



west point.

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UPDATE 2024

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Introduction.



01



Community Context

West Point City is located in northwest Davis County, situated between Salt Lake City and Ogden, Utah. West Point is nestled on the eastern shore of the Great Salt Lake and as a result, features a network of wetland areas that are heavily used by migrating birds.

As of 2023, the City covers approximately 7.3 square miles of land, and is landlocked by Clinton City (north), Clearfield City (east) and Syracuse City (south).

History

The City was first settled in March of 1867 by James Hale. This community established by Mormon pioneers were primarily farmers with agriculture being one of the most important industries for much of the early years of West Point. Originally the area was known unofficially as South Hooper and later as Muskrat Springs before the municipality was renamed to West Point in 1910.

Some say the City was named after the military academy in New York, while others say it was named after its location as being one of the more western portions of land within Davis County, before reaching the Great Salt Lake. In 1935, the City grew to enough population density to be considered for incorporation within the State of Utah.

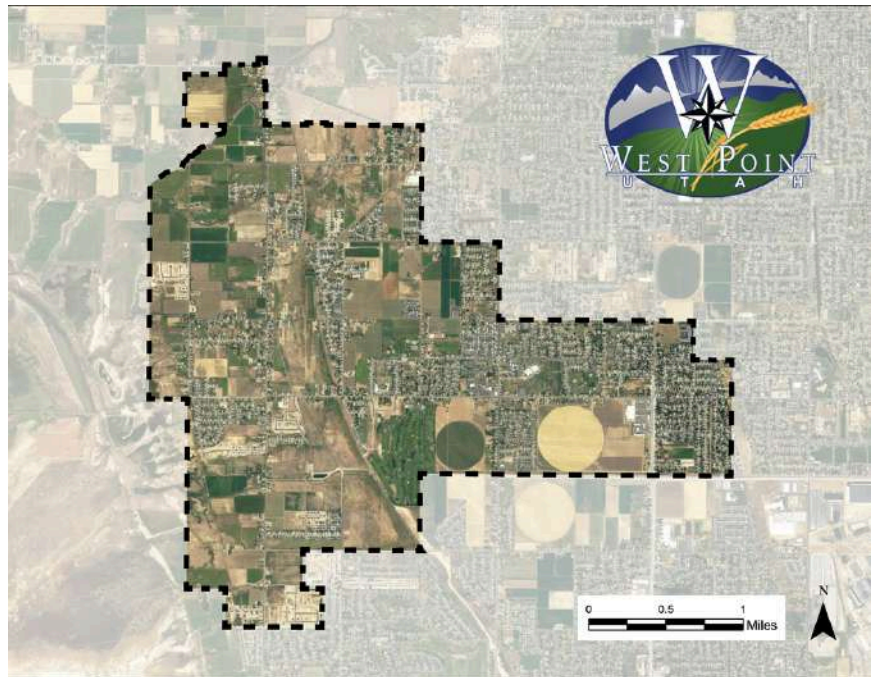


Figure 1 – West Point, UT Geographic Area Map

West Point Today

There are various cultural and recreational opportunities within a short distance from West Point. The opportunities include the Hill Aerospace Museum (7 miles), Ogden Union Station Museums (11 miles), Fort Douglas (37 miles), and Pioneer Village (16 miles) to name a few. There are also several recreational parks within close proximity. These include Antelope Island (18 miles), Lagoon Amusement Park (15 miles) and Thurston Peak (32 miles) to name a few. Additionally, the City hosts numerous events, programs and celebrations throughout the year. Some of these include youth sport leagues, the annual Easter Egg Hunt, Miss West Point Pageant, July 4th Party at the Point, Movies at the park, Day of Service, Lighting Ceremony and monthly Senior Lunches.





Community Profile.



02



Population

The population of West Point increased by 15.27% from 9,511 in 2010 to 10,963 in 2020. In contrast, Davis County experienced an 18.34% increase, Utah experienced an 18.3% increase, and the U.S. experienced a 7.53% increase. If the City's historical growth rate, the average growth rate over the last four censuses, continues to increase at a similar rate, the estimated population will reach 39,036 by 2050.

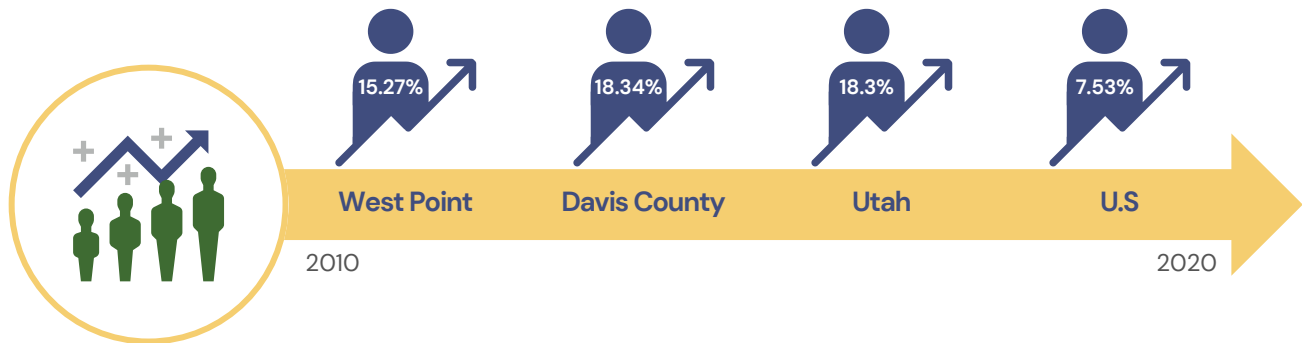


Fig. 02 – Population Comparison Graphic

The City's population is 51.5% male and 48.5% female. The sex distribution features a slight majority of men, but this distribution is still considered typical as it closely matches the county and state ratios.



Fig. 03 – Gender Distribution Infographic

The median age in West Point is 33.3 years old. This is slightly higher than the county and state which have median ages of 32.3 and 31.8, respectively but is lower than the national median age of 38.8 years.

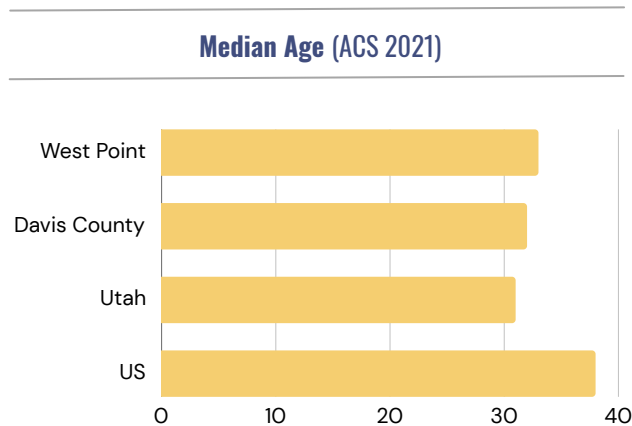


Fig. 04 – Median Age Comparison Chart

The 2021 age distribution shows the largest cohort of residents are between the ages of 35 and 44 years old, constituting 15.28% of the population.

The second largest cohort falls between 45 and 54 years, constituting 13.02%, and the third largest cohort are residents between 15 and 19 years old with 11.88%.

Residents 25 to 34 years old follow closely behind with 11.12%. The current percentages are reflected historically within the community.

The 25 to 44 year old age cohort has been the largest cohort each of the previous 5 years and the 45 to 54 year old age cohort has been in the top three largest cohorts in each of the previous five years.

Only 20% of the population is older than 54 years. If this trend continues, the City is likely to see continued population growth into the future.



The age distribution of the ACS 2021 population estimate is as follows:

AGE DISTRIBUTION (ACS 2021)		
Age Group	Amount	Percent
Under 5 Years	572	5.22 %
5 to 9 Years	687	6.27 %
10 to 14 Years	1,022	9.32 %
15 to 19 Years	1,302	11.88 %
20 to 24 Years	811	7.40 %
25 to 34 Years	1,219	11.12 %
35 to 44 Years	1,675	15.28 %
45 to 54 Years	1,427	13.02 %
55 to 59 Years	787	7.18 %
60 to 64 Years	664	6.06 %
65 to 74 Years	509	4.64 %
75 to 84 Years	163	1.49 %
85 Years and Over	125	1.14 %

Figure 5 – Age Distribution Table

Age Distribution (ACS 2021)

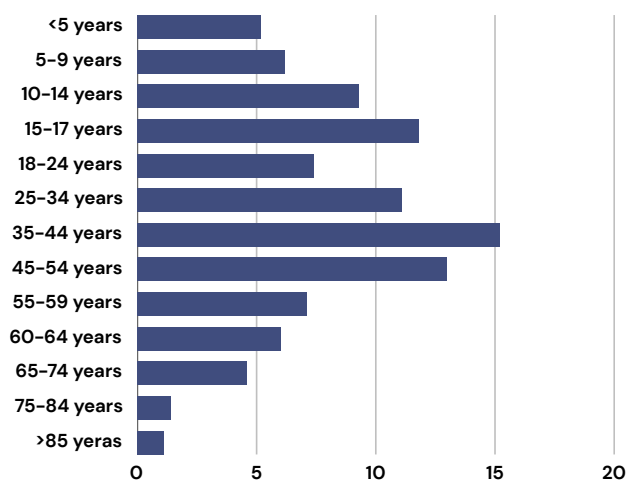


Fig. 6 – Age Distribution or Pyramid Table





Education

Data below characterize the population by the highest level of education that has been attained, except for the final two rows which show the population having attained that degree or higher.

Residents of West Point who have attained a high school degree or higher constitute 96.4% of the population over the age of 25 years. This is higher than the county, state, and nation, which have 95.9%, 93.2%, and 89.4%, respectively. Only 28% of West Point Residents have attained a Bachelor's degree or higher, which is lower than the county, state, and nation with 37.9%, 36.8% and 35%, respectively.

Educational Attainment (ACS 2021)

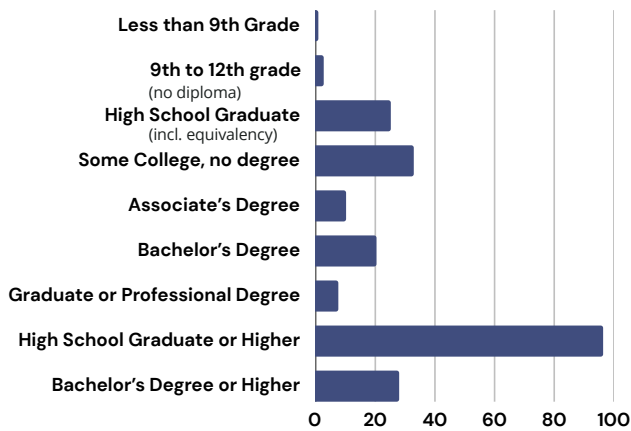


Fig 7 – Educational Attainment Chart

The figures below represent the educational attainment within West Point (as also seen in the table above) and offers a comparison between West Point and the county, state and nation regarding individuals who have attained a high school degree or higher and those that attained a bachelor's degree or higher.

EDUCATIONAL ATTAINMENT (ACS 2021)

	West Point	Davis County	Utah	U.S.
Less than 9th Grade	0.9 %	1.3 %	2.7 %	4.8 %
9th to 12th grade (no diploma)	2.7 %	2.8 %	4.1 %	5.9 %
High School Graduate (includes equivalency)	25.2 %	20.9 %	22.1 %	26.3 %
Some College, no degree	32.9 %	26.8 %	24.7 %	19.3 %
Associate's Degree	10.2 %	10.3 %	9.5 %	8.8 %
Bachelor's Degree	20.4 %	24.4 %	24.1 %	21.2 %
Graduate or Professional Degree	7.6 %	13.5 %	12.7 %	13.8 %
High School Graduate or Higher	96.4 %	95.9 %	93.2 %	89.4 %
Bachelor's Degree or Higher	28.0 %	37.9 %	36.8 %	35.0 %

Fig. 9 – Educational Attainment Table

Educational Attainment (ACS 2021)

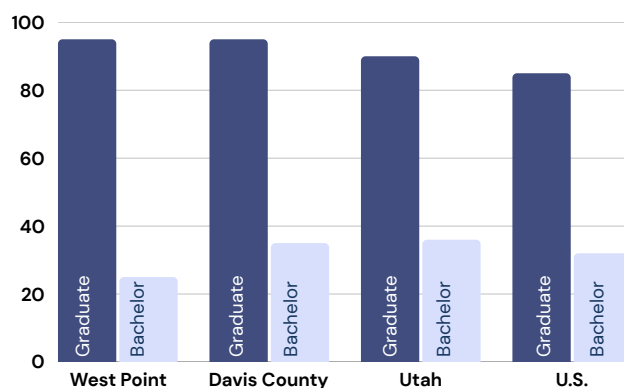


Fig. 8 – Education Attainment Breakdown





Racial and Ethnic Make-Up Distribution

West Point's population is 86.8% White, 7.0% identified as two or more races, and 2.4% identified as some other race. Individuals identified as Asian made up 1.9% of the population. These are followed by American Indian and Alaska Native with 0.8% of the population, Black or African American with 0.7% of the population, and Native Hawaiian and Other Pacific Islander with 0.4% of the population.

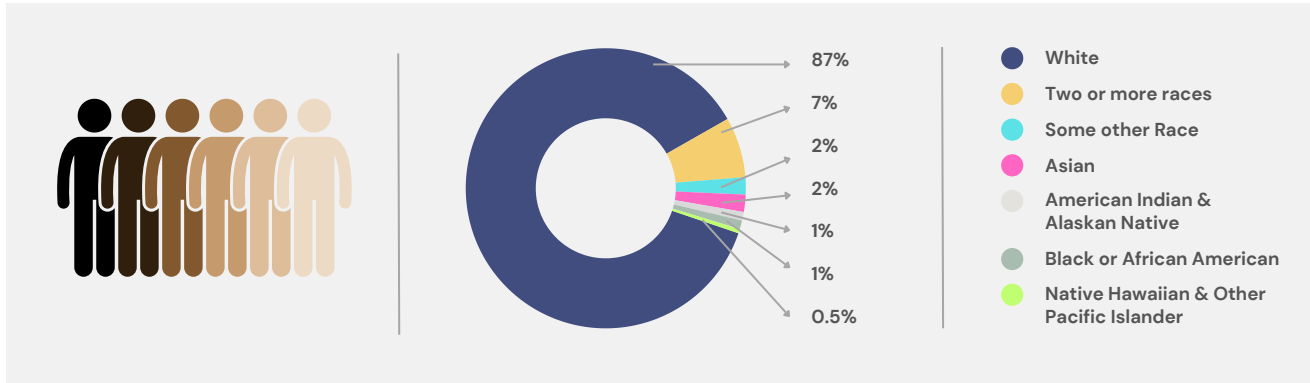


Fig. 10 – Ethnicity Characteristics Present Within West point – Source: US Census Bureau

Housing

The average household size in West Point is 3.48 individuals. This is higher than the average household size of Davis County (3.2), Utah (2.99), and the United States (2.54). The larger average household size is likely the result of younger families with children residing within West Point.

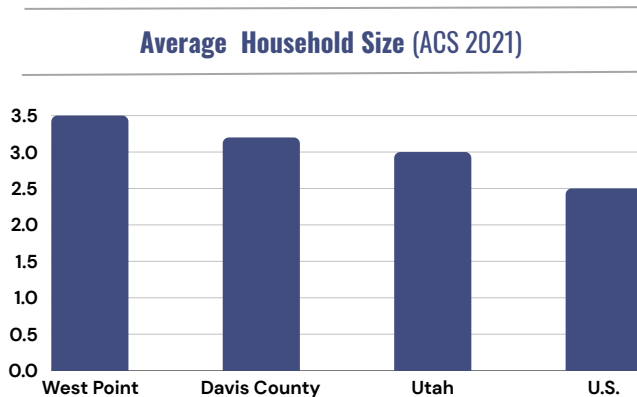


Fig. 11 – Average Household Size Comparison Chart

There are 3,153 total housing units within West Point. No residential vacancies were reported in the 2021 American Community Survey so therefore, there are 3,153 occupied units. Of the occupied units, 88.9%, or 2,802 units, are owner-occupied and 11.1%, or 351 units, are renter-occupied.

West Point has a higher percentage of owner-occupied properties than Davis County. Home ownership may be more common in the City as a result of the City having a higher median household income than the County.

West Point Housing Tenure (ACS 2021)

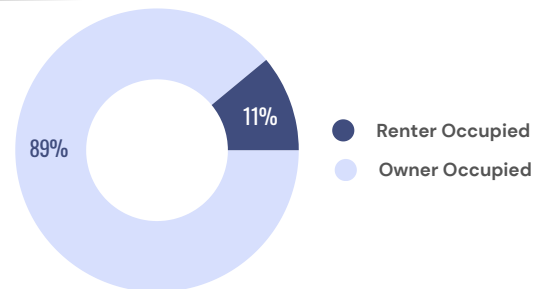


Fig. 12 – West Point Housing Tenure Graphic

Davis County Housing Tenure (ACS 2021)

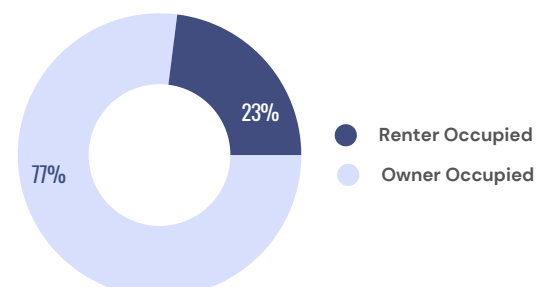


Fig. 13 – Davis County Housing Tenure Graphic



Of the total housing units, 36% contain five or more bedrooms. Three-bedroom units and four-bedroom units are the next most common house sizes with 29% and 27% of units respectively. Given the larger average household size, it is reasonable that larger housing units would be more common. There are no one-bedroom units reported within West Point, demonstrating a need for diversification in housing typologies.

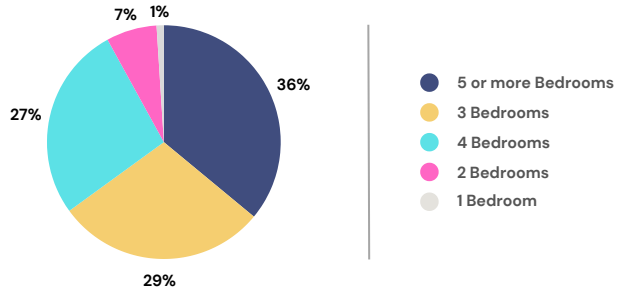


Fig. 15 – Housing Characteristics Chart

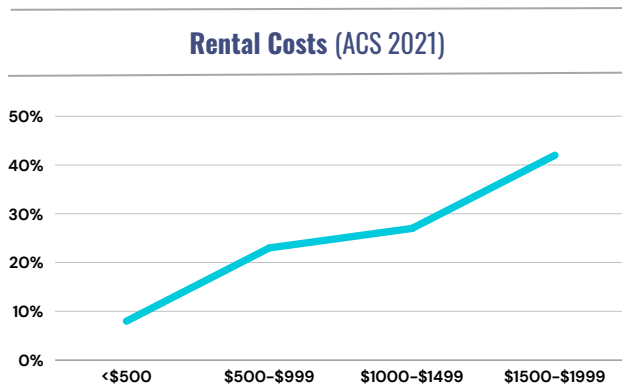


Fig. 14 – Average Rental Chart

During the same timeframe, from 2011 to 2021, the median value of owner-occupied housing units increased 54% from \$217,000 to \$335,100.

The graph below shows the value of owner-occupied housing units in 2021. The average home sale price in West Point is \$600,000, well above the median value of \$335,100.

From 2011 to 2021, the ACS-reported median rent increased 20.1% from \$1,028 to \$1,235. The graph below shows rental costs for occupied units in 2021. The most common cost range for rental units was between \$1,500 and \$1,999 with 41.6% of units falling within this range. According to the Zillow Rental Manager, the median rental costs in West Point City is \$1,900. The cost of rental falls outside the standard 30% housing cost, demonstrating a burdened lifestyle or hardship for residents.

Median Value of Owner Occupied Housing Units (ACS 2021)

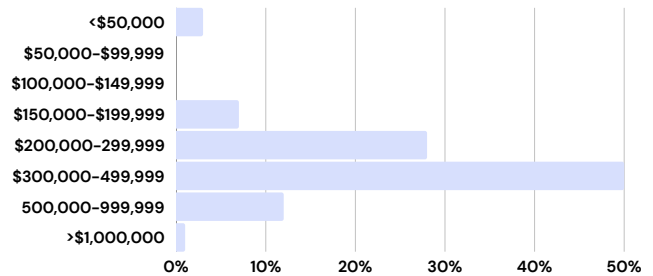


Fig. 16 – Median Value – Owner Occupied Residences – Chart





There are 2331 housing units with a mortgage within West Point and 471 units without a mortgage. For houses with a mortgage, 29.39% of owners paid between \$1,500 and \$1,999 per month in selected monthly owner costs and the median selected monthly owner costs were \$1,689. For units without a mortgage, 41.83% of owners paid between \$400 and \$599 in selected monthly owner costs and the median selected monthly owner costs were \$452.

The Selected Monthly Owner Costs for housing units, both with and without a mortgage, are shown below:

SELECTED MONTH OWNER COSTS FOR HOUSES WITH A MORTGAGE (ACS 2021)		
	Amount	Percent
Less than \$500	50	2.15 %
\$599 to \$999	275	11.80 %
\$1,000 to \$1,499	555	23.81 %
\$1,500 to \$1,999	685	29.39 %
\$2,000 to \$2,400	500	21.45 %
\$2,500 to \$2,9999	101	4.33 %
\$3,000 or More	165	7.08 %

Fig 17 –SMOC with a Mortgage Table

SELECTED MONTH OWNER COSTS FOR HOUSES WITHOUT A MORTGAGE (ACS 2021)		
	Amount	Percent
Less than \$250	17	3.61 %
\$250 to \$399	151	32.06 %
\$400 to \$599	197	41.83 %
\$600 to \$799	84	17.83 %
\$800 to \$999	11	2.34 %
\$1,000 or More	11	2.34 %

Fig 18 – SMOC without a Mortgage Table

Housing costs appear to be a burden for residents within West Point because the rental rates and selected monthly owner costs fall outside the standard 30% housing costs when compared to the per capita income of \$35,489, demonstrating a burdened lifestyle or hardship for residents.

Life Cycle Approach to Balanced Housing

Housing needs should be tailored to accommodate individuals at different stages of life, including singles, young couples, retirees, senior citizens, and those in need of assisted living facilities. This approach fosters a sense of community and allows families to live in proximity to one another.

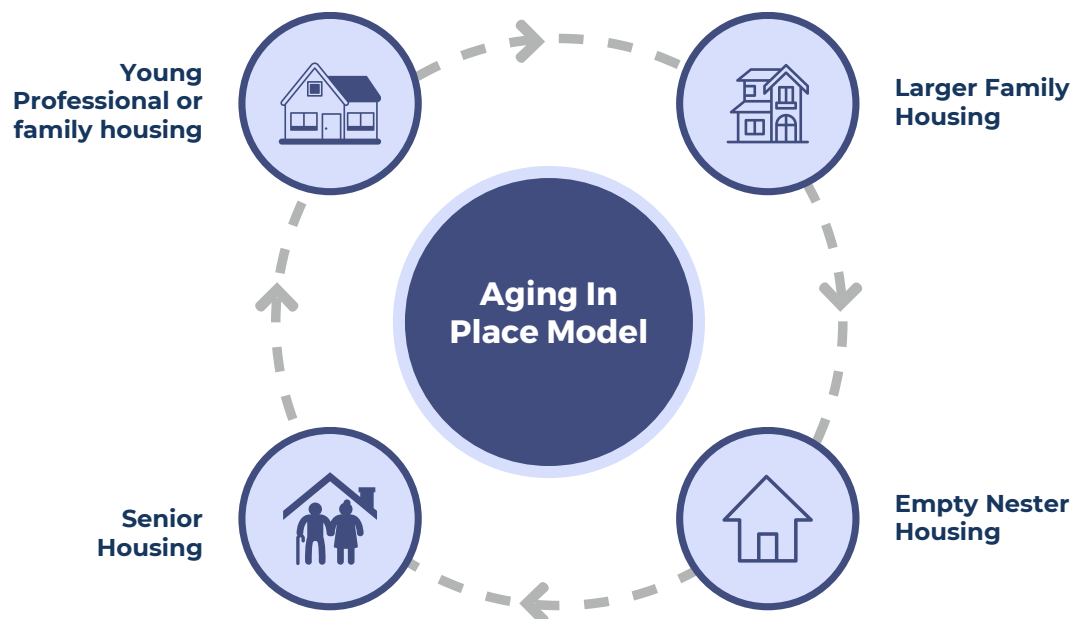


Fig 19 – Aging in Place Housing Cycle Graphic



Current Affordable Housing Availability and Needs

West Point is facing a pressing need for more affordable housing units, particularly for moderate-income households. This need is underscored by data revealing limited units available within affordability thresholds. The shortage of affordable housing units is especially pronounced for households earning less than 80% of the Area Median Income (AMI).

