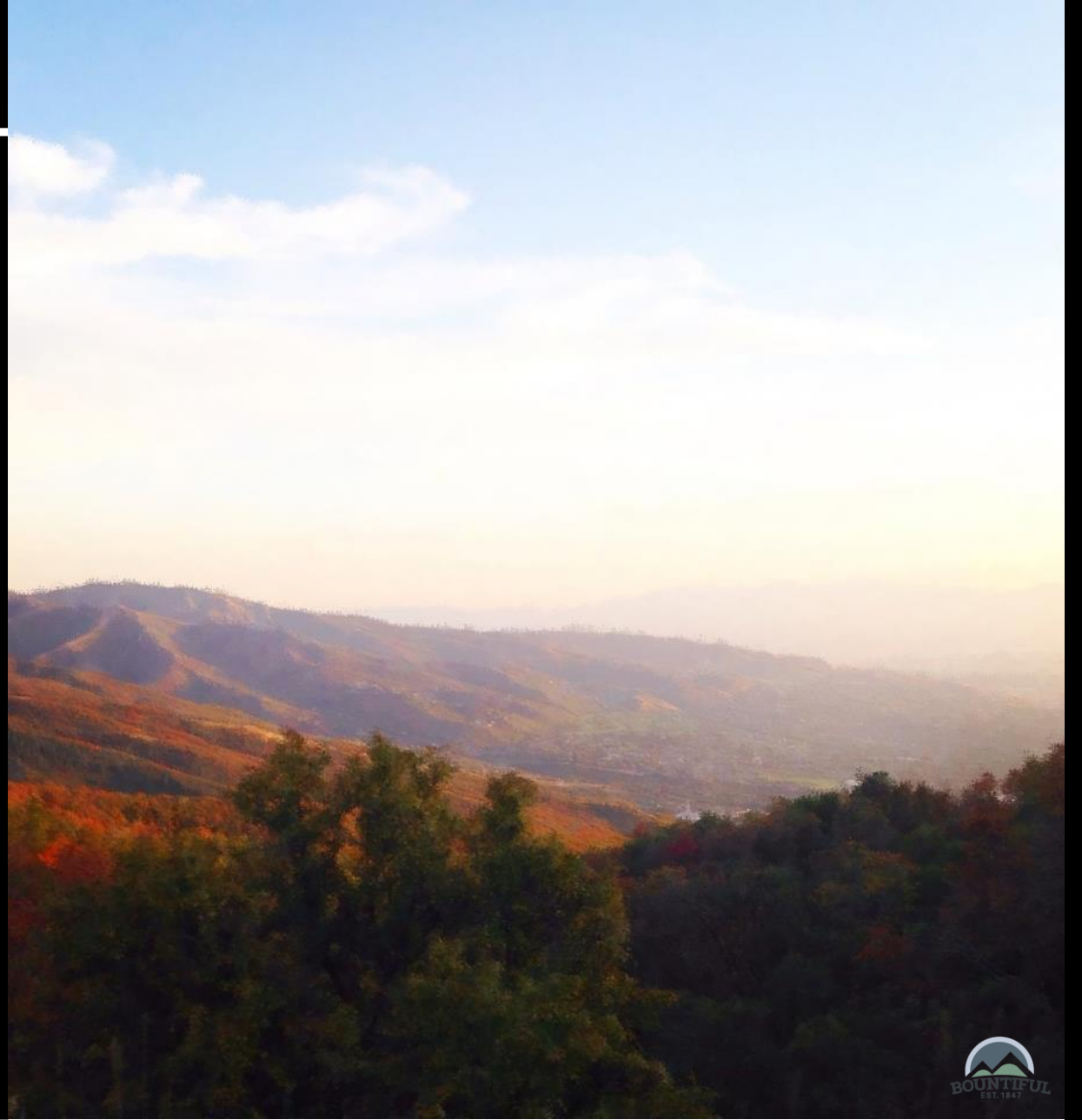

BOUNTIFUL CITY

WRFC RGC TAC
Community Spotlight
February 19, 2025



ABOUT US

- Population at 45,762 (2020)
- 15,945 Total Housing Units (2020)
- Pending Updated General Plan (2025)
- Actively Implementing Bountiful Trails Master Plan (2019)



GENERAL PLAN UPDATES

DRAFT GENERAL PLAN

FOOTHILL RESIDENTIAL



Description

Foothill Residential is characterized primarily by single-family dwellings, which may include accessory dwelling units (ADUs), on large lots with steep topography creating a high degree of separation from each other. This development pattern nestles into the foothills adjacent to open space and natural areas. It has very limited non-residential areas but is well connected to the many trails in the area. This area is governed by the International Wildland-Urban Interface Code which supplements current building and fire codes to assist in providing requirements to reduce the risk of losing a structure in a wildfire.

Key Attributes

- Predominantly large lot detached housing with high separation between structures.
- Provides a transition from open space in mountains to urban areas.
- Few commercial services.

Suggested Residential Density Range:

- Based on existing slope.

TRANSIT READY DEVELOPMENT



Description

Transit Ready Development is focused on providing a high-quality, walkable, and inviting streetscape within close proximity to future bus rapid transit (BRT) lines. This place type features a diverse and dense mixture of residential housing options such as townhouses, multiple-unit buildings (apartments), and live-work units.

Buildings are a minimum of two (2) stories and generally up to three (3) stories. Active/vibrant commercial uses such as restaurants, retail, and services fill the ground level along major roadways providing walkable destinations for residents. Upper floors of buildings may also be utilized for office or other commercial spaces in addition to residential uses. Buildings meet the street and create a

unified streetscape, especially along major roadways, planned or existing transit stop areas, and major intersections.

The Transit Ready Development Overlay provides flexibility to each site to be in conformance with the underlying place-type or the Transit Ready Development place-type.

Key Attributes

- Walkable streetscapes providing excellent access to future transit infrastructure.
- Dense mixture of housing options.
- Multi story buildings meet the street to create a unified streetscape.
- Active/vibrant commercial uses on ground floors, upper floors used for residential or commercial uses.

DOWNTOWN



Description

Bountiful's unique downtown is an active, walkable, and pedestrian oriented place type. It features prominent retail and mixed uses along Main Street, which serves as the area's core. Downtown uses are generally moderate to high intensity and attract people from all over the City and surrounding communities due to its unique character.

Vibrant uses such as retail, entertainment, and restaurants are present on the ground floor of buildings along Main Street with office and residential uses above. Buildings on Main Street are generally at least three (3) stories in height, are urban in form, and are constructed of high-quality materials. Onsite parking is located behind buildings and driveways onto Main Street are discouraged.

Supporting areas off Main Street provide a range of housing types including multi-unit and attached dwellings but may include detached residential structures. Existing residential structures which may accommodate adaptive reuse opportunities supporting residential, commercial, mixed-use, and/or live-work units and/or commercial uses. These areas provide a transition onto east-west areas. Downtown streets feature high quality streetscapes with lighting, landscaping, street furniture, etc., and safe frequent pedestrian crossings which creates a walkable experience.

Key Attributes

- High quality walkable streetscapes lined with urban form buildings.
- Moderate to high intensity uses.

