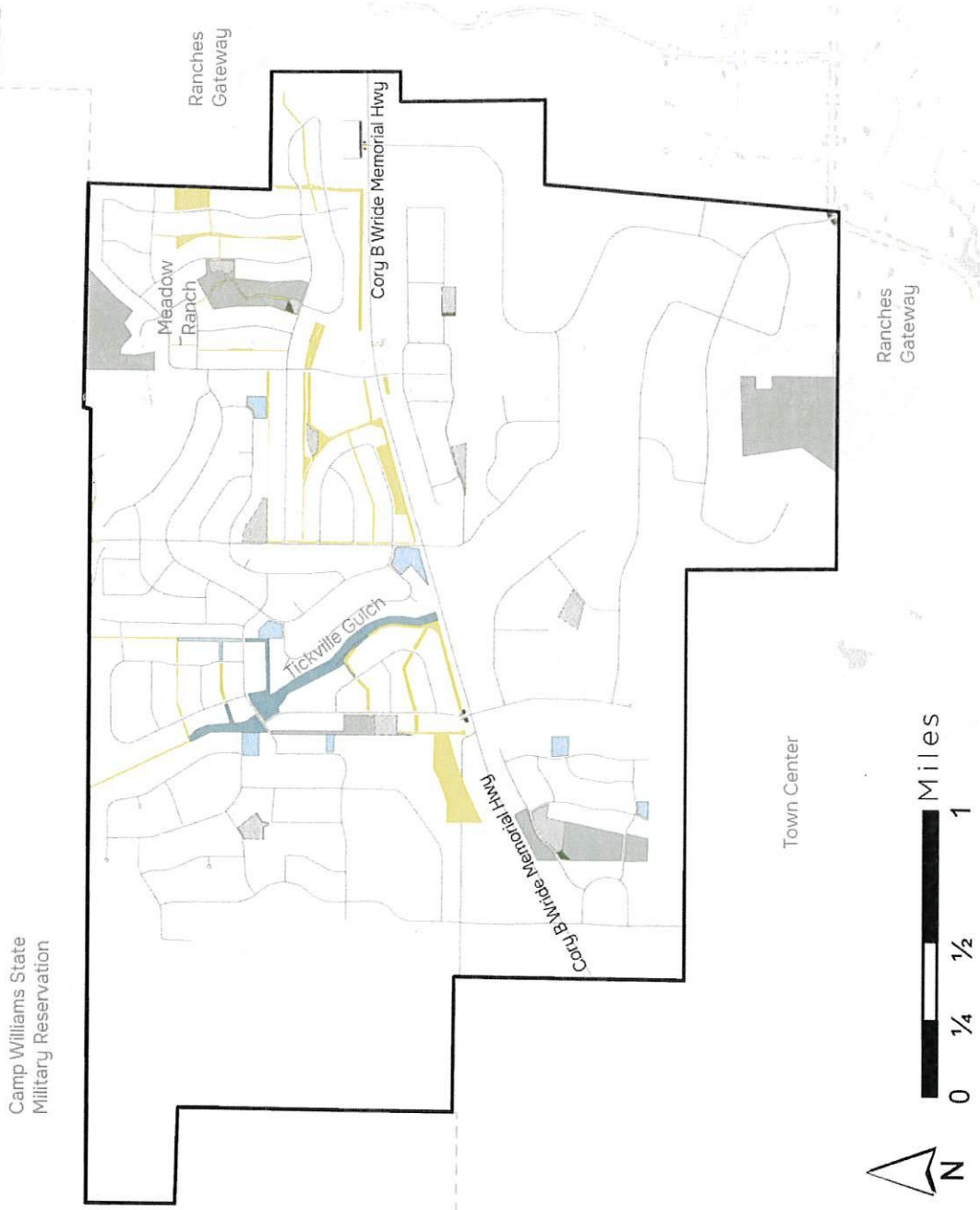
Map Extent

**Legend**

- City Boundary
- Roads
- Park Boundaries
- Land Ownership**
- BLM
- DOD
- Private
- SITLA

**OPEN SPACE**

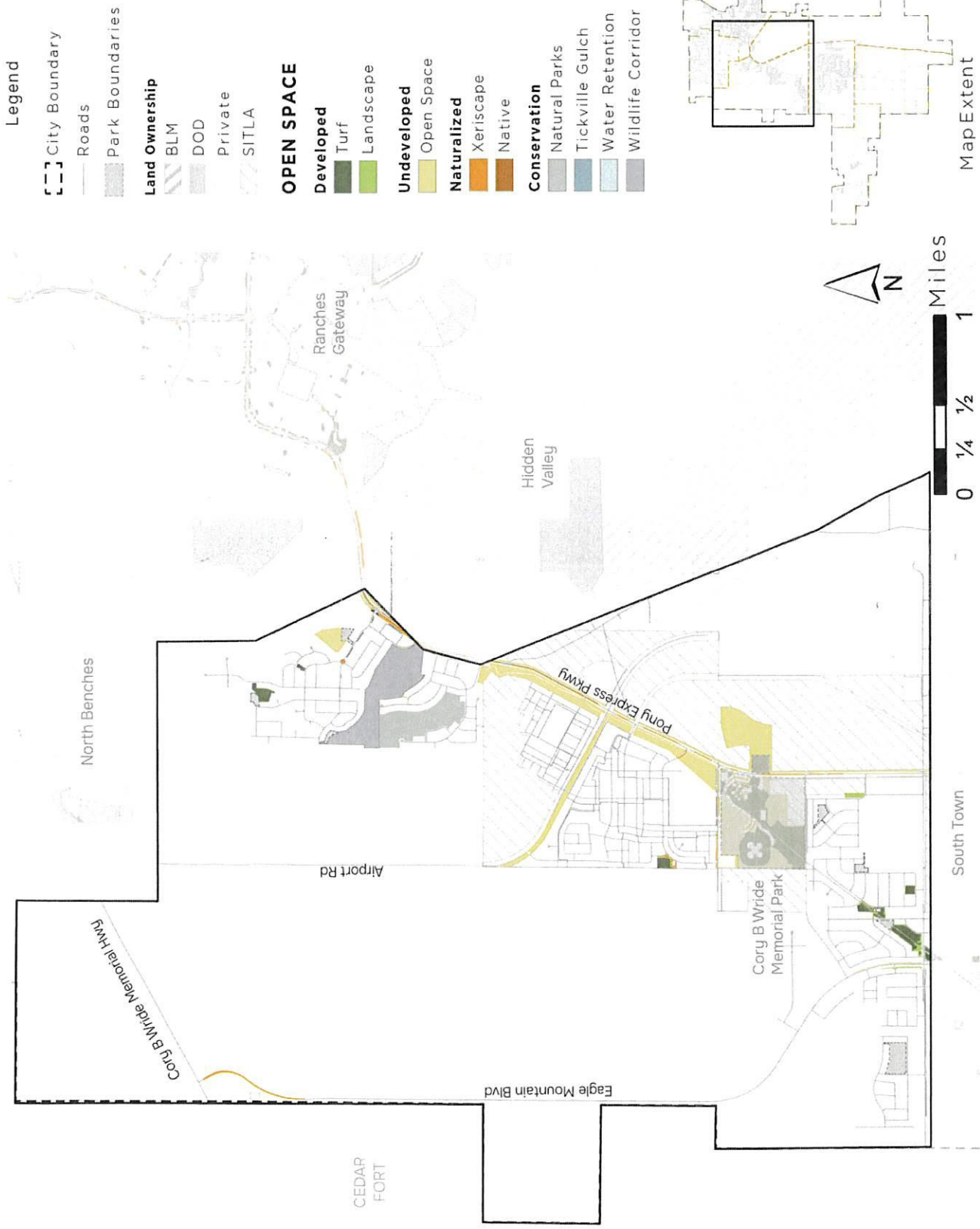
- Developed**
- Turf
- Landscape
- Undeveloped**
- Open Space
- Naturalized**
- Xeriscape
- Native
- Conservation**
- Natural Parks
- Tickville Gulch
- Water Retention
- Wildlife Corridor



MapExtent

**MAP #07: OPEN SPACE - NORTH BENCHES**



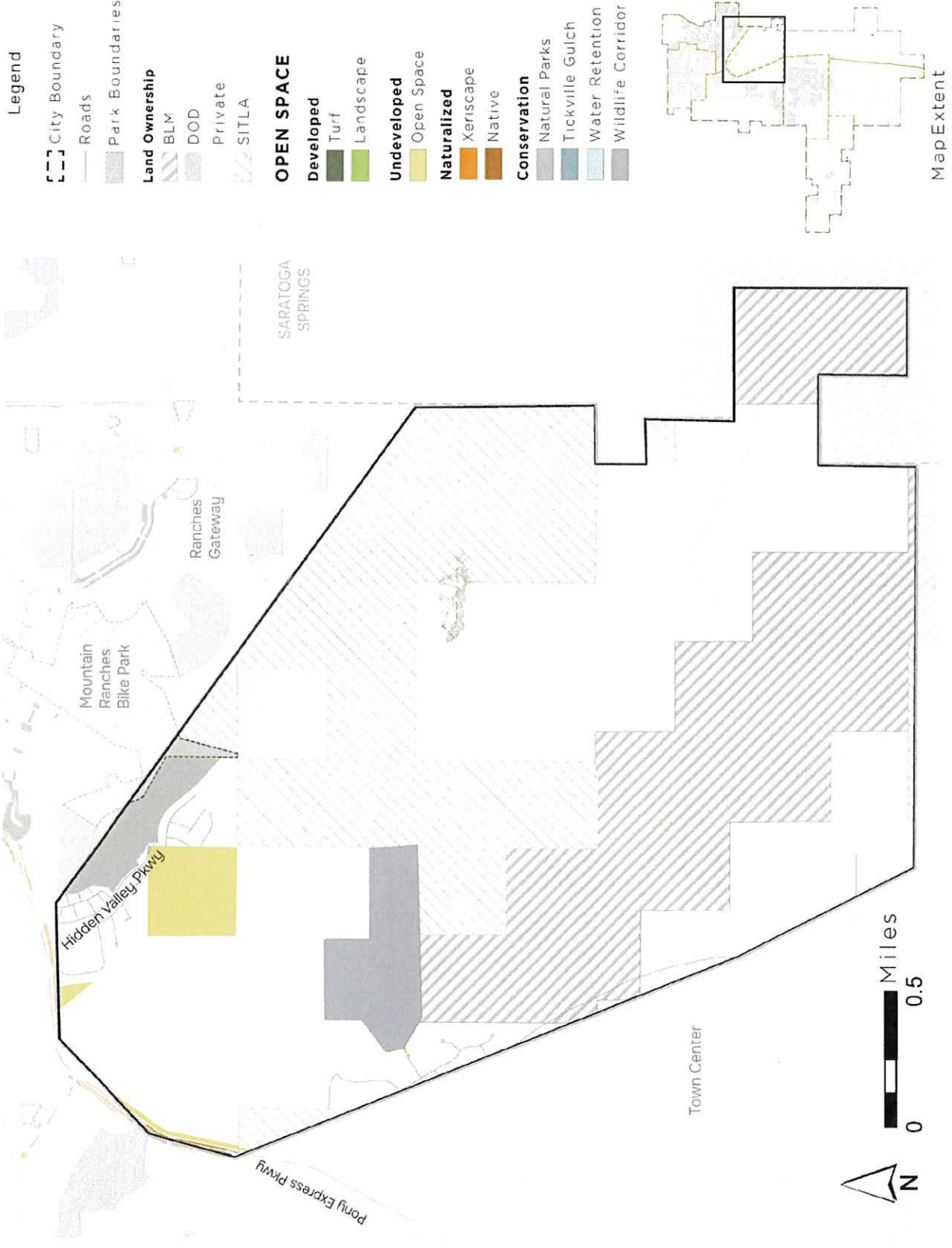


**Legend**

- City Boundary
- Roads
- Park Boundaries
- Land Ownership**
- BLM
- DOD
- Private
- SITLA
- OPEN SPACE**
- Developed**
- Turf
- Landscape
- Undeveloped**
- Open Space
- Naturalized**
- Xeriscape
- Native
- Conservation**
- Natural Parks
- Tickville Gulch
- Water Retention
- Wildlife Corridor

**MAP #08: OPEN SPACE - TOWN CENTER**





**Legend**

- City Boundary
- Roads
- Park Boundaries
- Land Ownership**
  - BLM
  - DOD
  - Private
  - SITLA
- OPEN SPACE**
  - Developed**
    - Turf
    - Landscape
  - Undeveloped**
    - Open Space
  - Naturalized**
    - Xeriscape
    - Native
  - Conservation**
    - Natural Parks
    - Trickville Gulch
    - Water Retention
    - Wildlife Corridor

MapExtent

Legend

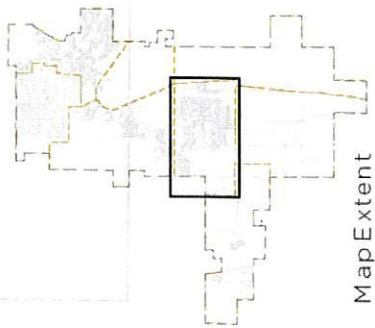
- City Boundary
- Roads
- Park Boundaries
- Land Ownership**
  - BLM
  - DOD
  - Private
  - SITLA
- OPEN SPACE**
  - Developed**
    - Turf
    - Landscape
  - Undeveloped**
    - Open Space
  - Naturalized**
    - Xeriscape
    - Native
  - Conservation**
    - Natural Parks
    - Tickville Gulch
    - Water Retention
    - Wildlife Corridor



Tech Campus



Map Extent



MAP #10: OPEN SPACE - SOUTH TOWN



## WILDLIFE CORRIDOR

### BACKGROUND

From the Eagle Mountain General Plan, Key Initiative #1: Meaningful Open Space and Amenities, Guideline #1 recommends “Preserve Eagle Mountain’s scenic beauty, vistas, and wildlife habitat.” A relevant strategy for implementation of this guideline includes “Preserve wildlife migration routes and habitat, where possible.”

A wildlife corridor is an area of habitat connecting wildlife populations to mitigate the impacts from habitat fragmentation which can lead to inbreeding, reduced genetic diversity, and loss of biodiversity for wildlife species.

Mule deer is the most important game animal in Utah and is a high interest watchable wildlife species in Eagle Mountain. The Division of Wildlife Resources (DWR) put GPS collars on mule deer and began a study in 2018. A potential wildlife corridor for mule deer moving between crucial habitat in the Lake Mountains and the Oquirrh Mountains across the Cedar Valley and through Eagle Mountain has been identified by DWR.

The DWR defines “crucial habitat” as land essential to sustaining species populations at target levels. This classification accounts for seasonal and life-cycle necessities, such as winter range and calving grounds. Because these habitats provide vital forage and cover, any degradation directly compromises the area’s carrying capacity and leads to measurable population losses.

S.R. 73 crosses the DWR-identified mule deer wildlife migration corridor between the Oquirrh and Lake Mountains. Pronghorn antelope are also present within the Cedar Valley and S.R. 73 bisects crucial pronghorn antelope habitat as well.

Nationwide, almost one half of wildlife-vehicle collisions occur on roads with average daily traffic volumes less than 5,000 annual average daily traffic volume (AADT) (Huijser et al., 2008). As traffic volumes increase over time, roads become an increasing barrier to wildlife migration. At very low traffic volumes (under 2,500 AADT), the proportion of traffic-related wildlife mortalities is generally low, as is the number of animals that are repelled (deterred from crossing). As traffic volume increases to moderate levels (2,500 to 10,000 AADT), the number of animals repelled would be expected to increase while the number of animals killed would start to increase dramatically. At high volumes (10,000 AADT and greater), only a small proportion of attempted road crossings are expected to be successful and a large proportion of

animals are likely repelled (Clevenger and Huijser, 2011).

Since the previous plan, traffic volumes have more than doubled. S.R. 73 has highly variable traffic volumes west to east currently, ranging from 4,000 AADT west of Eagle Mountain and increasing to over 49,500 AADT to the east of Eagle Mountain. Pony Express Parkway, which cuts through the corridor, has an AADT of 32,500 in this area.

In Utah, mule deer are commonly involved in vehicle collisions and there is concern that road mortality is impacting populations (Olson). The DWR has a statewide Wildlife Migration Initiative.



Source: DWR, Wildlife Migration Initiative

Deer Walking

OPEN SPACE

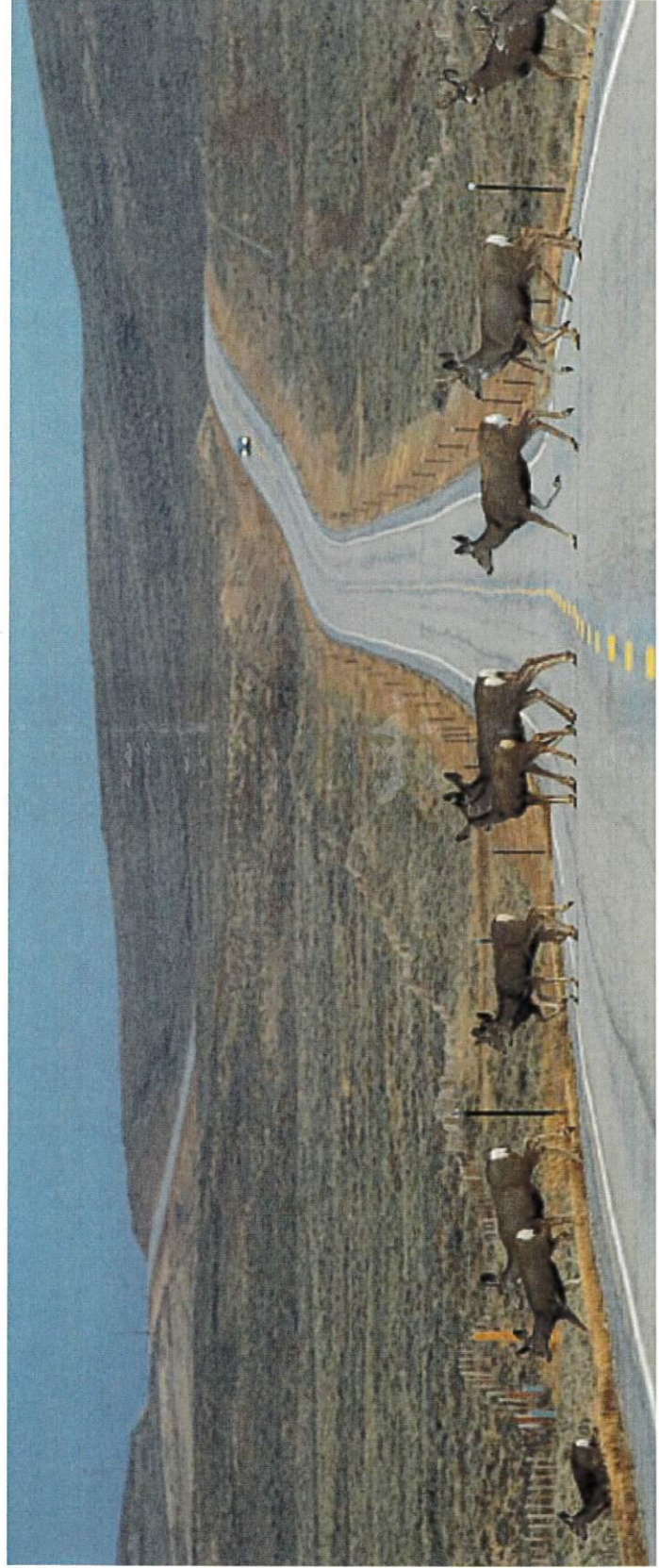
**BACKGROUND (CONT.)**

The UDOT implemented radar-detection wildlife warning signs east of Eagle Mountain in 2019. Continued monitoring/reporting of wildlife-vehicle collisions will help to assess the effectiveness of the signs.

Enhanced wildlife warning signs can help reduce wildlife mortality if drivers can be encouraged to pay attention and reduce speed appropriately when warning signs are activated. However, signs do not reduce the barrier effect of traffic volume on wildlife movement.

The most effective means of improving the permeability of highways for wildlife movement are wildlife underpass crossings or overpass crossings. Both types of wildlife crossings rely on wildlife fencing to direct wildlife toward the crossings.

- Design considerations of crossings and fencing include: cost, maintenance, providing vehicle and pedestrian access through fences, length of crossing for underpass/culvert, and intended species to benefit.
- Other options can be at-grade wildlife crosswalks with wildlife fence, which may or may not include animal-detection activated warning signs, or an animal-detection warning system without wildlife fencing.
- Current UDOT and DWR planning moved the primary wildlife crossing to MP 30-31 corridor. This relocation is confirmed by the installation of wildlife-imprignable fencing and an interim at-surface crossing designed to funnel migration towards the new protected alignment.



Source: Micki Oliver

Mule Deer Crossing in Eagle Mountain

## DEFINITIONS

**Substantial Habitat** - Habitat that is important to the life history requirements of the species.

### Crucial Habitat

The DWR defines “crucial habitat” as land essential to sustaining species populations at target levels. This classification accounts for seasonal and life-cycle necessities, such as winter range and calving grounds. Because these habitats provide vital forage and cover, any degradation directly compromises the area’s carrying capacity and leads to measureable population losses.

Continued degradation of Crucial and Substantial Habitats leads to lower carrying capacity of the habitat and lower animal numbers.

**Wildlife Corridor** - A functional landscape link that facilitates the movement of individual animals and the dispersal of populations. These corridors are defined by biological data (such as GPS tracking) and provide the necessary forage, cover, and security for seasonal migrations. A successful corridor must include “safe passage” infrastructure—such as underpasses, overpasses, and exclusion fencing—to mitigate the impact of linear barriers like highways.

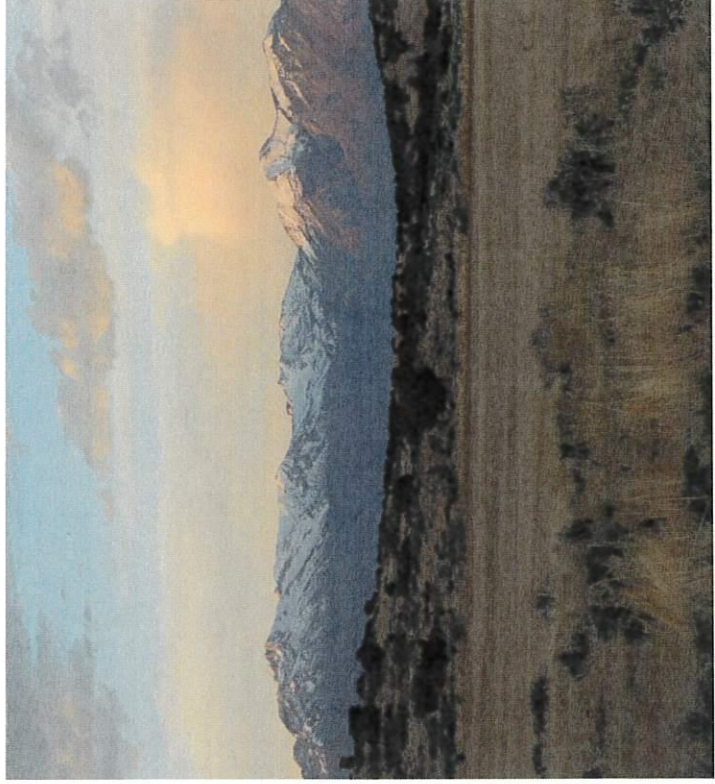


Pronghorn

### Wildlife Corridor Overlay Zone

This overlay zone outlines in chapter 17.49 in Eagle Mountain’s city code adequate movement space for migrating wildlife, the corridor will maintain a minimum width of 330 ft where it crosses private land. Additional guidance for uses and management are mentioned in the 2025 Eagle Mountain City Natural Open Space & Wildlife Habitat Management Plan.

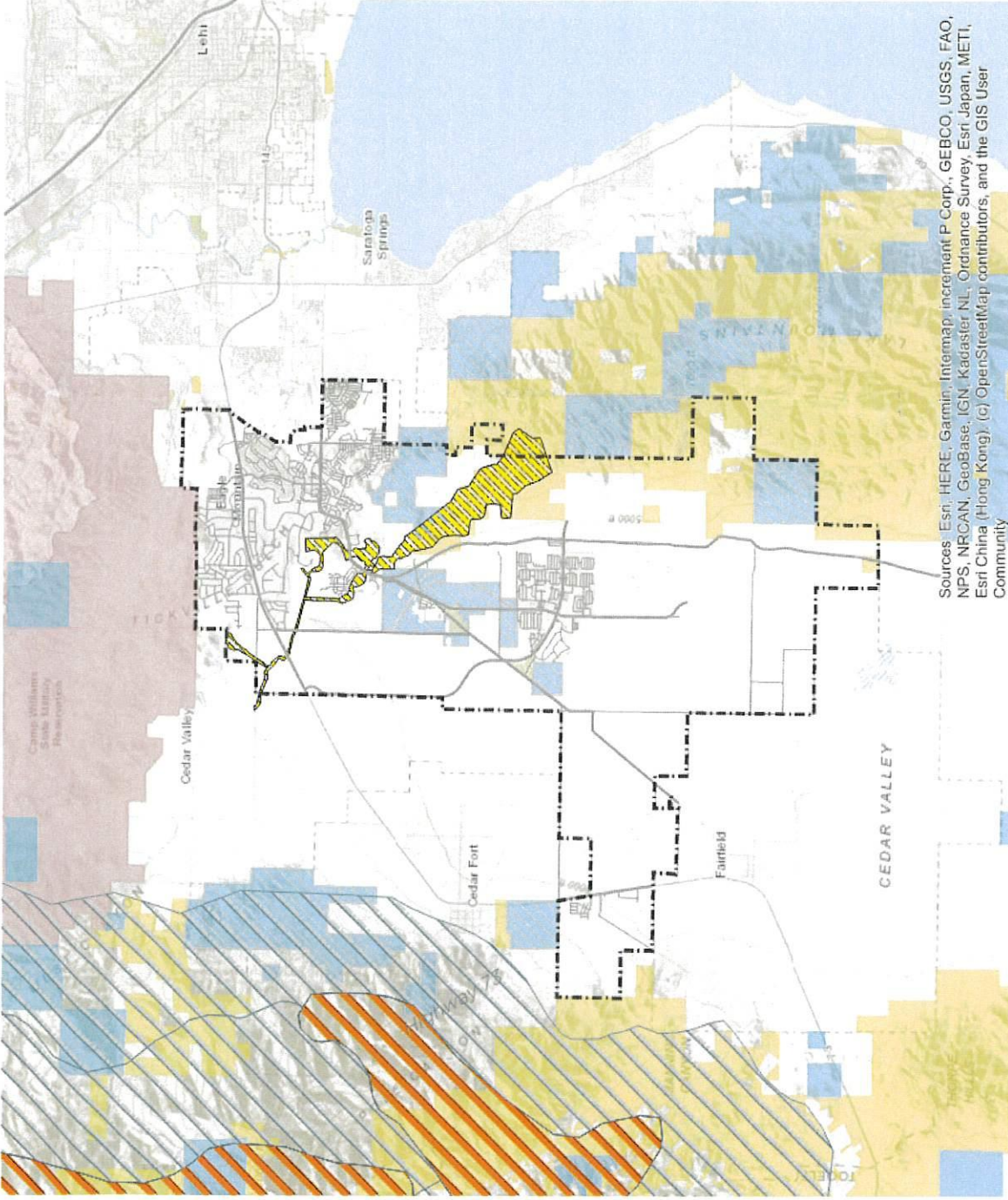
The following pages have wildlife habitat maps in and around Eagle Mountain for Elk, Pronghorn Sheep, and Mule Deer. The last map shows a wildlife corridor through Eagle Mountain that is used by mule deer who migrate through the City twice a year from habitat in the Lake Mountains to the Oquirrh Mountains.



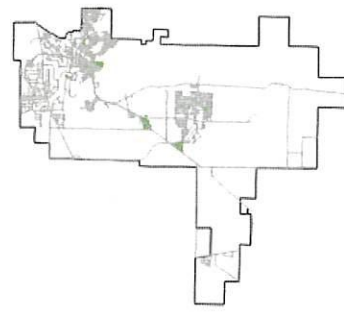
Source: Adam Clark

Scenic Vistas in Eagle Mountain City





- City Boundary
- Major Roads
- City Roads
- Elk Habitat**
- crucial
- substantial
- 2020 Wildlife Migration Corridor
- SITLA Land
- Bureau of Land Management
- State Trust Lands
- Camp Williams



Map Extent



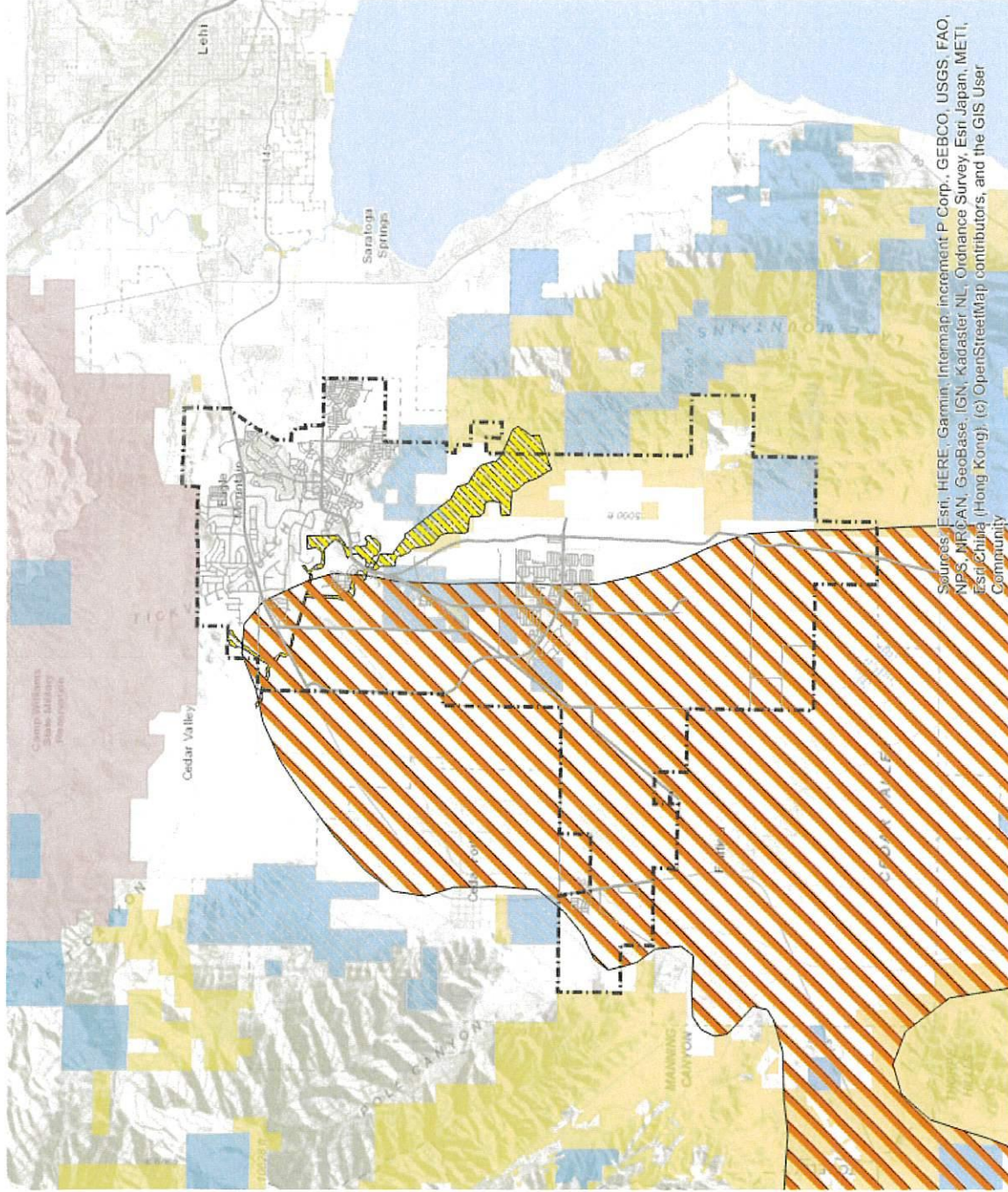
Sources: Esri, HERE, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong). (c) OpenStreetMap contributors, and the GIS User Community

Source: DWR, Division of Wildlife Resources

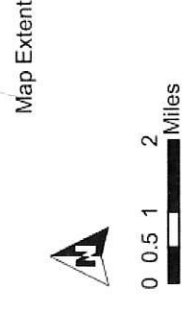
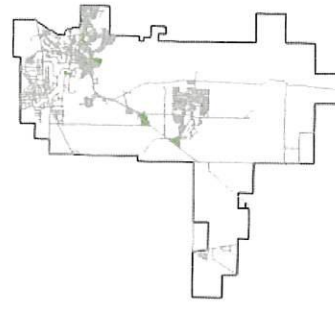
\*Habitat study and mapping to be updated every 10+ years by the Utah Division of Wildlife Resources.