Multi-Family Rental Affordability

Rental affordability is a critical consideration in addressing housing affordability challenges. West Point is home to a 108-unit multi-family rental complex, offering various unit types with different rental rates. Comprehensive tables in Appendix A detail how housing units in West Point align with income categories, shedding light on a significant shortage of affordable housing options for households earning less than \$100,000 annually. Notably, multi-family rental units that are affordable to those below 50% of AMI are currently unavailable in West Point.

Tables in Appendix A provide a consolidated overview of housing units available within various affordability thresholds and the projected demand for these units in 2023. It becomes evident that there is a substantial shortage of housing units for those earning less than 80% of AMI. This emphasizes the urgent need for additional affordable housing options in West Point to address the diverse housing needs of the community effectively.

These data underscore the current and future challenges and opportunities associated with housing in West Point, highlighting the critical importance of addressing affordability issues to ensure that the housing market can cater to the diverse needs of the local population.



Housing Anticipated Changes:

- The need for diverse housing options will increase as population increases
- Affordable housing will need to be integrated into the housing supply
- Utilities and other infrastructure needs will need to be taken into consideration as the need for housing increases

A full analysis of West Point's housing conditions and forecasts can be found in Appendix A.



Economic Conditions

The median household income in West Point is \$103,975. This is above median household income in Davis County (\$93,182), Utah (\$79,449) and the United States (\$69,717).

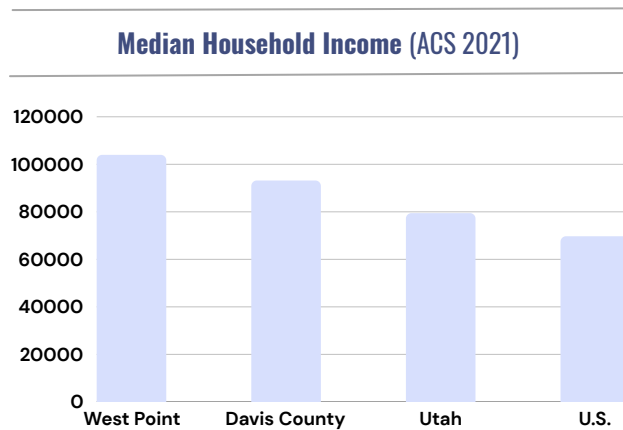


Fig. 20 – Household Income Comparison Chart

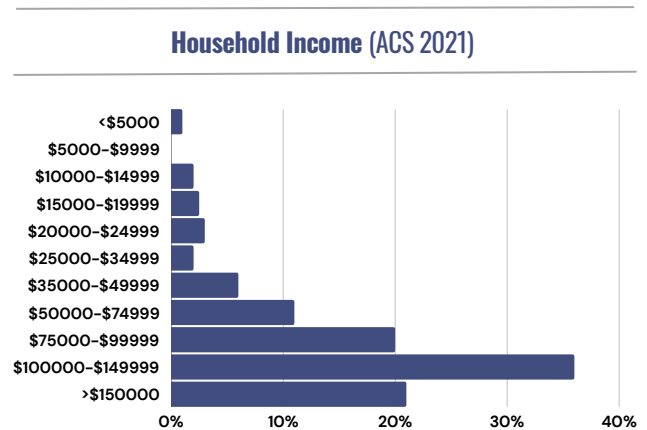


Fig. 21 – West Point Household Income Table

Of the 6,242 residents over the age of 16 in the labor force in West Point, 21.12 % work in Educational services, and healthcare and social assistance. The second most common industry is Public administration with 14.71 % of the labor force being employed within the industry, followed by Manufacturing with 11.95% of the labor force. The least common industry is Agriculture with just 0.14% of the labor force. With only 28% of the population attaining a Bachelor's degree or higher, it is expected to see manufacturing as a top employer industry for the community.

INDUSTRY BY OCCUPATION FOR CIVILIAN EMPLOYEES 16 YEARS AND OVER (ACS 2021)				
	West Point		Davis County	
	Amount	% cohort	Amount	% cohort
Agriculture, forestry, fishing and hunting, and mining	9	0.14 %	862	0.48 %
Construction	475	7.61 %	12,652	7.07 %
Manufacturing	746	11.95 %	21,134	11.80 %
Wholesale trade	103	1.6 %	3,131	1.75 %
Retail trade	627	10.04 %	20,401	11.40 %
Transportation and warehousing, and utilities	298	4.77 %	10,586	5.91 %
Information	42	0.67 %	1,978	1.10 %
Finance and insurance, and real estate and rental and leasing	247	3.96 %	11,513	6.43 %
Professional, scientific, and management, and administrative and waste management services	654	10.48 %	22,590	12.62 %
Educational services, and health care and social assistance	1318	21.12 %	39,507	22.07 %
Arts, entertainment, and recreation, and accommodation and food services	512	8.20 %	11,654	6.51 %
Other services, except public administration	293	4.69 %	8,371	4.68 %
Public administration	918	14.71 %	14,652	8.18 %

Fig 22 – West Point Occupation By Profession Table



Total annual expenditures in West Point equaled \$22,473.08 in 2021. Housing expenditures accounted for 31.4% of that total. Transportation was the next largest group of expenditures with 17.1% of the total, followed by Personal insurance and pensions with 13.1% of the total.

CONSUMER ANNUAL EXPENDITURES SUMMARY 2021		
	Amount	Percent
Food	\$ 2,841.40	12.6 %
Housing	\$ 7,060.51	31.4 %
Apparel and Services	\$ 652.85	2.9 %
Transportation	\$ 3,832.18	17.1 %
Healthcare	\$ 1,741.64	7.7 %
Entertainment	\$ 1,164.49	5.2 %
Personal Care Products and Services	\$ 264.69	1.2 %
Reading	\$ 29.77	.1 %
Education	\$ 552.65	2.5 %
Tobacco Products and Smoking Supplies	\$ 95.02	.4 %
Cash Contributions	\$ 719.59	3.2 %
Personal Insurance and Pensions	\$ 2,954.16	13.1 %

Fig. 23 – Sample Expenditures per Household

Housing expenditures accounted for \$7,060.51, or 31.4%, of the total annual expenditures in 2021.

HOUSING EXPENDITURES 2021		
	Amount	Percent
Household Operations	\$ 604.20	8.6 %
Housekeeping Services	\$ 54.62	0.8 %
Household Furnishings and Equipment	\$ 762.36	10.8 %
Furniture	\$ 189.87	2.7 %
Major Appliances	\$ 119.26	1.7 %
Small Appliances	\$ 15.54	0.2 %
Miscellaneous Household Equipment	\$ 353.03	5.0 %

Fig. 24 – Top Household Expenditures by Household

Transportation expenditures accounted for \$3,832.18, or 17.1%, of the total annual expenditures in 2021.

TRANSPORTATION EXPENDITURES 2021		
	Amount	Percent
Vehicle Purchases (net outlay)	\$ 1,612.63	42.1 %
Gasoline and Motor Oil	\$ 721.96	18.8 %
Other Vehicle Expenses	\$ 1,202.42	31.4 %
Public and Other Transportation	\$ 292.09	7.6 %

Fig. 25 – Household Transportation Expenditures by Household

Economic Conditions Anticipated Changes

- Growth and diversification of retail or commercial employment opportunities
- Creation of new economic nodes or corridors
- Increases in household expenditures to match a transitioning community.

Transportation

The majority of employees 16 years and older within the labor force commuted to work by driving alone. Employees who drove alone make up 82% of the labor force. Carpooling was the next most common method of commuting with 8% of the labor force commuting by this method. The full distribution of commuting habits is shown in the graph below. Other means of transportation are not shown within the graph as it made up 0.2% of the commuting methods. The average commute time for employees 16 years and older is 23.4 minutes.

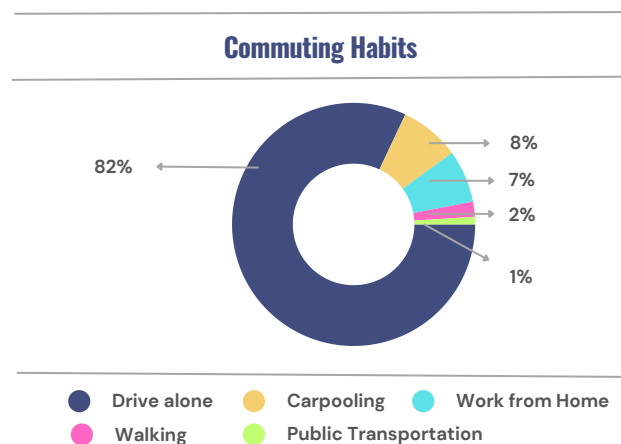


Fig. 26 – Commuting Habits for West Point

Transportation Anticipated Changes

- Expansion of the transportation network will be necessary to accommodate population growth
- Alternative transportation methods should be considered in future expansion



Existing Conditions.



03



Current Land Use

Land use within the community consists of a variety of land use types. Residential land uses include R-1, R-2, R-3, R-4 and R-5, each with differing unit densities permitted per acre. Agricultural land uses include A-40 and A-5 which allow 1 unit per acre and 1 unit per 5 acres respectively. Commercial land uses include N-C (neighborhood), C-C (Community) and R-C (Regional), with commercial uses in each serving a different geographic population type. Other land uses identified on the General Plan Map include P-O (professional office), R/I=P (Research and Industrial Park), Parks/Recreational, and Public/Institutional.

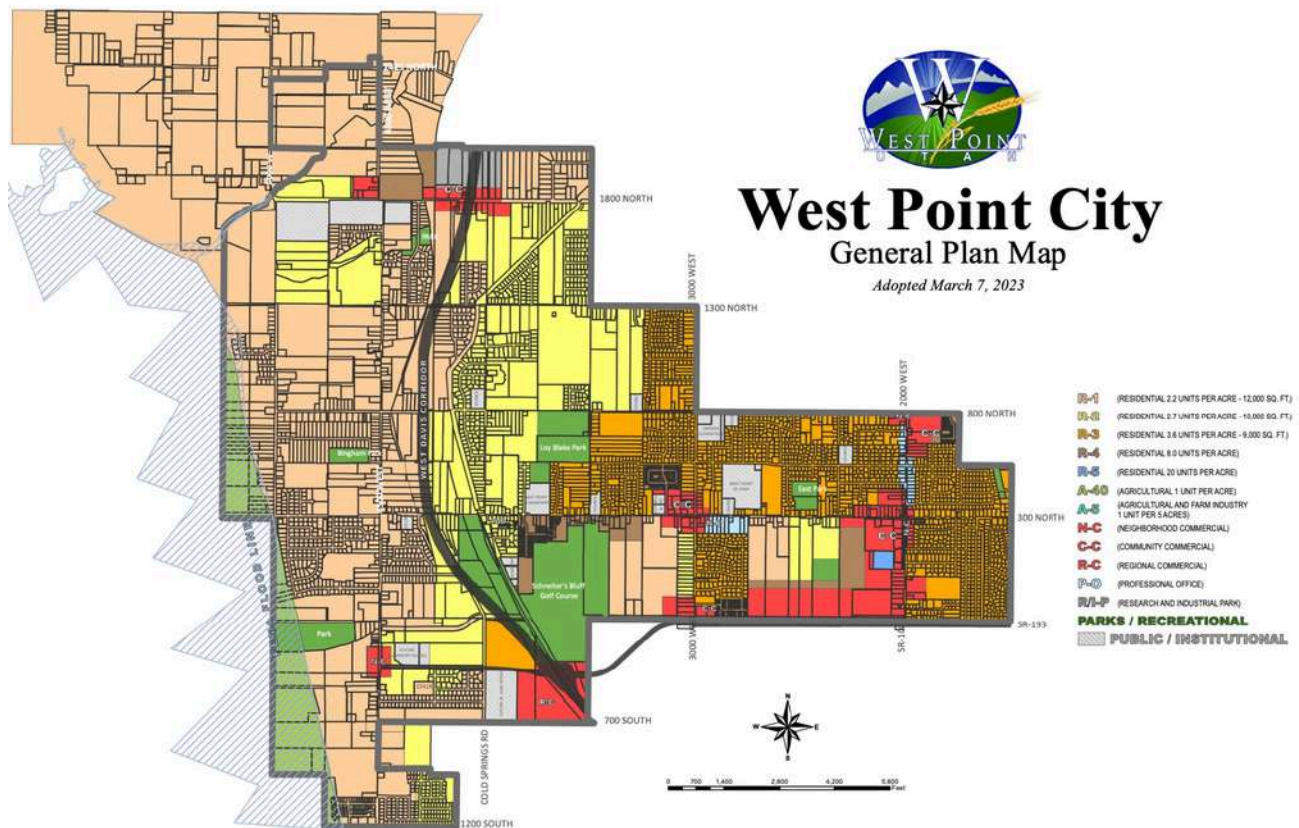


Fig. 27 – Existing General Plan Land Use Map

Land Use Anticipated Changes

- Population within the City is going to grow both in terms of numbers, as well as different varieties of individuals or groups.
- Growth is expected to be exponential due to pressures from surrounding communities.
- Commercial diversification is occurring throughout the City
- The Land Use map will need to be updated to accommodate the above-mentioned growth.





Development Patterns

Although the City was founded in the mid-1800s, the overall community does not possess a centralized historic district or overall historic architectural feel.

Much of the community is zoned for agricultural uses and therefore a large portion of the land within the West Point City boundary is open space with few to no buildings.

There are clusters of commercial structures at the intersections of 3000 W and 300 N, SR 108 and 300 N, and 3000 W and SR 193. Commercial buildings found at these intersections all look to be of modern construction materials. Many are made of brick and other materials.

Development is commonly laid out in a strip development or shopping plazas. Common tenants found at these locations include a church, pharmacy, physical therapy office, bank, shopping plaza, restaurants, and medical professional facilities.

There are also a variety of housing types currently found within the community. There are several locations of multi-family apartments and townhomes within the City. These developments have a modern aesthetic and provide residents with different amenities. Single-family detached housing development is the dominant housing typology throughout West Point. Other traditional single- and two-family residences are found in neighborhoods throughout the City.

Special Protection Areas

State statute requires that general plans “identify and consider each agriculture protection area” (Utah Code §10-9a-403(2)(c)). The statute also requires the plan to recognize industrial and/or critical infrastructure materials protection areas.

These protected areas are a section of land that has a protected, vested use of agriculture, mining, or industrial nature for a period of 20 years. Under state statute, a community legislative body acts as an advisory board that reviews requests from private property owners that want to establish a protected area. A final decision is then made by the legislative body, and it is registered with the Utah Division of Agriculture and Food (UDAF) is notified. During the 20-year period, the land and use are protected from rezoning, eminent domain, nuisance claims, and state development.

At the time of the development of this plan, West Point City is not aware of any parcels that have been designated with special protections within the City. However, should annexation occur, these areas will need to be addressed.





Public Lands

The majority of lands within West Point City are held privately with the exception of municipal facilities, roadway ROW, or recreational facilities.

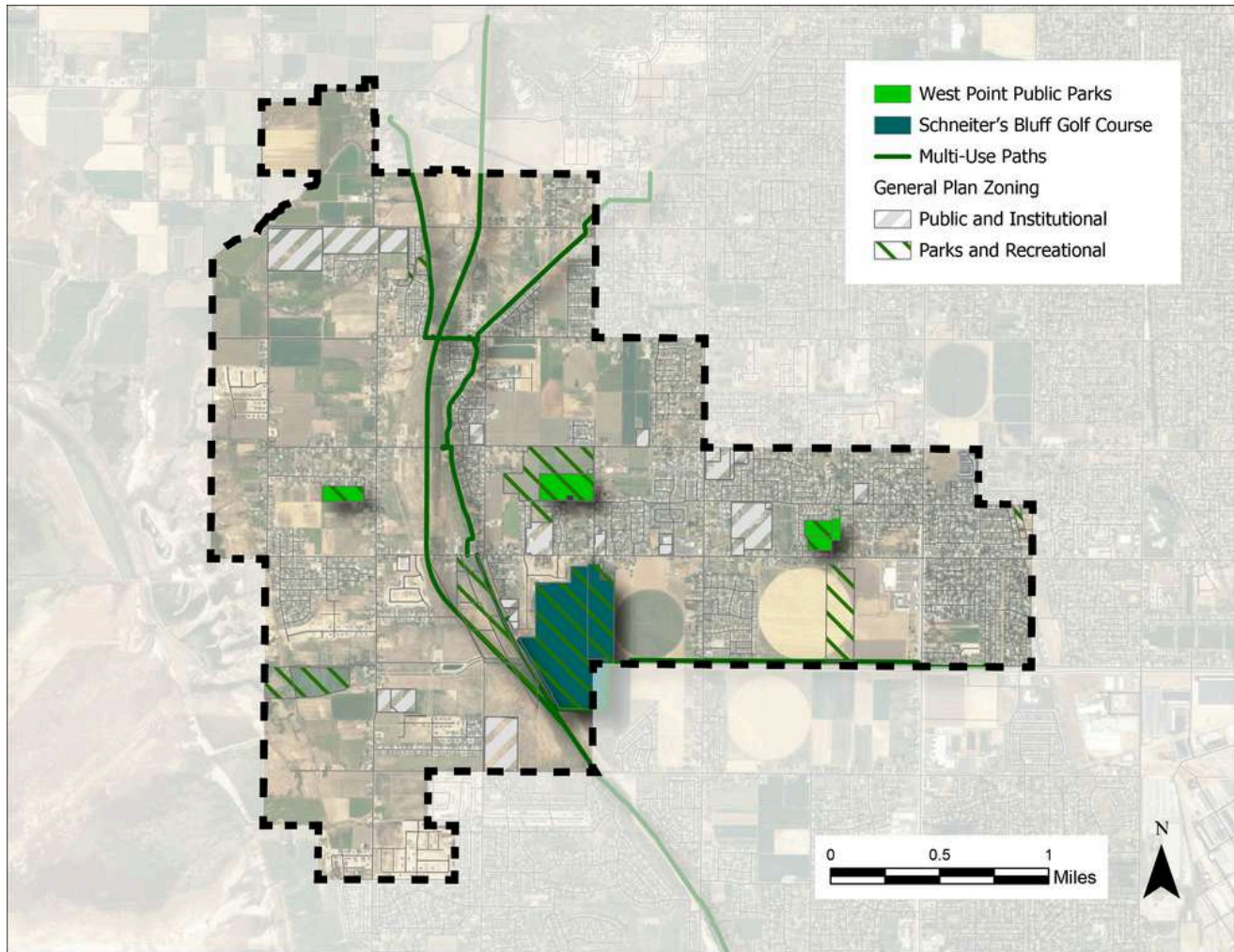


Fig. 28 – Public Lands Map

Annexation

Development and expansion have been a major part of the City over the last decade as the community has grown. Much of the development has been within residential subdivisions in the eastern portion of the City. As the City continues to grow, future development may include commercial and business park areas as well as residential, likely extending into annexation areas on the Western end of the City. As the City nears build-out in the existing incorporated areas, land to the west and north of the current boundaries provide opportunities for annexation and continued growth.

Annexed areas may also include open space and natural resource areas which should be preserved. To account for this growth, an annexation policy has been created.

Annexation is the process through which properties outside the City's boundaries are incorporated as part of the City. New annexation areas should be areas where municipal services can efficiently be provided and should not be in geographically isolated areas where providing services would be costly or difficult. Areas identified on the annexation map meet this criteria where services and/or facilities could be constructed if/when development occurs within the annexed area.



When the proposal is related to a specific development or an undeveloped land area, the City and developer enter into agreements where the development is required to provide supporting site-specific infrastructure and services unrelated to citywide systems, but which solely serve the development.

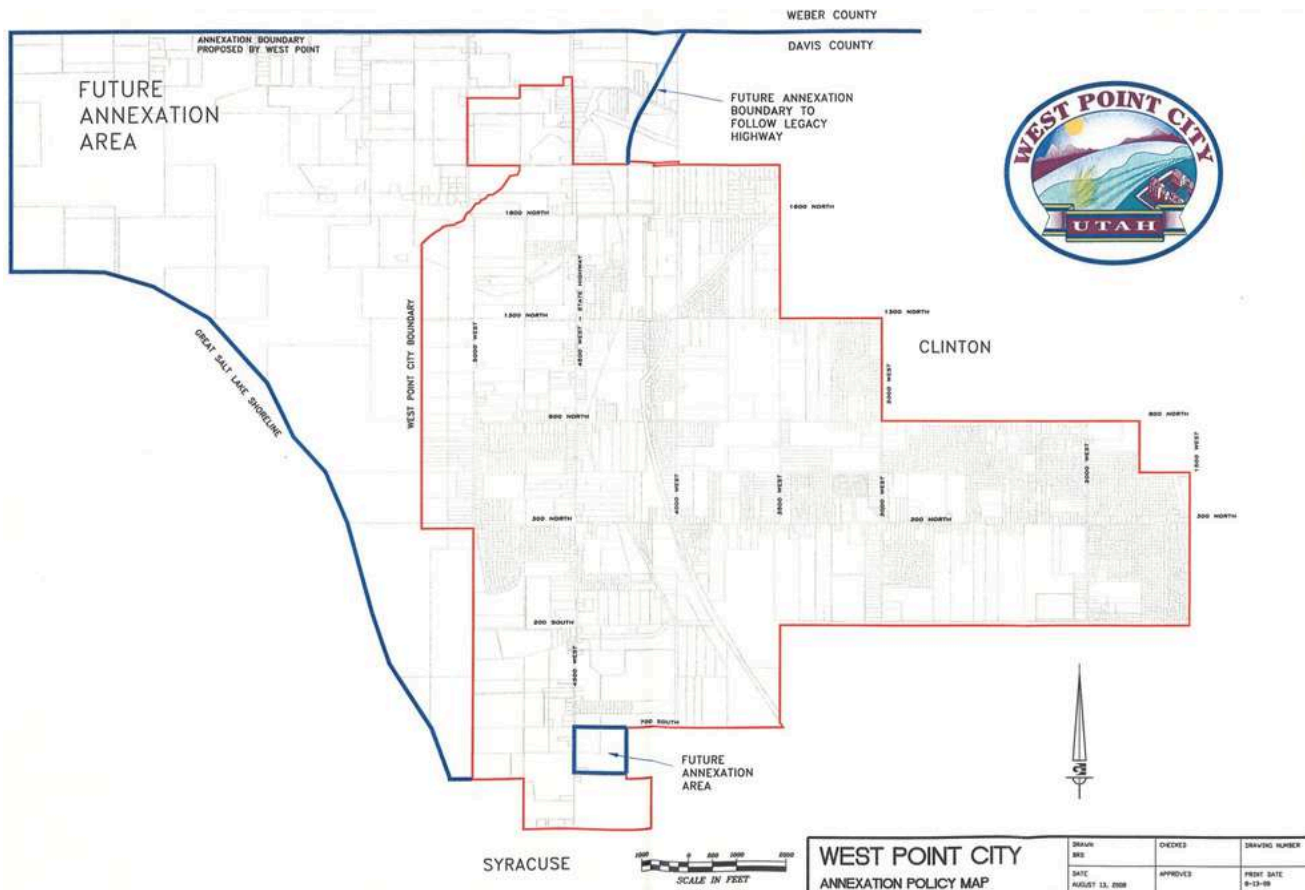


Fig. 29 – Annexation Map

Annexation Criteria

Annexation petitions to the city should meet the following criteria before being considered by the City.

- Meet the criteria outlined in Utah State Code 10-2-401(1)(a).
- The land to be annexed must be located within the areas identified on the West Point Annexation Policy Map.
- Meets the character of the community related to residential, commercial, industrial, or civic land uses of the community.
- Considers future needs of the community related to residential and economic growth, as well as other resources.



Future Land Use Type Designations

Land use designations are intended to promote sound land use decisions throughout the community. The pattern of land uses—location, mix, and density—are critical components of any area.

Land use designations help promote sound planning by:

- Planning enough land for residential, commercial, industrial, and civic uses;
- Locating uses appropriately to enhance community character;
- Preserving important natural resources, and
- Enabling West Point to efficiently ensure adequate public services are provided for residents.

Future Land Use Map

The General Plan's Land Use Map illustrates the community's preferences for the future distribution of land uses within the City. The land use designation for a property, as shown on the map, is to be the primary consideration in determining whether the zoning of that property is in compliance with the master plan. The map lays the foundation for making changes to zoning in the future, but it is not a mandatory zoning change or amendment to the zoning map.

