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# COMPREHENSIVE PLAN

## CITY OF WEST POINT, MISSISSIPPI

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Adopted by the West Point Board of Selectmen  
Month XX, 2017

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In Association with:



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## PREFACE

### PURPOSE OF A COMPREHENSIVE PLAN

A Comprehensive Plan is used by cities and counties to establish a vision for the community. Communities are constantly evolving; economic conditions and consumer development patterns have the means to transform, sometimes so fast the communities do not realize it is happening. This document, if adopted and put into action, can be a proactive measure that clearly defines where and how a community progresses.

Comprehensive planning is also a tool used to anticipate future growth and development and to strategize for future decisions and resources in response to this growth. This document can serve as a reference for zoning ordinances, subdivision regulations, and any maps or official amendments that accompany these ordinances. When major changes are occurring or are requested within a community, the Comprehensive Plan should assist elected officials in a direction they are prepared and excited to move towards.

### COMPONENTS OF A COMPREHENSIVE PLAN

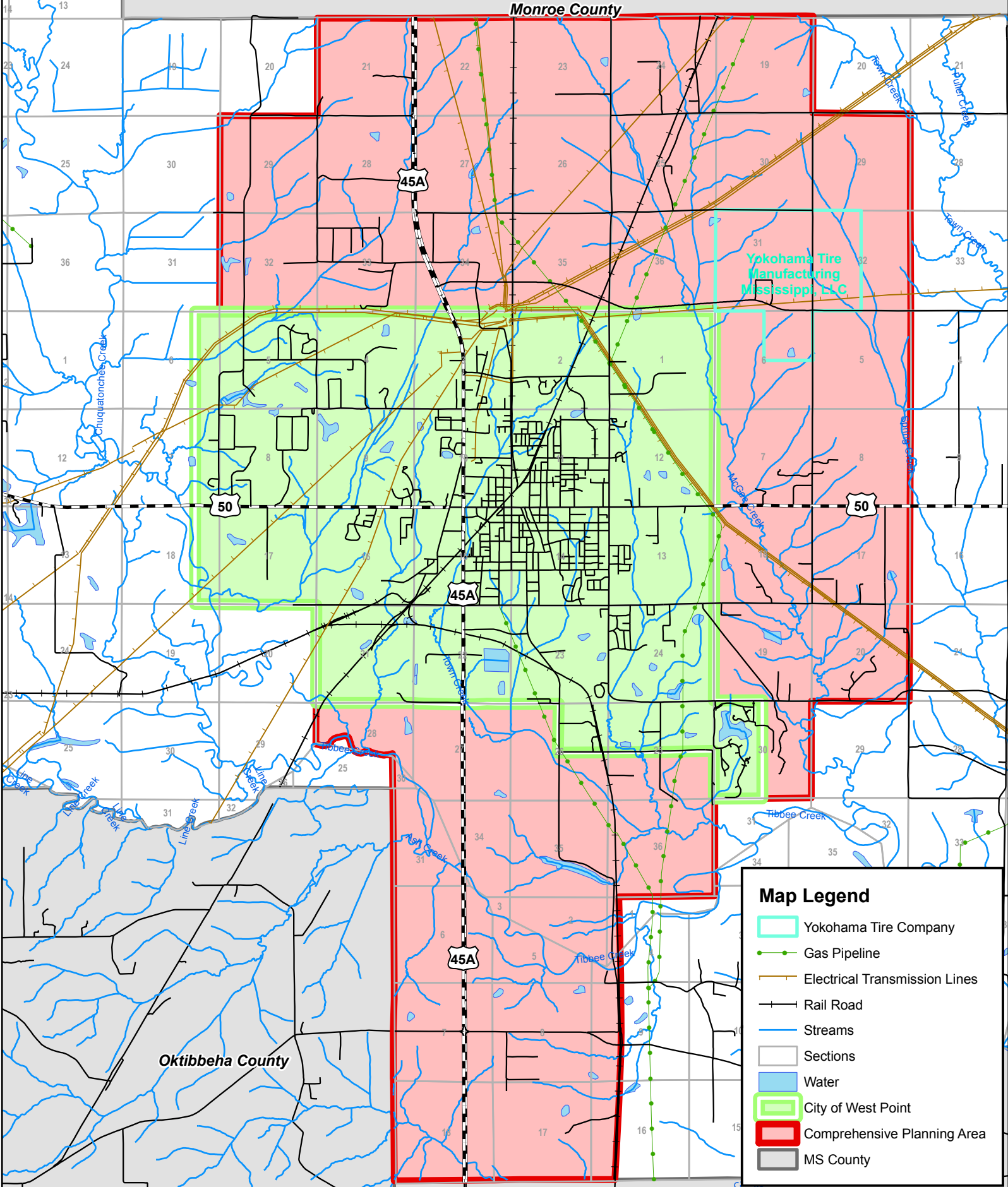
The State of Mississippi Legislature defines minimum requirements for a Comprehensive Plan (Mississippi Code § 17-1-1). The City of West Point's Comprehensive Plan addresses each of the following and elaborates further in the chapters to come.

- Goals and Objectives are prepared for a long range planning period of 20 to 25 years. They should include but are not limited to matters regarding residential, commercial and industrial development; open space and recreation; street or road improvements; and community facilities.
- Land Use Plan, either in map or policy form, outlines the proposed distribution of land uses for residences, commerce, industry, recreation, and public/quasi-public facilities. Further information should be included to clearly define each proposed land use.
- Transportation Plan should be represented in map form and identify the proposed functional classifications for existing and proposed roadways. This plan should cover the same land area as defined by the Land Use Plan and cover the same planning period as the Goals and Objectives. Functional classifications for roadways include arterial, collector, and local.
- Community Facilities Plan addresses issues such as the following: housing, schools, public safety, parks and recreation, public buildings and facilities, utilities, and drainage.

Table Preface.1: What is a Comprehensive Plan?

<u>What it is</u>	<u>What it isn't</u>
A statement of City policy	A Zoning Ordinance
A guide to decision making	A Land Development Code
A specific framework for more specific planning	A rigid or static document
A tool for education and communication	A Capital Improvements Plan
A view in long range perspective	A City Budget template
A way to improve quality of life	A specific project development plan

Source: Dothan 2030: A Sense of New Beginnings - Comprehensive Plan, City of Dothan, Alabama



**Map Legend**

- Yokohama Tire Company
- Gas Pipeline
- Electrical Transmission Lines
- Rail Road
- Streams
- Sections
- Water
- City of West Point
- Comprehensive Planning Area
- MS County

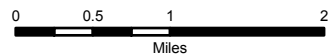
**Map Preface.1**  
**Comprehensive Planning Area**  
**City of West Point, Mississippi**

Source(s):  
 City of West Point & Clay County;  
 Mississippi Automated Resource Information System (MARIS);  
 Golden Triangle Planning and Development District, Inc.

Note: This map is accurate for planning purposes only  
 Date: February 14, 2017



*Golden Triangle Planning and Development District, Inc.*  
 GIS and Remote Sensing Program 662.324.7060