**MAP #12- ELK HABITAT - FROM 2020 PARKS, TRAILS, & OPEN SPACE PLAN \***



- City Boundary
- Major Roads
- City Roads
- Pronghorn Habitat**
  - crucial
  - substantial
- 2020 Wildlife Migration Corridor
- SITLA Land
- Bureau of Land Management
- State Trust Lands
- Camp Williams



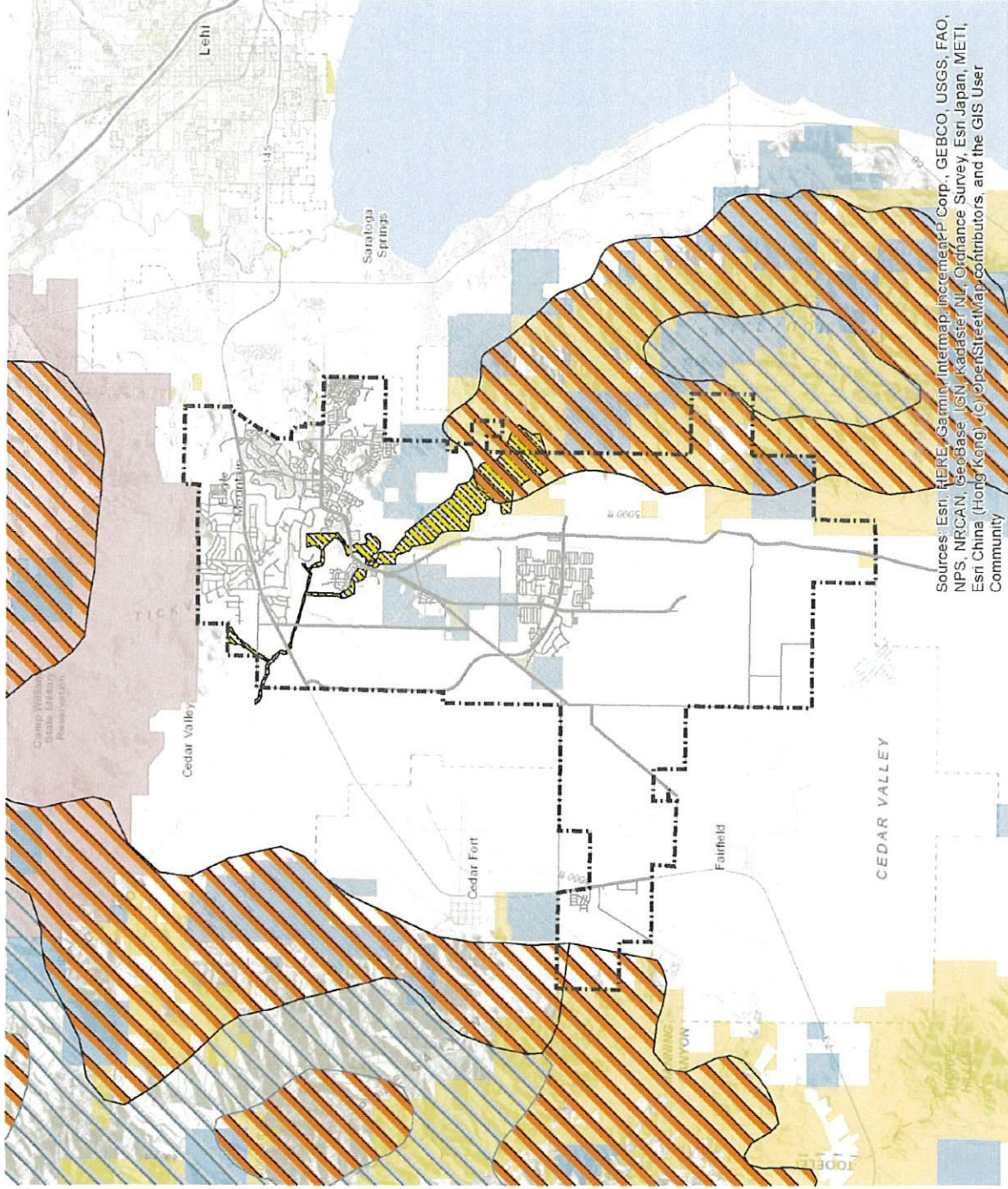
Source: DNR, Division of Wildlife Resources

Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

\*Habitat study and mapping to be updated every 10+ years by the Utah Division of Wildlife Resources.



**MAP #13- PRONGHORN HABITAT - FROM 2020 PARKS, TRAILS, & OPEN SPACE PLAN\***



Source: DNR, Division of Wildlife Resources



\*Habitat study and mapping to be updated every 10+ years by the Utah Division of Wildlife Resources.



OPEN SPACE

# OPEN SPACE RECOMMENDATIONS

## WILDLIFE HABITAT CONSERVATION

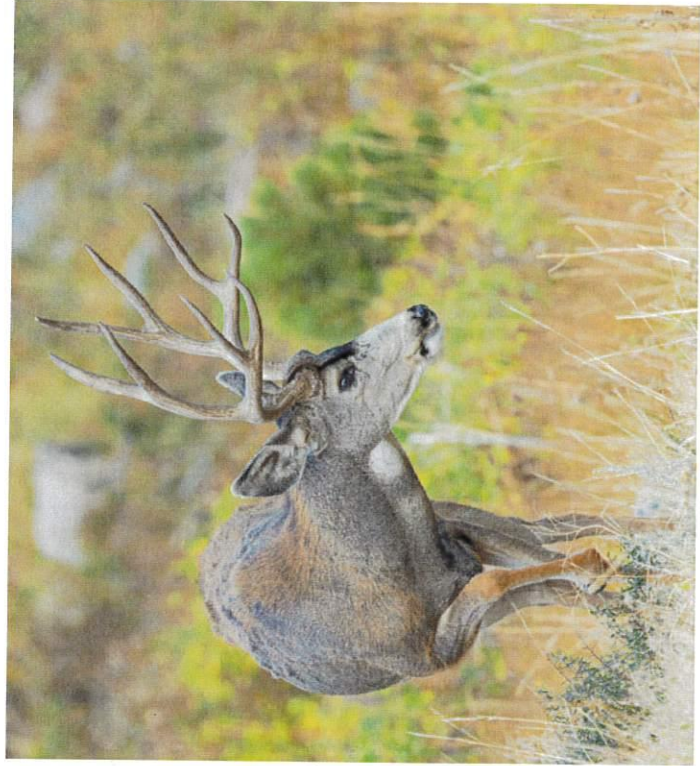
AS EAGLE MOUNTAIN CONTINUES TO DEVELOP, MONITOR AND PROTECT IMPORTANT WILDLIFE HABITAT AND MIGRATION CORRIDORS.

**Strategy #2: Ensure sufficient and quality undeveloped land is available for wildlife movement.**

- **Policy 2.1.** Work with DWR to identify impediments to wildlife migration.
- **Policy 2.2.** Adopt a minimum 330-foot wide migration corridor where feasible with 75' footwide development setbacks on each side of perennial or ephemeral washes that is free of impediments and fencing.
- **Policy 2.3.** Identify and implement strategies to improve or enhance wildlife habitat within migration corridors through appropriate restoration techniques and/or treatments.

**Strategy #1: Support the continued collection and use of high-quality information regarding wildlife habitat, wildlife movement corridors, and population trends.**

- **Policy 1.1.** Work with the State Department of Wildlife Resources (DWR) and The Great Salt Lake Sentinel Landscape Committee on identifying wildlife corridor needs and documenting wildlife population trends.
- **Policy 1.3.** Recognize and support the role of local citizens groups to reliably and consistently document wildlife species and habitat use in Eagle Mountain, utilizing tools such as online forums and reporting tools.
- **Policy 1.4.** Ensure developments within/adjacent to the official Wildlife Corridor Overlay Zone (Ch. 17.49 in Eagle Mountain City Code) are following requirements and recommendations outlined in the city code.



Source: Eagle Mountain City

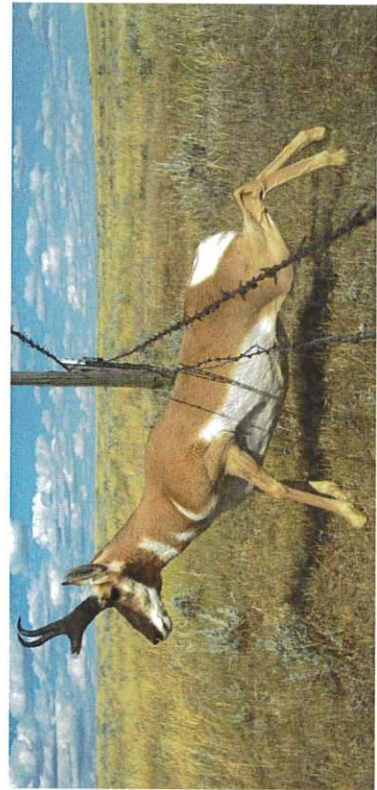
Mule Deer

## WILDLIFE HABITAT CONSERVATION (CONT.)

WHEREVER WILDLIFE MIGRATION CORRIDOR(S) ARE INTERCEPTED BY ROADS, WORK WITH STAKEHOLDERS TO IMPLEMENT APPROPRIATE WILDLIFE CROSSINGS

### Strategy #3: Work with DWR and UDOT to promote wildlife-vehicle collision reduction, implement wildlife crossings, and install wildlife-friendly fencing.

- Policy 3.1. Assist DWR and UDOT in documenting wildlife population trends with tools such as wildlife-vehicle collision reporter. Consider improving documentation and tracking of other animal species along the migration corridors.
- Policy 3.2. Pursue funding mechanisms and partnerships to fund wildlife crossings and wildlife-vehicle collision reduction.
- Policy 3.3. Coordinate with DWR and UDOT to assess the availability and feasibility of evolving technologies for reducing wildlife-vehicle collisions and enhancing wildlife movement.



Antelope-friendly Fencing (bottom-wired not barbed)

### Strategy #4: Require the construction of appropriate wildlife crossings where necessary.

- Policy 4.1. Incorporate and adopt wildlife crossings in all existing and future transportation plans.
- Policy 4.2. Determine the feasibility of wildlife crossing structures with associated fencing where roads bisect wildlife migration routes that connect crucial wildlife habitat.
- Policy 4.3. Partner with stakeholders to identify potential funding sources for implementation of wildlife crossings where necessary.

### Strategy #5: Enable and encourage private landowners to protect wildlife movement and habitat while preserving vested rights and economic viability.

- Policy 5.1. Develop and provide information regarding conservation easement mechanisms and potential funding sources to protect valued wildlife movement corridors and habitat on private lands.
- Policy 5.2. Work with DWR to provide sources of information to modify and/or design fences on private property that minimize wildlife mortality and allow safe wildlife movement where appropriate.
- Policy 5.3. Work with DWR to assist landowners in identifying potential funding assistance for fence design modifications to facilitate safe wildlife passage.

**EMBRACE AND ENHANCE UNPARALLELED ACCESS TO CONSERVED OPEN SPACE, INTACT WILDLIFE CORRIDORS, AND SPECTACULAR VISTAS TO CREATE A UNIQUE LEGACY, POSITIVE ECONOMIC IMPACT, AND ELEVATED QUALITY OF LIFE.**

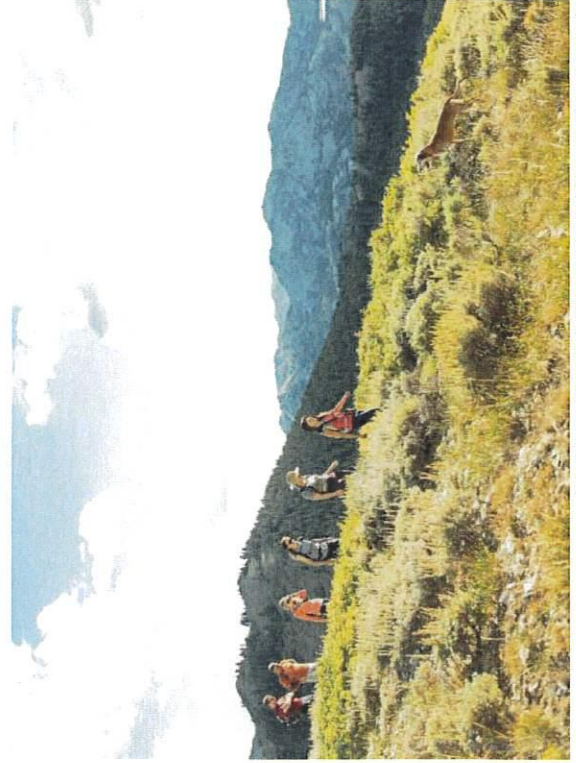
## ACCESSIBILITY

- Policy 7.1.** Ensure various modes of transportation have easy access to public open space areas. Regulation and guidance for motorcycles, electric motorbikes, and other high-speed motorized mobility devices may be implemented to manage user conflicts on trails.
- Policy 7.2.** Develop an interconnected trail/sidewalk/bike lane system that connects all open space offerings.
- Program 7.2.** Encourage walking and biking and support travel to parks and open space by providing adequate bicycling infrastructure, paths, and parking throughout the parks.
- Program 7.3.** The interconnected route would feature branding, wayfinding, information on trail etiquette, and maps to communicate connections to nearby open space offerings along the multi-use route. The City should consider the development of a Signage and Wayfinding Plan that coordinates with signage recommendations proposed in the 2025 Off-Street Trails Study.

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- Policy 6.1.** Ensure City documents, plans, maps, and ordinances reflect this emphasis on open space preservation and access.
- Program 6.2.** Provide a central location online for residents to search recreational, volunteer opportunities, educational workshops in the City.
- Program 6.3:** Enhance stewardship and educational programs offered by the city and in partnership with community groups to foster outdoor community classrooms, guided educational tours, coordinated volunteer clean-up, and learning opportunities to better understand the natural landscape and wildlife within Eagle Mountain.

**Strategy #7: Increase public awareness and use of open space offerings.**

- Program 7.1.** Foster appreciation open space areas by highlighting their natural beauty and recreational opportunities by hosting events and gatherings such as tournaments and competitions that bring visitors to the City and accommodate a variety of skill levels.



Source: Park City UT

"Treasure the Trail Stewardship" Messaging Example

## DEVELOPING OPEN SPACE

### PROTECT AND ENHANCE THE CITY'S UNIQUE NATURAL OPEN SPACE FEATURES AND ASSETS.

#### Strategy #8: Protect ground water within existing or potential public drinking water supply aquifers.

- **Policy 8.1.** Plans should be prepared for all major drainage systems and distinguish between urban and non-urban systems. These plans should emphasize preservation approaches.

#### Strategy #9: Protect lands of cultural importance including archaeological and historical sites

- **Policy 9.1.** Locate, identify, and catalog locations of cultural artifacts.
- **Policy 9.2.** Develop and implement policies to best protect and display identified artifacts.

#### Strategy #10: Preserve farmlands.

- **Policy 10.1.** Identify permanent agricultural zones that can be applied in areas where ground water quality and soil conditions are conducive to the production of food and agricultural products and economically serve the local and surrounding communities.

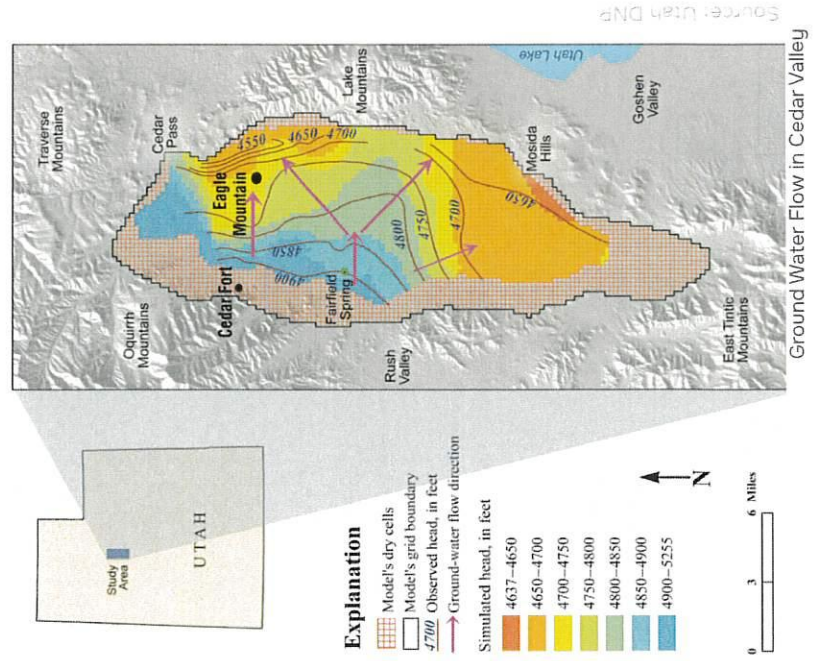
#### Strategy #11: Aim to ensure a network of connected open spaces to ensure they are not disjointed and lose environmental and recreational value.

- **Policy 11.1.** Add to existing committed open space by filling in property gaps between existing municipal, state or land trust holdings.
- **Policy 11.2.** Assemble open corridors and greenbelts, which may be linkages to existing open space or connecting nodes of development, trails, wildlife corridors or riparian buffers.

- **Policy 11.3.** Utilize Wildlife Corridor Overlay Zone (detailed in chapter 17.49 of the city code) and create and implement additional zoning overlays that provide protection to identified habitat corridors where necessary.
- **Policy 11.4.** Consider conversion from turf to low-maintenance/water-conscious plantings, native plantings at selected open space or underutilized pocket parks

#### Strategy #12: Protect steep slopes to control soil erosion and water runoff as well as maintaining scenic views of and from areas such as bluffs, ridges, and mountains.

- **Policy 12.1.** Update hillside development guidelines identifying maximum slope percentage gradients for development to protect public health and safety.



Ground Water Flow in Cedar Valley

OPEN SPACE

DEVELOPING OPEN SPACE (CONT.)

BALANCE THE CITY'S GOALS FOR OPEN SPACE CONSERVATION AND PRESERVATION WITH ITS PLANS FOR FUTURE POPULATION GROWTH.

**Strategy #13: Land use policies and responsible growth tools should encourage new development in areas capable of supporting it while at the same time preserving areas unsuitable for development.**

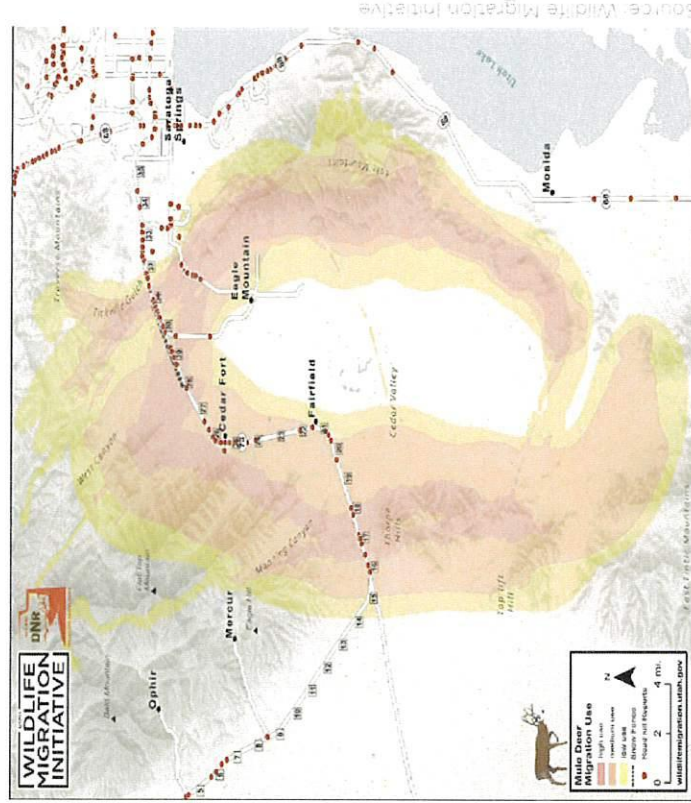
- **Policy 13.1.** New development should respect a site's natural features, utilize natural drainage patterns, keep site disturbance to a minimum, and minimize consumption of natural resources.
- **Policy 13.2.** High-density development should be built adjacent to highways and future transit lines to provide access to jobs, utilities, transportation, and services.
- **Policy 13.3.** Lower-density development should be placed on sites that can support on-site utilities and respond to environmentally sensitive areas where preservation of natural resources and view corridors are desired.
- **Policy 13.4.** Integrate maintenance goals in developer agreements/contracts to help support and define maintenance roles.

**Strategy #14: Combine regulatory and land acquisition measures to achieve open space objectives.**

- **Policy 14.1.** Explore the use of conservation easements and transfer of development rights programs to support open space preservation.
- **Policy 14.2.** Provide incentives including clustering, creative design, and preferential property taxes (which keeps taxes lower on agricultural and open space lands) to preserve meaningful open space within private development.

**Strategy #15: Build on the conservation work of the Utah Department of Natural Resources**

- **Policy 15.1.** Explore implementing the recommendations made by the Eagle Mountain Nature & Wildlife Alliance in their document "EM Wildlife Corridor General Information" and "A Vision For the Designation and Use of A Proposed Wildlife Corridor in Eagle Mountain, Utah."
- **Policy 15.2.** Involve local community groups like local businesses, recreational clubs and organizations, scouts, and religious groups to participate in service projects to enhance and maintain these public spaces.



Eagle Mountain Deer Migration Corridor Map

## DEVELOPING OPEN SPACE (CONT.)

FOR UNDEVELOPED OPEN SPACE, IDENTIFY AND PLAN HOW THE SPACE CAN BEST SUPPORT THE CITY'S PARKS, TRAILS, ECOLOGICAL HEALTH, AND COMMUNITY CONNECTIVITY.

**Strategy #16: Set clear expectations for development on or adjacent to undeveloped open space.**

- **Policy 16.1.** Require development proposals should demonstrate how the project supports this adopted plan.
- **Policy 16.2.** Prioritize design development that integrates open space in ways that enhance future connectivity and goals and avoids fragmented open space.

**Strategy #17: Promote development that improves ecological health and visual appeal.**

- **Policy 16.1.** Require development to provide appropriate naturalized buffers between land uses that serve as fire abatement and contribute to natural aesthetic of Eagle Mountain.
- **Policy 16.2.** Encourage developments to incorporate healthy natural vegetation in development plans as buffers.
- **Policy 16.2.** New plantings should be water-wise, native, near-native, and/or climate-adapted.

**Strategy #18: Utilize undeveloped open space as opportunity to close gaps in parks service and trails network.**

- **Policy 16.3.** Utilized undeveloped open space within or adjacent to a parks service gap area to assist in closing the gap service areas. This could be done through new public park space and/or expansion/improvement of existing adjacent parks or developed open space.

## UNDEVELOPED OPEN SPACE EVALUATION CRITERIA

Open space is some of the community's most important assets and should be managed according to its classification. Undeveloped open space as defined in this document represents areas of potential opportunity for improvements. Setting criteria can help evaluate options for undeveloped open space by grounding discussion in long-term goals.

Using clear criteria helps the City:

- Make decisions that are consistent and fair
- Balance community needs, ecological value, and costs
- Explain why certain choices are made and their trade-offs
- Protect options for future generations

To view the **Undeveloped Open Space Evaluation Worksheet**, please visit the **Appendix**. The worksheet is a tool intended to guide discussion, not replace policy judgment, public input, or decision-making processes. It aims to help determine the most appropriate and effective plan for improvements to either be reclassified (i.e. conservation, naturalized, or developed open space), developed into a park, or sold and transitioned into other land uses in the long-term. These criteria are written to be flexible enough for a variety of sites but structured enough to guide consistent decisions over time. The criteria are related to the following topics:

- Vision & Community Value
- Connectivity & Access
- Programming Suitability
- Ecological Value & Preservation
- Stewardship & Maintenance
- Adaptability & Future Flexibility

## IMPROVEMENTS & CARE

IMPROVE AND MAINTAIN THE APPEARANCE, SAFETY, AND FUNCTION OF BOTH INTERIM UNDEVELOPED & DEVELOPED SPACES THROUGH LOW-COST STEWARDSHIP PRACTICES.

**Strategy #13: Identify interim undeveloped open space areas that are highly visible, adjacent to neighborhoods, or serve as buffers between land uses and prioritize them for basic improvements.**

- **Policy 13.1.1.** Identify undeveloped open space that present safety concerns or major connection gaps may require targeted landscape and site construction improvements to address issues.
- **Policy 13.4.** Most interim undeveloped open space areas should be improved using low-cost, low-maintenance actions such as invasive species management, debris removal, erosion control, and native seeding.

**Strategy #14: Support ongoing maintenance, improvement, and periodic reassessment of developed open space to ensure these areas continue to meet community needs.**

- **Policy 14.1.** Annual evaluation of open space to determine areas of priority for incremental improvements.
- **Policy 14.2.** Clearly define and coordinate maintenance responsibilities for developed open space adjacent to or shared with private development.
- **Policy 14.3.** Document maintenance practices, costs, and improvement outcomes to inform future planning, budgeting, and improvement decisions.

**Strategy #15: Support volunteer and community stewardship programs for open space.**

- **Program 15.1.** Plan and advertise volunteer and community stewardship efforts to assist with basic open space improvements (see policy 13.4) in coordination with City staff. Volunteer opportunities in open spaces may include: litter pickup, noxious weed pulling, trail building/maintenance, barbed wire fence removal, vegetation clearing along trails and paths, and re-vegetation of disturbed areas.
- **Program 15.1.2.** Include open spaces in an established community stewardship program. This could be in partnership with local organizations and schools, and coordinated with adjacent property owners.



Source: Tri-Cities, WA

Open Space Volunteer Opportunities Example- Tapteal Greenway

# 06

# PRIORITIES & IMPLEMENTATION

## **In This Chapter**

Overview .....	Pg #6.02
What We Heard .....	Pg #6.03
Key Analysis Findings .....	Pg #6.04
Prioritization of Recommendations .....	Pg #6.05 - 6.15
Primary Funding Sources .....	Pg #6.16 - 6.29



Source: Eagle Mountain

Hiker in Eagle Mountain

## OVERVIEW

Prioritizing City improvements is always challenging, and that is especially true when it concerns amenities and services that residents care deeply about such as parks, trails, and open space. It can be especially difficult when a community expresses multiple interests and has limited resources for investment. Given those considerations, this section aims to provide a framework for the City to prioritize the recommendations made in Chapters 3-5.

Important questions to ask in the project prioritization project are:

- How well does the project align with the guiding principles of the master plan? Does the project help achieve the City's vision for parks, trails, and open space?
- What is the demand for this project? Does it fill a critical need or service gap today? In the future?
- Where will funding come from? Are there resources currently set aside?
- What is the project's impact as it relates to costs? Which projects are urgent even though they may be costly?

This section is organized by presenting a synthesis of findings related to funding investments, a prioritized list of projects and policies the City can set into motion based upon the questions above and insights gleaned through the planning process, and a list of potential funding sources the City can use for these investments.

## COMMUNITY ENGAGEMENT SNAPSHOT - WHAT WE HEARD

### KEY TRENDS

#### PARKS

- Maintain and improve larger parks versus smaller ones
- Improve safety and maintenance efforts at existing parks
- Provide a variety of recreation options, amenities, and events

#### OPEN SPACE

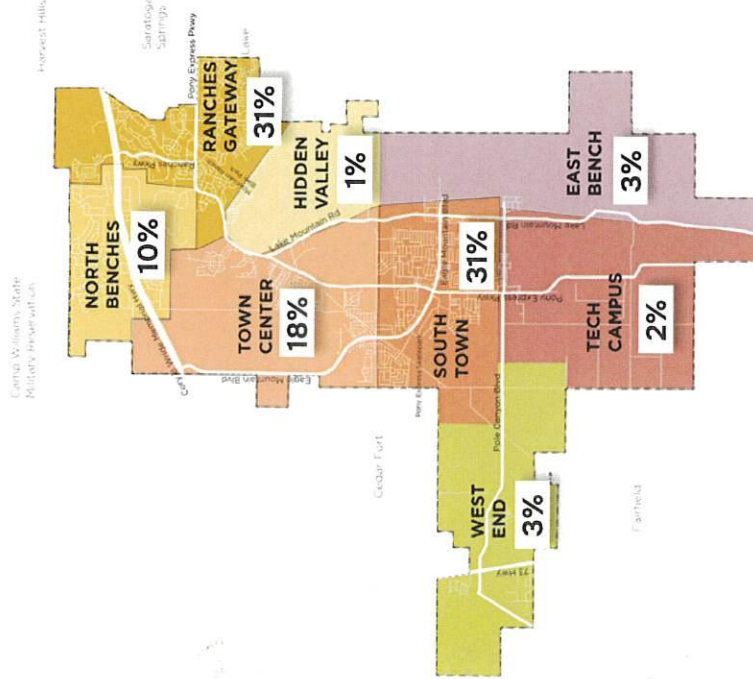
- Maintain and preserve what is existing and acquire more as opportunities are available
- Create connected and contiguous open space
- Address inappropriate uses or hazards on undesignated open space
- Protect wildlife habitat and migration

#### TRAILS

- Improve trail connectivity to key destinations and neighborhoods
- Consider multiple users, skill levels, and speed conflicts
- Better leverage Eagle Mountain's unique trails and recreation systems

#### OTHER COMMENTS

- Recognize that the city's outdoor spaces and recreation system are major attractions for residents and visitors
- Enhance outreach and communication about environmental stewardship



Percentage of Survey Responses by Area

**249** ONLINE SURVEY RESPONSES

**196+** PARTICIPANTS AT THE CITY BOOTH AT SHOPFEST UTAH

**36+** ATTENDEES AT THE OPEN HOUSE

**8** STAKEHOLDER / FOCUS GROUP INTERVIEWS

Please rank how Eagle Mountain should prioritize their conservation and recreational efforts over the next 10 years:

- 1 Maintain existing parks & trails
- 2 Improve existing parks & trails
- 3 Protect & Maintain existing conservation Land
- 4 Acquire/build new parks & trails
- 5 Acquire new lands of conservation interest

# ANALYSIS - KEY FINDINGS AT A GLANCE

## CITY PROFILE

<p><b>TOTAL CITY ACREAGE</b></p> <p><b>32,275</b></p> <p>Previous plan (2020 Pop.) = 42,088</p>	<p><b>ACRES OF CITY-OWNED PARKS</b></p> <p><b>453.7</b></p> <p>Previously 369 acres (2020 Plan)</p>
<p><b>MILES OF CITY-OWNED TRAILS</b></p> <p><b>178.7</b></p> <p>Previously 144.2 miles (2020 Plan)</p>	<p><b>ACRES OF CITY-OWNED OPEN SPACE</b></p> <p><b>1063.5</b></p> <p>Developed = 232.5 Acres Naturalized = 50 Acres Undeveloped = 357 Acres Conservation = 424 Acres</p>

## PARKS LEVEL OF SERVICE ANALYSIS

<p><b>0.43</b> Local Park acres per 1,000 people</p>	<p><b>0.99</b> Neighborhood Park acres per 1,000 people</p>
<p><b>0.79</b> Community Park acres per 1,000 people</p>	<p><b>3.51</b> Regional Park acres per 1,000 people</p>

**5.82** city-wide acres per 1,000 people

Previous plan (2020) = 8.78 acres

## DEMOGRAPHICS

<p><b>2025 POPULATION:</b></p> <p><b>77,990</b></p> <p>Previous plan (2020 Pop.) = 42,088</p>	<p><b>TOTAL HOUSEHOLDS:</b></p> <p><b>17,820</b></p> <p>Previous plan (2020) = 7,020</p>	<p><b>ANNUAL GROWTH RATE:</b></p> <p><b>7.4%</b></p> <p>1.2% North Area 16.2% South and West Areas</p>	<p><b>MEDIAN HOUSEHOLD AGE:</b></p> <p><b>22.1</b></p> <p>58% Ages 0-19 43% Ages 20-50</p>
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Source: 2023 U.S. Census Data & Eagle Mountain City

## PRIORITIZATION OF RECOMMENDATIONS

The subsequent tables provide a high level framework which prioritizes the parks, trails, and open space recommendations into **immediate**, **short-term**, and **long-term** general time periods. These are meant to indicate priority of implementation.

