



3200 W 300 N, West Point, UT 84015

**WEST POINT CITY COUNCIL
MEETING NOTICE & AGENDA
August 2nd, 2022
WEST POINT CITY HALL**

Mayor
Brian Vincent
Council
Gary Petersen, Mayor Pro Tem
Annette Judd
Jerry Chatterton
Brad Lee
Michele Swenson
City Manager
Kyle Laws

THIS PUBLIC MEETING WILL BE HELD IN-PERSON AT WEST POINT CITY HALL AND ALSO ELECTRONICALLY.

The Public may attend the meeting electronically and comment when appropriate by:

- Join via Zoom: <https://us02web.zoom.us/j/84119961568>
- Telephone: 1(669) 900-6833 – Meeting ID: 841 1996 1568

The public may attend this meeting in-person at West Point City Hall under the following Guidelines:

- Avoid entering if they have a fever of 100.4° or above, cough, trouble breathing, sore throat, or feel generally unwell

The public may also participate in the Citizen Comment and Public Hearing Items PRIOR to the meeting via email:

- Email: carnold@westpointcity.org
- Email Body: **Must** include First & Last Name and Address and a succinct statement of your comment.
- Subject Line: "Citizen Comment – August 2, 2022 City Council"

ADMINISTRATIVE SESSION

6:00 PM – OPEN TO THE PUBLIC

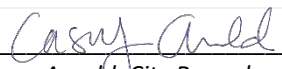
1. Discussion Regarding the FY2023 Final Budget and 2022 Property Tax Rate – Mr. Ryan Harvey pg. 4
2. Discussion Regarding the Transportation Master Plan & Impact Fee – Mr. Boyd Davis pg. 6
3. Discussion Regarding the Law Enforcement Contract with Davis County – Mr. Kyle Laws pg. 67
4. Discussion Regarding a Proposed Code Amendment Regarding Residential Landscaping Standards – Mrs. Bryn MacDonald pg. 71
5. Discussion Regarding a Development Agreement Amendment with Ovation Homes for the Harvest Fields Subdivision Regarding Landscaping Requirements and Request to Develop Phase 8 Simultaneously with other Phases – Mrs. Bryn MacDonald pg. 77
6. Other Items

GENERAL SESSION

7:00 PM – OPEN TO THE PUBLIC

1. Call to Order
2. Pledge of Allegiance
3. Prayer or Inspirational Thought (Contact the City Recorder to request meeting participation by offering a prayer or inspirational thought)
4. Communications and Disclosures from City Council and Mayor
5. Communications from Staff
6. Citizen Comment (Emailed comments received prior to the meeting using the instructions above will be read to the Council at this time)
 - Please clearly state your name and address prior to commenting and keep comments to a maximum of 2 ½ minutes
 - Do not repeat positions already stated; public comment is a time for the Council to receive new information and perspectives
 - If attending the meeting in-person, please approach the podium
 - If attending the meeting electronically, use the "raise hand" icon if on a computer or dial *9 on the phone to indicate that you would like to make a comment; when it is your turn, the meeting host will unmute you.
7. Consideration of Approval of the Minutes from March 1st, 2022 West Point City Council Meeting pg. 110
8. Consideration of Approval to Develop Phase 8 of Harvest Fields Subdivision Simultaneously with other Phases – Mrs. Bryn MacDonald pg. 77
9. Consideration of Approval of Resolution No. 08-02-2022A, Approving a Development Agreement for the Holiday Oil Gas Station & Car Wash – Mrs. Bryn MacDonald pg. 88
10. Consideration of Approval of the Final Site Plan for the Holiday Oil Gas Station & Car Wash – Mrs. Bryn MacDonald pg. 88
11. Consideration of Approval of the Holiday Oil Subdivision (Located at Appx. 3000 W 300 N) – Mrs. Bryn MacDonald pg. 88
12. Consideration of Approval of Ordinance No. 08-02-2022A, Amending WPCC Section 17.70.040 and 17.130.100 Regarding Landscaping Requirements – Mrs. Bryn MacDonald pg. 71
 - a. Public Hearing
 - b. Action
13. Motion to Adjourn the General Session

Posted July 29th, 2022:


Casey Arnold, City Recorder

If you plan to attend this meeting and, due to disability, will need assistance in understanding or participating therein, please notify the City at least (24) hours prior to the meeting and we will seek to provide assistance.

TENTATIVE UPCOMING ITEMS

Date: **08/16/2022**

Administrative Session – 6:00 pm

1. Discussion Regarding the FY2023 Final Budget for West Point City and the 2022 Property Tax Rate – Mr. Ryan Harvey
2. Discussion Regarding the Selection of Engineering Firm for Design of the Sewer Expansion Project – Mr. Boyd Davis

SPECIAL BUDGET MEETING – 7:00 pm

1. Consideration of Approval of Resolution No. 08-16-2022A, Approving the 2022 Property Tax Rate for West Point City – Mr. Ryan Harvey
 - a. Public Hearing
 - b. Action
2. Consideration of Approval of Ordinance No. 08-16-2022A, Approving the FY2023 Final Budget for West Point City and All Related Agencies – Mr. Ryan Harvey
 - a. Public Hearing
 - b. Action

General Session – 7:00 pm

1. Consideration of Approval of the Final Plat of the West Field Subdivision – Mrs. Bryn MacDonald

Date: **09/06/2022**

Administrative Session – 6:00 pm

General Session – 7:00 pm

1. Swearing-In of the 2022-2023 West Point City Youth Council – Mayor Brian Vincent

Date: **09/20/2022**

Administrative Session – 6:00 pm

General Session – 7:00 pm

Date: **10/04/2022**

Administrative Session – 6:00 pm

General Session – 7:00 pm

Date: **10/18/2022**

Administrative Session – 6:00 pm

General Session – 7:00 pm

Date: **11/01/2022**

Administrative Session – 6:00 pm

General Session – 7:00 pm

Date: **11/15/2022**

Administrative Session – 6:00 pm

General Session – 7:00 pm

Date: **12/06/2022**

Administrative Session – 6:00 pm

General Session – 7:00 pm



WEST POINT CITY 2022 CALENDAR

2022

IMPORTANT DATES

JANUARY

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

JULY

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FEBRUARY

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AUGUST

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MARCH

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SEPTEMBER

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APRIL

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OCTOBER

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MAY

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NOVEMBER

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JUNE

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DECEMBER

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JANUARY

3	Swearing-In Ceremony - 12 PM
4	City Council - 6 PM
10	Senior Lunch - 11:30 AM
11	Council/Staff Lunch - 11:30 AM
13	Planning Commission - 6 PM
17	MLK Jr. Day - CLOSED
18	City Council - 6 PM
27	Planning Commission - 6 PM

JULY

2 & 4	PARTY AT THE POINT EVENTS
11	Senior Lunch - 11:30 AM
14	Planning Commission - 6 PM
16	MOVIE IN THE PARK - DUSK
19	City Council - 6 PM
25	Pioneer Day Holiday - CLOSED
28	Planning Commission - 6 PM

FEBRUARY

1	City Council - 6 PM
4-5	City Council Planning & Visioning Session
10	Planning Commission - 6 PM
14	Senior Lunch - 11:30 AM
15	City Council - 6 PM
21	President's Day - CLOSED
24	Planning Commission - 6 PM

AUGUST

2	City Council - 6 PM
8	Senior Lunch - 11:30 AM
11	Planning Commission - 6 PM
12	Summer Party 6:30 - 8:30 PM
13	MOVIE IN THE PARK - DUSK
16	City Council - 6 PM
25	Planning Commission - 6 PM

MARCH

1	City Council - 6 PM
10	Planning Commission - 6 PM
15	City Council - 6 PM
21	Senior Lunch - 11:30 AM
24	Planning Commission - 6 PM

SEPTEMBER

5	Labor Day - CLOSED
6	City Council - 6 PM
8	Planning Commission - 6 PM
12	Senior Lunch - 11:30 AM
20	City Council - 6 PM
22	Planning Commission - 6 PM

APRIL

5	City Council - 6 PM
11	Senior Lunch - 11:30 AM
14	Planning Commission - 6 PM
16	EASTER EGG HUNT - 10 AM
19	City Council - 6 PM
22-23	ANNUAL SPRING CLEAN-UP
28	Planning Commission - 6 PM

OCTOBER

TBD	ANNUAL FALL CLEAN-UP
4	City Council - 6 PM
6	CEMETERY CLEANING
10	Employee Training - CLOSED
13	Planning Commission - 6 PM
14	HALLOWEEN CARNIVAL - 7 PM
18	Senior Lunch - 11:30 AM
18	City Council - 6 PM
25	Council/Staff Lunch - 11:30 AM
27	Planning Commission - 6 PM

MAY

3	City Council - 6 PM
5	CEMETERY CLEANING
9	Senior Lunch - 11:30 AM
10	Council/Staff Lunch - 11:30 AM
12	Planning Commission - 6 PM
14	TAKE PRIDE IN WEST POINT
17	City Council - 6 PM
26	Planning Commission - 6 PM
30	Memorial Day - CLOSED

NOVEMBER

1	City Council - 6 PM
5	FLAGS ON VETERANS' GRAVES
8	ELECTION DAY
10	Planning Commission - 6 PM
11	Veterans Day - CLOSED
15	Senior Lunch - 11:30 AM
15	City Council - 6 PM
24-25	Thanksgiving - CLOSED
28	CITY HALL LIGHTING - 6 PM

JUNE

4	MISS WEST POINT PAGEANT
6	Senior Lunch - 11:30 AM (Loy Blake)
7	City Council - 6 PM
9	Planning Commission - 6 PM
10	MOVIE IN THE PARK - DUSK
20	JUNETEENTH (OBSERVED) - CLOSED
21	City Council - 6 PM
23	Planning Commission - 6 PM

DECEMBER

2	Christmas Party - 7 PM
6	CHILD REMEMBRANCE - 7 PM
6	City Council - 6 PM
8	Planning Commission - 6 PM
13	Senior Lunch - 11:30 AM
20	City Council - 6 PM
22	Planning Commission - 6 PM
23	CEMETERY LUMINARY - 4 PM
26-27	Christmas Holiday - CLOSED

*UPDATED AS OF JULY 29, 2022

CITY COUNCIL STAFF REPORT



Subject: FY2023 Budget Discussion
Author: Ryan Harvey
Department: Administrative Services
Date: August 2, 2022

BACKGROUND

Cities in the State of Utah are required to adopt a balanced budget for the upcoming fiscal year (July 1- June 30) on or before the 22nd of June, unless a Truth-in-Taxation (TNT) hearing is held. The Council decided to go through the Truth-in-Taxation process, so the final budget will need to be approved at the August 16, 2022 Special Budget Meeting.

ANALYSIS

FY2023 Final Budget

Staff is requesting that the following be added to the budget for Fiscal Year 2023:

iWorq (\$7,500 increase)

The Community Development Department would like to add modules in iWorq for Business Licensing and Building Permits.

Senior Lunch Program (\$3,500 increase)

With the number attendees at the Senior lunches lately, the current budget of \$2,500 is not sufficient to provide the kind of meals we would like to provide. Staff is requesting to increase the budget to \$6,000.

Electronic Timesheets (\$8,500 increase; \$2,500 one-time, \$6,000 ongoing)

Staff looked into electronic timesheets a few years ago, but the software that we use for payroll didn't have the capacity to work with the 9/80 schedule that our Public Works Department is on. They said they were working on it, and that they would let us know when it was ready. Two years later, they still don't have the capability to do it, so staff found a company that can track and import it into our current payroll software. This would work for all employees and eliminate the need for paper timesheets.

Capital Projects (\$155,000)

- Fixed Base Water Meter Reading (\$140,000)
- Lead and Copper Rule Revision (\$15,000)

Seasonal Employees Market Adjustment (\$35,274)

The last part of the Market Adjustment is to bring all of the seasonal employees wages up to the market rate. The following is how it is distributed across funds:

- General Fund - \$31,792
- Waste Fund - \$1,339
- Water Fund - \$1,768
- Storm Water Fund - \$375

RECOMMENDATION

Staff would like Council to discuss and provide direction on the changes to the FY2023 Final Budget

SIGNIFICANT IMPACTS

Financial impacts as outlined above.

ATTACHMENTS

None

CITY COUNCIL STAFF REPORT



Subject: Transportation Master Plan

Author: Boyd Davis

Department: Engineering

Meeting Date: August 2, 2022

Background

Over the past several months staff has been working with WCG Engineers to complete a new Transportation Master Plan. We are now ready to present the plan to the City Council for your review and to begin the process of adopting the new plan. Also included with the plan is a new Impact Fee Analysis that has been completed by Lewis Young Robertson & Burningham (LYRB). Both of these firms will be at the Council Meeting to present these two reports.

Analysis

The new master plan includes several elements including:

- Existing Conditions
- Future Conditions at both 2032 and 2050
- Recommended Future Road Projects
- Functional Classification of Roadways
- Access Management Recommendations
- Speed limit Recommendations and Traffic Calming Recommendations
- “Main Street” Concept Plan

All these elements are very important, but the main purpose of the plan is to identify new road projects or widening of existing roads that will be required to meet future demands. The Plan indicates that by 2050 the population of West Point City could grow by 85% to nearly 23,000 residents. This growth is expected to create 23,227 additional daily trips on the roads by 2032 and an additional 64,841 daily trips at buildout. All those additional trips create a need for new or expanded roadways. The following table lists the recommended projects through 2032:

PROJECT #	LOCATION	PROJECT	COST
1	300 North; 2000 West to 4000 West	Re-Construct to 3-lane collector	\$9,000,000
2	Cold Springs Road; 200 South to 200 North	New 2-lane collector	\$5,153,316
3	Cold Springs Road; 450 South to 200 South	New 2-lane collector	\$1,894,858
4	200 South; 4500 West to Cold Springs Road	New 3-lane road	\$5,739,938
Intersection 1	300 North / 1500 West	Striping Improvements	\$3,380
Intersection 2	700 South / 4000 West	Roundabout	\$1,027,928
Intersection 6	SR-110 (4500 West) / 300 North	Roundabout	\$1,200,000
Total			\$24,019,420

The new projects should be paid for by the new residents that create the demand and thus we recommend that the new roads be funded through impact fees which are paid by each new resident or commercial business that is built in the City. Our current and proposed impact fees are as follows:

	Current Fee	Proposed Fee
Single Family Residential	\$1,529	\$2,892
General Commercial	\$4,529 per 1,000 sqft	\$7,635 per 1,000 sqft

It should be noted that some projects are funded through grants such as the 300 North widening projects. Projects funded by grants are not included in the impact fee calculation.

Recommendation

No action required. This is for discussion only.

Significant Impacts

None

Attachments

Draft Master Plan

Draft IFA

TRANSPORTATION IMPACT FEE ANALYSIS (IFA)



JULY 2022

SUBMITTED BY:
LEWIS YOUNG ROBERTSON & BURNINGHAM, INC.



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IMPACT FEE CERTIFICATION

Lewis Young Robertson & Burningham, Inc. certifies that the Impact Fee Analysis ("IFA") prepared for transportation services:

1. includes only the costs of public facilities that are:
 - a. allowed under the Impact Fees Act; and
 - b. actually incurred; or
 - c. projected to be incurred or encumbered within six years after the day on which each impact fee is paid;
2. does not include:
 - a. costs of operation and maintenance of public facilities;
 - b. costs for qualifying public facilities that will raise the level of service for the facilities, through impact fees, above the level of service that is supported by existing residents;
 - c. an expense for overhead, unless the expense is calculated pursuant to a methodology that is consistent with generally accepted cost accounting practices and the methodological standards set forth by the federal Office of Management and Budget for federal grant reimbursement;
 - d. offsets costs with grants or other alternate sources of payment; and
3. complies in each and every relevant respect with the Impact Fees Act.

Lewis Young Robertson & Burningham, Inc. makes this certification with the following caveats:

1. All of the recommendations for implementation of the IFFP made in the IFFP documents or in the IFA documents are followed by City Staff and elected officials.
2. If all or a portion of the IFFP or IFA are modified or amended, this certification is no longer valid.
3. All information provided to LYRB is assumed to be correct, complete, and accurate. This includes information provided by the City as well as outside sources.

LEWIS YOUNG ROBERTSON & BURNINGHAM, INC.



DEFINITIONS

The following acronyms or abbreviations are used in this document:

- AADT:** Average Annual Daily Trips
- HH:** Household
- IFA:** Impact Fee Analysis
- IFFP:** Impact Fee Facilities Plan
- LOS:** Level of Service
- LYRB:** Lewis Young Robertson and Burningham, Inc.
- SF:** Square Feet
- TAZ:** Traffic Area Zone

SECTION I: EXECUTIVE SUMMARY

The purpose of the Transportation Impact Fee Analysis (“IFA”) is to fulfill the requirements established in Utah Code Title 11 Chapter 36a, the “Impact Fee Act,” and help West Point City (the “City”) plan necessary capital improvements for future growth. This document will determine the appropriate impact fee the City may charge to new growth to maintain the level of service (“LOS”) for the transportation system. The **2022 West Point Transportation Impact Fee Facilities Plan (“IFFP”)** fulfills the requirements in the Impact Fee Act related to the completion of an IFFP and is referred to in this document as the IFFP. This document, along with information from the City, provides the information utilized in the analysis for the purposes of calculating impact fees.

- ☞ **Impact Fee Service Areas:** The impact fees related to transportation will be assessed within the proposed service area, which incorporates the entire municipal boundaries.
- ☞ **Demand Analysis:** The demand unit utilized in this analysis are trips on existing and proposed roadways. As residential and commercial growth occurs within the City, it generates new trips on existing and proposed roadways. The capital improvements identified in this study are designed to maintain the current level of service for new growth.
- ☞ **Level of Service:** Level of Service (LOS) assesses the level of congestion on a roadway segment or intersection. LOS is measured using a letter grade A through F, where A represents free flowing traffic with absolutely no congestion and F represents grid lock. West Point City has adopted an acceptable standard of LOS C for its street network and intersections.
- ☞ **Excess Capacity:** It is anticipated that new development will benefit from the existing roadways that have been constructed within the service area. Approximately 23 percent of the total demand on the system will occur within the IFFP planning horizon. As a result, **\$1,980,226** of the total original system cost is included in this analysis, based on the original cost of system improvements as identified in the City’s financial records.
- ☞ **Capital Facilities Analysis:** The IFFP has identified the growth-related projects needed within the next ten years. The total cost related to growth is **\$5,111,484**, based on an average construction year of 2028 and inflation of three percent annually.
- ☞ **Financing of Future Facilities:** The future capital projects which are intended to serve new growth will be financed using general fund revenues, impact fees, other transportation related funds, and contributions from regional transportation planning organizations. The costs associated with future debt is not included in the Impact Fee Analysis.

PROPORTIONATE SHARE ANALYSIS

The proportionate share analysis determines the proportionate cost assignable to new development based on the proposed capital projects and the new growth served by the proposed projects. The impact fee per trip is calculated below.

TABLE 1.1: PROPORTIONATE SHARE ANALYSIS

TRANSPORTATION CAPITAL PROJECTS	GROWTH RELATED COSTS	FUTURE TRIPS	COST PER TRIP
Future Roadway Projects	\$5,111,484	23,227	\$220.07
Excess Capacity of Existing Roads	\$1,980,226	23,227	\$85.26
Impact Fee Credit	(\$10,000)	23,227	(\$0.43)
Professional Expenses	\$34,925	23,227	\$1.50
Net Impact Fee Cost per Trip	\$7,116,634		\$306.39

IMPACT FEE SUMMARY BY LAND USE TYPE

The impact fee by land use type is illustrated in **Table 1.2**.

TABLE 1.2: IMPACT FEE SUMMARY BY LAND USE TYPE

	ASSESSMENT	ITE CODE REFERENCE ¹	AVERAGE DAILY TRIPS	ADJUSTMENT FACTOR ²	ADJUSTED TRIPS ³	ESTIMATED FEE
Residential Single-Family	per Unit	210	9.44	0%	9.44	\$2,892
Residential Multi-Family	per Unit	220	7.32	0%	7.32	\$2,243
General Office	per 1,000 sf	710	9.74	0%	9.74	\$2,984
Commercial	per 1,000 sf	820	37.75	34%	24.92	\$7,635
Manufacturing/Industrial	per 1,000 sf	110	4.96	0%	4.96	\$1,520

1. ITE = Institute of Traffic Engineers, 10th Edition.

2. Adjustment Factor based on ITE estimate of pass-by traffic.

3. Adjusted Trips calculated based on multiplying Average Daily Trips x 1-Adjustment Factor.



NON-STANDARD IMPACT FEES

The City reserves the right under the Impact Fees Act¹ to assess an adjusted fee that more closely matches the true impact that a specific land use will have upon the City’s transportation system. This adjustment could result in a different impact fee by land use if evidence suggests a particular user will create a different impact than what is standard for its category.

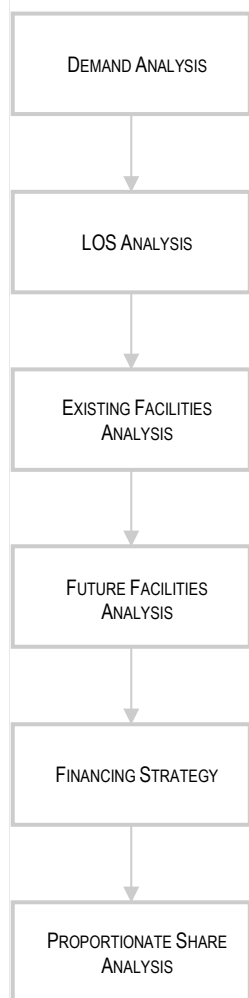
Formula for Non-Standard Development:

Number of Units (Residential Units or 1K SF of Building Space) * ITE Land Use Average Annual Trips per Unit x Adjustment Factor x Cost per Trip (\$306.39) = Total Fee

¹ 11-36a-402(1)(c)

SECTION II: GENERAL IMPACT FEE METHODOLOGY

FIGURE 2.1: IMPACT FEE METHODOLOGY



The purpose of this study is to fulfill the requirements of the Impact Fees Act regarding the establishment of an IFFP and IFA. The IFFP is designed to identify the demands placed upon existing facilities by future development and evaluate how these demands will be met. The IFFP is also intended to outline the improvements which are intended to be funded by impact fees. The IFA is designed to proportionately allocate the cost of the new facilities and any excess capacity to new development, while ensuring that all methods of financing are considered. Each component must consider the historic level of service provided to existing development and ensure that impact fees are not used to raise that level of service. The following elements are important considerations when completing an IFFP and IFA.

DEMAND ANALYSIS

The demand analysis serves as the foundation for the IFFP. This element focuses on a specific demand unit related to each public service – the existing demand on public facilities and the future demand as a result of new development that will impact public facilities.

LEVEL OF SERVICE ANALYSIS

The demand placed upon existing public facilities by existing development is known as the existing “Level of Service” (“LOS”). Through the inventory of existing facilities, combined with the growth assumptions, this analysis identifies the level of service which is provided to a community’s existing residents and ensures that future facilities maintain these standards. Any excess capacity identified within existing facilities can be apportioned to new development. Any demand generated from new development that overburdens the existing system beyond the existing capacity justifies the construction of new facilities.

EXISTING FACILITY INVENTORY

In order to quantify the demands placed upon existing public facilities by new development activity, to the extent possible, the Impact Fee Facilities Plan provides an inventory of the existing **system** facilities. The inventory valuation should include the original construction cost and estimated useful life of each facility. The inventory of existing facilities is important to properly determine the excess capacity of existing facilities and the utilization of excess capacity by new development.

FUTURE CAPITAL FACILITIES ANALYSIS

The demand analysis, existing facility inventory, and LOS analysis allow for the development of a list of capital projects necessary to serve new growth and to maintain the existing system. This list includes any excess capacity of existing facilities as well as future **system improvements** necessary to maintain the level of service. Any demand generated from new development that overburdens the existing system beyond the existing capacity justifies the construction of new facilities.

FINANCING STRATEGY

This analysis must also include a consideration of all revenue sources, including impact fees, future debt costs, alternative funding sources, and the dedication of system improvements, which may be used to finance system improvements.² In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.³

PROPORTIONATE SHARE ANALYSIS

The written impact fee analysis is required under the Impact Fees Act and must identify the impacts placed on the facilities by development activity and how these impacts are reasonably related to the new development. The written impact fee analysis must include a proportionate share analysis, clearly detailing each cost component and the methodology used to calculate each impact fee. A local political subdivision or private entity may only impose impact fees on development activities when its plan for financing system improvements establishes that impact fees are necessary to achieve an equitable allocation to the costs borne in the past and to be borne in the future (UCA 11-36a-302).

² 11-36a-302(2)

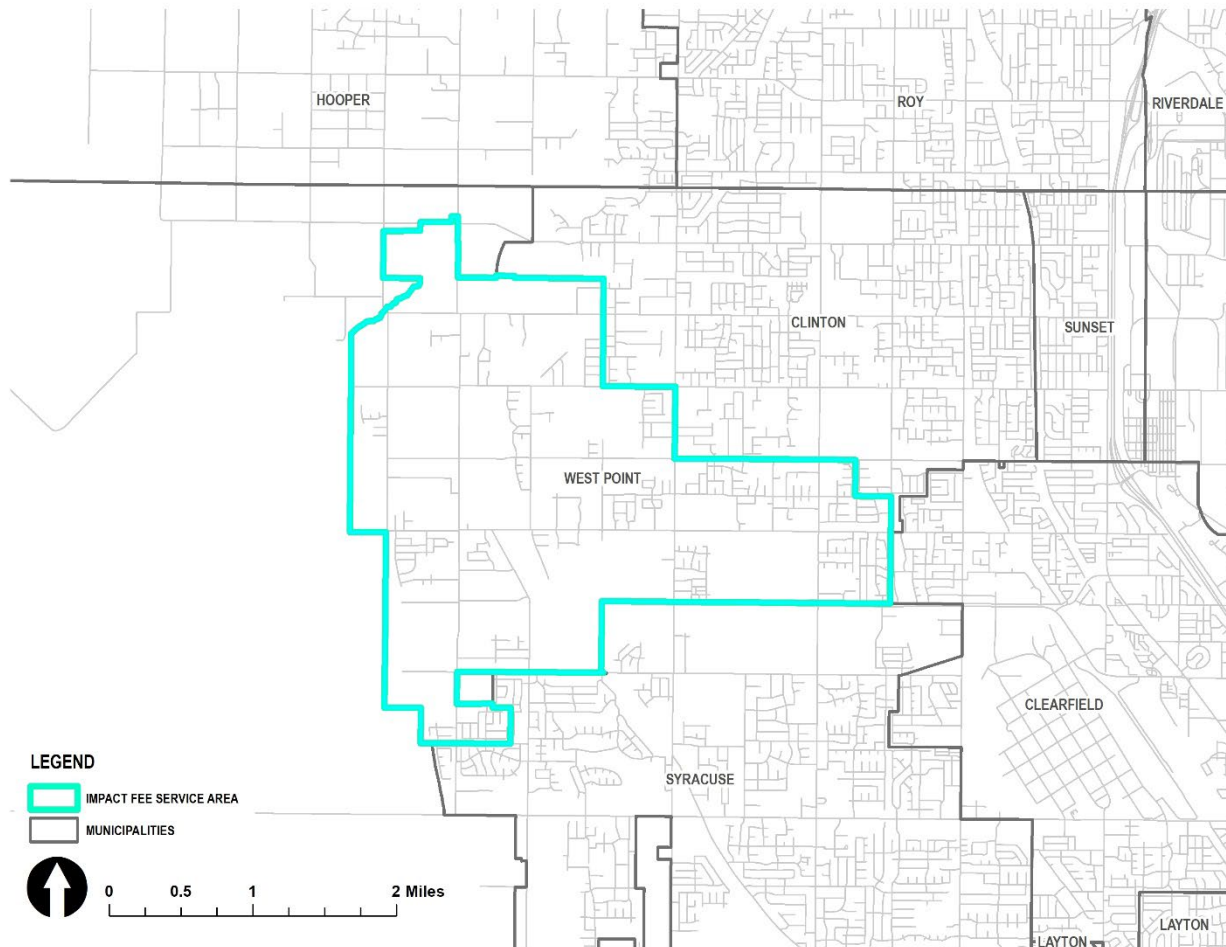
³ 11-36a-302(3)

SECTION III: OVERVIEW OF SERVICE AREA, DEMAND AND LEVEL OF SERVICE

SERVICE AREA

Figure 3.1 illustrates the proposed impact fee service area, which incorporates the entire municipal boundaries. A detailed service area map has also been provided below. The impact fees related to transportation will be assessed within the proposed service area.

FIGURE 3.1: PROPOSED IMPACT FEE SERVICE AREA



DEMAND UNITS

The demand units utilized in this analysis are based on undeveloped residential and commercial land and the new trips generated from these land-use types. As residential and commercial growth occurs within the City, additional trips will be generated on the City's roadways. The transportation capital improvements identified in this study are based on maintaining the current level of service as defined by the City. The proposed impact fees are based upon the projected growth in demand units which are used as a means to quantify the impact that future users will have upon the City's system. The demand unit used in the calculation of the transportation impact fee is based upon each land use category's impact and road usage characteristics expressed in the number of trips generated. The existing and future trip statistics used in this analysis were prepared by the City and their engineers based on existing modeling software.

To determine the proportionate impact from each land use type, the existing trips are allocated to the different land use types based on trip statistics as presented in the Institute of Traffic Engineers (ITE) Trip Generation Manual, 10th Edition. The most common method of determining growth is measuring the number of trips within a community based on existing and future land uses. Appropriate adjustment factors are applied to remove pass-by traffic. Based on the growth in trips, the City will need to expand its current facilities to accommodate new growth. Growth of new development will create an additional 23,227 trips by 2030, as shown in **TABLE 3.1**.

TABLE 3.1: TRIP PROJECTIONS

YEAR	AVERAGE ANNUAL DAILY TRIPS	NEW TRIPS
Existing	36,626	-
2030	59,853	23,227
Buildout	101,467	64,841

Source:

TABLE 3.2: TRIP STATISTICS BY LAND USE TYPE

	ITE CLASSIFICATION	UNITS	WEEKDAY	PASS-BY ADJUSTMENT	DAILY TRIPS
Residential					
Single Family Homes	210	Dwelling Unit	9.44	0%	9.57
Multi-Family	220	Dwelling Unit	7.32	0%	6.65
Non-Residential					
General Office	710	1,000 Square Feet	9.74	0%	9.74
General Commercial/Shopping Center	820	1,000 Square Feet	37.75	34%	24.92
General Light Industrial	110	1,000 Square Feet	4.96	0%	4.96

LEVEL OF SERVICE

Level of Service (LOS) assesses the level of congestion on a roadway segment or intersection. LOS is measured using a letter grade A through F, where A represents free flowing traffic with absolutely no congestion and F represents grid lock. West Point City has adopted an acceptable standard of LOS C for its street network and intersections.⁴

⁴ See West Point Transportation Master Plan 2015 p.8

SECTION IV: EXISTING FACILITIES INVENTORY

EXCESS CAPACITY & BUY-IN

Transportation impact fees are justified when trips are added to system-wide roadways that are at or nearing capacity or when new system-wide roadways are needed to meet the demands of growth. A buy-in component is contemplated for the roadways that have sufficient capacity to handle new growth while maintaining safe and acceptable levels of service.

EXISTING TRANSPORTATION SYSTEM BUY-IN

The determination of a buy-in component related to existing roadways is based on proportionate trips generated within the IFFP planning horizon. According to City records, the transportation system is valued at \$24,889,350. However, approximately \$16.2 million is related to project improvements and is therefore removed from the analysis. The remaining value of \$8.6 million is used to determine the appropriate buy-in fee. It is anticipated that new development will benefit from the existing roadways that have been constructed within the service area. Approximately 23 percent of the total demand on the system will occur within the IFFP planning horizon. As a result, \$1,980,226 of the total original system cost is included in this analysis, based on the original cost of system improvements as identified in the City's financial records.

TABLE: 4.1: ALLOCATION OF BUY-IN COMPONENT

	PROPORTIONAL TRIPS	PERCENT OF TOTAL	ALLOCATION OF ORIGINAL VALUE
Existing Trips	36,626	36%	\$3,122,562
IFFP Demand	23,227	23%	\$1,980,226
Buildout Trips	101,467	100%	\$8,650,603

Source: West Point City Financial Statements, LYRB

SECTION V: CAPITAL FACILITY ANALYSIS

The IFFP has identified the growth-related projects needed within the next ten years. Capital projects related to curing existing deficiencies were not included in the calculation of the impact fees. Total future projects applicable to new development are shown below.

FUTURE CAPITAL PROJECTS

Table 5.1 through 5.4 illustrate the estimated cost of future capital improvements within the Service Area, as identified in the IFFP.

TABLE 5.1: SUMMARY OF FUTURE SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON

PROJECT #	LOCATION	PROJECT	COST
1	300 North; 2000 West to 4000 West	Re-Construct to 3-lane collector	\$9,000,000
2	Cold Springs Road; 200 South to 200 North	New 2-lane collector	\$5,153,316
3	Cold Springs Road; 450 South to 200 South	New 2-lane collector	\$1,894,858
4	200 South; 4500 West to Cold Springs Road	New 3-lane road	\$5,739,938
Intersection 1	300 North / 1500 West	Striping Improvements	\$3,380
Intersection 2	700 South / 4000 West	Roundabout	\$1,027,928
Intersection 6	SR-110 (4500 West) / 300 North	Roundabout	\$1,200,000
Total			\$24,019,420

TABLE 5.2: SUMMARY OF FUTURE SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON (CONT.)

#	PROJECT	COST	OUTSIDE FUNDING	CITY FUNDED	OUTSIDE FUNDING SOURCES ¹
1	Re-Construct to 3-lane collector	\$9,000,000	\$9,000,000	\$0	WFRC & Davis County
2	New 2-lane collector	\$5,153,316	\$0	\$5,153,316	n/a
3	New 2-lane collector	\$1,894,858	\$0	\$1,894,858	n/a
4	New 3-lane road	\$5,739,938	\$0	\$5,739,938	n/a
Intersection 1	Striping Improvements	\$3,380	\$0	\$3,380	n/a
Intersection 2	Roundabout	\$1,027,928	\$513,964	\$513,964	Syracuse
Intersection 6	Roundabout	\$1,200,000	\$1,200,000	\$0	WFRC CMAQ Funding
Total		\$24,019,420	\$10,713,964	\$13,305,456	

1. WFRC STIP (State Transportation Improvement Program), UDOT, adjacent cities, or other external funding sources

Source: West Point Transportation Master Plan, WCG

TABLE 5.3: SUMMARY OF FUTURE SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON (CONT.)

#	PROJECT	2022 ADT	2032 ADT	2020 CAPACITY	2030 CAPACITY	32 ADT IN EXCESS OF '22 CAPACITY	% PASS-THROUGH	NEW CAPACITY
1	Re-Construct to 3-lane collector	8,000	10,100	9,700	10,800	400	2%	1,100
2	New 2-lane collector	0	3,000	0	9,700	3,000	0%	9,700
3	New 2-lane collector	0	5,000	0	9,700	5,000	0%	9,700
4	New 3-lane road	0	2,000	0	9,700	2,000	0%	9,700
Intersection 1	Striping Improvements	Intersection Improvement due to New Development						
Intersection 2	Roundabout	Intersection Improvement due to New Development						
Intersection 6	Roundabout	Intersection Improvement due to New Development						

TABLE 5.4: SUMMARY OF FUTURE SYSTEM IMPROVEMENTS WITHIN IFFP PLANNING HORIZON (CONT.)

#	PROJECT	CITY FUNDED	% TO 10-YEAR DEMAND	COST TO 10-YEAR DEMAND
1	Re-Construct to 3-lane collector	\$0	35.7%	\$0
2	New 2-lane collector	\$5,153,316	31.0%	\$1,597,528
3	New 2-lane collector	\$1,894,858	51.6%	\$977,747
4	New 3-lane road	\$5,739,938	20.7%	\$1,188,168
Intersection 1	Striping Improvements	\$3,380	100.0%	\$3,380
Intersection 2	Roundabout	\$513,964	100.0%	\$513,964
Intersection 6	Roundabout	\$0	100.0%	\$0
Total		\$13,305,456		\$4,280,787
Inflated Cost				\$5,111,484

Inflated cost based on three percent annual inflation, assuming a midpoint construction year of 2028.



The total cost related to growth within the 10-year planning horizon is **\$4,280,787**. Assuming three percent annual inflation, the total growth-related cost to new development is **\$5,111,484**.

SYSTEM VS. PROJECT IMPROVEMENTS

System improvements are defined as existing and future public facilities designed to provide services to service areas within the community at large.⁵ Project improvements are improvements and facilities that are planned and designed to provide service for a specific development (resulting from a development activity) and considered necessary for the use and convenience of the occupants or users of that development.⁶ To the extent possible, this analysis only includes the costs of system improvements related to new growth within the proportionate share analysis.

FUNDING OF FUTURE FACILITIES

The IFFP must also include a consideration of all revenue sources, including impact fees and the dedication of system improvements, which may be used to finance system improvements.⁷ In conjunction with this revenue analysis, there must be a determination that impact fees are necessary to achieve an equitable allocation of the costs of the new facilities between the new and existing users.⁸

In considering the funding of future facilities, the IFFP has identified the portion of each project that is intended to be funded by the City, as well as funding sources from other government agencies. The cost applied to the City includes growth and non-growth related projects. The capital projects that will be constructed to cure the existing system deficiencies will be funded through general fund revenues. All other capital projects within the next six years which are intended to serve new growth will be funded through impact fees or on a pay-as-you-go approach. Where these revenues are not sufficient, the City may need to issue bonds or issue inter-fund loans to construct the proposed projects. However, the City is not anticipating issuing debt related to road projects, therefor **the costs associated with future debt is not included in the Impact Fee Analysis at this time.**

Other revenues such as grants can be used to fund these types of expenditures. The impact fees should be adjusted if grant monies are received. New development may be entitled to a reimbursement for any grants or donations received by the City for growth related projects or for developer funded IFFP projects. It is anticipated that future project improvements will be funded by the developer. These costs have been excluded from the calculation of the impact fee.

PROPOSED CREDITS OWED TO DEVELOPMENT

The Impact Fees Act requires a local political subdivision or private entity to ensure that the impact fee enactment allows a developer, including a school district or a charter school, to receive a credit against or proportionate reimbursement of an impact fee if the developer: (a) dedicates land for a system improvement; (b) builds and dedicates some or all of a system improvement; or (c) dedicates a public facility that the local political subdivision or private entity and the developer agree will reduce the need for a system improvement.⁹ The facilities must be considered system improvements or be dedicated to the public and offset the need for an improvement identified in the IFFP.

EQUITY OF IMPACT FEES

Impact fees are intended to recover the costs of capital infrastructure that relate to future growth. The impact fee calculations are structured for impact fees to fund 100 percent of the growth-related facilities identified in the proportionate share analysis as presented in the impact fee analysis. Even so, there may be years that impact fee revenues cannot cover the annual growth-related expenses. In those years, other revenues such as general fund revenues will be used to make up any annual deficits. Any borrowed funds are to be repaid in their entirety through impact fees.

NECESSITY OF IMPACT FEES

An entity may only impose impact fees on development activity if the entity's plan for financing system improvements establishes that impact fees are necessary to achieve parity between existing and new development. This analysis has identified the improvements to public facilities and the funding mechanisms to complete the suggested improvements. Impact fees are identified as a necessary funding mechanism to help offset the costs of new capital improvements related to new growth. In addition, alternative funding mechanisms are identified to help offset the cost of future capital improvements.

⁵ 11-36a-102(21)

⁶ 11-36a-102(14)

⁷ 11-36a-302(2)

⁸ 11-36a-302(3)

⁹ 11-36a-402(2)

SECTION VI: TRANSPORTATION IMPACT FEE CALCULATION

The transportation impact fees proposed in this analysis will be assessed to the Service Area as defined in **Section III**. The impact fee calculations include the costs of constructing future transportation improvements (including an annual inflation rate for projects constructed after 2022).