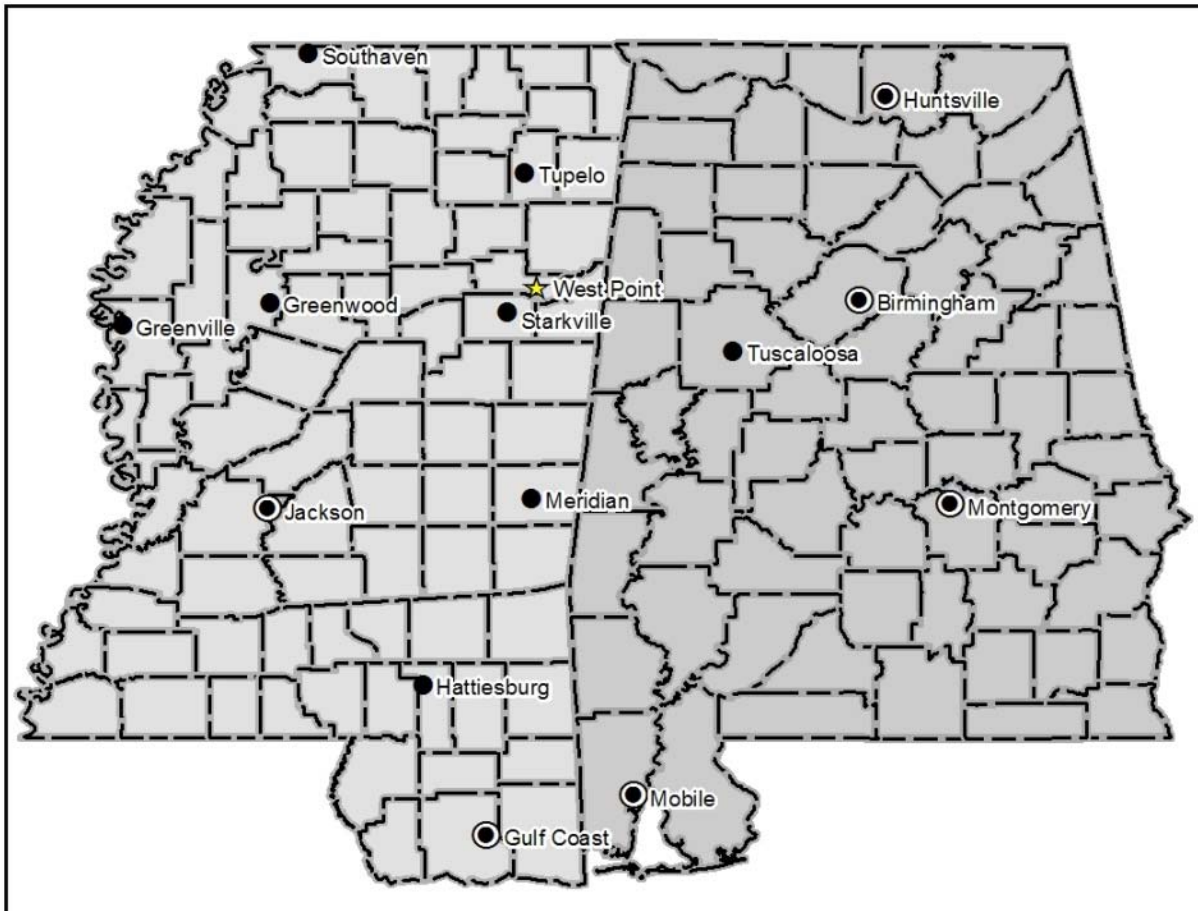


## CHAPTER ONE: INTRODUCTION

### LOCATION

West Point is the county seat of Clay County, Mississippi, and the only municipality within the County. West Point is the northern point of the Golden Triangle Region of the State along with Starkville and Columbus. West Point is located forty-seven miles south of Tupelo, Mississippi; seventy-five miles northwest of Tuscaloosa, Alabama; twenty miles northeast of Starkville, Mississippi; 140 miles northeast of Jackson, Mississippi; and one hundred miles east of Greenwood, Mississippi.

Figure 1.1: West Point's Location



### NATURAL FEATURES

The City of West Point has a total area of 21.2 square miles of which 20.1 square miles is land (98.8%) and 0.3 square miles is water (1.2%).

## TRANSPORTATION NETWORK

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### AIR TRANSPORTATION

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McCharen Field Airport (FAA LID: M83) is located within the corporate limits of West Point and can handle small corporate jet aircraft. Golden Triangle Regional Airport is located fifteen miles south of West Point in Lowndes County. Golden Triangle Regional Airport offers regional commercial service through Delta via Atlanta, Georgia.

### HIGHWAYS

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United States Highway 45 Alternate is a major north/south corridor that splits the city in half. The Mississippi Department of Transportation has completed upgrades to United States Highway 45 that make it a four-lane route from the Tennessee State Line to the Alabama State Line. United States Highway 45 Alternate has a junction with United States Highway 82 just south of West Point that provides access to Interstate 20 in Tuscaloosa, Alabama and Interstate 55 in Winona, Mississippi. To the North, United States Highway 45 Alternate has a junction with United States Highway 78/Interstate 22, in Tupelo, Mississippi. Mississippi Highway 50 is an east/west state highway that also splits the city in half. It runs from MS 9 in Walthall, Mississippi, east to the Alabama state line past Columbus.

### PORTS

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Just 10 miles East of West Point lies the 234 mile Tennessee-Tombigbee Waterway. The Tenn-Tom Waterway connects the Tennessee River to the Gulf of Mexico. Several small river ports lie along the banks to the Tenn-Tom Waterway. The Port of Clay County is small grain shipping port on the waterway. Lowndes County Port is just over twenty miles away and provides an additional transportation option. The City of Aberdeen Port, Port of Amory and Port Itawamba are all along the Tenn-Tom Waterway and within seventy miles of West Point.

### RAILROADS

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West Point is served by the Kansas City Southern Railway Network, which operates the main rail line in town and provides the city with a national railroad connection. The city is skirted by numerous rail lines and all major industrial areas are connected to the main arteries by rail spurs. The Kansas City Southern operates only as a freight railroad. The nearest passenger rail service would be available via Amtrak in Meridian, Mississippi or Tuscaloosa, Alabama.

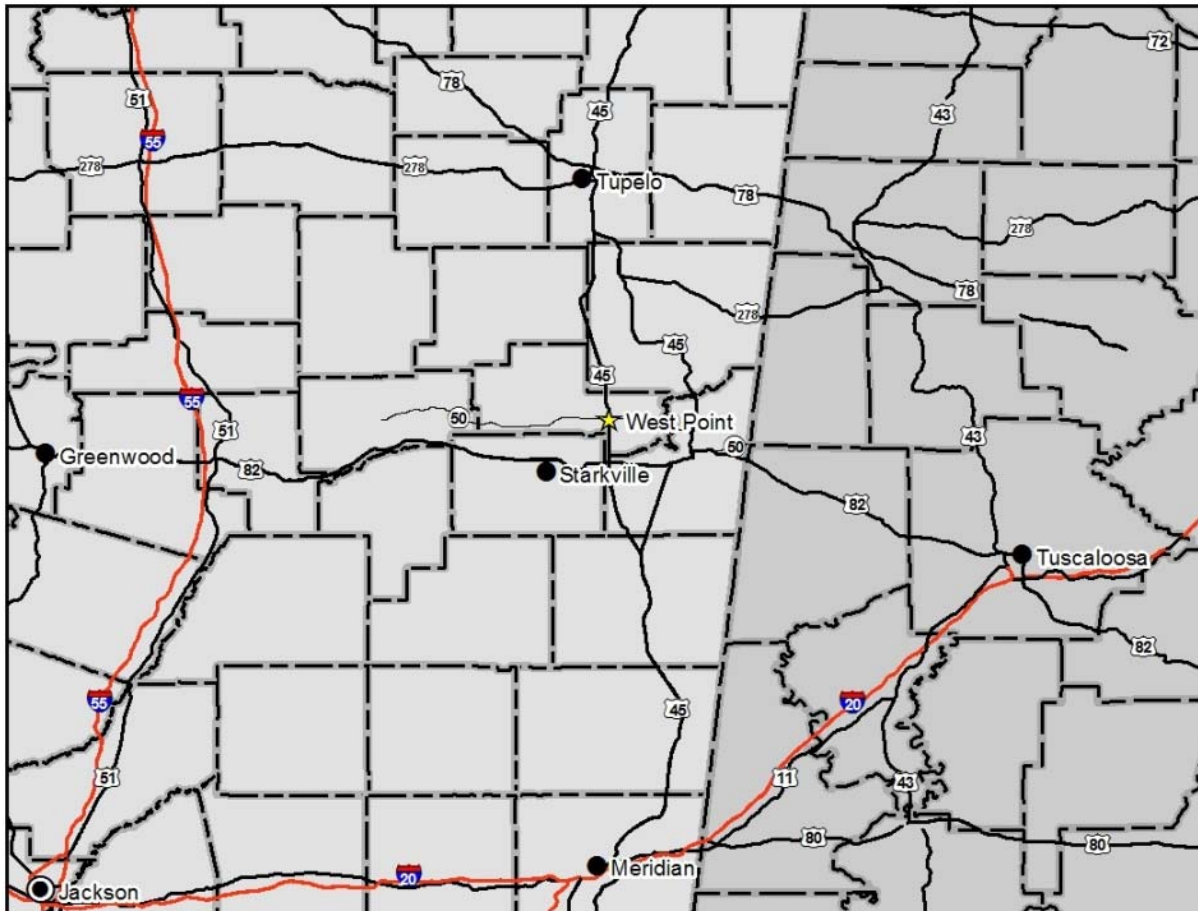
### SIDEWALKS AND TRAILS

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Sidewalks were of lesser importance after World War II when automobile mass production made automobiles readily available and affordable. The automobile-centric society has continued to move forward and leave sidewalks behind in many areas. The addition of sidewalks would allow residents another mode of transportation and provide exercise space for citizens, who have become more and more affected by the obesity crises in the United States and Mississippi. Multi-use trails have become more and more popular among citizens. They can be used for transportation or recreation and for walking, jogging and bike riding.