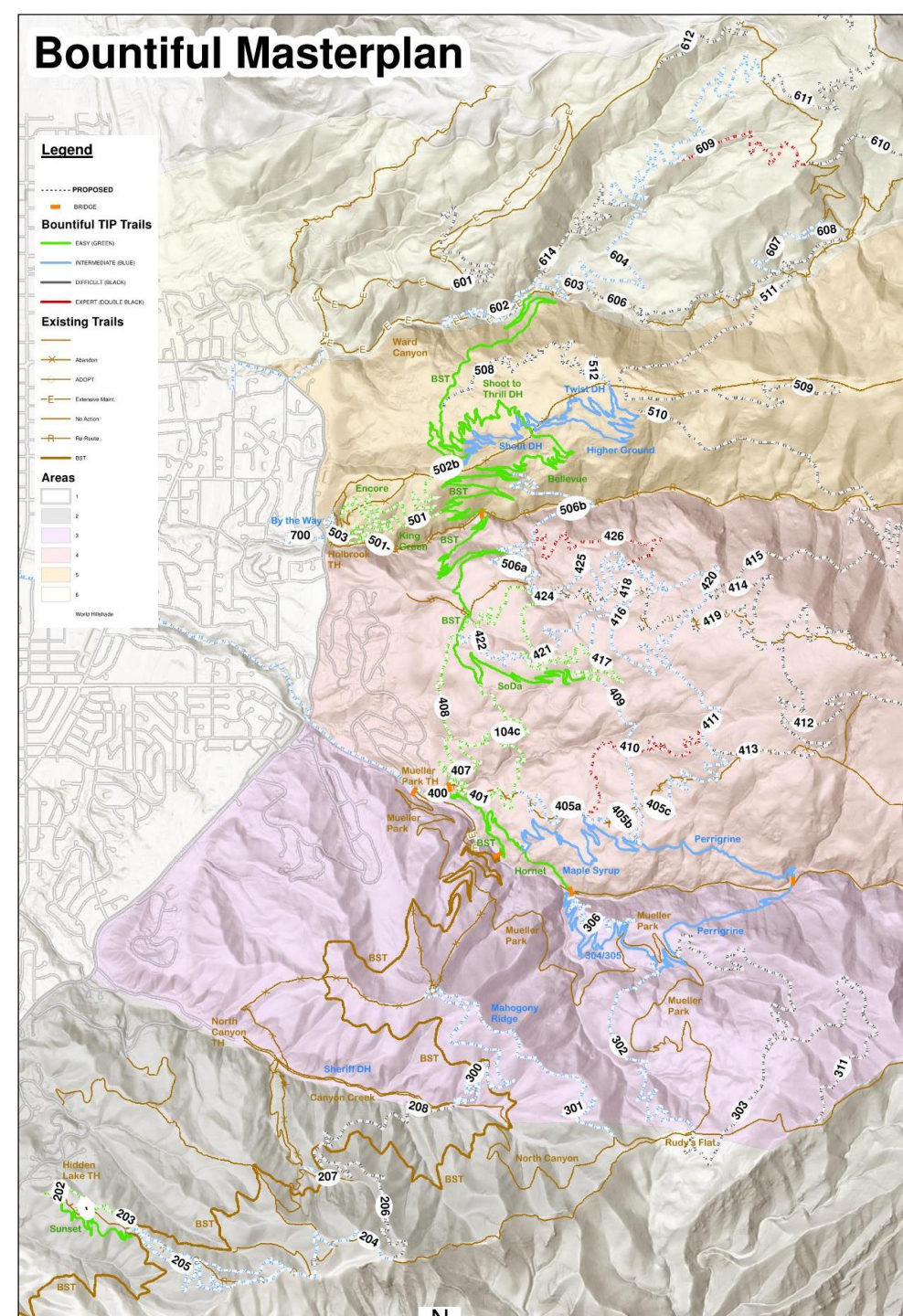
BOUNTIFUL TRAILS

- Trails Committee formally created in 2016
- Tasked with developing a Trails Master Plan to create a trails network to meet the needs of all user types, disperse trail use, and improve trailhead access points
- Master Plan was developed in 2019 with the help of a Blueline Design Consultants
- In 2020, Staff and the Committee created a Trails Implementation Plan, using the Master Plan as a guide
- The City contracted with International Mountain Biking Association (IMBA) to create a conceptual updated Master Plan Trail Map and flagged trail corridors



BOUNTIFUL TRAILS

- In 2021, the City submitted its first National Environmental Protection Act (NEPA) to the Forest Service, which included trails in Mueller Park, Hidden Lakes, Stone Ridge, and Temple Ridge
- In 2022, the City was awarded a \$500,000 trail grant from Utah Outdoor Recreation Grant (UORG)
- Voters approved trail/park bond of 8 million dollars for the construction of Washington Park and trails
- Trail construction started in 2023 using the IMBA trail concept and flag lines and the Trail Implementation Plan as a guide
- To date, we have built 34 miles of various trail types in Hidden Lakes, North Canyon, Mueller Park, Stone Ridge, and Temple Ridge, installed a trailhead at North Canyon, and built four bridges: one in Holbrook Canyon and three in Mueller Park Canyon