PROPOSED TRANSPORTATION IMPACT FEE

The proportionate share analysis determines the proportionate cost assignable to new development based on the proposed capital projects and the new growth served by the proposed projects. The impact fee per trip is calculated below.

TABLE 6.1: PROPORTIONATE SHARE ANALYSIS

TRANSPORTATION CAPITAL PROJECTS	GROWTH RELATED COSTS	FUTURE TRIPS	COST PER TRIP
Future Roadway Projects	\$5,111,484	23,227	\$220.07
Excess Capacity of Existing Roads	\$1,980,226	23,227	\$85.26
Impact Fee Credit	(\$10,000)	23,227	(\$0.43)
Professional Expenses	\$34,925	23,227	\$1.50
Net Impact Fee Cost per Trip	\$7,116,634		\$306.39

IMPACT FEE SUMMARY BY LAND USE TYPE

The impact fee by land use type is, is illustrated in **Table 6.2**.

TABLE 6.2: IMPACT FEE SUMMARY BY LAND USE TYPE

	ASSESSMENT	ITE CODE REFERENCE ¹	AVERAGE DAILY TRIPS	ADJUSTMENT FACTOR ²	ADJUSTED TRIPS ³	ESTIMATED FEE
Residential Single-Family	per Unit	210	9.44	0%	9.44	\$2,892
Residential Multi-Family	per Unit	220	7.32	0%	7.32	\$2,243
General Office	per 1,000 sf	710	9.74	0%	9.74	\$2,984
Commercial	per 1,000 sf	820	37.75	34%	24.92	\$7,635
Manufacturing/Industrial	per 1,000 sf	110	4.96	0%	4.96	\$1,520

1. ITE = Institute of Traffic Engineers, 10th Edition.

2. Adjustment Factor based on ITE estimate of pass-by traffic.

3. Adjusted Trips calculated based on multiplying Average Daily Trips x 1-Adjustment Factor.

NON-STANDARD IMPACT FEES

The City reserves the right under the Impact Fees Act¹⁰ to assess an adjusted fee that more closely matches the true impact that a specific land use will have upon the City's transportation system. This adjustment could result in a different impact fee if evidence suggests a particular user will create a different impact than what is standard for its category.

Formula for Non-Standard Development:

Number of Units (Residential Units or 1K SF of Building Space) * ITE Land Use Average Annual Trips per Unit x Adjustment Factor x Cost per Trip (\$306.39) = Total Fee

CONSIDERATION OF ALL REVENUE SOURCES

The Impact Fees Act requires the proportionate share analysis to demonstrate that impact fees paid by new development are the most equitable method of funding growth-related infrastructure. See Section V for further discussion regarding the consideration of revenue sources.

EXPENDITURE OF IMPACT FEES

Legislation requires that impact fees should be spent or encumbered within six years after each impact fee is paid. Impact fees collected in the IFFP planning horizon should be spent only on those projects outlined in the IFFP as growth related costs to maintain the LOS.

GROWTH-DRIVEN EXTRAORDINARY COSTS

The City does not anticipate any extraordinary costs necessary to provide services to future development.

¹⁰ 11-36a-402(1)(c)



SUMMARY OF TIME PRICE DIFFERENTIAL

The Impact Fees Act allows for the inclusion of a time price differential to ensure that the future value of costs incurred at a later date are accurately calculated to include the costs of construction inflation. A three percent annual construction inflation adjustment is applied to the proposed capital improvements identified in this analysis. The impact fee analysis should be updated regularly to account for changes in costs estimates over time.



TRANSPORTATION MASTER PLAN

WEST POINT, UTAH

JUNE, 2022





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INTRODUCTION

A. OVERVIEW

West Point City is a rapidly growing suburban community located in Davis County, Utah about 30 minutes north of Salt Lake City along the shore of the Great Salt Lake. West Point is bordered by Syracuse to the south, Hooper to the north and Clearfield and Clinton to the east. West Point is located west of I-15, a major freeway facility. West Point has experienced steady population growth over time. The most recent 2020 census shows that West Point has a population of 10,963 and has experienced a population increase of approximately 1,500 since the previous 2010 survey.

This Transportation Master Plan (TMP) guides transportation infrastructure investments for the future by addressing several goals identified by West Point City. Key to planning for West Point's transportation needs is an understanding of the roadway network's existing and future operation. Once existing conditions are established, roadway conditions are forecasted to future year 2032 and 2050 to identify deficiencies in the roadway network that may occur due to land development and the resulting population growth.

This TMP also covers City transportation management-related best practices, such as access management standards, safety analyses, identifying policy and ordinance changes, and a discussion regarding the future West Point downtown Main Street.



B. PREVIOUS STUDIES



Davis County Transportation

The Davis County Transportation Strategic Plan was completed in 2004. The Strategic Plan lists critical transportation projects planned in Davis County. The only project pertaining to West Point City is the West Davis Corridor. The Transportation plan also includes socioeconomic projections to future year 2030.



West Point Transportation Master Plan

A Transportation Master Plan (TMP) for West Point was completed in 2015. New population growth forecasts, transportation network changes, and city development plans have prompted the need for an updated TMP to be completed.



North Davis County Active Transportation Plan

The North Davis County Active Transportation Plan was completed in 2021. The North Davis County Active Transportation Plan lists future active transportation related projects, many of which are proposed to be built in West Point City. A completed discussion of these projects is included in the Active Transportation section of this TMP.



WEST POINT CHARACTERISTICS

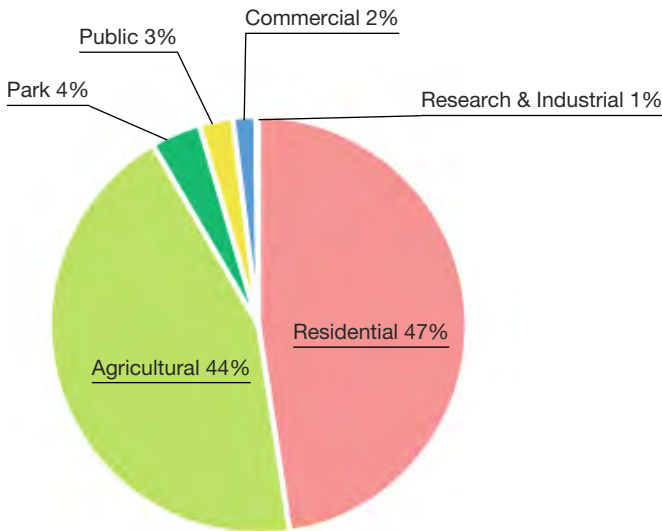
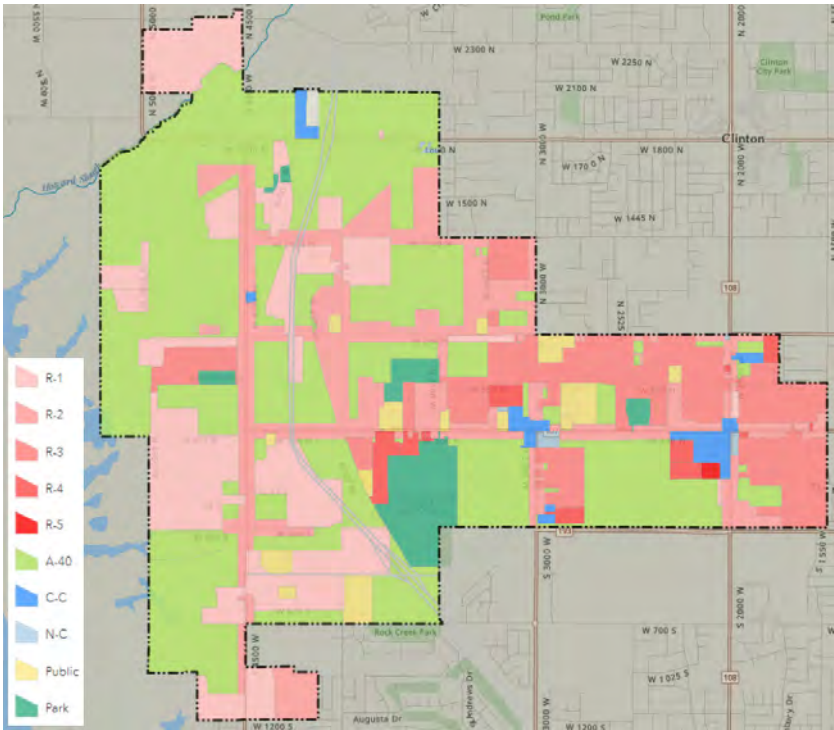
A. PURPOSE

The West Point Characteristics section discusses the existing and future land use in West Point City. Demographic data, including population forecasts, are analyzed and explained.

B. LAND USE

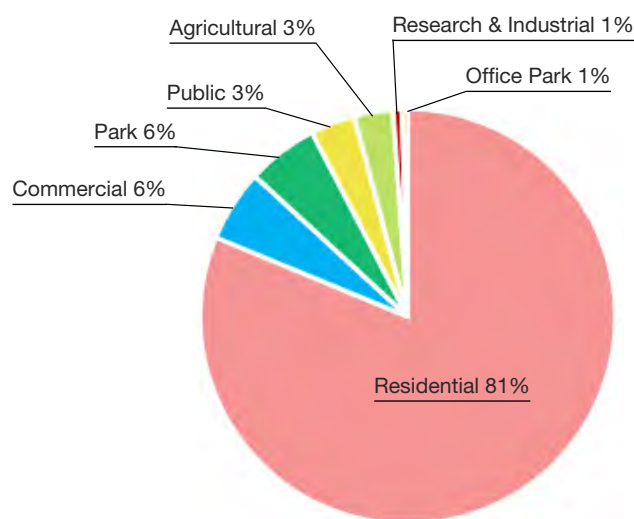
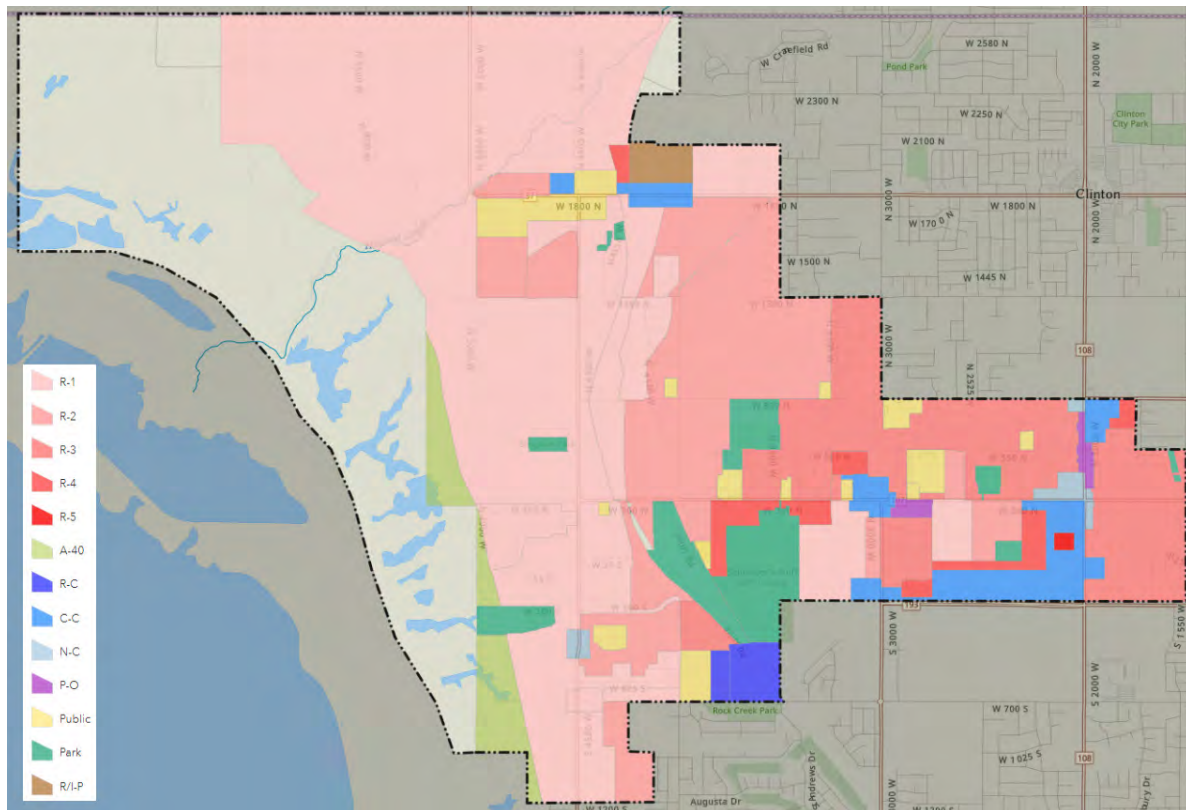
Land use is key to understanding the needs of the existing and future transportation system. The size of future transportation facilities is directly tied to the density and types of future land uses within West Point. If West Point were to stay mostly low-density single family residential there would likely be little demand for future roadway widening projects, however as commercial nodes and denser housing developments happen greater transportation infrastructure is needed.

Currently, West Point is mostly single family residential with a small node of commercial development at 3000 West & 300 North and a much larger commercial/apartment complex node on the southwest corner of 2000 West (SR-108) & 300 North.



While West Point is expected to continue being mostly a residential community, there is potential for significantly greater commercial development above what exists currently. The West Point Future Land Use Plan (November 2019) is shown in the figure below. Future commercial land uses are expected to continue on the southwest corner of 2000 West (SR-108) & 300 North and move south and west. Additionally, commercial developments are expected at the two future West Davis Highway interchanges (SR-37 & and SR-193).

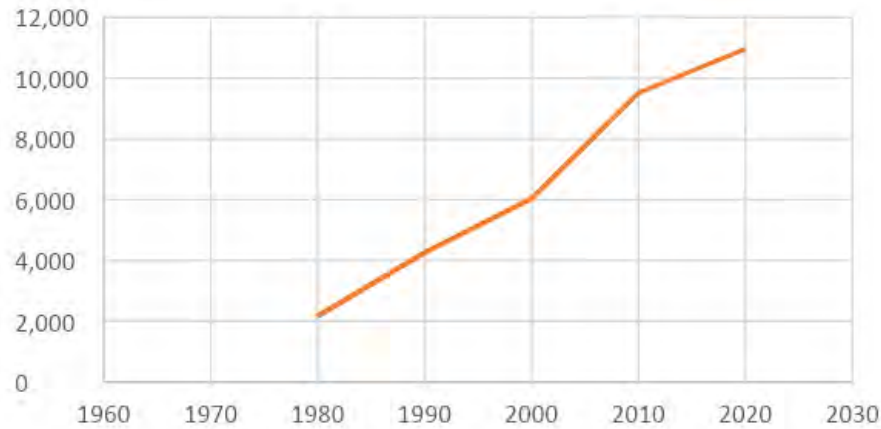
However, even with these future commercial developments, West Point is expected to remain 81% residential, and only be 6% commercial. For a full breakdown of future land use percentages see the figure below.





C. DEMOGRAPHICS

West Point has experienced steady population growth over the past 40 years. The most recent 2020 census shows that West Point has a population of 10,963 or an increase of approximately 1,500 since the previous 2010 survey. Historic population census data is shown below in Table 1.



The population of West Point is expected to increase by 85% by 2050. Table 2 below shows a breakdown of expected population growth between 2022 and 2050.

Table 1: Historic Population Growth	
Year	Population
1980	2,170
1990	4,258
2000	6,033
2010	9,511
2020	10,963

Table 2: Projected Population Forecast		
Year	Population	% Change
2022	12,607	-
2025	14,104	11.9%
2030	16,047	13.8%
2035	18,069	12.6%
2040	19,996	10.7%
4045	21,756	8.8%
2050	23,280	7.0%

**Population growth
from 2010 to 2020 = 15.3%**

**Total estimated population growth
from 2022 to 2050 = 85%**

TRANSPORTATION NETWORK

A. PURPOSE

Key to planning for West Point's transportation needs is an understanding of the roadway network's current conditions. Once existing conditions are established, roadway conditions are forecasted to future year 2032 and 2050 to identify deficiencies in the roadway network that may occur due to land development and the resulting population growth. A capital facilities plan with a phased list of improvements is provided to address roadway network deficiencies.

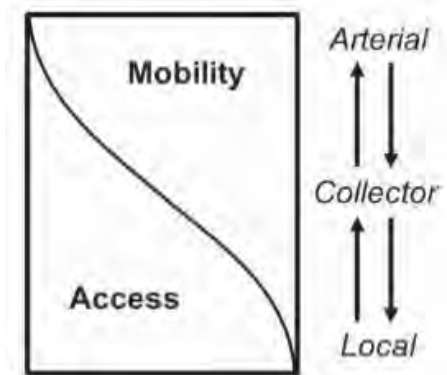
B. FUNCTIONAL CLASSIFICATION

The roadway system has a hierarchy to it based on roadway attributes such as speed and access. The higher a street classification, the more mobility it provides with limited access. Lower street classifications have less mobility, but more access.

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 used in this TMP 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 between 60 and 50 feet and have two travel lanes. The local roads classification includes minor local and private roadways.



The current functional classification map for West Point is shown below in Figure 1. The cross sections for each functional classification are shown below in Figure 2 through Figure 6 and are summarized in Table 3. Cross sections for arterials are not provided, as all arterials in West Point are owned and operated by UDOT.

Table 3: West Point Typical Cross Sections

Functional Classification	Number of Lanes	ROW Width (ft)
Major Collector	3	66
Minor Collector	2	66
Local	2	60
Minor Local	2	58
Private	2	50

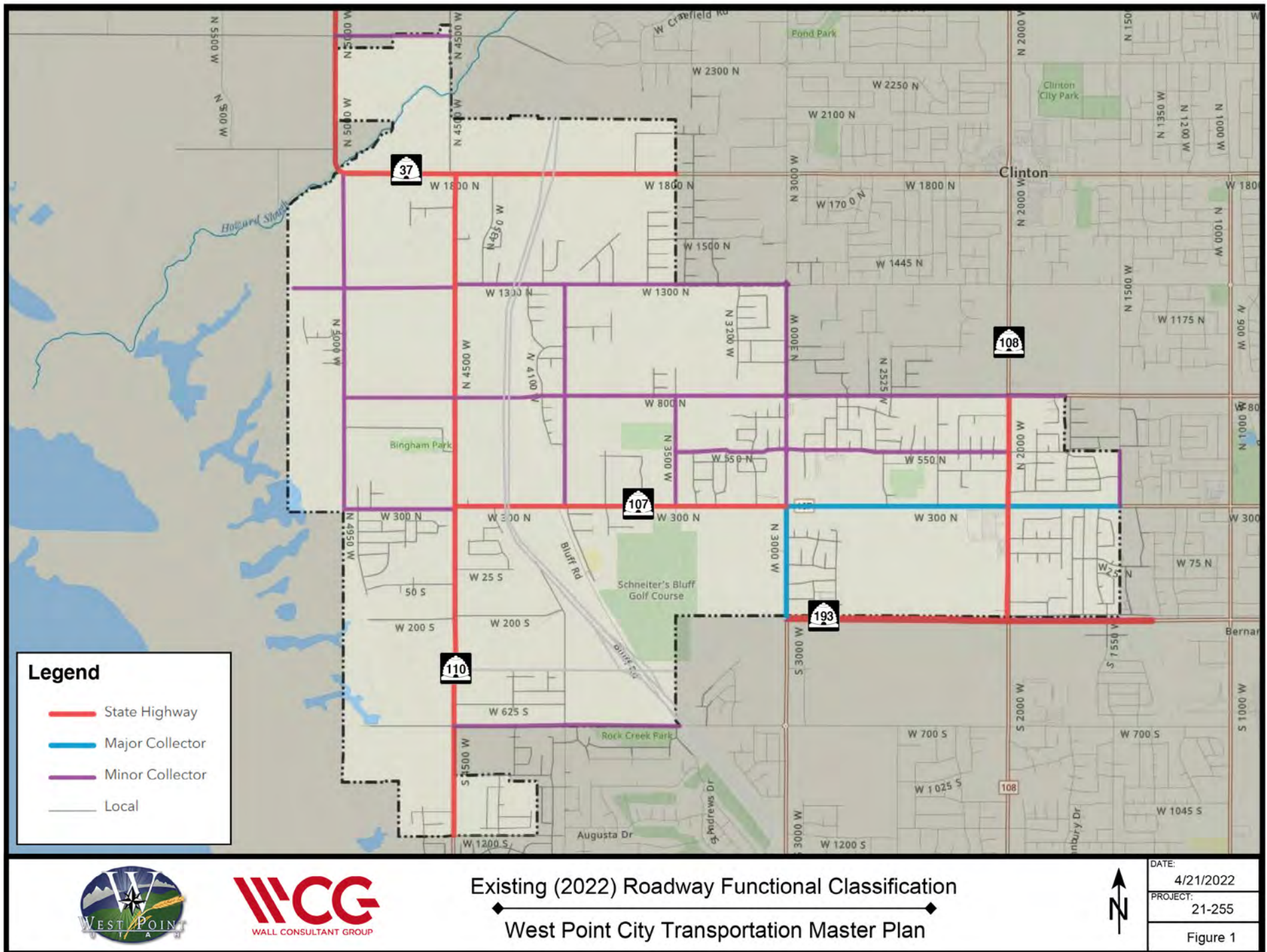


FIGURE 2

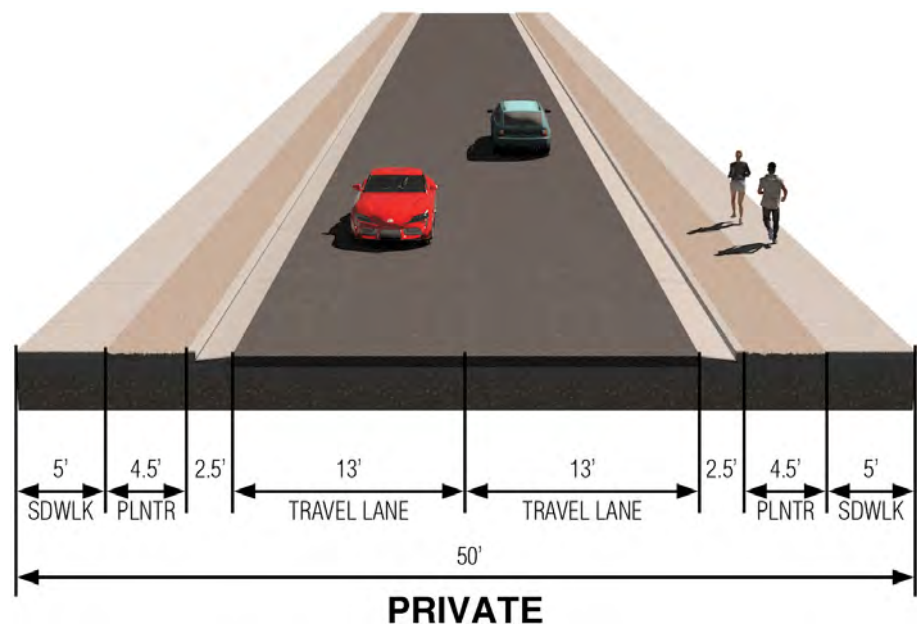


FIGURE 3

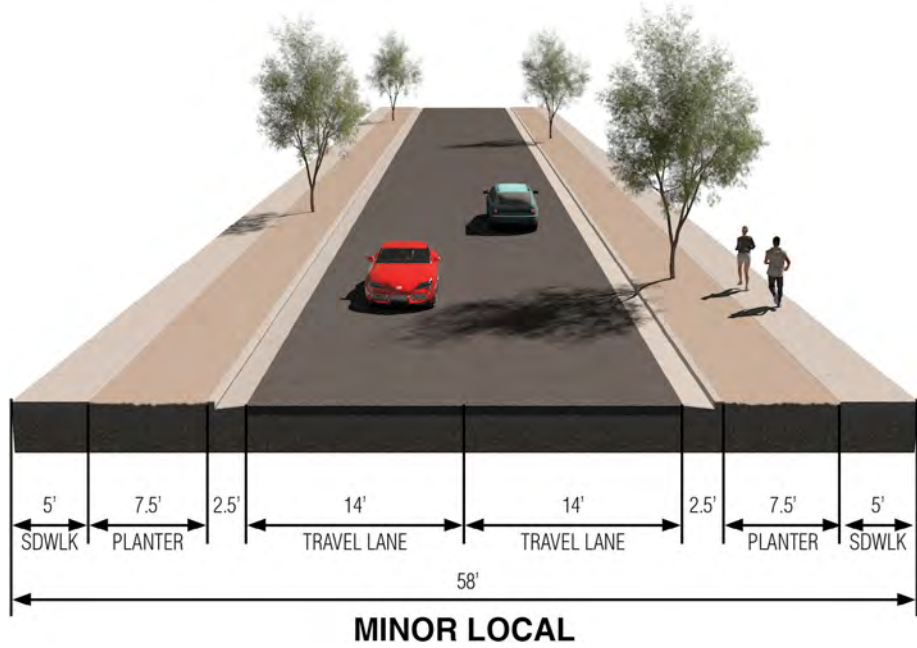


FIGURE 4

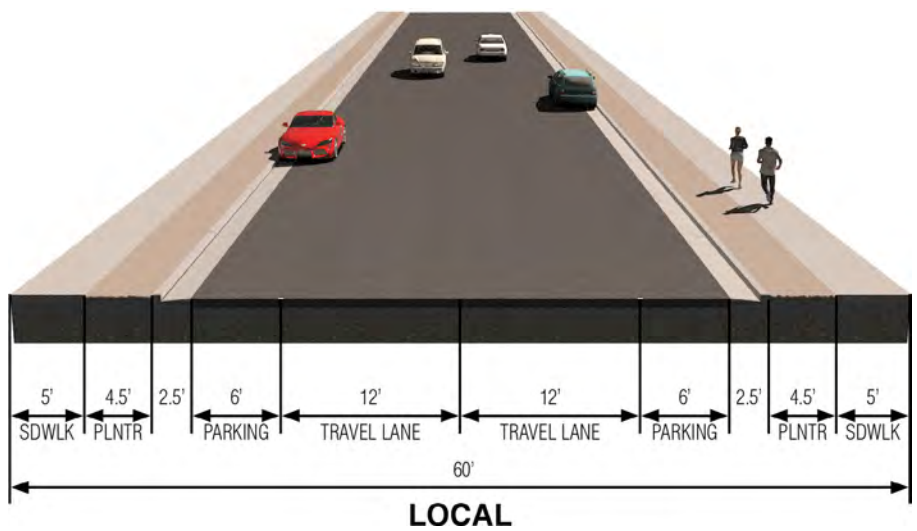


FIGURE 5

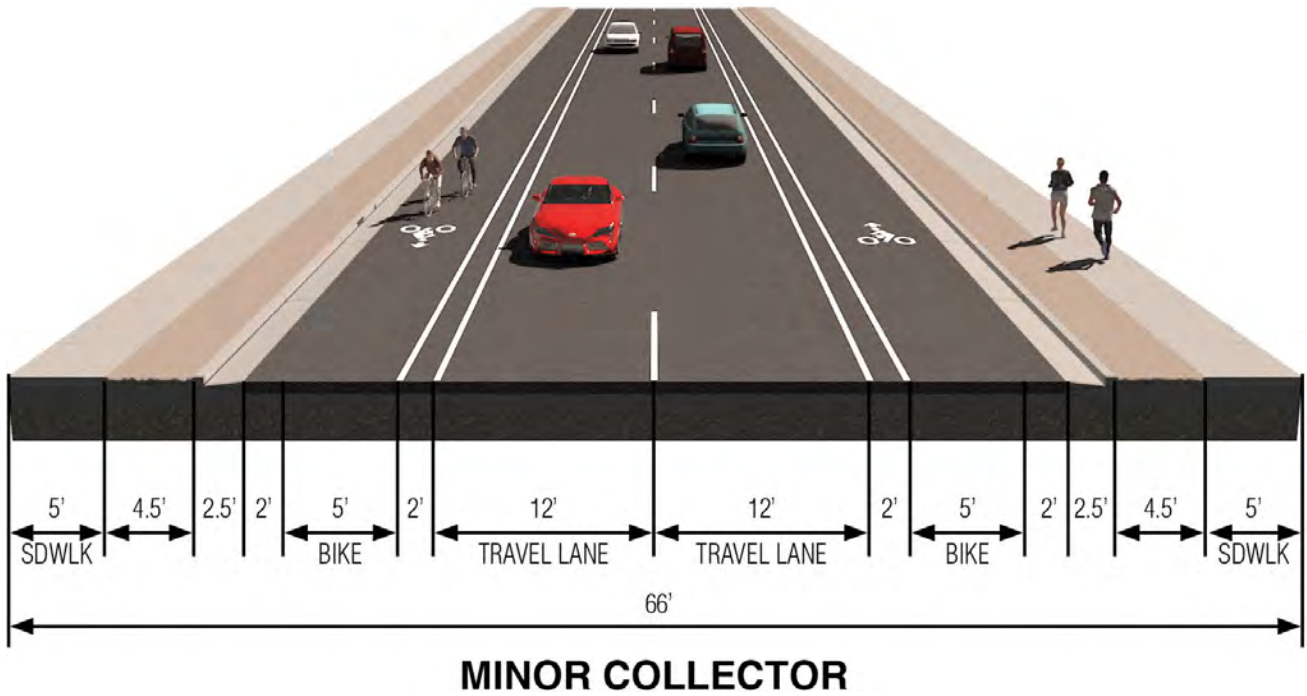
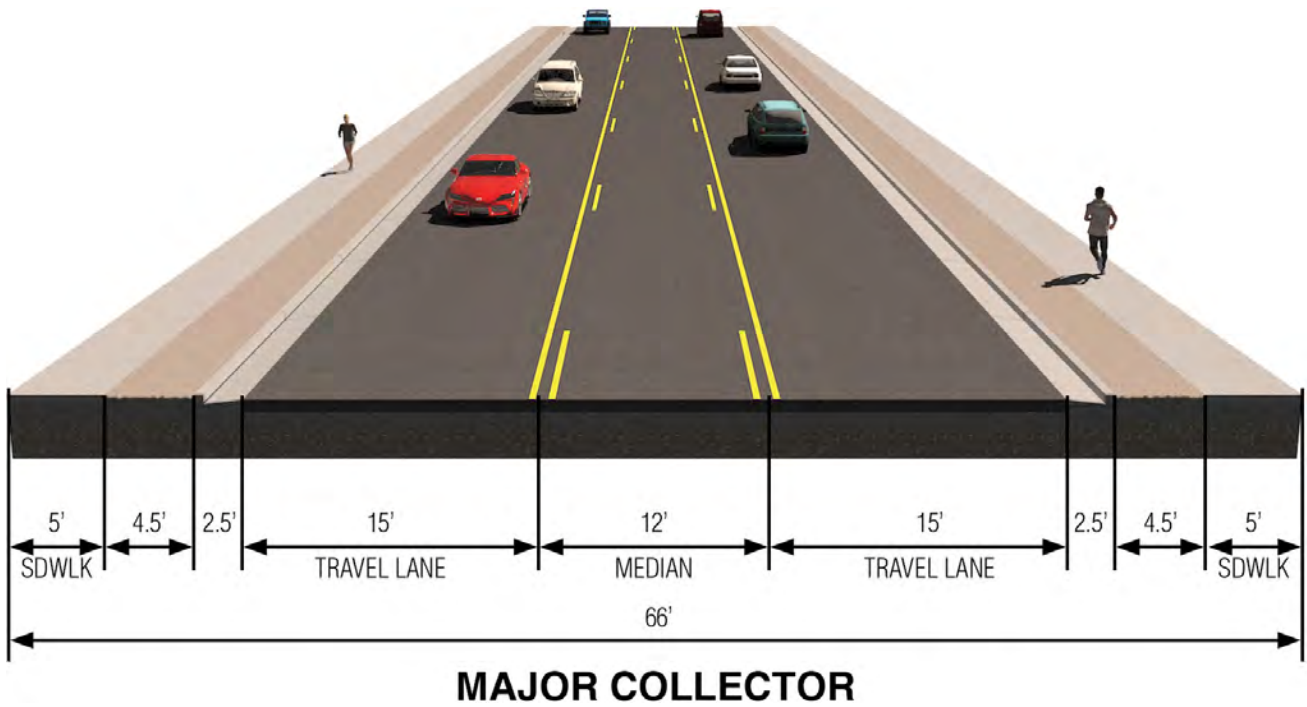


FIGURE 6





C. LEVEL OF SERVICE ANALYSIS

Roadway traffic flow is measured based on the Level of Service (LOS). LOS is a planning term that describes the roadways operating performance. LOS is measured quantitatively and reported on a scale from A to F, with A representing free-flow conditions and F representing traffic congestion. Calculating a LOS for a roadway segment is based on volume-to-capacity ratios. The volume is the Average Daily Traffic (ADT) for the given roadway segment and the capacity is based on factors such as lane count, functional classification, and signal spacing. Level of service descriptions for each LOS letter designation and the accompanying range of volume-to-capacity ratios is shown below in Table 4 and 5.

Table 4: Suburban Arterial LOS Capacity Criteria (veh per day)

Lanes	LOS A-C	LOS D	LOS E	LOS F
3	$\leq 11,500$	11,500 - 13,400	13,400 - 16,500	$\geq 16,500$
5	$\leq 26,500$	26,500 - 30,500	30,500 - 39,000	$\geq 39,000$
7	$\leq 40,000$	40,000 - 46,000	46,000 - 59,000	$\geq 59,000$

Table 5: Suburban Collector LOS Capacity Criteria (veh per day)

Lanes	LOS A-C	LOS D	LOS E	LOS F
2	$\leq 9,700$	9,700 - 12,100	12,100 - 14,500	$\geq 14,500$
3	$\leq 10,800$	10,800 - 13,000	13,000 - 16,100	$\geq 16,100$

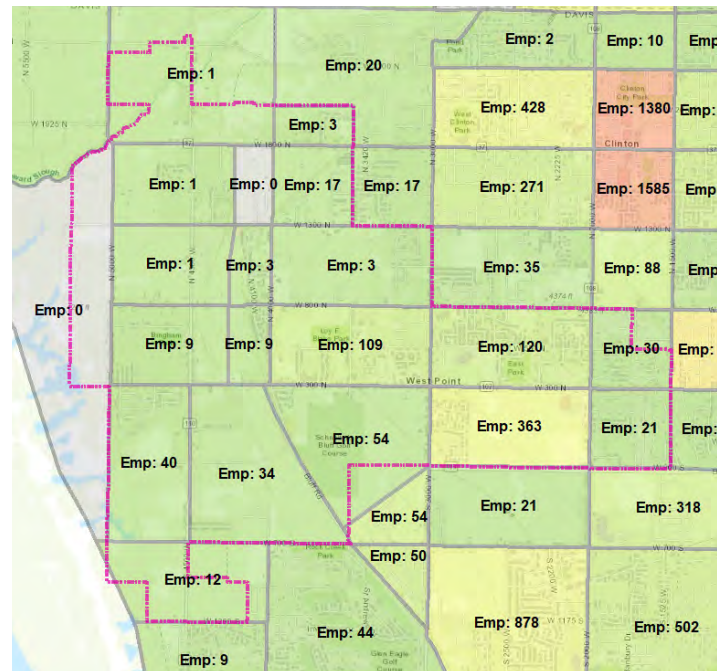
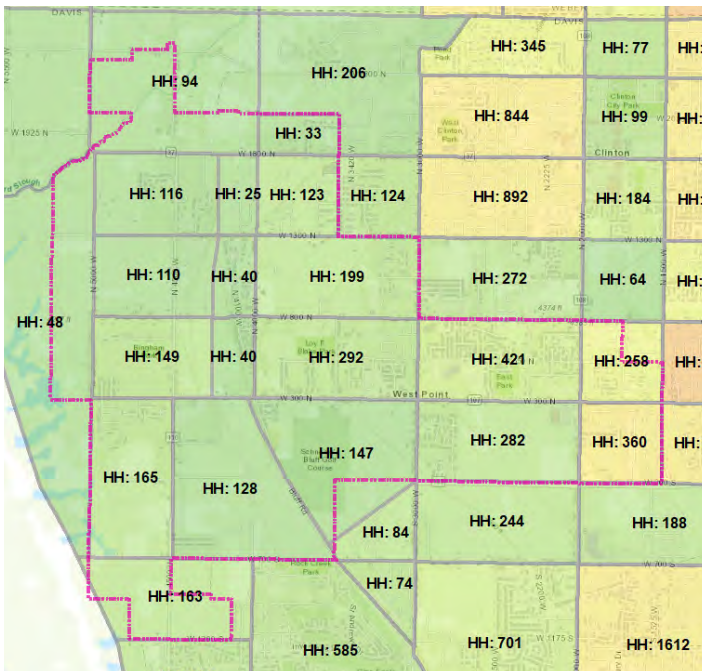
For the purposes of this study, a minimum overall roadway performance of LOS C is considered acceptable. If LOS D, E or F for a roadway is calculated, explanations and/or mitigation measures are presented.

D. EXISTING (2022) CONDITIONS

An existing conditions level of service analysis, based on existing land use, has been performed using various data sources explained below to produce existing Average Daily Traffic (ADT) estimates.

a. Existing Land Use

Base year (2020) household and employment estimates were developed for the West Davis Highway EIS and then refined for this transportation master plan. Estimates were adjusted to match 2020 census populations. As shown in the figures below household and employment densities are fairly low in most of West Point, with the exception of the eastern edge.



b. Existing (2022) Volumes

Tube count data were collected at 9 locations in West Point on Tuesday, February 1st, 2022:

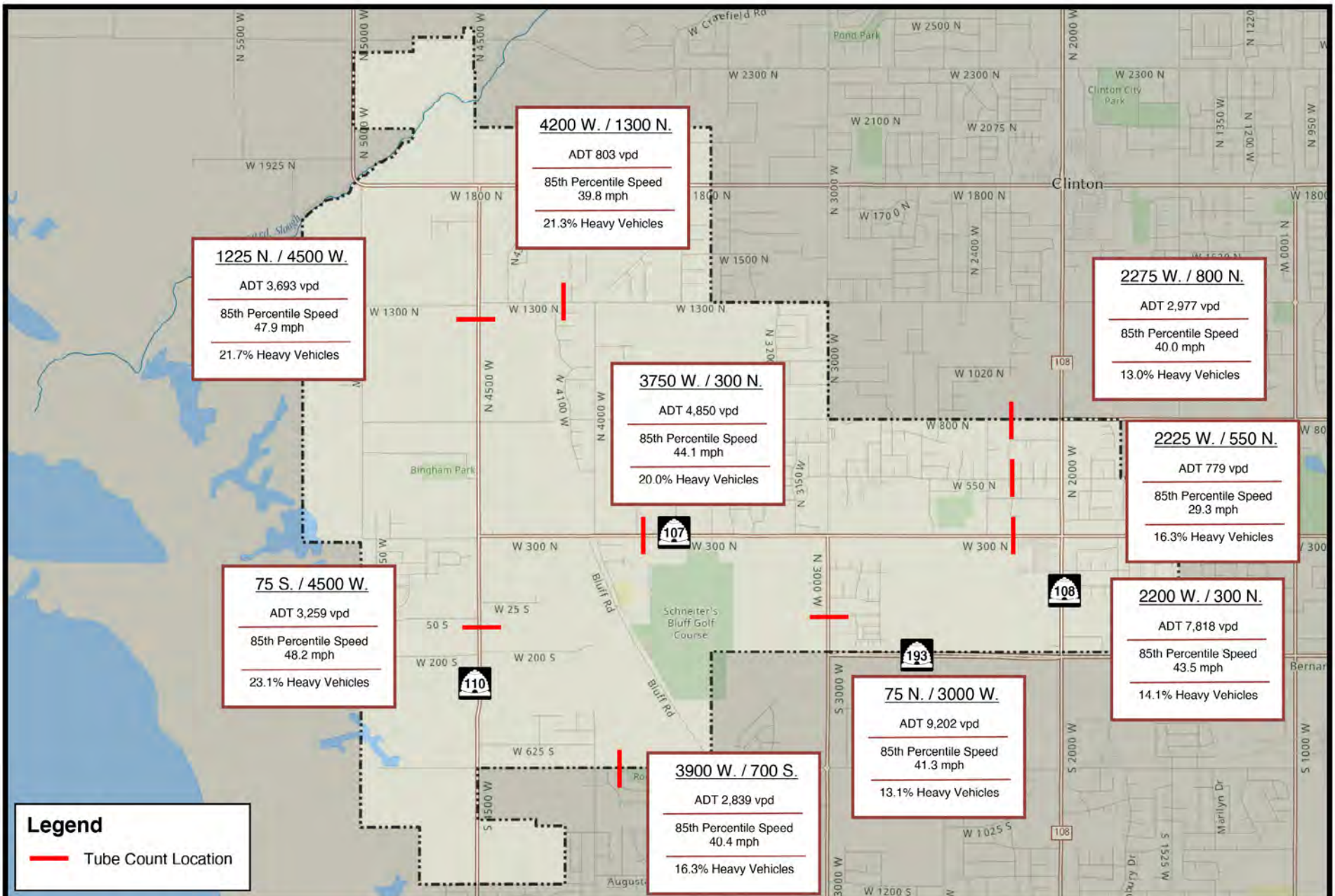
- 75 N / 3000 W
- 75 S / 4500 W
- 1225 N / 4500 W
- 2200 W / 300 N
- 2225 W / 550 N
- 2275 W / 800 N
- 3750 W / 300 N
- 3900 W / 700 S
- 4200 W / 1300 N

Weather was good for the duration of the tube counts. Results from the tube counts are displayed in Figure 7.

c. Existing (2022) LOS

Existing ADT provided by the travel demand model from Utah's Unified Transportation Plan provide estimates for ADT on the regionally significant roadways in West Point City. ADT data from Automated Traffic Signal Performance Metrics (ATSPM) was used to verify the accuracy of estimated provided by Utah's Unified Transportation Plan. In addition, the ADT values have been balanced to reflect the volume data collected from the tube counts. The resulting balanced ADT volumes are shown below in Figure 8.