Implementation is intended to happen in a phased approach dependent on appropriate resources and funds available. This idea recognizes the fact that all of the strategies cannot be done at one time or within the next year, but will require additional planning and allocation of resources. Furthermore, some recommendations may be dependent on one another and will only be successful if implemented in logical stages, with additional planning required to execute and unify all efforts.

### IMMEDIATE

PG. 6.6-6.8

Focuses on high-priority, high-impact, and readily achievable improvements such as safety upgrades, maintenance needs, small-scale enhancements, and community programming. They usually require less resources and minimal permitting, and lay the groundwork for broader-term initiatives.

### SHORT-TERM

PG. 6.9-6.10

Targets more complex projects that may require multi-phase construction, land acquisition, or coordination with other agencies. These efforts often depend on mid-range funding cycles, community partnerships, or planning processes and aim to build momentum from early wins.

### LONG-TERM

PG. 6.11-6.14

Encompasses visionary goals that may require significant investment, cross-department collaboration, or changes in policy or infrastructure. These recommendations address larger system-wide needs such as regional connectivity and are guided by evolving community priorities and funding opportunities.



Source: Eagle Mountain

Biker in Eagle Mountain

IMMEDIATE			
RECOMMENDATION	STRATEGY	POLICY/PROGRAM	PG #
<p>Improve awareness of parks and amenities for everyone in the community.</p> <p>Diversify responsibility and support for maintaining Eagle Mountain parks.</p>	<p>Strategy #10: Increase awareness about the breadth and depth of park offerings in the City.</p> <p>Strategy #11: Encourage the creation of resident or nonprofit stewardship groups to foster support, advocacy, funding, and maintenance of City parks.</p>	<ul style="list-style-type: none"> <li><b>Program 10.1.</b> Implement a signage and wayfinding system for the City so residents have visual information cues to navigate and be informed of available facilities and amenities.</li> <li><b>Policy 10.2.</b> Add additional information about City parks and their amenities to the City website and keep the Eagle Mountain Parks Amenity finder regularly updated.</li> <li><b>Policy 10.3.</b> Host various events throughout the larger parks in the community.</li> <li><b>Policy 10.4.</b> Consider a Signage and Wayfinding study to identify key locations and cohesive signage design for the City.</li> </ul>	3.27
		<p>Improve wayfinding, programming, and trip planning tools to increase safety and use of trails in Eagle Mountain.</p>	<p>Strategy #7: Develop a wayfinding strategy that reflects community character and improves safety and comfort for all users.</p>
<p>Improve wayfinding, programming, and trip planning tools to increase safety and use of trails in Eagle Mountain.</p>	<p>Strategy #8: Create promotional and trip planning tools to compliment Eagle Mountain's trail network.</p>	<ul style="list-style-type: none"> <li><b>Policy 8.1.</b> Collect data on trail use and community perspectives through trail encounters and intercept surveying to develop an annual 'State of the Trails' report to track progress, highlight improvements, and share public input.</li> <li><b>Policy 8.2.</b> Publish "Safe Routes to School" online with suggested safe and comfortable routes to Eagle Mountain schools, accompanied with ample and secure on-campus bicycle parking and consideration of infrastructure improvements, such as short-term or quick-build safety enhancements, near campuses.</li> <li><b>Program 8.1.</b> Create safety and education programming, such as bike buses and classes on bike safety, etiquette, skills, and bicycle maintenance, to get more youth and families using active transportation.</li> <li><b>Program 8.2.</b> Support periodic giveaways, including helmets, lights, and reflectors, to provide residents with the tools and equipment they need to ride safely.</li> <li><b>Program 8.3.</b> Create online trip planning tools, such as a website with a digital trail map showing routes, conditions, and points of interest, trail etiquette information, rules dictating trail use, and an active living event calendar.</li> </ul>	4.14

PARKS

TRAILS

IMPLEMENTATION

<p><b>TRAILS</b></p>	<p>Maintain and invest in Eagle Mountain's paved trail network system to maximize resources and protect investments.</p>	<p>Strategy #4. Coordinate between departments to ensure clear and consistent maintenance goals.</p>	<p>4.13</p> <ul style="list-style-type: none"> <li>• <b>Policy 4.1.</b> Coordinate with City Departments (including Parks &amp; Recreation, Roads, and Public Utilities), Utah County, Utah Department of Transportation, and other relevant partners to develop a prioritization schedule that extends paved and natural surface trail longevity, including resurfacing, sweeping, vegetation control, and snow removal.</li> <li>• <b>Program 4.1.</b> Inventory existing trails and trailheads through use data, surveying, and site assessments to prioritize areas of high use for maintenance and improvements to enhance functionality.</li> <li>• <b>Program 4.2.</b> Inventory Eagle Mountain City operations and staffing and adjust as needed to maximize resources to ensure trails meet desired levels of service.</li> <li>• <b>Program 4.3.</b> Align with Eagle Mountain's network with Utah Trail Network recommendations, including the Pony Express Parkway Trail, to partner with the Utah Department of Transportation on improvements and maintenance. More information on the Utah Trail Network: <a href="https://utahtrailnetwork.udot.utah.gov/">https://utahtrailnetwork.udot.utah.gov/</a>.</li> </ul>
<p><b>OPEN SPACE</b></p>	<p>Embrace and enhance unparalleled access to conserved open space, intact wildlife corridors, and vistas to create a unique legacy, positive economic impact, and elevated quality of life.</p>	<p>Strategy #6. Promote the community's open space assets through cohesive brand and messaging.</p>	<p>4.13</p> <ul style="list-style-type: none"> <li>• <b>Program 5.1.</b> Create a volunteer stewardship program, such as adopt-a-trail, that leverages volunteers, schools, nonprofits, and other community-based groups to aid in the maintenance and improvement of the paved and natural surface trail system (including clean-ups, noxious weed removal, natural surface trail building days, and other volunteer-based stewardship activities).</li> </ul> <p>4.13</p> <ul style="list-style-type: none"> <li>• <b>Program 6.1.</b> Add amenities, including trash and recycling cans and dog waste stations, to popular shared use paths and trailheads that help users maintain the trail network.</li> <li>• <b>Program 6.2.</b> Enhance the landscaping, particularly adjacent to paved trails, with native vegetation, wildflowers, shade trees, and drought-tolerant species to minimize water-use and maintenance.</li> </ul> <p>5.25</p> <ul style="list-style-type: none"> <li>• <b>Program 6.1.</b> Align the City's branding, website, wayfinding, signage, and other channels to enhance open space as a community-defining resource.</li> <li>• <b>Policy 6.1.</b> Ensure city documents, plans, maps, and ordinances reflect this emphasis on open space preservation and access.</li> <li>• <b>Program 6.2.</b> Provide a central location online for residents to search recreational, volunteer opportunities, and educational workshops in the city.</li> <li>• <b>Program 6.3.</b> Enhance stewardship and educational programs offered by the city and partnerships with community groups to foster outdoor community classrooms, guided educational tours, coordinated volunteer clean-up, and learning opportunities to better understand the natural landscape and wildlife within Eagle Mountain.</li> </ul>

<p>Improve and maintain the appearance, safety, and function of both interim undeveloped &amp; developed open spaces through low-cost stewardship practices.</p>	<p>Strategy #7: Increase public awareness and use of open space offerings.</p>	<ul style="list-style-type: none"> <li>• <b>Program 7.1.</b> Foster appreciation for open space areas by highlighting their natural beauty and recreational opportunities by hosting events and gatherings such as tournaments and competitions that bring visitors to the City and accommodate a variety of skill levels.</li> <li>• <b>Policy 7.1.</b> Ensure various modes of transportation have easy access to public open space areas. Regulation and guidance for motorcycles, electric motorbikes, and other high-speed motorized mobility devices may be implemented to manage user conflicts on trails.</li> <li>• <b>Policy 7.2.</b> Develop an interconnected trail/sidewalk/bike lane system that connects all open space offerings.</li> <li>• <b>Program 7.2.</b> Encourage walking and biking and support travel to parks and open space by providing adequate bicycling infrastructure, paths, and parking throughout the parks.</li> <li>• <b>Program 7.3.</b> The interconnected route would feature branding, wayfinding, information on trail etiquette, and maps to communicate connections to nearby open space offerings along the multi-use route. The City should consider the development of a Signage and Wayfinding Plan that coordinates with signage recommendations proposed in the 2025 Off-Street Trails Study.</li> </ul>
<p>OPEN SPACE</p>	<p>Strategy #13: Identify interim undeveloped open space areas that are highly visible, adjacent to neighborhoods, or serve as buffers between land uses and prioritize them for basic improvements.</p>	<ul style="list-style-type: none"> <li>• <b>Policy 13.1.</b> Identify undeveloped open space that present safety concerns or major connection gaps may require targeted landscape and site construction improvements to address issues.</li> <li>• <b>Policy 13.2.</b> Most interim undeveloped open space areas should be improved using low-cost, low-maintenance actions such as invasive species management, debris removal, erosion control, and native seeding.</li> </ul>
<p>Strategy #14: Support ongoing maintenance, improvement, and periodic reassessment of developed open space to ensure these areas continue to meet community needs</p>	<p>Strategy #14: Support ongoing maintenance, improvement, and periodic reassessment of developed open space to ensure these areas continue to meet community needs</p>	<ul style="list-style-type: none"> <li>• <b>Policy 14.1</b> Annual evaluation of open space to determine areas of priority for incremental improvements.</li> <li>• <b>Policy 14.2</b> Clearly define and coordinate maintenance responsibilities for developed open space adjacent to or shared with private development.</li> <li>• <b>Policy 14.3</b> Document maintenance practices, costs, and improvement outcomes to inform future planning, budgeting, and improvement decisions.</li> </ul>
<p>Strategy #15: Support volunteer and community stewardship programs for open space.</p>	<p>Strategy #15: Support volunteer and community stewardship programs for open space.</p>	<ul style="list-style-type: none"> <li>• <b>Program 15.1</b> Plan and advertise volunteer and community stewardship efforts to assist with basic open space improvements (see policy 13.4) in coordination with City staff. Volunteer opportunities in open spaces may include: litter pickup, noxious weed pulling, trail building/maintenance, barbed wire fence removal, vegetation clearing along trails and paths, and re-vegetation of disturbed areas</li> <li>• <b>Policy 15.1.2</b> Include open spaces in an established community stewardship program. This could be in partnership with local organizations and schools, and coordinated with adjacent property owners.</li> </ul>

IMPLEMENTATION

SHORT TERM		RECOMMENDATION	STRATEGY	POLICY/PROGRAM	PG #
PARKS	Focus city resources on constructing more community and regional size parks and amenities as the city population increases.	Strategy #1: Pursue the development of community and regional parks in the future to meet the needs of the community, thus minimizing the maintenance demands associated with smaller parks.	<ul style="list-style-type: none"> <li>Policy 1.1. Identify potential parcels larger than 10 acres or parcel assemblage for development of a community or regional park.</li> <li>Policy 1.2. Establish a long-term strategy for acquisition and management including maintenance, of all parks.</li> <li>Program 1.3. Pursue opportunity for developing a regional park in Northwest corner of Eagle Mountain including new rodeo grounds in collaboration with Camp Williams and their fundings through their LTA (Lands Trust Alliance).</li> </ul>	3.25	
		Strategy #2: Explore transitioning smaller, underutilized, maintenance intensive local parks.	<ul style="list-style-type: none"> <li>Policy 2.1. Conduct cost-benefit analysis of transforming turf in small parks into xeric landscaping that has lower water-use and lower maintenance.</li> <li>Policy 2.2. Explore opportunities for acquiring adjacent parcels to increase size of local parks.</li> </ul>		
		Strategy #3: Create alternatives for developer participation in the provision and construction of large parks.	<ul style="list-style-type: none"> <li>Policy 3.1. Expand upon the current in-lieu fee parks program rather than accepting local parks with each development.</li> <li>Policy 3.2. Provide a program that allows the City to make concessions with developers for community or regional parkland contributions and maintenance efforts.</li> </ul>		
	Add high quality amenities to parks that are lacking based on park standards deficiency assessment.	Strategy #9: Upgrade existing neighborhood, community, and regional parks to meet minimum standards and amenity levels of service requirements and develop new parks with at least the minimum required amenities.	<ul style="list-style-type: none"> <li>Policy 9.1. Set a schedule for improving existing parks and align City budget to the schedule.</li> <li>Policy 9.2. Ensure the budgeting for new parks include enough to provide at least the minimum required amenities, or have a schedule for continued improvements to meet the standards.</li> </ul>	3.27	
TRAILS	Ensure Eagle Mountain's paved trail network connects important community destinations.	Strategy #3. Connect key destination through cohesive planning and design of Eagle Mountain's paved trail network.  (See map #4.2 on pg. #4.16)	<ul style="list-style-type: none"> <li>Policy 3.1. Require or incentivize developers to implement periodic trail cut-throughs in subdivisions, as well as pedestrian access points at the end of the cul-de-sacs, if appropriate, to provide convenient access to adjacent parks, trails, and broader active transportation network.</li> <li>Program 3.1. Provide frequent, regular access points to paved trails within neighborhoods to ensure residents can easily access the broader network and walk, bike, or roll to nearby parks and open space.</li> <li>Program 3.2. Inventory the city's sidewalk network to prioritize the filling of critical gaps to popular destinations, parks, trails, and open spaces.</li> <li>Program 3.3. Plan and design trailheads and access points strategically to promote ease of access and limit traffic, parking, and other impacts on neighborhoods (e.g. major access points on arterial or collector roads).</li> </ul>	4.12	

			<p>4.12</p> <ul style="list-style-type: none"> <li>• <b>Program 3.4.</b> Co-locate trailheads, where feasible, with other facilities, such as parks, schools, or community centers, to share resources (e.g., parking, restrooms, drinking water fountains, access points, etc.)</li> <li>• <b>Program 3.5.</b> Identify utility easements, stream corridors, and undeveloped open space for trail corridors to neighborhoods, parks, trailheads, and other community destinations, especially for the North Benches neighborhood.</li> </ul>
<p>OPEN SPACE</p>	<p>For undeveloped open space, identify and plan how potential projects can best support the city's parks, trails, ecological health, and community connectivity.</p>	<p>Strategy #16: Set clear expectations for development on or adjacent to undeveloped open space.</p> <p>Strategy #17: Promote development that improves ecological health and visual appeal.</p> <p>Strategy #18: Utilize undeveloped open space as opportunity to close gaps in parks service and trails network.</p>	<p>5.28</p> <ul style="list-style-type: none"> <li>• Policy 16.1. Require development proposals to demonstrate how the project supports this adopted plan.</li> <li>• Policy 16.2. Prioritize design development that integrates open space in ways that enhance future connectivity and goals and avoids fragmented open space.</li> <li>• Policy 16.1. Require development to provide appropriate naturalized buffers between land uses that serve as fire abatement and contribute to natural aesthetic of Eagle Mountain.</li> <li>• Policy 16.2. Encourage developments to incorporate healthy natural vegetation in development plans as buffers.</li> <li>• Policy 16.2. New plantings should be water-wise, native, near-native, and/or climate-adapted.</li> <li>• Policy 16.3. Utilize undeveloped open space within or adjacent to parks service gap areas to assist in closing the gap service areas. This could be done through new public park space and/or expansion/improvement of existing adjacent parks or developed open space.</li> </ul>
	<p>Wherever wildlife migration corridor(s) are intercepted by roads, the city will work with stakeholders to implements appropriate wildlife crossings.</p>	<p>Strategy #3: Work with DWR and UDOT to promote wildlife-vehicle collision reduction, implement wildlife crossings, and install wildlife-friendly fencing.</p>	<p>5.24</p> <ul style="list-style-type: none"> <li>• Policy 3.1. Assist DWR and UDOT in documenting wildlife population trends with tools such as wildlife-vehicle collision reporter. Consider improving documentation and tracking of other animal species along the migration corridors.</li> <li>• Policy 3.2. Pursue funding mechanisms and partnerships to fund wildlife crossings and wildlife-vehicle collision reduction.</li> <li>• Policy 3.3. Coordinate with DWR and UDOT to assess the availability and feasibility of evolving technologies for reducing wildlife-vehicle collisions and enhancing wildlife movement.</li> </ul>

IMPLEMENTATION

<p><b>OPEN SPACE</b></p>		<p>Strategy #4: Require the construction of appropriate wildlife crossings where necessary.</p>	<ul style="list-style-type: none"> <li>• <b>Policy 4.1.</b> Incorporate and adopt wildlife crossings in all existing and future transportation plans.</li> <li>• <b>Policy 4.2.</b> Determine the feasibility of wildlife crossing structures with associated fencing where roads bisect wildlife migration routes that connect crucial wildlife habitat.</li> <li>• <b>Policy 4.3.</b> Partner with stakeholders to identify potential funding sources for implementation of wildlife crossings where necessary.</li> </ul>	<p>5.24</p>
	<p>Strategy #5: Enable and encourage private landowners to protect wildlife movement and habitat while preserving vested rights and economic viability.</p>	<ul style="list-style-type: none"> <li>• <b>Policy 5.1.</b> Develop and provide information regarding conservation easement mechanisms and potential funding sources to protect valued wildlife movement corridors and habitat on private lands.</li> <li>• <b>Policy 5.2.</b> Work with DWR to provide sources of information to modify and/or design fences on private property that minimize wildlife mortality and allow safe wildlife movement where appropriate.</li> <li>• <b>Policy 5.3.</b> Work with DWR to assist landowners in identifying potential funding assistance for fence design modifications to facilitate safe wildlife passage.</li> </ul>	<p>5.24</p>	

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LONG TERM

	RECOMMENDATION	STRATEGY	POLICY/PROGRAM	PG #
<p style="text-align: center;"><b>PARKS</b></p>	<p>Ensure that new and existing parks provide high-quality &amp; varied opportunities for the community.</p>	<p>Strategy #7: Construct diverse park amenities and creative improvements across the parks system so that each park has variety and is unique.</p>	<ul style="list-style-type: none"> <li><b>Policy 7.1.</b> Expand incentives for developers who install creative playground equipment (beyond a basic small playground and as defined by the City).</li> <li><b>Policy 7.2.</b> Focus some park equipment and amenities on educational experiences such as informational and/or interpretive signage or park accents.</li> <li><b>Policy 7.3.</b> Build a dog park in a select location in the community.</li> <li><b>Policy 7.4.</b> Develop outdoor-themed parks with places for hammocks, seating, and other amenities that allow people to enjoy the City's natural vistas.</li> </ul>	<p>3.26</p>
	<p>Strive for a city-wide LOS (Level of Service) of at least 6.25 acres per 1,000 residents as recommended by NRPA. **</p>	<p>Strategy #8: Strive for a balance of spaces for active and passive recreation in parks. Create greatest amount of flexibility and open the door for future tournaments.</p>	<ul style="list-style-type: none"> <li><b>Policy 8.1.</b> Increase the space in parks dedicated to large fields for sports like soccer, lacrosse, and rugby.</li> <li><b>Policy 8.2.</b> Increase the number of courts for pickleball, tennis, and volleyball.</li> <li><b>Policy 8.3.</b> Promote some parks as places for leisure with well landscaped walking paths and sitting or resting areas.</li> </ul>	<p>3.26</p>
	<p>Strive for a city-wide LOS (Level of Service) of at least 6.25 acres per 1,000 residents as recommended by NRPA. **</p>	<p>Strategy #5: Continue to meet the proposed minimum Level of Service (LOS) for regional parks of 5 acres per 1,000 population in the future.</p>	<ul style="list-style-type: none"> <li><b>Policy 5.1.</b> Ensure continued development of future phases of Cory B. Wride and Pony Express Parks.</li> <li><b>Policy 5.2.</b> By 2030, acquire and develop additional 135 acres of land to build additional regional park(s) and fulfill LOS demand based on future population projections.</li> </ul> <p>** Impact fees shall not be used to increase LOS.</p>	<p>3.26</p>
	<p>Enhance the city's reputation as a community known for its commitment to thoughtful park design practices.</p>	<p>Strategy #6: Continue to meet the established Level of Service (LOS) for community parks of 2 acres per 1,000 population in the future.</p> <p>Strategy #12: Design parks to be efficient as it relates to resource use and maintenance costs.</p>	<ul style="list-style-type: none"> <li><b>Policy 6.1.</b> Ensure continued development of future phases of Sweetwater Park, SilverLake Woodhaven Park, Smith Ranch Park, Firefly Bike Park, and Corey B. Wride.</li> <li><b>Policy 12.1.</b> Use data to measure water use, energy consumption, and maintenance costs to enhance performance and decision-making.</li> <li><b>Policy 12.2.</b> Solicit new park designs that focus on water and energy conservation.</li> <li><b>Policy 12.3.</b> Design parks in adherence to the Dark Skies Initiative</li> <li><b>Policy 12.4.</b> Analyze said data in order to identify underutilized parks and turf areas to be converted to fire barriers or naturalized areas.</li> </ul>	<p>3.28</p>

IMPLEMENTATION

<p><b>TRAILS</b></p>	<p>Plan and design Eagle Mountain's paved trail network for all ages, abilities, and user types.</p>	<p>Strategy #1. Design Eagle Mountain's paved trail network for all ages, abilities, and user types.</p>	<p>4.10</p> <ul style="list-style-type: none"> <li>• <b>Policy 1.1.</b> Ensure shared use paths and on-street bicycle facilities are designed to follow Trail Network standards for safety and comfort, including lighting at key nodes and intersections, maintaining sightlines, etc.</li> <li>• <b>Policy 1.2.</b> Develop and add into the City's development code a set of comprehensive design standards for paved trails (e.g., the use of saw-cut joints, facility widths, minimum buffers, etc.) that meet or exceed industry standards—as identified in American Association of State Highway and Transportation Officials' (AASHTO's) Guide for the Development of Bicycle Facilities, Utah Department of Transportation's (UDOT's) Utah Trail Network Design Standards, Federal Highway Administration's (FHWA's) Small Town and Rural Multimodal Networks, and other standards.</li> <li>• <b>Policy 1.3.</b> Develop a city policy for electric bicycles and other electric micro-mobility devices (scooters, one-wheels, skateboards, etc.) to mitigate high speeds and other user conflicts.</li> <li>• <b>Policy 1.4.</b> Create bicycle parking standards, based on adjacent land use, to provide users with adequate, functional bike racks (including rack design, placement, amount, etc.)</li> <li>• <b>Program 1.1.</b> Where appropriate, improve roadway crossings with enhanced safety measures, such as pedestrian-activated signals, high-visibility markings, curb extensions, signage, and refuge islands, and consider grade-separated crossings at major arterial roadways and other barriers.</li> <li>• <b>Program 1.2.</b> Develop new paved trails and on-street bicycle facilities identified in recommendations.</li> <li>• <b>Program 1.3.</b> Consider additional amenities within parks, along shared use paths, and at trailheads to provide users important services, such as restrooms, drinking water fountains, shade structures, bicycle parking, and bicycle fix-it stations.</li> </ul>
<p>Strategy #2. Consider a variety of funding sources and partnerships to implement Eagle Mountain's paved trail network.</p>	<p>4.11</p> <ul style="list-style-type: none"> <li>• <b>Policy 2.1</b> Create requirements and/or incentives for private developers to incorporate trails, connections, and access points from adjacent properties, as well as ensure developer-built facilities meet City design standards.</li> <li>• <b>Program 2.1.</b> Actively pursue state and federal grants, identified in the grants section below, to fund the trail network and reduce the financial burden on residents.</li> <li>• <b>Program 2.2.</b> Prioritize key gaps and high-use trails in the active transportation network for Eagle Mountain City capital funding to ensure significance projects are implemented in a reasonable timeline and maximize impact of local funding.</li> <li>• <b>Program 2.3.</b> Work with adjacent land managers and stakeholders, including Utah Department of Transportation, Bureau of Land Management, Utah County, Utah State Parks, Mountainland Association of Governments, Utah Trust Lands Administration, and others, to collaboratively plan for future trail development, connect with regional destinations, and align with regional transportation corridors.</li> </ul>		

<p><b>OPEN SPACE</b></p>	<p>As the city continues to develop, monitor and protect important wildlife habitat and migration corridors.</p>	<p>Strategy #1: Support the continued collection and use of high-quality information regarding wildlife habitat, wildlife movement corridors, and population trends.</p>	<ul style="list-style-type: none"> <li>• <b>Policy 1.1.</b> Work with the State Department of Wildlife Resources (DWR) on identifying wildlife corridor needs and documenting wildlife population trends.</li> <li>• <b>Policy 1.2.</b> Recognize and support the role of local citizens groups to reliably and consistently document wildlife species and habitat use in Eagle Mountain, utilizing tools such as online forums and reporting tools.</li> <li>• <b>Policy 1.3.</b> Ensure developments withing/adjacent to the official Wildlife Corridor Overlay Zone (Ch. 17.49 in Eagle Mountain's City Code) are following requirements and recommendations outlined in the city code.</li> </ul>	<p>5.23</p>
		<p>Strategy #2: Ensure sufficient and quality undeveloped land is available for wildlife movement.</p>	<ul style="list-style-type: none"> <li>• <b>Policy 2.1.</b> Work with DWR to identify impediments to wildlife migration.</li> <li>• <b>Policy 2.2.</b> Adopt a minimum 330-foot wide migration corridor where feasible with 50-footwide development setbacks on each side of perennial or ephemeral washes that is free of impediments and fencing.</li> <li>• <b>Policy 2.3.</b> Identify and implement strategies to improve or enhance wildlife habitat within migration corridors through appropriate restoration techniques and/or treatments.</li> </ul>	<p>5.23</p>
	<p>Protect and enhance the city's unique natural open space features and assets.</p>	<p>Strategy #8: Protect ground water within existing or potential public drinking water supply aquifers.</p>	<ul style="list-style-type: none"> <li>• <b>Policy 8.1.</b> Plans should be prepared for all major drainage systems and distinguish between urban and non-urban systems. These plans should emphasize preservation approaches.</li> </ul>	<p>5.23</p>
		<p>Strategy #9: Protect lands of cultural importance including archaeological and historical sites</p>	<ul style="list-style-type: none"> <li>• <b>Policy 9.1.</b> Locate, identify, and catalog locations of cultural artifacts.</li> <li>• <b>Policy 9.2.</b> Develop and implement policies to best protect and display identified artifacts.</li> </ul>	<p>5.23</p>
		<p>Strategy #10: Preserve farmlands.</p>	<ul style="list-style-type: none"> <li>• <b>Policy 10.1.</b> Identify permanent agricultural zones that can be applied in areas where ground water quality and soil conditions are conducive to the production of food and agricultural products and economically serve the local and surrounding communities.</li> </ul>	<p>5.23</p>
		<p>Strategy #11: Aim to ensure a network of connected open spaces to ensure they are not disjointed and lose environmental and recreational value.</p>	<ul style="list-style-type: none"> <li>• <b>Policy 11.1.</b> Add to existing committed open space by filling in property gaps between existing municipal, state or land trust holdings.</li> <li>• <b>Policy 11.2.</b> Assemble open corridors and greenbelts, which may be linkages to existing open space or connecting nodes of development, trails, wildlife corridors or riparian buffers.</li> </ul>	<p>5.27</p>

IMPLEMENTATION

<p><b>Policy 11.3.</b> Utilize Wildlife Corridor Overlay Zone (detailed in chapter 17.49 of the city code) and create and implement additional zoning overlays that provide protection to identified habitat corridors where necessary.</p> <p><b>Policy 11.4.</b> Consider conversion from turf to low-maintenance/ water-conscious plantings, native plantings at selected open space or underutilized pocket parks</p>	<p>5.26</p>
<p><b>Policy 12.1.</b> Update hillside development guidelines identifying maximum slope percentage gradients for development to protect public health and safety.</p>	<p>5.27</p>
<p><b>Policy 13.1.</b> New development should respect a site's natural features, utilize natural drainage patterns, keep site disturbance to a minimum, and minimize consumption of natural resources.</p> <p><b>Policy 13.2.</b> High-density development should be built adjacent to highways and future transit lines to provide access to jobs, utilities, transportation, and services</p> <p><b>Policy 13.3.</b> Lower-density development should be placed on sites that can support on-site utilities and respond to environmentally sensitive areas where preservation of natural resources and view corridors are desired.</p> <p><b>Policy 13.4.</b> Integrate maintenance goals in developer agreements/contracts to help support and define maintenance roles</p>	
<p><b>Policy 14.1.</b> Explore the use of conservation easements and transfer of development rights programs to support open space preservation.</p> <p><b>Policy 14.2.</b> Provide incentives including clustering, creative design, and preferential property taxes (which keeps taxes lower on agricultural and open space lands) to preserve meaningful open space within private development.</p>	
<p><b>Policy 15.1.</b> Explore implementing the recommendations made by the Eagle Mountain Nature &amp; Wildlife Alliance in their document "EM Wildlife Corridor General Information" and "A Vision For the Designation and Use of A Proposed Wildlife Corridor in Eagle Mountain, Utah."</p> <p><b>Policy 15.2.</b> Involve local community groups like local businesses, recreational clubs and organizations, scouts, and religious groups to participate in service projects to enhance and maintain these public spaces.</p>	
<p>Strategy #12: Protect steep slopes to control soil erosion and water runoff as well as maintaining scenic views of and from areas such as bluffs, ridges, and mountains.</p>	
<p>Strategy #13: Land use policies and responsible growth tools should encourage new development in areas capable of supporting it while at the same time preserving areas unsuitable for development</p>	
<p>Balance the city's goals for open space conservation and preservation with its plans for future population growth.</p>	
<p>Strategy #14: Combine regulatory and land acquisition measures to achieve open space objectives.</p>	
<p>Strategy #15: Build on the conservation work of the Utah Department of Natural Resources</p>	

OPEN SPACE

## PRIMARY FUNDING SOURCES

### Potential Revenue Sources

- Recreation, Arts and Parks Tax (RAP)
- Property Tax Increase
- General Obligation Bonds
- User Fees
- Foundations and Donations
- Joint Funding Partnerships
- Grants and Other Funding Sources
- Community Reinvestment Areas
- Special Assessment Areas
- Recreation District

### Existing Revenue Sources

- Sales Tax
- Lease Revenue Bonds
- General Fund
- Impact Fees

Multiple funding sources are available for funding parks, trails and recreation facilities. The primary options include grants, impact fees, taxes, park fees and the issuance of debt (bonds). The following sections discuss some of the advantages and disadvantages of each revenue source, along with the appropriateness of each source to various capital or operating needs.

Potential funding sources are discussed in more detail in this report and are organized based on whether each one is a new revenue source (i.e., new revenue streams would flow to the City) or whether it simply represents a diversion of an existing revenue stream.



IMPLEMENTATION

## NEW REVENUE STREAMS

### Impact Fees

Impact fees are one-time fees charged by communities to offset the capital costs associated with new development. These fees are especially useful in areas of rapid population growth, such as Eagle Mountain. They help the community to maintain a current level of service as new development puts strain on existing facilities. It assures that new development pays for its proportionate share of capital costs. Impact fees can only be used for system, and not project facilities and must be capital facilities with a useful life of ten years or longer.