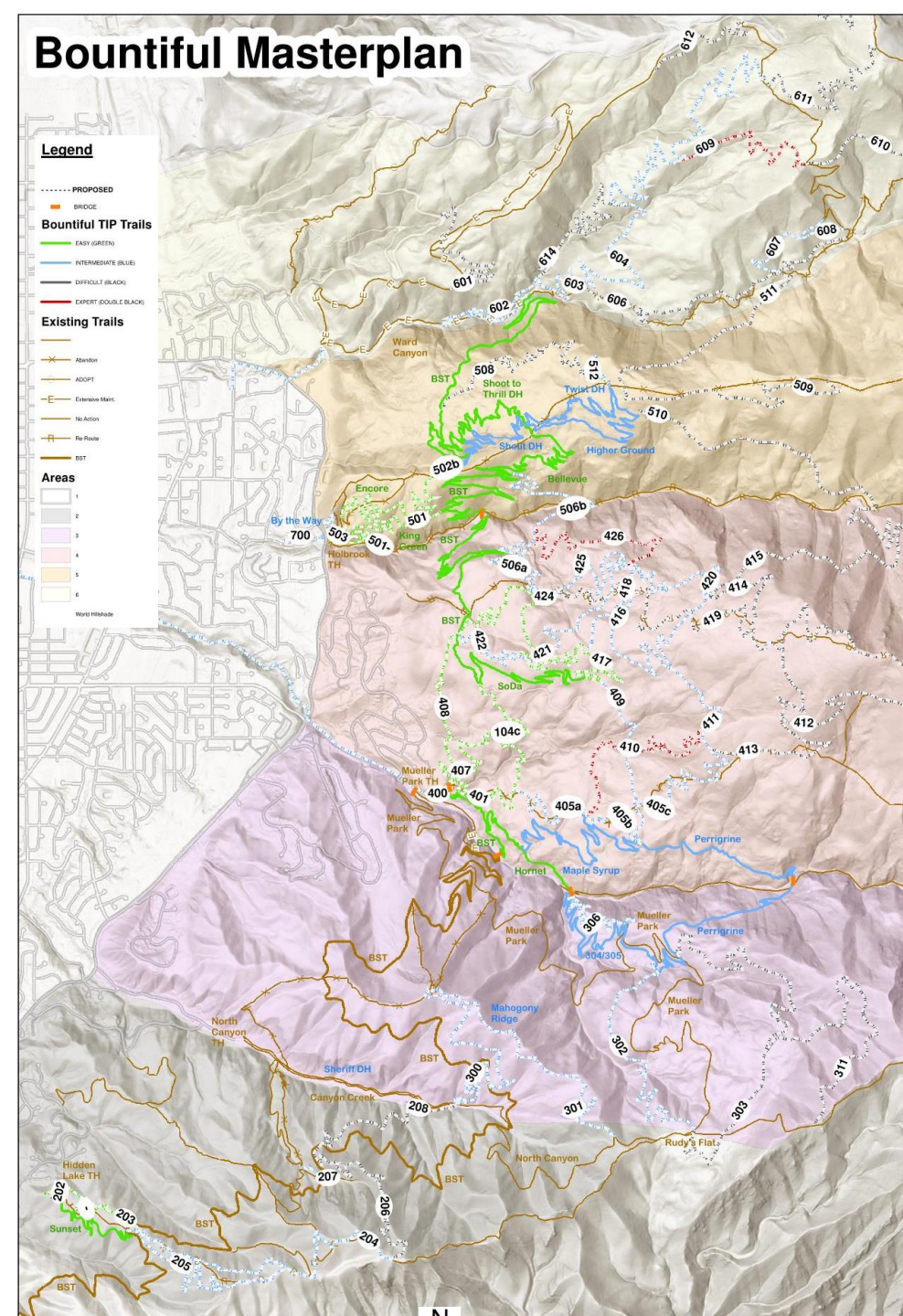
BOUNTIFUL TRAILS

Trails in progress:

- Working with Forest Service to gain approval of the hiker only trail from Mueller Park campground to Elephant Rock
- Complete multi-use trail in North Canyon connecting to Cave Peak
- Complete trail connection from Eggett Park to Holbrook Trailhead

In 2024, we submitted a second NEPA to the Forest Service for the following:

- Connecting trails from Mueller Park to Holbrook Canyon
- Connecting Holbrook Trailhead to Temple Ridge trail network
- Redesignate Kenny Creek Trail as hoof and boot, only
- Currently, we are waiting for approval.





Hidden Lakes Trails Connecting to North Canyon





New Trails Between Holbrook and Ward Canyon, and Temple Ridge





New Trails in Mueller Park



New Trails in Mueller Park



New Trails in North
Canyon



BOUNTIFUL TRAILS ADVISORY COMMITTEE (BATC)

Trails Advisory Committee members are Bountiful City residents appointed by the City. The Committee meets monthly with City Staff to coordinate trail development, design, implementation, maintenance, etc.



THANK YOU

Amber Corbridge
801-298-6196
amber@bountiful.gov
bountifulutah.gov



Draft Land Use Map Comments

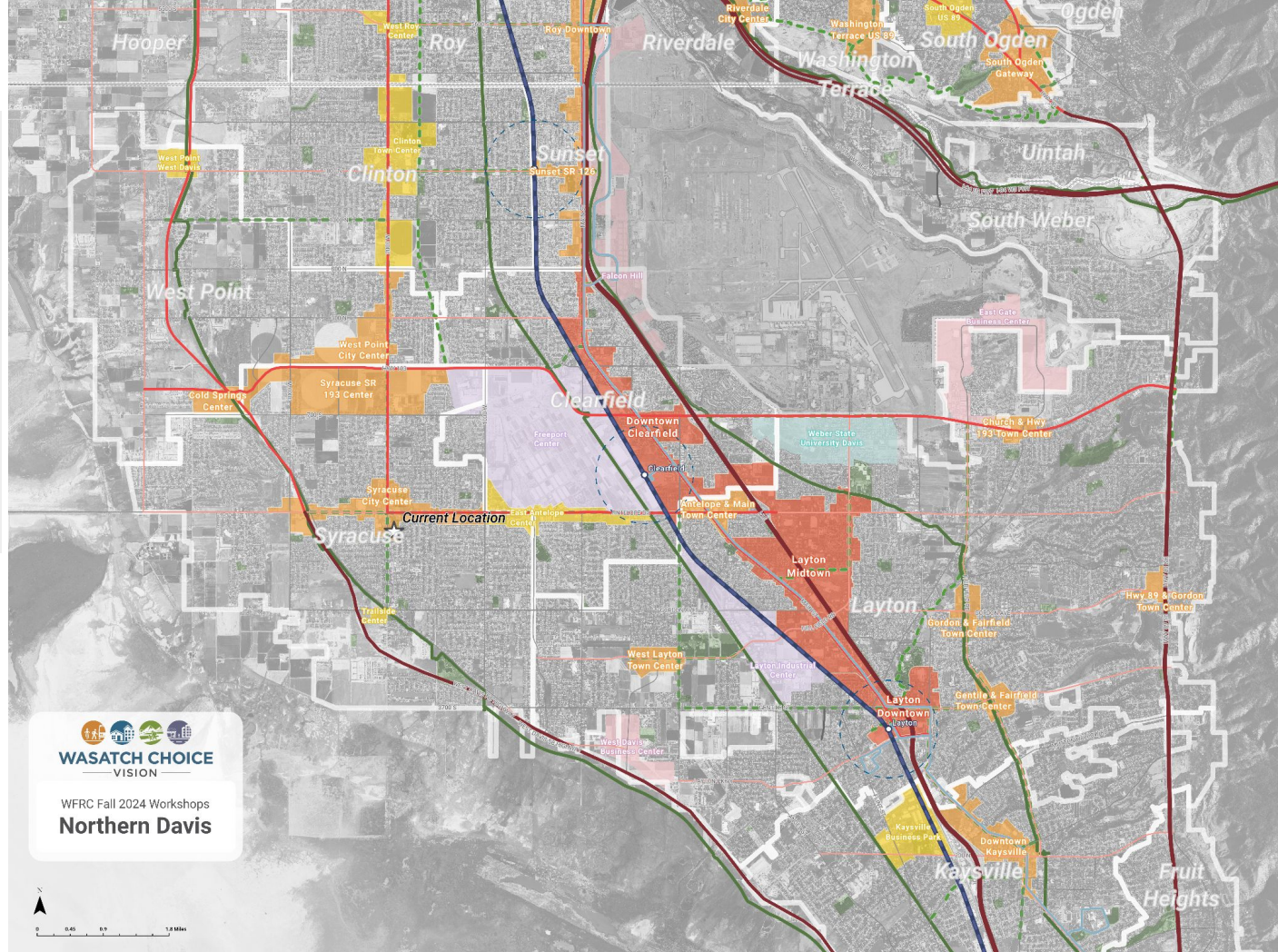
Circling Back to
Each Community

Regional Growth Committee - Technical Advisory Committee (RGC TAC)