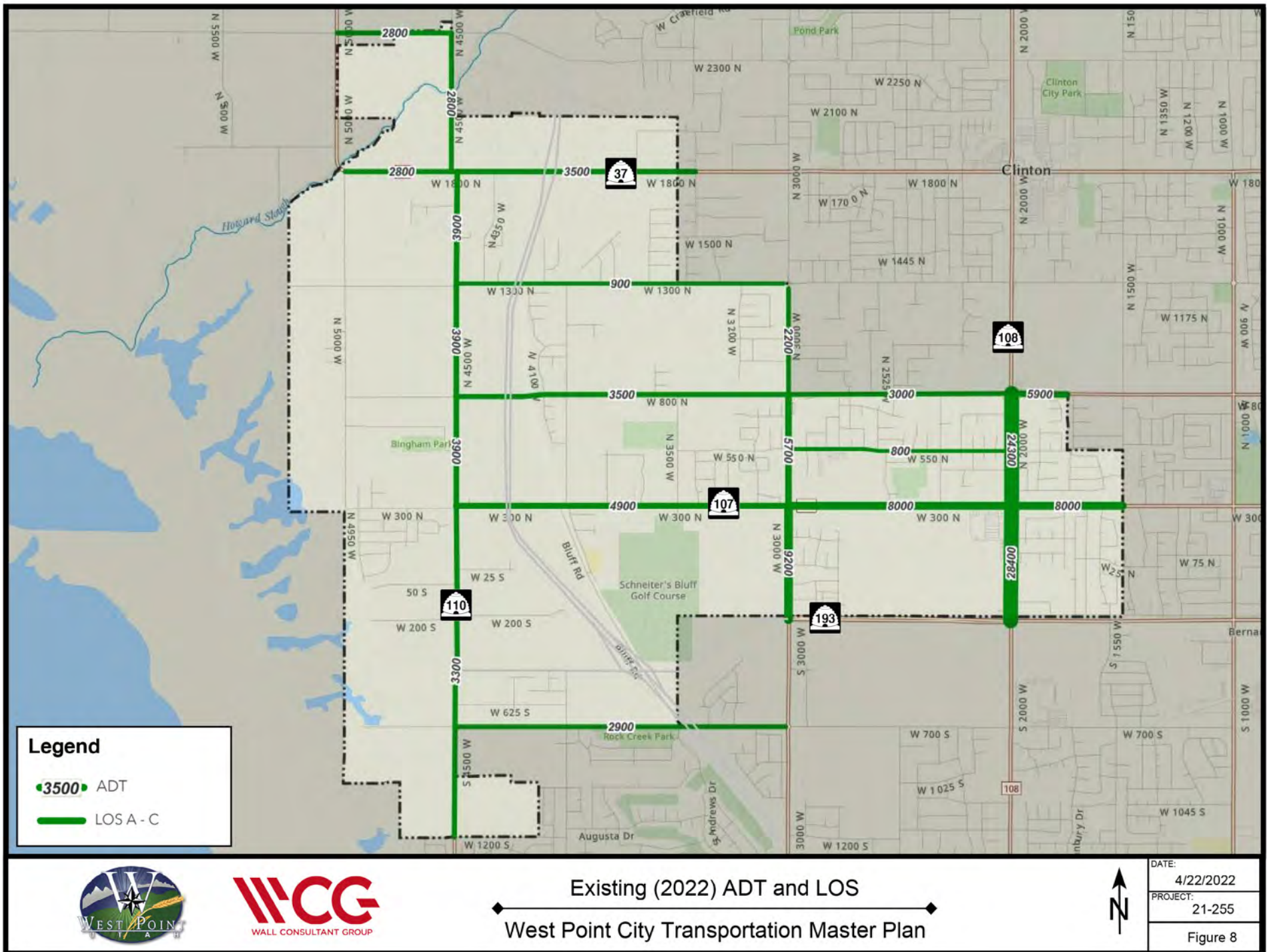
The existing (2022) LOS has been calculated using criteria from Table 4 and 5, results are shown below in Figure 8. As shown in Figure 8, all roadways in West Point are currently operating at an acceptable LOS C or higher.



Tube Count Data (February 1st, 2022)
 West Point City Transportation Master Plan



DATE:	4/22/2022
PROJECT:	21-255
Figure 7	





E. PUBLIC TRANSIT

Existing 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. There are no other transit services offered at the City.

Future Transit Service

West Point City should be actively involved in working with UTA, UDOT and the WFRC to support transit as a viable and efficient transportation mode in the City. Planning and lobbying efforts will help procure funds to support the development and maintenance of a sustainable transit system.

The Wasatch Front Regional Council (WFRC) regional transportation plan has transit improvements for the City's bus route along 2000 West currently listed in their long-range plan. Improvements aren't expected to occur until between 2041 and 2050. Figure 9 below shows the WFRC transit projects planned in West Point city boundaries.

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.

F. ACTIVE TRANSPORTATION

Existing Active Transportation

Active transportation includes human-powered mobility such as biking and walking. Providing safe and convenient alternative transportation facilities is essential in providing active and equitable multimodal transportation. Existing active transportation facilities include:

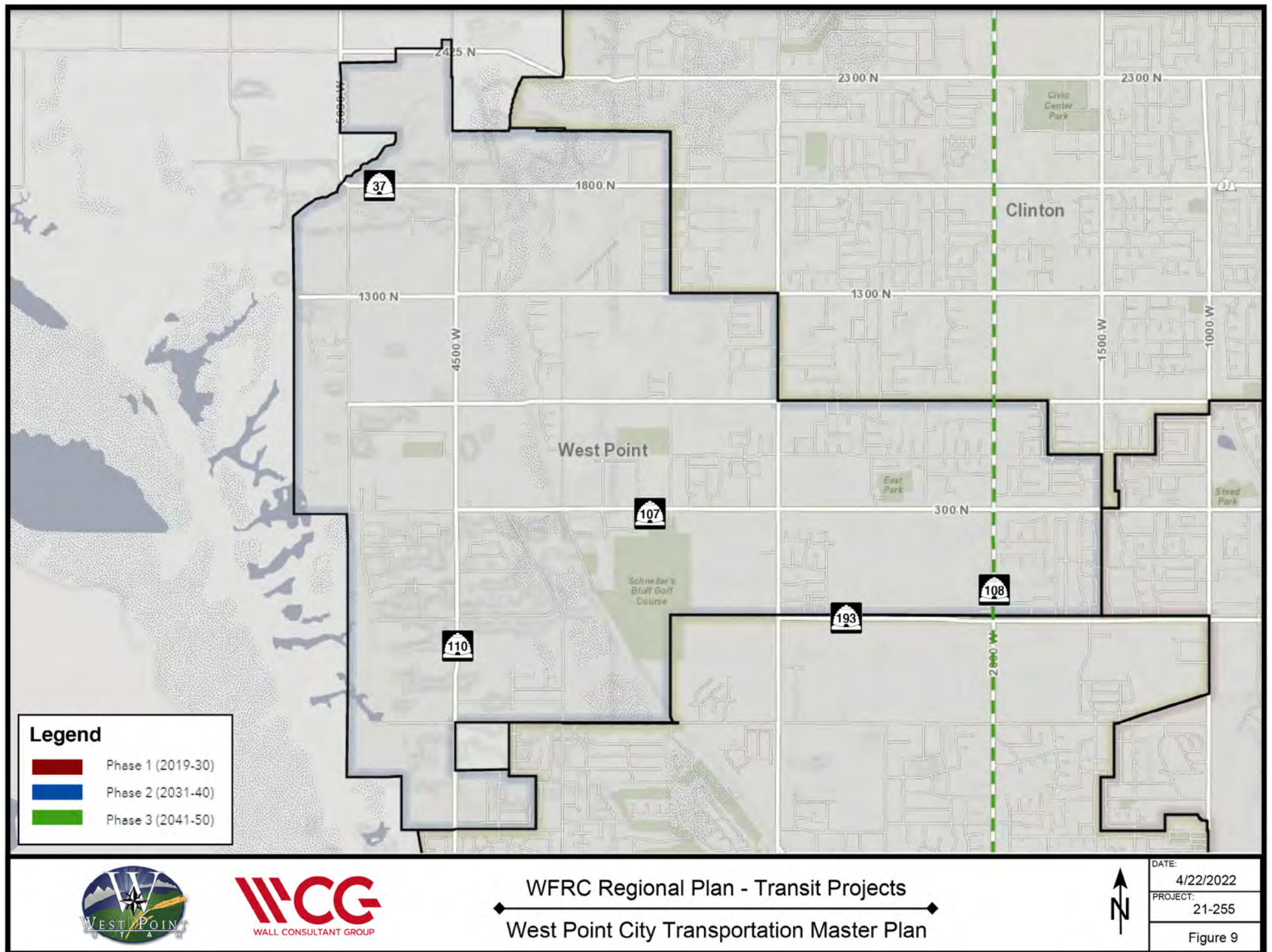
- Emigration Trail - Emigration Trail is a north/south running shared use path that begins in Syracuse and ends at 1300 N in West Point.
- SR-193 Trail – The SR-193 trail is a shared use path that runs from the Emigration Trail to the Denver & Rio Grande Western Rail Trail.
- 2000 West Bike Lane – The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

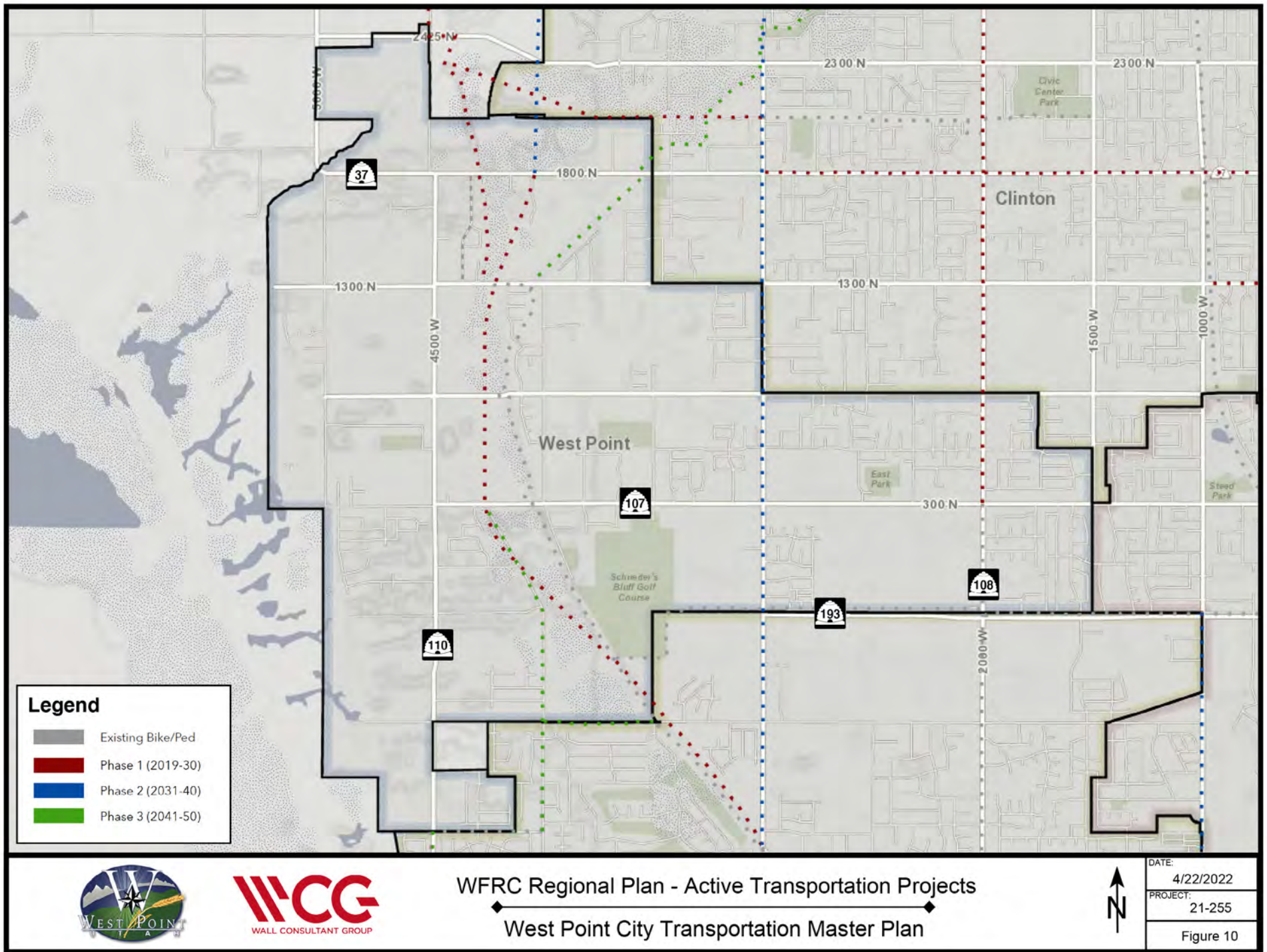
Future Active Transportation

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

- Emigrant Trail – Improvements to the shared use pathway following the alignment of the West Davis Corridor to 1800 N, construction expected to begin between 2022 and 2030.
- Emigrant Trail Extension – A shared use pathway from 1300 N to 4500 W, construction expected to begin between 2022 and 2030.
- Emigrant Trail Extension – A shared use pathway from 1800 N to the Weber County line, planned to be built between 2031 and 2040.
- 4000 West – A shared lane project along 4000 West from 300 N to 1200 S, planned to be built between 2041 and 2050.
- Layton Canal – A shared use path to be built from 1300 N to Midland Drive in Roy, planned to be built between 2041 and 2050.

The proposed Minor Collector cross section allow 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 10 below shows the WFRC active transportation projects planned in West Point city boundaries.





G. TRAVEL DEMAND MODEL

The travel demand modeling was performed using the latest version (v8.3.2, dated November 10, 2021) of the Wasatch Front Regional Council (WFRC) model. This model was then merged with the roadway network, transportation analysis zones (TAZs), and socio-economic data from the model developed for the West Davis Highway Environmental Impact Statement. Finally, additional edits were made to this merged model to include all relevant details within West Point. Travel demand modeling was performed in Bentley Cube version 6.5.0.

Details regarding modeling specifics such as roadway network, demographics, and scenario testing are described in later sections of the report.

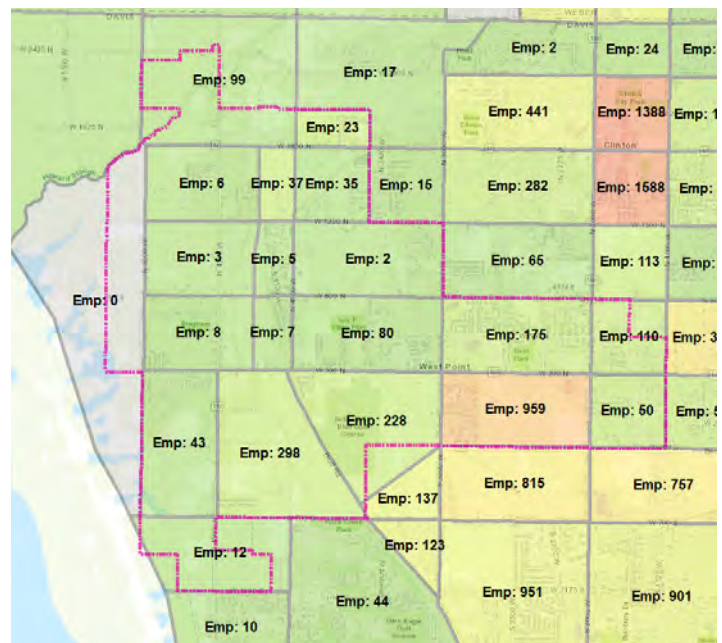
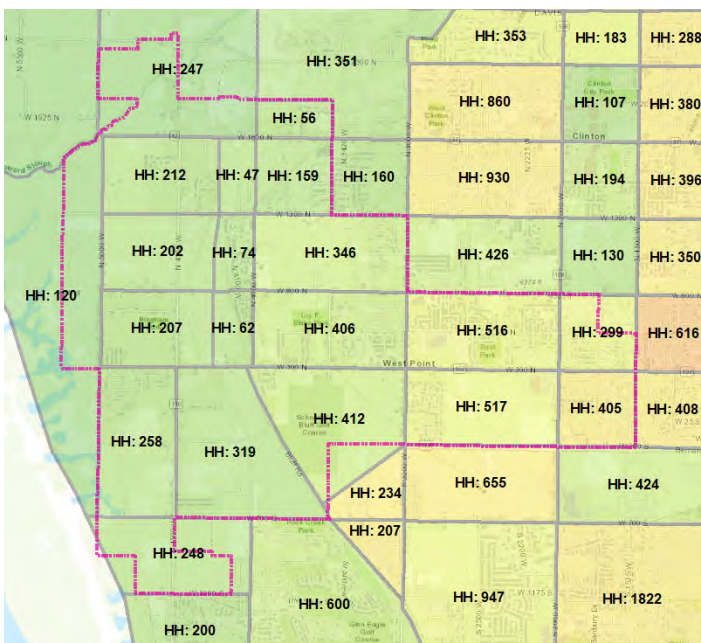
H. FUTURE (2032) CONDITIONS

a. West Davis corridor

By 2030 the RTP indicates that West Davis Corridor will be built up to SR-37 (1800 North). The SR-193 intersection is planned to be an at-grade intersection and only one lane north of SR-193.

b. Future land use

West Point population is projected to be 16,047 by 2030. Household projections were adjusted to match this population. Household distribution across TAZs were projected based on developable land and projected residential densities provided in the future land use plan. Commercial areas were projected to be partially developed by 2030.

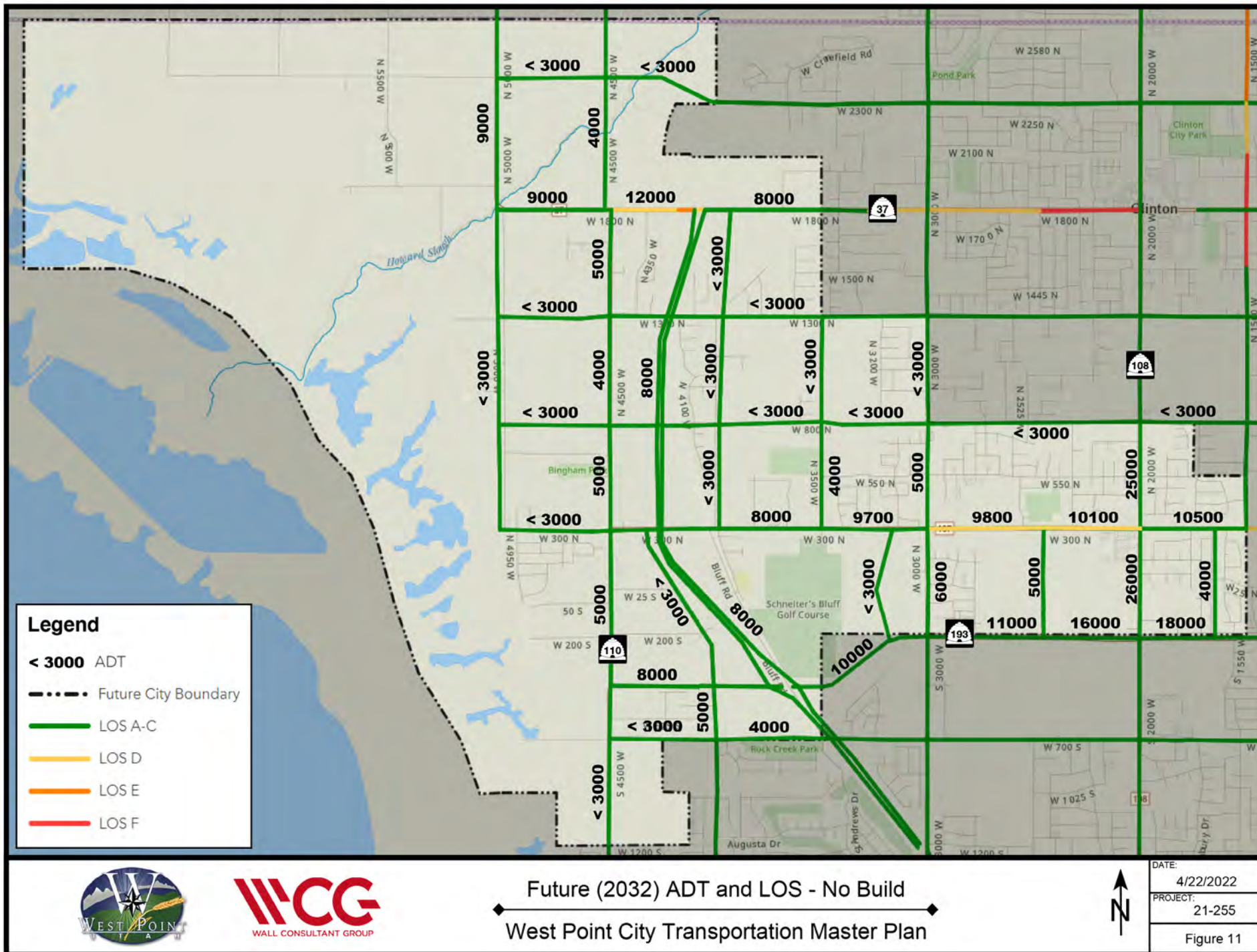


c. Future 2032 Volumes and No-Build LOS

Traffic volumes from the 2032 no-build travel demand model have been compared to the LOS thresholds in Tables 4 and 5. LOS results from the analysis are shown below in Figure 11.

As shown in Figure 11, the following roadway segments are expected to operate at unacceptable levels of service (LOS D or worse):

- 1800 N (SR-37) from 4500 W to MVC
- 300 N from 4000 W to 2000 W



d. Future 2032 Build LOS

Due to the unacceptable LOS expected to occur in the 2032 no-build scenario, the following projects are recommended to increase roadway capacity:

- 300 North; 2000 West to 4000 West – Widen from 2 lanes to 3 lanes. (Project #1)
- 1800 North; 5000 West to 4100 West - Widen from 2 lanes to 3 or 5 lanes, depending on if West Davis Corridor is extended to the North. (Project #13)

These projects and their associated project numbers are shown in the Figure 16 and Table 6 in the West Point TMP Roadway Projects section of the report. The 2032 build scenario LOS is shown below in Figure 12.

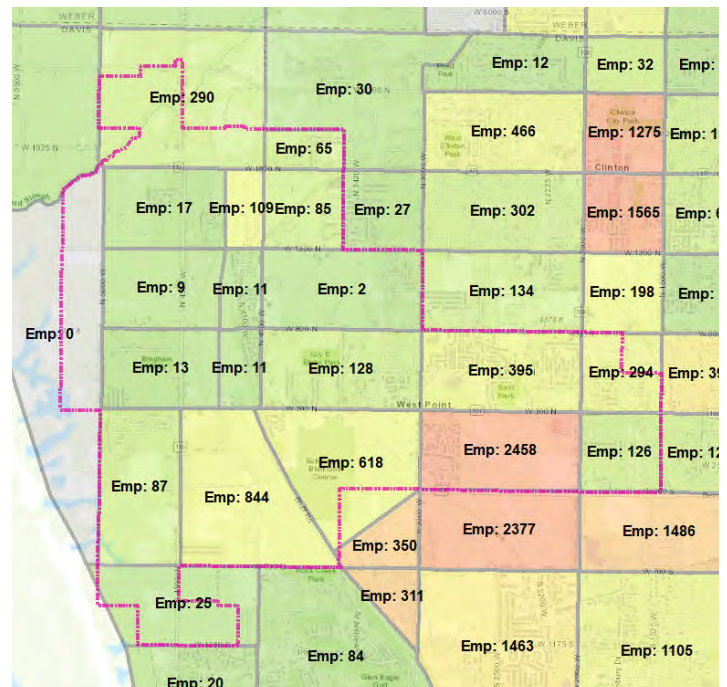
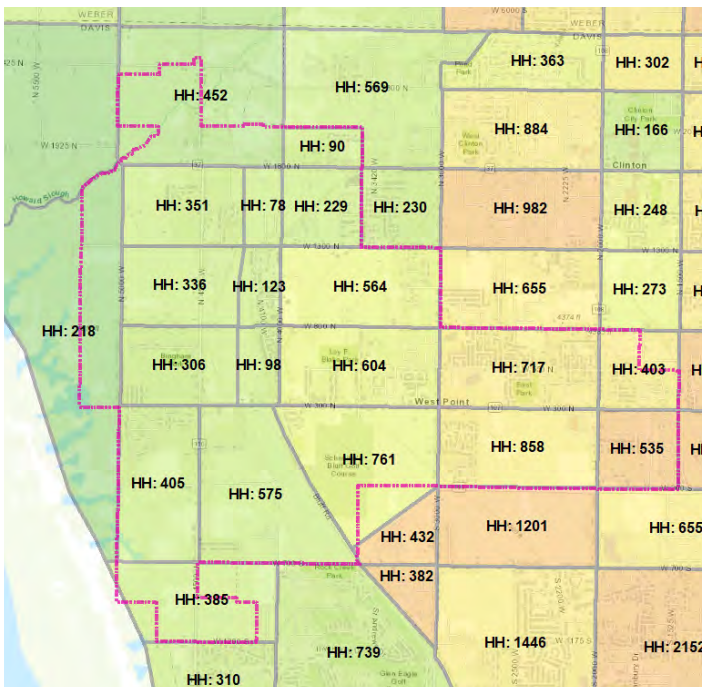
I. FUTURE (2050) CONDITIONS

a. West Davis corridor

By 2050 the RTP indicates that West Davis Corridor will be 2 lanes in each direction up to SR-37 (1800 North) with a grade separated interchange at SR-193.

b. Future land use

West Point's population is projected to be 23,280 by 2050. Household projections were adjusted to match this population. Household distribution across TAZs were projected based on developable land and projected residential densities provided in the future land use plan. Commercial area densities were determined based on likely number of jobs that could be served by West Point and surrounding city populations and input from West Point city staff.

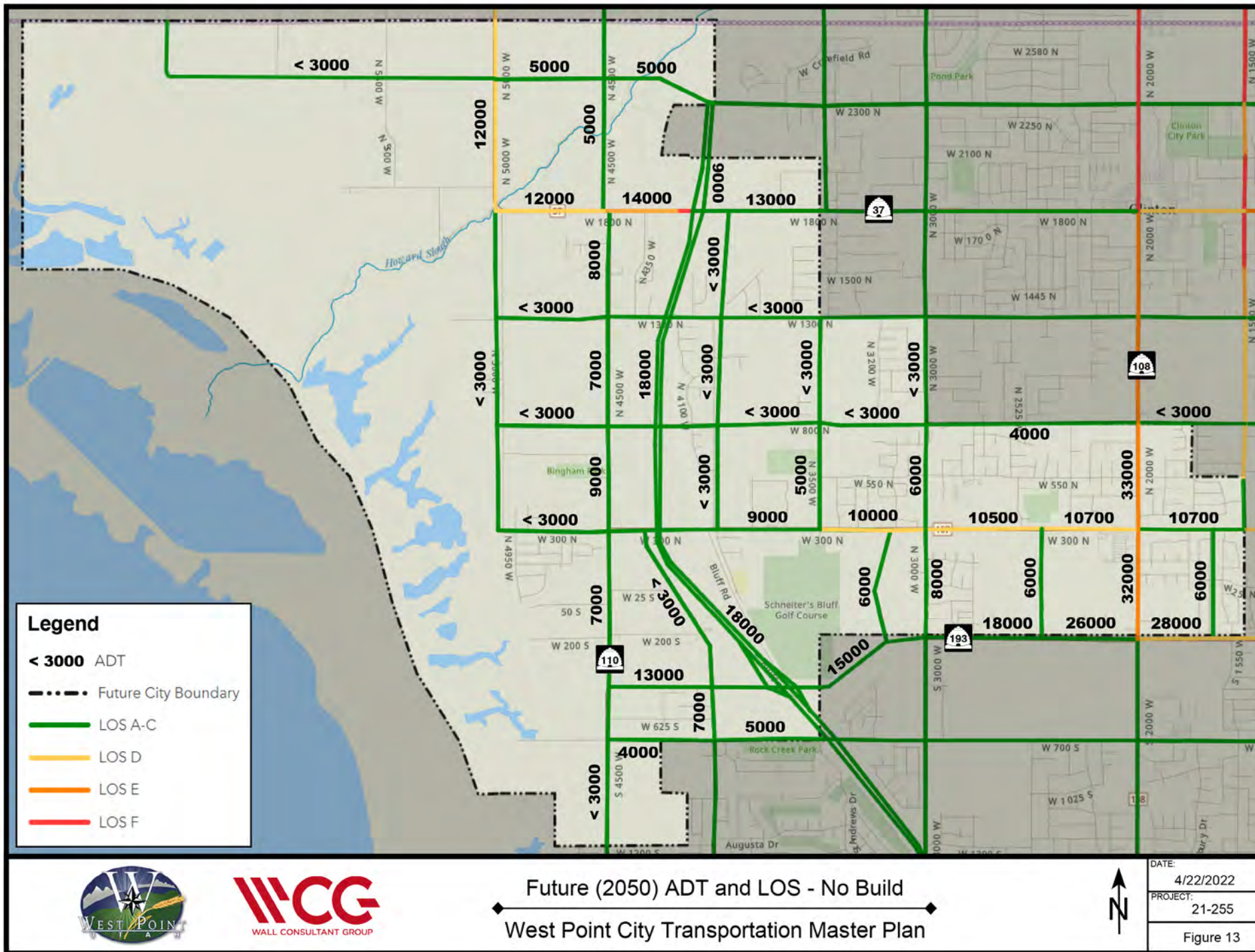


c. Future 2050 Volumes and No-Build LOS

Traffic volumes from the 2050 no-build travel demand model have been compared to the LOS thresholds in Tables 4 and 5. LOS results from the analysis are shown below in Figure 13.

As shown in Figure 13, the following roadway segments are expected to operate at unacceptable levels of service (LOS D or worse):

- 1800 N (SR-37) from 5000 W to MVC
- 300 N from 2000 W to 3500 W
- 2000 W (SR-108) from SR-193 to 800 N
- 5000 W from 1800 N to City Boundary



d. Future 2050 Build LOS

Due to the unacceptable LOS expected to occur in the 2050 no-build scenario on select roadways, the following projects are recommended before 2050:

- 300 North; 2000 West to 4000 West – Widen from 2 lanes to 3 lanes. (Project #1)
- 1800 North; 5000 West to 4100 West (MVC) - Widen from 2 lanes to 3 or 5 lanes, depending on if West Davis Corridor is extended to the North. (Project #13)
- 5000 West; 1800 North to 2500 North – Widen from 2 lanes to 3 or 5 lanes, depending on if West Davis Corridor is extended to the North. (Project #14)
- 2000 West; 800 North to SR-193 – Widen from 5 to 7 lanes, may not be necessary if West Davis Corridor is extended to the North (Project #15)

These projects and their associated project numbers are summarized in Figure 16 and Table 6 in the West Point TMP Roadway Projects section of the report. The 2050 build scenario LOS is shown below in Figure 14.

J. FUTURE PROJECTS

West Davis Corridor

The Wasatch Front Regional Council lists West Davis Corridor as a new project to be constructed in West Point. The West Davis Corridor is a new construction project of a UDOT freeway from I-15 / US-89 / Legacy Parkway to 1800 North in West Point will have between 2 and 4 lanes and is expected to be built between 2022 and 2030. The construction of West Davis Corridor is broken up into 3 phases, described below.

PHASE 1

It is expected that the initial phase of West Davis Corridor will be completed by 2024. This consists of a new grade separate facility from I-15 in Farmington to SR-193 in West Point. Initially, West Davis Corridor will end at an at-grade intersection with SR-193. Although the figure below indicates that only SR-193 east of West Davis Corridor will be completed by opening day, it is likely that the SR-193 west of Mountain Davis Corridor will also be completed for opening day.

PHASE 2

By 2030 the RTP indicates that West Davis Corridor will be built up to SR-37 (1800 North). The SR-193 intersection is planned to be an at-grade intersection and only one lane north of SR-193.

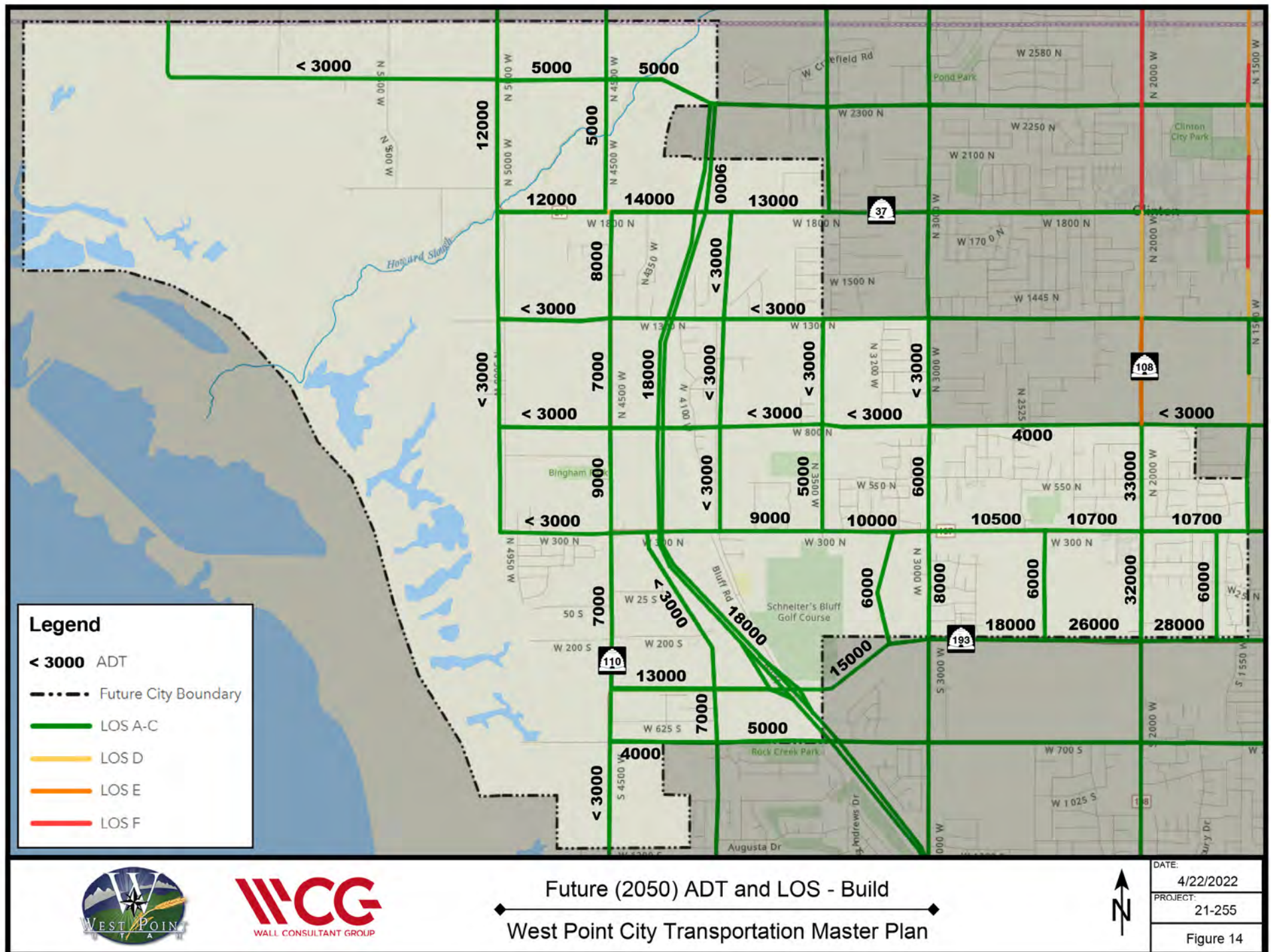
PHASE 3

By 2050 the RTP indicates that West Davis Corridor will be 2 lanes in each direction up to SR-37 (1800 North) with a grade separated interchange at SR-193.

LONG TERM

The RTP long term (Unfunded Needs) includes a principal arterial continuing north from SR-37 (1800 North) to I-15 at the Box Elder / Weber County line.