System improvements are generally interpreted to mean facilities that serve more than one development area. Therefore, facilities such as local parks are not included in the calculation of impact fees. For trails, small spurs from the main trail system to neighborhoods would generally not be included. Capital facilities include a wide range of park improvements including land, park systems, parking areas), trails, recreation centers, equestrian centers, splash pads, etc. Impact fees cannot be used for operating costs.

Based on Utah Code requirements, §11-36a, a community must prepare an Impact Fee Facilities Plan and impact document before enacting impact fees.

For additional information, see the 2026 Eagle Mountain Parks & Trails Impact Fee Facilities Plan.

### Parks, Arts, Recreation and Culture Tax\*

Many communities have initiated Zoo, Arts, and Parks (ZAP) or Recreation, Arts, and Parks (RAP) taxes which have been very effective in raising funds to complete parks, recreation, trails and open space projects. This tax must be put on the election ballot for voter approval and amounts to 1/10th of 1 percent of the point of sale revenue. Eagle Mountain has not enacted this tax and this could therefore provide significant new revenues to the City but it would require voter approval.

\* Sometimes referred to as the botanical, cultural and zoo tax.

### Property Tax Increase

Any property tax increases must go through a truth-in-taxation process which requires a public hearing. Therefore, cities are often reluctant to increase property tax rates.

However, when a City does not regularly increase property tax rates, it sees declining revenues, in terms of buying power, due to inflationary impacts on expenses. If a property tax increase were to be enacted, the increased revenues would flow to the General Fund.

However, there is no guarantee that the increased funds would be devoted to the parks department.

## NEW REVENUE STREAMS (CONT.)

### General Obligation Bonds

General obligation bonds are a common resource for funding major capital facilities, such as a recreation center or sports park, that benefits all of the community. Often, several communities will join together to join their resources (i.e., tax base) to build a joint facility that serves several communities.

General obligation bonds, commonly referred to as "G.O. bonds," are the least costly form of financing for capital facilities. They attract the lowest interest rates in the market because they are secured by the "full faith and credit" - the unlimited pledge of the taxing ability of the community and therefore have the least credit risk to investors. Under the Utah State Constitution, any bonded indebtedness secured by property tax levies must be approved by a majority of voters in a bond election called for that purpose.

It is our experience that if the recreation improvements being considered for funding through the G.O. bond have broad appeal to the public and proponents are willing to assist in the promotional efforts, G.O. bonds for recreation projects can meet with public approval. However, due to the fact that some constituents may not view them as essential-purpose facilities for a local government or may view the government as competing with the private sector, obtaining positive voter approval may be a challenge.

General Obligation bonds ("GO") are subject to simple majority voter approval by the constituents of the issuing entity. General obligation elections can be held once each year, in November, following certain notification procedures that must be adhered to in accordance with State Statutes in order to call the election (pursuant to Utah State Code 11-14-2 through 12). Following a successful election, it is not necessary to issue bonds immediately, but all bonds authorized must be issued within ten years. Once given the approval to proceed with the issuance of the bonds, it would take approximately 90 days to complete the bond issuance.

General obligation bonds can be issued for any governmental purpose as detailed in Utah Code §11-14-1. The proceeds from bonds issued on or after May 14, 2013 may not be used for operation and maintenance expenses for more than one year after the date any of the proceeds are first used for those expenses. Therefore, GO bonds would not be a viable source of operating and maintenance expenses for Eagle Mountain. If capital improvements are desired to be made, GO bonds could be used for this purpose.

## NEW REVENUE STREAMS (CONT.)

### General Obligation Bonds (Cont.)

The amount of general obligation debt is subject to the following statutory limitations:

- Counties are limited to two percent (2%) of the total taxable value of the County;
- School Districts are limited to four percent (4%) of the total taxable value in the District;
- Cities of the 1st and 2nd class are limited to a total of eight percent (8%) of the total taxable value, four (4%) for general purposes and four (4%) for water, sewer and lights; and
- Cities of other classes (such as Eagle Mountain) or towns are limited to a total of twelve percent (12%) of total taxable value, four percent (4%) for general purposes and eight percent (8%) for water, sewer and lights.

Notwithstanding the limits noted above, most local governments in Utah have significantly less debt than their statutory limitations.

Pursuant to state law, general obligation bonds must mature in not more than forty years from their date of issuance. Typically, however, most GO bonds mature in 15- 20 years.

Advantages of G.O. Bonds:

- Lowest cost form of borrowing
- 'New' source of revenues identified

Disadvantages of G.O. Bonds:

- Timing issues; limited date to hold required G.O. election
- Risk of a "no" vote while still incurring costs of holding a bond election
- Possibility of election failure due to lack of perceived benefit to majority of voters
- Must levy property tax on all property even if some properties receive limited or no benefit from the proposed improvements
- Can only bond for physical facilities, not ongoing or additional operation and maintenance expense

## NEW REVENUE STREAMS (CONT.)

### User Fees

User fees are generally charged for recreation facilities or, in some cases, for access to specific trails and facilities. Reasons for not including fees for trails include the difficulty and cost of collecting fees, especially with multiple access points. Another user fee option for trails is to issue permits to park in an area with trail access. Even if permits were required, rather than establishing a pay station, enforcement of permits (i.e., bike tags, parking permits, etc.) would be costly and enforcement would be sporadic at best. Some communities have found that an unintended negative consequence is that parking spills over into adjacent neighborhoods.

### Property Tax Increase

Joint funding opportunities may also occur between municipalities and among agencies or departments within a municipality. Cooperative relationships between cities and counties are not uncommon, nor are partnerships between cities and school districts. Often, small cities in a region are able to cooperate and pool resources for recreation projects. There may be other opportunities as well which should be explored whenever possible in order to maximize recreation opportunities and minimize costs. In order to make these kinds of opportunities happen, there must be on-going and constant communication between residents, governments, business interests and others.

#### Advantages:

- Spreads the costs, thereby resulting in a lower burden on Eagle Mountain
- Additional revenues may provide opportunities to provide additional facilities or services using the open space

#### Disadvantages:

- Does not provide a steady and reliable source of revenue
- Cannot bond against these revenues

### Local Sales Tax

Based on Utah Code §59-12-203, any city, county or town may levy a local option sales tax and issue sales tax revenue bonds.

The advantages and disadvantages of using sales tax revenue bonds are as follows:

#### Advantages:

- Fairly steady revenue stream (although more volatile than property tax revenues based on economic cycles)
- Available history of sales tax revenues on which to base projections
- Sales tax bonds can be issued and do not require voter approval

#### Disadvantages:

- Cannot raise sales tax percentage of revenues above limit allowed by Utah Legislature
- Does not provide a new revenue stream unless tax rate is increased or sales increase
- Used for capital costs and not operating expenses

## NEW REVENUE STREAMS (CONT.)

### Foundations and Donations

Creating a foundation could provide an additional method of generating new revenues for the City – especially for preservation and development of wilderness corridors. One example is the Mountain Trails Foundation (MTF).

MTF has five membership options, ranging from \$10 to \$300+. The most popular options are the \$50 and \$100 a year donations. Membership results in various coupons, discounts, and gifts (depending upon the \$ level - maps, socks, vests, jackets, etc.). Memberships represent 60 percent of the Foundation's annual revenues, while races, grants, and corporate sponsorships provide the rest of the revenue.

During one year MTF spent \$130,000 for summer trail maintenance and an additional \$30,000 for winter trail grooming. Since its inception in 1994, MTF has been able to increase trail miles from 40 to over 400. Annual membership averages close to 4,000 members. Major corporate sponsors from the sporting goods industry often provide their "gear" at significantly lower prices to foundations. Therefore, many people join MTF because they are rewarded with athletic gear to offset the cost of their annual donation. Car window stickers for MTF are also viewed as something of a status symbol by some Summit County residents. Revenue generated through memberships (representing roughly 60 percent of total revenues) is supplemented by

corporate sponsorships and races. Increased races sponsored by a Foundation would be another means of increasing revenue streams for preservation of open space.

#### Advantages:

- Those most involved and interested contribute to the associated costs
- Creates a sense of pride and ownership in recreation-related facilities
- Partners with the private sector to increase business contributions

#### Disadvantages:

- Not a steady or consistent revenue source
- Cannot bond against these revenues
- May take time to build up significant membership and revenues
- Administrative costs of running the Foundation unless done by volunteers

## NEW REVENUE STREAMS (CONT.)

### Grants & Other Funding Sources

The following sources may serve as a supplement to, though not a replacement for, the previous funding sources. The availability of these funds may change annually depending on budget allocations. The Land and Water Conservation Fund is the most widely used grant source and is described in some detail, followed by a list of other potential grant sources.

#### LAND AND WATER CONSERVATION FUND

The LWCF state assistance program provides matching grants to help states and local communities protect parks and recreation resources. Running the gamut from wilderness to trails and neighborhood playgrounds, LWCF funding has benefited nearly every county in America, supporting over 41,000 projects. This 50:50 matching program is the primary federal investment tool to ensure that families have easy access to parks and open space, hiking and riding trails, and neighborhood recreation facilities. Allocation amounts have decreased over time and LCWF reports a backlog of needs for these funds. This program is administered locally by Utah State Parks and Recreation.

Other grant sources include:

- **Utah Open Lands Trust**  
<https://www.utahopenlands.org/>
- **Utah Mule Deer Foundation, Propose a Project**  
<https://muledeer.org/propose-a-project-guidelines>
- **Utah Outdoor Recreation Grant**  
<https://business.utah.gov/outdoor/uorg/>

- **Land and Water Conservation Grants**  
<https://stateparks.utah.gov/resources/grants/land-and-water-conservation-fund/>
- **Sportsmen for Fish and Wildlife**  
<https://sfw.net/>
- **Rocky Mountain Elk Foundation**  
<https://www.rmef.org/elk-network/rmefgrantsbenefitutahwildlifehabitatresearchprojects/>
- **The Wildlife Society**  
<https://wildlife.org/utah/annual-meeting/grants-in-aid/>
- **Outdoors Tomorrow Foundation**  
<https://www.goutf.com/faqs/apply-for-a-wildlife-conservation-grant/>
- **Chan Zuckerberg Initiative**  
<https://chanzuckerberg.com/grants-ventures/>

IMPLEMENTATION

**NEW REVENUE STREAMS (CONT.)**

**Grants & Other Funding Sources (cont.)**

**US Government Corridor Grants**

U.S. Secretary of the Interior David Bernhardt announced the award of \$2.1 million in grants to state and local partners in Colorado, Montana, Nevada, Utah, Washington, and Wyoming for habitat conservation activities in migration corridors and winter range for elk, mule deer, and pronghorn. The targeted big game species will benefit from the conservation actions funded by these grants as will a wide array of plant and other wildlife species.  
<https://www.doi.gov/pressreleases/secretary-bernhardt-announces-107-million-public-private-support-big-game-migration>  
<https://www.doi.gov/oc/wildlife-legislation>

**Wildlife Legislation/Grant Opportunities**

H.R. 2795, the "Wildlife Corridors Conservation Act"  
 H.R. 2795 would create a National Wildlife Corridor System on federal lands and waters that would be managed by the relevant Secretaries of jurisdiction, as well as a tribal wildlife corridor designation program that is voluntary for tribal participation. Under this bill, a grant program would be established to provide funding for wildlife corridor management on non-federal lands and waters to support movement of wildlife and habitat connectivity.

**H.R. 3742, the "Recovering America's Wildlife Act"**

H.R. 3742 proposes to redirect \$1.3 billion annually from existing revenue in the general treasury fund to States and Territories for fish and wildlife conservation, and \$97.5 million for Tribal fish and wildlife conservation. The funding would provide States and Territories with critical resources necessary to implement their wildlife action plans—which all 50 States and six territories have developed—to support species of greatest conservation need identified in these plans.

**Destination Development Grant**

<https://travel.utah.gov/news/destination-development-grant-program>

## NEW REVENUE STREAMS (CONT.)

### Grants & Other Funding Sources (cont.)

**THE CONSERVATION ALLIANCE** seeks to protect threatened wild places throughout North America for their habitat and recreational values. As a group of outdoor companies, it recognizes the responsibility to help protect the wild lands and waterways. To achieve that goal, it makes grants to nonprofit organizations working to protect the special wild lands and waters in their backyards.

#### **PRIVATE AND PUBLIC PARTNERSHIPS**

The Parks and Recreation Department or a group of communities acting cooperatively, and a private developer or other government or quasi-government agency may often cooperate on a facility that services the public, yet is also attractive to an entrepreneur or another partner.

#### **PRIVATE FUNDRAISING**

While not addressed as a specific strategy for individual recreation facilities, it is not uncommon for public monies to be leveraged with private donations often in concert with a foundation (see Foundations and Donations above). Private funds will most likely be attracted to high-profile facilities such as a swimming complex or sports complex, and generally require aggressive promotion and management on behalf of the park and recreation department or city administration.

#### **DEDICATIONS AND DEVELOPMENT AGREEMENTS**

The dedication of land for parks, and park development agreements has long been an accepted development requirement and is another valuable tool for implementing park development. The City can require dedication of park land through review of projects such as Planned Units Developments (PUDs). Many cities have received park dedications and trail easements.

#### **SERVICE ORGANIZATION PARTNERS**

Many service organizations and corporations have funds available for park and recreation facilities. Local Rotary Clubs, Kiwanis Clubs, and other service organizations often combine resources to develop park and recreation facilities. Other for-profit organizations such as Home Depot and Lowes are often willing to partner with local communities in the development of playground and other park and recreation equipment and facilities. Again, the key is a motivated individual or group who can garner the support and funding desired.

Another potential partnership with service organizations is through an Adopt-A-Trail program where various organizations assist with maintenance of City open space and thereby reduce operating costs.

IMPLEMENTATION

## NEW REVENUE STREAMS (CONT.)

### Lease Revenue Bonds

One financing mechanism which, until the advent of sales tax revenue bonds, was frequently used to finance recreation facilities is a Lease Revenue Bond issued by the Local Building Authority of the City. This type of bond would be secured by the recreation center property and facility itself, not unlike real property serving as the security for a home mortgage. Lease revenue bonds are repaid by an annual appropriation of the lease payment by the City Council. Generally, this financing method works best when used for an essential public facility such as city halls, police stations and fire stations. Interest rates on a lease revenue bond would likely be 15 to 30 basis points higher than on sales tax revenue bonds depending on the market's assessment of the "essentially" of the facility.

#### Advantages of Lease-Revenue Bonds:

- No general vote required
- No specific revenue pledge required

#### Disadvantages of Lease Revenue Bonds:

- Higher financing costs than some other alternatives
- No "new" revenue source identified

As this type of bond financing does not generate any new revenue source, the City Council will still need to identify revenue sources sufficient to make the lease payments to cover the debt service.

### Conservation Easements

With a conservation easement, a property owner could receive substantial tax benefits while still retaining the use of his property for farming, but while disallowing the building of any structures on the site. In order to determine the value of a conservation easement, an appraisal is conducted of the current, base value of the property, along with an analysis of the highest and best use of the property.

The difference becomes the basis for the tax credits against capital gains for 20 years. Conservation easements have a very limited investment field but have proven very popular in places like Jackson Hole, WY. The question for Eagle Mountain would be whether or not a property owner could get enough value out of the highest and best use of his property, and whether the tax credits would be advantageous to him.

### Transfer of Development Rights (TDRs)

A TDR program would only be successful in Eagle Mountain if the City could identify appropriate sending and receiving areas.

Sending areas are those areas where open space preservation is desired. Receiving areas are those areas where added density would be allowed – in other words a transfer of the development rights from the sending area to the receiving area.

The City would need to show that there is a market for more density in the receiving area than what is currently allowed, and that it would be financially advantageous to a developer to take advantage of a TDR program.

## Recreation District

Utah law allows for the creation of special districts based on Utah Code §17B. The generic term for all entities that fall under Title 17B of the Utah Code is "local district." The only type of district in Utah that is not a "local district" is a "special service district." Title 17D Chapter 1 of the Utah Code deals with the creation and administration of special service districts and is known as the "Special Service District Act."

Local districts may be created for a variety of purposes including park operations, recreational facilities and services. A special service district created under Title 17D is a hybrid entity in that it is an independent governmental entity, except when it comes to the levy of taxes or assessments, the issuance of debt, or the holding of an election. These actions must be approved by the governmental entity that created the special service district. In reality, special service districts are still ultimately under the control of their creating entities. A special service district may be created by a city or county to provide a variety of services, including recreation.

Local districts and special service districts can only be created by cities or counties. The process is initiated either by the cities or counties themselves by resolution, or by petition from a group of citizens. In order to be created, local districts require a petition signed by 33 percent of the private property owners within the proposed district whose property values total at least 25 percent of the value of all private real property within the proposed district or 33 percent of the voters within the proposed district who voted in the last general election for Governor. Special service districts require a citizen petition to be signed by property owners within the proposed district whose property values total at least 10 percent of the taxable value of all taxable property within the proposed special service district or at least ten percent of the registered voters within the proposed special service district.

Governance options between the two types of districts differ somewhat. While both are under the jurisdiction of a local governing board, which must have at least three members, special service districts are governed by the cities or counties that create them. A local district determines, at its creation, whether board members will be appointed, elected, or a hybrid with some members appointed and others elected.

The major difference between the two types of districts is in their ability to tax. Local districts may levy property taxes but special service districts can only do so if the governing body that created the district votes to do so and the tax is approved by a majority of voters. All Limits are also placed on local districts and special districts for bonded indebtedness. Utah Code §11-14-310(3) (b) limits general obligation bonds to a percentage of the fair market value of all taxable property within the district. The limit for a local district is .05 and 0.12 for a special service district (unless specified in the Code for a specific type of special service district).

Liability insurance is required for all districts with budgets in excess of \$50,000. All districts must comply with most of the Utah Procurement Code as found in Section 63G-6-104 and must adopt and implement formal purchasing policies and procedures.

If some sort of recreation district were to be created, the total taxable value of the district would be used to determine the tax rate necessary to raise the desired amount of annual operating revenues necessary to support open space.

#### Advantages:

- Spread costs over a larger population
- Taxing ability that does not show up on the books of the City

#### Disadvantages:

- Loss of direct governance and control of recreation facilities

## Special Assessment Areas

Special Assessment Areas (“SAAs”), formerly known as Special Improvement Districts or “SID”s, 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. If the boundaries of the SAA were the same as with that of the City, the SAA would provide no advantage in terms of funding to the City. **Therefore, this method is not recommended as a potential source of funding.** If the City were to join with neighboring cities to create a special recreation district, property tax revenues would be a better source of financing than special assessments.

While not subject to a bond election as is required for the issuance of General Obligation bonds, SAAs may not be created if 40 percent or more of those liable for the assessment payment protest its creation. Despite this legal threshold, most local government bodies tend to find it difficult to create an SAA if 10-20 percent of property owners oppose the SAA.

Once created, an 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.

Even with the best of special assessment credit structure, if bonds are issued they are likely to be non-rated and therefore would be issued at rates quite a bit higher than similar General Obligation Bonds that would likely be rated. All improvements financed via an SAA must be owned by the City and the repayment period cannot exceed twenty (20) years.

Whenever SAAs are created, entities have to select a method of assessment (i.e. per lot, per unit (ERU), per acre, by front-footage, etc.) which is reasonable, fair and equitable to all property owners within the SAA. State law does not allow property owned by local government entities such as cities or school districts to be assessed.

Advantages of Special Assessment Areas:

- Bonds are tax-exempt although the interest cost is not as low as a GO or revenue bond
- No requirement to hold a bond election but the City must hold a meeting for property owners to be assessed before the SAA can be created
- Only benefited property owners pay for the improvements or ongoing maintenance
- Limited risk to the City as there is no general tax or revenue pledge
- Flexibility since property owners may pre-pay their assessment prior to bond issuance or annually thereafter as the bond documents dictate – if bonds are issued

Disadvantages of Special Assessment Areas:

- Forty percent of the assessed liability, be it one property owner or many could defeat the effort to create the SAA if they do not want to pay the assessment
- Some increased administrative burden for the City although State law permits an additional amount to be included in each assessment to either pay the City’s increased administrative costs or permit the City to hire an outside SAA administrator
- The City cannot assess certain government-owned property within the SAA
- No real funding benefit to the City since the boundary would be the same as the City.



## SUMMARY OF POTENTIAL FUNDING SOURCES

FUNDING SOURCE	AVAILABILITY	STRENGTHS	WEAKNESSES	COMMENTS
<b>Impact Fees</b>	Can only be charged to new development; must have a current IFFP and IFA to meet legal requirements	Ensures that new development pays its proportionate share of the cost of new capital facilities	Developers may contest these fees; cost of having an updated IFFP and IFA prepared	Ideal for Eagle Mountain because of rapid growth in the City
<b>Recreation Zoo Arts and Parks (ZAP) Tax</b>	Would need to be approved by voters	No new fees or taxes required	Election required	
<b>Property Tax Increase</b>	Requires truth-in-taxation public hearing	Stable revenue source	No guarantees funds would be spent on parks	Not likely to be approved by City Council for a dedicated parks and recreation funding source
<b>General Obligation (GO) Bond</b>	Would need voter approval	Lowest interest rate on debt	Requires voter approval. Can be placed on ballot by City Council (referendum) or through citizen-initiated ballot measure.	Revenues need to be used for capital costs
<b>User Fees</b>	"Pay to Play" User Recreation Fee (daily or annual fee).	Simple and direct; Could generate revenue from regional users;	Requires an updated fee study to show the reasonableness of the fees charged compared to the services provided; be sure collection of the fees is not more costly than fees collected	<ol style="list-style-type: none"> <li>1. City would need to establish cost recovery levels for various programs</li> <li>2. Could have tiered resident/non-resident fees.</li> </ol>
<b>Foundations and Donations</b>	Very competitive and annual allocations change; would likely need to set up a 501(c)3 to receive funds	New revenue stream	Competitiveness in obtaining this resource	
<b>Joint Funding Partnerships</b>	An available option, could take several forms such as Intergovernmental Agreement or Local District.	Additional resources available	May lose some control of facilities or governance	

IMPLEMENTATION

FUNDING SOURCE	AVAILABILITY	STRENGTHS	WEAKNESSES	COMMENTS
<b>Grants and Other Funding Sources</b>	Very competitive and annual allocations change	New revenue stream	Competitiveness in obtaining this resource	
<b>Special Assessment Area (SAA)</b>	Can create for any size area	Assessments on property; can foreclose	Extremely difficult to obtain approval from all affected properties	High protests likely from high number of property owners; no advantage to creating district if it is the same as with City boundaries
<b>Local Recreation District</b>	City could create a special service district for parks and recreation	Can spread costs over a larger geographic area and population	Could reduce local control because the District would be shared with other cities.	Could be advantageous if combined with other communities because costs would be spread over a larger area
<b>Local Sales Tax</b>	Provides annual revenue stream, or if used for a bond the debt is repaid through sales tax revenues. City cannot raise existing sales tax beyond the level state legislature allows.	Flexible; no voter approval required	Not a new funding source; rather diverts existing funds. Legislature would need to approve hike in local option sales tax rate in order to increase rate	If a sales tax bond is issued, revenues should be used for capital costs; revenues can be used for any City purpose without a bond.
<b>Lease Revenue Bond</b>	City must appropriate funds annually	Flexible; no voter approval required	Not a new funding source; City must make annual appropriations	Generally used for "essential" facilities
<b>Conservation Easements</b>	Must have willing property owners	Conservation remains in perpetuity; can be farmed	Limited investment field who benefit from tax credits	
<b>Transfer of Development Rights (TDRs)</b>	Depends on availability and attractiveness of receiving areas	Preserves open space while respecting development rights	Difficult to find sufficient receiving areas	



**APPENDIX A:  
EXISTING PARKS  
INVENTORY**



**AP**

## 01. COREY B. WRIDE MEMORIAL PARK



Source: Eagle Mountain

Regional park located in Town Center neighborhood. It has undergone 2 major phases of improvements. Acreage and boundaries planned for phase 3 are shown in this plan.

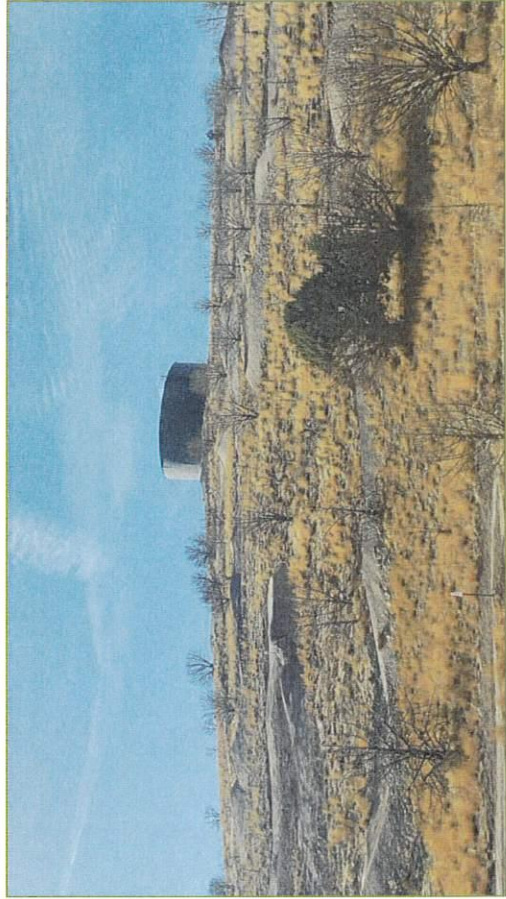
**95.75** acres  
5806 North Pony Express Pkwy

### AMENITIES

- 3 Restrooms
- 3 Drinking Fountains
- 4 Large Playgrounds
- 1 Tot-Lot
- 3 Bleachers
- 4 Baseball Fields (8 Dugouts)
- 4 Basketball Courts
- 4 Tennis Courts
- 14 Pickleball Courts
- 1 Splash Pad
- 1 Zip Line

- Pavilions (1 lrg., 1 med, 1 sm.)
- 33 Picnic Tables
- 7 BBQ's
- 36 Benches
- 60 Trash Cans
- 13,692 ft Path Lengths
- 443 Trees
- 2 Flagpoles
- 1 Baseball Complex
- 1 Concession Building
- 6 Shade Structures

## 02. FIREFLY BIKE PARK



Source: UtahMountainBike.com

This new Mountain Bike Park is still under construction and consists mostly of high end mountain bike trails located on western most end of Eagle Mountain. Additional amenities and features are underway.

**27.9** acres  
5806 North Pony Express Pkwy

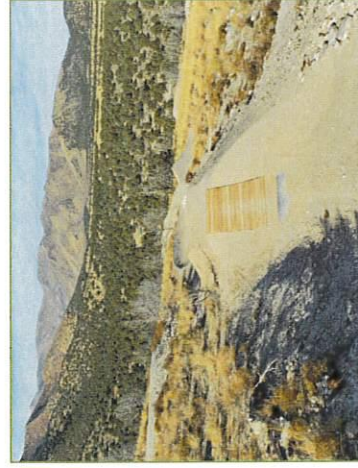
### AMENITIES

#### (EXISTING)

- Extensive trail network
- Biking features - timber ramps, drops, jumps, & rock gardens

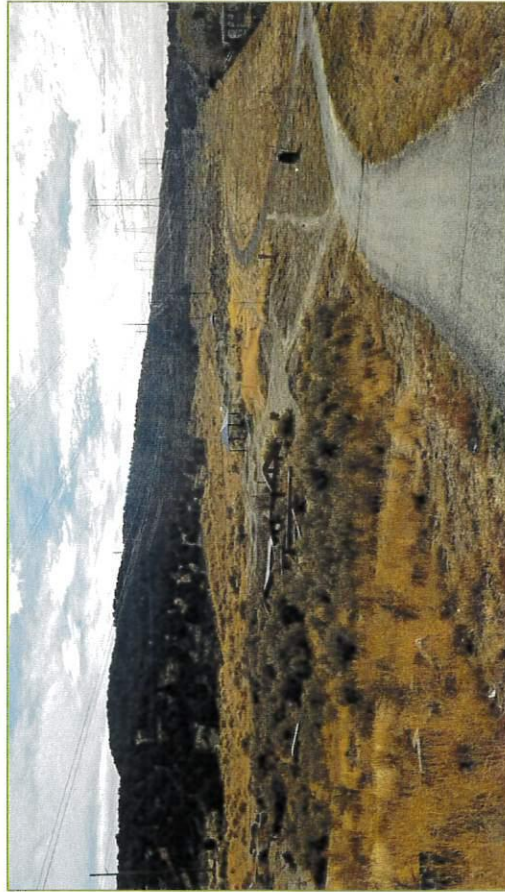
#### (PLANNED)

- Parking Lot



Source: UtahMountainBike.com

### 03. MOUNTAIN RANCH BIKE PARK



Source: Eagle Mountain

A major landmark to Eagle Mountain, this park includes a large skills area, pump track, jump line, and DH trails. It is the largest and one of the most successful bike parks in Utah.

**78.8** acres  
3450 Golden Eagle Road

#### AMENITIES

- Restroom
- Drinking Fountain
- 2 Pavilions
- 2 Picnic Tables
- 2 Trash Cans
- 2,088 ft Path Lengths
- 3 Shade Structures
- 3 Kiosks
- Bike ramps and jumps



Source: TrailRift (UTah)

### 04. PONY EXPRESS MEMORIAL

Includes Pony Express Skate Park



Source: Eagle Mountain

Regional park located in South Town neighborhood that is known for its rodeo grounds, baseball fields, cemetery, angel park, and skate park. It's acreage includes areas for phase 1 development.

**54.8** acres  
4447 North Major Street

#### AMENITIES

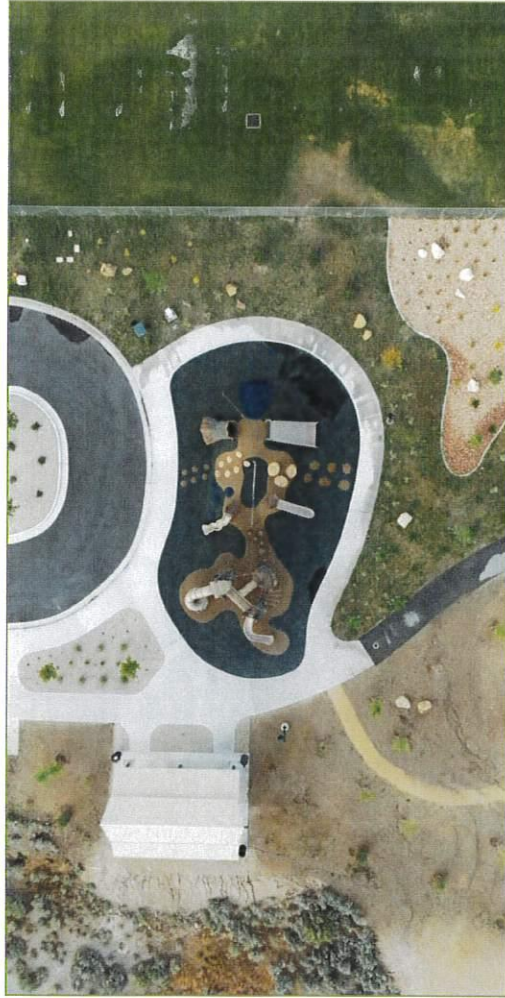
- Parking Lot
- Rodeo Grounds
- Dog Park
- Restrooms
- Drinking Fountain
- 2 Baseball Fields (2 Dugouts)
- 2 Bleachers
- 1 Large Skate Park
- Small Pavilion
- 5 Picnic Tables
- 8 Trash Cans
- 1,205 ft Path Lengths
- 46 Trees
- 2 Flagpoles

Rodeo Grounds



Source: Eagle Mountain

## 05. SMITH RANCH REGIONAL PARK



Source: Eagle Mountain City

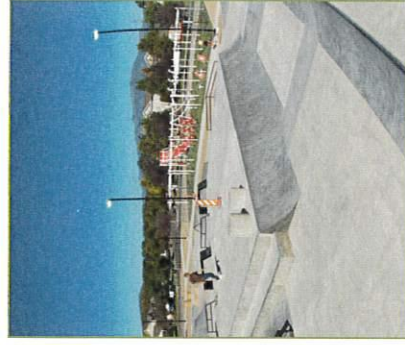
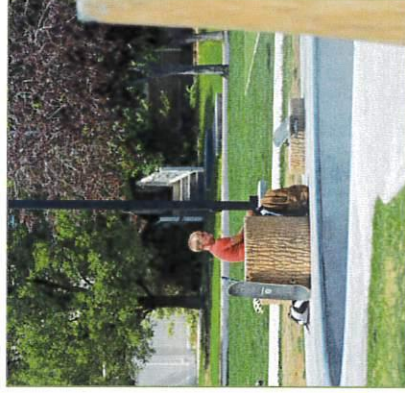
This park is an exceptional park with a main playground, custom play structures, separate play areas for younger visitors, state-of-the-art ninja course fitness area, and a skate park.