February 19, 2025

Workshop Map

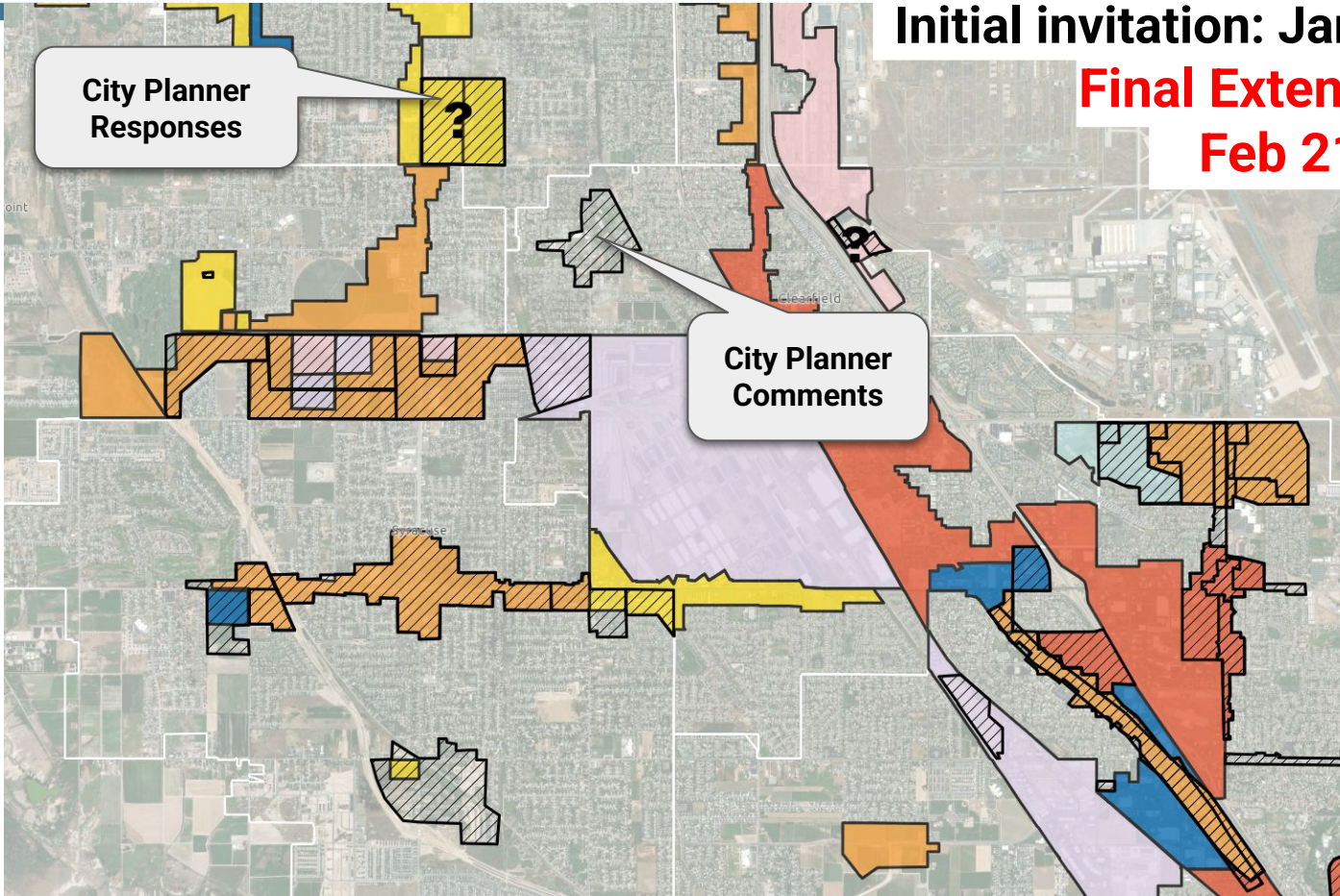
- Wasatch Choice Land Uses
- Existing Regional Transportation Plan
- Draft Beehive Bikeways



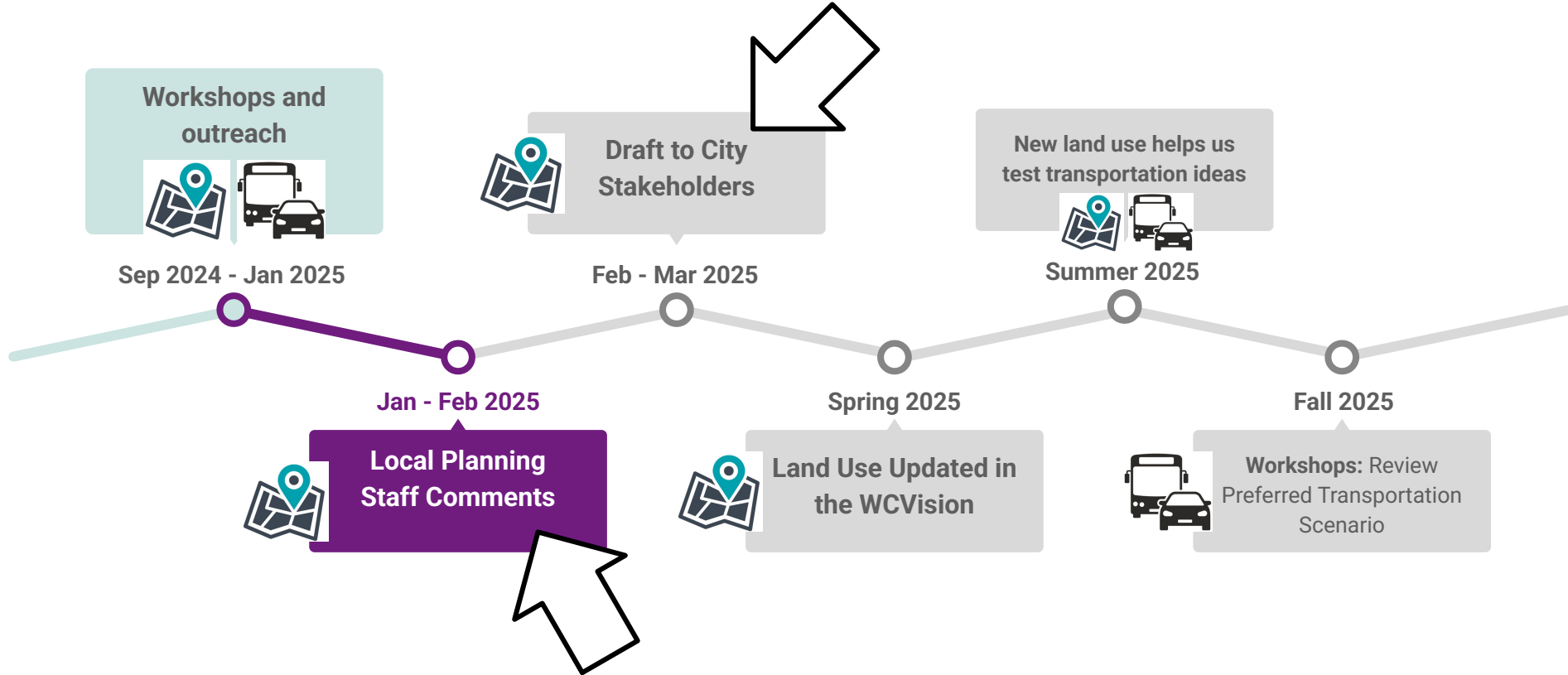
CITY PLANNER LAND USE COMMENTS

Initial invitation: January 17th & 20th

**Final Extended Deadline:
Feb 21st (This Friday!)**



Establishing Our Preferred Scenario



NEXT STEPS

- **City Planner Comments:**
 - **Extended Deadline to this Friday (February 21st) !**
- **Finalize Draft Vision Map**
 - **Sending to all Workshop Invitees (As Early as Next Week)**
- **City Leadership Review (February 27th to April 4th)**
 - **Unified Response Requested**
 - i. Written comments or meeting comments / minutes
 - **Opportunity for City Planning Facilitation**
 - **WFRC Staff happy to support your City Meeting!**

Discussion

1. Suggestions for how the draft land use vision is sent out?
2. How to engage with community leaders?
3. What planning opportunities do you think could be accomplished through this opportunity?