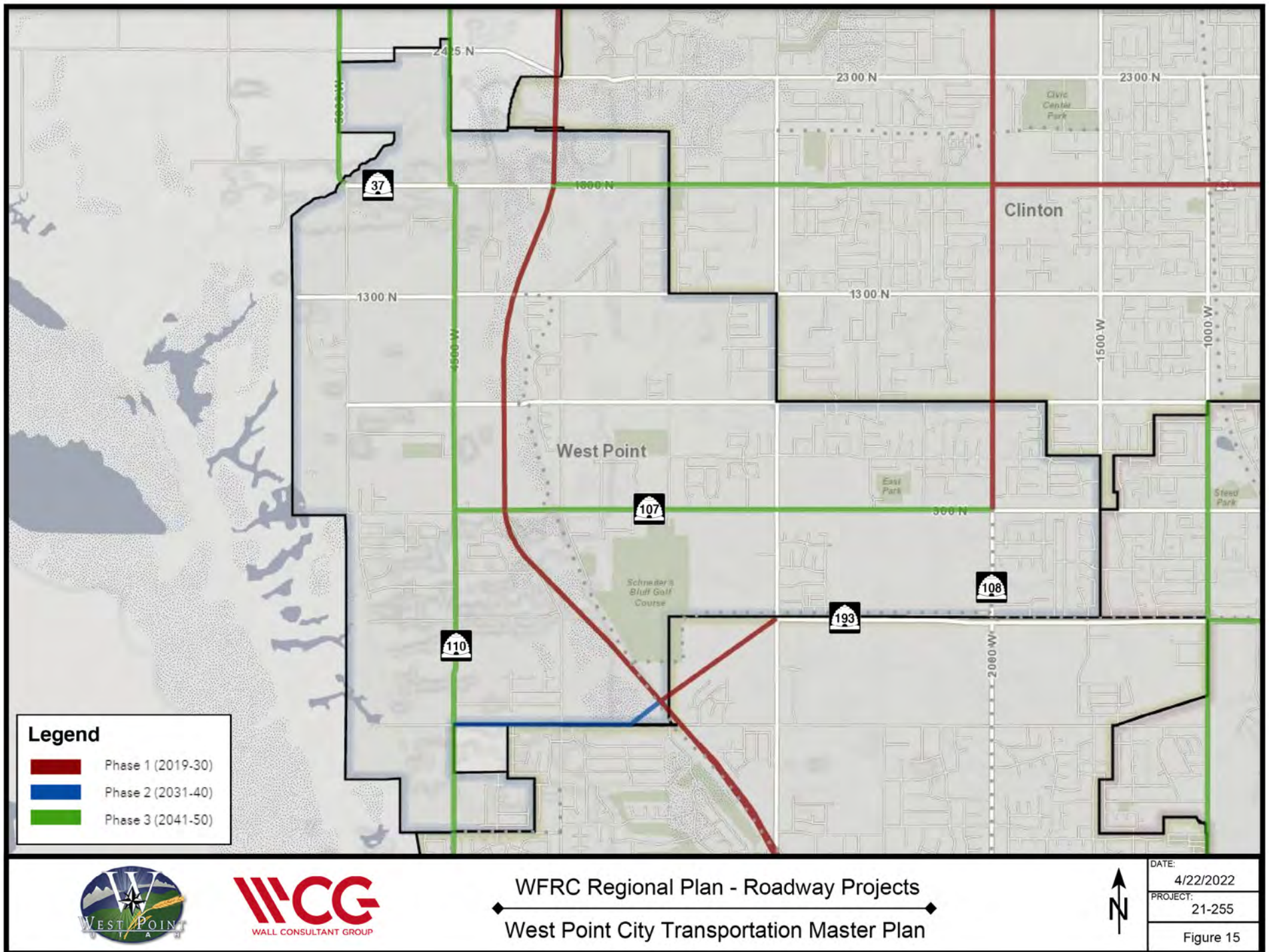
WFRC Roadway Projects

The 2019 WFRC regional transportation plan lists the following roadway projects in their long-range 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 2031 and 2040.
- SR-193 3000 W Extension – A new construction project from the West Davis Corridor to 3000 West, to be constructed between 2022 and 2030.
- SR-193 4500 W Extension – A new construction project from the West Davis Corridor to 4500 West, to be constructed between 2031 and 2040.
- 4500 West – An operational improvement project from the Weber County line to Antelope Drive / 1700 South, to be constructed between 2041 and 2050.
- 300 North – An operational improvement project from 4500 West to 2000 West 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.
- 5000 West – An operational improvement project from 1800 North to the Weber County line.

Figure 15 below shows the WFRC roadway projects planned in West Point city boundaries.







West Point TMP Roadway Projects

As part of the West Point capital facilities plan, it is recommended the City begin planning for the proposed roadway improvements shown below in Table 6. Figure 16 below depicts the locations of the proposed roadway improvements. Figure 17 shows the future roadway network functional classification, including the future roadway project listed in Table 6.

Project number	Description	Responsibility	Estimated Future Project Year	Cause of improvement	Improvement Scope	number of lanes		Estimated cost
						2022	Proposed	
1	300 North; 2000 West to 4000 West*	WP / WFRC	2022 - 2030	Capacity	Widening	2	3	\$9,000,000
2	3200 W; SR-193 to 300 N (Main St.)*	WP	2022 - 2030	New Development Connectivity	New Roadway	-	2	\$6,227,000
3	100 North; 3100 West to 3250 West*	WP	2022 - 2030	New Development Connectivity	New Roadway	-	2	\$1,837,000
4	4000 West; 1300 North to 1800 North*	WP	2022 - 2030	New Development Connectivity	New Roadway	-	2	\$8,010,000
5	Cold Springs Road; 200 South to 200 North*	WP	2022 - 2030	New Development Connectivity	New Roadway	-	2	\$5,153,000
6	Cold Springs Road; 450 South to 200 South*	WP	2022 - 2030	New Development Connectivity	New Roadway	-	2	\$1,895,000
7	200 South; 4500 West to Cold Springs Road*	WP	2022 - 2030	New Development Connectivity	New Roadway	-	2	\$5,740,000
8	1000 North; 4000 West to 3200 West	WP	2031 - 2040	New Development Connectivity	New Roadway	-	2	N/A
9	3500 W; 800 N to 1300 N	WP	2031 - 2040	New Development Connectivity	New Roadway	-	2	N/A
10	2550 W; SR-193 to 300N	WP	2031 - 2040	New Development Connectivity	New Roadway	-	2	N/A
11	100 N; 2550 W to 2000 W	WP	2031 - 2040	New Development Connectivity	New Roadway	-	2	N/A
12	50 N; 2775 W to 2500 W	WP	2031 - 2040	New Development Connectivity	New Roadway	-	2	N/A
13	1800 North; 5000 West to 4100 West**	UDOT	2030 - 2040	Capacity	Widening	2	3 or 5	N/A
14	5000 West; 1800 North to 2500 N**	UDOT	2040 - 2050	Capacity	Widening	2	3 or 5	N/A
15	2000 West; 800 North to SR-193**	UDOT	2040 - 2050	Capacity	Widening	5	7	N/A

* Impact Fee Eligible Project

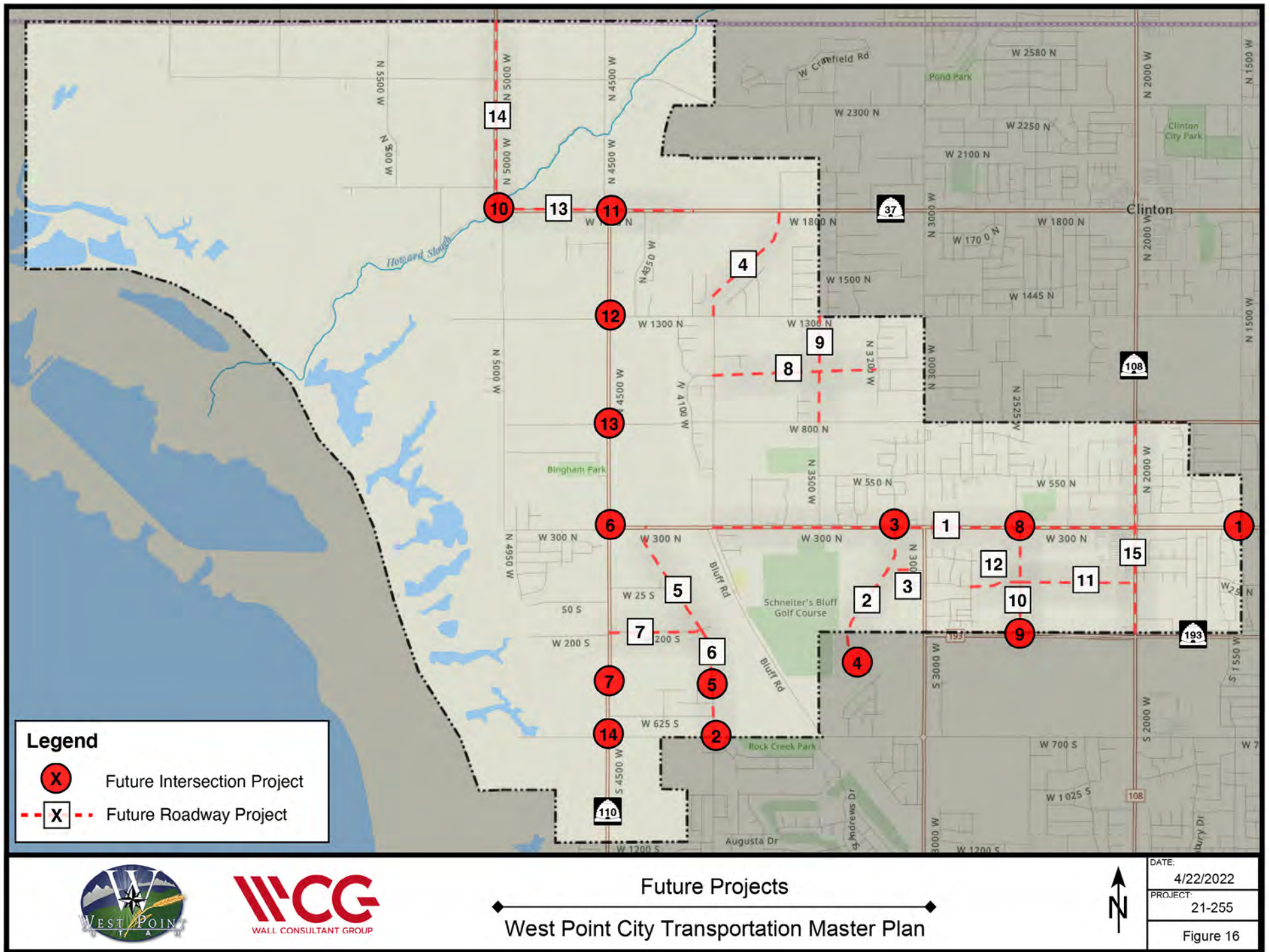
** Project may not be necessary if West Davis Corridor is extended to the North

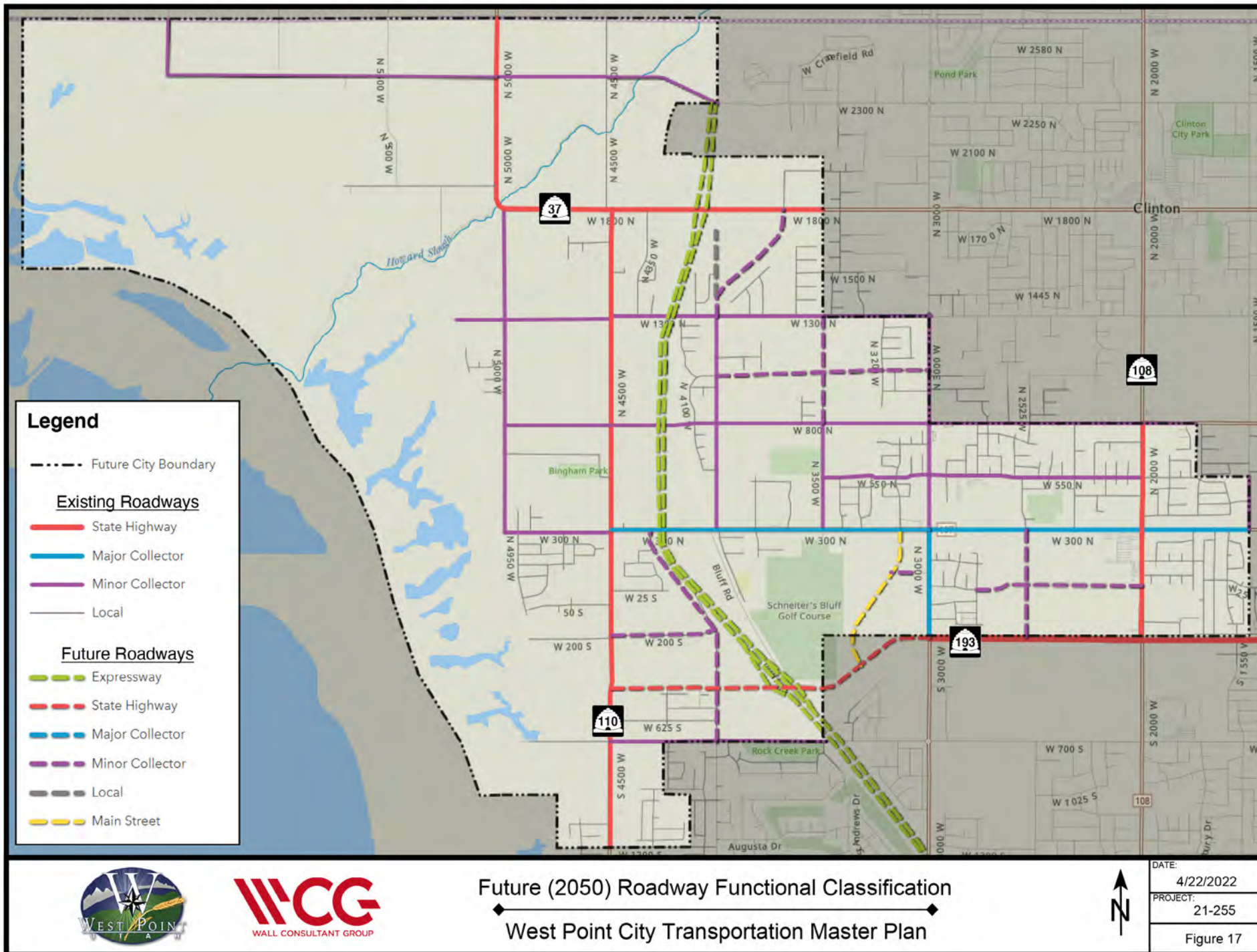
West Point TMP Intersection Projects

As part of the West Point capital facilities plan, it is recommended the City begin planning for the proposed intersection improvements shown below in Table 7. Figure 16 depicts the locations of the proposed intersection improvements.

Project number	Description	Responsibility	Estimated Future Project Year	Cause of improvement	Improvement Scope	Estimated cost
1	300 North / 1500 West*	WP	2022 - 2030	Capacity	Striping / Turn Lane	\$4,000
2	700 South / 4000 West*	WP / Syracuse	2022 - 2030	Capacity	Signal / Roundabout	\$1,028,000
3	300 North / 3200 West (Main St)*	WP	2022 - 2030	Capacity	Signal / Roundabout	\$482,000
4	SR-193 / 3200 West (Main St)*	UDOT	2022 - 2030	Capacity	Signal	N/A
5	400 South / 4000 West	UDOT	2022 - 2030	Capacity	Signal / Roundabout	N/A
6	SR-110 (4500 West) / 300 North*	UDOT / WP	2022 - 2030	Capacity	Roundabout	\$1,200,000
7	SR-110 (4500 West) / 400 North*	UDOT	2022 - 2030	Capacity	Signal / Roundabout	N/A
8	300 North / 2550 West	WP	2031 - 2040	Capacity	Signal / Roundabout	N/A
9	2550 West / SR-193	UDOT	2031 - 2040	Capacity	Signal	N/A
10	SR-37 (1800 North) / 5000 West	UDOT	2031 - 2040	Safety	Geometric Alignment	N/A
11	SR-110 (4500 West) / SR-37 (1800 North)	UDOT	2031 - 2040	Capacity	Signal / Roundabout	N/A
12	SR-110 (4500 West) / 1300 North	UDOT / WP	2041 - 2050	Capacity	Roundabout	N/A
13	SR-110 (4500 West) / 800 North	UDOT / WP	2041 - 2050	Capacity	Roundabout	N/A
14	SR-110 (4500 West) / 700 South	UDOT / WP	2041 - 2050	Capacity	Roundabout	N/A

* Impact Fee Eligible Project



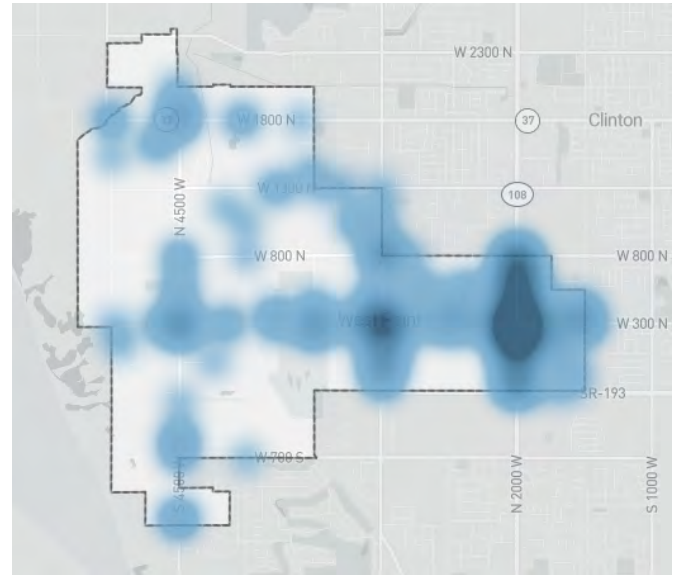


CITY TRANSPORTATION MANAGEMENT

A. PURPOSE

The City Transportation Management section discusses best practices to ensure the City develop a safe and efficient transportation network. This section includes the following:

- Safety analysis using crash data from 2017 to 2022
- Future safety project recommendations
- Best practices for access management and how this applies to West Point City
- Traffic calming resources
- Electric vehicle parking ordinances
- Maintenance policy recommendations
- Future Main Street boulevard concepts
- Recommendations for future traffic impact studies



B. TRANSPORTATION SAFETY

Crash data was reviewed for the latest 5 years of complete data (2017 – 2021). As expected, a higher number of crashes occurred on roadways with higher daily volumes on the east side of West Point. A heat map of all crashes within West Point from 2017 – 2021 is shown in the Figure below.

While higher volume roadways usually have more crashes than lower volume roadways, often lower volume roadways which have potentially higher speeds, have a higher percentage of severe crashes (serious injury and fatalities). Thus, severe crashes were also reviewed. The Figure below presents severe crashes within West Point between 2017 and 2021. In this 5-year period there were 3 suspected serious injury crashes and no fatal crashes.

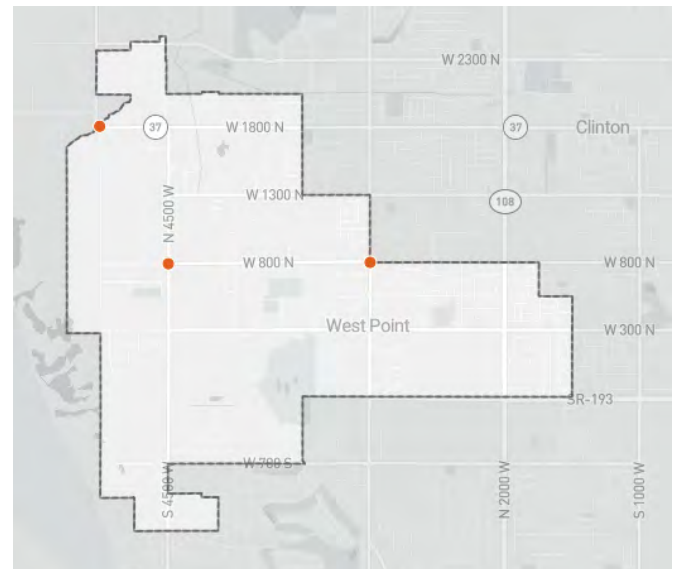
Crash narratives for these three crashes were reviewed and are summarized below:

- 800 N & 3000 W: A crash occurred in October 2017 at the roundabout where a vehicle failed to yield, causing a motorcyclist circulating the roundabout to attempt to avoid a collision and crash.
- 800 N & 4500 W: A vehicle traveling westbound failed to stop at the stop sign and collided with a vehicle traveling southbound.
- 1800 N & 5000 W: A crash occurred in May 2021 in which a vehicle traveling westbound failed to negotiate a turn and departed the roadway. The driver was charged with a DUI.

Safety countermeasures for reducing the chances of similar crashes occurring were investigated. Potential countermeasures are provided below:

- 800 N & 3000 W: No potential countermeasures
- 800 N & 4500 W: Improve side-street stop sign visibility (stop bars, curbing, enlarged sign, etc.)
- 1800 N & 5000 W: Tighten up access or install roundabout

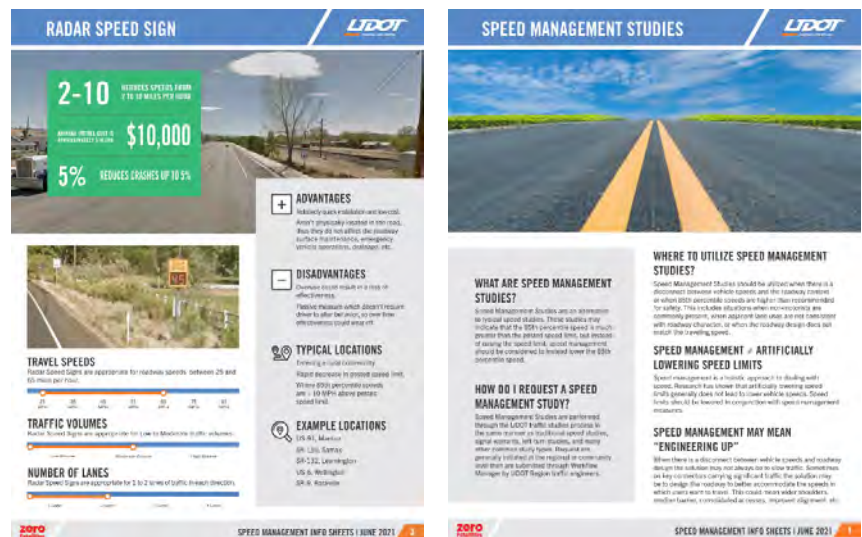
As severe crashes are sporadic and random in nature on low volume roadways, similar intersections should also be investigated for similar improvements. Further details of these improvements are discussed in the intersection improvement projects section of the report.



C. TRAFFIC CALMING

Traffic calming is the use of physical design and other measures to improve safety for motorists, pedestrians and cyclists by reducing vehicle traffic and/or vehicle speeds. In general, traffic and speed management techniques should match the design characteristics of the specific corridor. Arterials, major collectors, and emergency response routes, for instance, prioritize through traffic volumes and higher travel speeds, and traffic calming and speed management techniques may not be appropriate. However, traffic calming may be important in areas of the City with a high presence of people walking and bicycling where a lower speed environment should be encouraged, such as near parks and trails, along local roads in residential neighborhoods, in city centers, or school vicinities.

For more information regarding traffic calming measures view the UDOT Speed Management Information Sheets which explain traffic calming treatments, advantages and disadvantages, typical costs, example locations, and other potentially useful information.



Tucson, Arizona operates a neighborhood traffic management program that emphasizes neighborhood participation to implement traffic calming measures. A similar program may benefit the City if implemented by City leadership.

Additional traffic calming resources include:

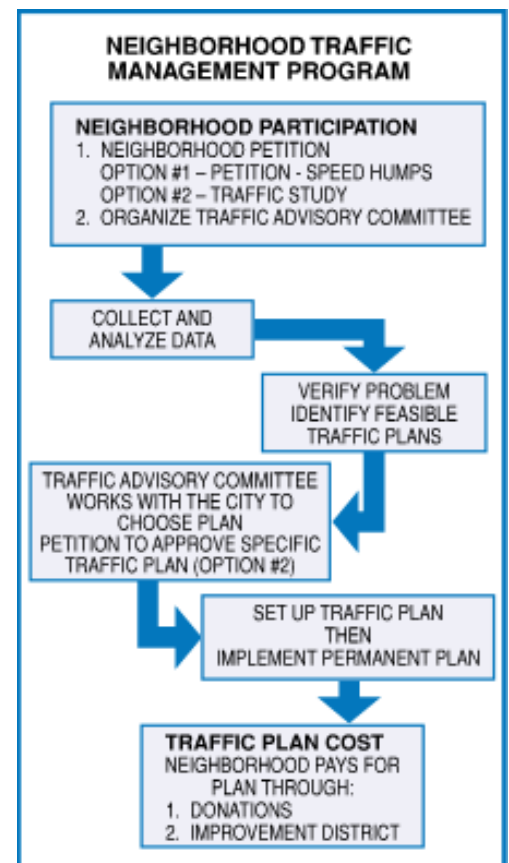
[Seattle Traffic Calming](#)

[Salt Lake City Traffic Calming](#)

[FHWA](#)

[ITE](#)

[NACTO](#)



D. ACCESS MANAGEMENT

The Federal Highway Administration (FHWA) defines access management as “proactive management of vehicular access points to land parcels adjacent to all manner of roadways”. 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. Examples of access management techniques from the FHWA include:

- Intersection spacing: Increasing the distance between traffic signals, roundabouts, and other controlled intersections improves the flow of traffic.
- Driveway spacing: Fewer driveways spaced further apart allows for orderly merging of traffic and presents fewer points of conflict between drivers.
- Safe turning lanes: Dedicated left and right-turn lanes keep through-traffic flowing.
- Median treatments: Two-way left-turn lanes (TWLTL) and raised medians are effective means to regulate access and reduce crashes.
- Right-of-way management: ROW is required to allow for roadway widening along a corridor or at intersections, improves sight distance, and other access-related issues.

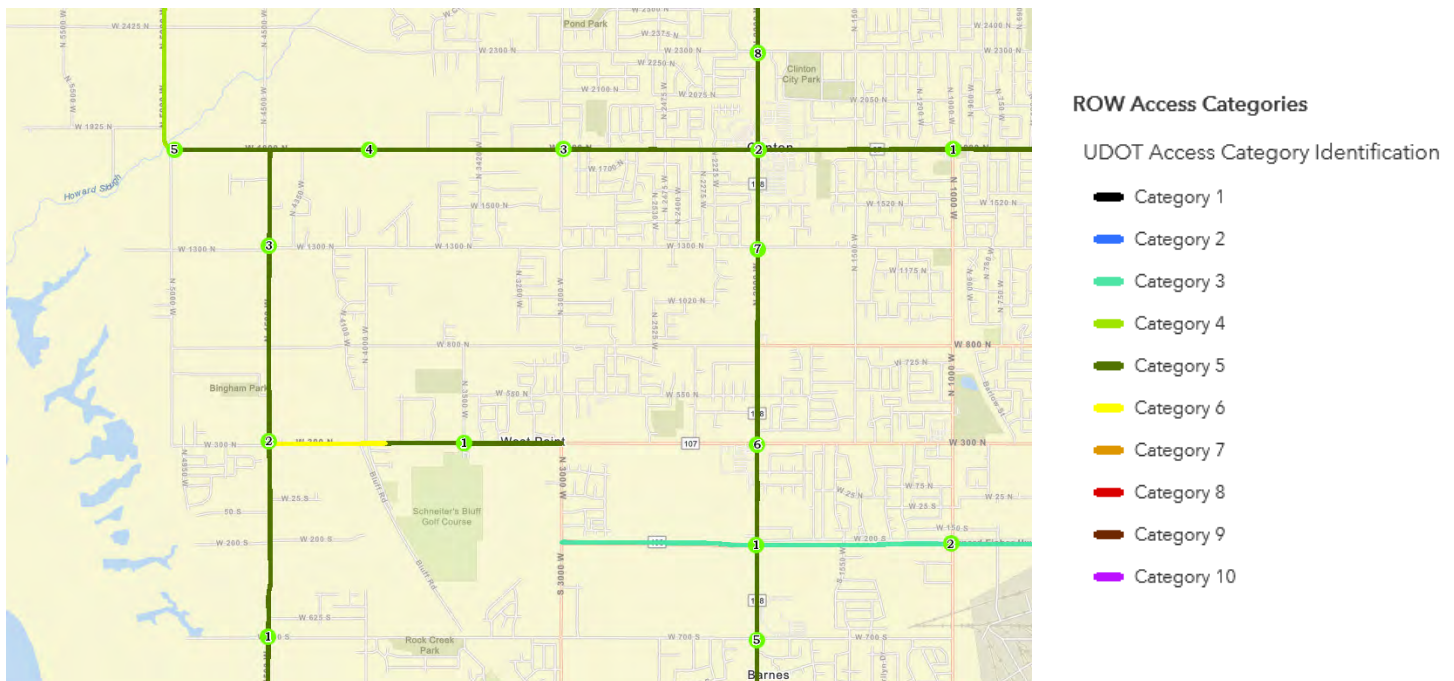


Arterial Roadways

The primary function of arterial roadways is to provide mobility throughout the network, therefore accesses and traffic interruptions along arterials should be minimized to maintain the roadway capacity.

All arterial roadways within West Point are owned, maintained, and managed by UDOT and include 2000 W (SR-108, Category 5), 4500 W (SR-110, Category 5), 5000 W / 1800 N (SR-37, Category 4/5), SR-193 and the future SR-193 extension (Category 3), and the West Davis Highway (Category 1). Access along these arterial roadways must meet UDOT's access management requirements. Under Administration Rule R930-6 all state highways are assigned an access category between 1 and 10, with each access category requiring varying spacing requirements¹.

(Need better map of UDOT Access Categories in West Point, with future Access Categories (Ext SR-193 and WDH))



Major and Minor Collectors

Major and minor collector roadways provides both mobility and access. With lower speeds, lower traffic volumes, and a greater demand for property access, access management standards are generally less restrictive along collectors than arterials. Between the major and minor designations, major collectors typically serve higher volume and speed corridors with a greater emphasis on mobility, typically within commercial and high-density residential areas and near emergency service providers. Access standards are more restrictive on major collectors, and traffic calming is generally inappropriate along major collectors.

Most collectors within West Point are locally owned, maintained, and managed². It is the responsibility of the City staff to ensure that accesses along collectors are properly managed by making changes to the existing roadway to address existing management issues and practicing good access management as new development occurs. Creating established corridor agreements and access management standards before new development occurs is critical to ensure the roadway network is efficient and safe. Corridor agreements assist developers in knowing ahead of time where and what type of accesses will be permitted.

Local and Minor Local Streets

Local and minor local streets serve primarily local residential traffic demands, with low traffic volumes, low speeds, and frequent driveway accesses. Emphasis should be placed on designing local residential streets to encourage low speeds and livable pedestrian scale environments and discourage through traffic.

¹ Utah Admin. Code 930-6-7

² 300 N (SR-107) is the notable exception. As SR-193 is constructed, UDOT will jurisdictionally transfer ownership of the highway to the City of West Point.

Private Roads, Lanes, and Alleys

Private roads, lanes, and alleys are roads not open or intended for use by the general public. As defined in the West Point City Code:

- “Private road” means a private street with a minimum of 50-foot right-of-way that includes curb, gutter, and sidewalk on both sides and meets the requirements found in the public works standard drawings. Private roads may terminate at a dead end but will be provided with a dedicated turnaround and will be no longer than 600 feet in length. Private roads do not provide access to more than 30 units or lots.
- “Private lane” means a private street with curb and gutter on both sides that provides access to the front of residential or commercial buildings with a minimum width of 25 feet measured from the back of curb to back of curb. Private lanes do not provide access to more than 15 units or lots.
- “Alley” means a private street with curb and gutter on both sides that provides access to the rear of residential or commercial buildings with a minimum width of 25 feet measured from the back of curb to the back of curb. Alleys do not provide access to more than 15 lots or units. Units or lots that have rear access from an alley also have frontage on a public road or a private road.

Typically, private roads occur in planned residential use developments (PRUDs). Private roads should not be intended to serve through traffic. Geometric and structural design standards for private roads are the same as those used for public roads.

The private road property and deed ROW shall be surveyed and recorded with the county. The private road should be owned, maintained, and managed by a private entity such as a homeowner’s association. A means of perpetual maintenance should be demonstrated to the satisfaction of the planning and zoning commission before a private road may be approved. The managing entity should prepare and follow a maintenance plan that identifies, schedules and performs regular maintenance duties, as well as a time horizon for eventual roadway reconstruction. The cost of maintenance and reconstruction will be annualized and collected into an escrow account to ensure the roadway is maintained into perpetuity.

The requisite maintenance plan should identify a schedule of activities required to maintain a safe and well-functioning roadway, including but not limited to:

- Annual maintenance (every year), such as pothole patching, street sweeping, line striping, trash removal, landscape pruning, and other activities
- Semi-annual activities (every 2-5 years), such as crack sealing, catch basin sediment removal, culvert inspections, and other activities
- Medium-term activities (5-15 years), such as asphalt overlays, chip sealing, and surface milling and reconstruction
- Long-term activities (15+ years), including full depth reconstruction of roadway, concrete curb, gutter, and sidewalk reconstruction

The maintenance plan should include escalated costs associated with each activity and develop an amortized escrow saving plan to ensure roadway maintenance is funded through the expected roadway life cycle.

Access Management Standards

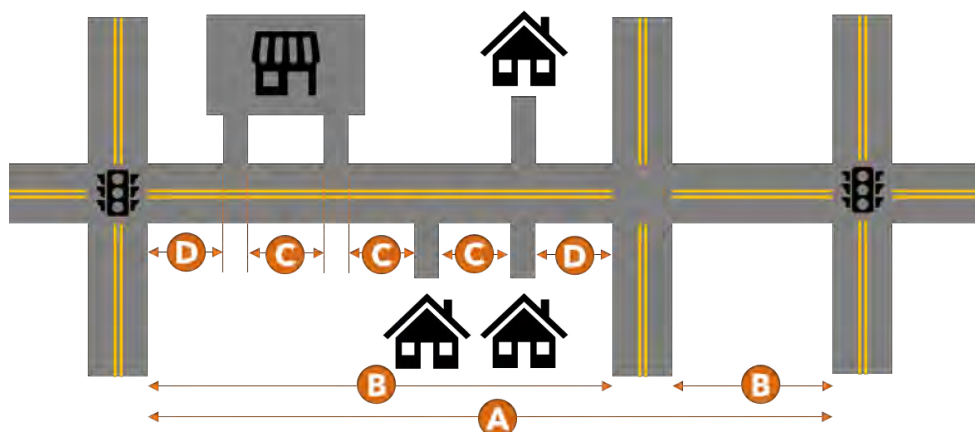


Table 8: Access Management Standards

Classification	Signal Spacing (A)	Street Spacing (B)	Driveway Spacing (C)	Driveway Spacing from Corner (D)
Major Collector	2640 feet	660 feet	300 feet	300 feet
Minor Collector	1320 feet	330 feet	150 feet	150 feet
Local / Minor Local / Private	N/A	250 feet	10 feet	50 feet

Driveway Standards

Minimum standards for driveways should include:

- Commercial / multifamily drive width (100+ trips per day): 24 feet minimum, 40 feet maximum
- Residential drive width (<100 trips per day): 12 feet minimum, 24 feet maximum
- Driveway access may be restricted to right-in / right-out movements only to address safety or congestion concerns associated with the access. Concerns may include:
 - Documented crash history
 - Poor / limited sight distance
 - Congestion: LOS D or worse exiting the driveway
 - Congestion: left turn 95th percentile queuing from mainline interferes with through traffic progression on mainline or blocks other roadways / driveways

E. ELECTRIC VEHICLE PARKING ORDINANCE

Electric Vehicle Parking and Charging Stations

The following standards shall only apply to multi-family developments regardless of the total parking space requirement; and to commercial developments requiring one hundred (100) parking spaces or more. At least one (1) parking space dedicated to electric vehicles shall be provided for every twenty five (25) parking spaces provided in multifamily or commercial applications. Electric vehicle parking spaces shall count toward the required number of parking spaces. The electric vehicle parking space shall be:

- Located in the same lot as the principal use;
- Located as close to a primary building entrance as possible, with priority given to handicap / accessible parking spaces;
- Signed in a clear and conspicuous manner, such as special pavement marking or signage, indicating exclusive availability to electric vehicles; and
- Outfitted with a standard Level 2 208/240 volt electric vehicle charging station.





Electric Vehicle Ready Parking

In addition to Electric Vehicle Parking requirements, each multi-family development and commercial development requiring one hundred (100) parking spaces or more shall provide a minimum of twenty percent (20%) electric vehicle ready (EV-ready) parking spaces of required parking spaces provided on-site. EV-ready parking spaces shall have electrical conduit and sufficient electrical capacity for the future use of a 208/240 volt electric vehicle charging station. The location of proposed EV-ready parking spaces shall be indicated on submitted site plans.

- EV-ready parking requirements shall count toward the minimum required and maximum allowed number of parking spaces.
- Parking areas with four (4) or fewer vehicle parking spaces are not required to identify an EV-ready parking space.
- Where no minimum parking is required, EV-ready parking spaces will be based on provided parking.
- For new multi-family uses, a minimum of twenty percent (20%) of required Accessible (ADA) parking spaces shall be constructed as EV-ready.

F. CONNECTIVITY POLICY

New development should recognize the importance of transportation network connectivity in improving mobility, creating transportation choice, improving emergency service response time, improving safety, and activating the economy. Developments should follow best practices outlined in WFRC's Utah Street Connectivity Guide³ to maximize connectivity indices, minimizing block lengths, reducing cul-de-sacs, providing street, sidewalk, and path stubs for future connections, and other techniques.

G. LEVEL OF SERVICE / DELAY / QUEUEING POLICY

LOS C is considered acceptable on roadway segments; LOS D is acceptable on driveway approaches; 95th percentile queues should not interfere with nearest adjacent road / driveway

H. TRAFFIC CALMING POLICY

Most traffic calming appropriate on local / minor local roads; some traffic calming appropriate on minor collectors; traffic calming generally not appropriate on major collectors

Uncontrolled Crosswalk Policy – mid-block or other uncontrolled crosswalks are only appropriate where significant generators may attract pedestrian crossings at uncontrolled locations, such as a school, park, or trail crossing.

Uncontrolled crosswalks on roads with an AADT of 2,000 vehicles per day or less and a speed limit of 25 mph or less may not require additional crosswalk enhancement beyond standard crosswalk signs and stripes; with more than 2,000 vpd or a speed greater than 25 mph, crosswalk enhancements, such as in-street signs, median refuge, rectangular rapid flashing beacons, pedestrian hybrid beacons, or other enhancements may be necessary.

I. ROADWAY MAINTENANCE

Maintenance describes work that is performed to maintain the condition of the transportation system or to respond to specific conditions or events that restore the highway system to a functional state of operation. West Point City is committed to maintaining their roadways by creating a maintenance plan that ensures the longevity and safety of the roadways in the City. It is the responsibility of the public works superintendent to develop and apply this plan, as well as supervise the maintenance of the city streets and sidewalks.

³ Utah Street Connectivity Guide



J. TRAFFIC IMPACT STUDIES

As West Point City continues to grow, traffic-related impacts due to development will need to be addressed by requiring future developments to complete a Traffic Impact Study (TIS) prior to being given approval to build. A TIS details how a development will impact traffic flow in the project area by assessing internal site circulation, access performance, impacts to adjacent roads and intersections, and mitigation measures. The scope of the TIS depends on the size and land use of the development, which in turn determines the quantity of trips that will be generated by the project. The size and scope of a TIS should be determined by the City Engineer on a case by case basis.

Each TIS will be conducted by a qualified Traffic Engineer chosen by the developer at their cost and approved by the City. A TIS should identify improvements to existing traffic issues that could be made by the City and by the developers due to poor levels of service caused by the addition of project traffic. West Point Traffic Impact Study Requirements are included in the Appendix of this report.

K. FUTURE DOWNTOWN BOULEVARD

West Point City is experiencing a lot of new growth, and this will only be heightened by the transportation improvements planned in the area, such as the West Davis Corridor. There are several areas, or districts, in the City that will likely see growth pressure due to these planned improvements. A significant district that will likely see growth is the West Davis Corridor / SR-193 interchange area. This area is being studied separately to determine the demand for commercial, residential, and other land uses in the immediate vicinity.