A degree of flexibility in how specific lands may be zoned is provided in the design of the Land Use Map. Rezoning requests that exceed the flexibility provided in the map, as described below, are not to be approved without first amending the General Plan Land Use Map.

The Land Use Map is to be interpreted such that each parcel that is colored to represent a specific land use designation may be zoned in a manner that implements the category of land use indicated.

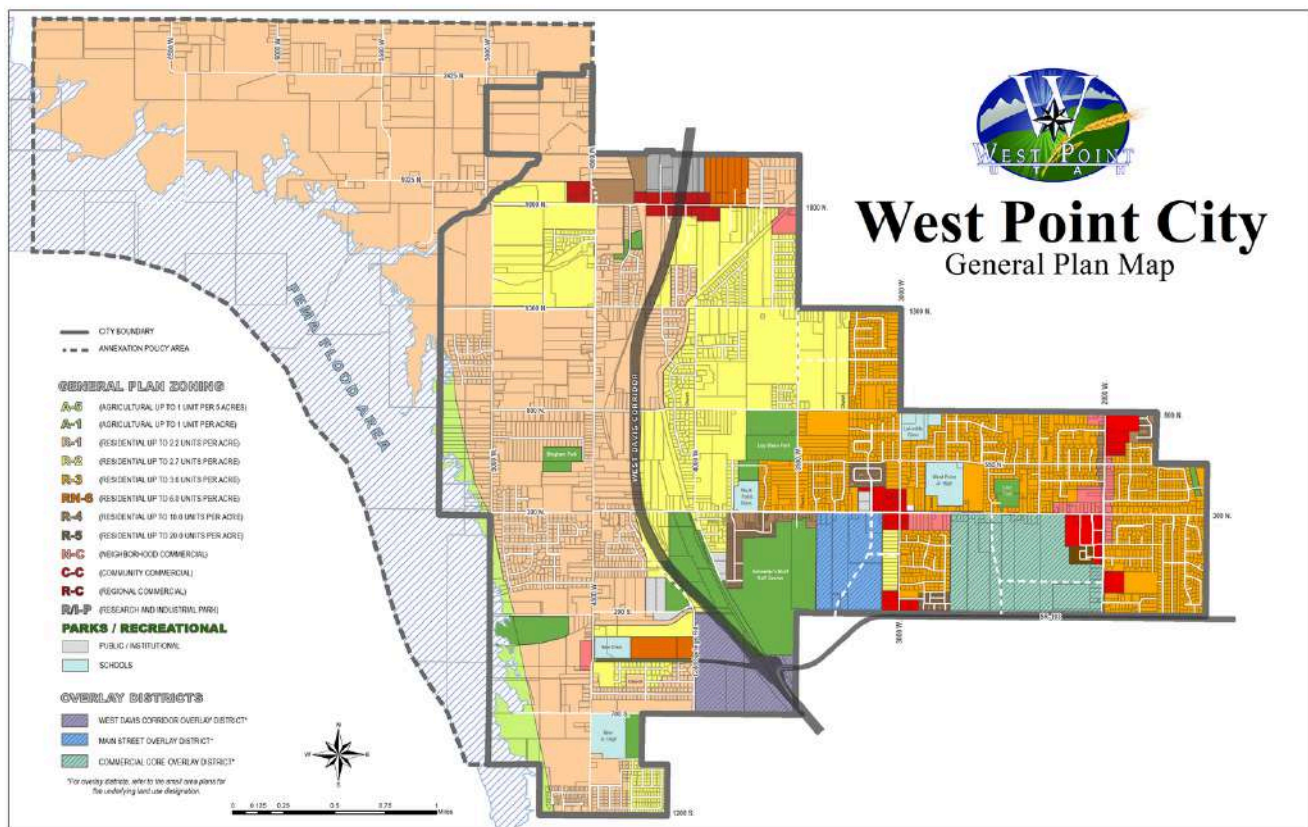


Fig 30 - New General Plan Zoning Map



The following table details the purpose of each district listed in the 2024 General Plan land use map.

Zoning District	Allowable Uses / Density	Purpose of the Zoning District
A-5	Up to 1 DU per 5 acres	To promote and preserve agriculture and farming, to maintain and preserve large areas of open space, and keep greater numbers of farm animals.
A-1	Up to 1 DU per acre	To provide rural residents the flexibility of having large lots that promote and preserve some agriculture with farm animal keeping.
R-1	Up to 2.2 DU per acre	To provide low density single-family neighborhoods.
R-2	Up to 2.7 DU per acre	To provide medium density single-family neighborhoods.
R-3	Up to 3.6 DU per acre	To provide medium density single-family neighborhoods on smaller lot sizes.
RN-6	Up to 6.0 DU per acre	To provide medium density detached or attached dwelling units (i.e., townhomes, patio homes, condos, etc.) while providing usable and accessible open space.
R-4	Up to 10.0 DU per acre	To provide high density detached or attached dwelling units (i.e., townhomes, patio homes, condos, etc.) while providing usable and accessible open space.
R-5	Up to 20.0 DU per acre	To provide medium to high density detached or attached dwelling units (i.e., townhomes, patio homes, condos, multifamily buildings, etc.) while providing on-site amenities, and usable/accessible open space.
N-C	Neighborhood commercial	To provide commercial services to neighborhoods with basic trade and personal services which occur regularly or frequently.
C-C	Community commercial	To provide a range of commercial uses greater than that of the neighborhood commercial but at a lower intensity than a regional commercial zone.
R-C	Regional Commercial	To provide an area in which a full range of commercial and professional uses may locate that attract customers from a larger service area.
R/I-P	Research and industrial park	To create an attractive environment for offices, research facilities, and an environmentally appropriate assembly of uses to include appropriate amenities supporting employee activity. This is to be accomplished with a number of design components including attractive buildings, meandering walks, and landscaping.

Fig. 31 – General Plan Land Use Classifications





Transportation

Transportation Overview

The current West Point street system consists of state, city and privately owned roads. State Routes 193, 110, 108 and 37 and the West Davis Corridor (currently under construction) all run through the city boundaries. West Point City is located west of I-15, a major freeway facility. The residents of West Point use their vehicles as their main method of transportation. The average commuting time for residents is 23.4 minutes. When commuting to work, the majority of residents drive alone (82%). Carpooling is the next most common method of commuting (8%), followed by working from home (7%), walking (2%), and transit (0.6%).

Existing Roadway Network Conditions

It is essential to analyze the existing roadway network to identify and implement changes that create a safer and more efficient transportation system. Crucial to understanding existing roadway conditions is understanding their roadway functional classification and anticipated uses.

The functional classification of a roadway indicates the road's role within the transportation system, which in turn helps determine when increased travel demand or change in the road's use could lead to negative impacts on its intended function in terms of speed, capacity, and relationship to existing and future land use (FHWA, 2013).

The four major classifications of West Point roadways are arterials, major collectors, minor collectors, and local streets:

Arterial (State Highway)

An arterial roadway has high mobility and little access. Arterials have typical ROW widths between 80 and 100 feet and typically have between five to seven travel lanes. All arterial roadways in West Point are state owned highways.

Major Collector

A collector roadway provides both mobility and access. Collectors connect local and arterial roadways. Major Collectors have typical ROW widths of 66 feet and typically have a three-lane cross-section.

Minor Collector

A collector roadway provides both mobility and access. Collectors connect local and arterial roadways. Major Collectors have typical ROW widths of 66 feet and typically have a two-lane cross-section.

Local

A local roadway provides full access to adjacent land uses but allows for little mobility. Local roads have typical ROW widths of 60 feet and have two travel lanes, though private roads can be less. The local roads classification includes local and private roadways.

Fig. 32 – Land Use Classification Explanation Graphic



The current functional classification map for West Point is shown in the figure below.

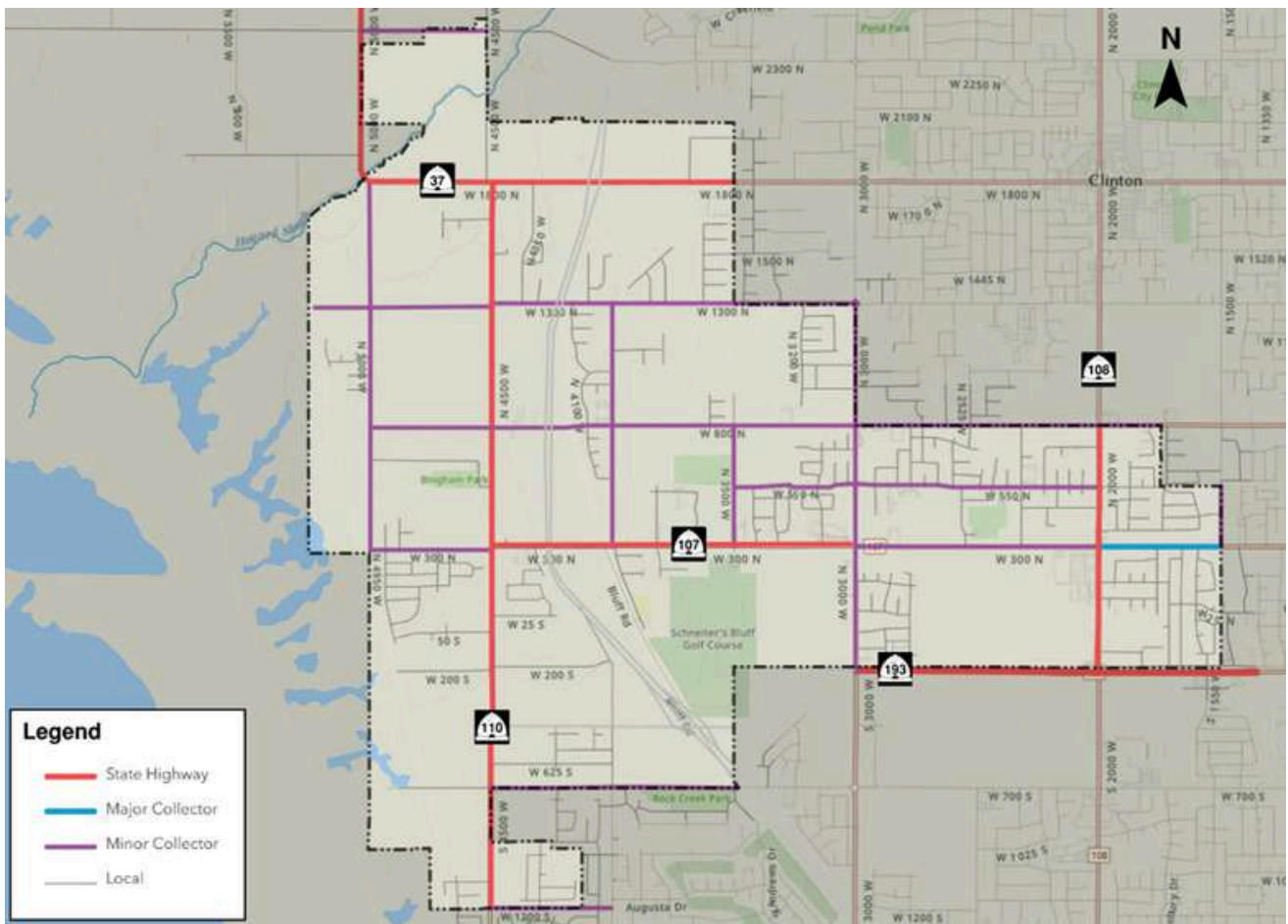


Fig. 33 – West Point Roadway Classification Map

Level of Service analyses were conducted in 2022 in the West Davis Transportation Master Plan, it was determined all roadways in the community are currently operating at a Level C (acceptable) or better. As land development and resulting population growth occurs in West Point, however, roadway and intersection improvements will be needed.

Existing Roadway Network Conditions

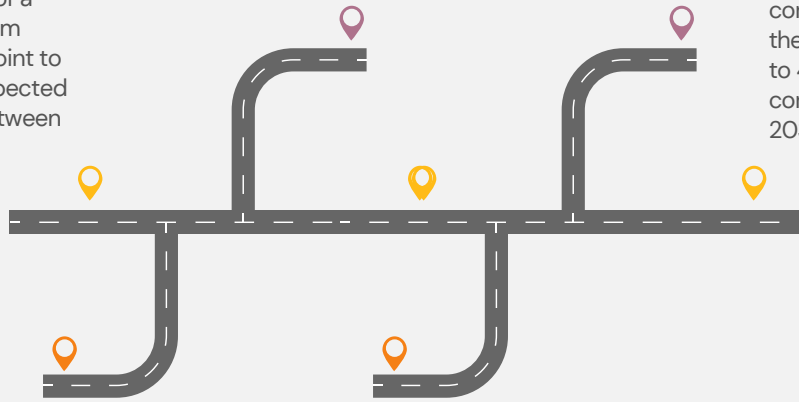
As West Point City continues to grow, development will contribute to a variety of traffic-related impacts. West Point City, in coordination with regional and state entities, plans to widen existing roadways and construct new roadways where needed to meet future traffic demand.



WFRC Roadway Projects

The Wasatch Front Regional Council (WFRC) outlines the following roadway improvements in their 2023 WFRC regional transportation plan for West Point City:

- West Davis Corridor Extension** – A new construction project of a UDOT expressway from 1800 North in West Point to the County Line is expected to be constructed between 2033 and 2042
- 5000 West** – An operational improvement project from 1800 North to the Weber County line.
- 300 North** – An operational improvement project from 4500 West to 2000 West to be constructed between 2041 and 2050. (Although this is on the WFRC long range plan as a Phase 3 project, WFRC and Davis County recently funded an improvement project for this corridor that will happen in the next couple of years. Therefore – this project may be removed or recategorized to a Phase 1 project).
- West Point Main Street** – 300 North to SR-193 is currently unfunded.
- SR-193 4500 W Extension (Recently Constructed)** – A new construction project from the West Davis Corridor to 4500 West, to be constructed between 2033 and 2042.
- 4500 West** – An operational improvement project from the Weber County line to Antelope Drive / 1700 South, to be constructed between 2041 and 2050.
- 1800 North** – A widening project (2 lanes to 5 lanes) from the West Davis Corridor to 2000 West to be constructed between 2041 and 2050.



The Figure below shows the WFRC roadway projects planned in West Point city boundaries.

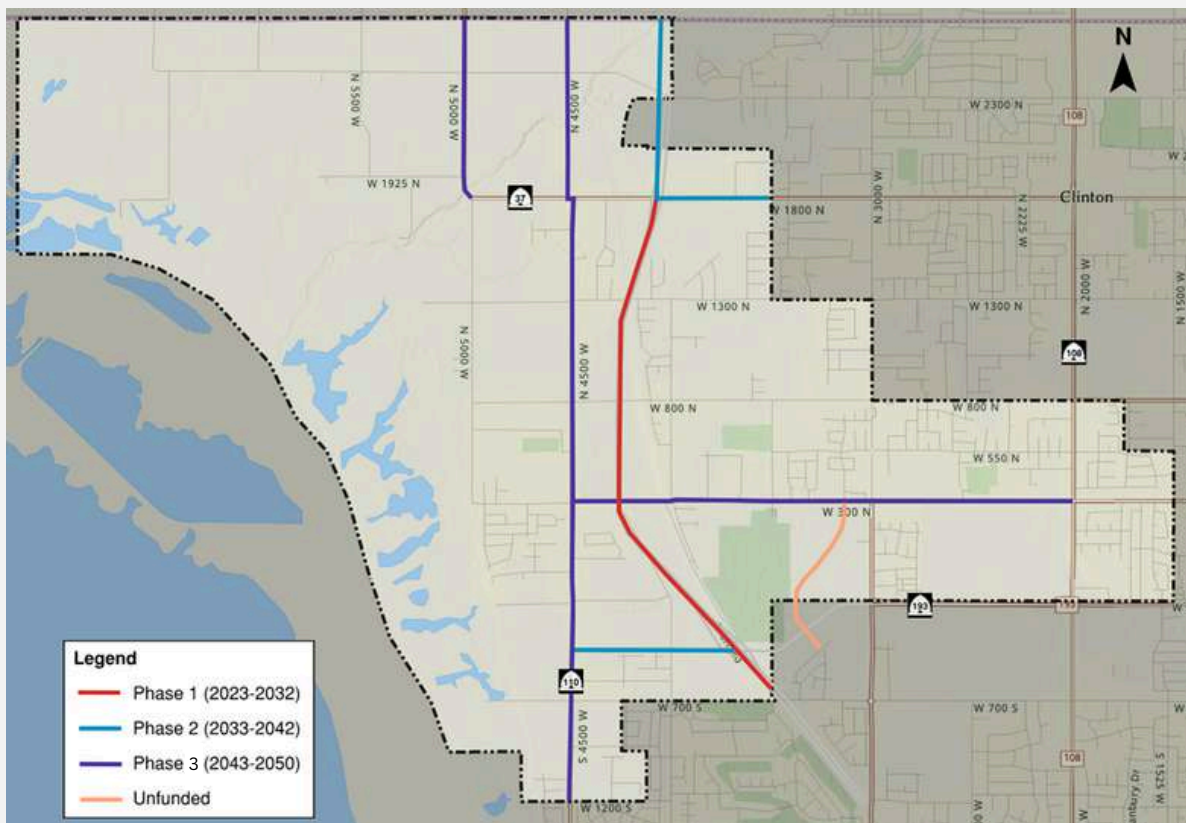


Fig. 34 – WFRC Roadway Improvement Phasing map

The figure below shows the future functional classification map of West Point, which takes into account the WFRC planned projects as well as improvements identified in the City's transportation master plan.

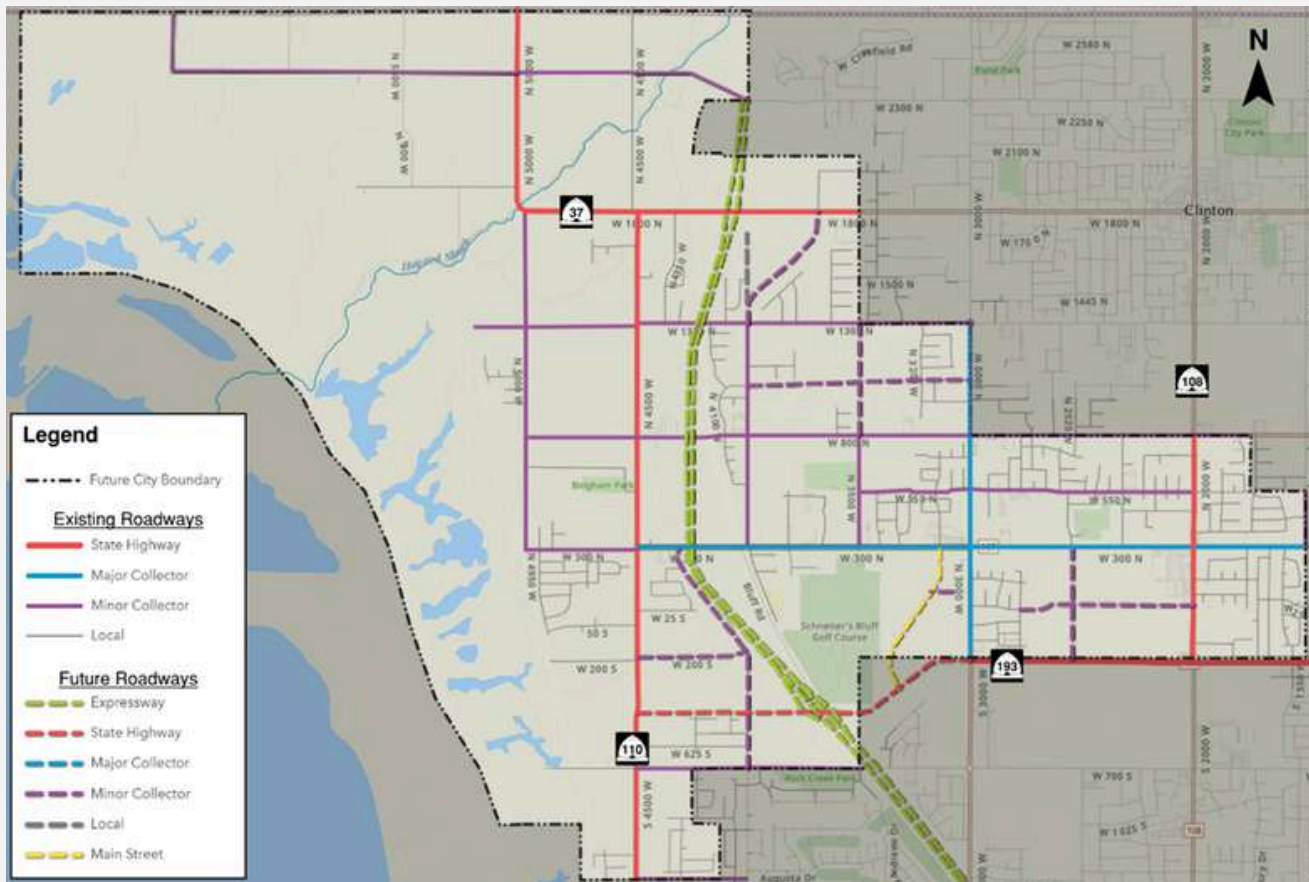


Fig. 35 – Existing and Future Roadways Map

Future traffic impacts require the following considerations:

- As new growth occurs, the need to update transportation assets will become necessary to avoid additional traffic congestion.
 - New and expanding developments are required to complete a Traffic Impact Study (TIS).
 - West Point may consider grants and other forms of transportation funding as they become available to maintain and construct roads within the City boundaries.
 - It is recommended that West Point City adopt an ordinance or policy outlining when traffic calming is appropriate using the resources in the West Point Transportation Master Plan.
- Developments should follow best practices outlined in WFRC's Utah Street Connectivity Guide to maximize connectivity indices, minimizing block lengths, reducing cul-de-sacs, providing street, sidewalk, and path stubs for future connections, and other techniques.
 - Plan an adequate internal street network with collectors spaced at intervals as required by the transportation master plan.
 - Practice proper access management as found in 'Table 8: Access Management Standards' of the West Point Transportation Master Plan.



Active Transportation

Active transportation includes any form of non-motorized transportation, such as walking or biking. An essential part of the transportation network is to provide a connected network of biking and walking options. Creating a walkable and bikeable community has multiple benefits including less pollution, less traffic and has many health benefits to the residents. A complete active transportation network consists of fully connected sidewalks, shared-use paths and bike lanes. Special attention should be given to ensure connections to transit hubs, schools, high-density housing, and city gathering places.

The intent of the trail system is to connect neighborhoods and give residents the option of walking to activity centers, thus providing a walkable community and adequate exercise opportunities. A trail system should be established based upon the natural drainages and canals when possible. Providing an east to west shared-use path would improve network connectivity.

The City is to update and maintain a plan to install sidewalks at locations missing throughout the city, with an emphasis on locations of high pedestrian traffic, proximity to schools, public facilities, and commercial zones.

The proposed Minor Collector cross section allows for the addition of bicycle lanes. Bicycle facilities are an essential part of a connected transportation network and should be implemented when feasible.

Existing active transportation facilities include:

Emigrant Trail	SR-193 Trail	2000 West Bike Lane
<p>Emigration Trail is a north/south running shared use path that begins in Syracuse and ends at 1300 N in West Point.</p>	<p>The SR-193 trail is a shared use path that runs from the Emigration Trail to the Denver & Rio Grande Western Rail Trail.</p>	<p>The 2-mile bike lane runs along 2000 West from 300 N to Antelope Dr. in Syracuse.</p>
		



The WFRC regional transportation plan lists the following active transportation projects in the long-range plan for West Point City:

- **Emigrant Trail Shared Use Path**

Improvements to the shared use pathway following the alignment of the West Davis Corridor to 1800 North, construction expected to begin between 2023 and 2032.

- **Emigrant Trail Shared Use Path**

A shared use pathway from 1800 North to the Weber County line, planned to be built between 2023 and 2032.

- **2000 West Shared Use Path**

A shared use pathway from 300 North to the Weber County line, planned to be built between 2023 and 2032.

- **3000 West Bike Lane**

A bike lane from 1700 South to the Weber County Line, planned to be built between 2043 and 2050.

- **300 North Bike Lane**

A bike lane from 2000 West to Clearfield Canal Trail, planned to be built between 2043 and 2050.

- **4000 West**

A shared lane project along 4000 West from 200 South to 920 South, is currently unfunded.

- **Great Salt Lake Shoreline Trail Shared Use Path**

A shared use path from 4000 West to St Andrews Drive, is currently unfunded.

- **Emigrant Trail Extension**

A shared use pathway from 1300 North to 5500 West, construction expected to begin between 2043 and 2050.

- **Layton Canal**

A shared use path to be built from 1300 North to Midland Drive in Roy, planned to be built between 2043 and 2050.