Questions?

Tim Watkins
Community Planner
tim@wfr.org



WASATCH CHOICE

— VISION —

Your Engagement in Developing the RTP

**Wasatch Front Regional Council
February 19, 2025**

Updating the Wasatch Choice Vision and RTP



EXPLORATORY CONCEPTS

The RTP process begins by considering existing and future land use, including population and employment changes, and how we can be better connected through walking, biking, riding transit, and driving.

SUMMER-FALL 2024

PREFERRED SCENARIO

A preferred scenario is developed with stakeholder input, screened with technical analysis, and tied to future land use resulting in a network of needed transportation projects.

WINTER-FALL 2025



PRIORITIZE PROJECTS

Projects are prioritized based on the Wasatch Choice Vision goals and expected available revenue.

WINTER-FALL 2026



FINAL PLAN ADOPTION

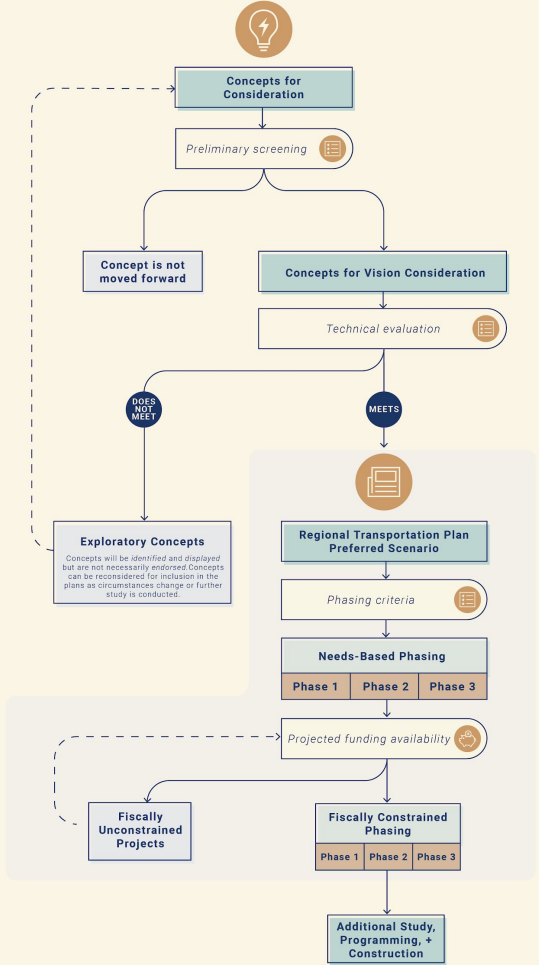
The 2027-2055 RTP must conform to air quality budgets for on-road mobile sources to be approved by FHWA.

MAY 2027



We are here

EXPLORING REGIONAL TRANSPORTATION CONCEPTS



EXPLORING REGIONAL TRANSPORTATION CONCEPTS

2024

Step one:

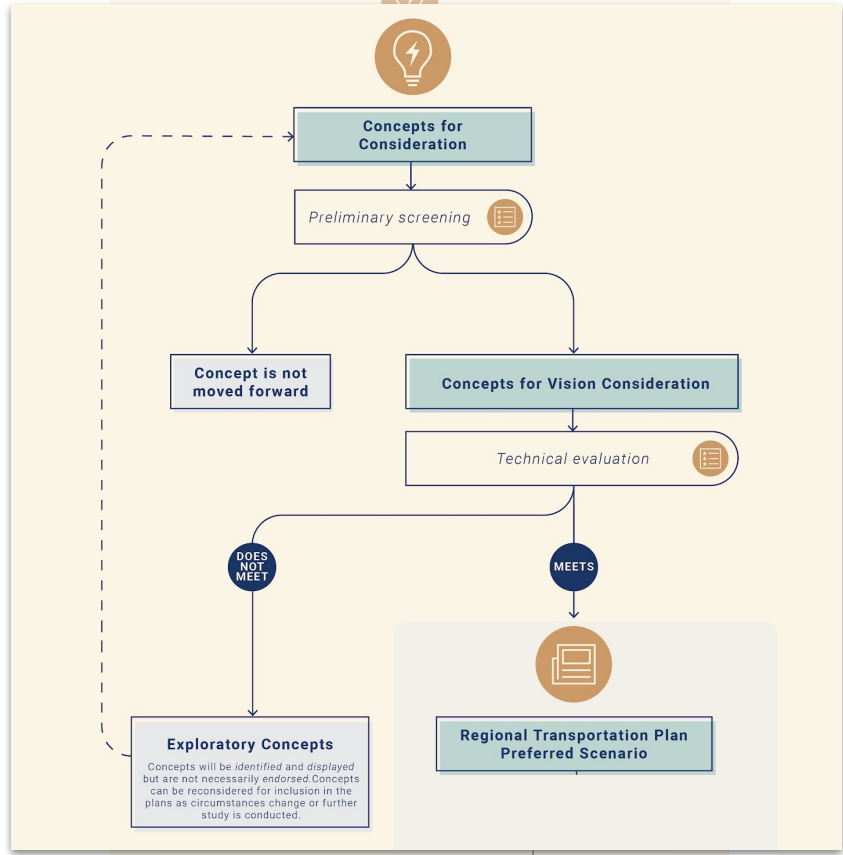
Explore Our Future

2025

Step two:

Preferred Scenario

Fall Workshops



Additional Study,
Programming, +
Construction

Coordination Ideas and Timing

What should be reviewed:
→ with TAC?
→ with individual communities?
→ with UDOT and UTA?
→ within WFRC?
→ With all of the above?

April 16

- Review preliminary screened projects?

July 30

- Review Technical Screen Projects?
- Update on Travel Demand Model (v9.1 to v9.2)?
- Update Population and Employment Projections?
- Update Wasatch Choice Vision Centers?
- Review Draft Preferred Scenario?
- Input on Phasing Criteria?

September 17

- Review Draft Preferred Scenario?
- Review Phasign Criteria?

December 10

- Review comments from Fall Workshops?
- Review Phasign Criteria?



WASATCH CHOICE

— VISION —

Your Engagement in Developing the RTP

**Wasatch Front Regional Council
February 19, 2025**



Advanced Air Mobility

Regional Growth Committee
Technical Advisory Committee
February 19, 2025



What is Advanced Air Mobility (AAM)?