Another district that will likely see future growth demand is the area north of the SR-193 extension east of the Schreiber's Bluff Golf Course. As part of the transportation master planning process, a sub-area concept plan was developed for this area, called the West Point "Main Street" area.



a. Future West Point “Main Street”

The West Point “Main Street” area is located north of the SR-193 extension, between the golf course and 3000 West, and south of 300 North. This area will have a new signal on SR-193 at Thurgood Lane. The “Main Street” roadway will extend north into West Point and align with 3150 West adjacent to the West Point City Hall. West Point staff indicated that this area would provide an ideal location to create a “Main Street” district within the city, with a unique opportunity to develop this area with a blank canvas. To begin the process, it was determined that a Steering Committee, made up of key individuals in the West Point community, would be important to brainstorm ideas for this area. Members of the steering committee are outlined below:

WEST POINT “MAIN STREET” STEERING COMMITTEE MEMBERS

- Boyd Davis, West Point City Engineer
- Bryn MacDonald, West Point City Planner
- Brian Vincent, West Point Mayor
- Gary Petersen, West Point City Councilmember
- Kyle Laws, West Point City Manager
- Jeremy Strong, West Point Planning Commissioner
- PJ Roubinet, West Point Planning Commissioner
- A representative from Property Reserve, Inc. (PRI) (final stakeholder meeting)

The steering committee met on three separate occasions to brainstorm ideas for what this area could become. The purpose of each meeting is summarized below:

STAKEHOLDER MEETING #1

This meeting was used to create a vision for what this area could become. The committee discussed elements that were important to implement into the concept plan. The group discussed a variety of different “Main Street” districts, along with pros and cons of each. Through this brainstorming session, the following critical elements were identified:

- Main Street retail component
- Walkable and pedestrian friendly
- Community space
- Slow vehicle speeds
- Some on-street parking, with most parking behind the retail
- Unique sense of place

STAKEHOLDER MEETING #2

The second meeting was used to build on the brainstorming session and vision to identify how that would fit in the area. It was determined that the new road connection between SR-193 and 300 North would serve as a “Main Street” with a block system around it to provide access to parking and adjacent land uses. The group discussed roundabouts, one-way couplets, trails, wide sidewalks, bike lanes, etc. from a transportation perspective. Representatives from Zions Bank and Downtown Redevelopment were there to discuss the financial feasibility of retail, and what that may look like. It was agreed that the retail along the corridor would likely be niche type retail or services, such as a bookstore, ice cream parlor, or other unique market. The group discussed community spaces, such as the opportunity for a linear park, or town square, community buildings like a future town hall, gathering places, food truck locations, etc. These discussions helped develop several possible layout alternatives that were discussed with the group.

STAKEHOLDER MEETING #3

The final stakeholder meeting was used to refine the concept layout and proposed cross section. The draft layouts and cross sections were evaluated and discussed to find an agreeable solution for the community. The proposed layout for the area is shown here.

As shown in the figure, the proposed concept includes a long linear park through the “Main Street” area. The linear park would include trees, landscaping, benches, a trail, tables, and other aspects that would encourage walkability and a unique sense of place. At the center is a roundabout, with a town square on one corner. The town square could be used for a variety of community functions, as well as a place for future City buildings. Two-story retail buildings would line “Main Street, with a grid system providing access to parking in the back. High density residential would fit on the outsides of the “Main Street” corridor, providing population to help support the retail and community uses. On the north end of the property, transitional residential land uses are proposed to move from the higher density residential areas (such as apartments), to the lower single family homes that surround the area. Transitional residential would include uses like townhomes or twin home developments.



A proposed cross section for the “Main Street” corridor was also developed.



As shown in the cross section, there is a long linear park with a trail and other features. There is a single lane in each direction, which is narrow (9') to encourage slow speeds in the area. On street parking is provided along the corridor, with bulb-outs at intersections to provide safe pedestrian access. Wide sidewalks that can accommodate street trees, benches, and other street furniture are provided. The buildings shown in the cross section are a generic placeholder – it is recommended that these be developed as two-story retail buildings with a variety of setbacks and organic design to create a unique space.

The final steering committee meeting also included a representative from PRI, who is the major property owner of the “Main Street” district. The representative learned more about the plans and discussed different elements of the plan. In general, the representative was positive about the direction of the concept plan.

It should be noted that the concepts presented in the Transportation Master Plan are just concepts to get the conversation started. West Point City plans to complete an update to the General Plan within the next year. This update will better inform the overall vision and land uses planned for this area. It is recommended that this area continue to be studied and refined as more information on how this area could be developed in the future.

A good example of the type of place that West Point is envisioning for this area is Crocker Park in Westlake, Ohio. This Downtown district has many of the same elements that were identified by the Steering Committee. Some images from google street view of Crocker Park are shown here.



RECOMMENDATIONS

It is recommended that the “Main Street” district be further evaluated in the upcoming West Point General Plan update, as well as additional studies to determine the feasibility and breakdown of commercial, residential, and community land uses. This evaluation is meant as a starting concept and is expected to be updated as more information becomes available.



CAPITAL FACILITIES PLAN

As shown in section 3 of this report, future growth due to new development requires West Point to make improvements to their transportation network to provide residents with a safe and efficient transportation network and maintain an acceptable Level of Service. Impact fee eligible intersection and roadway improvements are listed below in Table 9 and 10 and are shown in Figure 18. Each project cost estimate represents 2022 cost and is not adjusted for inflation, therefore estimates will need to be regularly updated by the City as project scopes may change as development occurs in the City. Only roadway improvements to arterials and collectors are identified, as local roads are typically built by future development. Details for each project cost estimate can be found in the Appendix.

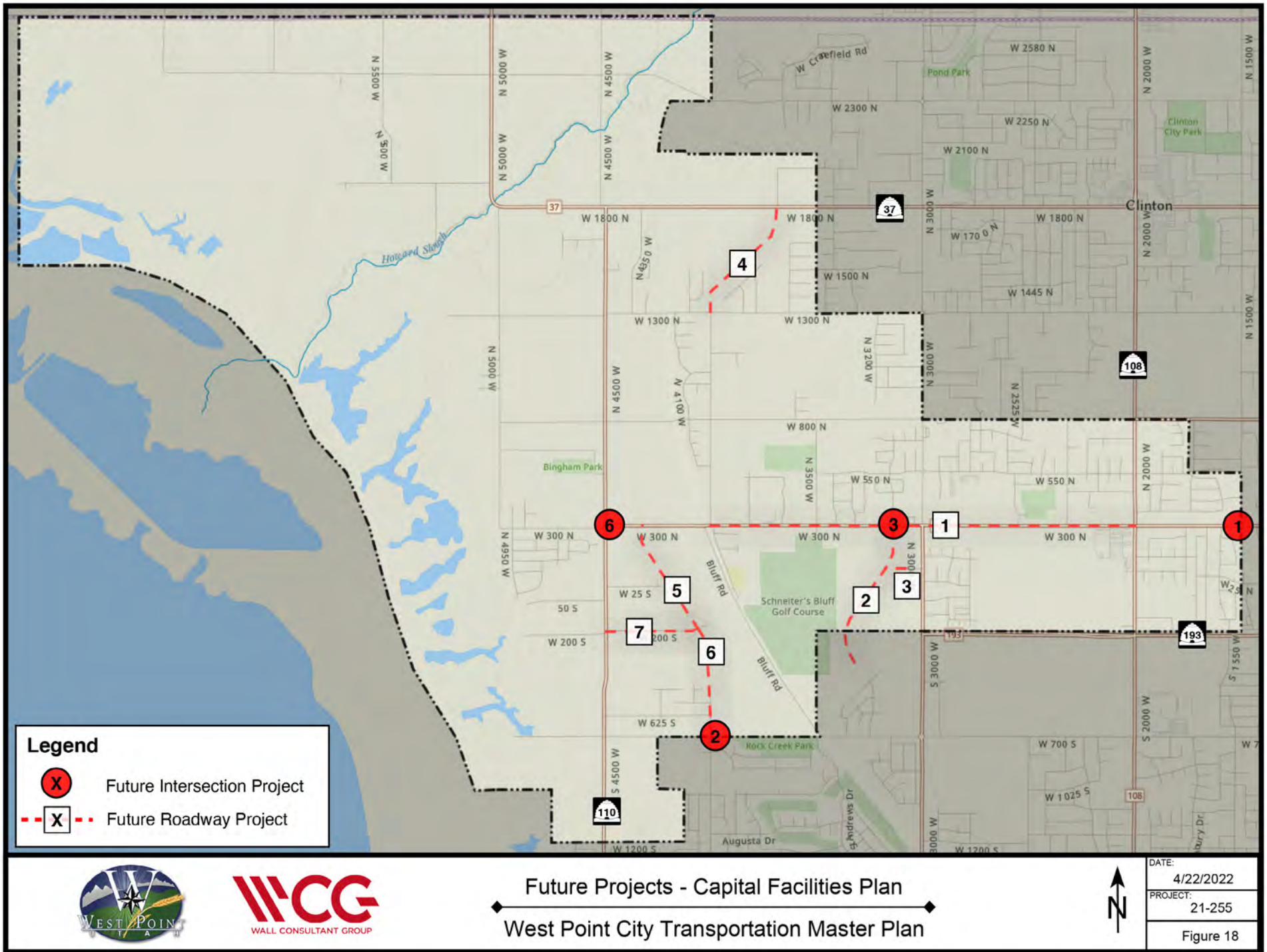
Table 9: Future Roadway Projects

Project number	Description	Responsibility	Estimated Future Project Year	Cause of improvement	Improvement Scope	Number of Lanes		Estimated cost
						2022	Proposed	
1	300 North; 2000 West to 4000 West	WP / WFRC	2022 - 2030	Capacity	Widening	2	3	\$9,000,000
2	3200 W; SR-193 to 300 N (Main St.)	WP	2022 - 2030	New Development Connectivity	New Roadway	-	2	\$6,227,000
3	100 North; 3100 West to 3250 West	WP	2022 - 2030	New Development Connectivity	New Roadway	-	2	\$1,837,000
4	4000 West; 1300 North to 1800 North	WP	2022 - 2030	New Development Connectivity	New Roadway	-	2	\$8,010,000
5	Cold Springs Road; 200 South to 200 North	WP	2022 - 2030	New Development Connectivity	New Roadway	-	2	\$5,153,000
6	Cold Springs Road; 450 South to 200 South	WP	2022 - 2030	New Development Connectivity	New Roadway	-	2	\$1,895,000
7	200 South; 4500 West to Cold Springs Road	WP	2022 - 2030	New Development Connectivity	New Roadway	-	2	\$5,740,000

Table 10: Future Intersection Projects

Project number	Description	Responsibility	Estimated Future Project Year	Cause of improvement	Improvement Scope	Estimated cost
1	300 North / 1500 West	WP	2022 - 2030	Capacity	Striping / Turn Lane	\$4,000
2	700 South; 4000 West	WP / Syracuse	2022 - 2030	Capacity	Signal / Roundabout	\$1,028,000
3	300 North; 3200 West (Main St)	WP	2022 - 2030	Capacity	Signal / Roundabout	\$482,000
6	SR-110 (4500 West) / 300 North	UDOT / WP	2022 - 2030	Capacity	Roundabout	\$1,200,000







CONCLUSION

A. OVERVIEW

The purpose of the West Point TMP is to plan the future transportation needs of West Point City. The following tasks were completed as part of this TMP:

- Traffic data was collected, including daily traffic volumes, vehicle classification, and speed, to help establish existing conditions in the City.
- Future traffic volumes were developed to future planning years 2032 and 2050.
- A travel demand analysis based on existing and future land use was performed.
- An Impact Fee Facilities Plan has been created to address roadway and intersection deficiencies.
- City street functional classifications and cross sections were updated.
- A safety analysis was performed.
- Access management standards were developed.
- Recommendations for future active transportation and transit facilities were provided.
- Future Downtown Boulevard concepts created – Transportation policies and ordinance recommendations have been provided.



CITY COUNCIL STAFF REPORT

Subject: Law Enforcement Contract/Interlocal Agreement
Author: Kyle Laws
Department: Executive
Date: August 2, 2022



Background

For as long as I have known, West Point City has contracted with Davis County for law enforcement services. The City and County have a very good relationship, particularly with the Davis County Sheriff's Office (DCSO). Over the last 10 years we have seen several increases to our annual contracted amount, but still pay a relatively low fee to the County. There have been some significant changes to the DCSO, specifically related to the paramedic program. These services will no longer be provided by DCSO, beginning January 2023, but will now be provided through the local fire service agencies. West Point City will be served by the North Davis Fire District. With these changes also come other changes within the DCSO. Mayor Vincent and I have been in meetings with County Officials discussing how these changes will impact our contract for law enforcement services. We believe there is a good path forward, but it certainly comes with a cost.

Analysis

Current Status

Our current contract expires on December 31, 2022. We are paying \$278,808 annually for 12 hours of active patrol. We know we are receiving more hours than this per day, and we recognize the need for another adjustment to our contract price.

Future Structure

In our several discussions with County Officials (Commissioners, Sheriff, Chief Deputies, Clerk/Auditor, etc.) we have talked about options going forward. The path that we want to present to the Council that we all like the most is the idea of creating a West Point Precinct of the DCSO. This would involve adding our City logo to the patrol vehicles and having a specific group of officers assigned to our city. This will allow us to get used to the officers patrolling here and they can become familiar with our community. As part of this arrangement, they will utilize their back-office space more and do shift changes and trainings here, increasing their response time to calls in our city.

Other options

We have tossed around other options, although we have not explored them in depth. Some of those include contracting with neighboring police agencies, creating a unified police department (similar to the North Davis Fire District), and standing up our own police department. While we have not done a full in-depth cost comparison of these items, we do not believe we would end up with the same or better service for the cost we currently receive. It is important to consider that there are other benefits to a contract with the County beyond active patrol or other services they provide. As part of our contact we do not have to worry about the liabilities that come with police work, insurance, vehicle replacement, body cam storage, GRAMA requests for law enforcement information, and the list goes on.

What we get from DCSO

It is difficult to mention every benefit we receive from our contract and relationship with DCSO. We typically only discuss the contract price and active patrol hours. But we do get so much more than active patrol. In addition to the list in the paragraph above, some of the other frequently unmentioned services include:

- Detective follow ups
- School Resource Officers
- Evidence collection and storage
- Crime Scene Investigation and other investigations
- Crime Lab
- Mobile Command Center
- SWAT
- Assistance at our City Celebration with traffic control, presence at the park, etc.
- Support during other City events and activities
- HR issues with contracts, hiring/terminating officers, discipline, etc.
- Constant ability to backfill for vacations, medical leave, etc.

This is not an all-inclusive list and some of these services take many hours of work that are not specifically accounted for in our contract.

The Financial Path Forward

As part of our discussions with County Officials, we have most certainly also talked about costs. The County has provided a spreadsheet that breaks down all of the costs they believe are related to providing officers for active patrol. Based on this information, they say it costs them about \$138,550 per patrol unit. This includes salaries, benefits, vehicles, equipment, insurance, etc. Once this number is determined, the math is pretty simple. Multiply this by the number of officers needed. In order to have 24-hour protection with one officer always on duty, the DCSO says they need 5 total officers. So to have two officers for a constant 24-hour protection we would need 10 officers. As you can see this adds up really fast; and as mentioned above, we are currently contracting for 12 hours of protection. Based on these numbers, we should be paying \$346,375, instead of \$278,808. We need to decide what level of service we need and that will determine the full contract amount.

Based on current usage and size of our city, the DCSO recommends we have 2 officers around the clock. The total annual cost for this would be \$1,385,500. We simply cannot afford to take a hit like this in one budget year. The County acknowledges this fact and is willing to offer the City a transition period of five years to get to the full contracted price. The tables below show this 5-year transition based on a couple of coverage options:

10 Deputies	Cost	Contract Amount	% of Cost	% Increase	Increase per Year
2022	\$1,385,500.00	\$ 278,808.00	20%		
2023	\$ 1,427,065.00	\$ 528,014.05	37%	17%	\$ 249,206.05
2024	\$ 1,469,876.95	\$ 779,034.78	53%	16%	\$ 251,020.73
2025	\$ 1,513,973.26	\$ 1,044,641.55	69%	16%	\$ 265,606.76
2026	\$ 1,559,392.46	\$ 1,325,483.59	85%	16%	\$ 280,842.04
2027	\$ 1,606,174.23	\$ 1,606,174.23	100%	15%	\$ 280,690.64
2028	\$ 1,654,359.46	\$ 1,654,359.46	100%	0%	\$ 48,185.23

7.5 Deputies	Cost	Contract Amount	% of Cost	% Increase	Increase per Year
2022	\$1,039,125.00	\$ 278,808.00	27%		
2023	\$ 1,070,298.75	\$ 428,119.50	40%	13%	\$ 149,311.50
2024	\$ 1,102,407.71	\$ 606,324.24	55%	15%	\$ 178,204.74
2025	\$ 1,135,479.94	\$ 794,835.96	70%	15%	\$ 188,511.72
2026	\$ 1,169,544.34	\$ 994,112.69	85%	15%	\$ 199,276.73
2027	\$ 1,204,630.67	\$ 1,204,630.67	100%	15%	\$ 210,517.98
2028	\$ 1,240,769.59	\$ 1,240,769.59	100%	0%	\$ 36,138.92

5 Deputies	Cost	Contract Amount	% of Cost	% Increase	Increase per Year
2022	\$692,750.00	\$ 278,808.00	40%		
2023	\$ 713,532.50	\$ 392,442.88	55%	15%	\$ 113,634.88
2024	\$ 734,938.48	\$ 514,456.93	70%	15%	\$ 122,014.06
2025	\$ 756,986.63	\$ 643,438.63	85%	15%	\$ 128,981.70
2026	\$ 779,696.23	\$ 779,696.23	100%	15%	\$ 136,257.59
2027	\$ 803,087.11	\$ 803,087.11	100%	0%	\$ 23,390.89

The Cost column is the full cost of the contract (where we should be) and assumes a 3% increase each year.

The Contract Amount is the total amount we would pay that particular year.

The % of Cost means the percentage we pay that particular year compared to the full Cost of where we should be.

The % Increase shows the percentage increase to the % of Cost to try and equalize the increase per year.

The Increase per Year is the new amount that would need to be budgeted each year.

As can be seen, we are looking at some very significant costs. There are several ways in which we can cover these costs.

- Property Tax Increase – Based on the maximum allowable rate set for this year, we will add an additional \$92,000 to the budget. This would only cover a portion of the needed increase.
- Reduce our transfer to Capital Projects. There is some wiggle room in the budget with this transfer. Keep in mind that this will also likely necessitate more bonding for future projects.
- Economic Development and increasing our Sales Tax Base. While this is helpful, it is also difficult to plan for. Additionally, even if we have the sales tax base, it is a volatile revenue source and fluctuates with the ups and downs of the economy. And, as a side note, as economic development occurs, we will most likely need additional patrol presence.

- Reduce other Services provided. This has not been explored as it is not a desirable alternative, but it is one that could be considered.

Recommendation

No action required. This is for discussion only.

Significant Impacts

This has very significant financial impacts to the City Budget, but is a much-needed service to the community.

Attachments

None

CITY COUNCIL STAFF REPORT

Subject: Discussion – Landscaping Text Amendments
Author: Bryn MacDonald
Department: Community Development
Date: August 2, 2022



Background

Over the past several months the City Council and Planning Commission have been discussing proposed changes to the current residential landscaping standards as outlined in the West Point City Code. Those standards set minimum landscaping for all residential lots and also allow residents to apply for a more drought-tolerant design (i.e. replacing turf grass with rock). These applications are currently being reviewed and approved by staff. Together with staff, the Planning Commission has worked on establishing specific standards for this kind of request.

Analysis

The code currently requires all single-family homes to be landscaped. If a property owner wants to do more than 30 percent xeriscape/rock, they must submit an application, including a landscape plan, to staff for review and approval. The existing code has no standards for how these applications should be reviewed by staff. This text change proposes minimum requirements for drought-tolerant landscaping and will make it easier for staff to review the applications.

The text change also proposes to eliminate grass in park strips and in required landscape buffers along arterial and collector streets.

Proposed Text

17.70.040 Residential Landscaping Standards

Landscaping on residential lots shall comply with the following standards:

- A. Landscaping shall be installed in front yards on the entire width of the lot including park strips but excluding the driveway. On corner lots, landscaping shall be installed in all areas between the side line of the house between the front property line and the rear property line which are visible from the public right-of-way.
- B. ~~Park strips shall be efficiently irrigated and landscaped. The live plant materials may include xerographic concepts with up to 50 percent inert materials. Any xeriscape plan shall include at least one shrub for every 40 square feet of xeriscape area, and no more than 25 percent of the area as turf or defined beds of ornamentals. No new turfgrass shall be planted in park strips or areas with a width of 8 feet or less. Park strips shall be~~

landscaped with trees, shrubs, pavers, rock, mulch, or another ground cover. Concrete may be used as long as it is constructed in a way that distinguishes it from the adjacent sidewalk such as stamping with a brick, stone or finishing it with other decorative patterns. All exposed utilities (such as meter boxes and valves) located in the park strip shall have a minimum clearance of one foot from all concrete.

- C. Landscaping shall include a combination of lawn, shrubs, ground cover, or trees. Ground cover may include vegetative vines, low-spreading shrubs, or annual or perennial flowering or foliage plants. Ground cover may also include mineral or nonliving organic permeable material. Mineral ground cover may include such materials as rocks, boulders, gravel, or brick over sand.
- D. Residential dwelling lots shall have no more than 30 percent of "mulch" meaning material such as natural crushed rock, bark, wood chips, or other materials left loose and applied to the soil ~~ground cover~~ (excluding driveways ~~and lawn~~). The following materials shall be prohibited in the landscaped area: crushed asphalt, recycled concrete, slag, and road base.
- E. On lots over one-half acre in size, landscaping shall only be required on 100 feet of street frontage to the depth of the front yard setback.
- F. Said landscaping shall be completed within one year from the date the certificate of occupancy was issued for the residence or within one year of removal of landscaping.
- ~~G. If more than 30 percent mineral ground cover is desired (excluding driveways and lawn) for approval, after a site plan review by the community development director, increases may be granted if a professional design is provided that shows a combination of different sizes/types of inert materials, such as boulders, dry streams, gathering places, etc.~~
- G. If more than 30 percent of "mulch" (as defined in subsection "D") ~~mineral ground cover is desired (excluding driveways), an application, including a professional landscape plan, must be submitted for review by the Community Developer director. Landscapes completely devoid of planned live vegetation are prohibited. The plan must include the following minimum requirements:~~
 - 1. A combination of at least two different types of "mulch" materials must be used such as artificial turf, rock of different sizes and colors, or wood chips.
 - 2. Live Vegetation: The following standards for live vegetation shall be considered the minimum requirement:
 - a. One shrub (this includes ornamental grasses, perennial flowers, and other plants with a minimum of twelve inches in height or spread) shall be installed or used for every 100 square feet of the landscaped area; and one tree for every 1,000 square feet of the landscaped area; or

- b. One shrub (this include ornamental grasses, perennial flowers, and other plants with a minimum of twelve inches in height or spread) shall be installed for every 50 square feet of the landscaped area;
- 3. Trees: Trees that are used in the calculation for live vegetation shall meet the following minimum size requirement.
 - a. Deciduous; two-inch caliper
 - b. Ornamental and flowering: one and one-half inch caliper
 - c. Evergreen: six feet tall

H. Trees ROW Location. Lawn trees are permitted but must be planted at least eight feet back from the right-of-way (ROW) as measured to the point of the tree nearest the street line. Trees that encroach upon the ROW shall be pruned to provide a clear, walkable and drivable public ROW.

17.130.100 Subdivision Improvements Required (buffers along arterials and collectors)

(K)3 A landscape and irrigation plan must be submitted and approved by the community development director. Landscaping ~~shall~~ may include irrigated street trees, ornamental grasses, ground covers, rock mulches, and shrubs. One two-inch caliper tree shall be required for every 25 feet of frontage. Trees must be picked from the city approved list. Five shrubs shall be required for every required tree. Shrubs shall be one-gallon containers or larger. A six-foot solid or semi-private fence shall be installed along the entire perimeter on the inside edge of the landscape strip.

Recommendation

The Planning Commission recommended approval of the text changes to the landscaping ordinance. This item is on for discussion and public hearing. The Council can make a decision at this time, or hold the public hearing and wait until the next meeting to make a final decision.

Attachments

Draft Ordinance

ORDINANCE NO. 08-02-2022A

**AN ORDINANCE AMENDING WEST POINT CITY CODE
TITLE 17 LAND USE AND DEVELOPMENT CODE
SECTION 17.70.040 REGARDING RESIDENTIAL
LANDSCAPING STANDARDS AND SECTION 17.130.100
REGARDING REQUIRED SUBDIVISION
IMPROVEMENTS**

WHEREAS, the West Point City Council for and on behalf of West Point City, State of Utah (hereinafter referred to as the “City”) desires to amend Title 17 Land Use and Development Code Section 17.70.040 and Section 17.130.100 of the West Point City Code; and

WHEREAS, a public hearing was duly held and the interested parties were given an opportunity to be heard; and

WHEREAS, the City Council has duly considered said amendments; and,

WHEREAS, the City Council, after due consideration of said amendments, has concluded that it is in the best interest of the City and the inhabitants thereof that said amendments be adopted;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF WEST POINT CITY, UTAH as follows:

Section One: Adoption of New Provisions

The following sections of the West Point City Code is adopted to read as follows: (Strike through text indicates text being removed from the code, and underlined text indicates new additions):

17.70.040 Residential Landscaping Standards

Landscaping on residential lots shall comply with the following standards:

- A. Landscaping shall be installed in front yards on the entire width of the lot including park strips but excluding the driveway. On corner lots, landscaping shall be installed in all areas between the side line of the house between the front property line and the rear property line which are visible from the public right-of-way.
- B. ~~Park strips shall be efficiently irrigated and landscaped. The live plant materials may include xerographic concepts with up to 50 percent inert materials. Any xeriscape plan shall include at least one shrub for every 40 square feet of xeriscape area, and no more than 25 percent of the area as turf or defined beds of ornamentals. No new turfgrass shall be planted in park strips or areas with a width of 8 feet or less. Park strips shall be landscaped with trees, shrubs, pavers, rock, mulch, or another ground cover. Concrete may be used as long as it is constructed in a way that distinguishes it from the adjacent sidewalk such as stamping with a brick, stone or finishing it with other decorative patterns. All exposed utilities (such as meter boxes and valves) located in the park strip shall have a minimum clearance of one foot from all concrete.~~

- C. Landscaping shall include a combination of lawn, shrubs, ground cover, or trees. Ground cover may include vegetative vines, low-spreading shrubs, or annual or perennial flowering or foliage plants. Ground cover may also include mineral or nonliving organic permeable material. Mineral ground cover may include such materials as rocks, boulders, gravel, or brick over sand.
- D. Residential dwelling lots shall have no more than 30 percent of "mulch" meaning material such as natural crushed rock, bark, wood chips, or other materials left loose and applied to the soil ground cover (excluding driveways ~~and lawn~~). The following materials shall be prohibited in the landscaped area: crushed asphalt, recycled concrete, slag, and road base.
- E. On lots over one-half acre in size, landscaping shall only be required on 100 feet of street frontage to the depth of the front yard setback.
- F. Said landscaping shall be completed within one year from the date the certificate of occupancy was issued for the residence or within one year of removal of landscaping.
- ~~G. If more than 30 percent mineral ground cover is desired (excluding driveways and lawn) for approval, after a site plan review by the community development director, increases may be granted if a professional design is provided that shows a combination of different sizes/types of inert materials, such as boulders, dry streams, gathering places, etc.~~
- G. If more than 30 percent of "mulch" (as defined in subsection "D") mineral ground cover is desired (excluding driveways), an application, including a professional landscape plan, must be submitted for review by the Community Developer director. Landscapes completely devoid of planned live vegetation are prohibited. The plan must include the following minimum requirements:
1. A combination of at least two different types of "mulch" materials must be used such as artificial turf, rock of different sizes and colors, or wood chips.
 2. Live Vegetation: The following standards for live vegetation shall be considered the minimum requirement:
 - a. One shrub (this includes ornamental grasses, perennial flowers, and other plants with a minimum of twelve inches in height or spread) shall be installed or used for every 100 square feet of the landscaped area; and one tree for every 1,000 square feet of the landscaped area; or
 - b. One shrub (this include ornamental grasses, perennial flowers, and other plants with a minimum of twelve inches in height or spread) shall be installed for every 50 square feet of the landscaped area;
 3. Trees: Trees that are used in the calculation for live vegetation shall meet the following minimum size requirement.
 - a. Deciduous; two-inch caliper
 - b. Ornamental and flowering: one and one-half inch caliper

c. Evergreen: six feet tall

- H. Trees ROW Location. Lawn trees are permitted but must be planted at least eight feet back from the right-of-way (ROW) as measured to the point of the tree nearest the street line. Trees that encroach upon the ROW shall be pruned to provide a clear, walkable and drivable public ROW.

17.130.100 Subdivision Improvements Required (buffers along arterials and collectors)

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Section Two: ORDINANCES TO CONFORM WITH AMENDMENTS

The West Point City Director of Community Development is hereby authorized and directed to make all necessary changes to the West Point City Code to bring the text into conformity with the changes adopted by this Ordinance.

Section Three: Severability

In the event that any provision of this Ordinance is declared invalid for any reason, the remaining provisions shall remain in effect.

Section Four: Effective Date

This Ordinance shall take effect immediately upon passage and adoption and publication of a summary as required by law.

DATED this 2nd day of August, 2022

WEST POINT CITY, a Municipal Corporation

By: _____
Brian Vincent, Mayor

ATTEST:

Casey Arnold, City Recorder

CITY COUNCIL STAFF REPORT



Subject: Discussion Regarding Request to Develop Harvest Fields Phase 8 Simultaneously with other Phases & Amendment to Development Agreement

Author: Bryn MacDonald

Department: Community Development

Meeting Date: August 2, 2022

Background

The applicant is seeking an exception from the City Council to construct Phase 8 of the Harvest Fields PRUD subdivision located at approximately 1200 South 4500 West. Phase 8 consists of 16 lots. The applicant previously received approval to construct phases 2-7. The code does not allow multiple phases to be developed at the same time, unless an exception is granted by the City Council.

In addition to the request for Phase 8, the developer is also seeking an amendment to the development agreement regarding landscaping items. Due to drought conditions the proposed landscaping has not been installed. The developer is proposing some modifications that are more water-wise.

Analysis

Preliminary approval for the entire development was granted in March, 2020. Phases 1-4, totaling 101 lots, were granted final plat approval in July 2020. Phases 5 and 6 were given final plat approval in March 2021. Phases 7 and 8 were given final plat approval in July 2021,

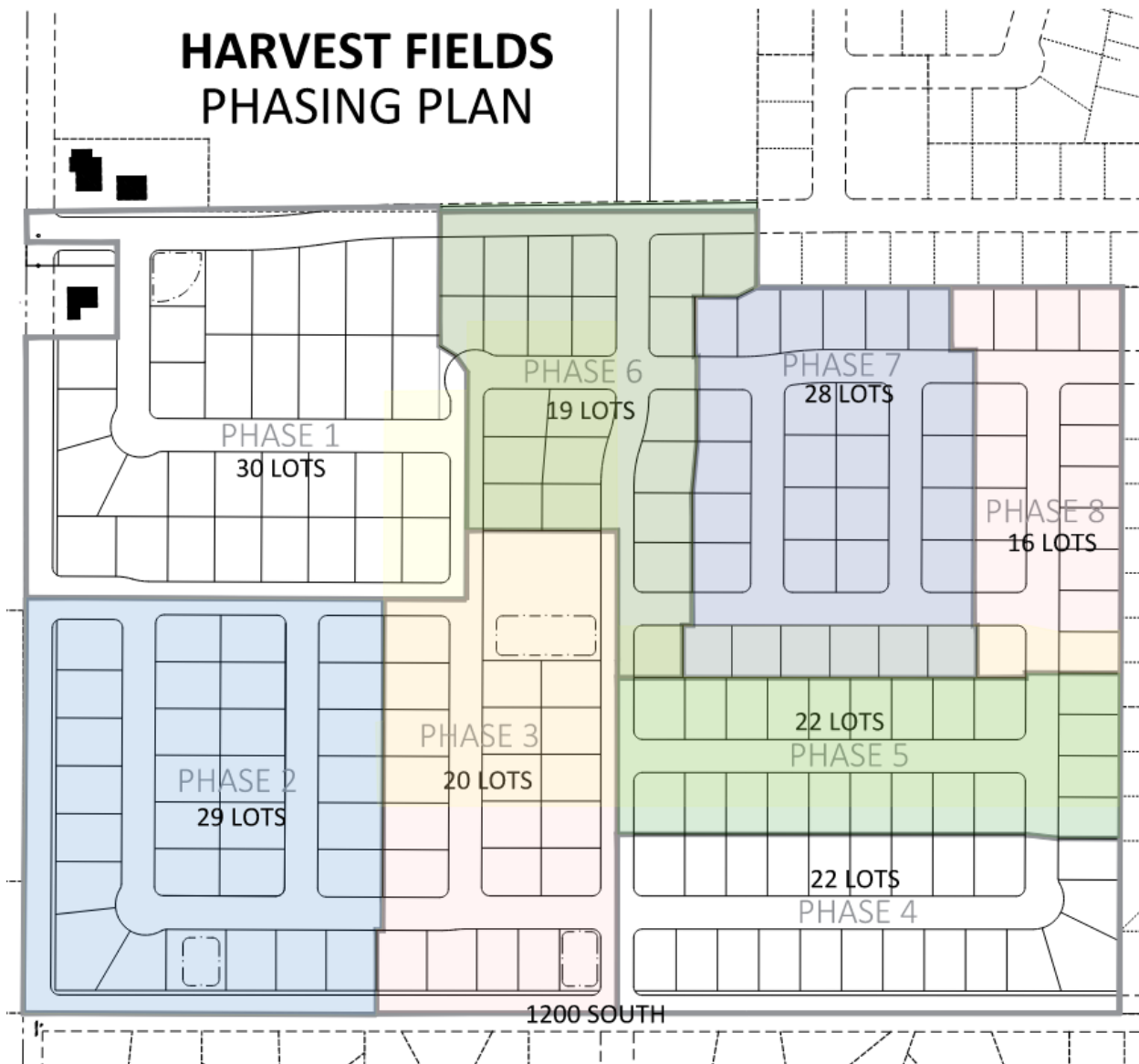
16.05.09 Subdivision Standards

D. Lots

In no case shall more than two phases be developed consecutively. The city council may grant exceptions to these rules if deemed appropriate.

The City Council granted an exception in February 2021 to allow phases 3-6 be submitted and constructed at the same time. The applicant received an exception to allow phases 2 and 7 to be constructed in May 2021. The table below shows that 113 building permits have been issued out of the 140 lots that have received final plat approval. (Phases 1 and 8 have not received final plat approval). Four of the phases have had all of the building permits issued.

Phase	Number of lots	Permits issued
1	30	0
2	29	8
3	20	20
4	22	22
5	22	22
6	19	19
7	28	22
8	16	0



Although the development was approved as one large project, there are two different product types being built in the subdivision. Phases 1 and 2 are bigger lots with larger homes being built, including basements. Phases 3-8 are smaller lots without basements. The developer is requesting to construct phase 8 because they only have a few lots left in phase 7 and then they will be sold out of this product type. Phase 2 is selling much slower and this product will take longer to absorb with the current market conditions.

The developer has also submitted a draft copy of an amendment to the development agreement that addresses the landscaping items. The agreement is attached, but is summarized as follows:

- The developer is proposing converting 10 lots to active adult lots and providing full landscaping (front and rear) on these lots.

- The developer will give residents 3 options for yard landscaping. Options 2&3 include more water-wise landscaping.
- The developer will give a total of \$3,000 to any home owner that chooses to do their own installation. Payment will be made upon completion.
- The street landscape buffer will be changed to xeri-scaping and trees.
- The developer will install two pickleball courts and a tot lot in the central open space.

There are a couple of questions that should be asked about the proposed amendments before considering them for approval. First, what will the schedule be for the timing of the improvements? Second, will the remainder of the central open space be landscaped or will it be left as is until water restrictions change?

Recommendation

The exception for phase 8 is on the agenda for action. The amendments to the development agreement are on for discussion only. Staff would like any feedback the Council may have on the amendments.

Attachments

Draft Amendment to the Development agreement

**FIRST AMENDMENT TO
AGREEMENT FOR DEVELOPMENT OF LAND BETWEEN
WEST POINT CITY AND CAPITAL REEF MANAGEMENT, LLC**
Harvest Fields Subdivision

This FIRST AMENDMENT TO AGREEMENT FOR DEVELOPMENT OF LAND BETWEEN WEST POINT CITY AND CAPITAL REEF MANAGEMENT, LLC (“*Amendment*”) is made and entered into effective August ____, 2022 (the “*Effective Date*”), by and between **CAPITAL REEF MANAGEMENT, LLC**, a Utah limited liability company (“*Owner*”); and **WEST POINT CITY**, a municipal corporation the State of Utah (the “*City*”).

RECITALS

A. The parties entered into an Agreement for Development of Land Between West Point City and Capital Reef Management, LLC, dated January 21, 2020 (the “*Agreement*”). Under the Agreement, the City granted Owner certain rights to develop 64 acres of real property located at approximately 1200 South 4500 West, West Point, Utah, and more particularly described in Exhibits A and B of the Agreement, as a development with a combined zoning of R-1 and R-2 with a Planned Residential Unit Development overlay zone (“*PRUD*”) (hereinafter, the “*Subdivision*”).

B. As part of the Owner’s Undertakings as set forth in Article IV of the Agreement, Owner agreed, among other things, to install traditional landscaping for the entire yards of 40 active-adult “Ovation Homes” lots and the front yards of 120 “Aspire Homes” lots. *See* the Agreement, § 4.2. The Owner also agreed to provide a landscaped central open area with shade trees and pavilion. *See* § 4.4. Finally, the Owner agreed to provide two pickle ball courts in the landscaped central open area. *See* § 4.6.

C. Section 5.2 of the Agreement requires the Owner to reasonably pursue completion of the development in good faith. However, Section 6.2 of the Agreement provides that Owner will not be in breach of its obligations in the event that delay in performance is due to unforeseeable events beyond its control, including, but not limited to “unusually severe weather.” Unprecedented drought conditions have resulted in watering restrictions that have prevented installation of landscaping and, in particular, traditional landscaping wherein the Agreement contemplates that the majority of the yards are landscaped with turf grass. These same drought conditions prevent landscaping of the central landscaped open space area.

D. Owner desires to offer additional recreational amenities, to mitigate its inability to install more traditional landscaping and create usable play area for the young children of homeowners in the Subdivision. It also desires to offer homeowners alternative landscaping options that would incorporate waterwise and/or xeriscaping alternatives, with the intent of creating alternatives that would facilitate completion of landscaping on an abbreviated timeframe.

E. Owner also desires to increase the number of active-adult lots from 40 to at least 50 and will commit to provide full yard landscaping for this increased number of active-adult lots, which would correspond to the number of Aspire Lots that would be eliminated that would have received only front yard landscaping.

E. In recognition that Owner is willing to incur additional expense to improve the amenities within the Subdivision and to implement alternative, more costly waterwise/xeriscape landscaping within the Subdivision, including additional full yard landscaping, the City has approved an exception to Municipal Code Section 17.130.090 E. 9., authorizing Owner to proceed with development of Phase 8 of

the Subdivision, recognizing that the revenue derived from home sales within Phase 8 will be used in part, to fund the additional expenditures being offered by Owner as part of this Amendment.

NOW THEREFORE, for good and valuable consideration, including the mutual covenants contained in this Amendment, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

1. Street Buffer Landscaping. Section 4.1 of the Agreement is hereby amended to state: “The City hereby ratifies and approves the Owner’s landscaping of the landscape entry corridor and streetscape, utilizing waterwise features in the park strip and 2” caliper street trees.

2. Yard Landscaping. Section 4.2 of the Agreement is hereby amended to state: “Owner shall install landscaping in the front yards of at least 110 Aspire Homes homes and full yard landscaping of all Ovation Homes homes, which shall number no less than 50. Owner will facilitate and encourage all homeowners to select waterwise and/or xeriscaping alternatives as depicted in options 2 or 3 of the landscaping plans attached hereto as Exhibit A and incorporated herein by this reference. Owner further agrees to solicit Davis and Weber Counties Canal Company for a variance to its current watering restrictions for any homeowner who chooses option 3. To ensure funding for required yard landscaping, Owner has been escrowing \$2,000 at closing for all Aspire Homes homes that will receive front yard landscaping. Should any Aspire Homes homeowner choose to undertake his/her own landscaping, Aspire Homes is authorized to release the \$2,000 escrow upon completion of the front yard landscaping of that home. Aspire Homes will also contribute an additional \$1,000 towards the landscaping of the front yard of any owner-installed Aspire home, payment to be made upon completion of the landscaping.”

3. Recreational Amenities. Section 4.6 of the Agreement is hereby amended to state: “Owner shall provide two pickle ball courts and a tot lot in the landscaped central open space area, to be installed more or less as depicted in the rendering attached hereto as Exhibit B and incorporated herein by this reference.