**20.95** acres  
3839 E Smith Ranch Rd

### AMENITIES

- 2 Parking Lots
- Restrooms
- Drinking Fountain
- 4 Playgrounds
- Skate Park
- Zipline
- Pavilions (2 large, 4 small)
- 18 Picnic Tables
- 10 Trash Cans
- 4,174 ft Paths
- 169 Trees
- Amphitheater
- Exercise Equipment

Skate Park



Source: Eagle Mountain City

Large Playground Towers



Source: Eagle Mountain City

Ninja Course Fitness Area



Source: Eagle Mountain City

### 06. BRANDON COMMUNITY PARK



Source: Focus Consulting

This park accommodates a large stormwater management system and features pickleball and basketball courts and a hammock grove.

**12.04 acres**  
4696 N Brandon Park Rd.

#### AMENITIES

- Parking Lot
- 2 Restrooms
- 2 Drinking Fountains
- 2 Tot-Lots
- 1 Basketball court
- 8 Pickleball Courts
- 2 Small Pavilions
- 8 Picnic Tables
- 2 BBQs
- 2 Trash Cans
- 4,580 ft Paths
- 145 Trees

### 07. FIREFLY REGIONAL PARK



Source: Winkler Doherty Partners

This park in West Side neighborhood is still being finished and will become a regional park. Currently it features a bike pump track, skate park, and pickleball courts.

**7.02 acres**  
N Eagle Mountain Blvd.

#### AMENITIES (EXISTING)

- 1 Bleacher
- 1 Basketball Court
- 9 Pickleball Courts
- 1 Skate Park
- Small Pavilion
- 23 Benches
- 4 Trash Cans
- Bike Rack
- 3,904 ft Paths
- 177 Trees
- 3 Shade Structures
- Bike Pump Track

### 08. NOLEN PARKS



Source: Winkler Doherty Partners

Nolen Park includes Nolen Park, Nolen Park East, and is near developed open space to the west.

**15.37 acres**  
7862 N Tinamous Rd.

#### AMENITIES

- 1 Restroom
- 1 Tot-Lot
- 4 Bleachers
- 2 Baseball Fields
- 4 Dugout Benches
- 3 Picnic Tables
- 4 Benches
- 7 Trash Cans
- 2,692 ft Paths
- 246 Trees



### 09. SILVERLAKE AMPITHEATRE



Source: Eagle Mountain City

A popular area that features an outdoor entertainment venue.

**7.09** acres  
7862 N Silverlake Pkwy

#### AMENITIES

- Parking Lot
- Restrooms
- 1 Tot-Lot
- 1 Medium Pavilion
- 3 Picnic Tables
- 2 BBQs
- 3 Benches
- 1 Trash Can
- 1,771 ft Paths
- 110 Trees
- 1 Amphitheatre

### 10. SILVERLAKE WOODHAVEN PARK



Source: Vincent Christ, MPTN

Features a modern creative playground design with surrounding views and natural open space.

**11.12** acres  
7415 N Silver Park Dr.

#### AMENITIES

- 2 Tot-Lots
- 1,887 ft Paths
- 71 Trees

### 11. SWEETWATER PARK



Source: Eagle Mountain City

Ideal for those looking for trails while having access to amenities and nature.

**8.81** acres  
1887 E Shadow Dr.

#### AMENITIES

- Parking Lot
- 1 Tot-Lot
- 1 Medium Pavilion
- 2 Picnic Tables
- 2 BBQs
- 4 Benches
- 2 Trash Cans
- 906 ft Paths
- 34 Trees



REGIONAL

COMMUNITY

NEIGHBORHOOD

LOCAL

**12. ARRIVAL PARK**

**2.16** acres  
414 E Hindley Lane



Source: Eagle Mountain City

**AMENITIES**

- Parking Lot
- 2 Tot-Lots
- 1 Medium Pavilion
- 2 Picnic Tables
- 1,166 ft Paths
- 30 Trees

**13. CEDAR CORNERS PARK**

**4.41** acres  
2108 E Frontier Street



Source: Eagle Mountain City

**AMENITIES**

- Basketball Court
- 5 Picnic Tables
- 1 BBQ
- 764 ft Paths
- 38 Trees

**14. EAGLE POINT B**

**2.85** acres  
1938 E Sunrise Drive



Source: Eagle Mountain City

**AMENITIES**

- 1 Tot-Lot
- 6 Benches
- 1,251 ft Paths
- 7 Trees

**15. EAGLE POINT C**

**2.21** acres  
3742 N Partridge Lane



Source: Eagle Mountain City

**AMENITIES**

- 1 Tot-Lot
- 1 Basketball Court
- 1 Small Pavilion
- 6 Picnic Tables
- 2 BBQs
- 7 Benches
- 484 ft Paths
- 14 Trees

**16. EAGLE POINT J**

**2.27** acres  
Carriage Hill Drive



Source: Eagle Mountain City

**AMENITIES**

- Parking Lot
- 2 Tot-Lots
- 1 Basketball Court
- 1 Small Pavilion
- 2 Picnic Tables
- 1,111 ft Paths
- 44 Trees

**17. NEW PARK**

**4.46** acres  
Ranches Gateway  
Neighborhood



Source: Eagle Mountain City

**AMENITIES**

- 1 Tot-Lot
- 1 Small Pavilion
- 1 Bench
- 2,311 ft Paths
- 91 Trees
- 1 Dumpster



REGIONAL

COMMUNITY

NEIGHBORHOOD

LOCAL

**18. NORTH RANCH**

**7.68** acres  
9242 N Canyon Wash Dr.



Source: Eagle Mountain City

**AMENITIES**

- Parking Lot
- 1 Drinking Fountain
- 1 Tot-Lot
- 3 Picnic Tables
- 1 BBQ
- 2 Benches
- 2 Trash Cans
- 947 ft Paths
- 32 Trees
- 1 Flagpole
- 1 Dumpster

**19. OVERLAND TRAILS PARK**

**2.17** acres  
1016 E Waddell Road



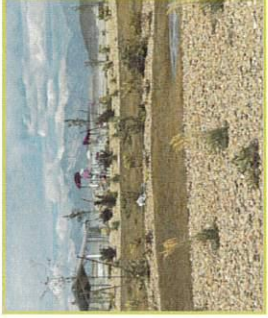
Source: Eagle Mountain City

**AMENITIES**

- 1 Tot-Lot
- 4 Picnic Tables
- 3 BBQs
- 2 Benches
- 1 Trash Can
- 1,083 ft Paths
- 8 Trees
- 1 Teatherball
- 1 Horse Shoe

**20. PINNACLES PARK**

**6.65** acres  
Clear Granite Way



Source: Wharfedale, Inc. PH114

**AMENITIES**

- Parking Lot
- 1 Tot-Lot
- 2,211 ft Paths
- 59 Trees

**21. PIONEER PARK**

**7.43** acres  
4558 N Silver Spur Way



Source: Eagle Mountain City

**AMENITIES**

- 1 Tot-Lot
- 1 Basketball Court
- 1 Volleyball Court
- 1 Small Pavilion
- 2 Picnic Tables
- 2 Benches
- 2 Trash Cans
- 1 Bike Rack
- 2,712 ft Paths
- 87 Trees

**22. SAGE PARK II**

**6.43** acres  
5212 N Cliffrose Drive



Source: Eagle Mountain City

**AMENITIES**

- Parking Lot
- 1 Tot-Lot
- 1 Basketball Court
- 1 Small Pavilion
- 1 Picnic Table
- 2,861 ft Paths
- 96 Trees

**23. SAGE VALLEY**

**4.07** acres  
1448 E Smithfield Rd



Source: Eagle Mountain City

**AMENITIES**

- 1 Tot-Lot
- 1 Volleyball Court
- 1 Small Pavilion
- 4 Picnic Tables
- 1 BBQ
- 2,247 ft Paths
- 30 Trees



REGIONAL

COMMUNITY

NEIGHBORHOOD

LOCAL

**24. SILVERLAKE NEIGHBORHOOD PARK**  
 3.77 acres  
 4599 E Harvest Crop Dr.



SOURCE: METROPLAN CONSULTING

Also called Harvest Crop Park

AMENITIES

- Parking Lot
- 2 Tot-Lots
- 2 Small Pavilions
- 2 Picnic Tables
- 1,648 ft Paths
- 67 Trees

**25. SKYLINE RIDGE PARK**  
 2.6 acres  
 Ranches Gateway Neighborhood



SOURCE: ENGLE MOUNTAIN CITY

AMENITIES

- Parking Lot
- 1 Tot-Lot
- 1 Basketball Court
- 1,069 ft Paths
- 34 Trees

**26. SPRING RUN PARK**  
 3.7 acres  
 3434 E Spring Mtn. Dr.



SOURCE: ENGLE MOUNTAIN CITY

AMENITIES

- Parking Lot
- Restrooms
- 1 Tot-Lot
- 1 Small Pavilion
- 8 Picnic Tables
- 1,198 ft Paths
- 51 Trees

**27. SPRING RUN II**  
 7.43 acres  
 North Benches Neighborhood

AMENITIES

- 1,745 ft Paths
- (more planned)

**28. SUNSET RIDGE PARK**  
 3.93 acres  
 7962 N Secretariat Rd.

AMENITIES

- Parking Lot
- 1 Tot-Lot
- 1 Basketball Court
- 2 Small Pavilions
- 1,829 ft Paths
- 23 Trees

**29. VALLEY VIEW PARK**  
 3.39 acres  
 2227 Autumn Dr.



SOURCE: ENGLE MOUNTAIN CITY

AMENITIES

- Parking Lot
- 2 Tot-Lots
- 1 Zip Line
- 1 Small Pavilion
- 10 Picnic Tables
- 3 Benches
- 897 ft Paths
- 37 Trees

**30. WALDEN PARK**  
 5.95 acres  
 4337 N Frontier St.



SOURCE: ENGLE MOUNTAIN CITY

AMENITIES

- Parking Lot
- 1 Tot-Lot
- 2 Basketball Courts
- 9 Picnic Tables
- 4 Benches
- 3 Trash Cans
- 1 Bike Rack
- 696 ft Paths
- 114 Trees



REGIONAL

COMMUNITY

NEIGHBORHOOD

LOCAL

**31. ASH POINT PARK**  
0.67 acres  
7870 N Ash Point Dr.

AMENITIES

- 2 Tot-Lots
- 2 Small Pavilions
- 2 Picnic Tables
- 24 Trees

**32. AUTUMN RIDGE**  
1.48 acres  
4492 N Hunter Ln.

AMENITIES

- 1 Tot-Lot
- 1 Basketball Court
- 2 Benches
- 2 Trash cans
- 227 ft Paths
- 22 Trees

**33. BRANDON PARK**  
(Small)  
0.61 acres  
526 E Abajo Peak Dr.

AMENITIES

- 1 Tot-Lot
- 23 ft Paths

**34. EAGLE PARK**  
1.58 acres  
1396 E Harrier St.

AMENITIES

- 1 Tot-Lot
- 1 Volleyball Pit
- 1 Small Pavilion
- 1 Picnic Table
- 1 BBQ
- 1 Trash Can

**35. EAGLE PARK ENTRANCE**  
1.18 acres  
NA

AMENITIES

- Parking Lot
- 1 Drinking Fountain
- 1 Tot-Lot
- 588 ft Paths
- 16 Trees
- 1 Exercise Equipment

Also called  
ENERGI Prime Park

**36. EAGLE POINT G**  
1.25 acres  
2325 E Maple Dr.

AMENITIES

- Parking Lot
- 2 Tot-Lots
- 1 Small Pavilion
- 2 Picnic Tables
- 360 ft Paths
- 10 Trees

**37. EAGLE GATE EAST**  
1.11 acres  
8308 Prestwich Ln.

AMENITIES

- 1 Tot-Lot
- 1 Volleyball Pit
- 1 Picnic Table
- 2 BBQs
- 2 Benches
- 1 Bike Rack

**38. EAGLE GATE WEST**  
0.93 acres  
8398 N Scotsraig Dr.

AMENITIES

- 1 Tot-Lot
- 1 Basketball Court
- 6 Picnic Tables
- 1 BBQ
- 4 Benches
- 2 Trash Cans

**39. EAGLE VILLAGE**  
0.74 acres  
3608 N Bountiful Ln.

AMENITIES

- Parking Lot
- 2 Tot-Lots
- 1 Small Pavilion
- 2 Picnic Tables
- 431 ft Paths
- 10 Trees

**40. FREMONT SPRINGS**  
0.49 acres  
7348 N Ute Dr.

AMENITIES

- 1 Tot-Lot
- 2 Picnic Tables
- 4 Benches
- 1 Trash Can
- 1 Bike Rack
- 150 ft Paths
- 13 Trees

**41. HARMONY PARK II**  
1.48 acres  
1267 E Reichert St.

AMENITIES

- Parking Lot
- 1 Small Pavilion
- 5 Picnic Tables
- 392 ft Paths
- 18 Trees

**42. KIOWA VALLEY**  
1.59 acres  
4146 E Golden Eagle Rd.

AMENITIES

- 1 Parking Lot
- 1 Tot-Lot
- 3 Picnic Tables
- 1 BBQ
- 3 Benches
- 1 Trash Can



REGIONAL

COMMUNITY

NEIGHBORHOOD

LOCAL

**43. LAKE VIEW ESTATES**  
1.64 acres  
2854 E Lakeside Dr.

AMENITIES

- 1 Tot-Lot
- 1 Small Pavilion
- 8 Picnic Tables
- 1 Trash Can
- 669 ft Paths
- 29 Trees

**44. LIBERTY FARMS EAST**  
0.36 acres  
7682 N Rose St.

AMENITIES

- 1 Tot-Lot
- 1 Small Pavilion
- 3 Picnic Tables
- 3 Benches
- 2 Trash Cans
- 1 Bike Rack
- 10 Trees

**45. LIBERTY FARMS WEST**  
0.47 acres  
7625 N James St

AMENITIES

- 1 Small Pavilion
- 2 Picnic Tables
- 1 BBQ
- 3 Benches
- 2 Trash Cans
- 63 ft Paths
- 17 Trees

**46. LONE TREE PARK**  
1.51 acres  
2117 E Lone Tree Pkwy

AMENITIES

- Parking Lot
- 1 Tot-Lot
- 3 Picnic Tables
- 1 BBQ
- 2 Benches
- 2 Trash Cans
- 1 Bike Rack
- 12 Trees

**47. MEADOW RANCH AUTUMN PARK**  
0.83 acres  
2863 E Autumn Ln.

AMENITIES

- 1 Tot-Lot
- 1 Bench
- 1 Trash Can
- 1 Bike Rack
- 261 ft Paths
- 17 Trees

**48. MEADOW RANCH ELK RIDGE**  
1.15 acres  
NA

AMENITIES

- Parking Lot
- 240 ft Paths
- 12 Trees

**49. MEADOW RANCH HIDDEN DRIVE**  
0.75 acres  
NA

AMENITIES

- 1 Tot-Lot
- 1 Volleyball Pit
- 1 Picnic Table
- 2 BBQs
- 2 Benches
- 1 Bike Rack

**50. Mt. AIREY PARK**  
1.43 acres  
NA

AMENITIES

- 743 ft Paths
- 5 Trees

**51. OAK HOLLOW PARK**  
0.81 acres  
7834 N Bridleway Dr.

AMENITIES

- 1 Tot-Lot
- 1 Basketball Court
- 5 Benches
- 325 ft Paths
- 23 Trees

**52. OVERLAND TRAILS III**  
1.51 acres  
1392 E Bell Buoy Wj.

AMENITIES

- 1 Tot-Lot
- 1 Bench
- 686 ft Paths
- 11 Trees

**53. PACIFIC SPRINGS**  
1.64 acres  
1420 E Wilbur Ln.

AMENITIES

- 1 Tot-Lot
- 10 Picnic Tables
- 2 BBQs
- 1,065 ft Paths
- 36 Trees

**54. PIONEER ADD. 5**  
0.34 acres  
1894 E ChurchWj.

AMENITIES

- 1 Tot-Lot
- 3 Benches
- 1 Trash Can
- 104 ft Paths
- 6 Trees



REGIONAL

COMMUNITY

NEIGHBORHOOD

LOCAL

**55. PIONEER ADD. 6**

0.27 acres  
2102 E West Jordan Wy.

AMENITIES

- 1 Tot-Lot
- 3 Benches
- 2 Trash Cans
- 6 Trees

**56. PIONEER ADD. 7**

0.24 acres  
2329 E Ox Yoke Dr.

AMENITIES

- 1 Tot-Lot
- 2 Benches
- 95 ft Paths
- 4 Trees

**57. PONY EXPRESS ESTATES II**

1.24 acres  
1184 E Coachline Wy.

AMENITIES

- 2 Tot-Lots
- 2 Small Pavilions
- 2 Picnic Tables
- 707 ft Paths
- 23 Trees

**58. PORTER'S CROSSING**

1.41 acres  
4046 E Cattle Dr.

AMENITIES

- 1 Tot-Lot
- 1 Basketball Court
- 1 Small Pavilion
- 4 Picnic Tables
- 3 Benches
- 1 Trash Can
- 1 Bike Rack
- 472 ft Paths
- 3 Trees

**59. RUSH VALLEY PARK**

0.37 acres  
7946 N Geronimo Dr.

AMENITIES

- 1 Tot-Lot
- 7 Trees

**60. SADDLEBACK PARK**

1.07 acres  
3835 E Chilton Circle

AMENITIES

- 1 Tot-Lot
- 4 Picnic Tables
- 1 BBQ
- 1 Bench
- 1 Trash Can
- 455 ft Paths
- 28 Trees

**61. SILVERLAKE 8 PARK**

0.24 acres  
580400226

AMENITIES

- Parking Lot
- 1 Tot-Lot
- 1 Trash Can
- 378 ft Paths
- 24 Trees

**62. STONEBRIDGE PARK**

1.43 acres  
8747 N Stonebridge Ln.

AMENITIES

- 1 Tot-Lot
- 2 Basketball Courts
- 4 Picnic Tables
- 8 Benches
- 2 Trash Cans
- 1 Bike Rack
- 579 ft Paths
- 12 Trees

**65. SUNSET RIDGE WEST**

0.83 acres  
NA

AMENITIES

- 1 Tot-Lot
- 794 ft Paths
- 13 Trees

**66. WESTVIEW HEIGHTS**

1.64 acres  
2412 E Prairie View Dr.

AMENITIES

- 1 Tot-Lot
- 9 Picnic Tables
- 5 Benches
- 2 Bike Racks
- 443 ft Paths
- 51 Trees

**65. WHITE HILLS PARK**

0.51 acres  
18628 W Wilson Ave.

AMENITIES

- Parking Lot
- 1 Tot-Lot
- 2 Picnic Tables
- 2 Benches
- 1 Trash Can
- 7 Trees



**APPENDIX B:  
OPEN SPACE EVALUATION  
WORKSHEET**



**AAP**

## Purpose

Open space is one of the community's most important assets and should be managed according to its classification. Undeveloped open space, as defined in this document, represents areas of potential opportunity improvements. For details regarding open space classifications, please see **Chapter 05 Open Space**. Setting criteria can help evaluate options for undeveloped open space by grounding discussions in long-term goals.

Using clear criteria helps the Eagle Mountain City:

- Make decisions that are **consistent and fair**
- Help **compare options** and understand **community priorities**.
- **Balance** community needs, ecological value, and costs
- Explain why certain choices are made and their **trade-offs**
- Protect options for **future generations**

The worksheet is a tool intended to guide discussion, not replace policy judgment, public input, or decision-making processes. The most appropriate and effective plan for improvements is to be reclassified (conservation, naturalized, or developed open space), developed into a park, or sold and transitioned to other land uses in the long term. These criteria are written to be flexible enough for a variety of sites but structured enough to guide consistent decisions over time. The criteria are related to the following topics:

- Vision & Community Value
- Connectivity & Access
- Programming Suitability
- Ecological Value & Preservation
- Stewardship & Maintenance
- Adaptability & Future Flexibility

## How to Use This Worksheet

1. **Review the site**  
Look at the map, photos, or description of the open space.
2. **Answer each question**  
For every category, choose a score from **1 (low opportunity)** to **5 (high opportunity)** based on your perspective. Apply weights if desired.
3. **Write one short reason (optional)**  
A few words explaining your score can help others understand your thinking
4. **Add up your scores**  
Total all numbers to get a **final score**.
  1. Maximum possible score (*not weighted*): 95
  2. Minimum possible score (*not weighted*): 19

# EAGLE MOUNTAIN OPEN SPACE EVALUATION WORKSHEET



## Scoring Reference

1	2	3	4	5
Very limited alignment or opportunity	Some constraints; limited benefit	Moderate potential; mixed conditions	Strong opportunity or benefit	Exceptional value or alignment

Category	Criteria	Score (1,2,3,4,5)	Weight (Optional)	Weighted Score (Optional)	Notes
Vision & Community Value	Contribution to community identity or sense of place				
	Addresses unmet community needs				
	Alignment with the original intended plan for the property				
	Alignment with existing or anticipated City plans for trail or park expansion				
	Alignment with existing or anticipated development				
Connectivity & Access	Proximity to neighborhoods, parks, and/or activity centers				
	Proximity near a pedestrian corridor				
	Ability to connect to trails, sidewalks, or bike networks				
Programming Suitability	Suitability for passive recreation				
	Flexibility for seasonal or evolving uses				

# EAGLE MOUNTAIN OPEN SPACE EVALUATION WORKSHEET



	Size to accommodate community or regional-sized parks				
Ecological Value & Preservation	Presence of sensitive resources or ecological value				
	Proximity near public health and safety areas (i.e. steep slopes, or water retention areas)				
	Opportunity for habitat preservation or restoration				
Stewardship & Maintenance	Low long-term maintenance requirements and costs				
	Opportunities for partnerships, volunteers, or shared stewardship				
	Alignment with city staffing and operational capacity				
Adaptability & Future Flexibility	Ability to respond to future community needs for future generations				
	Potential for interim uses or buffers related to fire abatement and/or wildlife corridors				
<b>Total Score</b>					

### Scoring:

- Divide the **Total Score** by the **Maximum Possible Score**.
  - Maximum possible score (*not weighted*): 95
  - Minimum possible score (*not weighted*): 19
- Higher total scores indicate stronger justification for conservation or light enhancements
- Medium scores may indicate shared or mixed uses

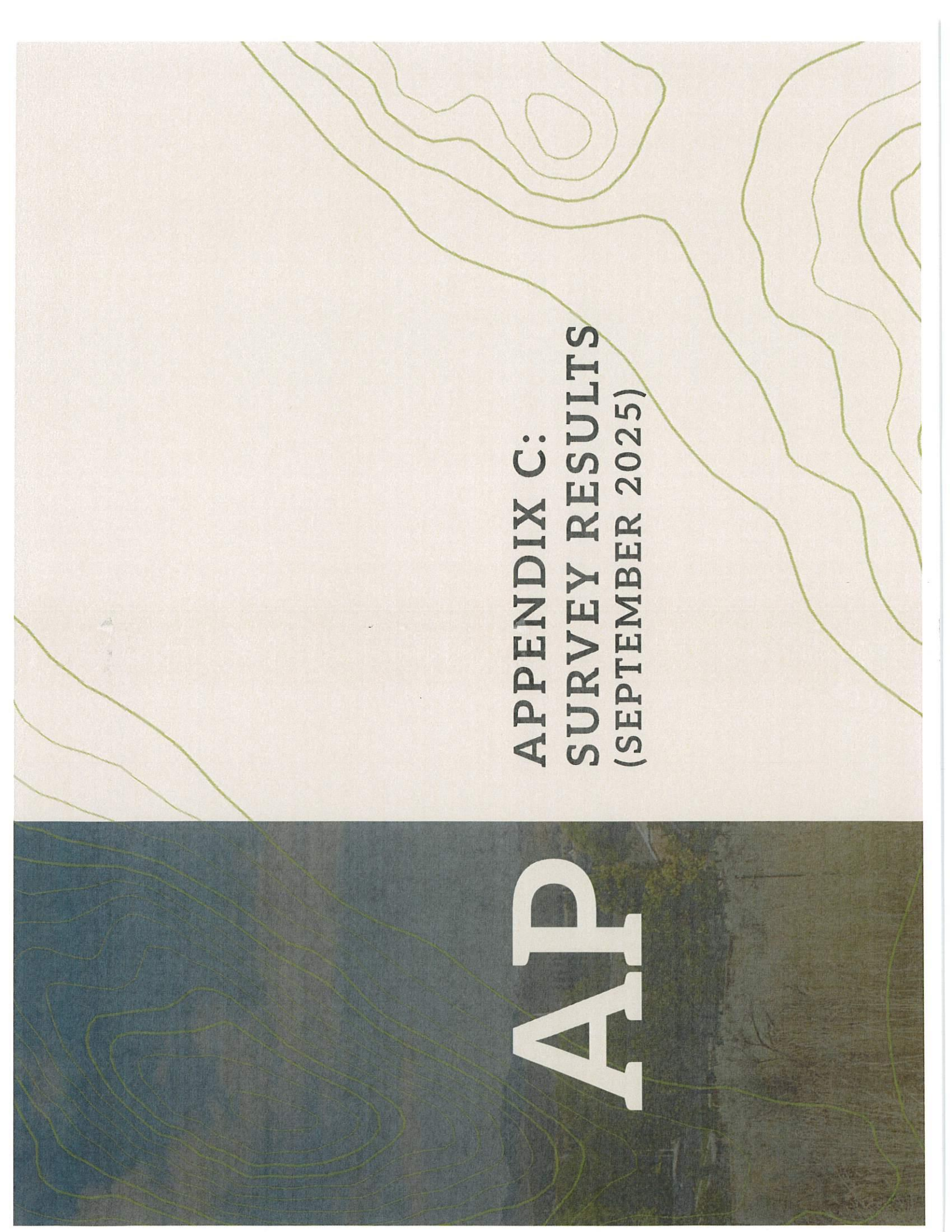
## EAGLE MOUNTAIN OPEN SPACE EVALUATION WORKSHEET



- Lower scores may indicate suitability for limited maintenance, environmental management, or may be considered for sale

<b>Score Range</b> <i>(unweighted score)</i>	<b>General Recommended Direction</b>
80-100% <i>(Score: 76-95)</i>	Developed Open Space or Potential Parks <i>(see recommendations on page 05.6)</i>
60-79% <i>(Score: 57-75)</i>	Keep as Undeveloped Open Space or Consider for Land Sale <i>(see recommendations on page 05.7)</i>
40-59% <i>(Score: 38-56)</i>	Naturalized Open Space <i>(see recommendations on page 05.8)</i>
40% or less <i>(Score: 19-37)</i>	Conservation Open Space <i>(see recommendations on page 05.9)</i>

**Note:** The score ranges above are based on unweighted rankings. Specific categories or criteria may be weighted depending on the level of importance. Lower or higher scores within each category may be further discussed in addition to the general recommended directions above, which may need adjustments.