West Point has a good network of sidewalks throughout most of its downtown area and historic districts. As well as several smaller networks around parks or in certain neighborhoods. While many of the sidewalks are older, the network as a whole is in good condition. West Point also has a multi-use trail called the Kitty Dill Memorial Parkway. It extends almost four miles through the city connecting five parks and many beautiful landscapes.

Figure 1.2: West Point's Transportation Network



## HISTORY

West Point was established along the Mobile and Ohio Railroad and was incorporated as a municipality in 1858, but the area has a much longer history. The land on which West Point is located has flown the flag of five nations: Spain, France, Great Britain, The Confederate States of America and The United States of America. It is believed that Hernando de Soto spent time near West Point in the winter of 1540. Lore also has it that the French and Indian War originated near where the city would locate.

Shortly after the city incorporated, the American Civil War broke out. A battle between Union and Confederate forces took place near the city and a Confederate victory turned Union forces back to Memphis and Vicksburg. This battle perhaps saved some Mississippi towns from the fate of Atlanta, as the forces that were turned back belonged to General William Tecumseh Sherman. In 1909, the City received a visit from President William Howard Taft. The city has also been the hometown of the chairman of the Sara Lee Corporation and the president of Coca-Cola. The Old Waverly Golf Course calls West Point home. It is often recognized as one of the best golf courses in Mississippi and even played host to the 1999 Women's US Open. Since 1978, the Prairie Arts Festival has been held in West Point on the Saturday before Labor Day, showcasing arts and crafts from West Point, across Mississippi, and the entire nation. The Black Prairie Blues Festival is held on the Friday night before Labor Day and hosts performances from a wide variety of blues acts.

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WEST POINT CULTURE

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FESTIVALS & MUSEUM

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Prairie Arts Festival  
Black Prairie Blues Festival  
Howlin' Wolf Blues Museum  
Friday House Museum  
Waverly Mansion  
Wilhite Transportation Museum

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MEDIA & NEWSPAPER

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NEWSPAPER

---

The Daily Times Leader

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RADIO

---

W245AB, 96.9 FM (Christian Conservative Talk)

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EDUCATION

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PRIVATE EDUCATION

---

Oak Hill Academy  
Hebron Christian School

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POST-SECONDARY EDUCATIONAL INSTITUTION

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East Mississippi Community College West Point-Clay County Center

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WEST POINT SCHOOL DISTRICT

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East Side Elementary (Pre-K and Kindergarten)  
Church Hill Elementary (1<sup>st</sup> and 2<sup>nd</sup> grades)  
South Side Elementary (3<sup>rd</sup> and 4<sup>th</sup> grades)  
Central School (5<sup>th</sup> and 6<sup>th</sup> grades)  
Fifth Street Junior High (7<sup>th</sup> and 8<sup>th</sup> grades)  
West Point High School (9<sup>th</sup> - 12<sup>th</sup> grades)  
Career and Technology Center  
West Point Learning Center

## CHAPTER TWO: CITY OF WEST POINT

This chapter compiles information, such as population, race, age, housing and economic data, to establish a community profile of the City of West Point. The majority of this information is recorded by the United States Census Bureau every ten years or estimated on a yearly basis depending on the scope of the information. Establishing a community profile is useful in order to understand how the City has evolved overtime and how it might continue to evolve into the future.

### POPULATION ANALYSIS

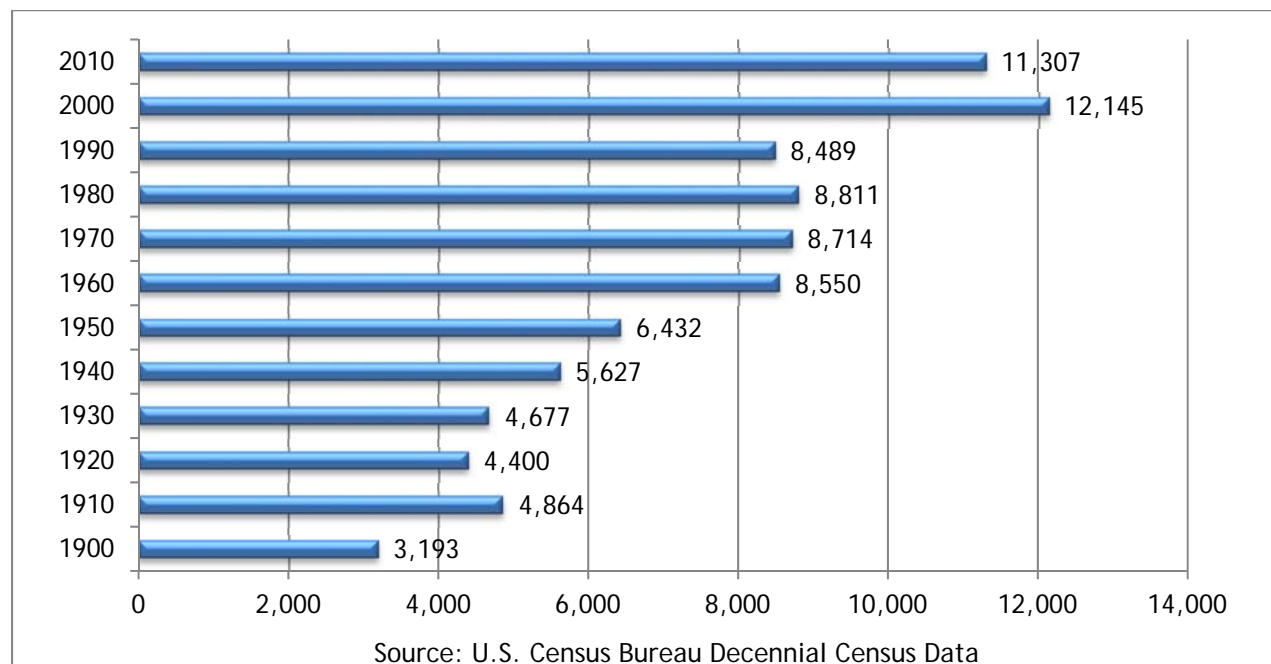
This section will look at how the populations of West Point and Clay County have changed over the past 110 years. It will also analyze how population trends have changed in the last ten years due to births and deaths, migration, age, race and the gender composition of West Point's residents.

#### CITY OF WEST POINT

From 1900 to 1980, the City of West Point experienced growth at each ten year census with the exception of the 1920 census, when the city population contracted a small amount. From 1910 to 1920 the city lost 9.5% of its population. This was the only loss of population until 1990 when the city lost 3.7% of the population. Between 2000 and 2010 the city lost 6.9% of its population.

In the years between the decennial censuses the Census Bureau releases yearly estimates of city populations. As of 2015 the U.S. Census Bureau, 2011-2015 American Community Survey 5-Year estimate puts West Points' population to at 11,122. According to the Census Bureau, West Point is looking to experience yet another decrease in population by 2020. We will explore this a little later when we look at population projections.

Figure 2.1: West Point's Historic Population



The following map illustrates population concentration by the 2010 Census Blocks. Each dot represents one person living in each census block. West Point's population is concentrated east of United States Highway 45 Alt. The majority of West Point's population falls within about two miles east of US 45 Alt

and one mile north and south of Mississippi Highway 50. The remainder of the population in the City is fairly well distributed with a slightly higher concentration in the western portion of the City. In the planning area much of the population is located north and east of the City. The planning area south of the City is sparsely populated.

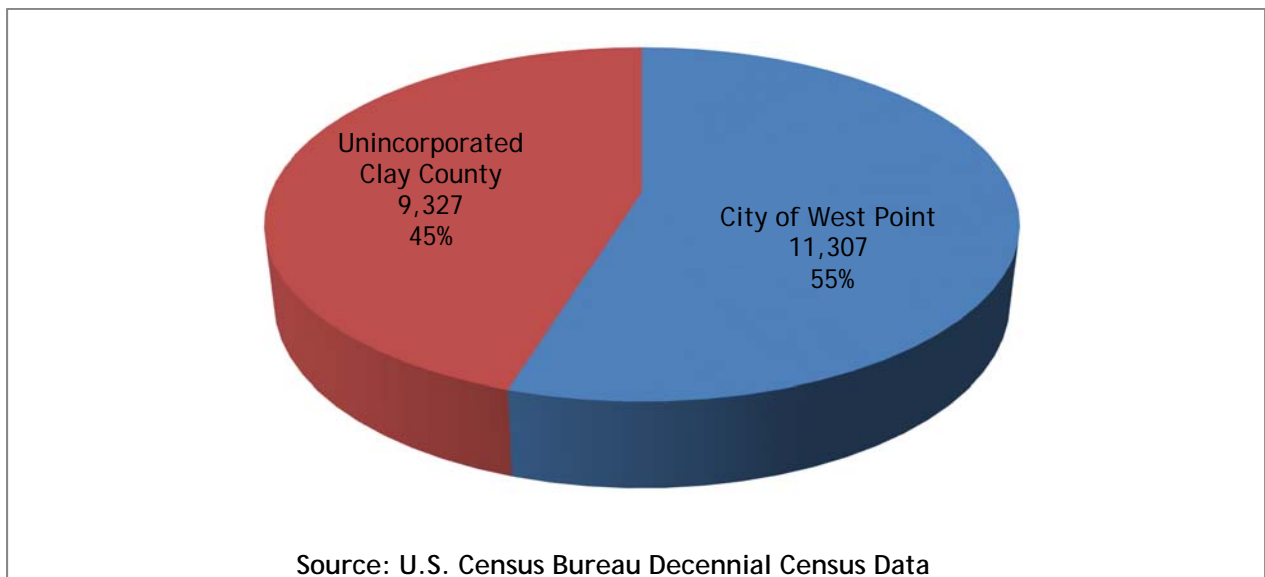
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### OTHER CLAY COUNTY COMMUNITIES