- **SR-37 Bike Lane**

A bike lane from 4000 South and 5100 West to 1800 North and 3000 West, is currently unfunded.

Figure 36 below shows the WFRC active transportation projects planned in West Point city boundaries.

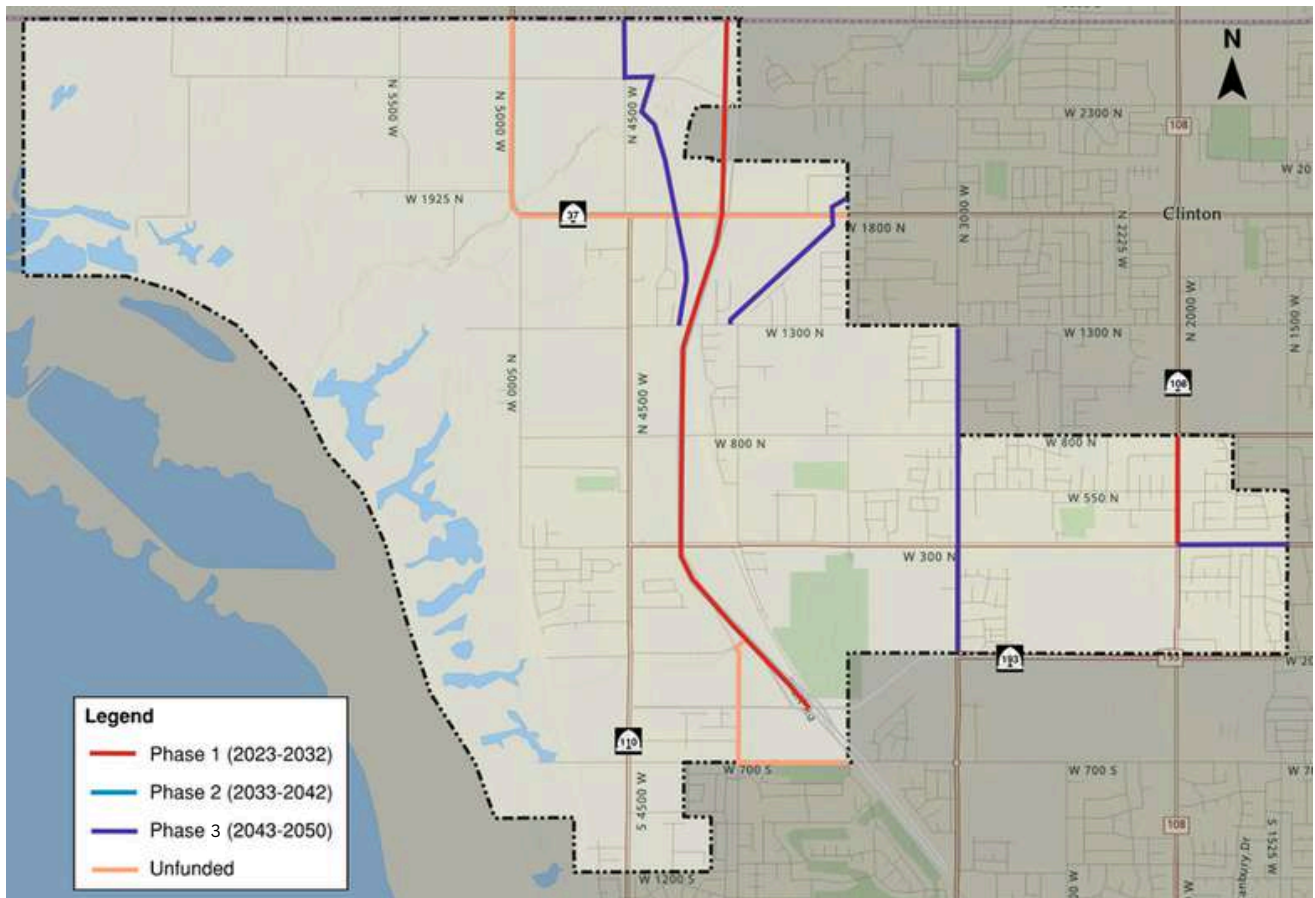


Fig 36 – Future Active Transportation Phasing Map

Transit Service

Public transit typically includes buses, light rail, and shuttle routes. Currently UTA bus Route 626 is the only bus route that services West Point City. Route 626 runs from the Clearfield FrontRunner Station, passes through West Point City on 2000 West, and ends at 5500 South and 3500 West in Hooper.

The Wasatch Front Regional Council (WFRC) 2023 regional transportation plan does not have any future transit improvements listed in their plan.

With the construction of new major transportation corridors such as the West Davis Corridor and SR-193 extension, there may be opportunities for new transit services such as a Bus Rapid Transit (BRT) or Express Bus system. Additional transit routes may also serve the mixed-use development planned along the new city center boulevard.

On the topic of active transportation, the proposed Minor Collector cross section allows for the addition of bicycle lanes.

Bicycle facilities are an essential part of a connected transportation network and should be implemented when feasible.

Incomplete roadway segments (i.e. missing shoulders) pose a serious hazard to bicyclists, therefore roadways should be complete along the entire length of the bicycle lane. Figure 36 on the right shows the WFR active transportation projects planned in West Point city boundaries.

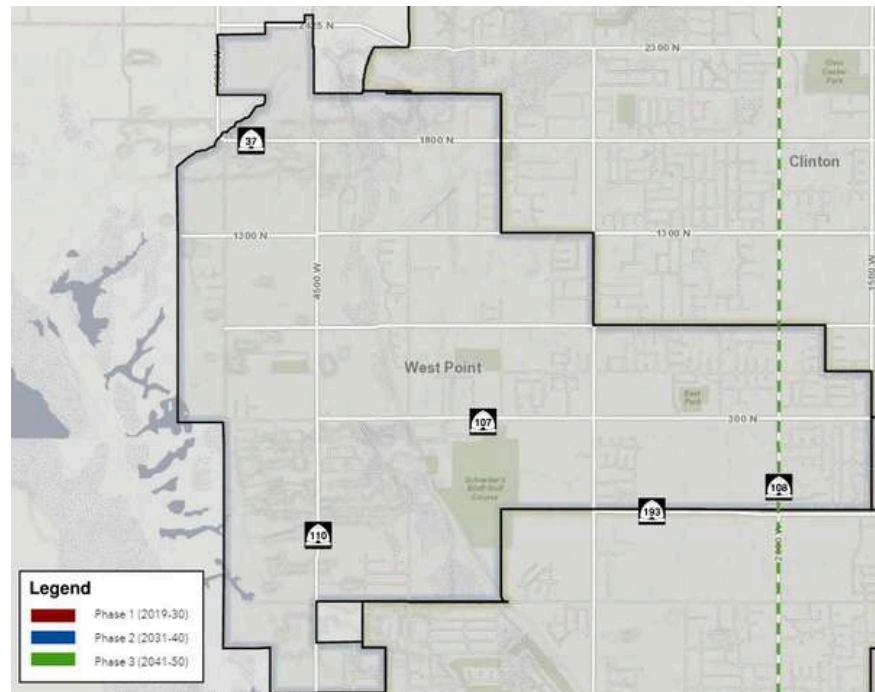


Fig. 37 - WFRM RTP Projects Map (2019-2050)

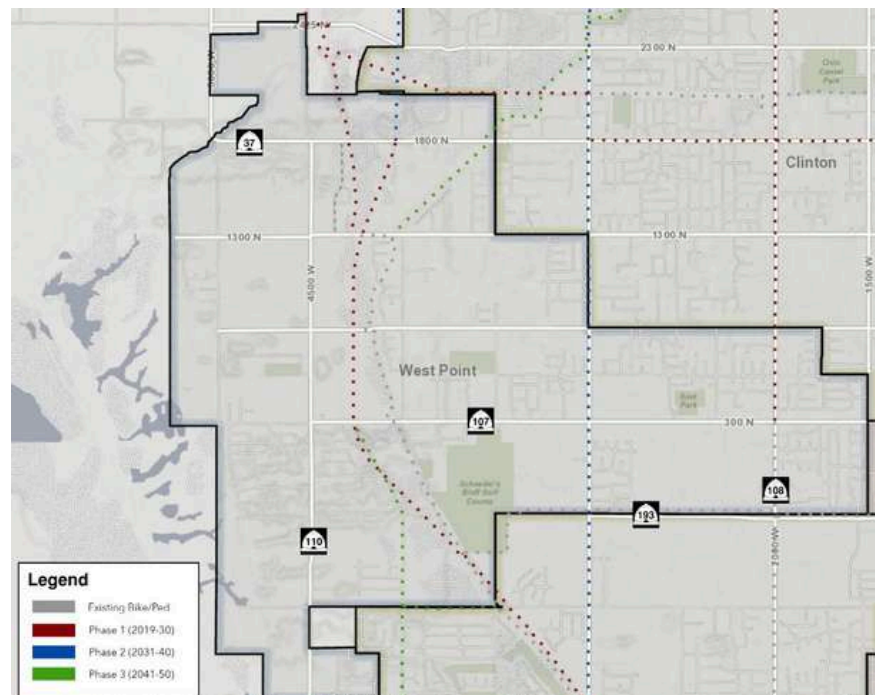


Fig. 38 – WFRM Active Transportation Projects



Access Management

Access management is the practice of coordinating the location, number, spacing, and design of access points to minimize site access conflicts and maximize the traffic capacity and safety of a roadway. Uncoordinated growth along major travel corridors often results in strip development and a proliferation of access points. Numerous access points along major travel corridors create unnecessary conflicts between turning and through traffic leading to traffic delays and accidents.

It is proven that proper access management will increase roadway capacity, reduce crashes, and create a more efficient roadway network for motorists. In areas where there is a large potential for land development, such as West Point City, it is essential for the City to balance property access and the functional integrity of the roadway facility. Access Management Standards for each roadway functional classification can be viewed in 'Table 8: Access Management Standards' of the West Point Transportation Master Plan.



Streetscaping

Streetscaping includes the strategic planning and placement of items such as street furniture, lighting, art, trees, landscaping, and other treatments along streets and intersections to enhance functionality, aesthetics, and overall quality of the space. Streetscaping increases pedestrian safety by enhancing walkability and calming traffic. Streetscaping efforts should be emphasized in areas designated by the City as public gathering spaces such as plazas, parks, and other community gathering places. Streetscaping methods may also be incorporated into traffic-calming measures as the City deems appropriate.



Traffic Calming

Traffic calming refers to a set of measures and strategies implemented in urban areas and residential neighborhoods to slow down or reduce the speed of vehicles and make the streets safer for pedestrians and other road users. Benefits of implementing traffic calming measures include improved safety by reducing risks for vulnerable road users such as pedestrians, cyclists, and children. Quality of life is enhanced and active transportation is encouraged with slower vehicle speeds. It is recommended that the city adopt an ordinance or policy outlining when traffic calming is appropriate and to determine which traffic calming measures are acceptable.





Infrastructure & Public Facilities

Culinary Water

The City has rights to two wells within the City and water from the wells can be used as a backup to the water obtained from the Weber Basin. As a result, a Drinking Water Source Protection Plan and a Source Protection Ordinance have been established by the City to protect these wells. This well water can be pumped directly into the West Point City Water System if needed. Secondary water is also available throughout the City (approximately 95% access rate) from the Davis and Weber Counties Canal Company. Two 1 million gallon water storage tanks are also owned by the City. These tanks provide water for fire suppression, equalization storage, and emergencies.

West Point City is serviced by two water systems. The first is the West Point Water Service (east half of the City) and the second is the Hooper Water Improvement District (west half of the City). The majority of residents currently live within the West Point Water Service area. Most of this water is supplied from the Weber Basin Water Conservancy District. The map below shows the division of water system infrastructure in West Point City.

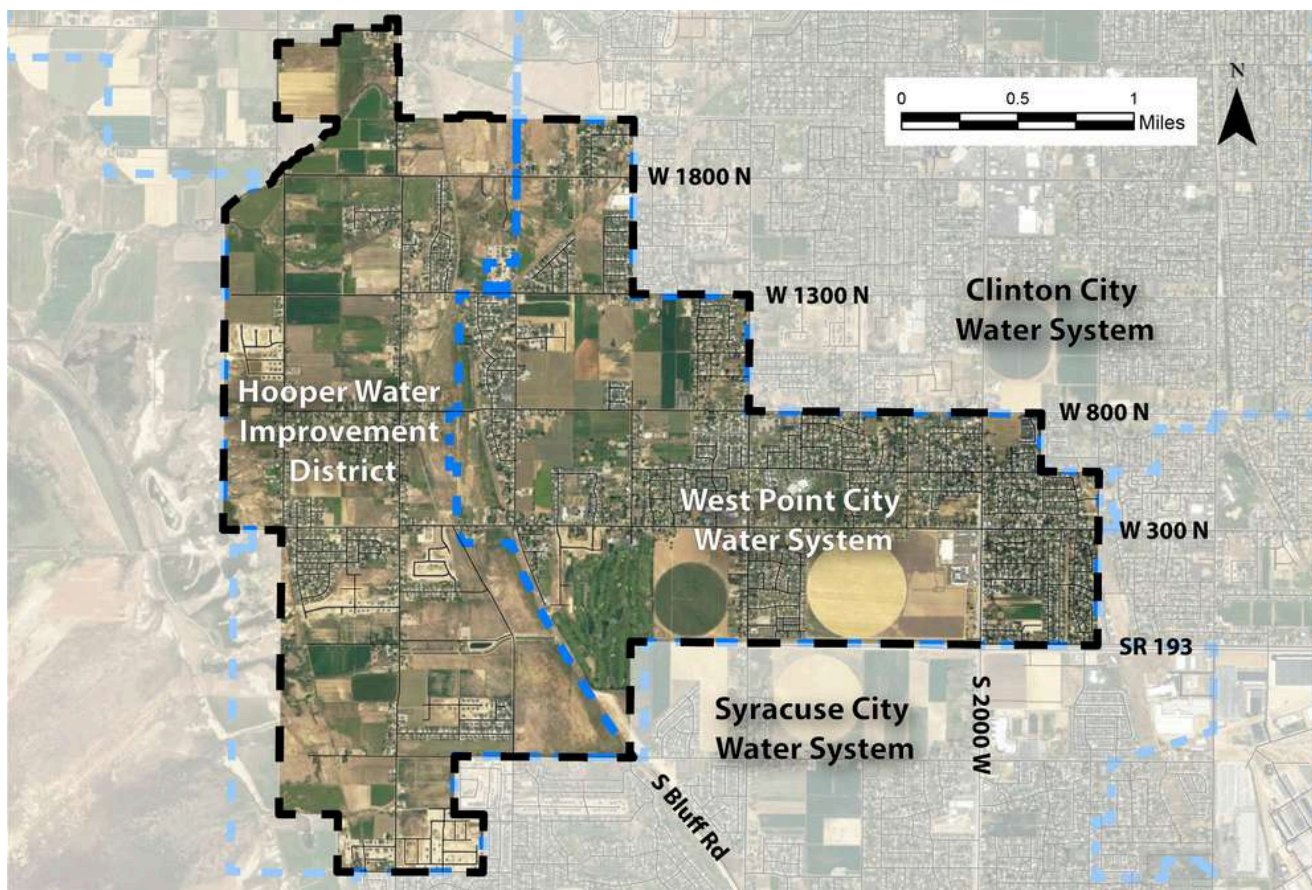


Fig. 39 – Culinary Water Access Map



The map below shows the existing culinary water line locations within the existing city limits. The map below also highlights areas of the west side of West Point inside the future annexation area that have relatively poor access to culinary water infrastructure.

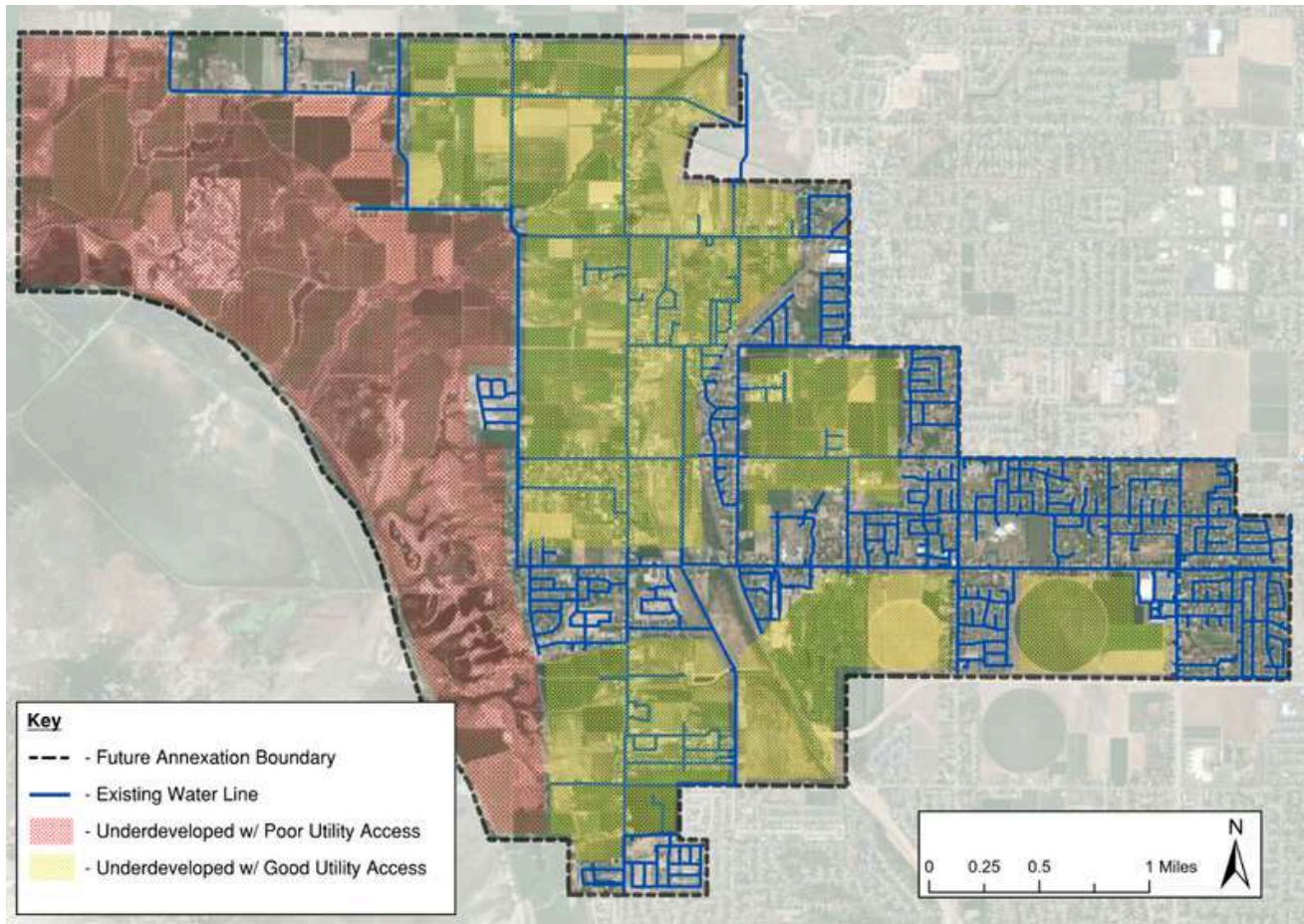


Fig. 40 – West Point Priority Development Area Map – Based on Access to Culinary Water

As the City continues to grow and expand, the amount of water consumed will increase. To account for this growth and ensure the long term water needs will be met, the City has an ordinance requiring new construction to provide water shares to the City. These shares are converted from agricultural water to municipal water as a result of an ongoing contract between the City and Weber Basin Water Conservancy District. Land without these shares will not be allowed to develop, ensuring adequate water supply into the future. West Point City currently requires that there is no grass in park strips, demonstrating a first step towards sustainability.

West Point City recognizes that being a growth area located in a desert region creates the need for extreme sensitivity and long range planning regarding the use, conservation, and protection of its water and supply.

Sustainable development can be accomplished through the communal efforts of all citizens, businesses, and the city by:

- Considering principles of sustainable landscaping;
- Considering applicable regional water conservation goals recommended by the Division of Water Resources (20% reduction from 2015 baseline by 2030);
- Adopting a Water Conservation Plan pursuant to section 73-10-32;
- Understanding the effect that permitted development or patterns of development on water demand and infrastructure.



Wastewater

West Point City is serviced with a wastewater collection system operated jointly by North Davis Sewer District (NDSD) and West Point City. The NDSD operates the trunk lines through West Point City while West Point City operates the connecting city sewer lines. The map below shows the existing sewer line locations within the existing city limits. The map below also highlights areas of the west side of West Point inside the future annexation area that have relatively poor access to wastewater infrastructure.

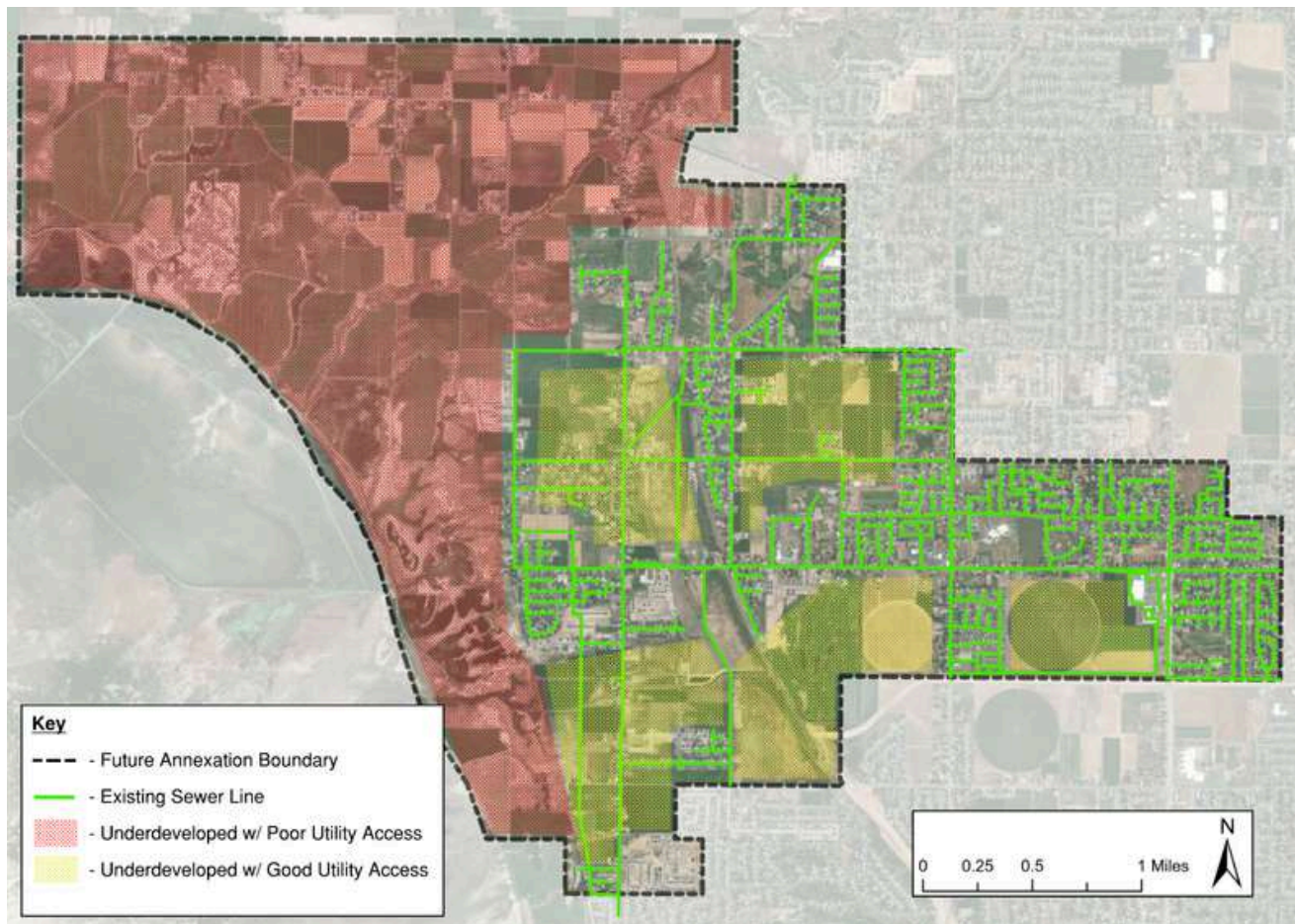


Fig. 41 – West Point Buildability Map Based on Access to Wastewater

Needed improvements have also been identified and budgeted for in a sewer Capital Improvements Plan (CIP). The City has implemented a preventative maintenance program to ensure that the system is properly maintained and that any issues are proactively addressed. The system appears to be correctly sized to handle current and future development for the near future and there have not been reports of overflows or backups occurring.