**APPENDIX C:  
SURVEY RESULTS  
(SEPTEMBER 2025)**



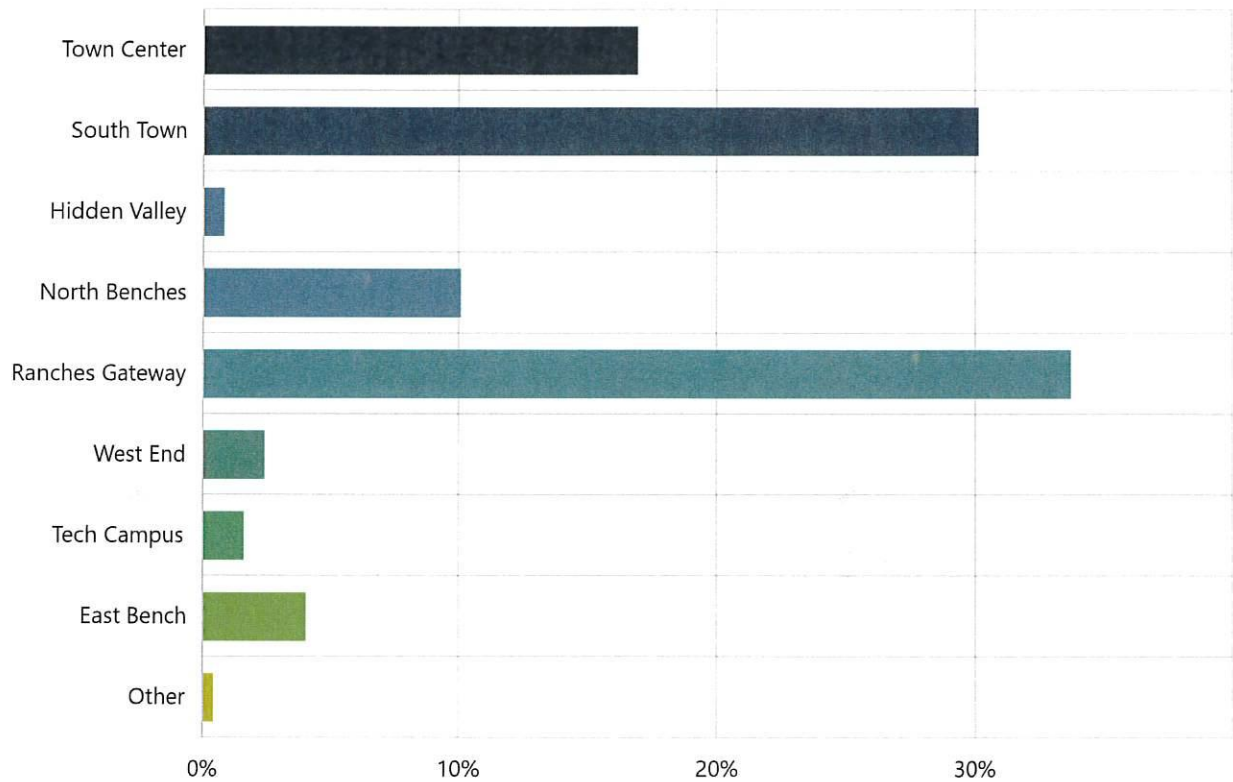
**AAP**

Closed

## Contribution Summary

### 1. What general area in Eagle Mountain do you live in? See map above. Required

Multi Choice | Skipped: 0 | Answered: 249 (100%)

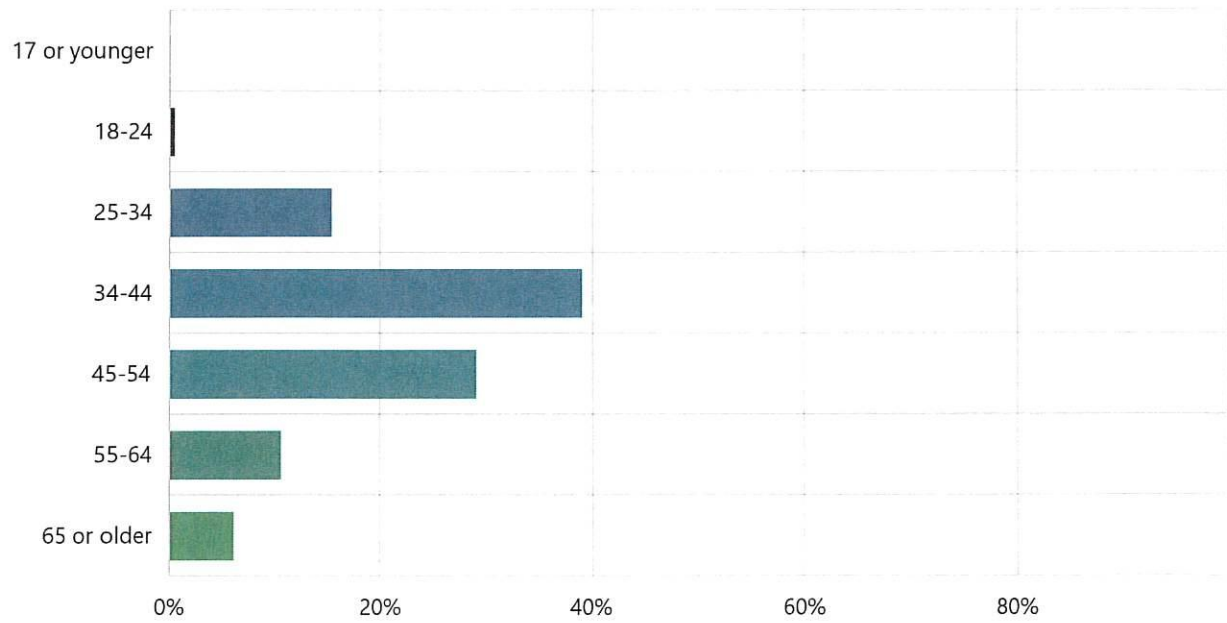


Answer choices	Percent	Count
Town Center	16.87%	42
South Town	30.12%	75
Hidden Valley	0.80%	2
North Benches	10.04%	25
Ranches Gateway	33.73%	84
West End	2.41%	6
Tech Campus	1.61%	4

East Bench	4.02%	10
Other	0.40%	1
<b>Total</b>	<b>100.00%</b>	<b>249</b>

## 2. What is your age group? Required

Select Box | Skipped: 0 | Answered: 249 (100%)

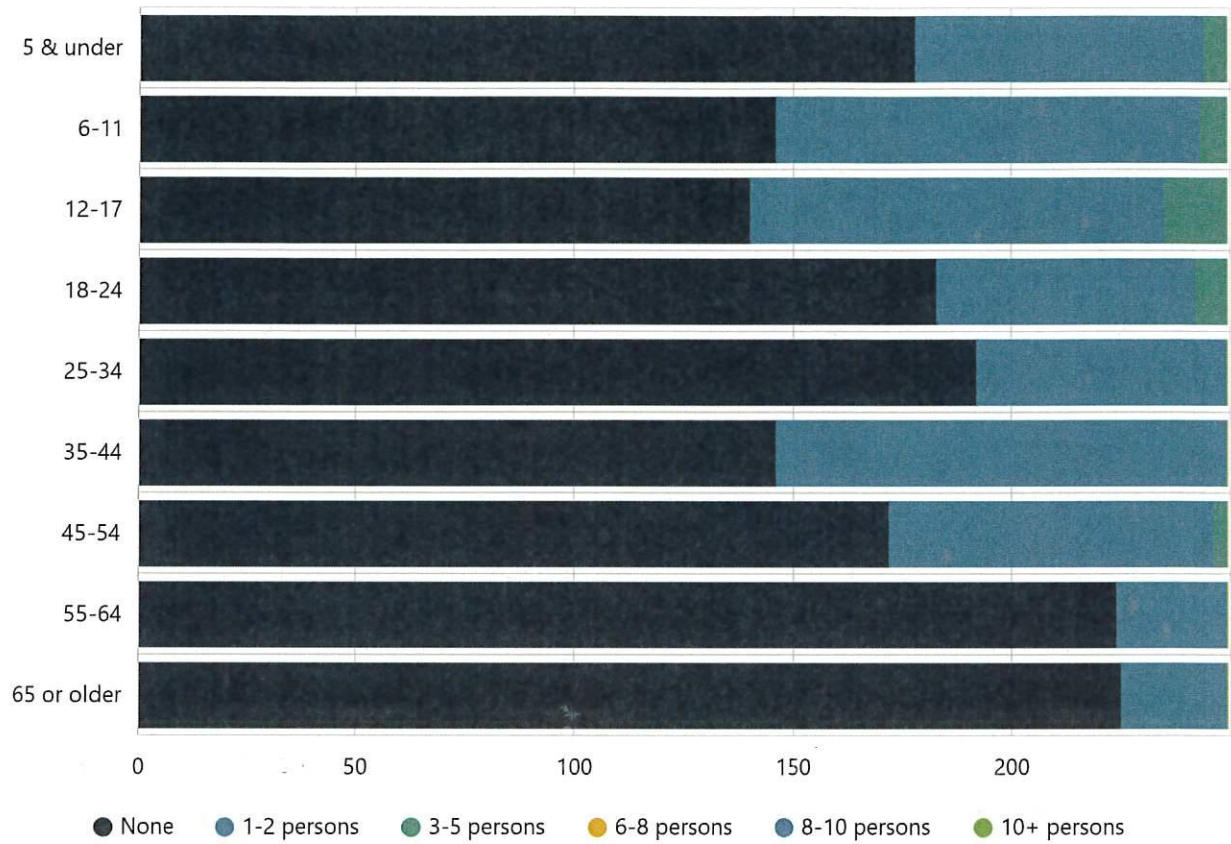


Answer choices	Percent	Count
17 or younger	0%	0
18-24	0.40%	1
25-34	15.26%	38
34-44	38.96%	97
45-54	28.92%	72
55-64	10.44%	26
65 or older	6.02%	15
<b>Total</b>	<b>100.00%</b>	<b>249</b>

**3. Please select the number of people in each age group living in your household. Do not include yourself.**

Required

Matrix | Skipped: 0 | Answered: 249 (100%)

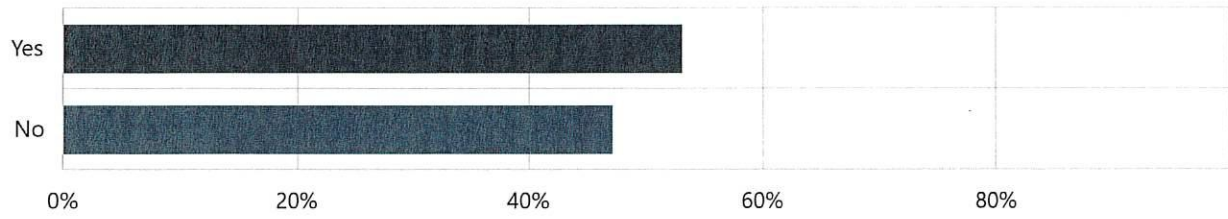


	None	1-2 persons	3-5 persons	6-8 persons	8-10 persons	10+ persons	Count	Score
5 & under	71.49% 178	26.51% 66	2.01% 5	0% 0	0% 0	0% 0	249	1.31
6-11	58.63% 146	38.96% 97	2.41% 6	0% 0	0% 0	0% 0	249	1.44
12-17	56.22% 140	38.15% 95	5.62% 14	0% 0	0% 0	0% 0	249	1.49
18-24	73.49% 183	23.69% 59	2.81% 7	0% 0	0% 0	0% 0	249	1.29
25-34	77.11% 192	22.89% 57	0% 0	0% 0	0% 0	0% 0	249	1.23
35-44	58.63% 146	41.37% 103	0% 0	0% 0	0% 0	0% 0	249	1.41
45-54	69.08% 172	29.72% 74	1.20% 3	0% 0	0% 0	0% 0	249	1.32

55-64	89.96% 224	10.04% 25	0% 0	0% 0	0% 0	0% 0	249	1.10
65 or older	90.36% 225	9.64% 24	0% 0	0% 0	0% 0	0% 0	249	1.10

**4. Do you know about the complete range of parks, park facilities, trails, and natural open space areas in Eagle Mountain?** Required

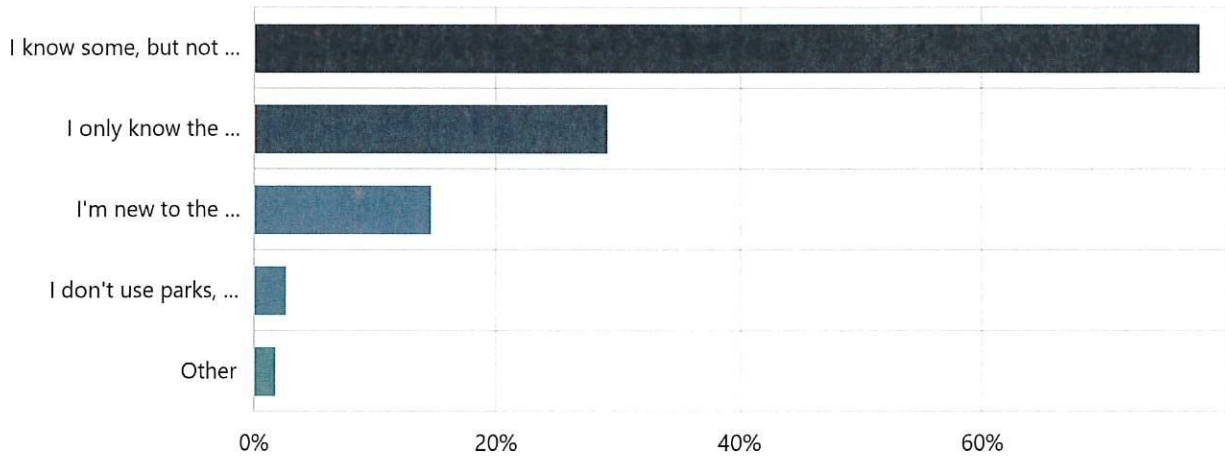
Select Box | Skipped: 0 | Answered: 249 (100%)



Answer choices	Percent	Count
Yes	53.01%	132
No	46.99%	117
<b>Total</b>	<b>100.00%</b>	<b>249</b>

**5. If you selected "No," please specify why. Required**

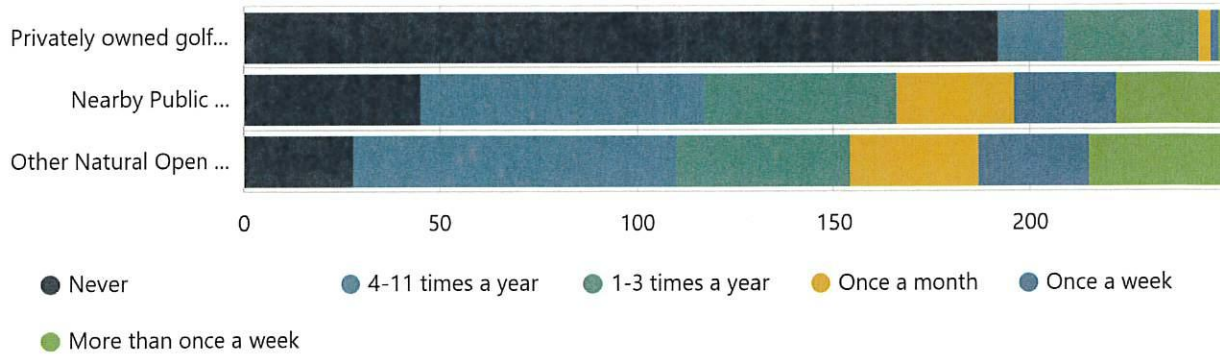
Multi Choice | Skipped: 132 | Answered: 117 (47%)



Answer choices	Percent	Count
I know some, but not all of them.	77.78%	91
I only know the ones near by home/neighborhood.	29.06%	34
I'm new to the community and still learning.	14.53%	17
I don't use parks, open space, or trails very often.	2.56%	3
Other	1.71%	2

## 6. Which open space do you visit and how often? Required

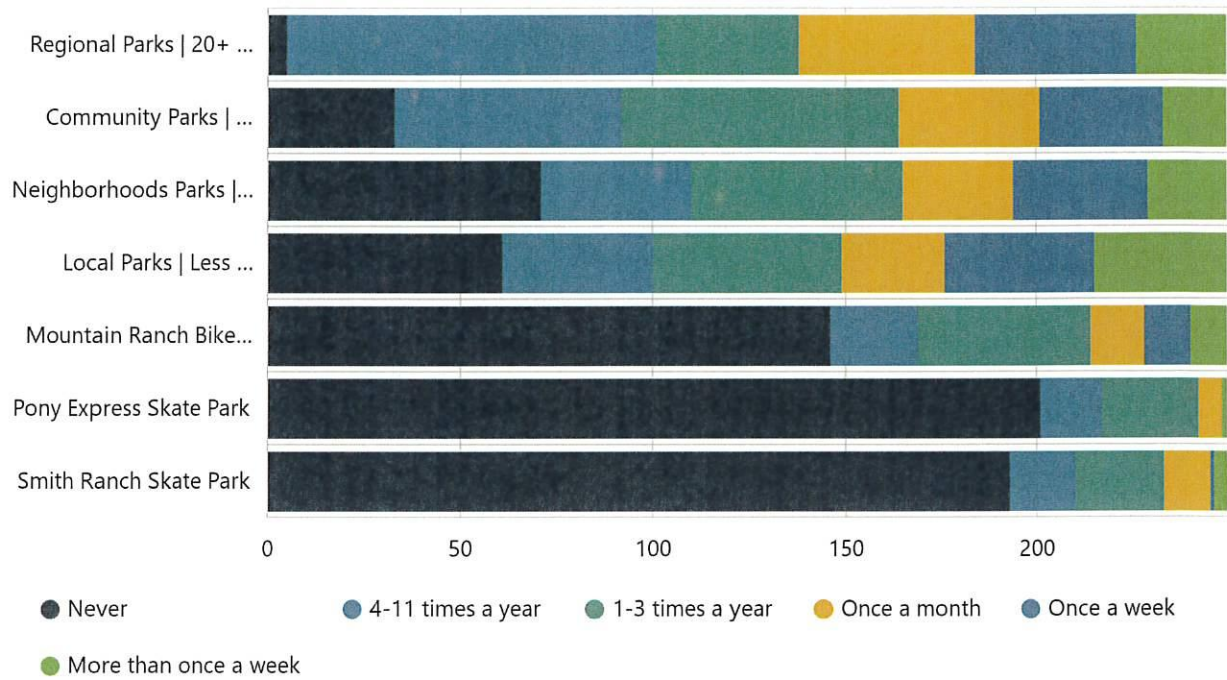
Matrix | Skipped: 0 | Answered: 249 (100%)



	Never	4-11 times a year	1-3 times a year	Once a month	Once a week	More than once a week	Count	Score
Privately owned golf course	77.11% 192	6.83% 17	13.65% 34	1.20% 3	0.80% 2	0.40% 1	249	1.43
Nearby Public Lands / Bureau Land Management (BLM) Lands	18.07% 45	28.92% 72	19.68% 49	12.05% 30	10.44% 26	10.84% 27	249	3.00
Other Natural Open Space Areas	11.24% 28	32.93% 82	17.67% 44	13.25% 33	11.24% 28	13.65% 34	249	3.21

### 7. Which parks do you visit and how often? Required

Matrix | Skipped: 0 | Answered: 249 (100%)



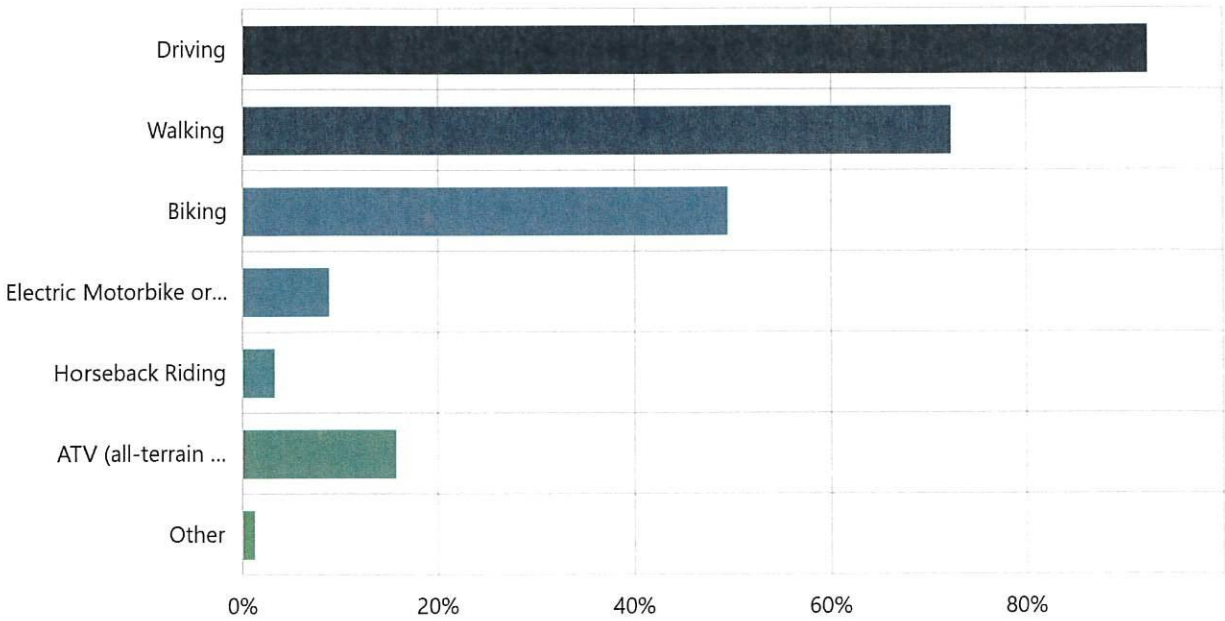
	Never	4-11 times a year	1-3 times a year	Once a month	Once a week	More than once a week	Count	Score
Regional Parks   20+ acres (e.g. Smith Ranch Regional Park, Pony Express Park, Cory B. Wride Park)	2.01% 5	38.55% 96	14.86% 37	18.47% 46	16.87% 42	9.24% 23	249	3.37
Community Parks   10-20 acres (e.g. Nolen Park, Pioneer Park, Brandon Park)	13.25% 33	23.69% 59	28.92% 72	14.86% 37	12.85% 32	6.43% 16	249	3.10
Neighborhoods Parks   2-10 acres (e.g. ...)	28.51% 71	15.66% 39	22.09% 55	11.65% 29	14.06% 35	8.03% 20	249	2.91

Walden  
Park,  
Hidden  
Valley  
Park,  
Kiowa  
Valley  
Park)

Local Parks   Less than 2 acres (e.g. HOA or pocket parks)	24.50% 61	15.66% 39	19.68% 49	10.84% 27	15.66% 39	13.65% 34	249	3.18
Mountain Ranch Bike Park	58.63% 146	9.24% 23	18.07% 45	5.62% 14	4.82% 12	3.61% 9	249	2.00
Pony Express Skate Park	80.72% 201	6.43% 16	10.04% 25	2.41% 6	0% 0	0.40% 1	249	1.36
Smith Ranch Skate Park	77.51% 193	6.83% 17	9.24% 23	4.82% 12	0.40% 1	1.20% 3	249	1.47

**8. What method of transportation do you use to access the City's parks? (Choose all that apply) Required**

Multi Choice | Skipped: 0 | Answered: 249 (100%)

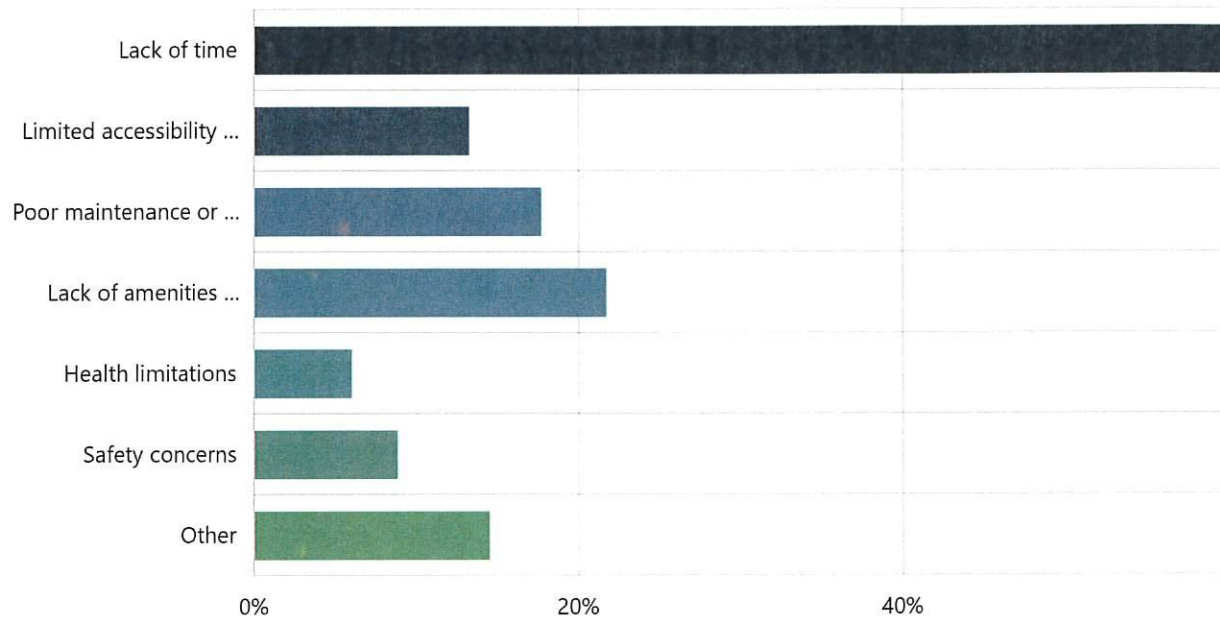


Answer choices	Percent	Count
Driving	92.37%	230
Walking	72.29%	180
Biking	49.40%	123
Electric Motorbike or Electric Motorcycle	8.84%	22
Horseback Riding	3.21%	8
ATV (all-terrain vehicles) or OHV (off-highway vehicles)	15.66%	39
Other	1.20%	3

**9. What factors prevent you from using parks and recreational spaces in Eagle Mountain? (Select up to 3)**

Required

Multi Choice | Skipped: 0 | Answered: 249 (100%)



Answer choices	Percent	Count
Lack of time	59.84%	149
Limited accessibility (e.g. no sidewalks, crossing conditions)	13.25%	33
Poor maintenance or cleanliness	17.67%	44
Lack of amenities (e.g. restrooms, seating)	21.69%	54
Health limitations	6.02%	15
Safety concerns	8.84%	22
Other	14.46%	36

**10. If you selected "Safety concerns" as a factor preventing you from using parks, please specify.** Required  
 Long Text | Skipped: 227 | Answered: 22 (8.8%)

**Sentiment**

No sentiment data

**Tags**

Unmaintained Facilities  
 Feeling Unsafe at Night



Inaccessible Play Areas  
 Needs More Surveillance

Tag	Percent	Count
Disruptive Behavior from Teens	50%	11
Vandalism	23%	5
Unmaintained Facilities	14%	3
Needs More Surveillance	14%	3
Unfriendly Skate Parks	14%	3
Fire Hazards	5%	1
Lack of Safe Areas for Kids with Special Needs	5%	1
Busy Parks	5%	1
High-Speed Devices on Walking Paths	5%	1
Feeling Unsafe at Night	5%	1
Kidnapping	5%	1
Inaccessible Play Areas	5%	1
Unsafe Crossing at Lehi Fairfield Road	5%	1

**Featured Contributions**

Playground equipment falling apart. 3 crossings park  
 Contribution 7 of 7 | September 21, 2025

The Lehi Fairfield Road is an area we would use to cross to walk to parks but with it being so dangerous these days we won't let our kids cross it. The large semi trucks and other construction vehicles fly down it at dangerous speeds. Police have occasionally been there giving tickets but it doesn't prevent most of the speeders. Please turn that road into a walking/ equestrian trail sooner rather than later. Thank you! ☐☐

Contribution 6 of 7 | September 20, 2025

The park closest to us requires stepping down into a play area several feet in the ground with no ramp, which is extremely difficult for pregnant women, those with knee injuries, small toddlers, and the elderly to navigate. I couldn't go when I was pregnant, and I've seen several people almost injure themselves trying to get in and out of the play area

Contribution 5 of 7 | September 20, 2025

Smith ranch has poor law enforcement presence and there are frequently disruptive teens causing damage, harassing children and preventing them from using the equipment All of the major parks and many of the smaller ones have little to no shade to the point where it is largely unsafe to play there during hot summer days, which is when they would be used the most

Contribution 4 of 7 | September 19, 2025

When the parks get too busy, I worry about people who may use that as a means of harming kids. It's also harder to enjoy busy parks because the parking is poor or there may be other kids (or adults) who are behaving poorly that make it hard for my kids to have a good time or be safe.

Contribution 3 of 7 | September 19, 2025

Hearing stories from other moms about dealing with the teenagers at Smith Ranch Regional Park has really made me more cautious going there. Teenagers should be able to use the space but it's the fighting and cussing that I don't want my kids around.

Contribution 2 of 7 | September 13, 2025

I have special needs kids and I can't keep track of them at larger parks. Especially those with multiple access points.

Contribution 1 of 7 | September 12, 2025

**11. If you selected "Limited accessibility" as a factor preventing you from using parks, please specify what and where.** Required

Long Text | Skipped: 224 | Answered: 25 (10%)

**Sentiment**

No sentiment data

**Tags**



Tag	Percent	Count
Lack of Safe Sidewalks	56%	14
Unsafe Crossing Conditions	20%	5
Lack of Protected Bike Lanes	16%	4
Parks are Too Far	8%	2
Need Better Walking Routes	8%	2
Conflicts with Parking Areas and Paths	4%	1
Need Transit Access	4%	1
Speeding Vehicles	4%	1
Limited Horse Access	4%	1
Limited Parking	4%	1
Fenced Park	4%	1

**Featured Contributions**

No sidewalk on pony express side near Holiday Oil. Existing ones are open to hot sun and not pretty. Sidewalks in Ranches side have more shade trees, curvy paths, just more appealing to walking  
 Contribution 14 of 14 | September 27, 2025

Lonetree neighborhood park has been fenced off for months for some water tank install that isn't happening.  
 Contribution 13 of 14 | September 25, 2025

There's technically no sidewalk down to the light at SR73 and Ranches Parkway from the North side. So it's a bit sketchy crossing that road to get to bigger parks unless I'm in a car.  
Contribution 12 of 14 | September 22, 2025

Very limited parking at Nolan's park  
Contribution 11 of 14 | September 22, 2025

The Sage Valley neighborhood has limited access to get anywhere without driving. Until recently, SR 73 was the only way to drive out of the neighborhood. Even now, the lack of a sidewalk or path on Old Airport Road is a major limitation to leaving out neighborhood without driving.  
Contribution 10 of 14 | September 21, 2025

Lack of sidewalks and safety to cross from the intersection from North of SR 73 to ranches parkway. The light is not enough and I've almost been hit by cars not paying attention to pedestrians when crossing.  
Contribution 9 of 14 | September 21, 2025

The dangerous crossing conditions on the Lehi Fairfield road as stated above.  
Contribution 8 of 14 | September 20, 2025

There is only one main sidewalk leading to Cory b wide park from the Brandon park community. There are no shortcut walking trails.  
Contribution 7 of 14 | September 20, 2025

I live in White Hills subdivision, so I'm far enough removed from the rest of EM that I just don't think to drive to another area of the city to go to a park.  
Contribution 6 of 14 | September 20, 2025

Lehi Fairfield road is dangerous (used for racing, constant speeding vehicles including heavy trucks, etc) and the park/rodeo grounds area is often used for dangerous driving (racing, donuts, drifting, etc)  
Contribution 5 of 14 | September 20, 2025

Not enough sidewalks and safe, easy ways to get places. We need sidewalks and bike lanes EVERYWHERE in our city, along with some bus routes.  
Contribution 4 of 14 | September 20, 2025

Don't always feel comfortable biking with kids along sidewalk due to cars pulling out or in driveway blocking sidewalk. Could use more off-road biking /walking.  
Contribution 3 of 14 | September 19, 2025

Paved sidewalk paths to walk to Corey B. Wride on both sides of Pony Express.  
Contribution 2 of 14 | September 13, 2025

Getting to lots of the parks is difficult because there are often not logical crossing points or only sidewalks on one side of the street through out the city. I try as much as possible to walk out ride my bike while close to home but there often aren't great options on how to get places, especially the lack of bike lanes  
Contribution 1 of 14 | September 7, 2025

**12. If you selected "Poor maintenance or cleanliness" as a factor preventing you from using parks, please specify what and where. Required**

Long Text | Skipped: 206 | Answered: 43 (17.3%)

**Sentiment**

No sentiment data

**Tags**



Tag	Percent	Count
Unmaintained Grass and Weeds	42%	18
Unclean Restrooms	33%	14
Scattered Trash or Full Bins	23%	10
Locked Restrooms	9%	4
Dog Waste	9%	4
Vandalism	5%	2
Broken Equipment	5%	2
Broken Water Fountains	5%	2
Broken Trails	5%	2
Old Playground Equipment	2%	1
Unmaintained Pocket Parks	2%	1
Unmaintained Rodeo Arena	2%	1
Not Paved	2%	1

**Featured Contributions**

The parks are always great when they're first built but then we see a steady decline of all of them with what I would assume to be poor maintenance. They end up looking run down and feeling gross.  
 Contribution 14 of 14 | September 22, 2025

splash pad at Cory Wride park often closed or not maintained. Poor parenting allowing dirt, sand, and other things in the splash pad. The Restrooms at almost every park (Cory Wride, Nolen, Spring Run Park) are regularly closed/locked.  
Contribution 13 of 14 | September 20, 2025

The rodeo arena is not maintained to be able to ride there. The ground is hard and uneven. Riding there could easily injure my horses legs.  
Contribution 12 of 14 | September 20, 2025

Most the pocket parks this year were in awful shape early on, they have improved towards the end of summer  
Contribution 11 of 14 | September 20, 2025

Can you please fix the trails we do have? They have been torn up under construction for months now. It has gotten dangerous and riddled.  
Contribution 10 of 14 | September 20, 2025

Cory B Wride park is not well maintained and the sidewalks and roads are full of weeds and trash  
Contribution 9 of 14 | September 20, 2025

The grass fields are covered in mole and vole holes. There is garbage left throughout the park.  
Contribution 8 of 14 | September 20, 2025

Just a lot of the grass is constantly dying. Also, the dog park out here is a lost cause. So many holes and tons of fecal waste from people not picking up after their dogs. No grass and extremely small.  
Contribution 7 of 14 | September 20, 2025

There is often trash and poor draining (rodeo grounds/park area and Brandon Park neighborhood park)...a lot of it seems to be from construction  
Contribution 6 of 14 | September 20, 2025

Pioneer park has a broken water fountain, kids play with it and make it worse (already reported to the city). A lot of the time Cory B Wride park bathrooms are pretty disgusting and run out of soap/paper towels. We don't go to Smith Ranch Skatepark as often as we might because the bathrooms are often locked due to vandalism. Not very convenient when it's a 15 min drive just to get there.  
Contribution 5 of 14 | September 20, 2025

Brandon Park (south side) and the soccer field at Cory Wride are largely weeds and dirt. The bathrooms at all the parks I've been to (Nolen, Cory Wride, Brandon Park, Walden, etc) are, more often than not, messy and the soap is frequently gone (though this says more about the people using it than the city).  
Contribution 4 of 14 | September 19, 2025

Eagle point C park as it took some time to fix some broken pieces and one was just removed entirely. Grass is also a bit dry to enjoy in the summer.  
Contribution 3 of 14 | September 18, 2025

Woodhaven Community Park: so many weeds, really pathetic grass that is too dry or dead to sit on most of the time. Plus those hills that are always full of weeds and trash. Not sure what those are for.  
Contribution 2 of 14 | September 13, 2025

Frequently have had toilets that don't flush or lack of toilet paper, mainly at the Hidden Hollow trailhead parking but also had it at Cory B. Wride and Brandon Park. Often the stalls are covered in toilet paper or worse, but I blame people more than maintenance on that one  
Contribution 1 of 14 | September 7, 2025

**13. If you selected "Lack of amenities" as a factor preventing you from using parks, please specify what and where. Required**

Long Text | Skipped: 207 | Answered: 42 (16.9%)