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Clay County is one of the handful of counties in Mississippi that only has one incorporated place, which is West Point. It is unlikely that another community will incorporate and if it did it would likely never grow to the size of West Point. Currently West Point makes up 55% of the County's population, meaning the County's population is mostly urbanized. This is a trend that has continued since 2000. Since 1900 the City has become an increased portion of the County.

Figure 2.2: Clay County 2010 Population Distribution



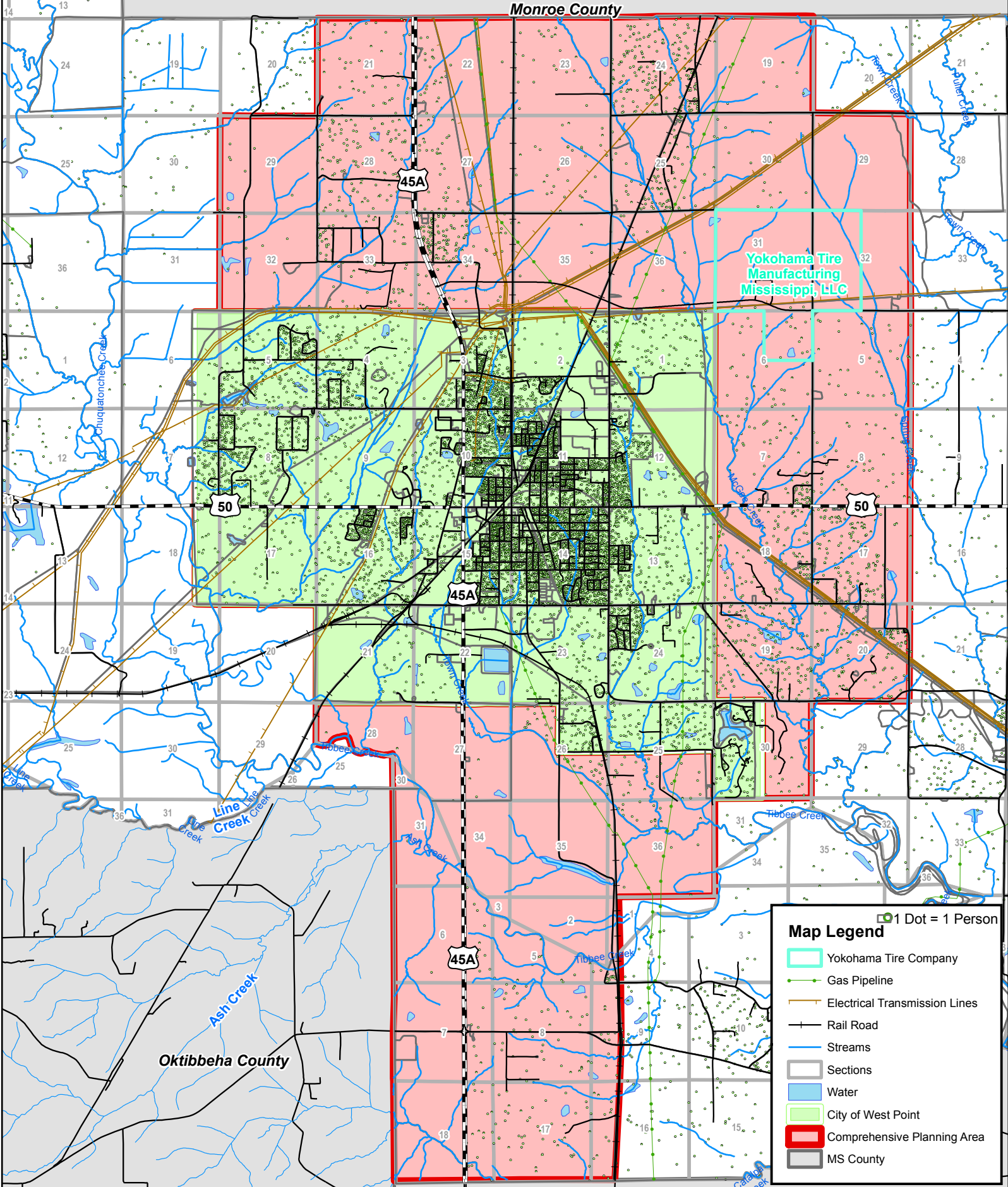
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### COMPARATIVE POPULATION GROWTH

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Cities of comparable size to West Point have seen mixed results when it comes to population growth and loss in the last decade. Indianola, Yazoo City, Cleveland, McComb and Grenada along with West Point experienced population loss, while Bay St. Louis, D'Iberville, Petal, Picayune, Byram and Brookhaven all experienced population growth. Yazoo City experienced the greatest loss of population, losing 21.6% of its population, while Byram gained the most population, increasing by 55.6%.

From 1970 to 2010 most of the eleven cities experienced some population growth. Cleveland was the only city to lose population over the last forty years with the city population decreasing by 7.5%. Of the remaining ten cities, only four did not experience double digit growth. Byram was unincorporated from 1970 to 1990, and Picayune, Yazoo City, and McComb, all grew from three to seven percent. Petal experienced 49.6% growth from 1970 to 2010, the highest of the eleven cities. D'Iberville, West Point, Bay St. Louis and Grenada all experienced around 30% growth.



Yokohama Tire Manufacturing Mississippi, LLC

1 Dot = 1 Person

**Map Legend**

- Yokohama Tire Company
- Gas Pipeline
- Electrical Transmission Lines
- Rail Road
- Streams
- Sections
- Water
- City of West Point
- Comprehensive Planning Area
- MS County

Map 2.1  
**Population Concentration**  
**City of West Point, Mississippi**

Source(s):  
 City of West Point & Clay County;  
 Mississippi Automated Resource Information System (MARIS);  
 Golden Triangle Planning and Development District, Inc.

Note: This map is accurate for planning purposes only  
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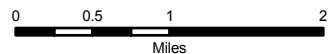


Table 2.1: Comparative Population Growth for West Point and Like-Size Mississippi Communities, 1970-2010

City	County	Population					% Change 70-10	% Change 00-10	Metropolitan Statistical Area
		1970	1980	1990	2000	2010			
Bay St. Louis	Hancock	6,752	7,891	8,063	8,209	9,260	37.1%	12.8%	Gulfport-Biloxi MSA
D'Iberville	Harrison	7,288	13,369	6,566	7,608	9,486	30.2%	24.7%	Gulfport-Biloxi MSA
Petal	Forrest	6,986	8,476	7,883	7,579	10,454	49.6%	37.9%	Hattiesburg MSA
Indianola	Sunflower	8,947	8,221	11,809	12,066	10,683	19.4%	-11.5%	
Picayune	Pearl River	10,467	10,361	10,633	10,535	10,878	3.9%	3.3%	
West Point	Clay	8,714	8,811	8,489	12,145	11,307	29.8%	-6.9%	
Yazoo City	Yazoo	10,796	12,426	12,427	14,550	11,403	5.6%	-21.6%	
Byram	Hinds	Unincorporated			7,386	11,489	N/A	55.6%	Jackson MSA
Cleveland	Bolivar	13,327	14,524	15,384	13,841	12,334	-7.5%	-10.9%	
Brookhaven	Lincoln	10,700	10,800	10,243	9,861	12,513	16.9%	26.9%	
McComb	Pike	11,969	12,331	11,591	13,337	12,790	6.9%	-4.1%	
Grenada	Grenada	9,944	12,641	10,864	14,879	13,092	31.7%	-12.0%	

Source: United States Census Bureau Decennial Census Data

### NATURAL INCREASE AND MIGRATION

Over the last ten years, West Point's population decline can be attributed to an out migration of residents. From 2000 to 2010 West Point experienced 578 more births than deaths, yet the population of the city still declined. This decline can be attributed to the 1,416 residents that moved out of West Point from 2000 to 2010.