- A complimentary mode of transportation
- Electrically/hydrogen powered
- Quieter than traditional aircraft/helicopters
- Two general categories for AAM
 - eVTOLs (Can vertically takeoff)
 - Regional Air Mobility (RAM)
Fixed-wing aircraft also known as CTOL (conventional takeoff and landing)





eVTOL & CTOL Aircraft Characteristics



Vertical take off
and landing



Zero operating
emissions



4 passenger
capacity



Piloted aircraft
initially



150-200 mile
max range



200 mph
top speed



Short-term growth in AAM market

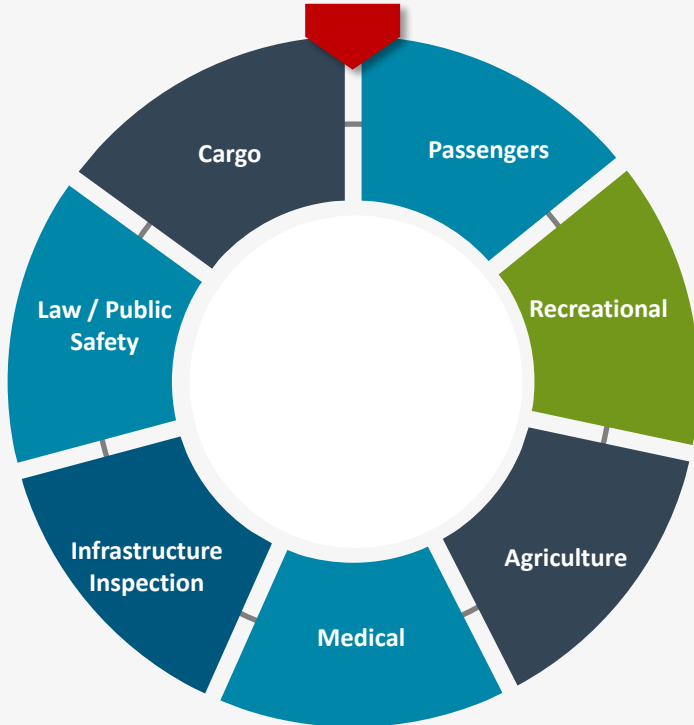
- Number of AAM manufactures doubled since 2020
- Spike in AAM manufactures has led to:
 - Increased competition
 - More diversified products
 - Niche services