4. EFFECT OF AMENDMENT. The provisions of this Amendment will govern to the extent of any conflict between this Amendment and the Agreement. Except as modified by this Amendment, all terms of the Agreement will remain in effect and be fully applicable to the parties. Unless otherwise defined in this Amendment, capitalized terms in this Amendment have the meanings ascribed to them in the Agreement. *This Amendment may be executed in counterparts and may be delivered by fax, email, or other electronic means.*

[Signatures on following page.]

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

OWNER:

CAPITAL REEF MANAGEMENT, LLC

Brad Frost, Managing Member

THE CITY:

WEST POINT CITY

Brian Vincent, Mayor

ATTEST:

Casey Arnold, City Recorder

ACKNOWLEDGMENTS

STATE OF UTAH)
 : ss.
COUNTY OF DAVIS)

On the _____ day of August, 2022, appeared before me ***Brad Frost***, who, being duly sworn, did acknowledge that he is the ***Managing Member*** of ***Capital Reef Management, LLC***, the owner and developer of the subdivision that is the subject of the foregoing Amendment, and that he signed the Amendment as duly authorized by a resolution of its members and acknowledged to me that the LLC executed the same.

NOTARY PUBLIC

EXHIBIT LIST

- Exhibit A** Yard Landscaping Options
- Exhibit B** Recreational Amenities Site Plan

Exhibit A

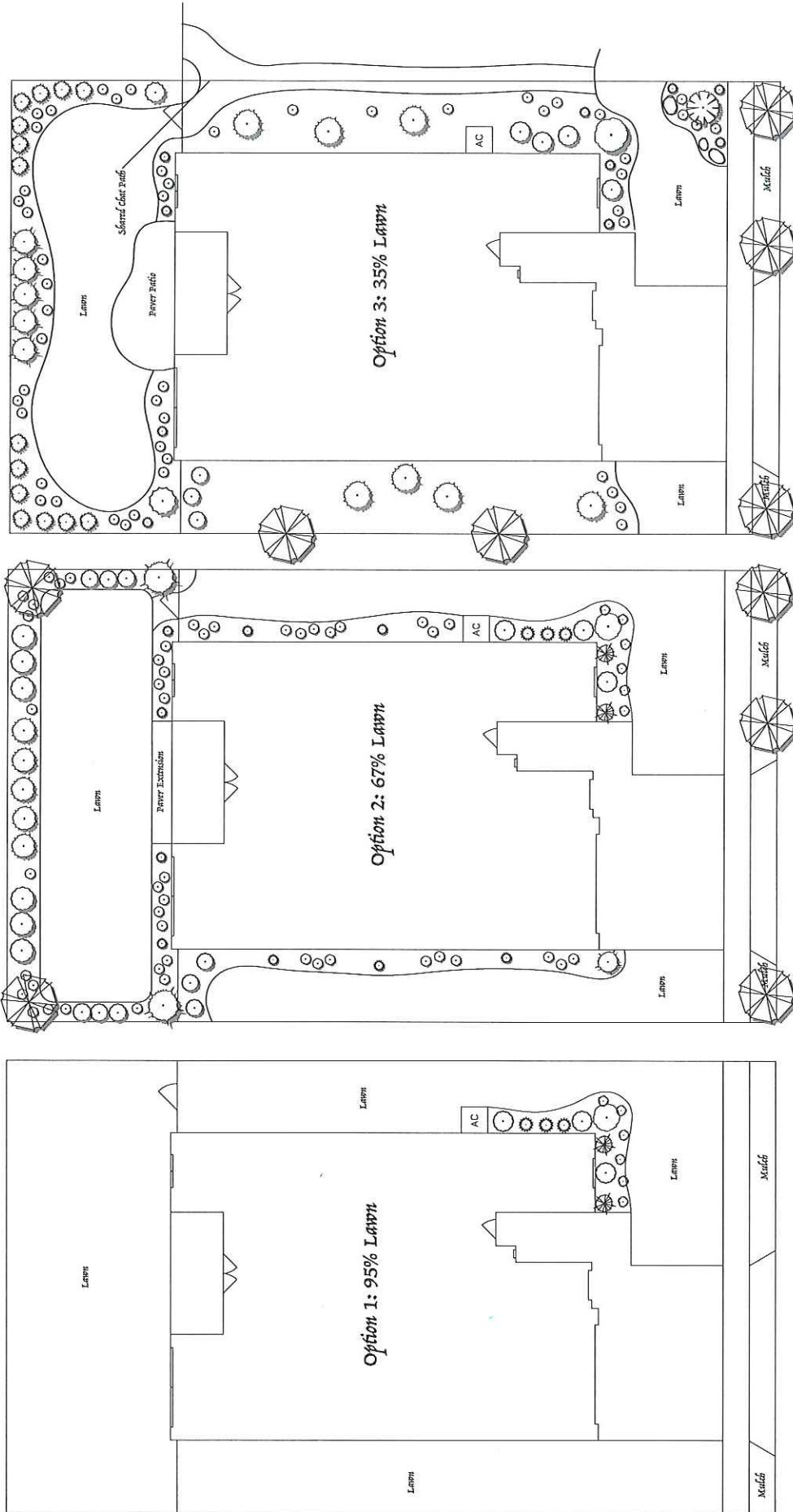
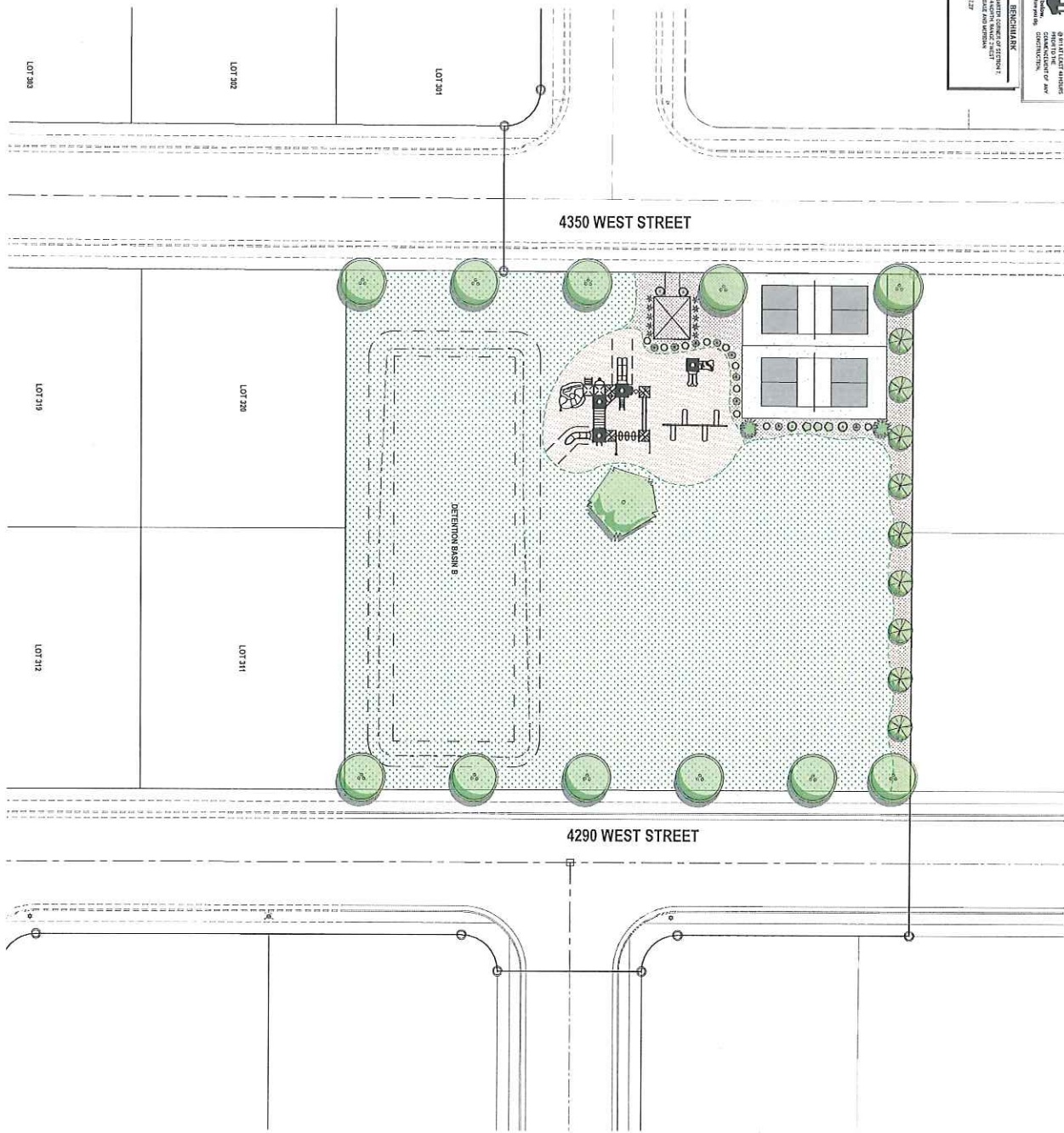


Exhibit B

891
 891 AT LAKESIDE
 COMMUNITY DEVELOPMENT
 1200 SOUTH 4500 WEST
 WEST POINT, UT 84385
 (435) 555-2583

BENCHMARK
 THE STANDARD IN ENGINEERING
 LANDSCAPE ARCHITECTURE
 1200 SOUTH 4500 WEST
 WEST POINT, UT 84385
 (435) 555-2583



Landscaping

Item	Plant	Quantity	Plant Name	Plant Size	Plant Type
1	Tree	1	Ulmus 'Luteus' 'Corymbosus'	2" Cal.	Tree
2	Shrub	1	Philadelphus 'Mandarin'	2" Cal.	Shrub
3	Shrub	1	Philadelphus 'Mandarin'	2" Cal.	Shrub
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0° 90° 180° 270°

HORIZONTAL DRAWING SCALE

1" = 20'

1" = 40'

1" = 60'

1" = 80'

1" = 100'

ENGIN
 THE STANDARD IN ENGINEERING

LATON
 1200 SOUTH 4500 WEST
 WEST POINT, UT 84385
 Phone: (435) 555-2583

SALT LAKE CITY
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 WEST POINT, UT 84385
 Phone: (435) 555-2583

TOOELE
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CITY COUNCIL STAFF REPORT

Subject: Site Plan/ Development Agreement –
Holiday Oil
Author: Bryn MacDonald
Department: Community Development
Date: August 2, 2022



Background

The applicant, Brent Neel for Holiday Oil, is seeking approval to construct a Holiday Oil Gas Station and car wash on property located at 3000 W 300 N. This use requires the approval of three different applications: site plan, conditional use, and a subdivision. The applicant is also proposing a development agreement which will need to be approved.

The Planning Commission approved the conditional use and preliminary plat during their meeting on May 12, 2022. The Planning Commission recommended approval of the site plan and development agreement. The City Council must now act on the site plan, final subdivision plat, and development agreement.

Process

The site plan requires a recommendation from the Planning Commission and a decision from the City Council. The development agreement requires a public hearing to be held and a recommendation from the Planning Commission, before the City Council makes the final decision. The Planning Commission held a public hearing for the development agreement on May 12, 2022.

Analysis

Commercial uses such as gas stations often require multiple applications to be reviewed and approved. These can all be reviewed simultaneously. Below is an analysis of each application:

Site Plan

All commercial uses are required to receive site plan approval before construction. The applicant has submitted a set of plans including site plan, landscaping, photometric, and grading and drainage. Building elevations have also been submitted for review. The following are a few of the standards and requirements that were reviewed:

Parking: With a total area of 4,200 square feet of building space, 7 parking stalls are required for this use (see WPCC 17.100.040). One additional parking stall is required for each employee per shift. The proposed parking calculation is 18 total parking stalls with 1 being reserved for ADA compliance.

Landscaping: Landscaping requirements can be found in 17.60.140(C)(4-5)

- The minimum landscaping required is 15%; 16% has been provided.
- A buffer yard is required on the west property line next to the existing homes. Staff has determined that a “B” buffer yard will be adequate, which requires landscaping to be 10 feet wide and planted with one large evergreen or deciduous tree every 20 feet and a minimum six-foot chain-link fence. The proposed plan has a 15 foot wide buffer yard and a six foot masonry wall. The west property line is approximately 140 feet and therefore seven trees are required in the buffer yard. The current landscape plan complies with these requirements.

Architecture: West Point City Code requires specific construction standards that apply to newly constructed buildings. These requirements are outlined in 17.60.140 of the City Code.

- Horizontal Articulation: The new construction as shown meets this requirement.
- Vertical Articulation: The new construction as shown meets this requirement.
- Masonry Material: The proposed building is all brick and meets the requirement

Lighting: All lighting meets the ordinance as outlined in WPCC 17.120.

Other:

- Dumpster Enclosure: Matches the building elevations.
- Canopy: Gas station canopy must comply with the requirements of section 17.110.110 (K)(7) of the City Code. This includes maximum sign area of 15% on up to three sides of the canopy. It is to be noted that “Gas station canopies are considered a sign and shall be allowed in addition to the maximum allowed detached sign space...” Although an official sign package has not been submitted, the applicant should be aware that “gas prices are not allowed on, attached to, or hanging from the canopy.”

Subdivision

The property currently consists of two separate parcels. The applicant has submitted a one-lot subdivision in order to combine the parcels into one legal lot for building. The plat has been reviewed by staff and comments given to the applicant. All items required for final plat approval have been addressed.

Development Agreement

A development agreement allows the City and developer to negotiate certain aspects of a proposed development. Utah State Code states that a development agreement may be different from standards set forth in city code as long as the City Council approves the agreement using the same procedure for enacting a land use regulation, including a review and recommendation from the Planning Commission and a public hearing. Since the proposed development agreement is asking for changes to the standards in the code, a public hearing and recommendation is required from the Planning Commission.

The applicant is asking for an exception to the requirement for a 5 foot landscape strip around the perimeter of the building. They are requesting an exception to the requirement to connect to Davis and Weber Canal Company for secondary water. They are planning to install water-wise xeriscaping and would like to use culinary water for their minimal outdoor watering needs.

The applicant has agreed to construct a 6 foot masonry wall on the west property line, where only chain-link is required. They have agreed to add a second gable to the roof of the building facing 3000 W. They have also agreed that if they are able to purchase the adjacent property (currently owned by Hope Anderson) in the future, then they will add a patio with tables and pergola on the east side of the store.

Recommendation

The Planning Commission recommended approval of the development agreement.

The Planning Commission recommended approval of the site plan.

The Planning Commission approved the preliminary plat.

Attachments

Application

Plans

Building elevations

Draft development agreement

Site Plan Application

All applications submitted must be made in accordance with the Title 15.20 & 17 of the West Point City Code, Governing all Land Use and Commercial Development. If a development contains or incorporates one or more pads and such has received final site plan approval, the planning commission must grant approval of each pad prior to construction.

Development Property Information			
Development Name: <i>Holiday Oil</i>		Current Zoning: <i>Community Commercial</i>	Total Acreage: <i>1.8</i>
Approximate Address: <i>3000 W. 300 N.</i>		Lot Number: <i>1</i>	
Developer/Agent Contact Information			
Contact Name: <i>Brent Neal</i>		Company: <i>Holiday Oil</i>	Owner of Property? ☒ YES ☐ NO
Address: <i>3115 W. 2100 S.</i>		City: <i>West Valley City</i>	State: <i>UT</i> Zip: <i>84119</i>
Contact Office Phone: <i>801-973-7002 x101</i>	Contact Cell Phone: <i>801-687-0842</i>	Contact Email: <i>brent@holidayoil.com</i>	
Engineer Contact Information			
Name: <i>Cameron Duncan</i>		Company: <i>Ensign Engineering & Land Surveying</i>	
Address: <i>45 Sego Lily Dr #500</i>		City: <i>Sandy</i>	State: <i>UT</i> Zip: <i>84070</i>
Contact Office Phone: <i>801-255-0529</i>	Contact Cell Phone: <i>801-255-0529</i>	Contact Email: <i>cduncan@ensignutah.com</i>	

NOTE: If the agent listed above is not the property owner, he/she must be authorized as the assigned "AGENT" by completing the **STATEMENT OF OWNERSHIP/DESIGNATION OF AGENT** section below. This authorization only needs to be completed once, prior to concept approval.

I hereby certify that the requested Subdivision would comply with all required conditions and standards of the West Point City Subdivision and Land Use Ordinance, be harmonious with neighboring uses, fit the goals of the community's General Plan, and impose no insatiable demands for public services. I have read the West Point Subdivision and Land Use Ordinances and understand that submitting this Application does not guarantee approval and is subject to the discretion of the City Land Use Authority and compliance with all requirements of West Point City's Municipal Code.

Brent Neal
Developer/Agent Signature

3-7-2022
Date

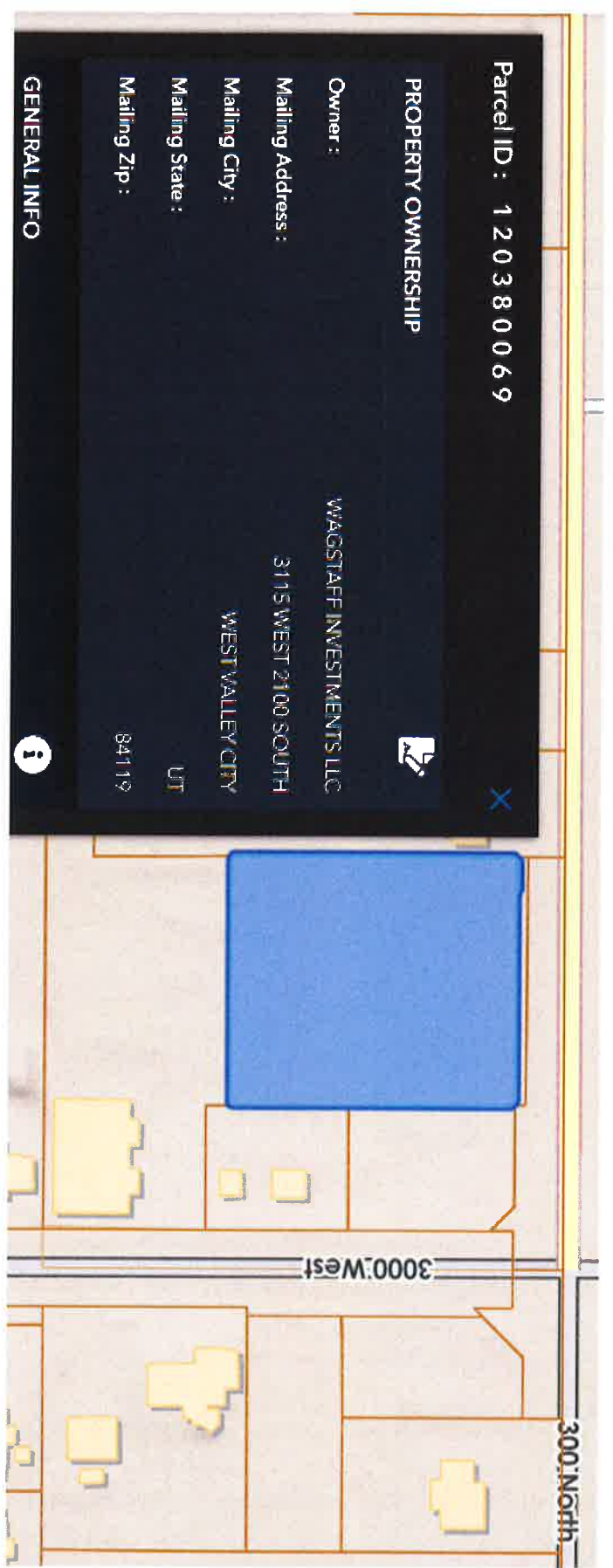
Statement of Ownership/Designation of Agent (provide a small plat map showing ownership)

As the undersigned legal owners of the property described on a short plat map, we designate *Brent Neal* to act as the agent with respect to this application.

J. Scott Wagstaff
Property Owner Signature

J. Scott Wagstaff
Print Name

3-7-22
Date



811

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PRIOR TO THE
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CONSTRUCTION.

BENCHMARK

NORTHEAST CORNER OF SECTION 5,
TOWNSHIP 4 NORTH, RANGE 2 WEST
SALT LAKE BASE AND MERIDIAN

ELEV = 4315.53'

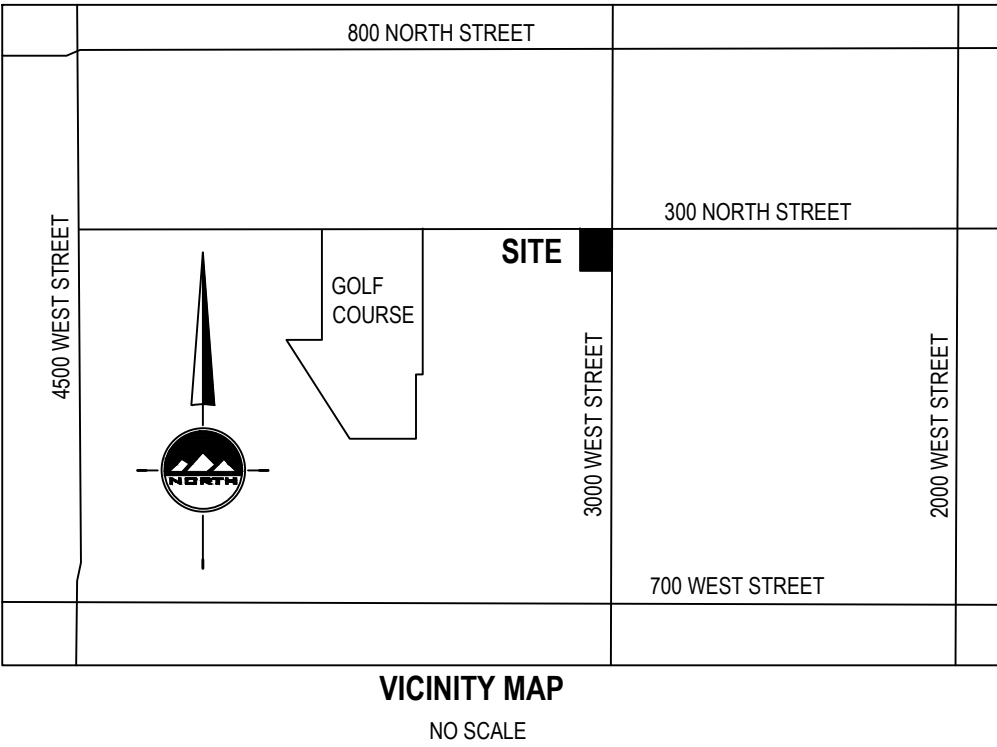
HOLIDAY OIL - WEST POINT

300 NORTH AND 3000 WEST
WEST POINT CITY, UTAH

INDEX OF DRAWINGS

C0.0	COVER SHEET
1 OF 2	ALTA SURVEY
2 OF 2	ALTA SURVEY
C0.1	GENERAL NOTES
C1.0	SITE PLAN
C2.0	GRADING AND DRAINAGE PLAN
C3.0	UTILITY PLAN
C4.0	EROSION CONTROL PLAN
C5.0	CIVIL DETAILS
C5.1	CITY DETAILS
L1.0	LANDSCAPE PLAN
L2.0	LANDSCAPE DETAILS
PH1.1	SITE PHOTOMETRIC PLAN
A1.0	FLOOR PLAN
A2.0	EXTERIOR ELEVATIONS
A2.1	EXTERIOR ELEVATIONS
A6.0	CARWASH FLOOR PLAN & ELEV.

VICINITY MAP



GENERAL NOTES

- ALL WORK SHALL CONFORM TO WEST POINT CITY'S STANDARDS & SPECIFICATIONS.
- CALL BLUE STAKES AT LEAST 48 HOURS PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES.
- BENCHMARK ELEVATION = NORTHEAST CORNER OF SECTION 5, T4N, R2W, SALT LAKE BASE AND MERIDIAN
ELEV. = 4315.53'

NOTICE TO CONTRACTOR

ALL CONTRACTORS AND SUBCONTRACTORS PERFORMING WORK SHOWN ON OR RELATED TO THESE PLANS SHALL CONDUCT THEIR OPERATIONS SO THAT ALL EMPLOYEES ARE PROVIDED A SAFE PLACE TO WORK AND THE PUBLIC IS PROTECTED. ALL CONTRACTORS AND SUBCONTRACTORS SHALL COMPLY WITH THE "OCCUPATIONAL SAFETY AND HEALTH REGULATIONS OF THE U.S. DEPARTMENT OF LABOR AND THE STATE OF UTAH DEPARTMENT OF INDUSTRIAL RELATIONS CONSTRUCTION SAFETY ORDERS." THE CIVIL ENGINEER SHALL NOT BE RESPONSIBLE IN ANY WAY FOR THE CONTRACTORS AND SUBCONTRACTORS COMPLIANCE WITH SAID REGULATIONS AND ORDERS.

CONTRACTOR FURTHER AGREES TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB-SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THIS PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY. THAT THIS REQUIREMENT SHALL APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND THAT THE CONTRACTOR SHALL DEFEND, INDEMNIFY AND HOLD THE OWNER AND THE CIVIL ENGINEER HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT, EXCEPTING FOR LIABILITY ARISING FROM THE SOLE NEGLIGENCE OF THE OWNER OR ENGINEER.

NOTICE TO DEVELOPER/CONTRACTOR

UNAPPROVED DRAWINGS REPRESENT WORK IN PROGRESS, ARE SUBJECT TO CHANGE, AND DO NOT CONSTITUTE A FINISHED ENGINEERING PRODUCT. ANY WORK UNDERTAKEN BY DEVELOPER OR CONTRACTOR BEFORE PLANS ARE APPROVED IS UNDERTAKEN AT THE SOLE RISK OF THE DEVELOPER, INCLUDING BUT NOT LIMITED TO BIDS, ESTIMATION, FINANCING, BONDING, SITE CLEARING, GRADING, INFRASTRUCTURE CONSTRUCTION, ETC.

UTILITY DISCLAIMER

THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND / OR ELEVATIONS OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.



SALT LAKE CITY
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LAYTON
Phone: 801.547.1100

TOOELE
Phone: 435.843.3590

CEDAR CITY
Phone: 435.865.1453

RICHFIELD
Phone: 435.896.2983

WWW.ENSIGNENG.COM

FOR:
HOLIDAY OIL
3115 WEST 2100 SOUTH
WEST VALLEY CITY, UTAH

CONTACT:
SCOTT WAGSTAFF
PHONE: 801-631-3434

HOLIDAY OIL - WEST POINT

300 NORTH AND 3000 WEST
WEST POINT CITY, UTAH



COVER SHEET

PROJECT NUMBER: 10722
PRINT DATE: -
DRAWN BY: M. MARTINEZ
CHECKED BY: Q. ELDER
PROJECT MANAGER: C. DUNCAN

C0.0

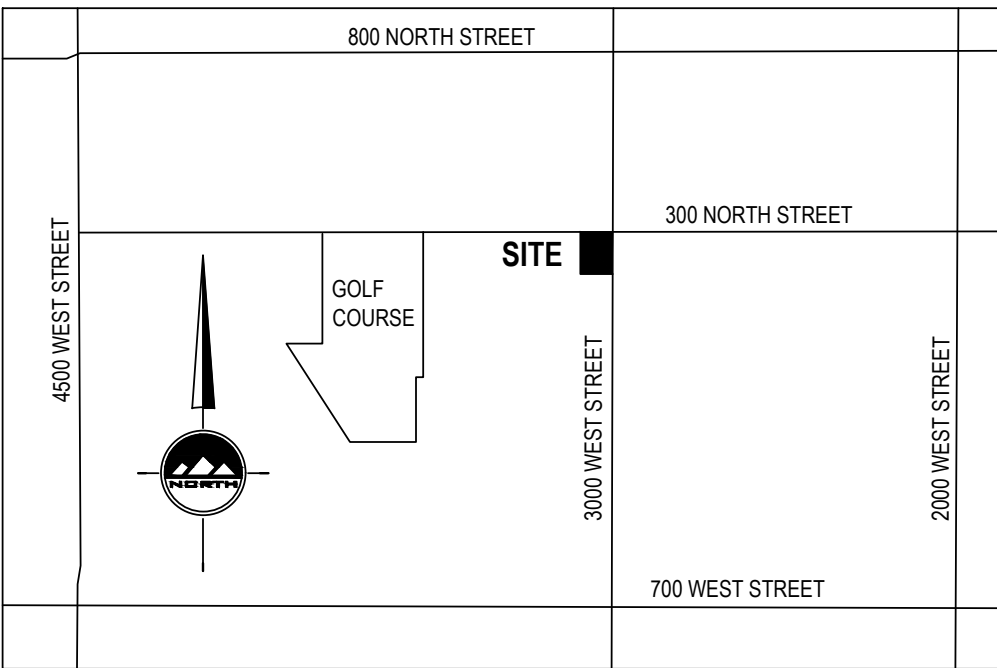
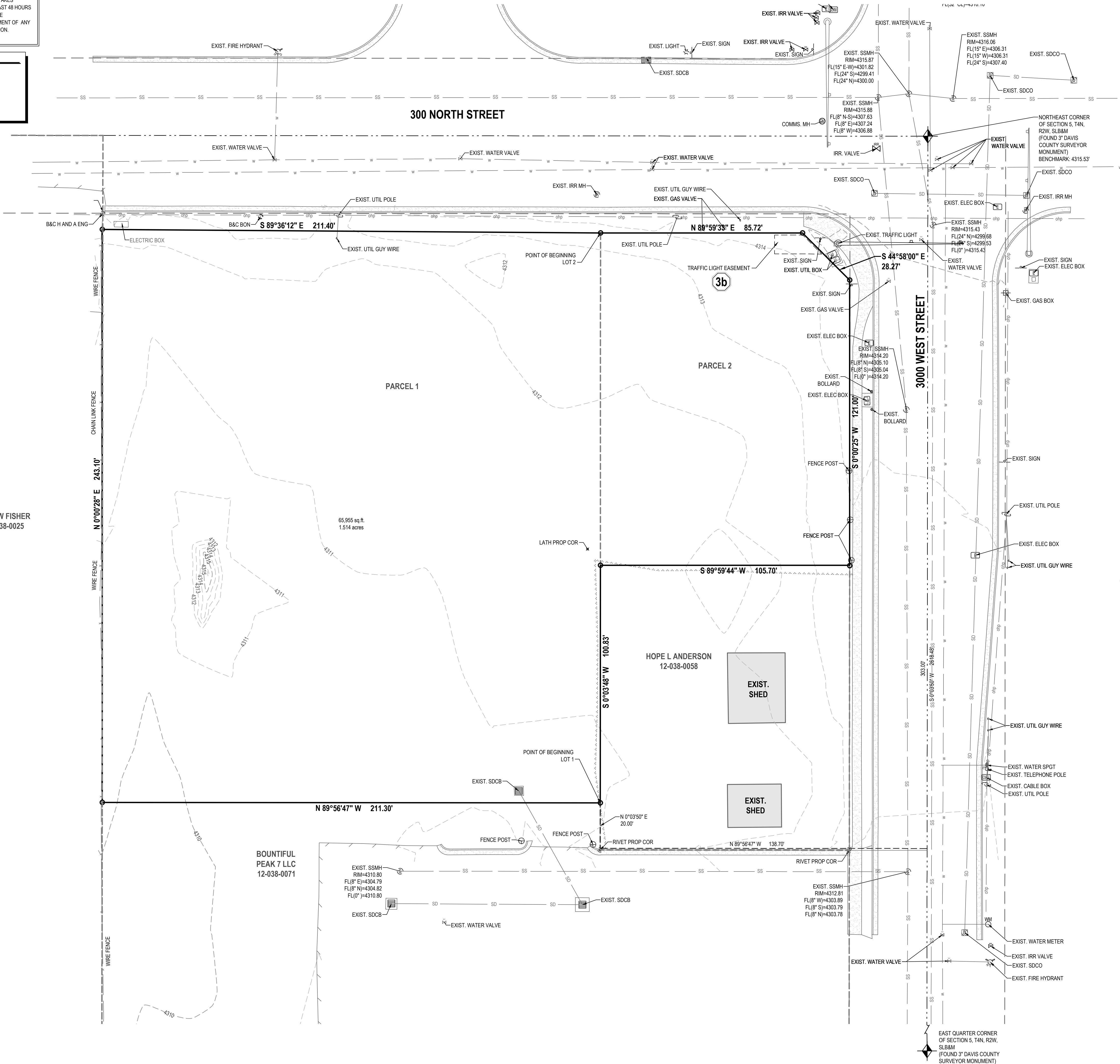
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BENCHMARK

NORTHEAST CORNER OF SECTION 5,
TOWNSHIP 4 NORTH, RANGE 2 WEST
SALT LAKE BASE AND MERIDIAN
ELEV = 4315.53'



SECTION CORNER

MONUMENT

EXIST REBAR AND CAP

SET ENSIGN REBAR AND CAP

WATER METER

WATER MANHOLE

WATER VALVE

FIRE HYDRANT

IRRIGATION VALVE

SANITARY SEWER MANHOLE

STORM DRAIN CLEAN OUT

STORM DRAIN CATCH BASIN

STORM DRAIN COMBO BOX

SIGN

ELECTRICAL BOX

UTILITY MANHOLE

UTILITY POLE

CABLE BOX

TELEPHONE BOX

ADJACENT RIGHT OF WAY

RIGHT OF WAY

CENTERLINE

PROPERTY LINE

ADJACENT PROPERTY LINE

DEED LINE

TANGENT LINE

FENCE

EDGE OF ASPHALT

SANITARY SEWER LINE

STORM DRAIN LINE

CULINARY WATER LINE

SECONDARY WATER LINE

OVERHEAD POWER LINE

EXISTING CONTOURS

CONCRETE

BUILDING

PUBLIC DRAINAGE EASEMENT

NORTH

HORIZONTAL GRAPHIC SCALE

20 0 10 20 40

(IN FEET)

HORZ: 1 inch = 20 ft.

LOCATED IN THE NORTHWEST QUARTER
OF SECTION 5,
TOWNSHIP 4 NORTH , RANGE 2 WEST,
SALT LAKE BASE AND MERIDIAN
WEST POINT, DAVIS COUNTY, UTAH

EN SIGN

THE STANDARD IN ENGINEERING

LAYTON

919 North 400 West
Layton, UT 84041
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SALT LAKE CITY

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TOOELE

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WEST VALLEY CITY, UT 84119
CONTACT:
SCOTT WAGSTAFF
PHONE: (801) 973-7002

HOLIDAY OIL- WEST POINT

300 NORTH 3000 WEST
WEST POINT, UTAH

ALTA / NSPS

PROJECT NUMBER
10722

PRINT DATE
12/16/2021

DRAWN BY
J. SHAW

CHECKED BY
T. WILLIAMS

PROJECT MANAGER
T. WILLIAMS

1 OF 2

West Point City Council

93

August 2, 2022

811

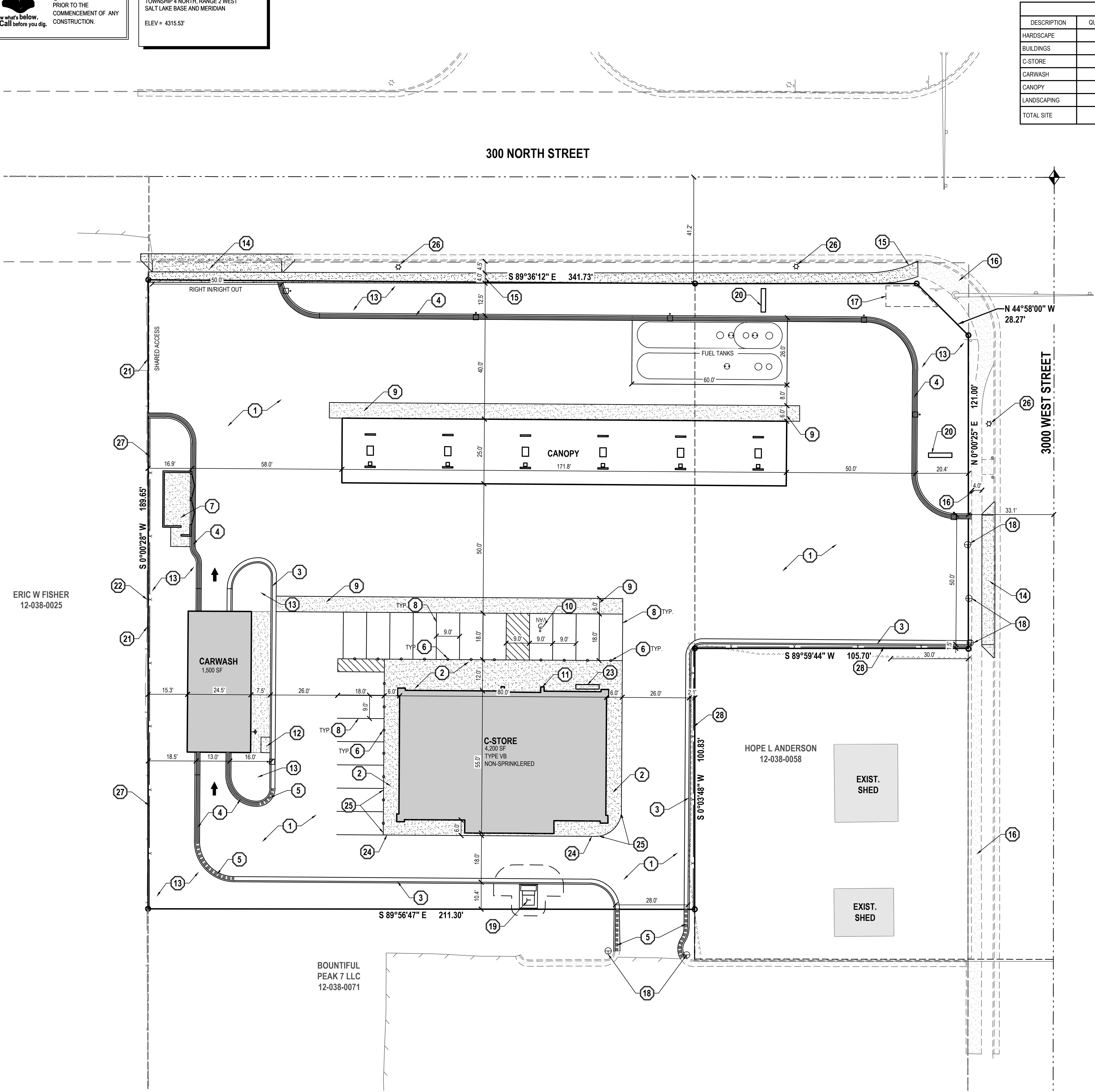
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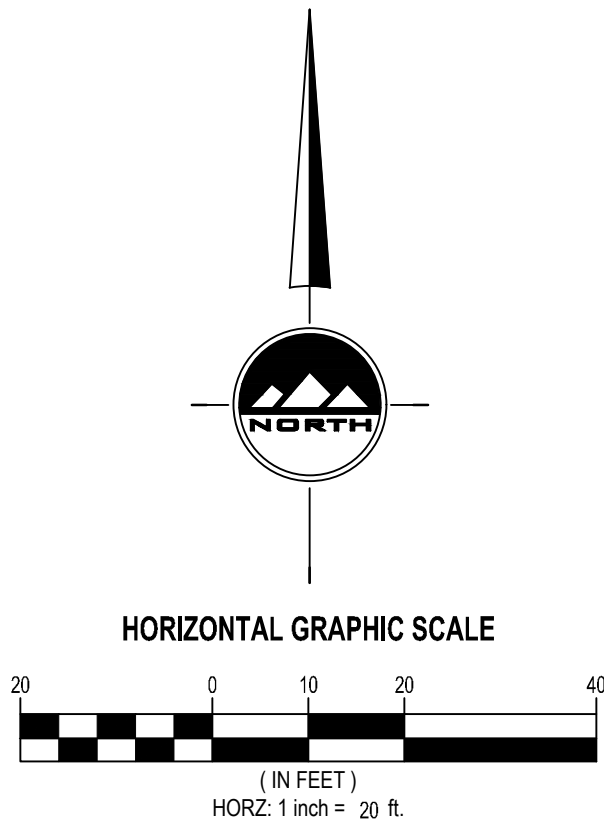


SITE DATA TABLE				
DESCRIPTION	QUANTITY	AREA (SF)	AREA (ACRES)	PERCENTAGE
HARDSCAPE	N/A	45,299	1.040	69%
BUILDINGS	3	10,045	.230	15%
C-STORE	1	4,200	.096	4%
CARWASH	1	1,550	.036	1%
CANOPY	1	4,295	.098	10%
LANDSCAPING	N/A	10,611	.243	16%
TOTAL SITE	N/A	65,955	1.514	100%

PARKING DATA TABLE	
STANDARD STALLS	17
ADA ACCESSIBLE STALLS	0
VAN ACCESSIBLE STALLS	1
TOTAL NUMBER OF STALLS	18

- GENERAL NOTES**
- ALL WORK TO COMPLY WITH THE LOCAL AGENCY JURISDICTION'S DESIGN STANDARDS AND PUBLIC IMPROVEMENTS SPECIFICATIONS.
 - ALL PAVEMENT MARKINGS SHALL CONFORM TO THE LATEST EDITION OF THE M.U.T.C.D. (MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES).
 - ALL SURFACE IMPROVEMENTS DISTURBED BY CONSTRUCTION SHALL BE RESTORED OR REPLACED, INCLUDING TREES AND DECORATIVE SHRUBS, SOD, FENCES, WALLS AND STRUCTURES, WHETHER OR NOT THEY ARE SPECIFICALLY SHOWN ON THE CONTRACT DOCUMENTS.
 - NOTIFY ENGINEER OF ANY DISCREPANCIES IN DESIGN OR STAKING BEFORE PLACING CONCRETE OR ASPHALT.
 - THE CONTRACTOR IS TO PROTECT AND PRESERVE ALL EXISTING IMPROVEMENTS, UTILITIES, AND SIGNS, ETC. UNLESS OTHERWISE NOTED ON THESE PLANS.
 - ALL CONSTRUCTION IS TO BE DONE IN ACCORDANCE WITH THE LOCAL AGENCY JURISDICTIONS CURRENT DESIGN STANDARDS AND PUBLIC IMPROVEMENTS SPECIFICATIONS.
 - PRIOR TO THE COMMENCEMENT OF ANY WORK, A PRE-CONSTRUCTION MEETING WILL BE HELD WITH THE PUBLIC WORKS DIRECTOR, CHIEF BUILDING OFFICIAL, CITY INSPECTORS, THE CONTRACTOR AND THE PROPERTY OWNER.
 - PRIOR TO CONSTRUCTION AN EROSION AND SEDIMENTATION CONTROL PLAN WILL BE SUBMITTED TO THE PUBLIC WORKS DIRECTOR FOR APPROVAL.
 - ALL IMPROVEMENTS MUST COMPLY WITH ADA STANDARDS AND RECOMMENDATIONS.
 - ALL ADA ACCESSIBLE SIDEWALK WILL BE CONSTRUCTED IN ACCORDANCE WITH THE LOCAL AGENCY JURISDICTIONS DESIGN STANDARDS AND PUBLIC IMPROVEMENTS SPECIFICATIONS.
 - ALL DIMENSIONS FROM CURB AND GUTTER ARE TO TOP BACK OF CURB UNLESS NOTED OTHERWISE.
 - THE CONTRACTOR IS TO PROVIDE AN AS-BUILT DRAWING IN PDF FORMAT TO HOLIDAY OIL UPON COMPLETION OF THE PROJECT. A SCANNED COPY OF THE PLANS WITH CLEAR, LEGIBLE HAND WRITTEN NOTES IS ACCEPTABLE AND SHOULD INCLUDE ANY MODIFICATIONS THAT OCCUR DURING CONSTRUCTION, INCLUDING WATER, SEWER, STORM DRAIN, POWER AND ANY OTHER BURIED UTILITY.
 - A RIGHT-OF-WAY ENCROACHMENT PERMIT MUST BE OBTAINED FROM THE CITY OF WEST POINT PRIOR TO DOING ANY WORK IN THE EXISTING RIGHT-OF-WAY. CONTACT CHRIS KLINGEL AT 801-768-9793, EXT. 118.