There are, however, currently areas within city limits of West Point, as well as in unincorporated areas of Davis County, that are not serviceable with the existing gravity fed sewer system (approximately 2100 acres). As the City continues to increase in population and housing units, work will need to be undertaken in order to service these areas. A West Point City sewer study was conducted in 2021. This is being further evaluated by recent design work to complete a sewer system for large portions of the unincorporated county areas.



Stormwater

West Point City is currently working on maintaining the stormwater systems and ensuring all requirements for Small Municipal Separate Storm Sewer Systems (MS4s) under the Utah Pollutant Discharge Elimination System. This means that the City must provide public education and outreach related to stormwater impacts and provide opportunities for public participation.

The map below shows the existing storm drain line locations within the future annexation area. The map below also highlights areas of the west side of West Point inside and near the future annexation boundary that have relatively poor access to storm drain infrastructure.

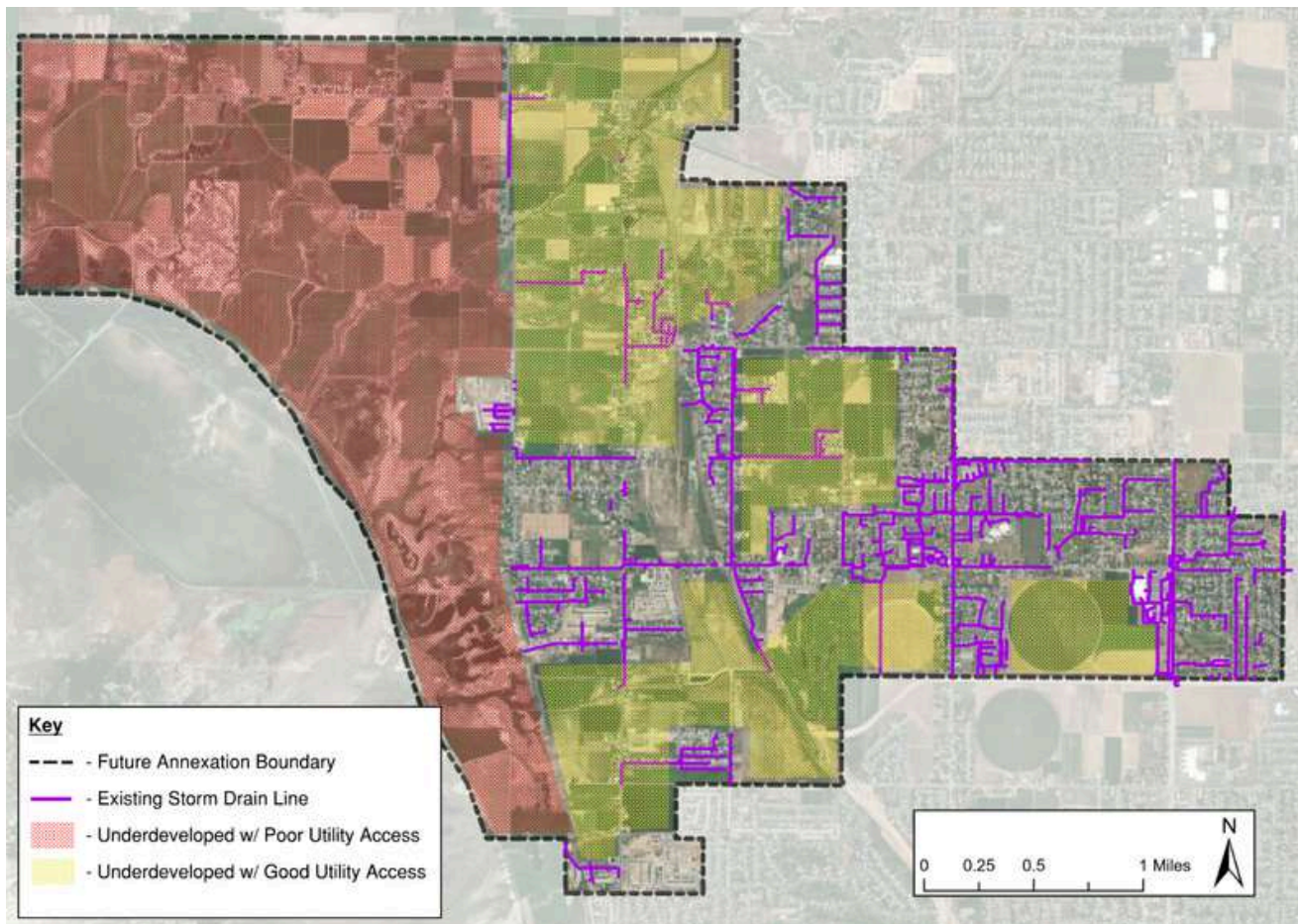


Fig. 42 – West Point Buildability Map Based on Access to Stormwater

The City must also address stormwater concerns brought on by illicit discharges, construction sites and new developments/ redevelopments. Lastly, the City must implement pollution prevention and good housekeeping measures for municipal operations. All of this work is to eliminate and reduce pollution caused by point and nonpoint sources of stormwater pollution. Residents are charged a small monthly fee to ensure that these requirements can be met.



Solid Waste & Landfill

The City offers solid waste collection and recycling to its residents, as well as an optional green waste service for the collection of green yard waste. The City utilizes a private hauler for its solid waste and recycling services.

Materials collected as green waste are turned into mulch and compost. The landfill is operating within their capacity and recycling yard trimmings separately will help improve the performance of the incinerator and help ensure the landfill is able to be utilized well into the future.



Private Utilities

Rocky Mountain Power provides electric service to the community. Fiber Optics service is provided by Utopia, Comcast and Centurylink among others. Dominion energy is the primary provider for natural gas services.



Parks

Quality parks and recreation services and facilities help improve the quality of life for residents. West Point desires to maintain and cultivate recreational opportunities that serve the interests of both residents and visitors.

There are 3 parks located within West Point City. These parks are the Bingham Memorial Park, East Park, and Loy F. Blake Park.

The parks provide varying levels of amenities and recreational benefits. Amenities include baseball, soccer and football fields, volleyball and tennis courts, boweries which are available for rent, fire pits, restrooms and walking paths.



The City's Recreation Department also offers a variety of programs and activities that take place in these locations.

Cemetery

West Point City operates a cemetery in the south-central part of the City. This cemetery is maintained by the public works department. This group conducts regular maintenance throughout the year, primarily during "mowing season" from April – October and throughout the winter as needed. General cleaning and detailing days are conducted twice a year. The Cemetery Administrator can be contacted related to availability and purchases. Future expansions are planned/anticipated for the cemetery in the future.





Risk & Resiliency

Community Risk Analysis

Generally speaking, the FEMA Risk Index rating is “Relatively Moderate” for Davis County, Utah when compared to the rest of the U.S. While the Risk Index is identified as being Relatively Moderate within the county, the social vulnerability is considered to be Very Low and community resilience is considered to be Relatively High.

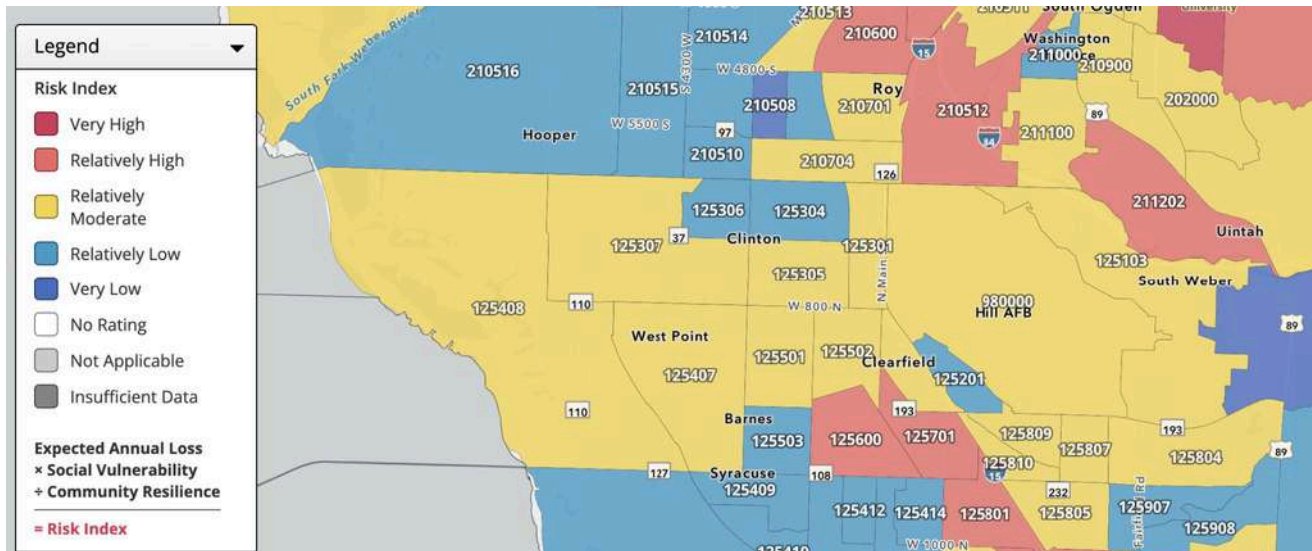


Fig. 43 – FEMA Risk Index Map

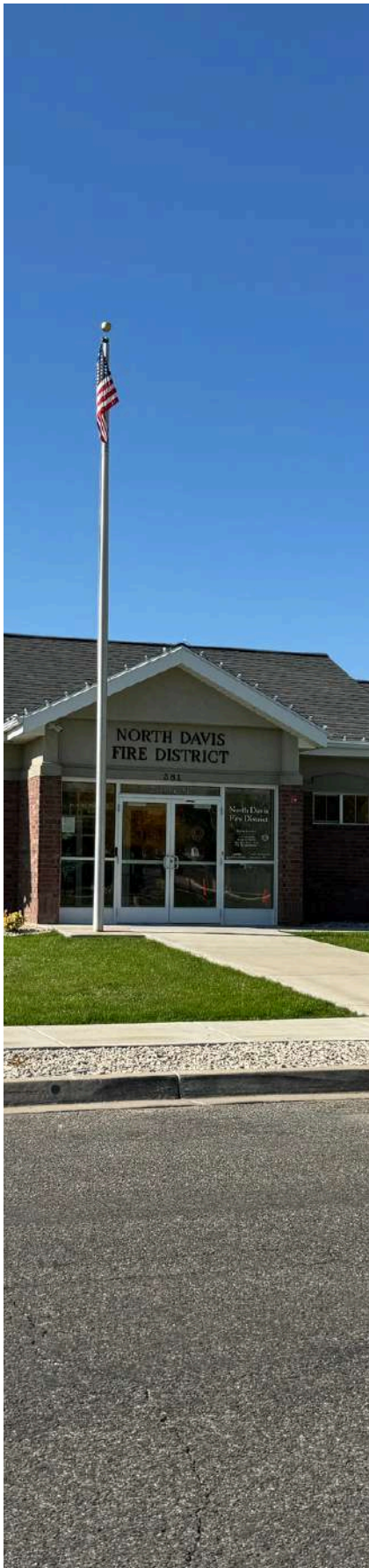
Source: FEMA National Risk Index 4/5/23

Based on expected annual loss values, fifteen of the eighteen hazard types contribute to the expected annual loss calculation for the County, yet the City also faces the potential for winter weather, lightning, strong wind, earthquake, avalanches, and ice storms that could impact the community in various ways. A breakdown of these hazard types and the expected annual loss rating is found below:

Expected Loss By Hazard Type – Davis County

Hazard Type	Expected Annual Loss Rating	Hazard Type	Expected Annual Loss Rating
Earthquake	Relatively High	Ice Storm	Relatively Moderate
Heat Wave	Relatively High	Hail	Relatively Low
Lightning	Very High	Landslide	Relatively Moderate
Wildfire	Relatively Moderate	Drought	Very Low
Strong Wind	Relatively High	Cold Wave	Very Low
Winter Weather	Very High	Coast Flooding	No Expected Annual Loss
Tornado	Relatively Low	Hurricane	N / A
Riverine Flooding	Relatively Low	Tsunami	N / A
Avalanche	Relatively Moderate	Volcanic Activity	N / A

Fig. 44 – FEMA Loss by Hazard Ratings



Emergency Preparedness & Hazard Mitigation

The City posts all emergency bulletins and updates on their website, in addition to an automatic call system, various local news sources (radio and TV) and by calling City Hall. The emergency evacuation route map is also posted on the City's website.

Public Service Capabilities

West Point City has ample public safety providers and partnerships that protect the citizens of the City from a variety of threats.

Law enforcement is provided by the Davis County Sheriff's Office. The Sheriff's Office employs over 200 deputies. In addition to law enforcement, the Sheriff's Office also conducts search and rescue operations, and coordinates with emergency management and corrections agencies.

West Point City is a member of the North Davis Fire District. The North Davis Fire District serves West Point, Clearfield, and Sunset cities with full service emergency fire and medical services. There are two fully staffed stations

Davis County Health Department ensures quality public and environmental health throughout the county and offers senior services. The Health Department addresses issues related to community health, family health services, communicable disease, inspection services, and environmental wellbeing. It also coordinates with other entities to ensure a good quality of life for residents.

Animal Care of Davis County provides animal control services to County residents by educating residents about safety and humane issues, enforcing ordinances related to animals, assisting the public address animal issues and protecting the safety and welfare of citizens and animals alike.

The North Davis Sewer District currently manages wastewater treatment for West Point and other areas, covering around 80 square miles and serving a population of about 238,000. It ensures sanitary sewer services for these communities, including West Point, by treating wastewater before discharging it safely into the environment.

The Mosquito Abatement District-Davis (MAD-D) oversees mosquito control in Davis County, focusing on public health and environmental safety. It conducts extensive mosquito larvae treatment in wetlands and less visible fogging for adult mosquitoes, covering a broad area. MAD-D emphasizes using the eco-friendly larvicide BTI, reflecting its commitment to reducing environmental impact while enhancing community comfort and health.



Public Engagement Synopsis.



04



An extensive public outreach program was integral to West Point's General Plan update. Throughout the public engagement process overarching themes emerged and the plan began to take shape capturing the desires of residents for what a future West Point City should become.

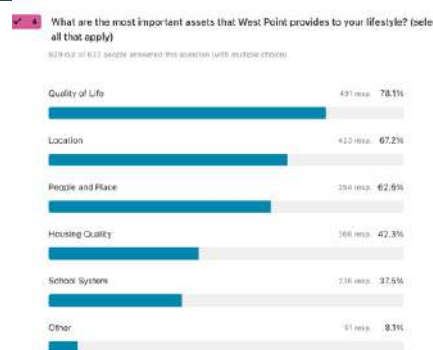
With the feedback received, there was a unified approach or theme to the responses. There was also an understanding by residents, property owners, elected and appointed officials, that development pressures were strong and growth was imminent; yet there was a desire to preserve their quality of life.

Much of the framework for discussions was centered on the premise that West Point will be growing; facilitators sought to identify areas of concern and which matters residents are open to change. This dialogue included conversations about the best locations in the city to accommodate that growth and what that growth looks like in terms of types of uses, buildings and densities.



Project Website

A project website was created and maintained with updates on the project and became a source where residents, who were unable to attend meetings, could still retrieve the information from those meetings.



Surveys

Two online surveys were distributed at two distinctly different times in the process. The first survey gathered baseline data and broad community vision and goals. After a formal review, results were compiled and presented to the City's elected officials. This was followed by posting and inclusion of results onto the project website. Further analysis of the survey results were identified during later public engagement processes to gather additional information and verify the results of the process.



Steering Committee

A steering committee, which consisted of representatives from the Council, Planning Commission, City Staff and the Consultant Team, met monthly to not only review project status and scheduling, but discussed the residents' input and the direction of certain elements of the plan that would need to be included.



In addition to the website and surveys, the following events and public open houses were held:

Small (one-on-one) stakeholder meetings

Stakeholder meetings were held with critical property owners to discuss needs, desires, and concerns with the overall conditions of the community.

June Senior Lunch Event

Members of the consultant team attended one of the monthly Senior Lunches and had mini-round table discussions at different tables throughout the event



Resident Open Houses

June 13th Feedback on City's Strengths, Issues, Opportunities & Threats
July 10th Feedback on City Vision & Values
August 30th Feedback on Recommendations

Fourth of July City Event

Booth was set up to receive input at the City's "Party at the Point" annual event

Planning Commission Work Session

Met with the Planning Commission (in June) for general discussion on their vision for future development, including visual preference on types and styles of development



Joint Work Sessions w/ Planning Commission & City Council work sessions

Met with Commission and Council to review and discuss draft recommendations
Met with the Commission and Council to review and discuss Plan Recommendations & Final Draft

Public Hearings with Planning Commission and City Council for adoption

City Council Work Session

Met with Council to review the public outreach, survey results and to receive feedback on the themes, visions and values



CORE THEMES

The results of the engagement process created a series of “core themes” that represent the overall community elements that are critical for residents to have continued. These are high-level in nature and are set as a guiding framework for all future phases of recommendations that are more specific.

PRESERVE QUALITY OF LIFE

01

Most people moved to West Point due to amenities such as schools, recreation, safety and access.

AGRICULTURAL HERITAGE

02

West Point residents are proud of the area’s farming history, and want that promoted in the community

SUSTAINABLE ECONOMY

03

Residents desire a balanced economy, prioritizing both local establishments & regional destinations.

HEALTHY INFRASTRUCTURE

04

Residents want the city to remain committed to responsible resource use and appropriate infrastructure upkeep.

COMPASSIONATE COMMUNITY

05

People love that West Point takes care of its residents, and want that to continue with regular events & services.

EXPAND RECREATIONAL OPPORTUNITIES

06

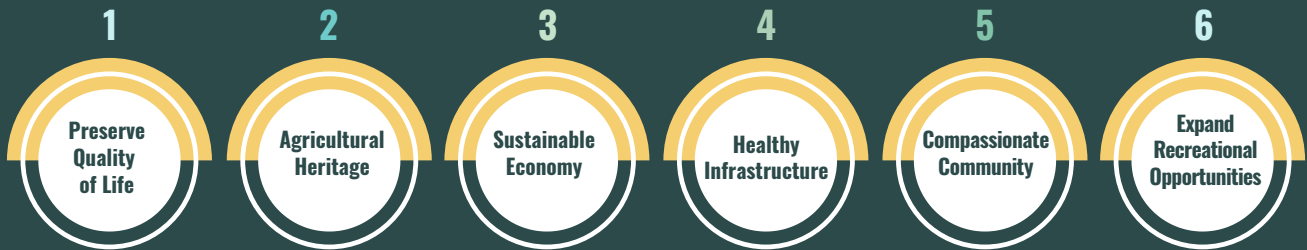
Outdoor amenities should be abundant across West Point, and should be used to connect neighborhoods.

VISION & VALUES PROCESS

ENGAGEMENT



THEMES



PRINCIPLES

Preserve the City's quiet, laid-back life.

Ensure that the city never feels too crowded.

Find creative ways to promote the City's small town feel.

Honor the City's farming history.

Inform new and old residents about agriculture heritage.

Allow farming and agriculture to serve a prominent community role..

Recruit and retain new businesses.

Balance the economy through commercial & residential taxation.

Provide a good variety of experiences within the city limits.

Incentivize establishment of more businesses the city already has.

Increase capacity & quality of sidewalk or non-vehicular travel within the city.

Ensure roads capacity & service level keep up with growth.

Keep water & sewer infrastructure in exemplary condition.

Encourage responsible use of resources for new developments.

Encourage neighborliness.

Pursue ways to provide residents with necessary services.

Drive community ownership.

Foster giving & charity within the community.

Provide more recreational assets.

Link neighborhoods & community nodes with buffered pathways.

Promote active lifestyle with appropriately space & inclusive recreational assets.

Strategies.



Community Context &
Character Strategies



Land Use Strategies



Housing Strategies



Economic Development
Strategies



Transportation
Strategies



Infrastructure & Public
Facilities Strategies



Parks & Recreation
Strategies



Risk & Resiliency
Strategies



Community Context & Character Strategies.



05



PRINCIPLES

- Preserve and personify the unique amenities within the City that support an increased quality of life.
- Preserve open spaces and offer a variety of housing within the City.
- Promote small-town charm through land use, economic development, and amenity access.

RECOMMENDATIONS

1. Buffer incompatible land uses to ensure the preservation of quality of life.

1.1. Require buffering or transitional zones for development, use, or density changes.

Buffers or transitional zones act as a bridge between various development patterns, land use, or density, ensuring a smooth transition and preserving the character of each area. For example, transitioning between a large-lot residential area to a multifamily residential area may include small-lot residences and townhomes. Another example would be transitioning from residential to commercial should include an open space with trees.

1.2. Promote strong visual and noise buffering between incompatible land use typologies.

Visual and noise buffers act as protective shields, preventing conflicts and disturbances between, e.g., industrial and residential areas. They enhance quality of life by reducing noise pollution and preserving visual aesthetics. Buffers may include a combination of the open space, trees, and other vegetation. In areas where vegetation is not originally present or has to be removed for some reason, the City should promote the planting of native, water-conscious trees (e.g., Douglas Fir) and xeriscaping.

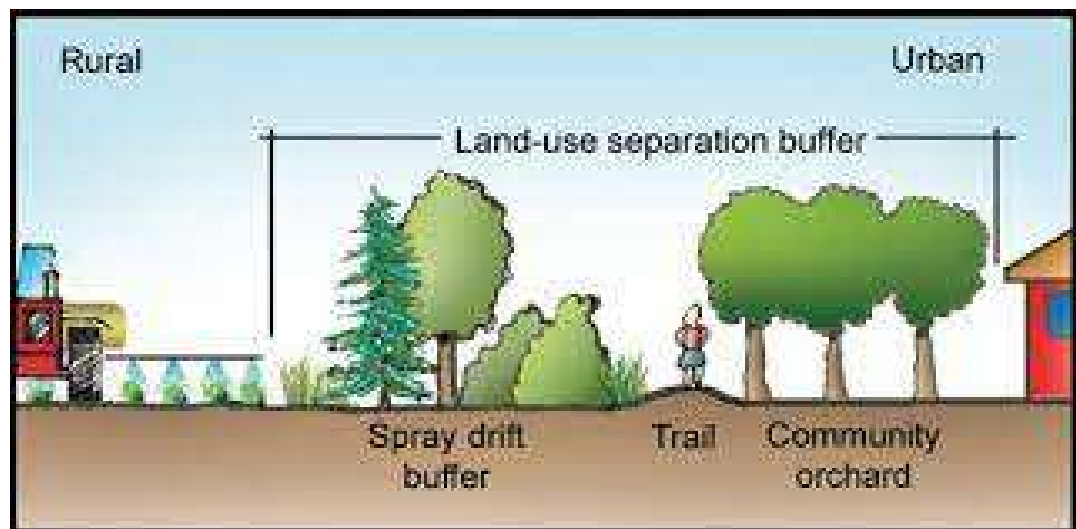


Fig. 45 – Sample Buffering Diagram

1.3. Strategically locate parks, civic spaces, or open spaces in between areas of density or use change.

Aligning with Recommendations 1.1 and 1.2, the prudent location for parks, civic spaces, or open spaces is in areas experiencing shifts in density or land use. In areas transitioning between compatible land uses (e.g., residential and commercial), active parks, passive parks, and civic spaces are appropriate. Otherwise, open spaces that may have extensive vegetation are more appropriate.

2. Strengthen the design identity of the community through public art, gateways, and streetscape investments.

2.1. Promote public art in visible locations such as gateways, entrances, or recreational facilities.

Encouraging public art in prominent locations, such as gateways, entrances, and recreational areas, can significantly enhance the cultural and visual appeal of the City. Where possible, it is recommended to consider the installation of uniquely identifiable design elements or public art that personify West Point.

2.2. Host an annual public art competition that specializes in distinct and unique local artists.

The City has an existing Arts Council, facilitating review and recommendation type guidance to the City Council. It is recommended that this group be further emboldened to create an annual public art competition dedicated to showcasing West Point talent is a powerful way to celebrate the local artistic community. Artwork utilized should focus on local residents work product and/or provide a demonstration of the small-town charm elements that have made West Point feel like home to the residents. This approach does not comply to a single platform and efforts will be required to operate a festival that is open and inviting to all.



Fig. 46 – Imagery from the Chalk Art Festival



3. Identify, protect, and celebrate historical or important sites throughout West Point.

3.1. Conduct a cultural resources assessment of the City.

Conducting a cultural resources assessment is a fundamental step in understanding and preserving West Point's cultural heritage. This process involves a comprehensive examination of historical, architectural, archaeological, and social elements that contribute to the city's identity. It will allow the City to identify historically significant sites, structures, and traditions that deserve preservation and protection. Moreover, a cultural resources assessment can inform planning and development decisions, ensuring that growth respects and enhances the city's cultural fabric. Finally, it can aid in securing funding for restoration and revitalization projects.