**Sentiment**

No sentiment data

**Tags**



Tag	Percent	Count
More Accessible Restrooms	62%	26
Lack of Shade	33%	14
Lack of Drinking Water Fountains	21%	9
Lack of Seating	17%	7
Pavilions and Tables	14%	6
Splash Pads	2%	1

**Featured Contributions**

I live in the North Bench and we don't have any sports courts. We'd love pickleball. Courts.  
Contribution 12 of 12 | September 25, 2025

I have a special needs child. No bathrooms isn't really an option for us.  
Contribution 11 of 12 | September 25, 2025

General lack of parks in general. Hold the residential developers accountable to put in what is planned; and, enforce higher green space percentages (and don't accept dumb landscaping that provides no value, recreation, or amenity) as their greenspace. No landscaped medians, etc. We want parks, places to play, things to do.  
Contribution 10 of 12 | September 20, 2025

I would love to use the dog park more but there is not much shade or places to sit. I also feel it's lacking for the dogs.  
Contribution 9 of 12 | September 20, 2025

I'd spend longer if the park or trail etc. had a restroom. It definitely helps a lot with kids and adults.  
Contribution 8 of 12 | September 20, 2025

Parks and splash pads are too small to support the growing community  
Contribution 7 of 12 | September 20, 2025

Large local parks, like sunset ridge park, where no amenities are available.  
Contribution 6 of 12 | September 20, 2025

There is not many seats or shade to sit down in the heat of the summer.  
Contribution 5 of 12 | September 20, 2025

None of the nearby pocket parks have bathrooms (Harmony area in South Town), or water fountains. They are close enough to walk to, but too far away when a little kid suddenly has to use the bathroom. The worst though is the dog park. Rodeo grounds has water, why not make an extension so people and their pets have access to water at the dog park? A pavilion on a solid deck/patio/foundation that the dogs can't dig up would be nice too, those trees are pretty useless for shade.  
Contribution 4 of 12 | September 20, 2025

Our biggest struggle is the lack of shade. The parks are only doable for most uses in the spring and winter due to hot playground equipment in the summer (for younger relatives). So we go to other parks where the playgrounds are in the shade. Also, in general, none of our close parks have restrooms. And it seems weird to drive to a park just for bathrooms. So we either stay super local for walking or don't use a park.  
Contribution 3 of 12 | September 13, 2025

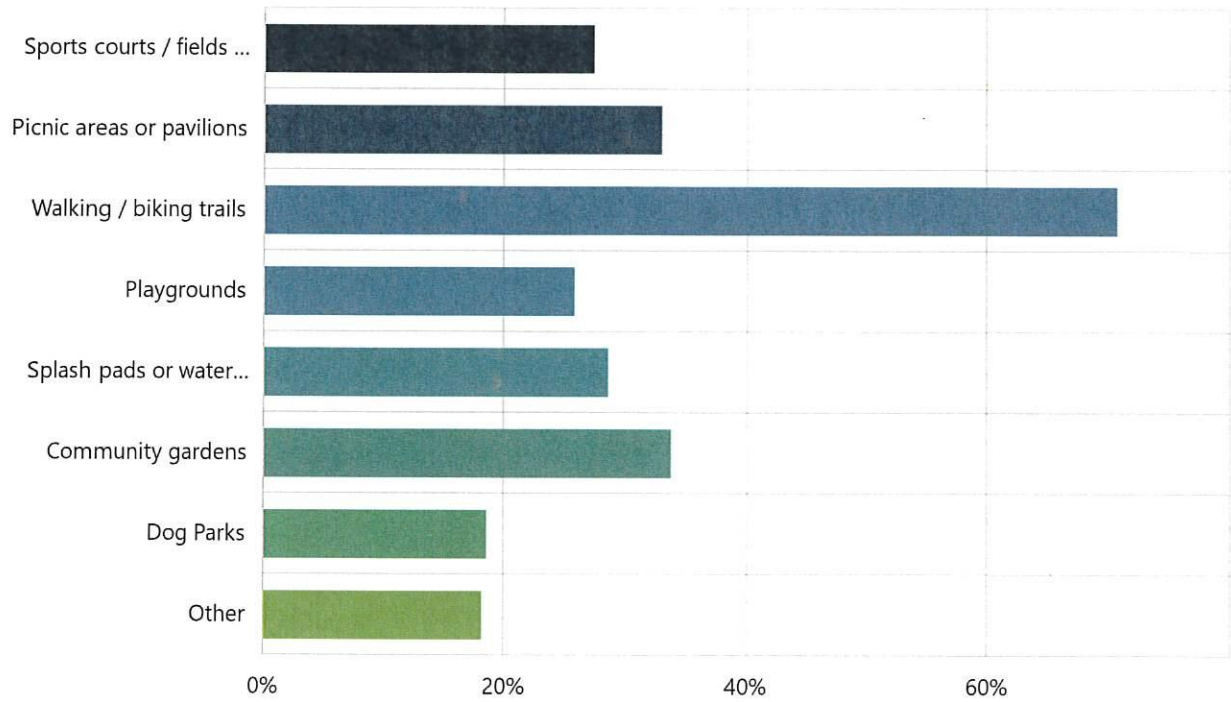
It's hard when the parks close the bathrooms for 6+ months of the year. I enjoy hiking on the trails behind Hidden Hole Elementary but it's hard when the restroom isn't open. Similarly, our neighborhood park (Brandon Park) will have the bathrooms closed and I've had children have accidents because we can't make it home in time.  
Contribution 2 of 12 | September 7, 2025

Eagle Point Park J does not have much shade in grassy areas or any over the black (hot!) playset, no water or restrooms so we cant stay long when we go often.  
Contribution 1 of 12 | September 6, 2025

**14. What types of built amenities or features would you like to see most in Eagle Mountain? (Select your top 3)**

Required

Multi Choice | Skipped: 0 | Answered: 249 (100%)

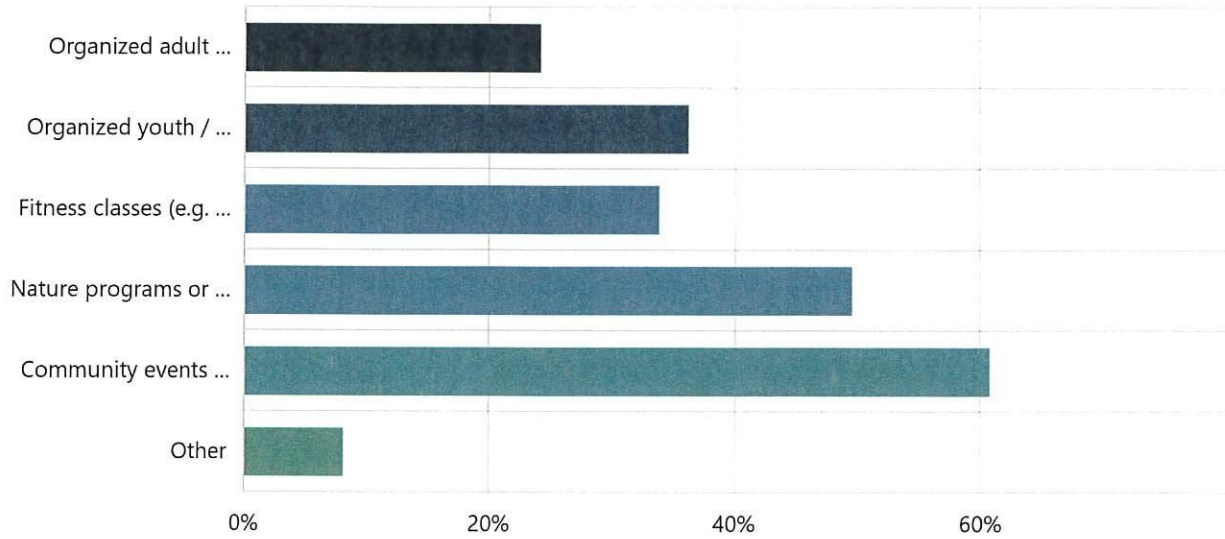


Answer choices	Percent	Count
Sports courts / fields (e.g. basketball, soccer)	27.31%	68
Picnic areas or pavilions	32.93%	82
Walking / biking trails	70.68%	176
Playgrounds	25.70%	64
Splash pads or water features	28.51%	71
Community gardens	33.73%	84
Dog Parks	18.47%	46
Other	18.07%	45

**15. What types of recreational activities would you like to see most in Eagle Mountain? (Select your top 3)**

Required

Multi Choice | Skipped: 0 | Answered: 249 (100%)



Answer choices	Percent	Count
Organized adult sports leagues	24.10%	60
Organized youth / teen sports leagues	36.14%	90
Fitness classes (e.g. yoga, aerobics)	33.73%	84
Nature programs or outdoor education	49.40%	123
Community events (e.g. concerts, festivals)	60.64%	151
Other	8.03%	20

**16. If you selected "Organized adult sports leagues," please specify.** Required  
 Long Text | Skipped: 203 | Answered: 46 (18.5%)

**Sentiment**

No sentiment data

**Tags**



Tag	Percent	Count
Softball	48%	22
Soccer	39%	18
Pickleball	37%	17
Basketball	22%	10
Volleyball	20%	9
Baseball	15%	7
Flag Football	9%	4
Tennis	9%	4
Run Club	2%	1
Mountain Bike Races	2%	1
Ice Skating	2%	1
Ultimate Frisbee	2%	1
Archery	2%	1
Lacrosse	2%	1
Road Cycling	2%	1
Dodgeball	2%	1
Community Dances	2%	1

**Featured Contributions**

No featured contributions

**17. If you selected "Organized youth / teen sports leagues," please specify.** Required  
 Long Text | Skipped: 177 | Answered: 72 (28.9%)

**Sentiment**

No sentiment data

**Tags**



Tag	Percent	Count
Soccer	32%	23
Baseball	17%	12
Football	14%	10
Softball	14%	10
Basketball	13%	9
Volleyball	11%	8
Tennis	10%	7
Sports for Older Youth and Teens	7%	5
Lacrosse	4%	3
Already Doing Sports in Saratoga Springs	4%	3
Variety of Sports	4%	3
Aquatic Sports	1%	1
Kickball	1%	1
Rugby	1%	1
Adaptive Sports	1%	1
Better Organized Sports	1%	1
Sports for Younger Kids	1%	1

**Featured Contributions**

I think sports can do great things for kids as they grow. Club sports have gotten crazy, so I believe local less competitive sports fill a great gap in helping kids stay active, compete, and learn how to win and lose.  
Contribution 4 of 4 | September 30, 2025

I would love to see more neighborhood parks with a few playing fields scattered across the city, instead of only one huge, overcrowded complex. We usually do sports leagues with Saratoga for that reason--it's closer and there aren't 30+ games of multiple sports going on at the same time in 1-2 locations  
Contribution 3 of 4 | September 20, 2025

More affordable local youth sports teams in all sports for all genders and youth ages.  
Contribution 2 of 4 | September 20, 2025

I would love if there were more recreational sports for older youth and teens. My kids are looking to play and move without the addition of major competition.  
Contribution 1 of 4 | September 7, 2025

**18. If you selected "Fitness classes," please specify.** Required

Long Text | Skipped: 180 | Answered: 69 (27.7%)

**Sentiment**

No sentiment data

**Tags**



Tag	Percent	Count
Yoga	49%	34
Recreation Center	17%	12
More Fitness Classes	14%	10
Pilates	13%	9
Weight Training	12%	8
Aerobics	10%	7
Senior Fitness Classes	7%	5
Zumba	7%	5
Tai Chi	4%	3
Spin Classes	1%	1
Flexible and Affordable	1%	1
Martial Arts	1%	1
Trail Running	1%	1
Outdoor Cross Training	1%	1
Daycare	1%	1

**Featured Contributions**

Many people would stay more local if there were a rec center that offered a variety of fitness classes, including indoor track and weight lifting  
Contribution 3 of 3 | September 21, 2025

There is such a high demand for fitness classes in our city. Most people use local church buildings, but it would be nice to have somewhere that wasn't religiously affiliated to go.  
Contribution 2 of 3 | September 20, 2025

Classes that are flexible times and reasonable prices both for children, teens and adults  
Contribution 1 of 3 | September 7, 2025

**19. If you selected "Nature programs or outdoor education," please specify.** Required

Long Text | Skipped: 158 | Answered: 91 (36.5%)

**Sentiment**

No sentiment data



Tag	Percent	Count
Hiking Clubs	12%	11
Learn about Native Landscape	12%	11
Stewardship Programs	11%	10
Wildlife Preservation	9%	8
Astronomy Shows	8%	7
Learn About Gardening	8%	7
Learn about Dark Skies	8%	7
Survival Courses	5%	5
Junior Ranger Program	3%	3
Foraging Classes	3%	3
Community Service Projects	3%	3
Community Garden	2%	2
Horseback Riding	2%	2
Water-wise Landscaping	2%	2
Summer Camps	2%	2
Homeschooling Education Programs	2%	2
Scorpion Hunts	2%	2

Learn about Wildlife	2%	2
More Educational Signage	1%	1
Water Conservation	1%	1
Scavenger Hunts	1%	1
History of City and Landscape	1%	1
Field Trips	1%	1
"Leave No Trace" Education	1%	1
Nature Exchange	1%	1
Rehabilitation-Focused Park	1%	1
Bird Watching	1%	1
Resource for Outdoor Programs	1%	1
Plant More Trees	1%	1
Learn from Experts	1%	1
Tour of Trails	1%	1
Indigenous Landscaping	1%	1

**Featured Contributions**

I'd love to see more involvement opportunities for service projects in the wildlife corridor, washes, and other wild places in Eagle Mountain. I think too often we expect 'the city' to do it not realizing we are the city.  
Contribution 10 of 10 | September 30, 2025

Astronomy shows, night time events that utilize the Night Skies initiatives and are educational to kids. Outdoor nature hikes / education for teens to learn more about wildlife preservation, keeping communities small to preserve life, liberty, and happiness.  
Contribution 9 of 10 | September 25, 2025

I'd love a gardening class. A class that teaches about the natural plants that grow in the area. Herbs, etc.  
Contribution 8 of 10 | September 24, 2025

Something like the nature exchange or a park designated to teaching about and rehabilitating local wild life.  
Contribution 7 of 10 | September 21, 2025

Wildlife education, Leave No Trace education, night sky/astronomy  
Contribution 6 of 10 | September 21, 2025

Programs educating about local wildlife and plant life. Volunteer opportunities to clean up roadsides, natural habitats, etc.  
Contribution 5 of 10 | September 20, 2025

Community camp outs Organized nature scavenger hunts for youth Native wildflower seed planting Nature documentary nights at the library Adopt a trail Pollinator gardens at the city buildings with signs, education and maintenance volunteer opportunities  
Contribution 4 of 10 | September 20, 2025

Any sort of community based education related to local nature, points of interest, facts about life or geology that can be found in the area.  
Contribution 3 of 10 | September 20, 2025

Fishing instruction for kids and teens, led hikes, someone SHOWING us how to use the land around us  
Contribution 2 of 10 | September 13, 2025

I would love more information on the places around us. Even if they weren't lead events, but plaques that teach about native plants and animals that could be along trails  
Contribution 1 of 10 | September 7, 2025

**20. If you selected "Community Events," please specify.** Required

Long Text | Skipped: 136 | Answered: 113 (45.4%)

**Sentiment**

No sentiment data

**Tags**



Tag	Percent	Count
Concerts and Live Music	60%	68
Festivals	30%	34
Art Shows	12%	13
Markets and Vendors	11%	12
Support for Existing Events	11%	12
Fireworks/Drone/Lights Show	8%	9
Food-Based Events and Competitions	7%	8
Movies	7%	8
Family-Friendly Events	7%	8
Amphitheater or Music Venue That Attracts Popular Bands	6%	7
Community Service and Clean Up Events	5%	6
Multicultural Celebrations	4%	4
Community Dances	4%	4
Activities for Teens and Youth	3%	3
Christmas Events	3%	3
Rodeos	3%	3
Walking or Biking Events	3%	3

Nature/Skill Education Events

2%

2

BBQ

2%

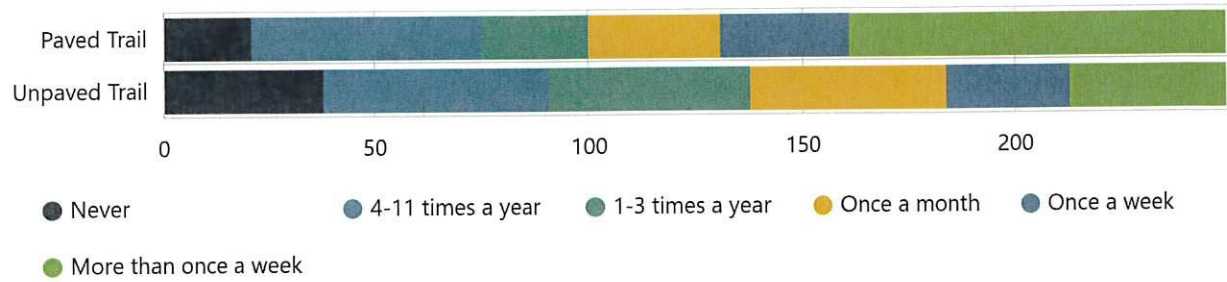
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**Featured Contributions**

No featured contributions

## 21. Which trails do you visit and how often? Required

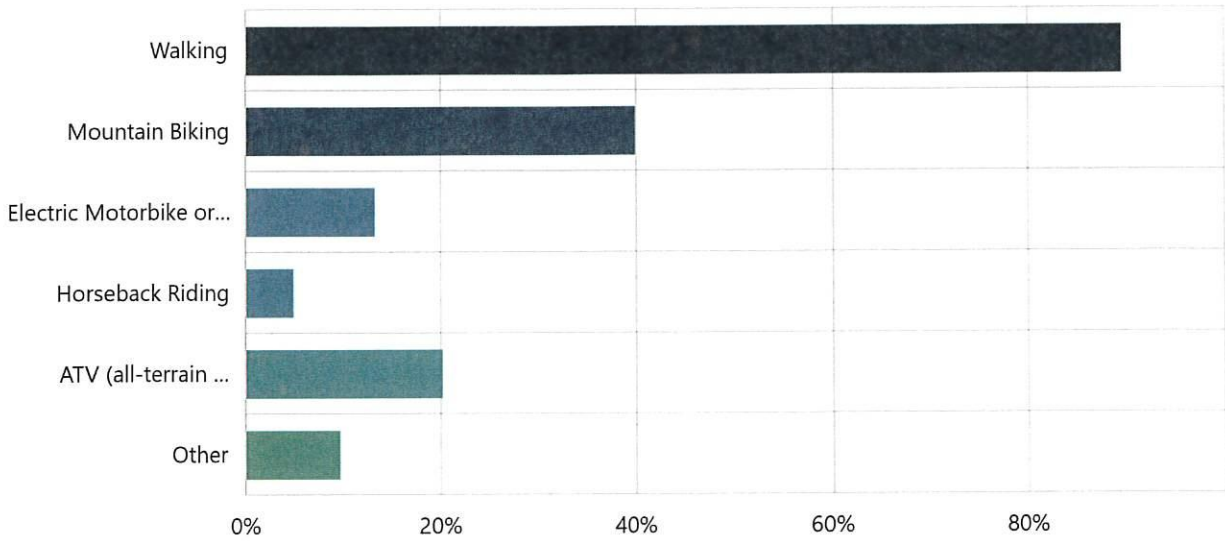
Matrix | Skipped: 0 | Answered: 249 (100%)



	Never	4-11 times a year	1-3 times a year	Once a month	Once a week	More than once a week	Count	Score
Paved Trail	8.43% 21	21.69% 54	10.04% 25	12.45% 31	12.05% 30	35.34% 88	249	4.04
Unpaved Trail	15.26% 38	21.29% 53	18.88% 47	18.47% 46	11.65% 29	14.46% 36	249	3.33

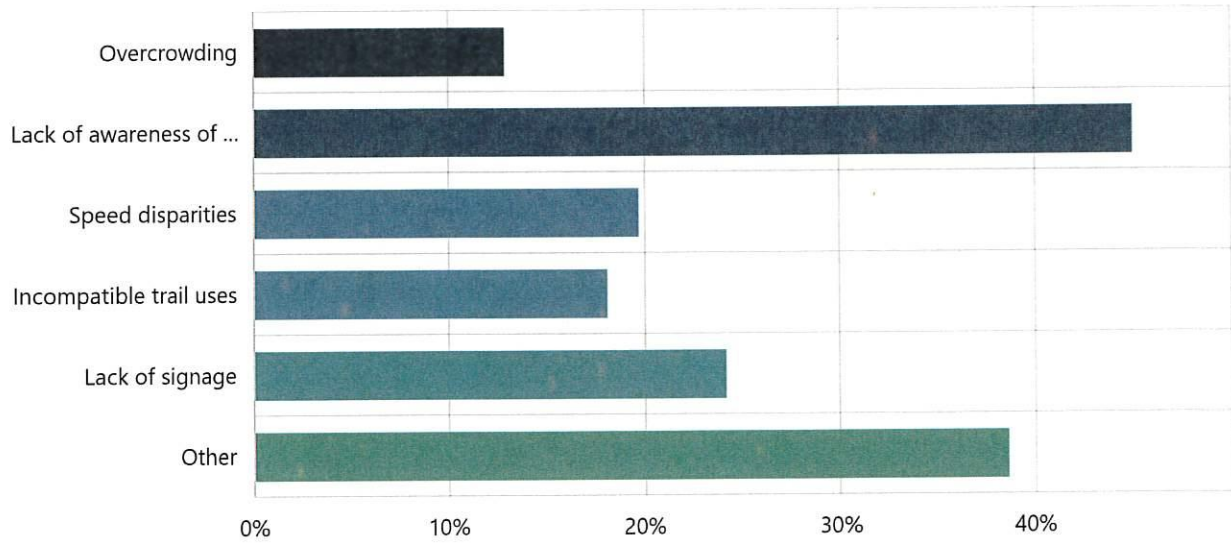
**22. How do you use the City's trail systems? (Choose all that apply) Required**

Multi Choice | Skipped: 0 | Answered: 249 (100%)



Answer choices	Percent	Count
Walking	89.56%	223
Mountain Biking	39.76%	99
Electric Motorbike or Electric Motorcycle	13.25%	33
Horseback Riding	4.82%	12
ATV (all-terrain vehicle) or OHV (off-highway vehicle)	20.08%	50
Other	9.64%	24

**23. What type of conflicts do you experience on PAVED trails? (Select all that apply) Required**  
 Multi Choice | Skipped: 0 | Answered: 249 (100%)

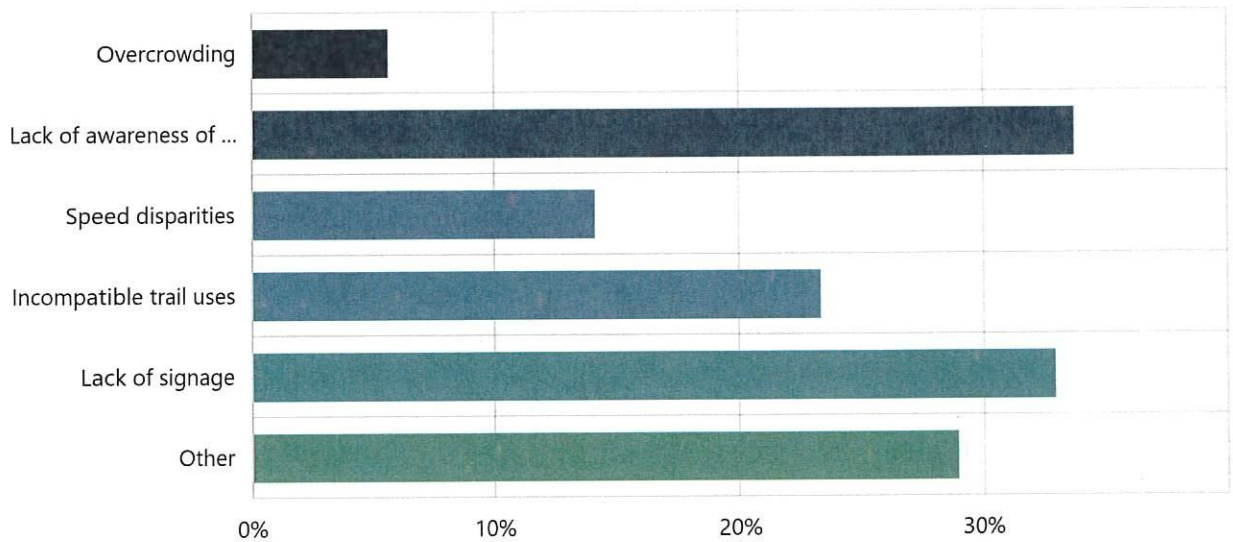


Answer choices	Percent	Count
Overcrowding	12.85%	32
Lack of awareness of trail etiquette	44.98%	112
Speed disparities	19.68%	49
Incompatible trail uses	18.07%	45
Lack of signage	24.10%	60
Other	38.55%	96

**24. What type of conflicts do you experience on UNPAVED, NATURAL SURFACE trails? (Select all that apply)**

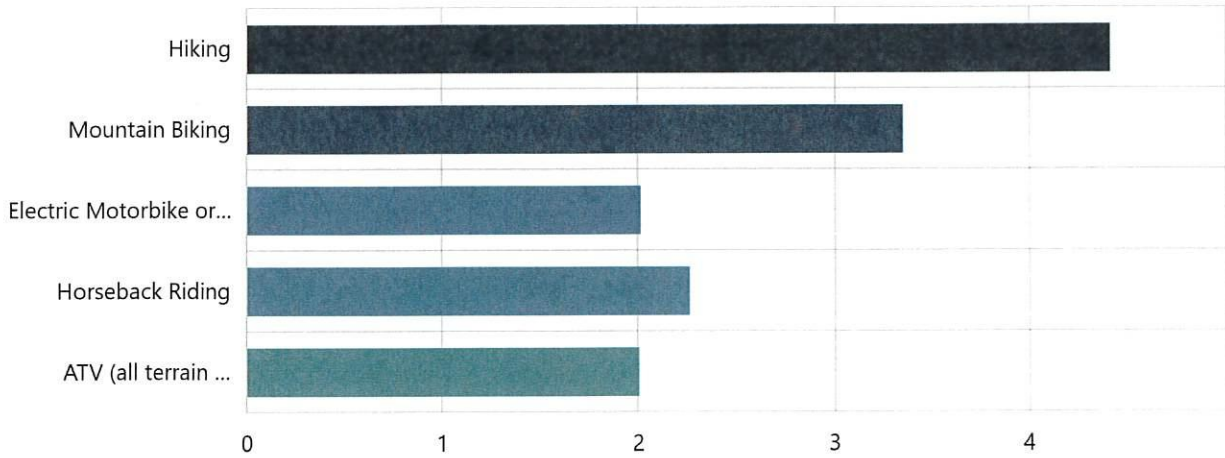
Required

Multi Choice | Skipped: 0 | Answered: 249 (100%)



Answer choices	Percent	Count
Overcrowding	5.62%	14
Lack of awareness of trail etiquette	33.73%	84
Speed disparities	14.06%	35
Incompatible trail uses	23.29%	58
Lack of signage	32.93%	82
Other	28.92%	72

**25. Please rank the type of user experience you would like to see on natural surface trails** Required  
 Ranking | Skipped: 0 | Answered: 249 (100%)

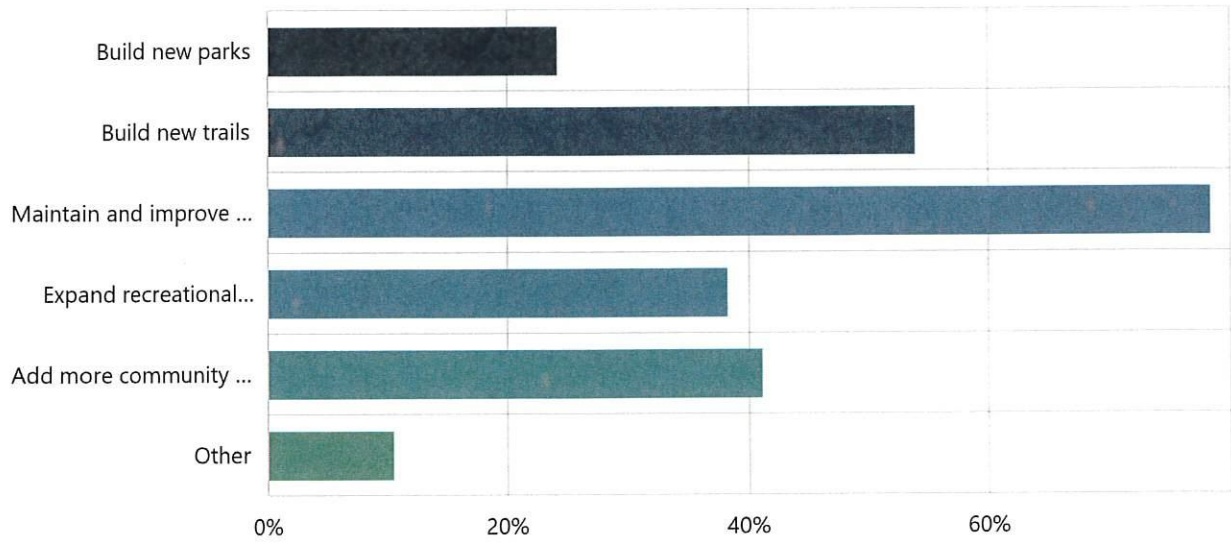


	1	2	3	4	5	Count	Score	Avg Rank
Hiking	68.31% 166	20.58% 50	6.58% 16	3.29% 8	1.23% 3	243	4.41	1.49
Mountain Biking	15.35% 35	48.68% 111	26.75% 61	4.82% 11	4.39% 10	228	3.35	2.34
Electric Motorbike or Electric Motorcycle	5.53% 12	9.22% 20	19.82% 43	41.01% 89	24.42% 53	217	2.01	3.70
Horseback Riding	4.55% 10	16.36% 36	32.27% 71	23.64% 52	23.18% 51	220	2.26	3.45
ATV (all terrain vehicles) or OHV (off highway vehicles)	12.04% 26	10.19% 22	13.89% 30	23.61% 51	40.28% 87	216	2.00	3.70

**Score** - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.

**Avg Rank** - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

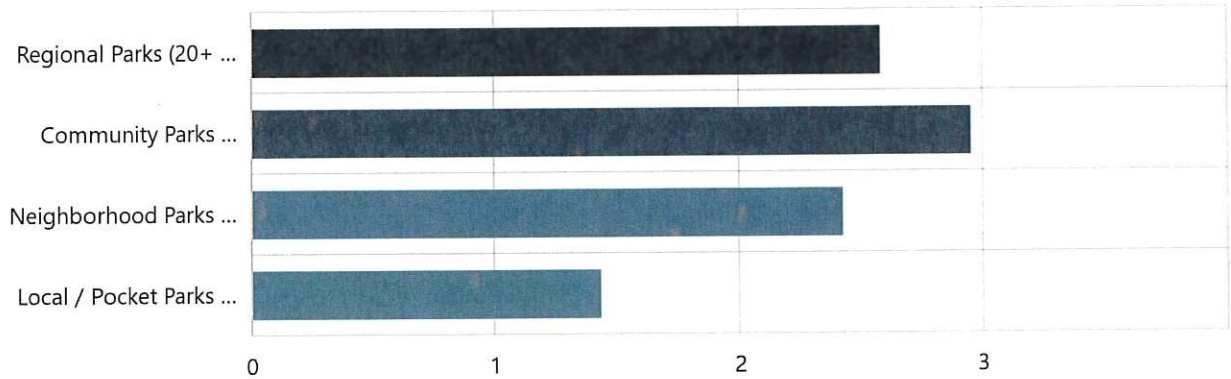
**26. How do you feel the city should prioritize investment in its parks and trails? (Select your top 3) Required**  
 Multi Choice | Skipped: 0 | Answered: 249 (100%)



Answer choices	Percent	Count
Build new parks	24.10%	60
Build new trails	53.82%	134
Maintain and improve existing parks and trails	78.31%	195
Expand recreational programming	38.15%	95
Add more community amenities (e.g. seating, lighting, restrooms)	40.96%	102
Other	10.44%	26