Table 2.2: Natural Increase and Migration components

2010 Population	11,307
2000 Population	12,145
<b>Difference</b>	<b>-838</b>
Growth due to natural increase (births minus deaths)	578
Total Births (2000-2010)	2,073
Total Deaths (2000-2010)	1,495
Decrease due to out-migration (2000-2010)	1,416

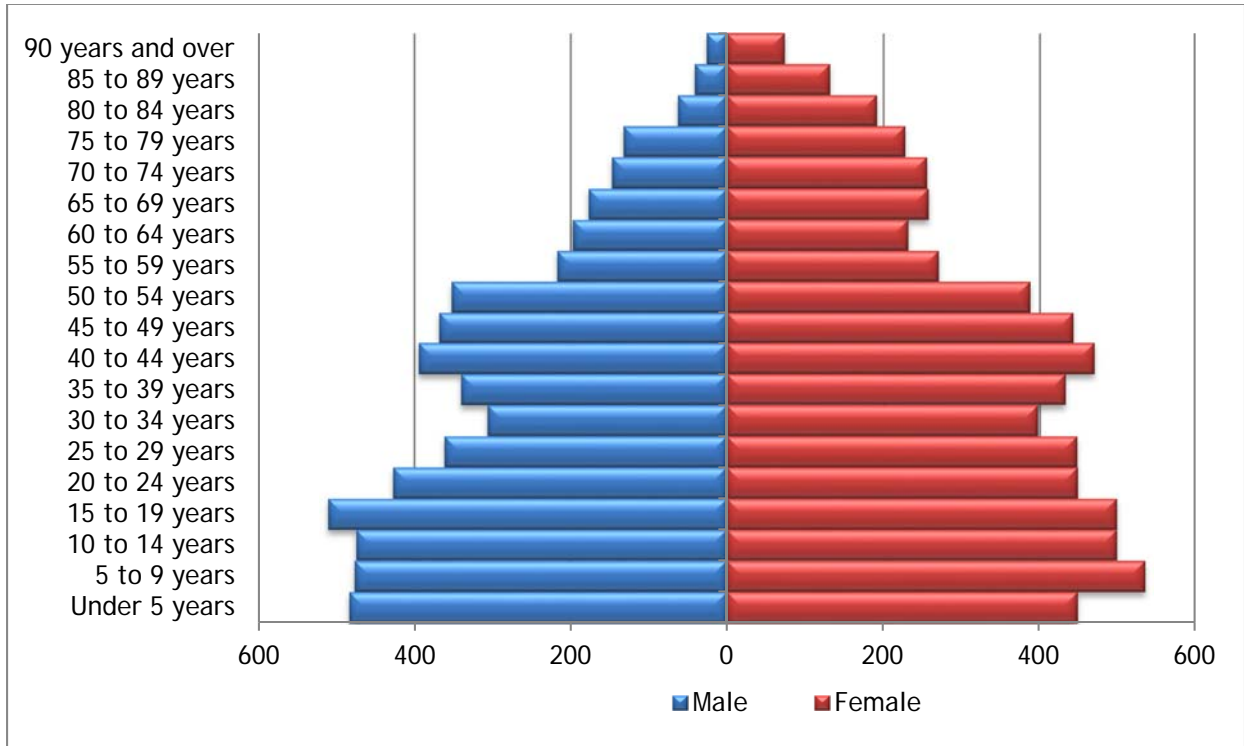
Sources: U.S Census Bureau Decennial Census Data and Mississippi Department of Health - Statistics

### POPULATION PYRAMIDS

Population pyramids show the distribution of ages and should form a pyramid when the population is growing. When you look at the population pyramids for West Point in 2010 and 2000, they both generally create a pyramid shape with a few exceptions. In 2000, there is a noticeable bulge in the 35 to 54 year old categories. This same bulge is visible in the 2010 population pyramid for the 50 to 64 year old categories. This tells us that in the near future the city can expect to have a large retirement age population that should begin to peak in 2015 and continue for the next twenty years or so. In 2000, the 14 year old and under categories were relatively equal in population and this continued to include the 19 year old and under categories in 2010. Typically these categories should stair step up in a growing city. The population pyramids show that West Point does have a fairly large population of childbearing aged females and should maintain it for the next ten years. This is a positive sign that the city should expect some growth moving forward, if these residents stay.

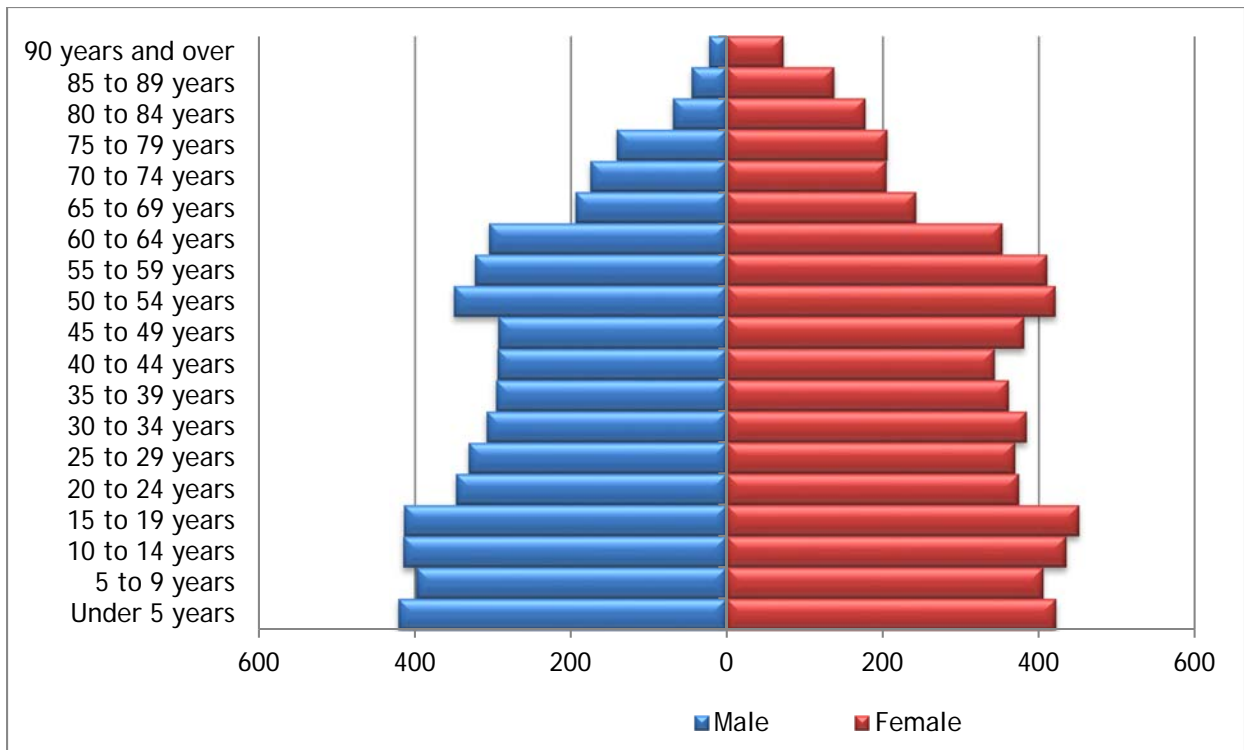


Figure 2.3: 2000 Population pyramids



Sources: U.S Census Bureau Decennial Census Data

Figure 2.4: 2010 Population pyramids



Sources: U.S Census Bureau Decennial Census Data

POPULATION PROJECTIONS

Population projections attempt to predict the population of West Point at some point in the future. There are numerous methods for calculating these projections. This analysis briefly compares three alternative projection methods and forecasts West Point’s population twenty-five to thirty years down the road.

The first method is a proportional method which forecasts city population based on a proportion percentage of the City’s population to the County’s population. The Mississippi Institute of Higher Learning publishes population projections for all counties in the state. The most recent report was published in 2012 and is based on the 2010 Census. This report only extends projections into the year 2025 which is too short for the planning period of this Comprehensive Plan, but the analysis, for comparison purposes, is helpful.