- SCOPE OF WORK:**
PROVIDE, INSTALL AND/OR CONSTRUCT THE FOLLOWING PER THE SPECIFICATIONS GIVEN OR REFERENCED, THE DETAILS NOTED, AND/OR AS SHOWN ON THE CONSTRUCTION DRAWINGS.
- CONCRETE PAVEMENT: 5.5" THICK CONCRETE WITH 5" UNTREATED BASE COURSE PER GEOTECHNICAL REPORT AND DETAIL 1/C5.0.
 - 4" THICK CONCRETE SIDEWALK/PATIO WITH 4" UNTREATED BASE COURSE PER GEOTECHNICAL REPORT.
 - 24" COLLECTION CURB AND GUTTER PER DETAIL 2/C5.0.
 - 24" REVERSE PAN CURB AND GUTTER PER DETAIL 3/C5.0.
 - TRANSITION BETWEEN COLLECTION CURB AND GUTTER AND REVERSE PAN CURB AND GUTTER.
 - 6" BOLLARD PER DETAIL 8/C5.0.
 - DBL TRASH ENCLOSURE PER DETAILS 5, 6 AND 7/C5.0. MUST MEET WEST POINT CITY STANDARDS AS MINIMUM.
 - 4" WIDE SOLID WHITE PAVEMENT MARKING PER M.U.T.C.D. STANDARD PLANS.
 - 6" WIDE WATERWAY PER APWA PLAN Z11 AND SPECIFICATIONS. SEE SHEET C5.1.
 - PAINTED ADA SYMBOL AND ASSOCIATED HATCHING PER M.U.T.C.D. STANDARD PLANS.
 - "HANDICAP PARKING" SIGN PER M.U.T.C.D. STANDARD PLANS INSTALLED ON BUILDING. SEE DETAIL 4/C5.0. PARKING STALL TO BE DESIGNATED "VAN ACCESSIBLE" ON SIGN.
 - RV DUMP STATION PER WEST POINT CITY STANDARDS AND SPECIFICATIONS.
 - NEW LANDSCAPING SEE LANDSCAPE PLANS.
 - FLARED DRIVE APPROACH PER UDOT STANDARDS AND SPECIFICATIONS.
 - 4" THICK CONCRETE SIDEWALK PER UDOT STANDARDS AND SPECIFICATIONS.
 - EXISTING 4" SIDEWALK.
 - EXISTING SIGN EASEMENT.
 - REMOVE EXISTING FENCE POST.
 - PROPOSED ELECTRICAL CONCRETE PAD.
 - MONUMENT SIGN. SEPARATE SIGN PERMIT.
 - EXISTING WIRE FENCE.
 - EXISTING CHAIN LINK FENCE.
 - BIKE RACK.
 - MONOLITHIC SIDEWALK PER DETAIL 15/C5.0.
 - MONOLITHIC SIDEWALK TRANSITION TO 0" ENTRY SIDEWALK.
 - STREET LIGHT PER WEST POINT CITY STANDARD. SEE PHOTOMETRIC PLAN.
 - PROVIDE 6" TALL MASONRY WALL ALONG EAST PROPERTY LINE.
 - PROVIDE 6" TALL CHAINLINK FENCE ALONG ADJACENT PROPERTY LINE, REDUCE HEIGHT TO 3' ALONG FRONTAGE.



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FOR:
HOLIDAY OIL
3115 WEST 2100 SOUTH
WEST VALLEY CITY, UTAH
CONTACT:
SCOTT WAGSTAFF
PHONE: 801-631-3434

HOLIDAY OIL - WEST POINT

300 NORTH AND 3000 WEST

WEST POINT CITY, UTAH

SITE PLAN

PROJECT NUMBER
10722

PRINT DATE
--

DRAWN BY
M. MARTINEZ

CHECKED BY
Q. ELDER

PROJECT MANAGER
C. DUNCAN

C1.0

811

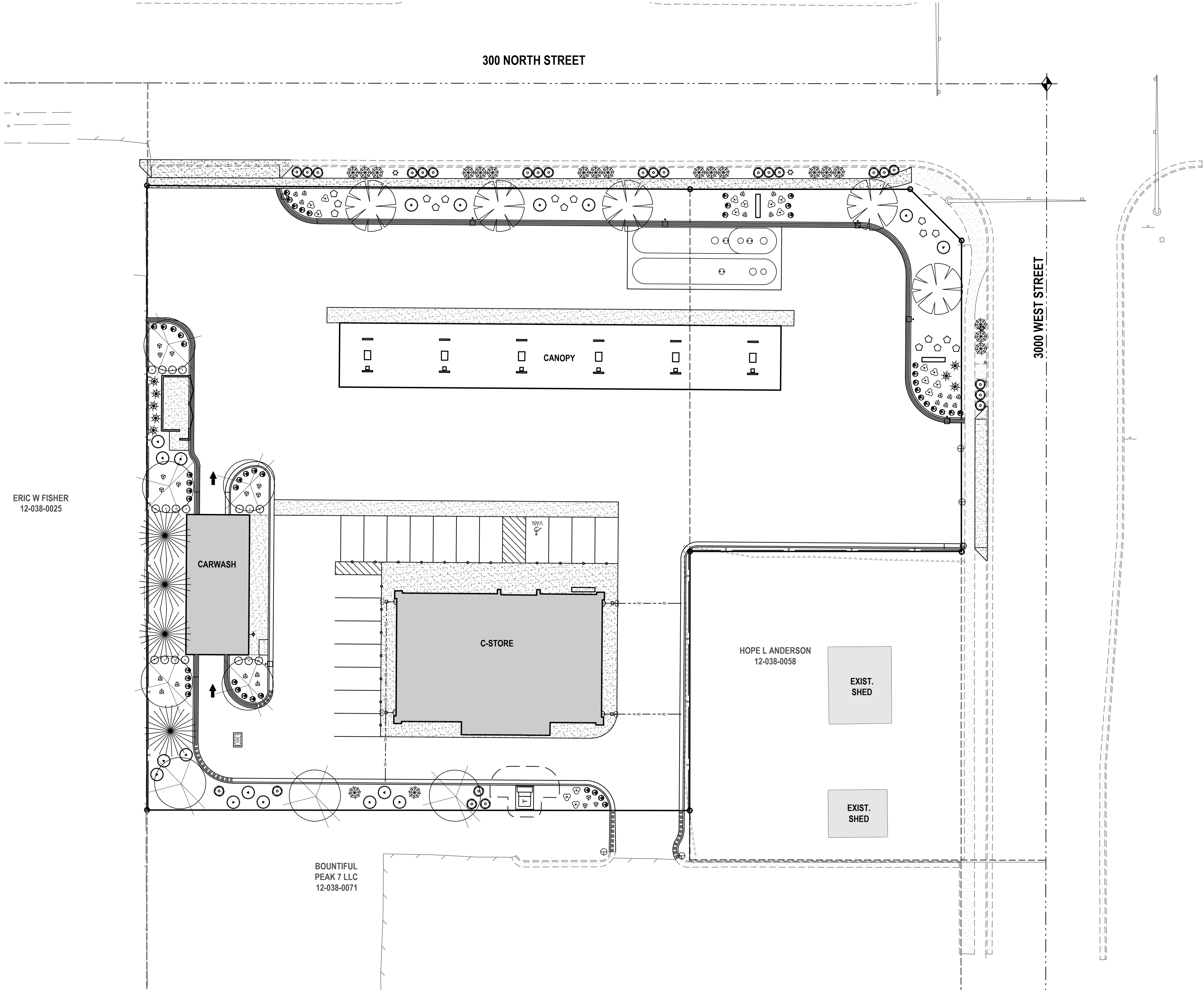
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BENCHMARK

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SALT LAKE BASE AND MERIDIAN

ELEV = 4315.53'



Landscape

Trees

Qty	Symbol	Common Name	Botanical Name	Plant Size
4		Colorado Blue Spruce	Picea pungens	6' Min.
8		Eastern Redbud	Cercis canadensis	2" Cal.
5		Amur Maple	Acer ginnala	2" Cal.

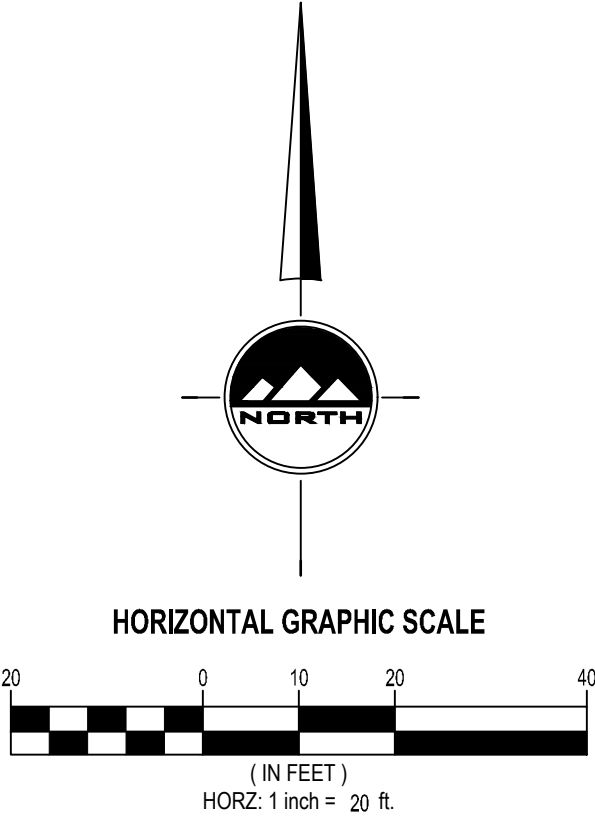
Shrubs

Qty	Symbol	Common Name	Botanical Name	Plant Size
18		Barberry, 'Crimson Pygmy'	Berberis thunbergii atropurpurea nana	5 Gallon
17		Cinquefoil	Potentilla fruticosa 'Abbotswood'	5 Gallon
18		Winged Euonymus	Euonymus alatus 'Grove's Compactus'	5 Gallon
8		Pine, Mugo	Pinus mugo 'Compacta'	5 Gallon
48		Fountain Grass	Pennisetum setaceum	1 Gallon
26		Autumn Amber Sumac	Rhus aromatica 'Autumn Amber'	1 Gallon
20		Creeping Juniper	Juniperus horizontalis	1 Gallon

Annuals-Perennials

Qty	Symbol	Common Name	Botanical Name	Plant Size
31		Daylily	Hemerocallis	1 Gallon
17		Black-Eyed Susan	Rudbeckia hirta	1 Gallon

Landscape Notes: Install 4" metal edging between all planter bed and sod areas. In all planter bed areas, install 4" deep 2"-3" dia. Nephi Rock & Gravel color 'Southtown' or equiv. decorative rock over weed barrier, typ.



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CONTACT:
SCOTT WAGSTAFF
PHONE: 801-631-3434

HOLIDAY OIL - WEST POINT

300 NORTH AND 3000 WEST

WEST POINT CITY, UTAH

LANDSCAPE PLAN

PROJECT NUMBER
10722

PRINT DATE
--

DRAWN BY
M. MARTINEZ

CHECKED BY
Q. ELDER

PROJECT MANAGER
C. DUNCAN

L1.0

811

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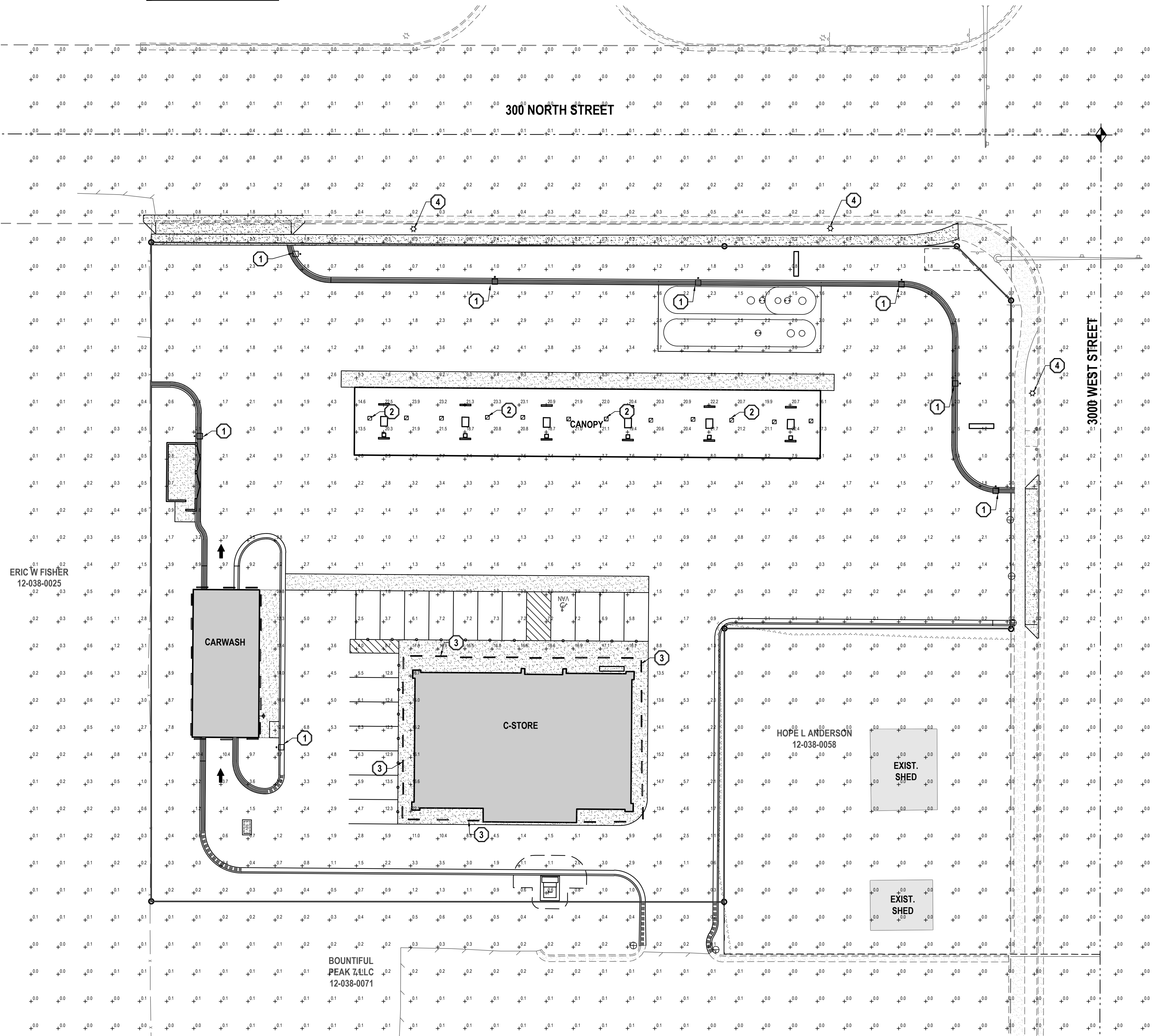
NORTHEAST CORNER OF SECTION 5,
TOWNSHIP 4 NORTH, RANGE 2 WEST
SALT LAKE BASE AND MERIDIAN
ELEV = 4315.53'

PARKING CALCULATION SUMMARY (TOTAL):

AVERAGE: 4.4 FC
MAX.: 23.9 FC
MIN.: 0.0 FC
MAX. MOUNTING HEIGHT 20'
FULL CUTOFF LIGHT POLE FIXTURE AS REQUIRED
ALL LIGHT FIXTURES SHALL BE DARK SKY COMPLIANT

TYPE	MOUNTING	LAMPS	DESCRIPTION
1	20' POLE	LED	CUTOFF LIGHT FIXTURE TYPE 4
2	CANOPY	LED	CUTOFF
3	SURFACE	LED	SURFACE
4	14' POLE	LED	CITY LIGHT POLE

SEE SITE ELECTRICAL PLAN FOR CIRCUITING AND FIXTURE TYPES



LSI

TYPE P1

Catalog #:

Prepared By:

Date:

Type:

Slice Medium (SLM)

Outdoor LED Area Light

Bluetooth

UL

ETL

IP66

UL

LED

OVERVIEW

QUICK LINKS

Ordering Guide

Performance

Photometrics

Dimensions

FEATURES & SPECIFICATIONS

Construction

Electrical

Installation

Warranty

Listings

Controls

LSI Industries Inc. 10300 Alliance Rd. Cincinnati, OH 45242 • www.lsiindustries.com

(513) 372-3500 • ©2020 LSI Industries Inc. All Rights Reserved. Specifications subject to change without notice.

Photo 1/9 Rev. 06/25/21

WPC0323-A (R02)

WEST POINT LP-1

FAWS POSITION

LUMEN MULTIPLIER

SYSTEM WATTAGE

1	30	29
2	50	50
3	60	59
4	68	67
5	77	76
6	84	82
7	90	89
8	94	93
9	99	98
10	1.00	1.00

Factory set to position 10

6,209 STARTING LUMENS

Hood: Made of die cast A360.1 Aluminum alloy 0.100 (2.5mm) minimum thickness, mechanically assembled to the cast aluminum heat sink.

Lens: UV-stabilized optical grade lens with molded micro-optics.

LED Module: Composed of 48 high performance white LEDs. Color temperature as per ANSI/NEMA bin Warm White, 3000 Kelvin nominal, CRI 70 Min. 75 Typical.

Optical System: (LES, LE3), IES type V, or III. Edge lit optical system, no substitutions*. Optical system is rated IP66, 0% uplight and U0 per IESNA TM 15. Dark sky compliant.

Driver: Electronic driver, Auto adjusting universal voltage input from 120 to 277

Surge Protector: Surge protector 10kV/10kA.

Lumens: 6,209 lumens in type III, FAWS dial at 10°.

Wattage: Max 75 watts.

FAWS: Field Adjustable Wattage Switch. No substitutions*

DRAWN BY: C.F.

CHECKED BY: C.F.

FINISH COLOR: BLACK

REVISION: 3500K

DATE: 2/20/20

SCO

EST. 1914

Stevens Sales Company

CONTACT: CARSON FULLIN WITH STEVENS SALES COMPANY

CELL: 801-482-5883 EMAIL: CARSON@SCO.NET

INSIDE SUPPORT: DANA ZAMORA, EMAIL: DANA@SCO.NET

DWG. #S: R-052318-1S

C4103-0W03

DESC: WEST POINT CITY, LP-1

SHEET 1/1

EN SIGN

THE STANDARD IN ENGINEERING

SALT LAKE CITY

45 W. 10000 S., Suite 500

Sandy, UT 84070

Phone: 801.255.0529

LAYTON

Phone: 801.547.1100

TOOELE

Phone: 435.843.3590

CEDAR CITY

Phone: 435.865.1453

RICHFIELD

Phone: 801.631.2983

WWW.ENSIGNENG.COM

FOR:

HOLIDAY OIL

3115 WEST 2100 SOUTH

WEST VALLEY CITY, UTAH

CONTACT:

SCOTT WAGSTAFF

PHONE: 801-631-3434

HOLIDAY OIL - WEST POINT

300 NORTH AND 3000 WEST

WEST POINT CITY, UTAH

PHOTOMETRIC PLAN

PROJECT NUMBER

10722

PRINT DATE

--

DRAWN BY

M. MARTINEZ

CHECKED BY

Q. ELDER

PROJECT MANAGER

C. DUNCAN

PH-100

August 2, 2022

West Point City Council

96

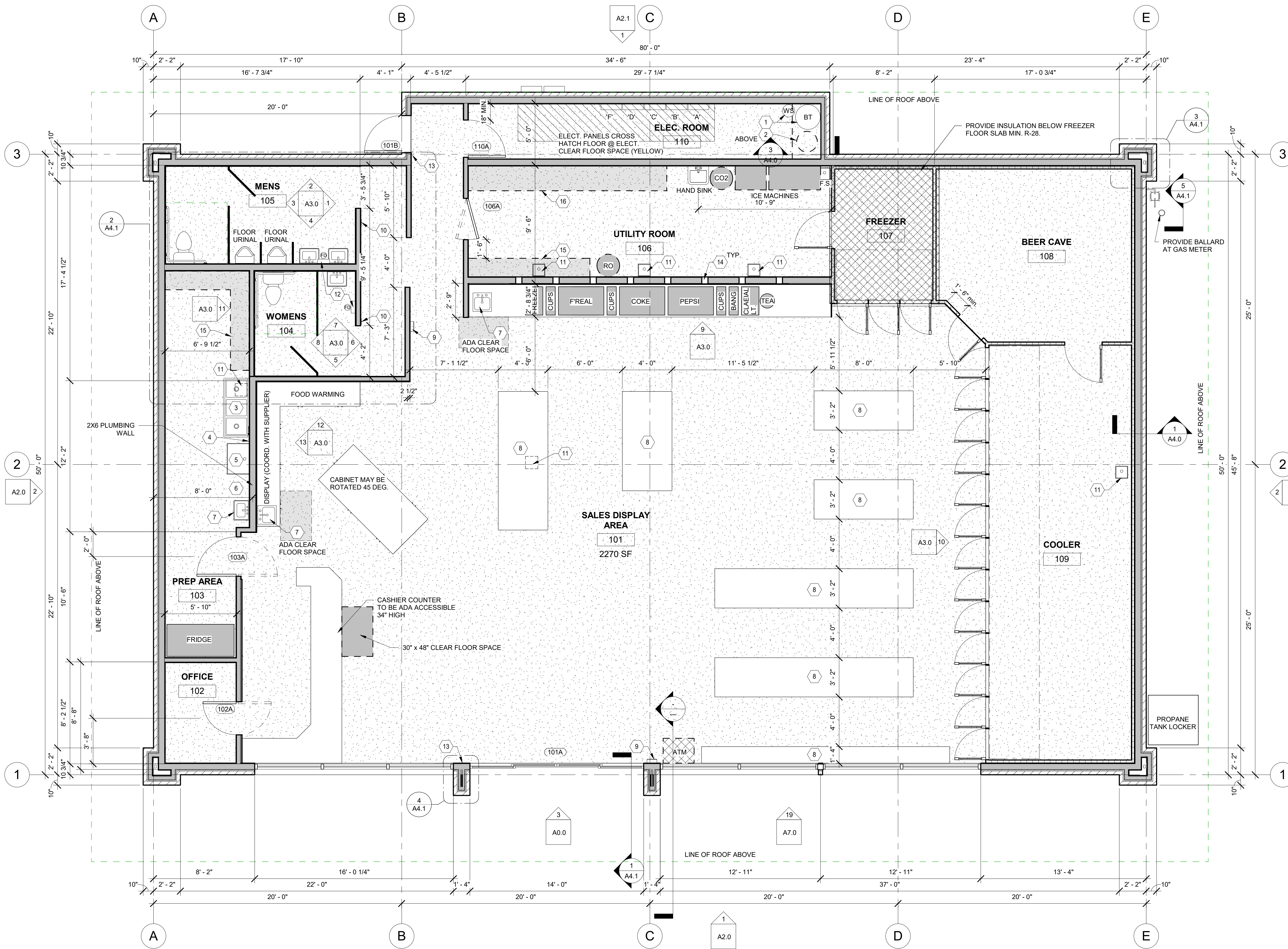
**HOLIDAY OIL
WEST POINT CITY**
**300 NORTH 3000 WEST
WEST POINT CITY, UTAH**

PRELIM 03/01/2022
NO. DATE REVISION

FLOOR PLAN

PROJECT NUMBER
10722
DATE
03/01/2022
DRAWN BY
H. Seamons
CHECKED BY
C. Duncan
APPROVED BY
C. Duncan
DESIGNED BY
S. Warr

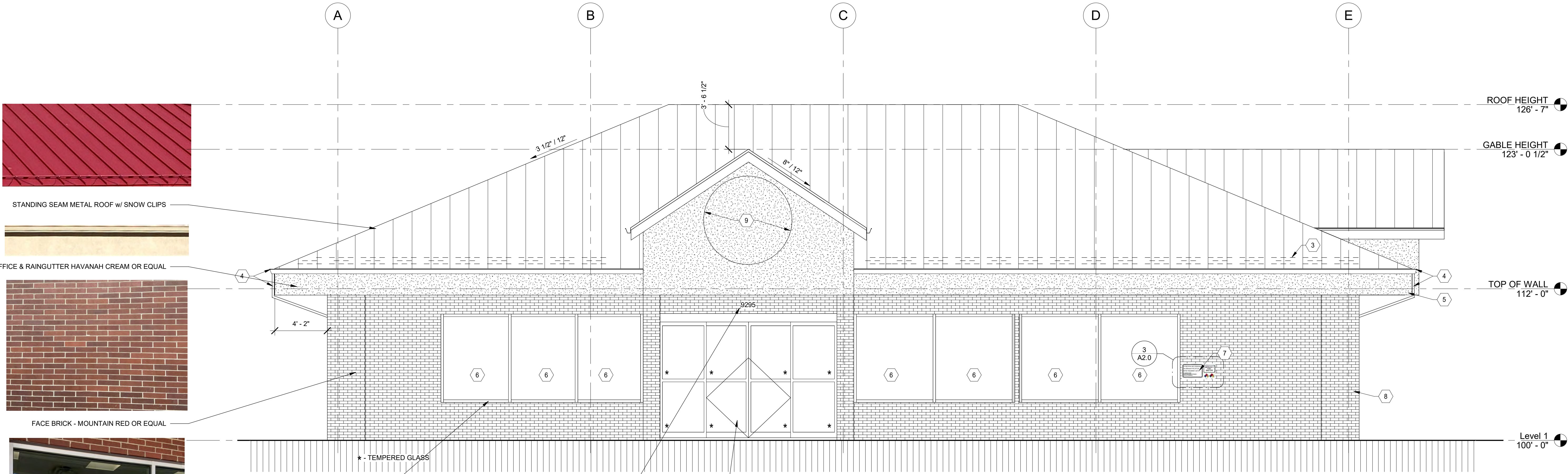
A1.0



KEYED NOTES

- 1 WATER SOFTENER AND BRINE TANK
- 2 WATER HEATER ON PLATFORM PROVIDED BY CONTRACTOR w/ SEISMIC STRAPS AND EXPAN. TANK OVER FLOOR DRAIN.
- 3 3-COMPARTMENT SINK. MIN. 40 LBS GREASE INTERCEPTER UNDER SINK.
- 4 PROVIDE 48" FRP WAINSCOT ON PREP AREA WALLS.
- 5 MOP SINK.
- 6 24" SPACE FOR OWNER SUPPLIED EQUIPMENT.
- 7 HAND SINK.
- 8 DISPLAY (COORDINATE w/ SUPPLIER, MECHANICAL & ELECTRICAL).
- 9 FIRE EXTINGUISHER 2-A:20-B:C (RECESS INTO WALL SO IT DOES NOT EXTEND MORE THAN 4" INTO HALLWAY).
- 10 PROVIDE MENS & WOMENS ACCESSIBLE RESTROOM SIGNS 5' A.F.F.
- 11 FLOOR SINK COORDINATE LOCATION.
- 12 HAND DRYER.
- 13 PROVIDE TACTILE 12x17.0N AT EXTERIOR EXITS SEE DETAIL.
- 14 PROVIDE (8) 6" x 6" OPENINGS THROUGH WALL FOR EQUIP. LINES 35' A.F.F. TO BOTTOM OF OPENINGS.
- 15 18" SHELVES COORD. WITH OWNER
- 16 24" SHELVES COORD. WITH OWNER

1 FLOOR PLAN
SCALE: 1/4" = 1'-0"



1 FRONT ELEVATION
SCALE: 1/4" = 1'-0"

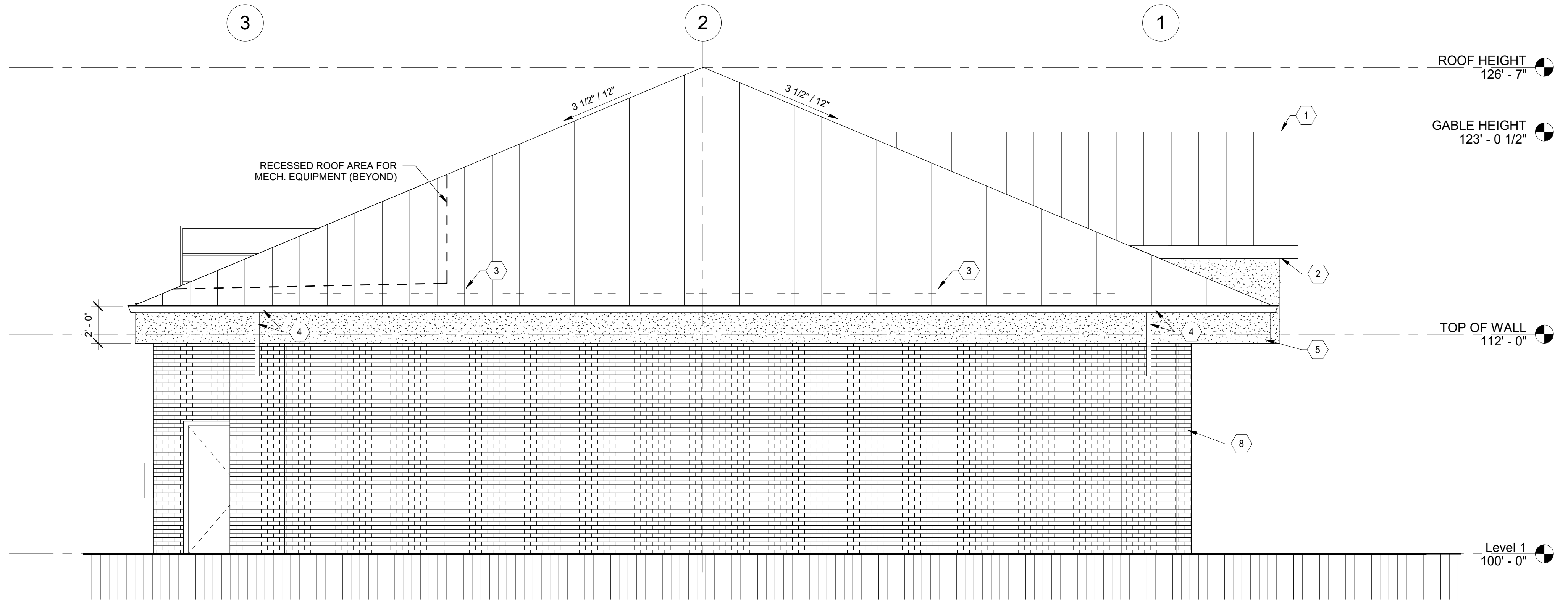


FRONT WINDOW ELEVATION

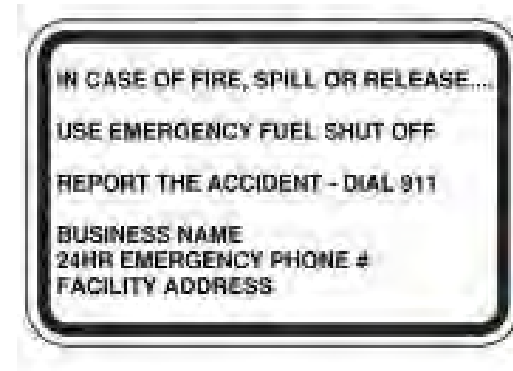


KEYED NOTES

- 1 METAL STANDING SEAM ROOF (SCARLET RED).
- 2 ALUMINUM FASCIA.
- 3 SNOW CLIPS.
- 4 RAIN GUTTER w/ DRAIN SPOUT INSIDE COLUMN.
- 5 SYN. STUCCO ICBO #4327 OVER (2) LAYERS OF 30 MINUTE PAPER (HAVANAH CREAM).
- 6 ALUMINUM FRAME STORE FRONT WINDOWS.
- 7 EMERGENCY SHUT OFF.
- 8 BRICK 'MT. RED'
- 9 RECESSED EIFS SIGN PANEL.
- 10 MAN DOOR.
- 11 12" TURTLE VENTS (20) REQUIRED.
- 12 BALLARD @ GAS METER. LOCATION TBD.



2 LEFT ELEVATION
SCALE: 1/4" = 1'-0"



SIGNAGE SHALL HAVE A WHITE 2" LETTER ON A RED BACKGROUND AND SHALL BE INSTALLED ADJACENT TO THE EMERGENCY FUEL SHUT OFF SWITCH.