**27. If you selected "Build new parks" please specify what type of parks. Required**

Ranking | Skipped: 189 | Answered: 60 (24.1%)



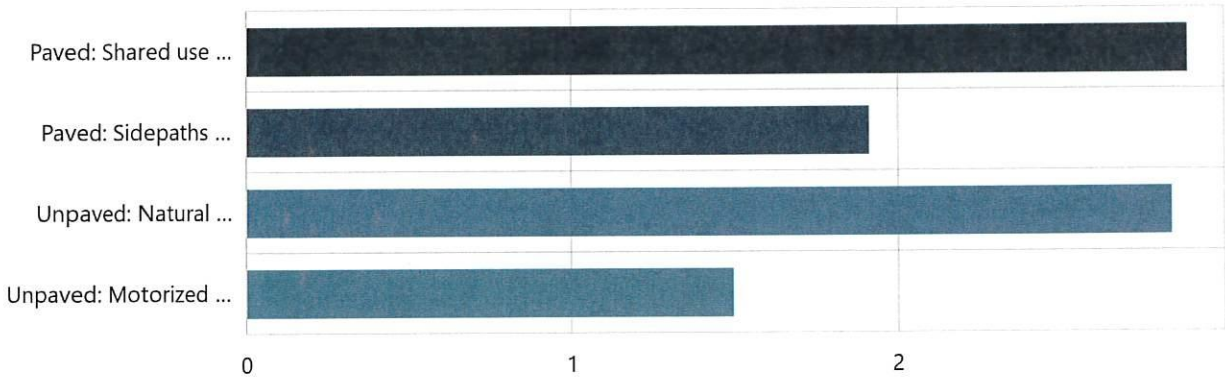
	1	2	3	4	Count	Score	Avg Rank
Regional Parks (20+ acres)	40.00% 22	21.82% 12	18.18% 10	20.00% 11	55	2.58	2.18
Community Parks (10-20 acres)	40.00% 22	43.64% 24	14.55% 8	1.82% 1	55	2.95	1.78
Neighborhood Parks (2-10 acres)	21.82% 12	25.45% 14	47.27% 26	5.45% 3	55	2.42	2.36
Local / Pocket Parks (Less than 2 acres)	7.55% 4	13.21% 7	13.21% 7	66.04% 35	53	1.43	3.38

**Score** - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.

**Avg Rank** - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

**28. If you selected "Build new trails" please specify what type of trails. Required**

Ranking | Skipped: 115 | Answered: 134 (53.8%)



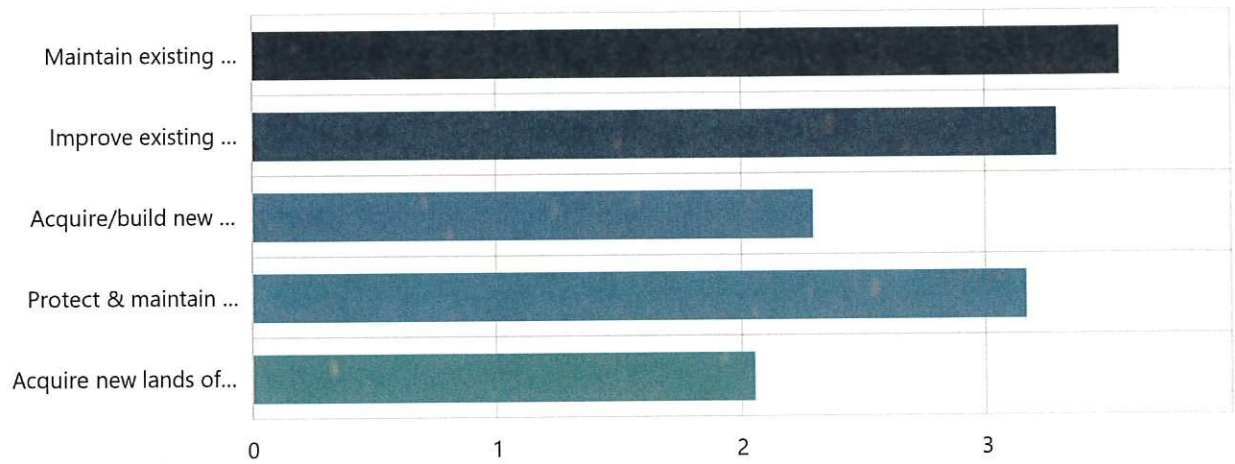
	1	2	3	4	Count	Score	Avg Rank
Paved: Shared use paths (paved facilities that are designed to accommodate non-motorized users and are detached from primary vehicular roadways)	50.00% 61	25.41% 31	16.39% 20	8.20% 10	122	2.89	1.83
Paved: Sidepaths (shared use paths that run parallel to a road in a shared right-of-way.)	10.62% 12	30.97% 35	32.74% 37	25.66% 29	113	1.91	2.73
Unpaved: Natural surface trails	38.89% 49	27.78% 35	30.16% 38	3.17% 4	126	2.84	1.98
Unpaved: Motorized trails	11.11% 12	17.59% 19	15.74% 17	55.56% 60	108	1.49	3.16

**Score** - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.

**Avg Rank** - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.

**29. Please rank how Eagle Mountain should prioritize their conservation and recreational efforts over the next ten years? Required**

Ranking | Skipped: 0 | Answered: 249 (100%)



	1	2	3	4	5	Count	Score	Avg Rank
Maintain existing parks and trails	34.87% 83	26.89% 64	19.33% 46	13.03% 31	5.88% 14	238	3.55	2.28
Improve existing parks and trails	24.07% 58	25.73% 62	24.07% 58	18.26% 44	7.88% 19	241	3.29	2.60
Acquire/build new park and trails	12.28% 28	14.04% 32	18.86% 43	21.49% 49	33.33% 76	228	2.29	3.50
Protect & maintain existing conservation land	27.16% 63	18.97% 44	26.72% 62	19.83% 46	7.33% 17	232	3.16	2.61
Acquire new lands of conservation interest	7.69% 17	18.10% 40	11.76% 26	22.17% 49	40.27% 89	221	2.05	3.69

**Score** - Sum of the weight of each ranked position, multiplied by the response count for the position choice, divided by the total contributions. Weights are inverse to ranked positions.

**Avg Rank** - Sum of the ranked position of the choice, multiplied by the response count for the position choice, divided by the total 'Count' of the choice.



**Zions Public Finance, Inc**  
for  
**Eagle Mountain City**

**Eagle Mountain  
Parks & Trails  
Impact Fee Facilities  
Plan**

June 2026



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# Executive Summary

## Background

Eagle Mountain City (“City”) has created this Parks and Trails Impact Fee Facilities Plan (“IFFP”) in accordance with all legal requirements of Utah Code 11-36a. New development will place increased demand on existing park and trail facilities and therefore is responsible for contributing its fair share of the capital costs necessitated by new development.

Demand for park and trail facilities comes from residential development and the associated population growth. Commercial development is not considered to create more demand on park and trail facilities and is therefore not included in the calculation of impact fees. Projected population growth in the City is estimated as follows:

TABLE 1: PROJECTED POPULATION GROWTH, 2026-2036

Year	Total City Population
2026	79,314
2027	85,183
2028	91,487
2029	98,257
2030	105,528
2031	108,693
2032	111,954
2033	115,313
2034	118,772
2035	122,335
2036	126,005
<b>Population Growth, 2026-2036</b>	<b>46,692</b>

Source: Eagle Mountain City, ZPFI

## Identify the Existing and Proposed Levels of Service and Excess Capacity

### Utah Code 11-36a-302(1)(a)(i)(ii)(iii)

The IFFP considers only system-wide park and trail facilities for the purpose of calculating impact fees. Project-wide park and trail facilities cannot be used to establish levels of service eligible to be maintained through impact fees. Based on input from the City, a system-wide park and trail facility is defined as a facility that serves more than one local development area.

Existing service levels are based on the 2026 levels of service in the City for parks and trails. The City manages a total of 455.88 park acres, but 94.27 acres are not considered to be system facilities. The remaining 361.61 acres of parks results in a standard of 4.56 park acres per 1,000 persons.

For asphalt trails, the City has a total of 176,088 linear feet of asphalt trails and 52,800 linear feet of dirt trails. This means the City provides 2.22 linear feet of asphalt trails per capita and 0.666 linear feet of dirt trails per capita.

TABLE 2: EXISTING AND PROPOSED IMPACT-FEE ELIGIBLE LEVELS OF SERVICE (LOS)

Category	Existing LOS	Proposed LOS
Parks (acres, with improvements, per 1,000 person)	4.56	4.56
Asphalt Trails (liner feet per capita)	2.22	2.22
Dirt Trails (liner feet per capita)	0.666	0.666

Source: Eagle Mountain City, ZPFI

The City intends to maintain current service levels for parks and trails. The existing and proposed levels of service have been expressed in acres per 1,000 persons (parks) or linear feet per capita (trails) and are then converted to a cost level per capita.

Improvements include the costs of park amenities and the cost of constructing trails.

TABLE 3: CURRENT IMPROVEMENT VALUE AND COST PER CAPITA

Category	Improvement Value	Cost per Capita
Parks	\$84,957,451	\$1,071.16
Asphalt Trails	\$13,074,534	\$164.85
Dirt Trails	\$157,400	\$2.00

Source: Wasatch County, ZPFI

Parks and trails development within the City functions as one overall recreation system designed to meet the needs and desires of residents for physical and leisure activities and therefore, the overall cost service level reflects the combined level of service for all parks and trails in Eagle Mountain City.

## Identify Demands Placed Upon Existing Public Facilities by New Development Activity at the Proposed Level of Service

### Utah Code 11-36a-302(1)(a)(iv)

Table 4 shows the declining service levels that will occur in the City due to the projected population growth in the next ten years if no new facilities are added. Service levels are shown in terms of acres per 1,000 persons for parks, linear feet per capita for trails, and in terms of cost per capita.

TABLE 4: IMPACTS TO SERVICE LEVELS DUE TO NEW DEVELOPMENT IF NO IMPROVEMENTS ARE MADE

Category	2026 Service Levels	2036 Service Levels	Investment LOS 2026 per Capita	Investment LOS 2036 per Capita
Parks	4.56	2.87	\$1,071.16	\$674.24
Asphalt Trails	2.22	1.40	\$164.85	\$103.76
Dirt Trails	0.67	0.42	\$2.00	\$1.26

Source: Eagle Mountain City, ZPFI

## Identify How the Growth Demands Will Be Met

### Utah Code 11-36a-302(1)(a)(v)

For the City to maintain the existing level of service, the projected population growth attributed to new development over the next ten years will require the construction of new facilities in the amount of \$57,804,169.

TABLE 5: NEW FACILITIES COSTS NEEDED TO MEET THE DEMANDS OF NEW GROWTH, 2026-2036

<b>Category</b>	<b>Amount</b>
Parks	\$50,014,009
Asphalt Trails	\$7,696,910
Dirt Trails	\$93,249
<b>Total</b>	<b>\$57,804,169</b>

Source: Eagle Mountain City, ZPFI

## Consideration of Revenue Sources to Finance Impacts on System Improvements

### Utah Code 11-36a-302(2)

This Impact Fee Facilities Plan includes a thorough discussion of all potential revenue sources for park and trail improvements. These revenue sources include grants, bonds, interfund loans, transfers from the General Fund, impact fees and anticipated or accepted dedications of system improvements.

## Chapter 1: Utah Code Legal Requirements

Utah law requires that communities prepare an Impact Fee Facilities Plan (“IFFP”) before preparing an Impact Fee Analysis (“IFA”) and enacting an impact fee. Utah law also requires that communities give notice of their intent to prepare and adopt an IFFP. This IFFP follows all legal requirements as outlined below. The City has retained Zions Public Finance, Inc. (“ZPFI”) to prepare this Impact Fee Facilities Plan in accordance with legal requirements.

### Notice of Intent to Prepare Impact Fee Facilities Plan

A local political subdivision must provide written notice of its intent to prepare an IFFP before preparing the Plan (Utah Code §11-36a-501). This notice must be posted on the Utah Public Notice website. The City has complied with this noticing requirement for the IFFP by posting notice.

### Preparation of Impact Fee Facilities Plan

Utah Code requires that each local political subdivision, before imposing an impact fee, prepare an Impact Fee Facilities Plan. (Utah Code 11-36a-301).

Section 11-36a-302(a) of the Utah Code outlines the requirements of an Impact Fee Facilities Plan which is required to identify the following:

- (i) identify the existing level of service
- (ii) establish a proposed level of service
- (iii) identify any excess capacity to accommodate future growth at the proposed level of service
- (iv) identify demands placed upon existing facilities by new development activity at the proposed level of service; and
- (v) identify the means by which the political subdivision or private entity will meet those growth demands.

Further, the proposed level of service may:

- (i) exceed the existing level of service if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service; or
- (ii) establish a new public facility if, independent of the use of impact fees, the political subdivision or private entity provides, implements, and maintains the means to increase the existing level of service for existing demand within six years of the date on which new growth is charged for the proposed level of service.

In preparing an Impact Fee Facilities Plan, each local political subdivision shall generally consider all revenue sources to finance the impacts on system improvements, including:

- (a) grants
- (b) bonds
- (c) interfund loans
- (d) transfers from the General Fund

- (e) impact fees; and
- (f) anticipated or accepted dedications of system improvements.

### Certification of Impact Fee Facilities Plan

Utah Code states that an Impact Fee Facilities Plan shall include a written certification from the person or entity that prepares the Impact Fee Facilities Plan. This certification is included at the conclusion of this plan.

## Chapter 2: Existing Service Levels, Proposed Service Levels, and Excess Capacity

Utah Code 11-36a-302(1)(a)(i)(ii)(iii)

### Growth in Demand

Impacts on park and trail facilities will come from growth in the population.

TABLE 6: PROJECTED POPULATION GROWTH, 2026-2036

Year	Total County Population
2026	79,314
2027	85,183
2028	91,487
2029	98,257
2030	105,528
2031	108,693
2032	111,954
2033	115,313
2034	118,772
2035	122,335
2036	126,005
<b>Population Growth, 2026-2036</b>	<b>46,692</b>

Source: Eagle Mountain City, ZPFI

According to population projections, the City will grow by 46,692 residents by 2036.

### Existing Service Levels

#### Parks

The entire parks system consists of sixty-six parks and nearly 456 acres.

TABLE 7: TOTAL PARK ACREAGE

Park	Address	Total Acres
Cory B. Wride Memorial	5806 North Pony Express Pkwy	95.75
Mountain Ranch Bike Park	3450 E Golden Eagle Rd	78.79
Pony Express Memorial	4447 North Major Street	54.76
Firefly Bike Park	8V2C+5X	27.86
Smith Ranch Regional Park	3885 E. Smith Ranch Road	20.95
Nolen Park	7862 N Tinamous Rd	15.37
Brandon Community Park	4696 N Brandon Park Dr	12.04
Silverlake Woodhaven Park	7415 N Silver Park Dr	11.12
Sweetwater Park	1887 E Shadow Drive	8.81
Silverlake Amphitheater	7862 N SilverLake Parkway	7.90
North Ranch	9242 N Canyon Wash Dr	7.68

<b>Park</b>	<b>Address</b>	<b>Total Acres</b>
Pioneer Park	4558 N Silver Spur Way	7.43
Firefly Regional Park	3405 N Firefly Blvd	7.20
Pinnacles Park	8XC7+M4Q	6.55
Sage Park II	5212 N Cliffrose Dr	6.43
Walden Park	4337 N Frontier St	5.95
New Park	40.366944678223504, - 111.96173506546798	4.46
Sage Valley	1448 E Smithfield Rd	4.07
Spring Run II	92QC+P7W	3.94
Sunset Ridge Park	7962 N Secretariat Rd	3.93
Silverlake Neighborhood Park	4599 E Harvest Crop Dr	3.77
Spring Run Park	3434 E Spring Mountain Dr.	3.70
Cedar Corners Park	2278 E Frontier St	3.41
Valley View Park	2227 Autumn Dr	3.39
Eagle Point B	1938 E Sunrise Drive	2.85
Skyline Ridge Park	662760039	2.60
Eagle Point J	Carriage Hill Dr	2.27
Eagle Point C	3742 N Partridge Lane	2.21
Sunset Ridge North	7962 N Secretariat Rd	2.20
Overland Trails Park	1016 E Waddell Rd.	2.17
Arrival Park	1414 E Hindley Ln	2.16
Westview Heights	2412 E Prairie View Dr	1.72
Lake View Estates	2854 E Lakeside Dr.	1.64
Pacific Springs	1420 E Wilbur Ln	1.64
Kiowa Valley	4146 E Golden Eagle Rd	1.59
Eagle Park	1396 E Harrier St	1.58
Lone Tree	2117 E Lone Tree Parkway	1.51
Overland Trail III Park	1392 E Bell Buoy Way	1.51
Autumn Ridge	4492 N Hunter Ln	1.48
Harmony Phase 2 Park	1267 E Reichert St	1.48
Mt. Airey	465430069	1.43
Porter's Crossing	4046 E Cattle Dr	1.41
Eagle Point G	2325 E Maple Dr	1.25
Pony Express Estates 2	1184 E Coachline Way	1.24
Eagle Park Entrance	382600210	1.18
Meadow Ranch Elk Ridge	40.383395250436976, - 111.99018177643906	1.15
Eagle Gate East	8308 Prestwich Lane	1.11
Saddleback	3835 E Chilton Circle	1.07
Eagle Gate West	8398 N Scotsraig Dr	0.93
Meadow Ranch Autumn Park	2863 E Autumn Lane	0.83
Sunset Ridge West	40.35717440821206, - 112.01047420160243	0.83
Oak Hollow	7834 N Bridleway Rd	0.81

Park	Address	Total Acres
Meadow Ranch Hidden Drive	40.383117387095936, - 111.99460205701233	0.75
Eagle Village Park	3608 N Bountiful Lane	0.74
Stonebridge Park	8747 N Stonebridge Lane	0.71
Ash Point	7870 N Ash Point Dr	0.67
Brandon Park (small)	526 E Abajo Peak Dr	0.61
White Hills	18628 W Wilson Avenue	0.51
Fremont Springs Park	7348 N Ute Dr.	0.49
Liberty Farms West	7625 N James St	0.47
Rush Valley	7946 N Geronimo Dr.	0.37
Liberty Farms East	7682 N Rose St	0.36
Pioneer Addition 5	1894 E Church Way	0.34
Pioneer Addition 6	2102 E West Jordan Way	0.27
Pioneer Addition 7	2329 E Ox Yoke Dr	0.24
Silverlake 8 Park		0.24
<b>Total Acres</b>		<b>455.88</b>
<b>LOS per 1,000 Residents</b>		<b>5.75 acres</b>

The City operates fourteen parks that are considered impact fee eligible.

TABLE 8: IMPACT FEE ELIGIBLE PARK ACREAGE

Park	Address	Total Acres
Cory B. Wride Memorial	5806 North Pony Express Pkwy	95.75
Mountain Ranch Bike Park	3450 E Golden Eagle Rd	78.79
Pony Express Memorial	4447 North Major Street	54.76
Firefly Bike Park	8V2C+5X	27.86
Smith Ranch Regional Park	3885 E. Smith Ranch Road	20.95
Nolen Park	7862 N Tinamous Rd	15.37
Brandon Community Park	4696 N Brandon Park Dr	12.04
Silverlake Woodhaven Park	7415 N Silver Park Dr	11.12
Sweetwater Park	1887 E Shadow Drive	8.81
Silverlake Amphitheater	7862 N SilverLake Parkway	7.90
North Ranch	9242 N Canyon Wash Dr	7.68
Pioneer Park	4558 N Silver Spur Way	7.43
Firefly Regional Park	3405 N Firefly Blvd	7.20
Walden Park	4337 N Frontier St	5.95
<b>Total Impact-Fee Eligible Acres</b>		<b>361.61</b>
<b>LOS per 1,000 Residents</b>		<b>4.56 acres</b>

Source: Eagle Mountain City, ZPFI

The existing level of service for parks, for the purpose of calculating impact fees, is 4.56 acres per 1,000 persons, calculated by dividing the 361.61 eligible park acres by the 2026 population of 79,314 persons divided by 1,000.

Existing impact-fee eligible park improvements are summarized in Table 8.

TABLE 9: SYSTEM PARK IMPROVEMENTS

Improvement	Cost per Unit	Units	Total Investment
Improved Turf SF	\$2.50	3,657,003	\$9,142,508
Parking SF	\$4.06	418,235	\$1,698,034
Restrooms	\$248,400	10	\$2,484,000
Drinking Fountain	\$2,500	9	\$22,500
Playgrounds	\$650,000	8	\$5,200,000
Tot-Lot	\$80,000	11	\$880,000
Bleachers	\$2,500	15	\$37,500
Baseball Field	\$250,000	7	\$1,750,000
Dugout Benches	\$2,500	14	\$35,000
Basketball Court	\$70,000	10	\$700,000
Volleyball Pit	\$50,000	1	\$50,000
Tennis Court	\$150,000	4	\$600,000
Pickleball Court	\$150,000	31	\$4,650,000
Skate Park	\$1,200,000	3	\$3,600,000
Splash Pad	\$2,000,000	2	\$4,000,000
Zip Line	\$80,000	2	\$160,000
Large Pavillion	\$414,000	3	\$1,242,000
Medium Pavillion	\$310,500	3	\$931,500
Small Pavillion	\$200,000	12	\$2,400,000
Picnic Table	\$2,500	88	\$220,000
BBQs	\$1,300	14	\$18,200
Benches	\$2,500	78	\$195,000
Trash Cans	\$1,300	103	\$133,900
Bike Rack	\$1,300	3	\$3,900
Streetlights	\$8,000	221	\$1,768,000
Path Lengths - miles	\$370,260	8	\$2,899,809
Trees	\$300	1,674	\$502,200
Flagpole	\$10,000	5	\$50,000
Amphitheater	\$500,000	2	\$1,000,000
Baseball Complex	\$500,000	1	\$500,000
Concession Building	\$350,000	1	\$350,000
Shade Structure	\$124,200	12	\$1,490,400
Kiosks	\$3,000	3	\$9,000
Bike Ramps & Jumps	\$5,000	3	\$15,000
Dumpster	\$2,000	4	\$8,000
Exercise Equipment	\$50,000	1	\$50,000
Land Cost per Acre	\$100,000	362	\$36,161,000
<b>Park Improvements Total Investment</b>			<b>\$84,957,451</b>

Source: Eagle Mountain City, ZPFI

The existing level of service for parks (land and improvements) is therefore calculated by taking the total investment/value of park improvements of \$84,957,451 and dividing by the existing population of 79,314 which results in a service level of \$1,071.16 per capita.

#### **Asphalt Trails**

In addition to parks, the City also maintains asphalt trails throughout the City, totaling 176,088 linear feet of asphalt trails. This results in an existing service level of 2.22 linear feet of asphalt trails per capita, given the City's population of 79,314.

These trails cost \$74.25 per linear foot to construct, equating to a total investment of \$13,074,534, or \$164.85 per capita.

#### **Dirt Trails**

The City also maintains 52,800 linear feet of dirt trails. This results in an existing service level of 0.666 linear feet of asphalt trails per capita.

These trails cost \$3.00 per linear foot to construct, equating to a total investment of \$157,400, or \$2.00 per capita.

### **Proposed Service Levels**

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The City has decided to maintain its existing service levels for park and trail facilities. Therefore, the proposed level of service for park and trail facilities for the next ten years will be at least the same as, or greater than, the existing level of service. Impact fees for park and trail facilities, however, will only be calculated based on the existing level of service. If the City chooses to increase its service levels, it will be done through funding sources other than impact fees.

### **Identify Excess Capacity**

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The City has not identified any excess capacity in any of its parks or trail facilities. In other words, the City intends to at least maintain its existing service levels for parks and trail facilities. Therefore, it will need to build additional parks and trail facilities.

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## **Chapter 3: Identify Demands Placed Upon Existing Public Facilities by New Development Activity at the Proposed Level of Service and how Those Demands Will Be Met**

Utah Code 11-36a-302(1)(a)(iv)(v)

### **Demands Placed on Facilities by New Development Activity**

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#### **Parks**

Park service levels will decline due to population growth from new development activity, from the existing cost service level of \$1,071.16 to \$674.24 per person by 2036 if no new facilities are acquired or constructed. To maintain existing service levels, the City will need to make an investment of \$50,014,009 by 2036.

TABLE 10: PARK SERVICE LEVEL IMPACTS FROM NEW DEVELOPMENT ACTIVITY, 2026-2036

Year	Population	Population Growth	Land Acres per 1000 Persons if No New Facilities	Additional Land (Acres) Needed	Cost Service Levels per Capita if No New Facilities	Additional Investment Needed
2026	79,314		4.56		\$1,071.16	
2027	85,183	5,869	4.25	26.76	\$997.35	\$6,286,851
2028	91,487	6,304	3.95	28.74	\$928.63	\$6,752,078
2029	98,257	6,770	3.68	30.87	\$864.65	\$7,251,732
2030	105,528	7,271	3.43	33.15	\$805.07	\$7,788,360
2031	108,693	3,166	3.33	14.43	\$781.62	\$3,391,094
2032	111,954	3,261	3.23	14.87	\$758.86	\$3,492,827
2033	115,313	3,359	3.14	15.31	\$736.76	\$3,597,612
2034	118,772	3,459	3.04	15.77	\$715.30	\$3,705,540
2035	122,335	3,563	2.96	16.25	\$694.46	\$3,816,706
2036	126,005	3,670	2.87	16.73	\$674.24	\$3,931,208
<b>Total</b>		<b>46,692</b>		<b>212.88</b>		<b>\$50,014,009</b>

Source: Eagle Mountain City, ZPFI

### Asphalt Trails

The existing level of service of 2.22 linear feet per capita of asphalt trails would decline to 1.40 linear feet per capita if no new improvements are made. To maintain existing service levels, the City will need to add 103,662 linear feet of asphalt trails over the next 10 years, costing an estimated \$7,696,910 in additional investment.

TABLE 11: ASPHALT TRAIL SERVICE LEVEL IMPACTS FROM NEW DEVELOPMENT ACTIVITY, 2026-2036

Year	Population	Population Growth	Trail LF per Capita	Additional LF Needed	Cost Service Levels per Capita if No New Facilities	Additional Investment Needed
2026	79,314		2.220		\$164.85	
2027	85,183	5,869	2.067	13,031	\$153.49	\$967,516
2028	91,487	6,304	1.925	13,995	\$142.91	\$1,039,112
2029	98,257	6,770	1.792	15,030	\$133.07	\$1,116,006
2030	105,528	7,271	1.669	16,143	\$123.90	\$1,198,590
2031	108,693	3,166	1.620	7,029	\$120.29	\$521,873
2032	111,954	3,261	1.573	7,239	\$116.78	\$537,529
2033	115,313	3,359	1.527	7,457	\$113.38	\$553,655
2034	118,772	3,459	1.483	7,680	\$110.08	\$570,264
2035	122,335	3,563	1.439	7,911	\$106.87	\$587,372
2036	126,005	3,670	1.397	8,148	\$103.76	\$604,994
<b>Total</b>		<b>46,692</b>		<b>103,662</b>		<b>\$7,696,910</b>

Source: Eagle Mountain City, ZPFI

### Dirt Trails

The existing level of service of 0.666 linear feet per capita of dirt trails would decline to 0.419 linear feet per capita if no new improvements are made. To maintain existing service levels, the City will need to add 31,083 linear feet of asphalt trails over the next 10 years, costing an estimated \$93,249 in additional investment.

TABLE 12: DIRT TRAIL SERVICE LEVEL IMPACTS FROM NEW DEVELOPMENT ACTIVITY, 2026-2036

Year	Population	Population Growth	Trail LF per Capita	Additional LF Needed	Cost Service Levels per Capita if No New Facilities	Additional Investment Needed
2026	79,314		0.666		\$2.00	
2027	85,183	5,869	0.620	3,907	\$1.86	\$11,722
2028	91,487	6,304	0.577	4,196	\$1.73	\$12,589
2029	98,257	6,770	0.537	4,507	\$1.61	\$13,521
2030	105,528	7,271	0.500	4,840	\$1.50	\$14,521
2031	108,693	3,166	0.486	2,108	\$1.46	\$6,323
2032	111,954	3,261	0.472	2,171	\$1.41	\$6,512
2033	115,313	3,359	0.458	2,236	\$1.37	\$6,708
2034	118,772	3,459	0.445	2,303	\$1.33	\$6,909
2035	122,335	3,563	0.432	2,372	\$1.29	\$7,116
2036	126,005	3,670	0.419	2,443	\$1.26	\$7,330
<b>Total</b>		<b>46,692</b>		<b>31,083</b>		<b>\$93,249</b>

Source: Eagle Mountain City, ZPFI

### Identify the Means by Which the Political Subdivision Will Meet the Growth Demands

The City will need to acquire and construct additional park and trail facilities to maintain its existing service levels. After extensive internal discussions, the City has identified the following types of projects that may be undertaken in the future:

TABLE 13: PLANNED SYSTEM IMPROVEMENTS, 2026-2036

Project	Construction Year	Estimated Cost (2026)
Pony Express Regional Park Phase 1	2027	\$2,400,000
Recreational Trail	2027	\$1,340,807
Silverlake Community Park Phase 2	2027	\$1,000,000
Mountain Bike Park - Phase 1	2028	\$1,500,000
Recreational Trail	2028	\$1,340,807
Property Acquisition	2028	\$3,000,000
Property Acquisition	2029	\$1,000,000
Sweetwater Park	2029	\$1,500,000
Property Acquisition	2030	\$1,000,000
Cory Wride Memorial Park Phase 3	2030	\$3,500,000
Property Acquisition	2031	\$1,000,000
Recreational Trails	2031	\$1,340,807
Rodeo/Fairgrounds - Phase 1	2032	\$7,000,000
Property Acquisition	2032	\$1,000,000
Property Acquisition - NW Quadrant Park (40 Acres)	2033	\$8,800,000
Mountain Bike Park - Phase 2	2033	\$2,000,000

<b>Project</b>	<b>Construction Year</b>	<b>Estimated Cost (2026)</b>
Property Acquisition	2033	\$1,000,000
Property Acquisition	2034	\$1,000,000
NW Quadrant Park	2035	\$20,000,000
Recreation Trails	2035	\$1,304,807
	<b>Total Est Cost</b>	<b>\$62,027,228</b>

Source: Eagle Mountain City

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## Chapter 4: Consideration of All Revenue Sources

### Utah Code 11-36a-302(2)

**Grants.** The City is unaware of any potential grant sources for future park and trail developments. However, should it be the recipient of any such grants, it will then look at the potential to reduce impact fees.

**Bonds.** The City does not have any outstanding bonds for park and trail improvements.

**Interfund Loans.** The City currently has no plans to purchase park, recreation, or trail facilities through any interfund loans and has not done so in the past.

**Transfer from General Fund.** To the extent that the City can generate net revenues in its General Fund, it may choose to transfer all or a portion of the net revenues to the City's capital fund. It is most likely that, if net revenues should be generated for park facilities, they will be used to raise existing service levels rather than offset the demands generated by new development which is anticipated to be offset with impact fees.

**Impact Fees.** Because of the growth anticipated to occur in the City, impact fees are necessary and are a viable means of allowing new development to pay for the impacts that it places on the existing system. This IFFP is developed in accordance with legal guidelines so that an Impact Fee Analysis for Parks and Trails may be prepared and the City may charge impact fees for Parks and Trails.

**Anticipated or Accepted Dedications of System Improvements.** Any item that a developer funds must be included in the IFFP if a credit against impact fees is to be issued and must be agreed upon with the City before construction of the improvements.

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## Certification

Zions Bank Public Finance certifies that the attached impact fee facilities plan:

1. Includes only the costs of public facilities that are:
  - a. allowed under the Impact Fees Act; and
  - b. actually incurred; or
  - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
  
2. Does not include:
  - a. costs of operation and maintenance of public facilities;
  - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents; and
  
3. Complies in each and every relevant respect with the Impact Fees Act.