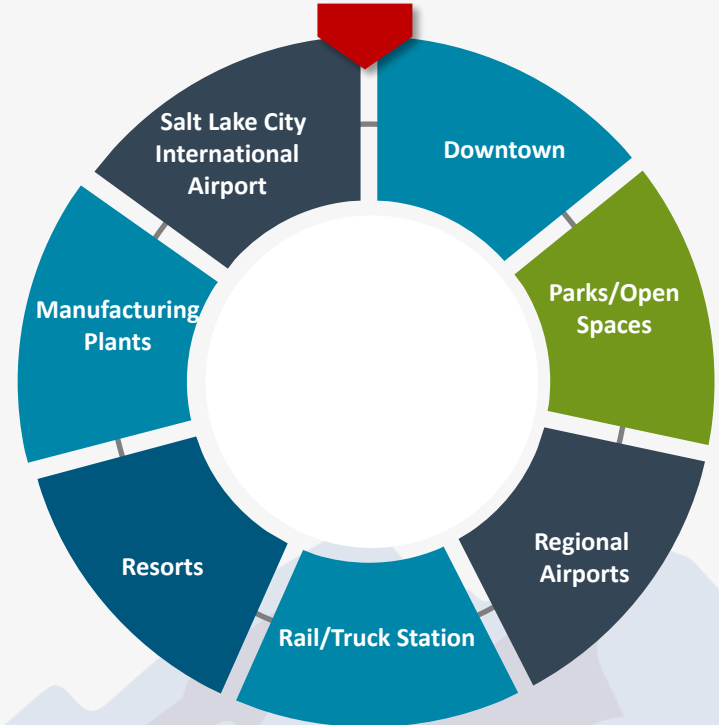


Understanding your unique market

Services / Use Cases



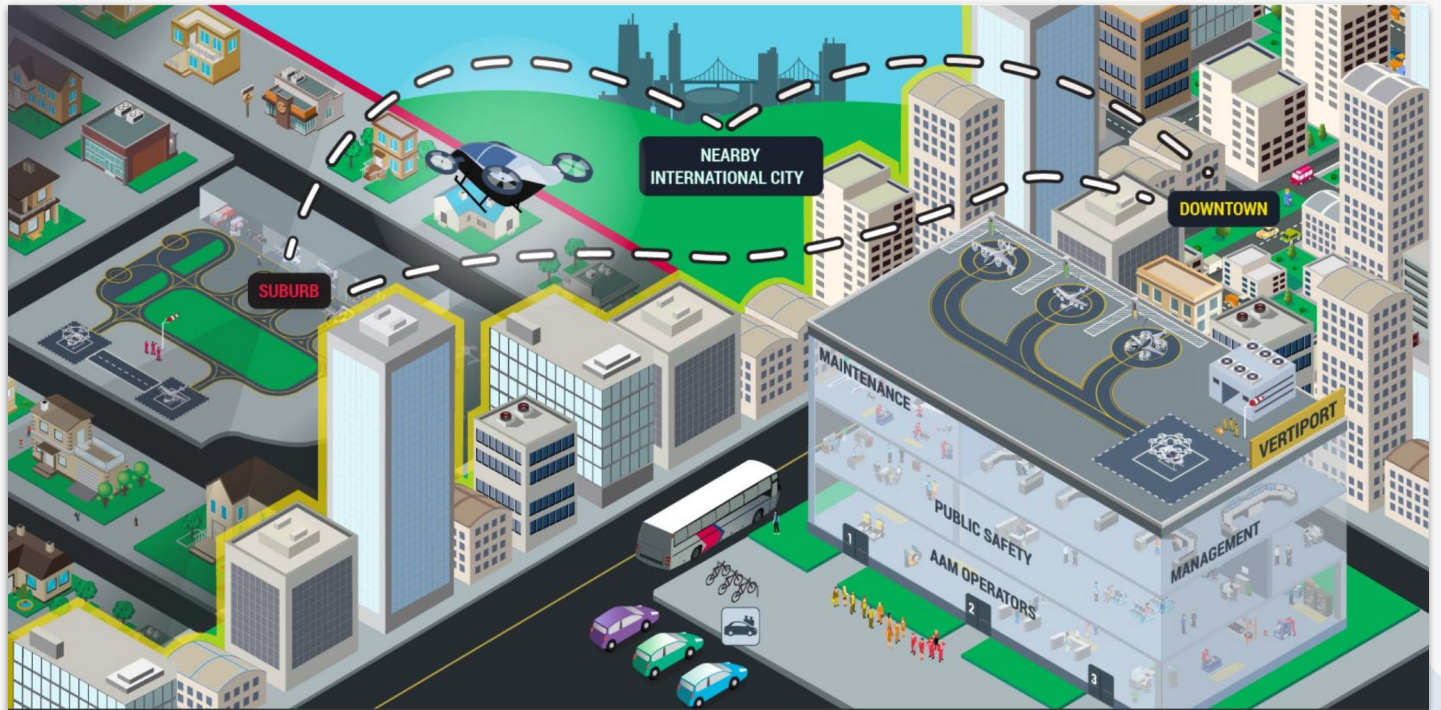
Destinations





Locations

Urban
&
Suburban





Locations

Rural





Aspects of AAM that should be considered

*Ensuring an efficient
airfield operation*

*Location of the
vertiport*

*Address community
concerns with AAM
operations*

*Integration with the
existing/future
airspace
environment*

*Financial Funding
/Business Model*

*Scalability of
operations*

*Service offerings and
connectivity*

*Requirements for
electricity*



BETA Technologies & Utah



X47G Project Alta

AIR LOGISTICS & TRANSPORTATION



Governor's Office of
Economic Opportunity

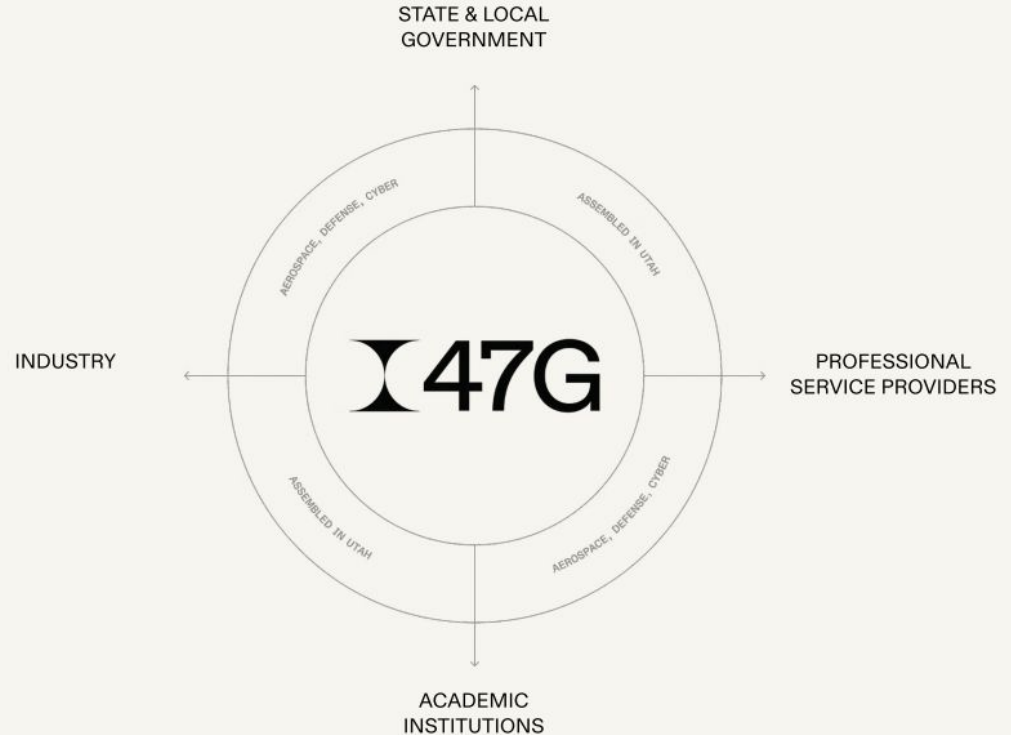


About 47G

At 47G we're building the world's premier ecosystem for aerospace, defense, and cyber companies.

This deliberate process involves four key stakeholder areas as displayed on the right side of this graphic.

47G currently collaborates with 100+ companies in the aerospace and defense industry, and is making strides to leverage Utah's unique production capabilities to strengthen America's defense industrial base.

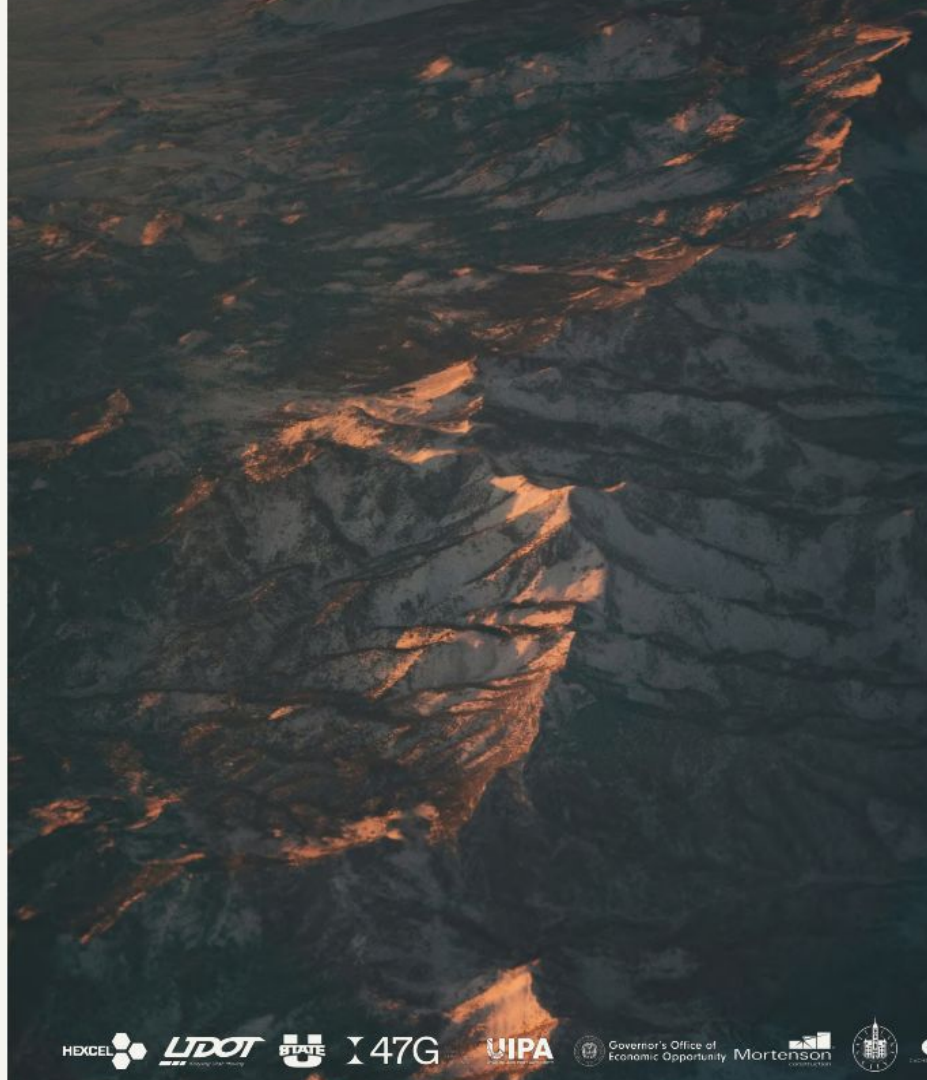


Utah's Air Mobility Coalition

47G has been asked to lead Advanced Air Mobility (AAM) efforts across the state in partnership with Utah's leading organizations in transportation and infrastructure:

- HEXCEL
- GOVERNOR'S OFFICE OF ECONOMIC OPPORTUNITY
- UTAH INLAND PORT AUTHORITY
- UTAH DEPARTMENT OF TRANSPORTATION
- MORTENSON CONSTRUCTION
- SALT LAKE CITY
- UTAH STATE UNIVERSITY
- CACHE VALLEY ELECTRIC