3 EMERGENCY SHUT OFF SIGN
SCALE: 3/4" = 1'-0"



SALT LAKE CITY
45 W. 10000 S., Suite 500
Sandy, UT 84070
P: 801.255.0529
F: 801.255.4449

LAYTON
P: 801.547.1100

TOOELE
P: 435.843.3590

CEDAR CITY
P: 435.865.1453

RICHFIELD
P: 435.896.2983

WWW.ENSIGNENG.COM

FOR:
HOLIDAY OIL CORP.
c/o SCOTT WAGSTAFF
3115 WEST 2100 SOUTH
WEST VALLEY CITY, UTAH
(801)973-7002

HOLIDAY OIL
WEST POINT CITY
300 NORTH 3000 WEST
WEST POINT CITY, UTAH

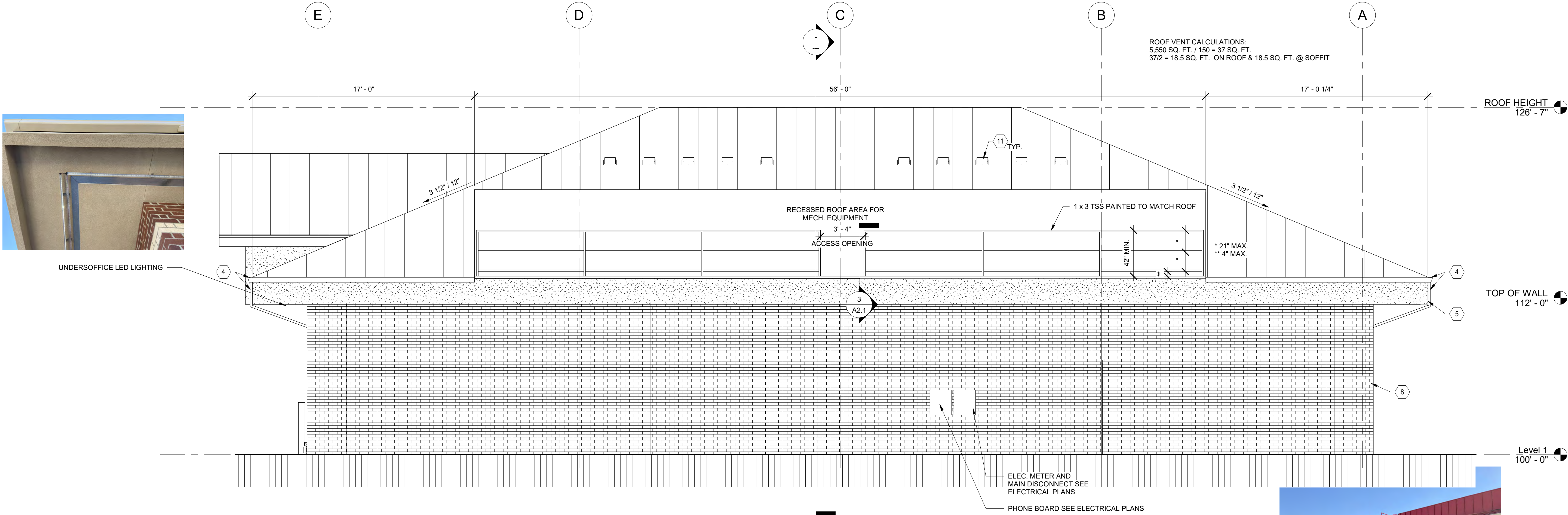
PRELIM 03/01/2022

NO. DATE REVISION

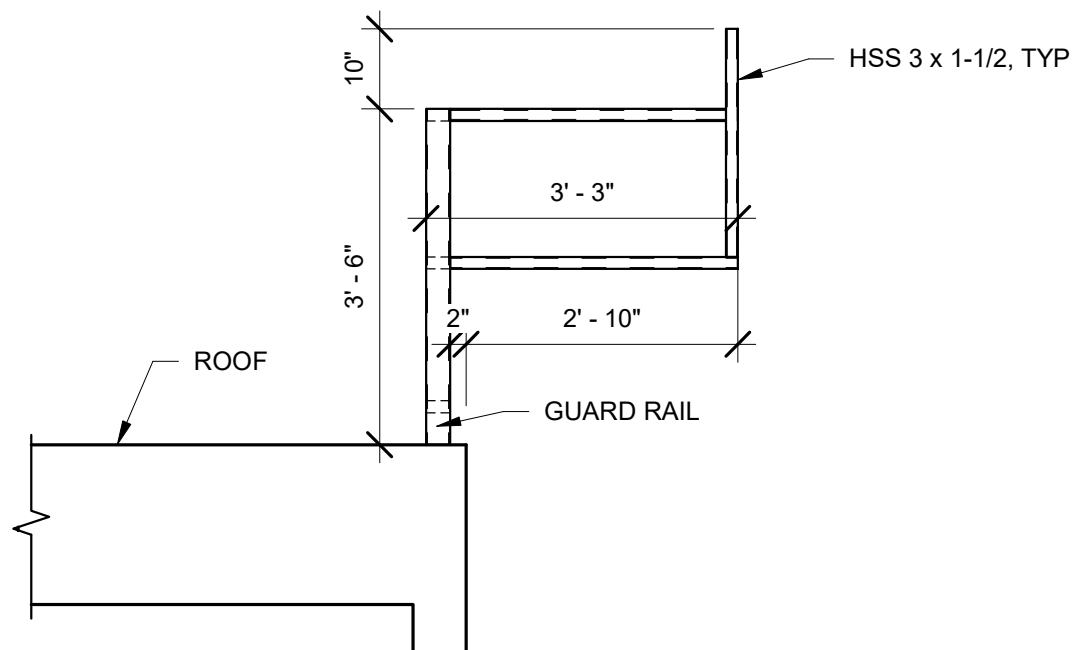
EXTERIOR
ELEVATIONS

PROJECT NUMBER
10722
DATE
03/01/2022
DRAWN BY
H. Seamons
CHECKED BY
C. Duncan
APPROVED BY
C. Duncan
DESIGNED BY
S. Warr

A2.0



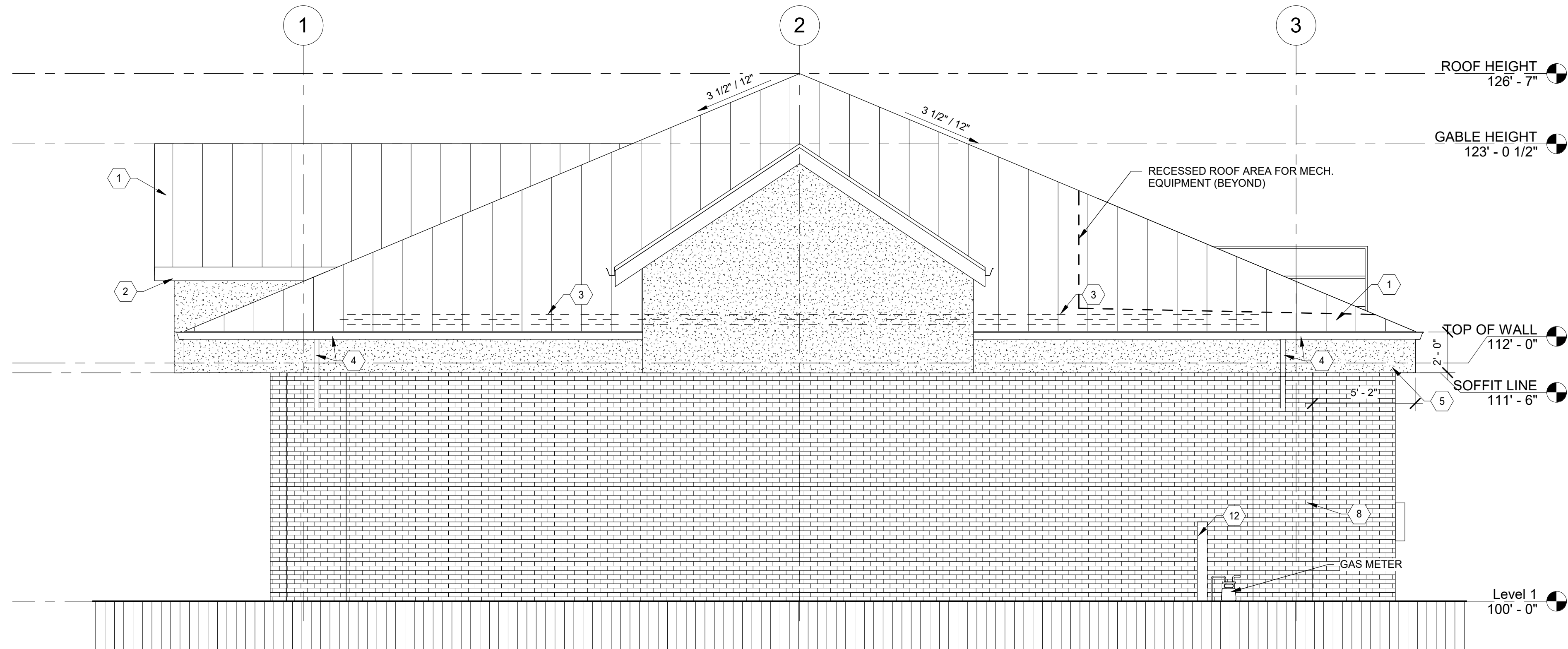
1 BACK ELEVATION
SCALE: 1/4" = 1'-0"

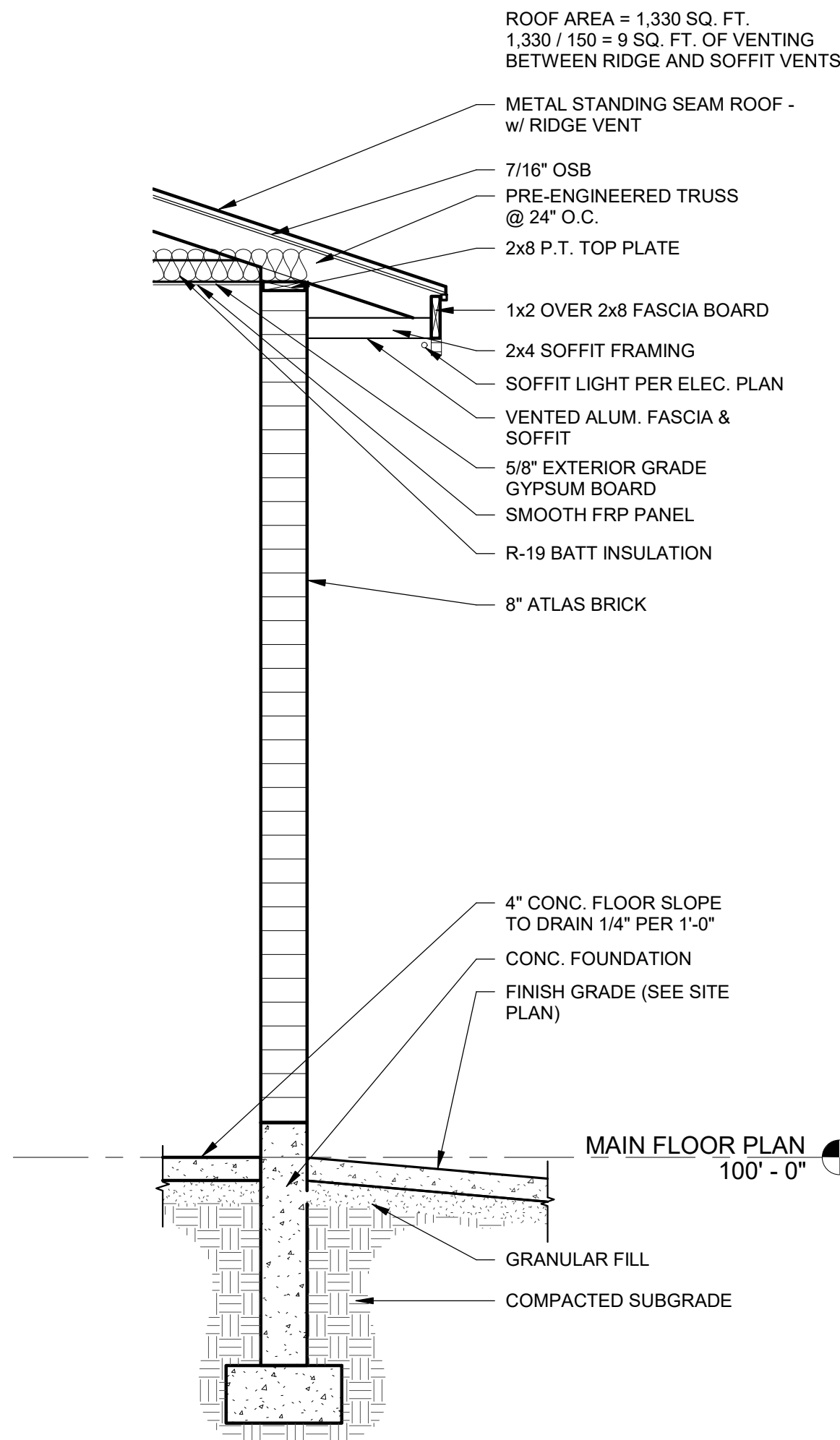


3 LADDER SUPPORT ARM
SCALE: 1/2" = 1'-0"

KEYED NOTES	
1	METAL STANDING SEAM ROOF (SCARLET RED).
2	ALUMINUM FASCIA.
3	SNOW CLIPS.
4	RAIN GUTTER w/ DRAIN SPOUT INSIDE COLUMN.
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8	BRICK 'MT. RED'
9	RECESSED EIFS SIGN PANEL.
10	MAN DOOR.
11	12" TURTLE VENTS (20) REQUIRED.
12	BALLARD @ GAS METER. LOCATION TBD.

2 RIGHT ELEVATION
SCALE: 1/4" = 1'-0"

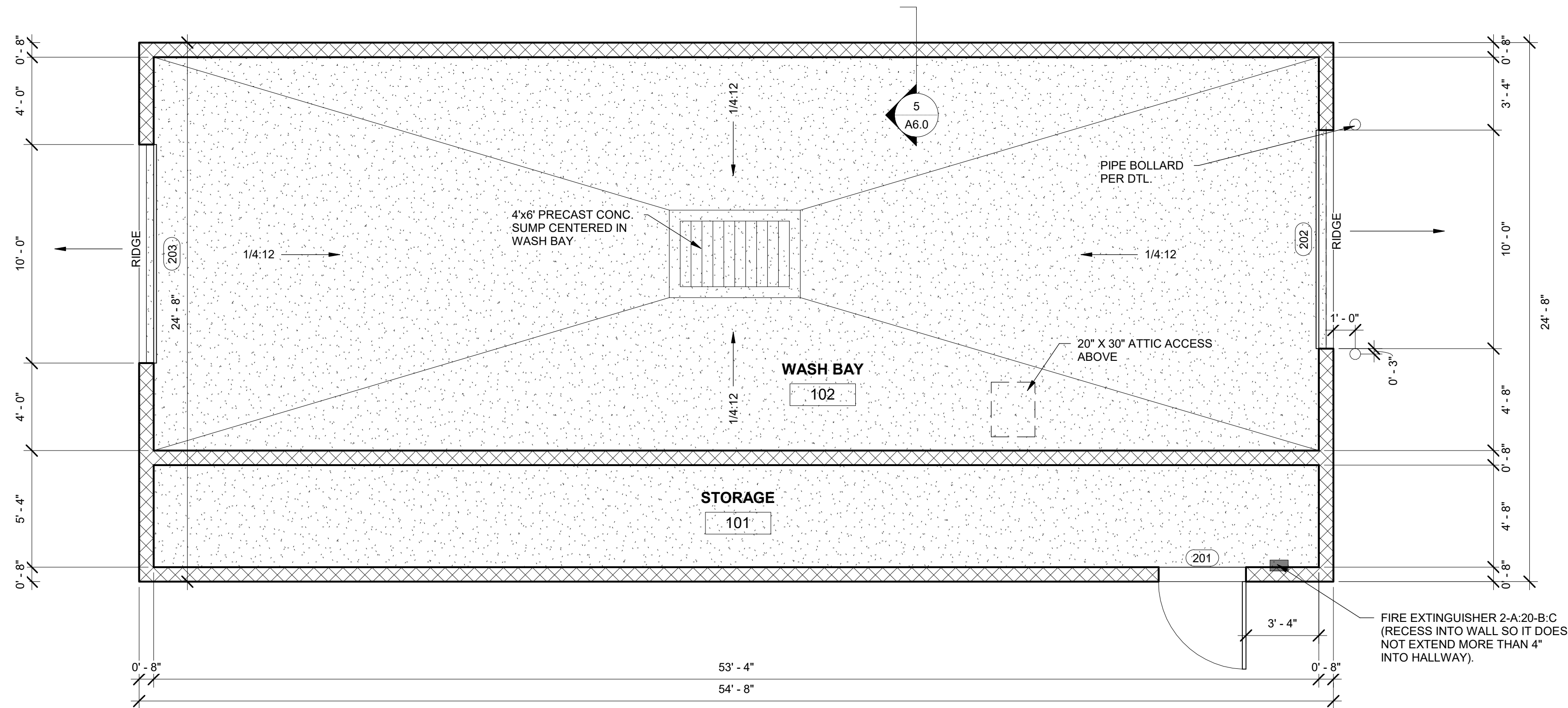




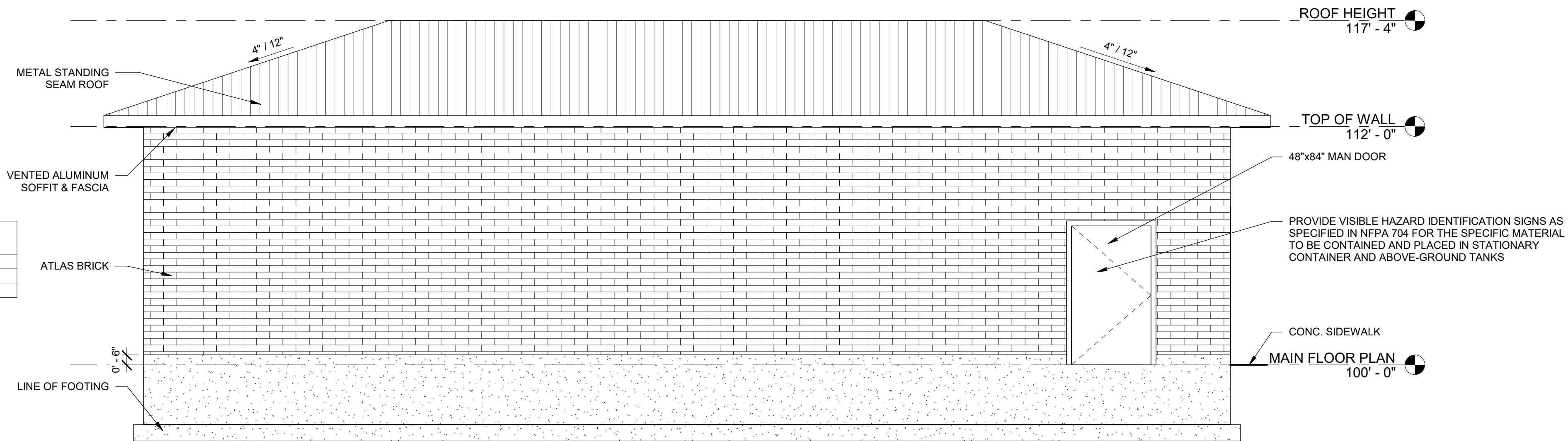
5 WALL SECTION TYP.
SCALE: 1/2" = 1'-0"

DOOR SCHEDULE							
MARK	WIDTH	HEIGHT	FRAME TYPE	FINISH	FIRE RATING	HARDWARE	COMMENTS
201	4' - 0"	7' - 0"	METAL	PAINTED		LOCKSET	
Grand total: 1							

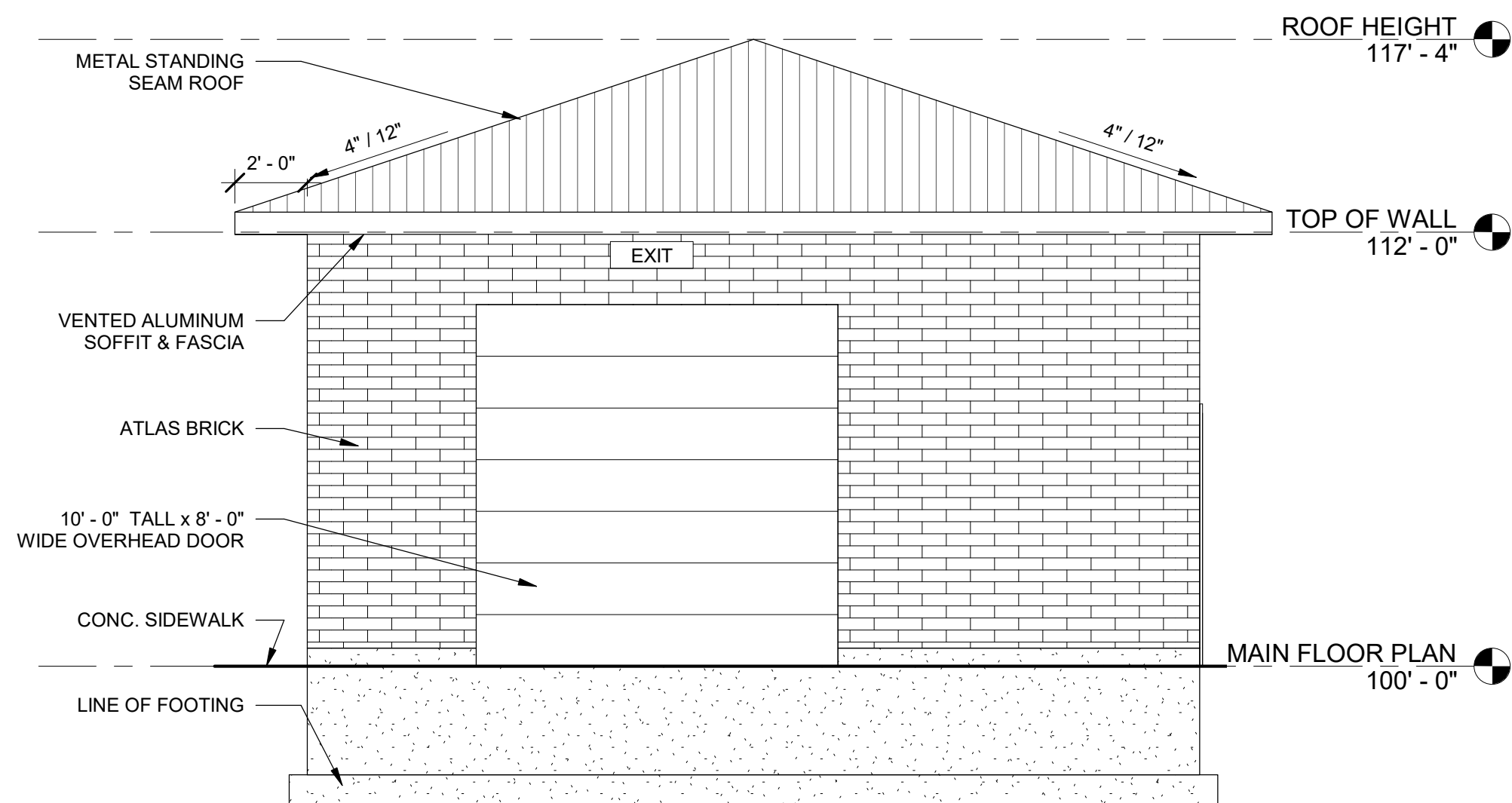
1. DOOR THRESHOLDS TO BE LESS THAN 1/2" ABOVE FINISH FLOOR.
2. ALL DOOR HARDWARE TO BE ADA LEVER TYPE.
3. EXIT DOORS ARE TO BE OPENABLE FROM THE INSIDE WITHOUT THE USE OF A KEY, SPECIAL KNOWLEDGE OR EFFORT.
4. DOORS TO MEET THE REQ. OF IBC 1010.
5. DOOR HARDWARE TO BE LOCATED IN DOOR PER 1010.1.9.2.
6. ALL LOCKSETS SHALL COMPLY WITH 1010.1.9.3 AND 1010.1.9.4



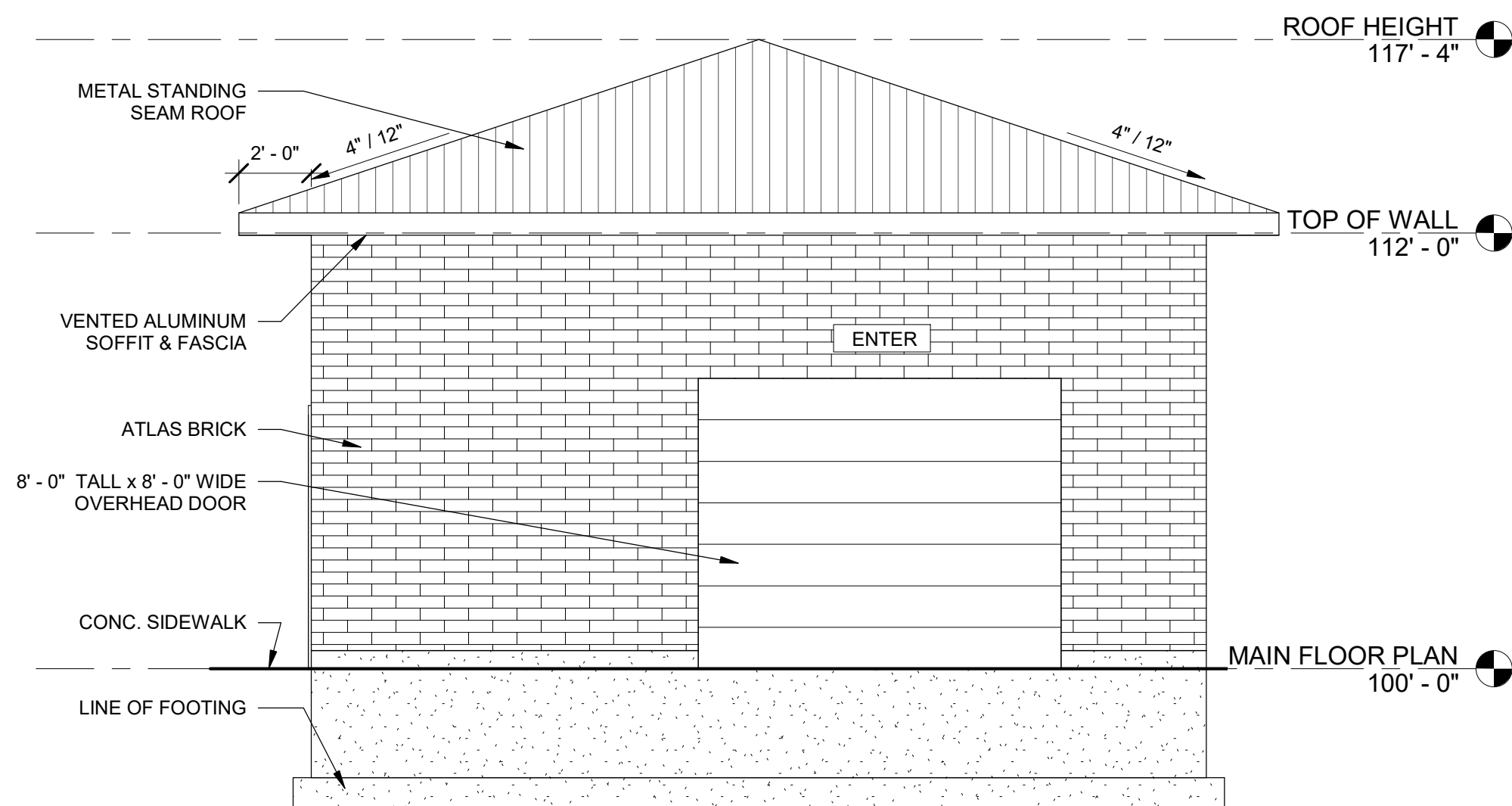
1 MAIN FLOOR PLAN
SCALE: 1/4" = 1'-0"



2 SIDE ELEVATION
SCALE: 1/4" = 1'-0"



4 REAR ELEVATION
SCALE: 1/4" = 1'-0"



3 FRONT ELEVATION
SCALE: 1/4" = 1'-0"



SALT LAKE CITY
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RICHFIELD
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FOR:
HOLIDAY OIL CORP.
c/o SCOTT WAGSTAFF
3115 WEST 2100 SOUTH
WEST VALLEY CITY, UTAH
(801)973-7002



HOLIDAY OIL
WEST POINT CITY
300 NORTH 3000 WEST
WEST POINT CITY, UTAH

PRELIM 03/01/2022

NO. DATE REVISION

CARWASH FLOOR
PLAN & ELEV

PROJECT NUMBER 10722 DATE 03/01/2022
DRAWN BY H. Seamons CHECKED BY C. Duncan
APPROVED BY C. Duncan DESIGNED BY S. Warr

A6.0

RESOLUTION NO. 08-02-2022A

A RESOLUTION APPROVING A DEVELOPER'S AGREEMENT BETWEEN WEST POINT CITY AND WAGSTAFF INVESTMENTS, LLC FOR THE DEVELOPMENT OF PROPERTY LOCATED AT THE SOUTHWEST CORNER OF 300 NORTH AND 3000 WEST

WHEREAS, WAGSTAFF INVESTMENTS, LLC, a Utah limited liability company, is the owner of real property identified as Davis County parcel ID 120380069 and 120380074; and

WHEREAS, West Point City desires to enter into a developer's agreement with Wagstaff Investments, LLC; and

WHEREAS, West Point City and Wagstaff Investments, LLC have jointly prepared the written agreement, attached hereto; and

WHEREAS, the West point City Council has reviewed said agreement and finds it acceptable to the City.

NOW, THEREFORE, BE IT RESOLVED, FOUND AND ORDERED, by the City Council of West Point City as follows:

1. The Developer's Agreement, which is attached hereto and incorporated by this reference, is hereby approved.
2. The Mayor is hereby authorized to sign and execute said agreement.

PASSED AND ADOPTED this ____ day of _____, 2022.

WEST POINT CITY

A Municipal Corporation

By: _____

_ BRIAN VINCENT, Mayor

ATTEST:

CASEY ARNOLD, City Recorder

**AGREEMENT FOR DEVELOPMENT OF LAND BETWEEN WEST POINT CITY AND
WAGSTAFF INVESTMENTS LLC
(300 North and 3000 West)**

THIS AGREEMENT for the development of land (hereinafter referred to as “Agreement”) is made and entered into this ____ day of _____, 2022 between WEST POINT CITY, a municipal corporation of the State of Utah (hereinafter referred to as “City”), and WAGSTAFF INVESTMENTS, LLC. (hereinafter referred to as “Owners”). City and Owners collectively referred to as the “Parties” and separately as “Party.”

RECITALS

WHEREAS, the City has considered an application for a site plan of certain property located at approximately the southwest corner of 300 North and 3000 West and contained by the following tax identification numbers: 1203809 and 120380074 (hereinafter the “Subject Area”); and

WHEREAS, the overall Subject Area consists of approximately 1.508 acres; and

WHEREAS, the overall Subject Area is described in the legal description in more detail in “Exhibit B” attached hereto (hereinafter “Exhibit B”); and

WHEREAS, Owners are the owners of the above described property and have presented a proposal for development of the Subject Area to the City, which provides for development in a manner consistent with the overall objectives of West Point City’s General Plan, and is depicted in more detail on “Exhibit A” attached hereto (hereinafter “Exhibit A”); and

WHEREAS, the City has considered the overall benefits of the concept and Site Plan for the commercial development of the Subject Area to allow certain exceptions to some zoning requirements in exchange for enhanced architectural, landscaping, and design features; and

WHEREAS, City believes that entering into this Agreement with the Owners is in the best interest of the City and the health, safety, and welfare of its residents.

NOW, THEREFORE each of the Parties hereto, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, covenant and agree as follows:

ARTICLE 1

DEFINITIONS

The following terms have the meaning and content set forth in this Article 1:

- 1.1** “Owners’ Property” means that property owned by Owners, as depicted on “Exhibit A”.
- 1.2** “City” means West Point City, a body corporate and politic of the State of Utah. The principal office of the City is located at 3200 West 300 North, West Point, Utah 84015.
- 1.3** “City’s Undertakings” means the obligations of the City set forth in Article III

- 1.4** “Owners” means Wagstaff Investments, LLC, 3115 West 2100 South, West Valley City, UT 84119. Except where expressly indicated in this Agreement, all provisions of the Agreement will apply jointly and severally to the Owners or any successor in interest. In the interest of advancing the project, however, any responsibility under this Agreement may be completed by any Owners so that the completing Owners may proceed with their project on their respective parcel.
- 1.5** “Owners’ Undertakings” have the meaning set forth in Article IV.
- 1.6** “Subject Area” will have the meaning set forth in the Recitals.
- 1.7** “Exhibit A” means the map depicting the ownership, property lines and zoning and the map for proposed zoning.

ARTICLE II

CONDITIONS PRECEDENT

- 2.1** Zoning exceptions consistent with the Site Plan in “Exhibit A” is a condition precedent to Owners’ Undertakings in Article IV. Zoning of the Subject Area will reflect the landscaping, architecture, and overall building plans in “Exhibit A”, which includes:
- 2.1.1** Exception to the 30’ landscaping buffer requirements on the west boundary of the Subject Area allowing Owners to provide a fifteen (15’) landscaping buffer.
 - 2.1.2** Exception to the landscaping requirement, WPCC 17.60.140(C)(4)(d), exempting Owners from installing around the base of the convenience store;
 - 2.1.3** Approval of the roof, brick, and other architectural features as outlined in “Exhibit A”
 - 2.1.4** Exception to the City’s requirement for Owner to connect to Davis and Weber Canal Company for secondary water use. Owner will be allowed to use culinary water for indoor and outdoor uses.
- 2.2** With respect to all zoning requirements, Owners agreed to design and construct superior quality construction and to comply with all provisions of the West Point City Ordinances except as outlined Article II of this Agreement.
- 2.3** This Agreement will not take effect until City has approved this Agreement pursuant to a resolution of the West Point City Council.

ARTICLE III

CITY UNDERTAKINGS

- 3.1** Subject to the satisfaction of the conditions set forth in Article II, City will accept an application for the Site Plan of the Subject Area with an effective date no sooner than the effective date and adoption of this Agreement by the City Council and follow the process outlined in the City Code before the approval of the Site Plan. If the Site Plan is not approved, then this Agreement will be null and void. Any Site Plan alteration will occur upon finding by the City Council that it is in the best interest of the health, safety, and welfare of the citizens of West Point City to make such changes at this time. All permits and site plan reviews and approvals will be made pursuant to City ordinances. Nothing herein will be construed as a waiver of the required reviews and approvals required by City ordinance.
- 3.2** The City will grant Site Plan approval on the Owner’s property.

3.3 The City will allow the exceptions outlined in Section 2.1 of Article II in this Agreement.

ARTICLE IV

OWNERS' UNDERTAKINGS

Conditioned upon City's performance of its undertakings set forth in Articles II and III with regards to the Site Plan approval of the Subject Area, and provided Owner has not terminated this Agreement pursuant to Section 7.8, Owner agrees to the following:

4.1 Masonry Fence. Owner will cause to be installed a six-foot masonry fence along the west boundary of the Subject Property as outlined in "Exhibit A" prior to Owners receipt of a Certificate of Occupancy permit from the City.

4.2 Architectural Features. Owner will construct a gable centered on the roof line along the east side of the convenience store as depicted in "Exhibit A."

4.3 Lighting. Owner will cause to be installed aesthetic lighting features along the east, west, and north building façade as depicted in "Exhibit A."

4.4 Future Patio. Inasmuch as the Owner is able to obtain ownership of parcel number 120380058 to the east of the Subject Area, Owner will cause construction of a patio area and pergola with tables and benches for seating abutting the east façade of the convenience store no later than one year following Owner's possession of the property.

ARTICLE V

GENERAL REQUIREMENTS AND RIGHTS OF THE CITY

5.1 Issuance of Permits – Owners. Owners, or assignee, will have the sole responsibility for obtaining all necessary building permits in connection with the Owners' Undertakings and will make application for such permits directly to West Point City and other appropriate agencies having authority to issue such permits in connection with the performance of Owners' Undertakings. City will not unreasonably withhold or delay the issuance of its permits.

5.2 Completion Date. The Owners will, in good faith, reasonably pursue completion of the development. Each phase or completed portion of the project must independently meet the requirements of this Agreement and the City's ordinances and regulations, such that it will stand alone, if no further work takes place on the project.

5.3 Access to the Subject Area. For the purpose of assuring compliance with this Agreement, so long as they comply with all safety rules of Owners and their contractor, representatives of City will have the right of access to the Subject Area without charges or fees during the period of performance of Owners' Undertakings.

ARTICLE VI

REMEDIES

6.1 Remedies for Breach. In the event of any default or breach of this Agreement or any of its terms or conditions, the defaulting Party or any permitted successor to such Party will, upon written notice from the other, proceed immediately to cure or remedy such default or breach, and in any event cure or remedy the breach within thirty (30) days after receipt of such notice. In the event that such default or breach cannot be reasonably be cured within said thirty (30) day period, the Party receiving such notice will, within such thirty (30) day period, take reasonable steps to commence the cure or remedy of such default or breach , and will continue diligently thereafter to cure or remedy such default or breach in a timely manner. In case such action is not taken or diligently pursued, the aggrieved Party may instate such proceedings as may be necessary or desirable it its option to:

6.1.1 Cure or remedy such default is pursued, including, but not limited to, proceedings to compel specific performance by the Party in default or breach of its obligations; and

6.1.2 If the remedy of reversion is pursued, the defaulting Owners agree not to contest the reversion of the of the Subject Property to the default zoning requirements; and

6.1.3 If the Owners fail to comply with applicable City codes, regulations, laws, agreements, conditions of approval or other established requirements, City is authorized to issue orders requiring that all activities within the Subject Area cease and desist, that all work therein be stopped, also known as a “Stop Work” order.

6.2 Enforced Delay Beyond Parties’ Control. For the purpose of any other provisions of this Agreement, neither City nor Owners, as the case may be, nor any successor in interest, will be considered in breach or default of its obligations with respect to its construction obligations pursuant to this Agreement, in the event the delay in the performance of such obligations is due to unforeseeable causes beyond its fault or negligence, including, but not restricted to, acts of God or of the public enemy, acts of the government, acts of the other Party, fires, floods, epidemics, quarantine restrictions, strikes, fright embargoes or unusually severe weather, or delays of contractors or subcontractors due to such causes or defaults of contractors or subcontractors. Unforeseeable causes will not include the financial inability of the Parties to perform under the terms of this Agreement.

6.3 Extension. Any Party may extend, in writing, the time for the other Party’s performance of any term, covenant or condition of this Agreement or permit the curing of any default or breach upon such terms and conditions as may be mutually agreeable to the Parties; provided, however, that any such extension or permissive curing of any particular default will not operate to eliminate any of the other obligations and will not constitute a waiver with respect to any other term, covenant or condition of this Agreement nor any other default or breach of this Agreement.

6.4 Rights of Owners. In the event of a default by Owners’ assignee, Owners may elect in their discretion, to cure the default of such assignee, provided, Owners’ cure period will be extended by thirty (30) days.

ARTICLE VII

GENERAL PROVISIONS

7.1 Successors and Assigns of Owners. This Agreement will be binding upon Owners and their successors and assigns, and where the term “Owners” is used in this Agreement it will mean and include the successors and assigns of Owners not approved by City. Notwithstanding the

foregoing, City will not unreasonably withhold or delay its consent to any assignment or change in ownership (successor or assign of Owners) of the Subject Area.

7.2 Notices. All notices, demands and requests required or permitted to be given under this Agreement (collectively the “Notices”) must be in writing and must be delivered personally or by nationally recognized overnight courier or sent by United States certified mail, return receipt requested, postage prepaid and addressed to the Parties at their respective addresses set forth below, and the same will be effective upon receipt if delivered personally or on the next business day if sent by overnight courier, or three (3) business days after deposit in the mail if mailed. The initial addresses of the Parties will be:

To Owners: WAGSTAFF INVESTMENTS LLC

3115 West 2100 South

West Valley City, UT 84119

To City: WEST POINT CITY CORPORATION

3200 West 300 North

West Point, Utah 84015

Upon at least ten (10) days prior written notice to the other Party, either Party will have the right to change its address to any other address within the United States of America.

If any Notice is transmitted by facsimile or similar means, the same will be deemed served or delivered upon confirmation of transmission thereof, provided a copy of such Notice is deposited in regular mail on the same day of transmission.

7.3 Third Party Beneficiaries. Any claims of third-party benefits under this Agreement are expressly denied, except with respect to permitted assignees and successors of Developer.

7.4 Governing Law. It is mutually understood and agreed that this Agreement will be governed by the laws of the State of Utah, both as to interpretation and performance. Any action at law, suit in equity, or other judicial proceeding for the enforcement of this Agreement or any provision thereof will be instated only in the courts of the State of Utah.

7.5 Integration Clause. This document constitutes the entire agreement between the Parties and may not be amended except in writing, signed by the City and the Owner or Owners affected by the amendment.

7.6 Exhibits Incorporated. Each Exhibit attached to and referred to in this Agreement is hereby incorporated by reference as though set forth in full where referred to herein.

7.7 Attorney’s Fees. In the event of any action or suit by a Party against the other Party for reason of any breach of any of the covenants, conditions, agreements or provisions on the part of the other Party arising out of this Agreement, the prevailing Party in such action or suit will be entitled to have and recover from the other Party all costs and expenses incurred therein, including reasonable attorneys’ fees.

7.8 Termination. Except as otherwise expressly provided herein , the obligation of the Parties will terminate upon the satisfaction of the following conditions:

7.8.1 With regard to Owners' Undertakings, performance of the Owners' undertakings as set forth herein.

7.8.2 With regard to City's Undertakings, performance by city of City's Undertakings as set forth herein.

Upon an Owners' request (or the request of Owners' assignee), the other Party agrees to enter into a written acknowledgment of the termination of this Agreement, or part thereof, so long as such termination (or partial termination) has occurred.

7.9 Recordation. This Agreement will be recorded upon approval and execution of this agreement by the Owners', whose property is affected by the recording and the City.

7.10 Site/Landscape Plan. The owners have prepared an overall Site and Landscaping Plan, as depicted in "Exhibit A" reflecting the proposed development of the Subject Area. The Site/Landscape Plan will be executed and binding on the Parties. This Plan may be amended as agreed upon by the Parties, to the extent that said amendments are consistent with the objectives of this Agreement and the City's ordinances and regulations.

IN WITNESS WHEREOF, the Parties have caused this Agreement to be executed by their duly authorized representatives effective as of the day and year first written above.

WEST POINT CITY CORPORATION

BRIAN VINCENT, Mayor

ATTEST:

CASEY ARNOLD, City Recorder

I (we) _____ being fully sworn, depose and say that I (we) am (are) the Owner(s) of the property identified in the attached agreement and that the statements contained and the information provided identified in the attached plans and other exhibits are in all respects true and correct to the best of my (our) knowledge.

J. SCOTT WAGSTAFF, Manager

WAGTAFF INVESTMENTS LLC

Subscribed and sworn to me this _____ day of _____, 2022

Notary Public

Residing in: _____

My Commission Expires: _____

EXHIBIT A

SITE PLAN / LANDSCAPING PLAN

DRAFT

EXHIBIT B
LEGAL DESCRIPTION

DRAFT