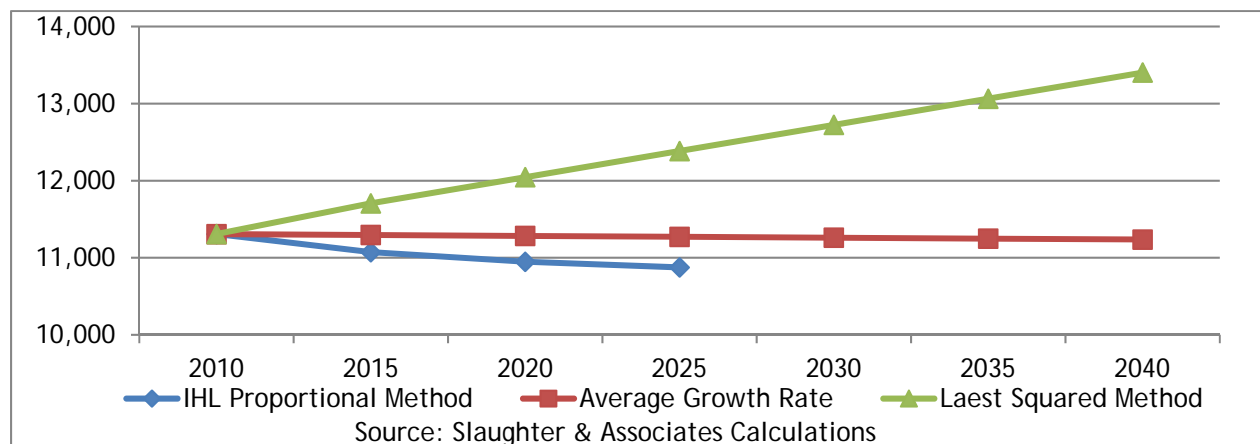
West Point has represented approximately 50% of Clay County over the last 40 years, a lasting trend. As seen in Figure 2.5, the proportional method shows continued losses for West Point in the next ten years, with a projected population of 10,875 by 2025. This method along with the average growth rate shows a population loss.

Calculating the growth rate for the City of West Point over the past forty years produces an average over time which can be used to project future population. Over the last 40 years the growth rate for West Point has averaged -0.2%. During this same time the growth rate has ranged from -6.9% to 32.9%. The highest growth rate of 32.9% appears to be a onetime spike. With this outlier removed the averaged growth rate of -0.2% every ten years (or approximately -0.1% every five years) was produced. This method forecasts the population to be approximately 11,237 people by 2040. That is a loss of approximately 12 residents every five years for the next 30 years. The City of West Point is not expected to lose or gain population at a constant rate for the next 30 years; some years may have higher growth rates than others. It is the goal of this plan to address issues that are driving the current population growth and ensure that West Point can provide services and quality of life to its population.

The least-squared method projects a future population based on a linear trend established by a historic timeframe. This trend produces a population projection that is more aggressive than the previous two methods. In 2040, the least-squared method projects the population of West Point to be just over 13,402 residents. This method predicts growth of about 350 residents every 5 years.

Two projection methods show that West Point will continue to lose population over the next thirty years, one shows significant growth. The true growth is probably somewhere in between. The history in West Point of large industrial employers leads to large population swings based on plant openings or closures that cannot be accurately predicted using statistical methods.

Figure 2.5: Population Forecast Comparison



## RACIAL COMPOSITION

The City of West Point experienced a significant shift in racial makeup between 2000 and 2010. In 2000 the composition of the City was approximately 42.9% white and 56.2% black, this is relatively close to being a 50/50 community. By 2010, the white population only comprised 37.6% of the population and the black population was 61.4%. 18.5% of the white population has left West Point since 2000. In 2010 other races made up 1% of the population, slightly up from 0.9% in 2000.

Clay County experienced a smaller change to the racial makeup when compared to West Point. In 2000, the County was comprised of 42.8% white and 56.3% black population. By 2010 the white population only made up 40.5% of Clay County's population and the black population comprised 58.2% of the County. Over 11% of the white population has left Clay County. In 2010 other races made up 1.2% of the population, up from 0.9%.

Table 2.3: Racial Composition Between 2000 and 2010

City of West Point	2000		2010		Percent Change
	Number	Percent	Number	Percent	
Total Population	12,145		11,307		-6.9%
White	5,211	42.9%	4,248	37.6%	-18.5%
Black	6,823	56.2%	6,943	61.4%	1.8%
American Indian	9	0.1%	10	0.1%	11.1%
Asian	27	0.2%	20	0.2%	-25.9%
Native Hawaiian	0	0.0%	2	0.0%	200.0%
Other	75	0.6%	84	0.7%	12.0%

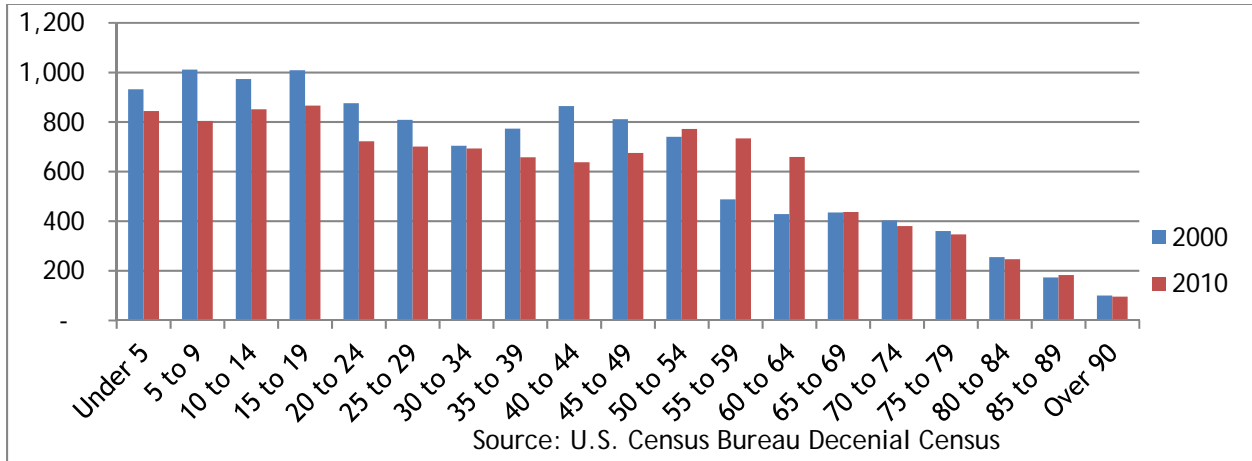
Source: United States Census Bureau Decennial Census

## AGE CHARACTERISTICS

West Point's median age (36.4) nearly mirrors that of Clay County (37.8) and is nearly equal to the State of Mississippi (36). Approximately 55% of West Point's population is under the age of 40, helping contribute to the low median age in the city. Nearly 30% of the population is school aged children, while nearly 15% of the population is retirement age. This leaves over half of the population available for entry into the workforce with the exception of those attending institutes of higher learning or the disabled.

Figure 2.6 shows that from 2000 to 2010 the number of residents 50-54, 55-59, 60-64 and 85-89 years old increased. The 50-54 and 55-59 age ranges experienced growth over the ten year period. This age group is particularly important since they are nearing or are in their peak earning potential which can affect the area's potential to attract new amenities. The 60-64 year age range experienced growth as well. This is the area that has the potential to yield some concern, as this age group is nearing retirement age, as will the 50-54 and 55-59 age ranges during the lifespan of this plan. If this increase continues over the next thirty years, providing health care and amenities for an aging population will be essential for the City of West Point. What is most concerning in Figure 2.6 is the lack of growth in the younger ages. If this trend continues into the future, the city will almost certainly continue to lose population.

Figure 2.6: Age Structure 2000-2010



### COMPOSITION BY SEX

Table 2.4 indicates that West Point is comprised of a larger percentage of females than Clay County. The percentage of males within the city has grown slightly over the ten year time frame. Typically having a greater percentage of females than males would mean there are more children born in the community. As the Natural Increase and Migration Study above shows, births are occurring at a rate that should grow the population.