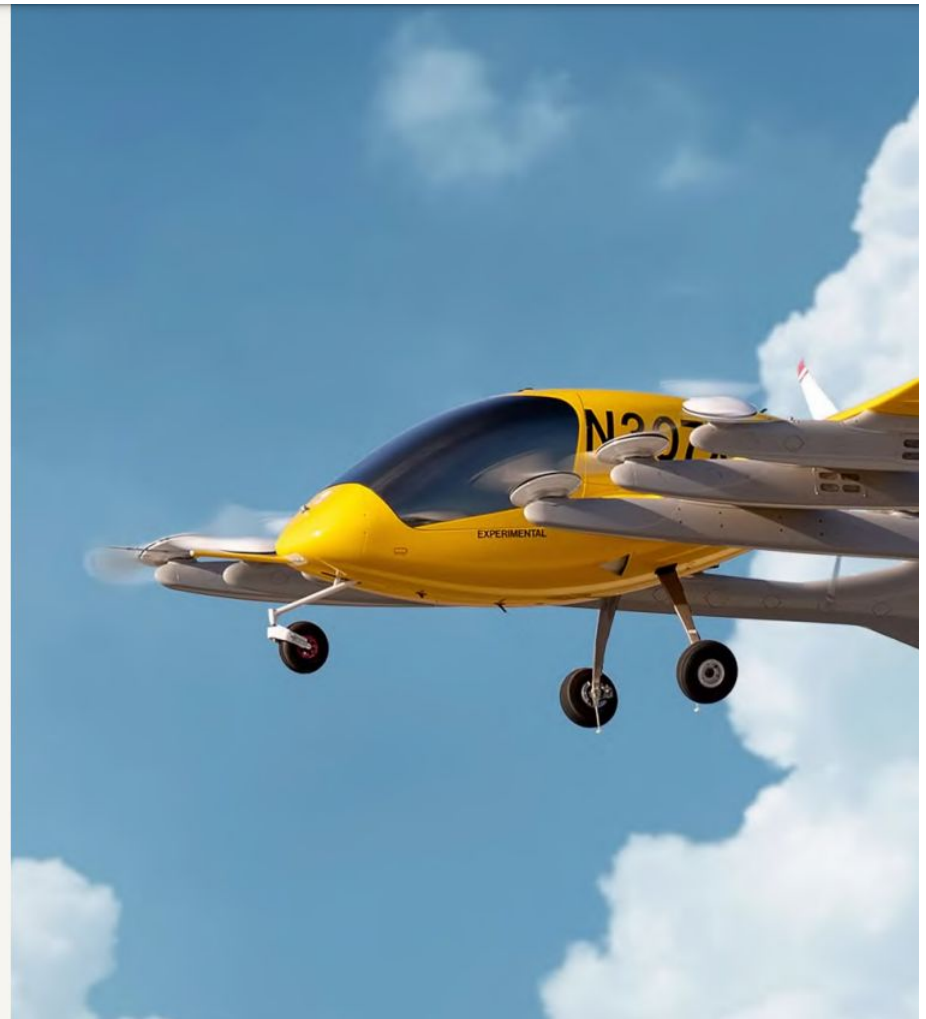
The consortium is tasked with determining which segments of the economy can be bolstered by new aircraft technology, and understanding what infrastructure will be required ahead of the 2034 Winter Olympics.



The AAM framework

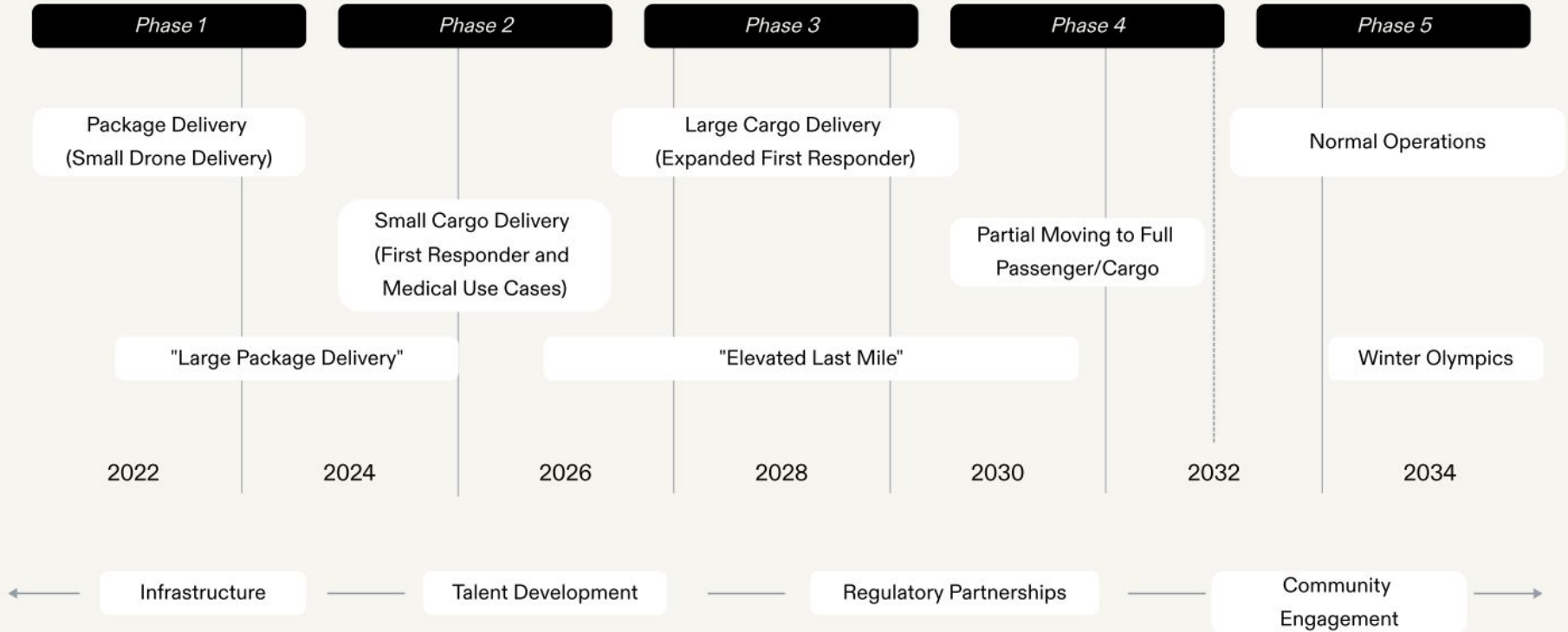
Utah's efforts will reflect the FAA framework for the emergence of advanced air mobility, consisting of five high-level coordination areas within which key AAM capabilities pertaining to both FAA and industry stakeholders are highlighted:

Aircraft system	Aircraft, equipment, automation, certification
Infrastructure	Facilities, data systems related standards, federated networks, CNS
Operations	Operational density and modes, procedures, pilot knowledge and training
Airspace	Routes, waivers, cooperative areas, charting and publication
ATC Procedures	Standard operating procedures, LOAs, public-private responsibilities



Project plan

Project ALTA Timeline



Introduced [Printer Friendly](#) 

1 **Advanced Air Mobility Amendments**

2025 GENERAL SESSION

STATE OF UTAH

Chief Sponsor: Wayne A. Harper

House Sponsor: Kay J. Christofferson

2

3 **LONG TITLE**

4 **General Description:**

5 This bill addresses provisions related to advanced air mobility.

6 **Highlighted Provisions:**

7 This bill:

- 8 ▶ directs the Department of Transportation to conduct a community outreach and education
9 campaign;

S.B. 96

Bill Sponsor:



Sen. Harper, Wayne
A.

Floor Sponsor:



Rep. Christofferson,
Kay J.

Drafting Attorney: Kami Orton


Fiscal Analyst: Rachel Boe

Bill Tracking

[Track this](#) [My Legislation](#)

Current Version: S.B. 96

Text

[Introduced \(Currently Displayed\)](#) 

[Fiscal Note](#) 