3.2. Document critical cultural elements or indicators.

Documentation involves recording and cataloging cultural aspects such as traditions, customs, historical sites, and intangible cultural heritage. By documenting these elements, West Point can create a comprehensive record of its cultural legacy. This not only ensures the preservation of valuable traditions and historical sites but also allows for their promotion and celebration within the community. Additionally, this documentation serves as an educational resource for residents and visitors, fostering a deeper appreciation of the City's cultural diversity and history.



Fig. 47 – Yarmouth, MA Town Heritage Sites Map

3.3. Compile the results into a trail or map, highlighting the unique history of West Point.

Compiling the findings of historical research into a trail or map is an effective way to showcase and celebrate the rich history of West Point. This initiative transforms historical information into a tangible and interactive experience for residents and visitors alike. Such a trail or map can be a valuable tourism asset, attracting history enthusiasts and curious travelers.



4. Conduct an annual needs and wants assessment with residents, business owners, and property owners.

4.1. Conduct an annual digital survey highlighting changes over the past year.

Implementing an annual survey is a proactive approach to monitoring and understanding the City's needs. This survey serves as a valuable tool for collecting data on various aspects of the city, from demographics to infrastructure changes and community satisfaction. Through this survey, the City can track trends, identify emerging issues, and measure progress in different areas. Moreover, the digital format ensures accessibility and convenience for residents, encouraging their participation in shaping the City's direction. Over time, survey data will allow for a comprehensive analysis of changes and improvements.

4.2. Document changes, concerns, and needed alterations for the upcoming year.

Documentation involves systematically recording shifts in demographics, infrastructure, community feedback, and emerging challenges. This practice also fosters transparency and accountability by involving residents in the identification of challenges and necessary improvements. Furthermore, this documentation serves as a reference point for program and policy evaluation. It enables the City to track progress and make data-driven decisions that enhance the quality of life for all residents.

4.3. Report the results to the Council and on the City website.

Reporting the subsequent survey results to the Council and making them publicly available on the official website is critical in maintaining transparency and accountability. Sharing these results with the Council helps provide insights into the evolving needs and concerns of the community. Simultaneously, publishing these results on the City's website will ensure that the information is accessible to all residents. This level of transparency not only builds trust but also empowers residents to stay informed and engaged.

4.4. Incorporate annual changes into a strategic plan or work sessions to address citizen concerns.

Ensuring that annual changes and evolving citizen concerns are integrated into the strategic planning process involves systematically reviewing the data, feedback, and insights gathered and updating the city's strategic plan and guide work sessions. This will ensure that the strategic plan remains a dynamic and relevant document that reflects the public's vision.

5. Encourage civic pride through West Point community events.

5.1. Encourage branded events that engage all of the West Point community.

Embracing branded community events is a dynamic approach to infuse vibrancy and foster community bonds in West Point. These events serve as catalysts for creativity, unity, and local pride. Scavenger hunts, crosswalk painting festivals, and business window painting contests are just a few examples of the exciting possibilities. These events engage residents and visitors alike, showcasing the city's unique character, culture, and talent.



Land Use Strategies.

06



PRINCIPLES

- Honor and preserve the City's farming history.
- Implement adequate land use preservation principles
- Provide adequate separation or buffering between incompatible land uses

RECOMMENDATIONS

1. Complete a review and analysis of the City's zoning ordinance for implementing the General Plan's vision and goals.

1.1. Review and update the residential zoning district densities and permitted typologies.

The City should review and update the residential zoning district densities and allowed uses to ensure they align with current housing needs and prepare the community for future trends. Through this, the City can ensure that zoning regulations reflect current standards, demographics, housing demands, and sustainability goals. Residential densities that align with this GP's Future Land Use map and recommendations are as follows:

District	Density	Permitted	Conditional
R-1	Up to 2.2 DU/AC	SFR-D	n/a
R-2	Up to 2.7 DU/AC	SFR-D	ADUs
R-3	Up to 3.6 DU/AC	SFR-D, SFR-A	ADUs
RN-6	Up to 6 DU/AC	SFR-D, SFR-A, ADUs	n/a
R-4	Up to 10 DU/AC	SFR-A, ADUs	Neighborhood commercial
R-5	Up to 20 DU/AC	SFR-A, MFR, ADUs	Neighborhood commercial, community commercial

Fig. 48 – Existing Zoning Classifications and Allowed Uses Chart

This update should be done in conjunction with a thorough zoning code and land use map update, performed at a parcel level of detail. These types of processes can be undertaken internally by City Staff or externally by consultants. The efforts should ensure the zoning code and map align with this General Plan and the community's goals. Once the necessary revisions are identified and prepared, the City should adopt them as an ordinance to update the current zoning. It is important that the City conduct the zoning review sooner rather than later to ensure that new development aligns with the community's goals.



1.2. Review and update mixed-use development provisions.

Recommendations herein suggest creating mixed-use nodes and destinations where West Point residents can walk, dine, shop, and become part of the community. Zoning adjacent parcels as various districts is one method to allow mixed-use development. However, this can become administratively burdensome and hinder growth due to added permitting costs. Regularly assessing and revising mixed-use zoning codes is a pivotal strategy for West Point to promote sustainable and vibrant growth.

At these nodes and destinations where mixed-use developments are placed, there should be efforts to incorporate both vertical and horizontal mixed-use to maintain the character of West Point while also facilitating a multimodal environment. A few characteristics of a mixed-use zoning code that might be appropriate for West Point include the following:

- *Require at least 10% retail, restaurant, or service commercial for developments;*
- *Allow up to 18 dwelling units per acre;*
- *Require that the primary building entrance be oriented towards the sidewalk;*
- *Remove parking minimums for developments and new businesses;*
- *Ensure provisions for secured and on-street bicycle parking; and*
- *Require detailed transportation impact studies plans for large developments, specifically those prepared by the private development firms or qualified consultants, and approved by the City transportation consultant prior to approval.*

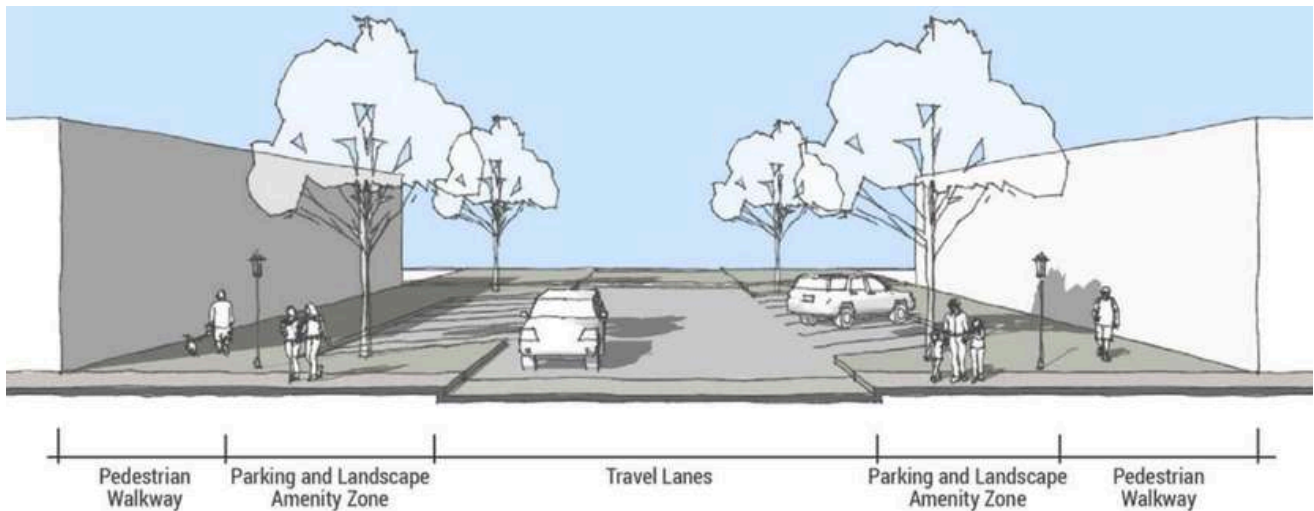


Fig 49 – Sample Mixed-Use Design Standards – Castle Pine, Colorado

2. Review the City's design guidelines for the built environment, ensuring that it contains expectations for high-quality architecture, construction, and materials.

2.1. In commercial development, consider encouraging architectural styles that are historic to the area or otherwise meaningful to the residents.

As the community continues to grow and evolve, the architectural patterns and typologies will alter. To preserve the cultural heritage of West Point, a series of design guidelines or architectural element frameworks should be created, requiring incorporation for both commercial and residential development. These design guidelines should draw inspiration from the region's history and local aesthetics. Promoting architectural styles with historical or cultural significance in development is a strategic approach that will foster a sense of identity and community pride.



2.2. Establish criteria and codify when it would be appropriate to apply design guidelines in residential developments (such as PUDs, increased density bonuses, or in conjunction with a development agreement).

Defining clear criteria and incorporating them into the city's regulations for residential developments, such as Planned Unit Developments (PUDs) or development agreements, is vital in maintaining the aesthetic integrity of West Point. While these are some areas where guidelines can be enforced, there are other opportunities and the Planning Commission, and City Council, must prepare a series of defining characteristics that outline the parameters for necessary incorporation. These criteria offer developers a structured framework for understanding when and how design guidelines should be applied, promoting predictability and transparency in the development process. Additionally, codifying these criteria allows West Point to protect its unique identity and quality of life. It ensures that residential developments align with the city's vision, promote sustainability, and enhance overall livability.

3. Promote a balanced and diverse variety of land uses within the city and strategically planned locations for commercial (non-residential) uses.

3.1. Identify priority corridors for commercial development.

Commercial development has an impact, both positive and negative, on the community. To manage growth, it is recommended that the City identify and prioritize corridors or areas for commercial growth. Identifying priority corridors for commercial development is a strategic approach that enables West Point to channel growth and economic activity in a targeted and sustainable manner.

This General Plan identifies the West Davis corridor, the N 2000 W corridor, and the existing farmland south of 300 N, i.e., the small area planning areas, as priorities for commercial development.

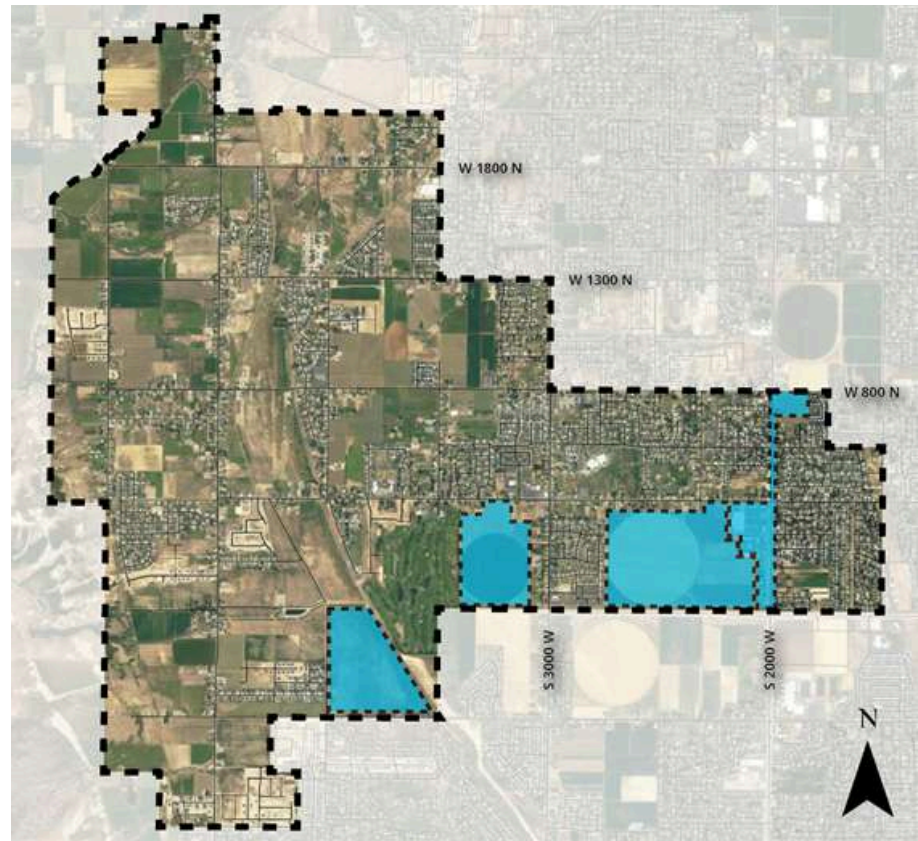


Fig 50 – West Point Targeted Commercial Development Area Map

3.2. Ensure that the size and scale of non-residential projects are compatible and consistent with surrounding existing development.

Adhering to this principle, West Point can ensure that new non-residential projects harmonize with the existing neighborhood, avoiding jarring contrasts in size and scale. It promotes a visually appealing and cohesive development that enhances the overall sense of place. Furthermore, this approach encourages responsible land use, preventing overdevelopment that may strain infrastructure or negatively impact the community. It also supports economic vitality by creating an environment where businesses can thrive within a context that resonates with residents.



4. Require trail or pathway land dedication within larger developments.

4.1. Require trail dedication for land not along the ROW, allowing for the construction of multi-purpose trails.

Requiring trail dedication for land not directly along the ROW is a strategic approach that promotes the development of multi-purpose trails, enhancing recreational opportunities and connectivity. These trails can be used for walking, biking, and other recreational activities, contributing to a healthier and more active community. When larger developments are proposed, it is recommended that land dedication be required for the use of pathways and trail connectivity. This dedication of space will be utilized solely for public accessways. There are two (2) ways of allocating space: 1) a square footage calculator based on area of development, or 2) a connectivity corridor outlining master-planned communities.

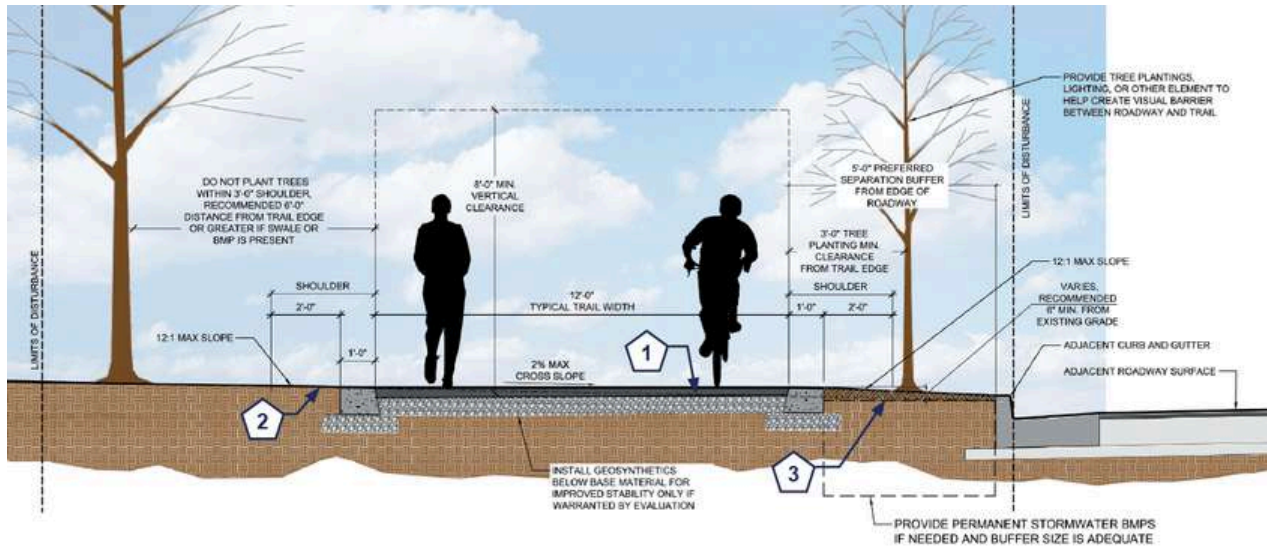


Fig. 51 – Sample multipurpose Trail along Roadway Cross-section – Credit Great Rivers Greenway

4.2. Identify areas where linkages or hubs are to be created, and create them with municipal funds.

This process involves carefully selecting critical connection points or areas where improved transportation or gathering spaces are needed and investing in their development. By undertaking this initiative, West Point can create well-placed linkages or hubs that facilitate ease of movement, provide gathering spaces for residents, and support local businesses. These areas can serve as focal points for community activities, fostering a sense of place for residents.



5. Protect areas of agricultural uses against development pressures.

5.1. Explore conservation easement programs as a tool to protect existing agricultural land or open space.

Conservation easement programs like the Agricultural Conservation Easement Program (ACEP) enable landowners to voluntarily protect their properties from future development while retaining ownership and certain rights. These are authorized by Utah State Code § 57-18. By enabling such programs, West Point can safeguard existing agricultural land and open spaces from urban sprawl and encroachment. This ensures these vital resources remain available for agriculture, recreation, and wildlife habitat preservation. Moreover, conservation easement programs promote a harmonious balance between development and environmental preservation.

6. Prioritize areas of development, based on available infrastructure.

6.1. Identify areas with development potential based on infrastructure access.

Identifying areas with development potential by assessing infrastructure access is a strategic approach that allows West Point to make informed decisions about growth and development. This process involves a comprehensive evaluation of areas within the city to determine their suitability for new development based on their proximity to existing infrastructure such as roads, utilities, and public services. This approach optimizes land use, supports efficient planning, and minimizes the strain on resources. Furthermore, it ensures that new developments have convenient access to transportation, utilities, and other critical services, while reducing the current sprawl development patterns.

6.2. Prioritize infill or development on sites with available infrastructure before other less-developed areas.

This strategy involves giving preference to redevelopment in areas where essential infrastructure, such as roads, utilities, and public services, is readily available. By codifying incentives (reduced impact/tap fees or otherwise) for infill or infrastructure-accessible parcels, the City can become proactive in its efforts to reduce infrastructure costs. Through implementing this approach, West Point can optimize the use of existing resources, reduce the need for costly infrastructure expansion, and minimize the environmental impact associated with new developments in undeveloped areas. It also helps maintain the character and identity of the community by focusing growth within established neighborhoods. Furthermore, prioritizing infill development enhances the overall livability of the city by promoting walkability, access to amenities, and the efficient use of public services. It contributes to a more resilient and vibrant community.





Housing Strategies.



07



PRINCIPLES

- Promote diversity of housing product mix that will support market demand at all life cycle stages.
- Improve missing housing typologies, creating a “full cycle” housing opportunity within the community.
- Prioritize development for housing on parcels and locations with adequate infrastructure already present.
- Encourage the development and maintenance of walkable neighborhoods with access to essential goods, services, and amenities.

RECOMMENDATIONS

1. Continue to encourage the development of new homes, in a variety of types, increasing the City’s housing inventory.

1.1. Promote diverse housing typologies in critical community nodes, such as along commercial corridors.

Focusing new housing along commercial corridors brings more residents closer to essential goods, services, and amenities, reducing traffic and improving walkability. Through this effort, the City will be able to become more attractive to commercial, retail, and service based amenities. By encouraging new housing around existing commercial areas, the City can ease development pressure on farmland areas to help preserve West Point’s rural character and agricultural heritage.

1.2. Provide clear guidance about acceptable densities and development elements for future growth.

Simple, specific, and easily accessible criteria regarding acceptable heights, setbacks, dwelling unit densities, parking, and other land use specifications enable a more straightforward permitting process for more housing.

2. Identify areas in the City most suitable for a variety of housing typologies, such as:

2.1. “Missing-middle” and affordable housing, which may consist of higher densities.

From 2016 to 2021, American Community Survey data show significant growth in West Point residents aged 20–29. In 2021, couples without children made up 43.6% of households in the City (ACS 5-Year Estimate). Yet, West Point’s housing stock consists of mostly large single-family homes. Middle-density options can be more affordable and better-suited to early-stage families. Medium-to-high density condos and apartments can be located near or within mixed-use, office and/or retail areas to provide conveniently located goods and services while mitigating impacts to lower-density neighborhoods.





2.2. Transitional densities that may be appropriate for twin or townhomes.

“Missing-middle” housing, such as low-to-medium density duplexes and townhomes, can provide a buffer between single-family neighborhoods and more intensive land uses. Locating these transitional-density residences between single-family neighborhoods and commercial areas enables convenient access to nearby goods and services. Buffering helps maintain the small-town, rural character of existing communities by focusing growth within appropriate neighborhood contexts.

2.3. Senior living (active adult) developments and housing opportunities

American Community Survey data show a growing senior-aged population. As of writing, West Point has a limited number of senior living communities. This lack of available senior living housing will be most impactful on the Baby Boomer generation approaches the age where these facilities are used. Tailoring permitting and zoning processes to streamline and expedite new senior living facilities can support this growing need. Based on this, it is recommended that an appropriate amount of senior housing and assisted living be developed within the City to allow for aging in place. This can happen in more dense residential areas other supportive areas

3. Promote and encourage reinvestment and maintenance in aging neighborhoods.

3.1. Plan for, fund, and complete CIPs (Capital Improvement Projects) in the aging neighborhoods of the community.

Prioritizing and anticipating funding for neighborhood infrastructure needs will become increasingly important as areas of the City housing stock age at different times. Capital improvements include upgrading infrastructure for utilities, such as water, storm drains and sewers, sidewalks, road repair, and road maintenance. Identifying and inventorying the age of infrastructure throughout the City will provide the best opportunity for more efficiently funding programming, not only for required maintenance but the inclusion of preventive maintenance as well.

4. Implement a “spectrum of housing” opportunity chart.

4.1. Document the supportive and necessary housing typologies for matching the age cohorts.

Demographic data from the American Community Survey show that West Point is a family-oriented community, with the largest age cohorts falling into the adolescent range in 2016 and 2021. Retirement-aged cohorts have grown from 2016 to 2021. Young singles and couples are a rapidly growing cohort. A growing need for affordable housing due to rising home costs, high interest rates, and a lack of senior housing reveals an opportunity to promote a housing product mix that supports affordability for young residents and families and increased availability for seniors and retirees.

4.2. Outline applicable and acceptable building typologies that support the standard single-family development.

Single-family housing is the standard development type for West Point. However, this housing typology does not complete a vibrant community housing cycle. By outlining acceptable and compatible housing typologies that will support single-family housing, the City will be able to encourage aging-in-place and full-cycle housing opportunities. This task will require working with the public to outline levels of housing that support identified land use characteristics. These goals can help serve as transitional zones or buffers, as outlined earlier in this document.

4.3. Prepare a spectrum of applicable uses (more or less dense) allowed within the identified zoning district/densities.

A spectrum of housing provides a vibrant and inclusive community for residents. Documenting a spectrum of housing should include multiple densities and architectural typologies that are supplementary or supportive of the current use. These types of densities can be identified as allowed by right, or by conditional use. The results of this process can allow for pockets of density and development density flexibility around critical commercial nodes.



6. Aging neighborhoods and homes often provide great affordable housing options within the City, yet require proper reinvestment to continue to serve as positive assets.

6.1. Identify if the City has existing regulatory barriers on remodels or renovations, particularly of older homes.

Review existing codes and ordinances to determine if overly restrictive language exists. Analyze recent building permits for remodels and renovations to see if a proportional amount of applications are received and approved. Gather feedback from owners and contractors over recent renovations and remodels to identify bottlenecks and solutions.

Continue administering the Code Enforcement program to assist in improving the appearance and maintenance of neighborhoods. This should include, at a minimum, continuation of the existing program and potentially include expansion or streamlining of the current processes.

6.2. Continue offering regularly-held neighborhood clean-up programs and scheduled free city-wide clean-up days.

Community-based clean-up programs encourage residents to have pride in their neighborhoods and, when offered at low to no cost, allow all residents the same maintenance benefit. Building on the already present Spring/Fall clean-up days and free dumpster rental program, adding additional amenities will encourage a more tidy community. These clean-ups can include items such as the following:

- Community shredding days
- Christmas tree disposal events
- Bulk item pick-up days
- Household hazardous waste (batteries, paint, TVs, etc.) disposal days





Economic Development Strategies.



08



PRINCIPLES

- Recruit and retain new businesses.
- Balance the economy through job growth, and commercial and residential development.
- Provide more experiences, goods, and services within the City limits.
- Increase employment opportunities within the City.
- Create a sense of place within the City.