Table 2.4: Composition of Population by Sex, 2000-2010

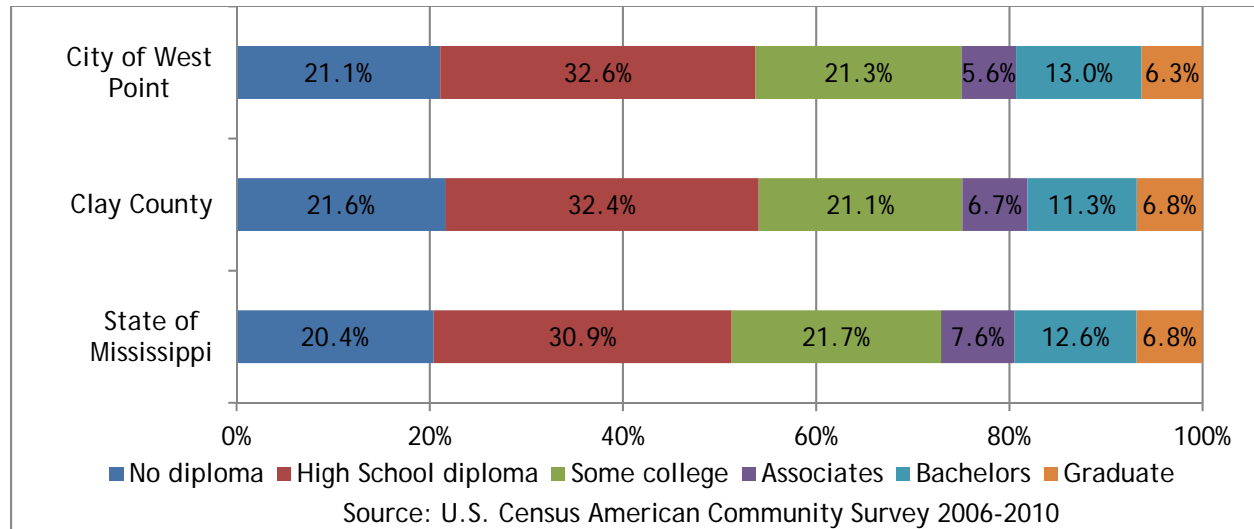
	Clay County					City of West Point				
	2000		2010		Percent Change	2000		2010		Percent Change
	Number	Percent	Number	Percent		Number	Percent	Number	Percent	
<b>Total Population</b>	21,979		20,634			12,145		11,307		
<b>Male</b>	10,354	47.1%	9,970	48.3%	-3.7%	5,491	45.2%	5,142	45.5%	-6.4%
<b>Female</b>	11,625	52.9%	10,964	53.1%	-5.7%	6,654	54.8%	6,165	54.5%	-7.3%

Source: U.S. Census Bureau Decennial Census Data

### EDUCATIONAL ATTAINMENT

West Point’s educational attainment is a near mirror of Clay County and the State of Mississippi. West Point has a slightly smaller percentage (21.1%) of residents with no high school diploma than Clay County (21.6%) and a higher percentage than the State (20.4%). West Point also has a larger percentage (32.6%) of residents with a high school diploma than Clay County (32.4%) and the State (30.9%). West Point has a larger percentage (21.3%) of residents with some college education than Clay County (21.1%) and a smaller percentage than the State (21.7%). The City has a smaller percentage (5.6%) of residents with associate’s degrees than both the State (7.6%) and Clay County (6.7%). 13.0% of West Point residents have a bachelor’s degree, higher than both Clay County (11.3%) and the State (12.6%). 6.3% of West point residents have a graduate degree of some type compared to 6.8% for both Clay County and the State.

Figure 2.7: Educational Attainment



## HOUSING CHARACTERISTICS

The United States Census Bureau documents numerous housing characteristics that provide insight into the distribution of owner vs. renter occupied units, the vacancy rate of units, the types of units, the year units were built, etc. While the residential land use analysis in Chapter 4 presents general information regarding the types of units, the Census information is more detailed.

## HOUSEHOLDS AND FAMILIES

The Census Bureau defines a household as follows, "A household consists of all the people who occupy a housing unit." A family is defined as follows, "A family is a group of two people or more related by birth, marriage, or adoption and residing together." The number of family households have seen a reduction of 5.5% since 2000. Non-family households have increased 3.9% since 2000. Overall the number of households has decreased 2.7%. In 2000 the average household size in West Point was 2.57 and decreased to 2.48 in 2010. The average family size for West Point in 2000 was 3.14 and 3.04 in 2010, a slight decrease. Three, four, five and over five-person households decreased in West Point between 2000 and 2010. Three-person households decreased 9.8%, four-person households decreased -9.2%, five-person households decreased 16.8%, and over five-person households decreased 11.5% between 2000 and 2010. Between 2000 and 2010, one and two-person households in West Point increased by 1.8% and 5.2%, respectively.

## HOUSING OCCUPANCY

According to the Census Bureau, the City of West Point has gained 114 housing units from 2000 to 2010. In 2010, the Census reported 5,011 housing units within West Point, 11.3% of which were vacant. This is an increase in vacant housing from 6.7% in 2000. Both the vacancy rate for owner-occupied and renter-occupied units increased from 2000 to 2010. In 2000 1.2% of owner-occupied units were vacant as compared to 2.8% in 2010. 6.7% of renter occupied units were vacant in 2000 and increased to 7.3% in 2010.

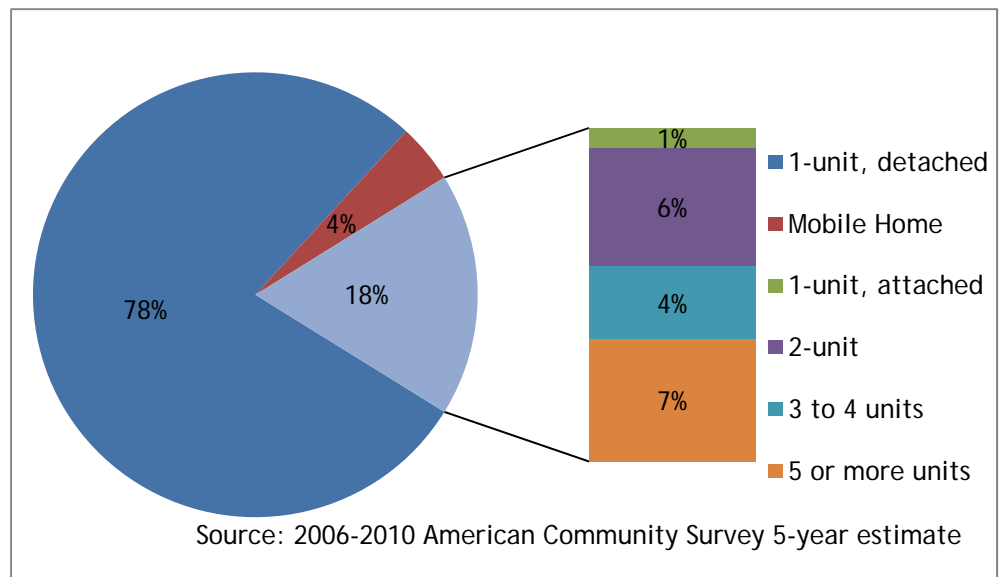
Since 2000, the number of renter occupied units has increased by nearly 6%. The City of West Point now has 41.9% renter occupied units and 58.1% owner occupied units. The percentage of renter occupied units is above both the State and Clay County percentages, 30.4% and 25.4%, respectively. As discussed in more detail below, there has actually been a decrease in multi-family units. Therefore, this rise in renter occupancy is due to increased rental of single family or manufactured homes.

## HOUSING UNIT TYPE AND AGE

The composition of residential units has experienced some change between 2000 and 2010. The Census Bureau estimates 78% of all residential units in West Point are detached single family homes. Mobile homes, or manufactured homes, represent 1.3% of the housing stock which is a decrease from 2000. Multi-family units account for 16.6% of all housing units down from 20.0% in 2000. Two unit dwelling experienced the most change since 2000. The number of two unit dwelling decreased by over 25%. Multi-family structures with three or more units experienced a decrease in the number of units. Triplexes and quadraplexes decreased by 20.9%, and residences with more than five units decreased by 8%.

About 44% of the housing stock in West Point was built prior to 1970. 25% was built between 1970 and 1979. 17.2% was built between 1980 and 1989. 9.7% was built between 1990 and 2000. Only 4% of the housing stock has been built since 2000.

Figure 2.8: Housing Unit Type



ECONOMIC ANALYSIS

RETAIL MARKET

Pull Factor is a measure of the size of local retail and its relation to the customers that the retail sector serves. The pull factor is derived by using a mixture of State and local variables that include population, per capita income, and gross retail sales. The first step in determining the pull factor is to determine the trade capture area or the number of customers a retail sector serves. The following formula is used to determine the trade capture area:

$$\text{Trade Capture Area} = \frac{\text{Gross Retail Sales for the City}}{(\text{Gross Retail Sales for the State} / \text{State Population}) \times (\text{City Per Capita Income} / \text{State Per Capita Income})}$$

From here the calculation of the pull factor is relatively easy:

$$\text{Pull Factor} = \frac{\text{Trade Capture Area}}{\text{City Population}}$$

This will produce a number that can help determine if the community is getting their retail goods locally or elsewhere, and it will also indicate if people are coming into the community for retail goods. If the pull factor is less than one, it shows that residents are going outside of the community to purchase retail goods in that sector. Conversely, a pull factor greater than one shows that the retail sector is bringing in customers from outside the community.