RECOMMENDATIONS

1. Promote business diversification through small business or entrepreneurship programs.

1.1. Create a small business owner round table (monthly meeting as a support network, similar to the senior lunch).

The City should engage with local small business owners to create an active support network. This network can help solve problems, serve as a support group, and foster young entrepreneurs. As the governmental entity, the City should coordinate the founding activities of this group until it becomes self-sufficient. Elements to be completed include organization, invitation, and event facilitation as necessary for the first few meetings. This roundtable should improve the communication between small business owners and share strategies for growing their businesses.

1.2. Encourage youth entrepreneurship through school or 4H integration.

The Davis School District and Davis County 4-H are prime avenues for engaging West Point's youth population, especially those who will be the future of the agricultural heritage of West Point. These young people are the community's future leaders, and gaining their buy-in and support from an early age will increase retention. The youth can engage in and contribute to the economy with proper mentorship and education. A coalition can partner with the City and other agencies to reach West Point's youth with entrepreneurial programming.



Fig. 53 – Sample Youth Entrepreneurship Integration Graphic

1.3. Provide educational meetings for businesses

The business community is a busy group of individuals and helping raise awareness of community events, processes, grants, or other amenities available will foster a stronger community. During these meetings the City can help educate local businesses on topics such as when residents and visitors have to leave the City to purchase desired goods and services due to lack of availability within the city limits, resulting in loss of sales and tax revenue for West Point. Additionally, this process will help build long-term relationships with business owners and set West Point apart as a business friendly community.



2. Diversify the local tax generation with additional retail or service-based industries.

2.1. Provide incentives to create a large-scale retail center at the West Davis interchange and SR 193.

Current work on the West Davis corridor by the UDOT will create a vital economic node for the City at the intersection of SR-193 and the West Davis highway. For the next few years future, the southern boundary of West Point will be a terminal node in the highway, creating a prime opportunity for retail and service-based businesses. Building off of the recent market analysis completed for this study area, the City should utilize available resources to attract anchor or large-scale retail tenants near the interchange. Additionally, with public incentives comes an opportunity to shape the development in a way that benefits the whole community. Utilizing the City owned land as a bargaining chip, the City should promote the goals outlined in this General Plan and other community goals at the time of development.

2.2. Expand the 2000 W corridor as a commercial node.

Building on the success of the Smiths Marketplace development, the City should utilize the northwest corner of SR-108 and SR-193 as an emerging corridor. This area can expand the service, retail, and necessity amenities currently being purchased outside of the City. The adjacent agricultural land represents a prime opportunity to build upon that success and continue to serve the needs of nearby residents, capturing retail sales and associated tax revenue.

2.3. Encourage small to medium-scale retail business expansion.

Providing spaces and opportunities for small to medium-sized businesses will encourage growth and job placement within the City. Utilizing zoning and available incentives, the City can attract businesses of all sizes, but fostering them to grow locally will create a more sustainable economy. This requires providing adequate locations, identification, and tools to each business. Some options of opportunities to provide are below:

- Business growth rewards (tax or incentive-based)
- Relocation assistance programs
- Community event participation
- Coordination support with the Chamber, school district, or other critical partners

2.4. Provide adequate zoning districts and building typologies that will support small business footprints.

Businesses' footprints and space allocations are shrinking based on work-from-home trends and the hybridization of retail. Helping to foster the growth or attraction of small businesses is critical to creating a local workforce. To assist with this, the City should provide adequate zoning and architectural approval processes for small form factor or shared space facilities. These facilities allow business owners to move from home-based business locations and expand into brick-and-mortar units. These buildings often range from 500 to 2,500 square feet and can include multiple businesses per location.



3. Create cultural or historic venues that offer experiential businesses/districts.

3.1. Identify local art or cultural assets that can be capitalized.

Cultural and historic assets are the background of what makes a community feel like a defined place. Local cultural assets, including its arts community, are a cornerstone of the community. In order to capitalize on available assets, the community needs to identify what cultural programs or ambassadors are within the City, partner with their leaders, and engage the local arts or services that are offered. This will not only help bolster the local economy, but it will also promote diversification and grass roots growth. These results or assets should be compiled into a thorough database that can be referenced and called upon as a resource for economic development.

3.2. Help direct clustered development that will improve retention and long-term viability.

Just as with any development, clustering cultural or localized assets together will help build community and a strong local ecosystem. Creating districts provides a draw and destination, attracting residents and visitors to a space and helping explain or demonstrate the cultural heritage. Creating these types of places is possible through placemaking and civic gathering destinations. District placemaking can help improve commercial and residential retention while also helping long-term commercial viability. Rather than developing 'place-less' commercial strips, these clustered commercial developments that draw on the City's identity will be much more economically resilient.

Clustered and Symbiotic



Fig. 54 – Sample Site Programming Exercise for Clustered Development



4. Capitalize on newly visible commercial corridors created by the highway expansion.

4.1. Prepare land use that will remain flexible for economic development needs

New economic development corridors, currently greenfields, will likely be the first to develop. While this will provide additional revenue to the community, it will also require flexibility in zoning and land use regulations. This flexibility should be approved in developer agreements or similar structures that outline overall densities and square footage of commercial/retail to be created. Through this effort, the development team can construct the necessary elements, yet have flexibility to provide them in locations or phases that meet their needs. Overall, some mechanisms that can be utilized are 1) development agreements, 2) overlay districts, and 3) design guidelines.

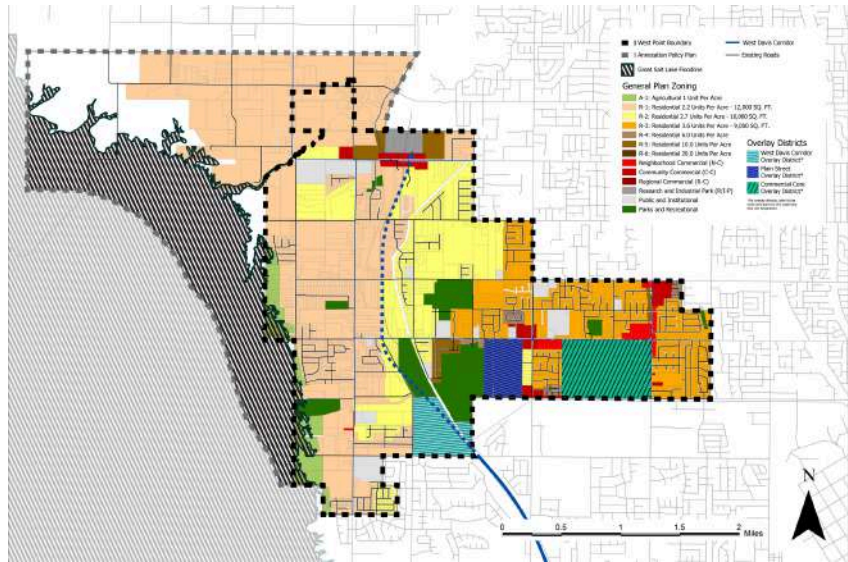


Fig. 55 – Overlay Districts Location map

4.2. Utilize the CRA to prepare necessary infrastructure systems along the new corridors.

Portions of the municipality are already covered in a current CRA district. Available funding from this mechanism should be leveraged to install or upgrade infrastructure necessary to encourage development at critical nodes or corridor locations. By utilizing these funds for this specific purpose, the City will be able to attract better attract and direct the phasing or expansion of development within the City. Additionally, this will allow the City to develop a more diverse sales tax revenue without property tax increases.

4.3. Facilitate an annual “state of economic development” report for the City.

West Point is in a growth phase, which is a concern for some. While growth is inevitable, the public must be notified and educated of recent and upcoming changes. This can be achieved by an annual “state of economic development” letter or write-up that can be included in a regularly prepared newsletter. This process will allow the City to remain proactive and educate the public about economic impacts, concerns, and additions anticipated to the City as a direct result of the efforts.



Transportation Strategies.



09



PRINCIPLES

- Increase pedestrian transportation safety and opportunities
- Increase the transportation network's level of service.
- Enact adequate fees or assessments for high-impact roadway users
- Prioritize equitable access to schools and recreational facilities

RECOMMENDATIONS

1. Create a roadway connectivity standard.

1.1. Understand what a good connectivity standard may contain.

Disconnected streets, which oftentimes include cul-de-sacs and dead ends, are a major factor in increasing auto dependency and increasing traffic on collectors and arterials. A well-connected street network removes local trips from the regional roadways and utilizes the local networks to reduce the need for unnecessary roadway widening in the future. A good connectivity standard typically may require the following:

- A circulation plan to be provided as part of a preliminary subdivision plat application.
- A connectivity index calculation which favors developments that provide trail connections or access to green space such as open space, parks, or natural areas.
- A residential connectivity standard that requires a connectivity index, block length, and cul-de-sac length based on development density.
- Pedestrian connectivity standards for residential and non-residential developments that focus on providing access to existing and planned trails.
- Nonresidential connectivity standards requiring nonresidential subdivisions containing the dedication of public roads to meet a connectivity index and block length standard.

Lehi City adopted a connectivity [standard](#) that has been a case study in the Utah Street Connectivity Guide sponsored by the Wasatch Front Regional Council and is a good example of what a connectivity standard may contain. It is recommended the City review Lehi's connectivity standard and discuss what a connectivity standard may look like in West Point City.

1.2. Apply to the Transportation and Land Use Connection (TLC) program for ordinance assistance.

Undertaking audits and updates to these ordinances is a time-consuming and technical effort that often is outside the current working capacity of municipal staff. Wasatch Front Regional Council staff will work with local staff, appointed officials, and/or elected officials to understand the community's ordinance needs and conduct the audit at no-cost to the local communities. Applications are accepted and reviewed on a rolling basis.



2. Create plans for new transit services in the City.

2.1. Meet with UTA to identify potential future transit service routes.

The 2023 WFRC Regional Transportation Plan shows that there are not any plans to provide additional transit services in the city. Frequent transit service increases the development potential of land in the city, and is essential to providing equitable access to the transportation network for vulnerable populations. Meet with UTA to identify potential future transit service routes that will maximize commercial corridors and access to middle-range housing. Examine the future roadway functional classification map and future land use map to determine potential routes and prioritize transit routes in areas of future high-density development. Develop a phased plan for future transit routes. Consider possible routes that may serve the mixed-use development planned along the new city center boulevard. Consider opportunities for new transit services such as a Bus Rapid Transit (BRT) or Express Bus system. Options should be evaluated that will connect areas of high-density development with direct and frequent transit routes to the Clearfield FrontRunner station.

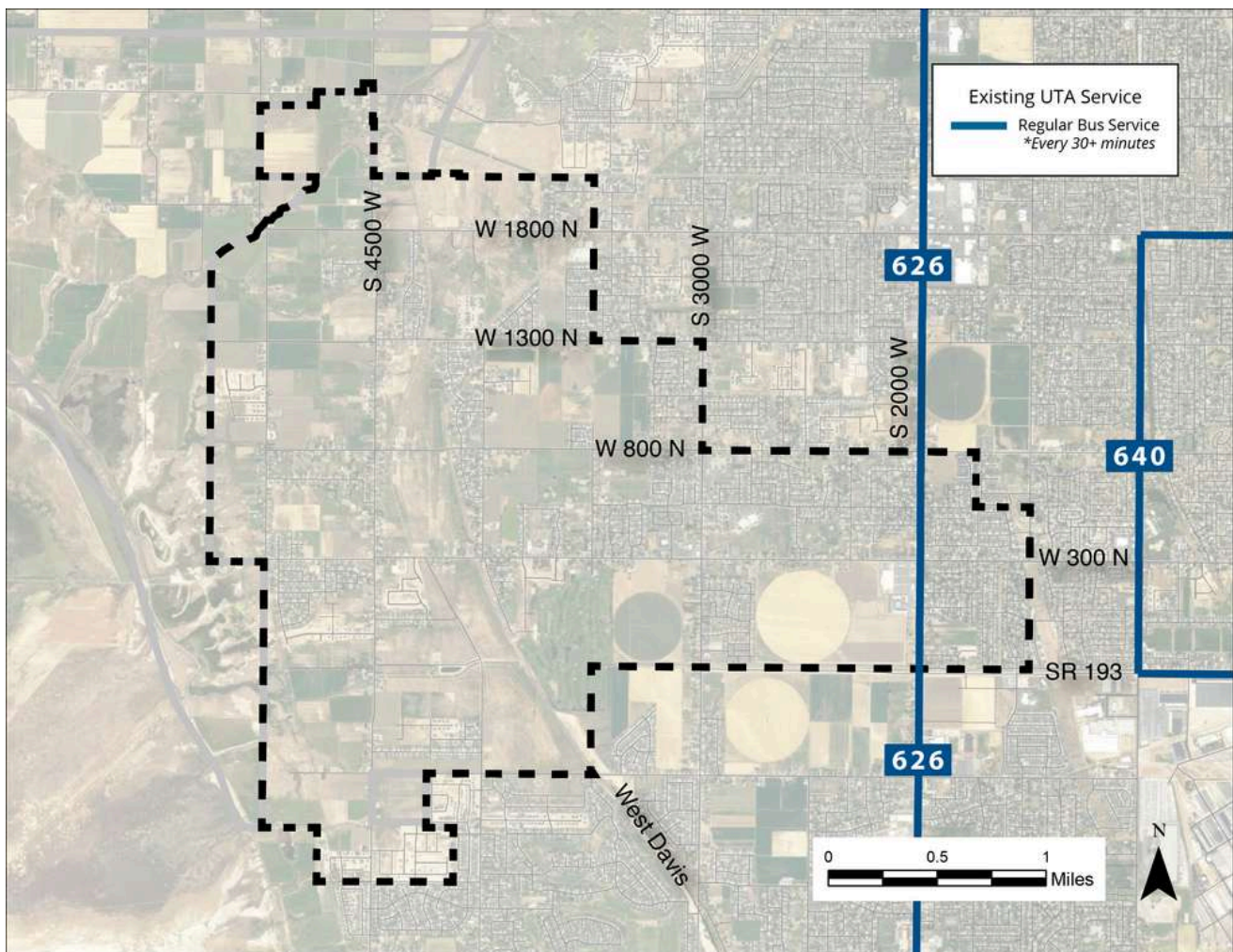


Fig. 56 – UTA Service Route Map



3. Create plans to make active transportation improvements.

3.1. Create and maintain a detailed road resurfacing and reconstruction schedule that includes the addition of bike lanes.

Assess all existing Collectors and Arterials and identify roadways for the opportunity to integrate bike infrastructure. Roadways with wide shoulders, wide lanes, or extra asphalt width can be re-striped to include bike lanes. Create a map of these facilities, so that as regular roadway maintenance projects (such as resurfacing or reconstruction) occur on these roadways bike lanes can be added at that time. Consider buffered bike lane treatments whenever possible, especially on high-speed arterial roadways and where pavement width allows.

Bike lanes are to be striped on all Minor Collector roadways, per the West Point Transportation Master Plan cross sections. With that information, the City together with its transportation infrastructure partners (UDOT and the County) should create and maintain a detailed road resurfacing and reconstruction schedule that includes identified bike infrastructure upgrades. This information should be publicly available on the City's website for residents and others to be fully informed on project timelines.



Fig. 57 – Sample Bike Lane Integration Tactics

3.2. Review the city-wide and regional trail plans and identify missing key connections.

Compare the planned active transportation facilities (trails, bike lanes etc.) from the WFRC regional transportation plan active infrastructure improvements and the North Davis Active Transportation Plan. Identify any areas with potential missing connections, including areas where necessary development efforts will yield land dedications or access ways for trails. Consider establishing additional trail systems based upon the natural drainages and canals when possible, and expanding connector trails to existing trails that are not currently connected to regional or collector trails.



4. Develop and enact a 'Vision Zero' policy.



Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, equitable mobility for all citizens. One step to eliminating traffic fatalities and severe injuries is reducing speeds when necessary by implementing traffic calming measures.



Physical Measures

- Traffic circles / roundabouts
- Roadway diets
- Roadway medians
- Optical speed bars
- Pavement speed limit marking
- Radar speed signs
- Roadway narrowing
- Curb extensions
- Raised intersections
- Raised crosswalk

Non-Physical Measures

- Increased enforcement
- Mail out program
- Neighborhood Pace Car Program

4.1. Create a traffic calming ordinance or policy.

Traffic calming refers to a set of measures and strategies implemented in urban areas and residential neighborhoods to slow down or reduce the speed of vehicles and make the streets safer for pedestrians and other road users. If a roadway has frequent pedestrian or bicycle users, then speeds should be managed so that an impact is less likely to be fatal. If speeds can't be reduced, vulnerable roadway users need to be separated from vehicular traffic. The City is to determine which traffic calming measures are appropriate for West Point. Traffic calming measures typically consist of both physical and non-physical methods such as:

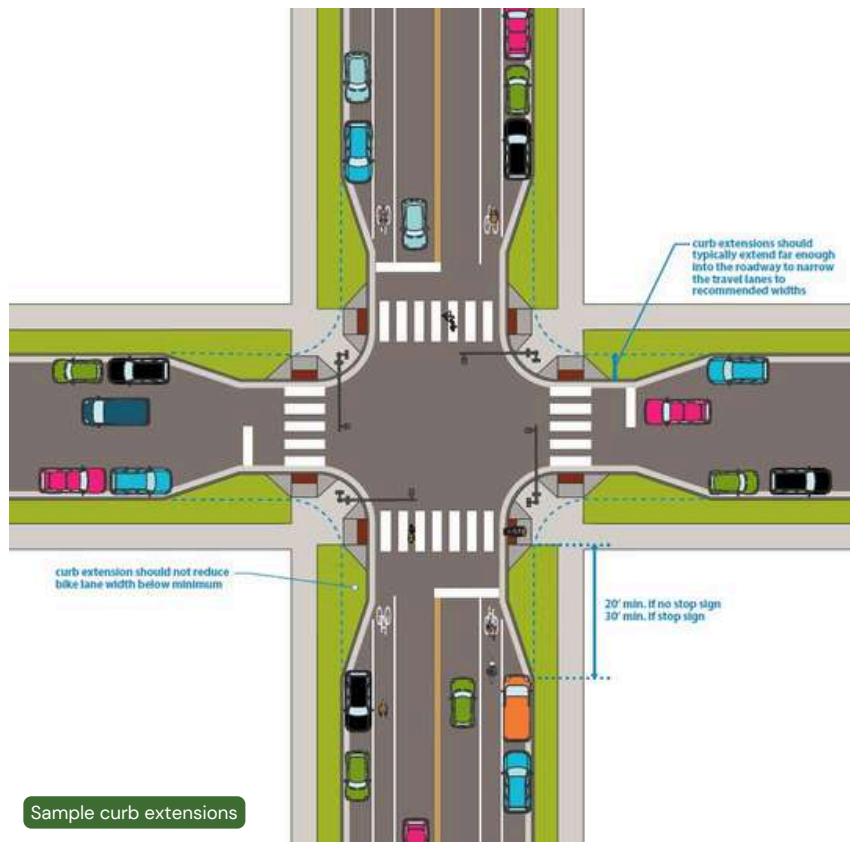
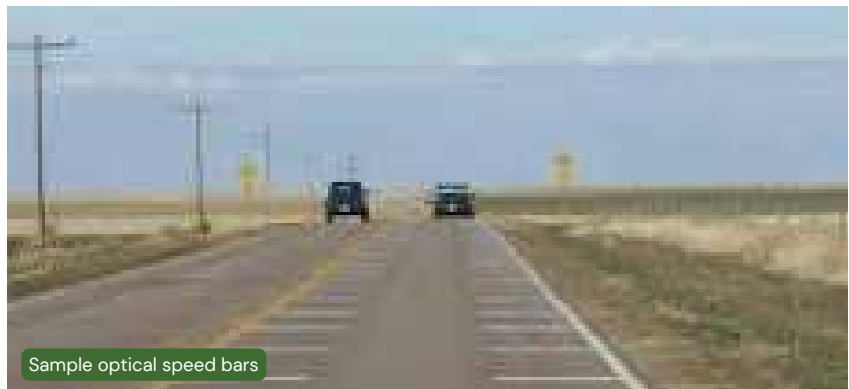


Fig. 58 – Sample Traffic Calming Measures



Additional traffic calming methods and resources are included in the 'Traffic Calming' section of the West Point Transportation Master Plan and are to be reviewed by the City.

After creating a list of appropriate traffic calming measures, the City is to decide the context for when the traffic calming methods should be implemented based on factors such as number of travel lanes, functional classification, average speed, or daily roadway traffic volumes. Require that a traffic speed study be conducted on a case-by-case basis to determine the best traffic calming methods for the situation and to ensure the recommendation meets the design criteria for the construction of the traffic calming device. Consider a requirement for traffic calming measures at locations where there is a pattern of speed related crashes.



Fig. 59 – Additional Samples of Traffic Calming Measures

5. Continue implementing transportation-related requirements for major development proposals.

5.1. Require that a detailed traffic impact study (TIS) be conducted on a case by case basis by each developer for significant development.

A TIS assesses the expected traffic implications relating to a new or redeveloped property. The West Point Traffic Impact Requirements dictate the level of study required based on the size of the proposed development and the estimated Annual Daily Traffic contributed by the project. West Point City is to continue enforcing the West Point Traffic Impact Study Requirements for all new significant development. Each TIS will be conducted by a qualified Traffic Engineer at the developer cost.

5.2. Enforce WFRC's connectivity recommendations for all new development.

Developments should follow best practices outlined in [WFRC's Utah Street Connectivity Guide](#) to improve mobility, create transportation options, reduce emergency service response times, increase safety, and activate the economy. West Point may consider creating a policy that requires developments to follow a certain minimum connectivity standard (see the WFRC Utah Street Connectivity Guide for metrics), limit block lengths, prohibit/limit cul-de-sacs, or create a pedestrian circulation plan. In addition, the City is to follow the access management standards described in the West Point Transportation Master Plan.



Infrastructure & Public facilities Strategies.



PRINCIPLES

- Increase capacity and quality of sidewalk or non-vehicular travel within the city.
- Promote cautious growth of the current infrastructure systems
- Encourage water conservation through ordinance and action
- Encourage responsible use of resources for new developments.

RECOMMENDATIONS

1. Install sidewalk, curb and gutter throughout the city.

1.1. Catalog the condition of sidewalks, curb and gutter.

Use a combination of satellite imagery and field surveys to create a GIS map of all existing sidewalks, curb, and gutter in the City. This detailed catalog of information can help the City make informed decisions about limited infrastructure funds, ranking based on priority, conditions, or accessibility needs. The City can invite volunteer groups to critically survey all sidewalks, curb, and gutter. Alternatively, an AmeriCorps VISTA can be employed for a semester to help the City engineering department complete this.

1.2. Develop and maintain a GIS database of sidewalk, curb and gutter conditions.

GIS data is helpful in locating infrastructure needs by reducing redundancy in staff and contractor expenditures for infrastructure. GIS platforms (e.g. ESRI) build and maintain apps and systems for streamlining infrastructure data collection. Using staff and volunteer capacity, the City should develop and maintain a GIS database of sidewalk, curb and gutter conditions. This data will be crucial in identifying the most critical needs throughout the city and to allocate financial resources in an equitable and efficient manner.





2. Reduce water demand and per capita consumption from existing and future development through a balanced approach.

2.1. Adopt water-efficient landscape ordinances for new construction.

At a minimum, the following water-efficient landscape ordinances for new construction are recommended:

- No more than 35% of front and side yard landscaped area in new residential developments shall be turfgrass. Turfgrass limitations do not apply to small residential lots with less than 250 square feet of landscaped area.
- In new commercial, industrial, institutional and multi-family development common area landscapes, turfgrass areas shall not exceed 20% of the total landscaped area, outside of active recreation areas.

2.2. Adopt the necessary water-efficient landscaping ordinance to apply for the state's Landscape Conversion Incentive Program.

The cost of acquiring new water rights is expected to increase over time and water conservation will likely be a priority of the State Legislature for years into the future, so West Point should position itself in front of the curve. To encourage the use of waterwise plants and landscape principles, the state is incentivizing the replacement of turfgrass with waterwise landscaping. The City is to apply to the Landscape Conversion Incentive Program through Utah Water Savers. In order to apply, the city must adopt qualifying water-efficient landscape ordinances for new residential developments. After qualifying, residents of the City will then become eligible for rebates.

2.3. Continue to act on the Implementation, Monitoring and Evaluation Plan from the West Point Water Conservation Plan.

The City is to review the tiered water rate structure regularly to determine if it should be adjusted to incentivize water conservation. The City Engineer is to review the water ordinance yearly, the Communications Manager is to include information regarding water restrictions and water efficient landscaping monthly, and the Davis & Weber Canal Company is to be sending out information quarterly regarding water restrictions and water efficient landscaping.

When the time comes to update the West Point Water Conservation Plan in 2026, the City is to be sure it is updated to meet code pursuant to Utah Code Section 73-10-32 (updated 5/3/2023). The updated water conservation plan is to include a clearly stated overall water use reduction goal that is consistent with the regional water conservation goals (20% reduction from 2015 baseline by 2030) with a clear implementation plan, including a timeline for each action and an evaluation process, for each water conservation measure a water provider chooses.



3. Follow the stormwater management plan

3.1. Continue acting on the goals and best management practices described in the West Point Storm Water Management Plan

The West Point City Storm Water Management Plan identifies measurable goals and best management practices regarding public education and outreach, public involvement/participation, illicit discharge detection and elimination, construction site storm water runoff control, post-construction storm water management in new and redevelopment, and pollution prevention and good housekeeping for municipal operations. The City is to continue implementing the management program and updating the Storm Water Management Plan to fulfill the requirements of the general permit for discharges from Small Municipal Separate Storm Sewer Systems under the Utah Pollutant Discharge Elimination System.

4. Provide for an economical, convenient, environmentally balanced, and integrated solid waste reduction, recycling, and disposal system.

4.1. Develop a comprehensive public and private recycling and composting program.

The City is to develop and implement comprehensive recycling and composting programs, both residential and on-residential, which are convenient and efficient and include materials, including but not limited to aluminum, newspapers, magazines, cardboard, paper, glass, plastics, leaves, and branches. The City is to promote public and private recycling efforts and organizations.





Parks & Recreation Strategies.



PRINCIPLES

- Provide more recreational assets.
- Link neighborhoods and community nodes with buffered pathways.
- Promote active lifestyles with appropriate space, and inclusive recreational assets.

RECOMMENDATIONS

Please see the recently completed parks and recreation master plan (appendix _____) for recommendations.



Risk & Resiliency Strategies.



PRINCIPLES

- **Promote preparedness among residents.**
- **Preserve sensitive or dangerous lands.**

RECOMMENDATIONS

1. Consider the preparation of an integrated and comprehensive emergency management plan with the region to ensure the continuity of government and utility operations, the safety of West Point residents, and effective recovery in the event of a natural or man-made emergency.

1.1. Coordinate with regional utility and service providers to complete a preparedness and communications plan.

A preparedness and communications plan involves a comprehensive assessment of potential risks and the establishment of protocols for response and communication in emergencies. Working closely with regional partners, West Point can ensure a coordinated and efficient response to a wide range of potential disasters, from natural events like storms to infrastructure failures. This coordinated effort enhances the city's ability to protect residents, manage resources effectively, and maintain essential services during times of crisis. Furthermore, the plan addresses communication strategies, ensuring that critical information reaches residents promptly and accurately.

1.2. Document the proper emergency response protocols for implementation and use.

Emergency response protocols should outline clear and systematic procedures for various emergency scenarios, from natural disasters to public health crises. By creating these documented protocols, the City can establish a structured framework for emergency response, promoting efficiency and effectiveness. Documented protocols serve as vital reference materials for first responders, local authorities, and community members, enabling them to act swiftly and cohesively during emergencies.

1.3. Create a succinct document that outlines the protocol for everyone in the City to understand.

Developing a concise and easily understandable document outlining emergency response protocols is a critical step in West Point, Utah's commitment to community safety and preparedness. This document serves as a user-friendly guide that provides residents, businesses, and stakeholders with clear instructions on what to do in various emergency scenarios.

By creating this document, West Point ensures that vital information is readily accessible to everyone, fostering a sense of responsibility and empowerment among residents. It simplifies complex emergency procedures into actionable steps that anyone can follow, promoting a safer and more resilient community.

Furthermore, a succinct and widely disseminated document improves community-wide communication during emergencies. It ensures that residents are well-informed and prepared, enabling them to respond effectively and minimize risks.



1.4. Conduct preparedness drills and share information through regular media outlets.

Conducting preparedness drills and disseminating information through mainstream media outlets are crucial steps in West Point commitment to community readiness and safety. Preparedness drills simulate real-life emergency scenarios, allowing residents and first responders to practice their responses and refine their skills.

By conducting these drills, West Point ensures that its community is well-prepared for a range of potential disasters, from natural events to man-made crises. These exercises promote effective coordination, communication, and decision-making among all stakeholders.

2. The vast majority of the City has been identified as having high water tables and not all types of development or subgrade construction is appropriate.

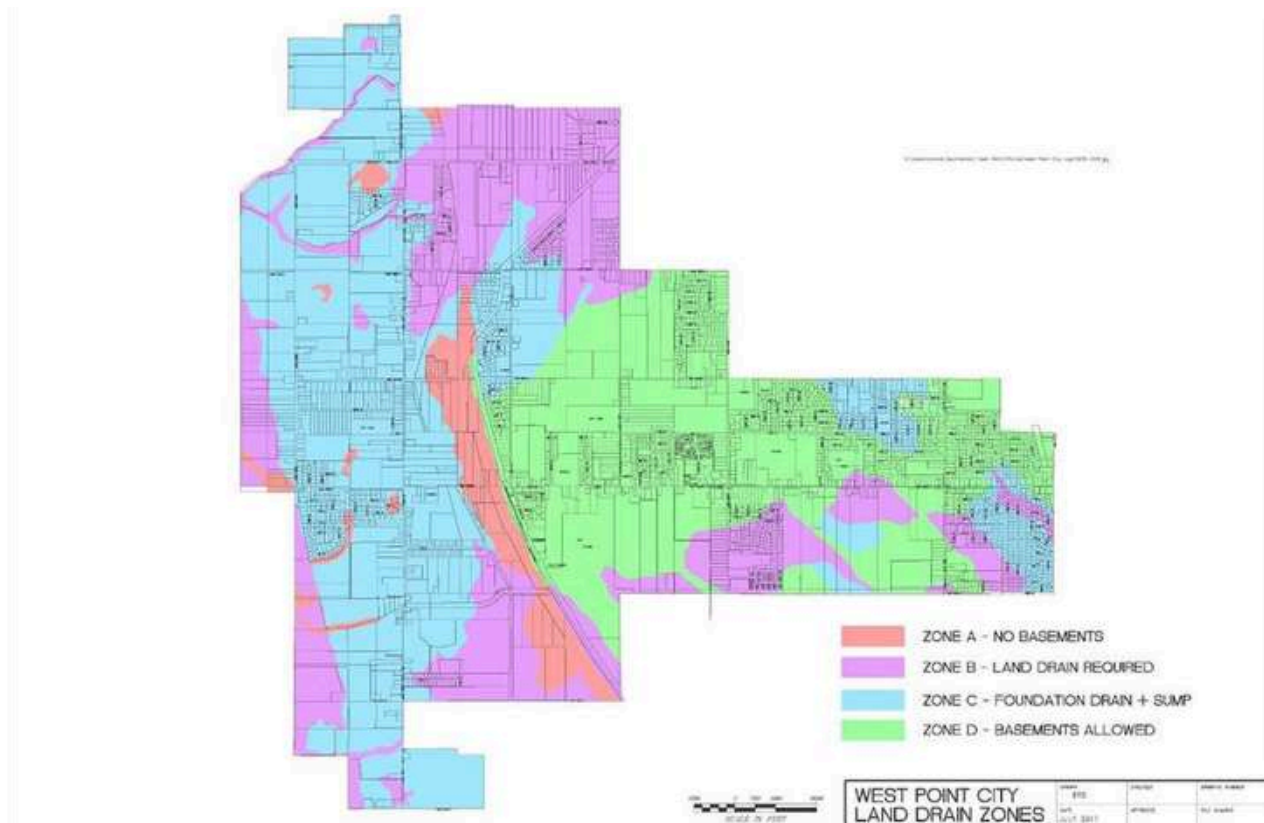


Fig. 60 – Soil Water Saturation Table

2.1. Continue to maintain, and revise as needed, the mapping of the city's land drain and other high-water table mitigation requirements.

Continuously maintaining and updating the mapping of land drain and high-water table mitigation requirements is a crucial practice for West Point, Utah, in managing its water resources and land use effectively. These maps provide valuable information about areas susceptible to high-water tables and flooding.

By ensuring these maps are accurate and up-to-date, West Point can make informed decisions regarding land use planning, development, and infrastructure design. It helps identify areas that may require special drainage measures or land use restrictions to mitigate the impact of high-water tables.

Furthermore, this recommendation demonstrates a proactive approach to water resource management, reducing the risk of property damage and environmental harm associated with flooding and high-water tables.



2.2. Continue disseminating information to developers, residents, and future property owners regarding the City's high water tables.

Consistently sharing information about the City's high water tables with developers, residents, and potential property owners is a proactive strategy that promotes informed decision-making and responsible development practices in West Point, Utah.

By maintaining this open communication, West Point ensures that all stakeholders are aware of the unique challenges associated with high water tables. This knowledge empowers developers to design appropriate drainage solutions, residents to make informed property choices, and property owners to take necessary precautions. Furthermore, disseminating such information fosters transparency and accountability within the community.

2.3. Continue to ensure appropriate mitigation measures are instituted with development through the development review and subdivision approval processes.

Continuing to require and enforce appropriate mitigation measures during the development review and subdivision approval processes is a critical practice for West Point in managing growth sustainably and minimizing potential impacts.

By maintaining these rigorous standards, West Point ensures that new developments incorporate essential mitigation measures to address issues such as drainage, infrastructure, and environmental impacts. This approach aligns with the city's commitment to responsible land use planning and environmental stewardship. This practice fosters predictability and consistency in development practices, benefiting both developers and the community. It ensures that projects are designed with careful consideration of their effects on the environment and existing infrastructure, promoting responsible and sustainable growth.

3. Higher indoor radon levels exceeding the EPA recommendations have been identified throughout many areas of Davis County, with decreased levels being reported when appropriate mitigation measures are taken.

3.1. Prepare a new homeowner document outlining concerns about radon and the importance of testing.

Developing a new homeowner document that educates residents about the risks of radon and the importance of testing is a proactive step that underscores West Point's commitment to community health and safety.

Radon is a colorless, odorless gas that can pose health risks when it accumulates in homes. By creating this document, West Point ensures that homeowners are well-informed about the potential dangers of radon exposure and understand the necessity of testing their homes for this harmful gas.

3.2. Utilize utility bills to raise awareness of radon concerns with current property owners.

Leveraging utility bills as a means to raise awareness about radon concerns among current property owners is a proactive approach that demonstrates West Point's commitment to community health and safety. Utility bills are a direct and effective channel for communicating important information to homeowners. By incorporating messages about radon risks and testing in these bills, West Point ensures that property owners receive critical information about the potential dangers of radon exposure.

This awareness campaign empowers homeowners to take proactive steps to protect their families by testing their homes for radon and, if necessary, implementing mitigation measures. It promotes public health and demonstrates the city's commitment to the well-being of its residents.



Implementation Framework.



COMMUNITY CONTEXT & CHARACTER RECOMMENDATIONS

1

Buffering incompatible land uses to ensure preservation of quality of life.

- 1.1. Require buffering or transitional zones for development, use, or density changes.
- 1.2. Require strong visual and noise buffering between incompatible land use typologies.
- 1.3. Strategically locate parks, civic spaces, or open spaces in between areas of density or use change.

2

Strengthen the design identity of the community through public art, gateways, and streetscape investments.

- 2.1. Promote public art in visible locations such as gateways, entrances, or recreational facilities.
- 2.2. Host an annual public art competition that specializes in distinct and unique local artists.

3

Identify, protect, and celebrate historical or important sites throughout West Point.

- 3.1. Conduct a cultural resources assessment of the City
- 3.2. Document critical cultural elements or indicators.
- 3.3. Compile the results into a trail or map, highlighting the unique history of West Point.

4

Conduct an annual needs and wants assessment with residents, business owners, and property owners.

- 4.1. Conduct an annual digital survey highlighting changes over the past year.
- 4.2. Document changes, concerns, and needed alterations for the upcoming year.
- 4.3. Report the results to the Council and on the City website.
- 4.4. Incorporate annual changes into a strategic plan or work sessions to address citizen concerns.

5

Increase civic pride through “West Point” cultural heritage events.

- 5.1. Create branded events such as scavenger hunts, crosswalk painting festivals, and business window painting contests.



LAND USE RECOMMENDATIONS

1

Utilize zoning ordinances, regulate setbacks, landscaping, lighting, etc. to promote commonality and cohesive design throughout all community areas.

- 1.1. Review and adopt changes to the currently adopted building code.
- 1.2. Conduct an assessment of the community's deficiencies, starting with municipal properties.

2

Complete a review and analysis of the City's zoning ordinance as it relates to implementing the General Plan's vision and goals.

- 2.1. Review and update the residential zoning district densities and permitted typologies.
- 2.2. Review and update mixed-use development provisions.

3

Review the City's design guidelines for the built environment, ensuring that it contains expectations for high-quality architecture, construction, and materials.

- 3.1. In commercial development consider encouraging architectural styles that are historic to the area or otherwise meaningful to the residents.
- 3.2. Establish criteria and codify when it would be appropriate to apply design guidelines in residential developments (such as PUDs, increased density bonuses, or in conjunction with a development agreement).

4

Promote a balanced and diverse variety of land uses within the city and strategically planned locations for commercial (non-residential) uses.

- 4.1. Identify priority corridors for commercial development.
- 4.2. Size and scale of non-residential projects should be compatible and consistent with surrounding existing development.

5

Require developers to construct and dedicate connectivity elements (sidewalks, pathways, etc.) with new development.

- 5.1. Write a code/ordinance requiring the construction of equitable access facilities to be constructed with all new homes.

6

Require trail or pathway land dedication within larger developments

- 6.1. Require trail dedication for land not along the ROW, allowing for construction of multi-purpose trails.
- 6.2. Identify areas where linkages or hubs are to be created, and create them with municipal funds.

7

Protect areas of agricultural uses against development pressures

- 7.1. Explore conservation easement programs.

8

Review nuisance ordinances

- 8.1. Review nuisance ordinances, specifically in regards to agricultural uses, noise, light, and hours of operation.

9

Prioritize areas of development, based on available infrastructure

- 9.1. Identify areas with development potential based on infrastructure access.
- 9.2. Prioritize infill or development on these sites before other less developed areas.



HOUSING RECOMMENDATIONS

1

Continue to encourage the development of new homes and increase City's housing inventory.

- 1.1. Promote diverse housing typologies in critical community nodes, such as along commercial corridors.
- 1.2. Provide clear guidance about acceptable densities and development elements for future growth.

2

Identify areas in the City suitable for an increased variety of housing typologies such as:

- 2.1. "Missing-middle" and affordable housing, which may consist of higher densities.
- 2.2. Transitional densities that may be appropriate for twin or townhomes.
- 2.3. Senior living (active adult) developments and housing opportunities

3

Plan for, fund and complete CIPs (Capital Improvement Projects) in the aging neighborhoods of the community.

- 3.1. This includes the upgrading of infrastructure for utilities, such as water, storm drains and sewers, sidewalks, road repair, and road maintenance.

4

Implement a "spectrum of housing" opportunity chart.

- 4.1. Document the supportive and necessary housing typologies for matching the age cohorts.
- 4.2. Outline applicable and acceptable building typologies that support the standard single-family development.
- 4.3. Prepare a spectrum of applicable uses (more or less dense) that are allowed within the identified zoning district/densities.

5

Allow for strategic mixed-use development for "neighborhood scale" commercial nodes.

- 5.1. Promote a walking/biking lifestyle through the incorporation of neighborhood scale development into residential neighborhoods.
- 5.2. Allow a limited amount of commercial (retail or service) square footage in residential neighborhoods.
- 5.3. Create specific review criteria for these proposals and allow for an administrative approval process that still requires public notification of the application to adjacent neighbors.

6

Promote and encourage reinvestment and maintenance in aging neighborhoods.

- 6.1. Identify if the City has existing regulatory barriers on remodels or renovations, particularly of older homes.
- 6.2. Continue administering the Code Enforcement program to assist in improving the appearance and maintenance of neighborhoods.
- 6.3. Continue offering regularly-held neighborhood clean-up programs and scheduled free city-wide clean-up days.



ECONOMIC DEVELOPMENT RECOMMENDATIONS

1

Promote business diversification through small business or entrepreneurship programs.

- 1.1. Host entrepreneurship classes with SBDC assistance.
- 1.2. Create a small business owner round table (monthly meeting as a support network, similar to senior lunch).
- 1.3. Encourage youth entrepreneurship through school or 4H integration.
- 1.4. Promote a small business expansion or reduced rent program.

2

Lead economic development efforts by example.

- 2.1. Identify a location for, and program a new city hall within an undeveloped portion of the City
- 2.2. Install infrastructure systems and build a new City Hall (or civic complex) to serve as a site catalyst
- 2.3. Perform reuse or rehabilitation on municipal facilities to civic-minded uses.

3

Create catalyst sites that will foster economic growth in small businesses.

- 3.1. Identify three (3) catalyst sites for incubator-type businesses.
 - 3.1.1. *Note: This is an ideal reuse for city hall should it ever move somewhere else.*
- 3.2. Work with property owners and identify necessary steps for incubator construction or development.
- 3.3. Become the catalyst for change, helping spur small businesses through micro-grants.

4

Diversify the local tax generation with additional retail or service-based industries.

- 4.1. Encourage small to medium-scale retail business expansion.
- 4.2. Provide adequate zoning districts and building typologies that will support small business footprints
- 4.3. Create a business license and inspection program.
 - 4.3.1 *Offer reduced or free licenses for new small businesses.*

5

Create Cultural or historic venues that offer experiential businesses/districts

- 5.1. Identify local art or cultural references/assets that can be capitalized
- 5.2. Help direct clustered development that will improve retention and long-term viability
- 5.3. Facilitate awareness or educational campaigns or tours for cultural events

6

Create festivals or entertainment schedules that will draw regular attendance to events within the City

- 6.1. Curate events or festivals to draw regular attendance to the City
- 6.2. Coordinate with regional municipalities to create a “tour of Davis County”
- 6.3. Facilitate local shopping or exploration days that help identify the amenities present within West Point.

7

Capitalize on newly visible commercial corridors created by the highway expansion

- 7.1. Prepare land use that will remain flexible for economic development needs
- 7.2. Utilize the CRA to prepare necessary infrastructure systems along the new corridors
- 7.3. Coordinate development efforts with a new economic development director position
- 7.4. Facilitate an annual “state of economic development” report for the City.



TRANSPORTATION RECOMMENDATIONS

1

Work with UTA to establish new transit services along new corridors such as the SR-193 extension and West Davis Corridor.

- 1.1. Meet with UTA to identify potential transit service routes.
- 1.2. Consider possible routes that may also serve the mixed-use development planned along the new city center boulevard.
- 1.3. Consider opportunities for new transit services such as a Bus Rapid Transit (BRT) or Express Bus system.

2

Improve internal street circulation by increasing connectivity to help provide access to land for development or redevelopment.

- 2.1. Practice proper access management as found in 'Table 8: Access Management Standards' of the West Point Transportation Master Plan
- 2.2. Plan an adequate internal street network with collectors spaced at least every ½ mile and arterials planned every mile. Reduce cul-de-sacs and minimize block lengths.
- 2.3. Consider a connectivity ordinance with specific requirements for connections in new subdivisions. (See Lehi City connectivity ordinance for an example)

3

Develop an effective community active transportation system that is compatible with the City-wide and regional trail plans.

- 3.1. Review regional trail plans and identify:
 - 3.1.1. *Locations for trail connections with an emphasis on improved east-west connectivity*
 - 3.1.2. *Intersections where pedestrian crossing improvements are lacking, or will be needed*
 - 3.1.3. *Identify any missing key connections, with an emphasis on providing connections for higher density development.*
- 3.2. Assess all Collectors and Arterials and identify roads that will allow bike infrastructure. Identify which bicycle treatment best fits the use of the roadway (conventional bike lanes or buffered bike lanes etc.)
 - 3.2.1. *Refer to the West Point Transportation Master Plan cross sections for recommended trail and bike lane facilities on city streets.*

4

Adopt an ordinance or policy outlining when traffic calming is appropriate and to determine which traffic calming measures are acceptable.

- 4.1. Refer to the West Point Transportation Master Plan for resources.

5

Require that a detailed traffic impact study be conducted on a case by case basis by each developer for significant development.

- 5.1. Continue to enforce the West Point Traffic Impact Study Requirements for all new significant development.
- 5.2. Developments should follow best practices outlined in WFRC's Utah Street Connectivity Guide to maximize connectivity indices, minimizing block lengths, reducing cul-de-sacs, providing street, sidewalk, and path stubs for future connections, and other techniques.



INFRASTRUCTURE & PUBLIC FACILITIES RECOMMENDATIONS

1

Develop a plan to install sidewalk, curb and gutter at locations missing throughout the City.

- 1.1. Create a map of all existing sidewalks, curb and gutter in the City.
- 1.2. Identify gaps in the network, and prioritize sidewalk gap improvements based on factors such as pedestrian traffic, proximity to schools, public facilities, and commercial zones.
- 1.3. Develop a funding strategy to support the installation of sidewalks, curbs, and gutters.
- 1.4. Create a clear implementation timeline for each project.

2

Reduce water demand and per capita consumption for future development.

- 2.1. Conduct comprehensive water audits and assessments of City's existing infrastructure and consumption patterns. Identify high-water-use areas, leakages, and inefficiencies in the water distribution systems. Use this assessment to provide a baseline understanding and help prioritize areas for improvement.
- 2.2. Where applicable, invest in upgrading existing water infrastructure to reduce leaks, minimize water loss, and improve efficiency.
- 2.3. Evaluate the effectiveness of the public awareness and education programs to inform residents, businesses, and industries about the importance of water conservation.
- 2.4. Collaborate with local schools, community organizations, and media outlets to disseminate information.

3

Reduce water demand and per capita consumption for existing development.

- 3.1. Integrate water-conscious planning into the city's growth and development strategy by incentivizing low-water landscaping and xeriscaping in new developments.
- 3.2. Continue to enforce West Point's decision to xeriscape park strips and identify locations to convert grass park strips to xeriscaping.

4

Eliminate municipality operations that waste water.

- 4.1. Update the [West Point Water Conservation Plan](#) to ensure that it meets code pursuant to Section 73-10-32 (updated 5/3/2023).
- 4.2. Continue to act on the Implementation, Monitoring and Evaluation plan as outlined in the West Point Water Conservation Plan.



PARKS & RECREATION RECOMMENDATIONS

1

Locate and prepare a plan for acquisition of facilities to meet future recreational needs for the community.

- 1.1. Review the necessary spacing and allocation of parks or recreational facilities as outlined in the parks and recreation master plan
- 1.2. Project housing densities in growth areas, defining the potential locations for parks and trails
- 1.3. Document locations and place them as recreational land on the future land use maps

2

Ensure all open spaces are connected by accessible pathways and meet all ADA requirements.

- 2.1. Conduct a parks assessment to verify ADA accessibility to all facilities and amenities
- 2.2. Document and prioritize areas where amenities are not meeting requirements
- 2.3. Prepare a budget and place the requirements on the City capital improvements budget.

3

Require development to incorporate recreational assets in large scale developments or planned urban developments.

- 3.1. Identify a matrix of necessary recreation amenities that large scale developments will require (based on the parks and rec master plan).
- 3.2. Write a code/ordinance requiring densities of recreational amenities on a square foot/acre per population head calculator
- 3.3. Impose an impact fee or payment in-lieu-of program for recreational assets.

4

Increase the quantity of prescribed play spaces and gathering spaces such as sports fields, playgrounds, and pavilions.

- 3.1. Identify unique opportunities to provide more variety of recreation spaces within existing parks and open spaces.
- 3.2. Refer to the existing Parks, Recreation, and Trails Master Plan document for the most desirable additions based on existing and future usage.



RISK & RESILIENCY RECOMMENDATIONS

1

Consider the preparation of an integrated and comprehensive emergency management plan with the region to ensure the continuity of government and utility operations, the safety of West Point residents, and effective recovery in the event of a natural or man-made emergency.

- 1.1. Coordinate with regional utility and service providers to complete a preparedness and communications plan
- 1.2. Document the proper procedures and processes for implementation/use
- 1.3. Create a succinct document that outlines the protocol for everyone in the City to understand.
- 1.4. Conduct preparedness drills and share information through regular media outlets.

2

The vast majority of the City has been identified as having high water tables and not all types of development or subgrade construction is appropriate.

- 2.1. Continue to maintain, and revise as needed, the mapping of city's land drain and other high-water table mitigation requirements
- 2.2. Continue to disseminate the information to developers, residents and future property owners regarding the City's high water tables.
- 2.3. Continue to ensure that appropriate mitigation measures are instituted with development through the development review and subdivision approval processes.

3

Higher indoor radon levels exceeding the EPA recommendations have been identified throughout many areas of Davis County, with decreased levels being reported when appropriate mitigation measures are taken.

- 3.1. Prepare a new homeowner document that outlines the concerns about radon and the importance of testing.
- 3.2. Utilize utility billing to raise awareness of radon concerns with current property owners.