Table 2.5 shows that, overall, West Point is selling retail goods to those outside the city limits. Automotive, Food and Beverage, Apparel and General Merchandise, and Miscellaneous Retail all have customers outside the City. Automotive and Food and Beverage are the largest retail segment being used by those from outside the community. This is likely due to the city’s location along U.S. Highway 45 Alternate and Mississippi 50.

Table 2.5: Pull Factor for Gross Retail Sales in Mississippi and West Point

	2010 Population	FY 2010 Gross Retail Sales	2010 Per Capita Income	Trade Capture Area	Pull Factor
Mississippi	2,967,297	\$42,749,735,776	\$19,977	2,967,297	1.00
West Point	11,307	\$149,876,185	\$17,619	11,640	1.03

Source: U.S. Census Bureau Decennial Census Data, Mississippi Department of Revenue, & Slaughter and Associates Calculation

Table 2.6: Pull Factor for Gross Retail Sales for Each Retail Sector

	FY 2010 Retail Sales		Trade Capture Area	Pull Factor
	West Point	Mississippi		
Total	\$40,186,949	\$42,290,833,503	11,640	1.03
Automotive	\$29,004,843	\$4,856,152,862	19,832	1.75
Machinery, Equipment and Supplies	\$2,301,810	\$2,337,238,617	3,270	0.29
Food and Beverage	\$42,730,668	\$7,691,016,767	18,447	1.63
Furniture and Fixtures	\$0	\$873,817,850	0	0.00
Public Utilities	\$8,013,849	\$4,173,961,776	6,375	0.56
Apparel and General Merchandise	\$38,054,850	\$7,474,449,278	16,905	1.5
Lumber and Building Materials	\$3,629,373	\$2,553,822,001	4,719	0.42
Miscellaneous Retail	\$15,734,916	\$3,347,942,197	15,605	1.38
Miscellaneous Services	\$8,382,784	\$2,646,032,084	10,519	.93
Wholesale	\$0	\$698,955,269	0	0.00
Contracting	\$2,023,092	\$5,951,231,967	1,129	0.1
Recreation	\$0	\$145,115,108	0	0.00

Source: U.S. Census Bureau Decennial Census Data, Mississippi Department of Revenue, & Slaughter and Associates Calculation



## INCOME CHARACTERISTICS

The American Community Survey 5-year Estimates show that in 2010 23.8% of the families and 26.4% of all people in West Point are living below the poverty level. This means that a family of three (West Point's average family size is 3.04) lives on less than \$18,310 a year. The median income for 2010 is \$31,309. Approximately, 41.6% of households have an income over \$50,000.

City of West Point	2000		2010		Change	
	Number	Percent	Number	Percent	Number	Percent
<i>Household Income</i>	4,585		4,283		-302	-6.6%
Less than \$10,000	1,013	22.1%	686	16.0%	-327	-32.3%
\$10 - \$14,999	412	9.0%	529	12.4%	117	28.4%
\$15 - \$24,999	708	15.4%	718	16.8%	10	1.4%
\$25 - 34,999	658	14.4%	386	9.0%	-272	-41.3%
\$35 - 49,999	593	12.9%	524	12.2%	-69	-11.6%
\$50 - 74,999	638	13.9%	680	15.9%	42	6.6%
Over \$75,000	563	12.3%	760	17.7%	197	35.0%
Median Income	\$26,404		\$31,309		4,905	18.6%
Mean Income	\$46,193		\$45,207		-986	-2.1%
Per Capita Income	\$15,857		\$17,853		1,996	12.6%
<i>Below Poverty Level</i>						
Families		21.50%		23.80%		
All People		25.10%		26.40%		

The following statistics represent the percentage of income homeowners, or renters, spend on monthly housing costs. A generally accepted standard is those that spend more than 30% of their income on housing costs are cost-burdened.

Since 2000 those residents that own their residences have seen their mortgage become a greater percent of their income. The number of homeowners that pay over 35% of their income toward their mortgage has increased 8.6% from 2000 to 2010. The number of homeowners that pay from 30-34.9% of their income toward their mortgage has increased 2.7%. In total, the percentage of home owners that are cost burdened with their mortgage has increased from 24.0% to 35.3% in ten years.

The number of homeowners that pay from 25-29.9% of their income toward their mortgage decreased from 6.4% to 5.8% from 2000 to 2010, homeowners that pay 20-24.9% have increased from 8.9% to 12.2%, and those that pay less than 20% have decreased from 60.6% to 46.8%.

Since 2000 those residents that rent their residences have not fared much better than homeowners, and have seen their rent increase as a percentage of their income. The number of renters that pay over 35% of their income toward their rent has increased from 30.9% to 36.2% from 2000 to 2010. Renters that pay from 30-34.9% of their income toward their rent has increased from 7.8% to 16.5%. Total the percentage of renters that are cost burdened has risen from 38.7% to 52.7%

Renters that pay from 25-29.9% of their income toward their rent has decreased from 13.6% to 8.7% from 2000 to 2010, renters that pay from 20-24.9% has decreased from 12.3% to 10.8%, and renters that pay less than 20% has decreased from 35.4% to 27.9%.

## EMPLOYMENT BASE

The City of West Point’s labor force (those over 16 years of age and below retirement age) has decreased 4.5% from 2000 to 2010. In 2000, 58.5% of those over 16 years of age were in the labor force, decreasing to 57.8% in 2010. West Point has seen its unemployment increase from 9.6% in 2000 to 15.1% in 2010, lower than of Clay County at 16.4% in 2010.

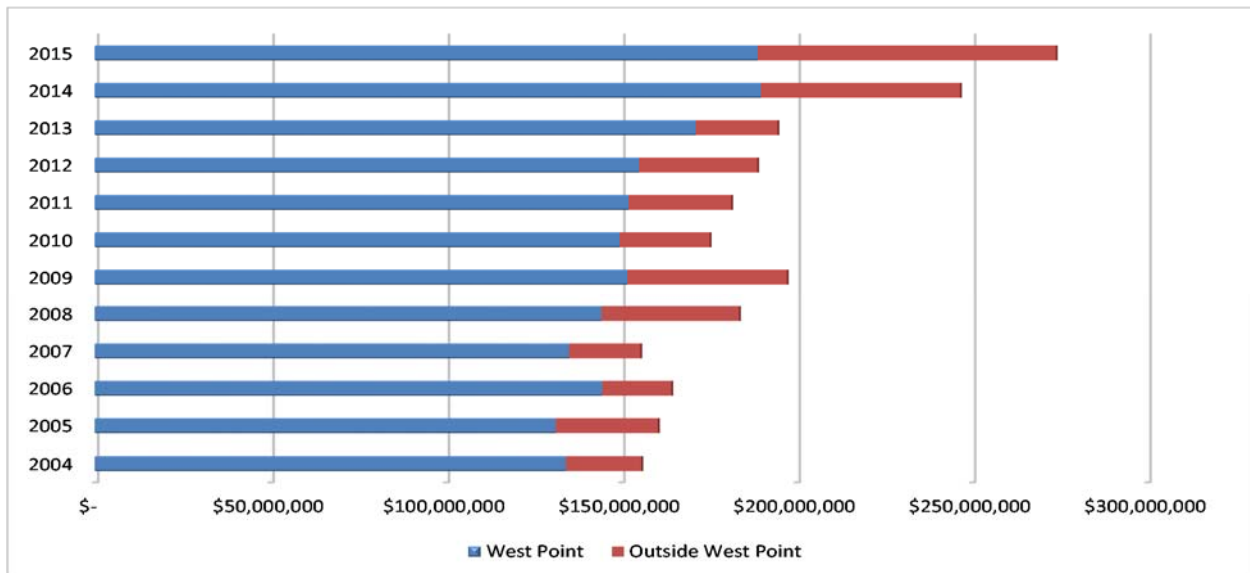
The top three occupations of West Point’s citizens in 2010 are management (31.2%), sales (25.2%) and production (21.2%). These three occupations were also the top three in 2000. They made up 78.3% of the workforce in 2000 and 77.7% in 2010. The three top employment industries in the City of West Point are educational (24.4%), manufacturing (16.6%), and retail (14.5%). These three industries were also the top employment industries in 2000, though manufacturing employed the largest percentage of employees in 2000. These industries made up 61.1% of West Point’s employment industries in 2000 and 55.5% in 2010.

The Mississippi Development Authority documents five leading employers in the City of West Point: Wal-Mart (225), Prestage Farms (210), Royal Trucking Company (185), Old Waverly Golf Club (115) and Waverly Partner LP (110).

## RETAIL SALES

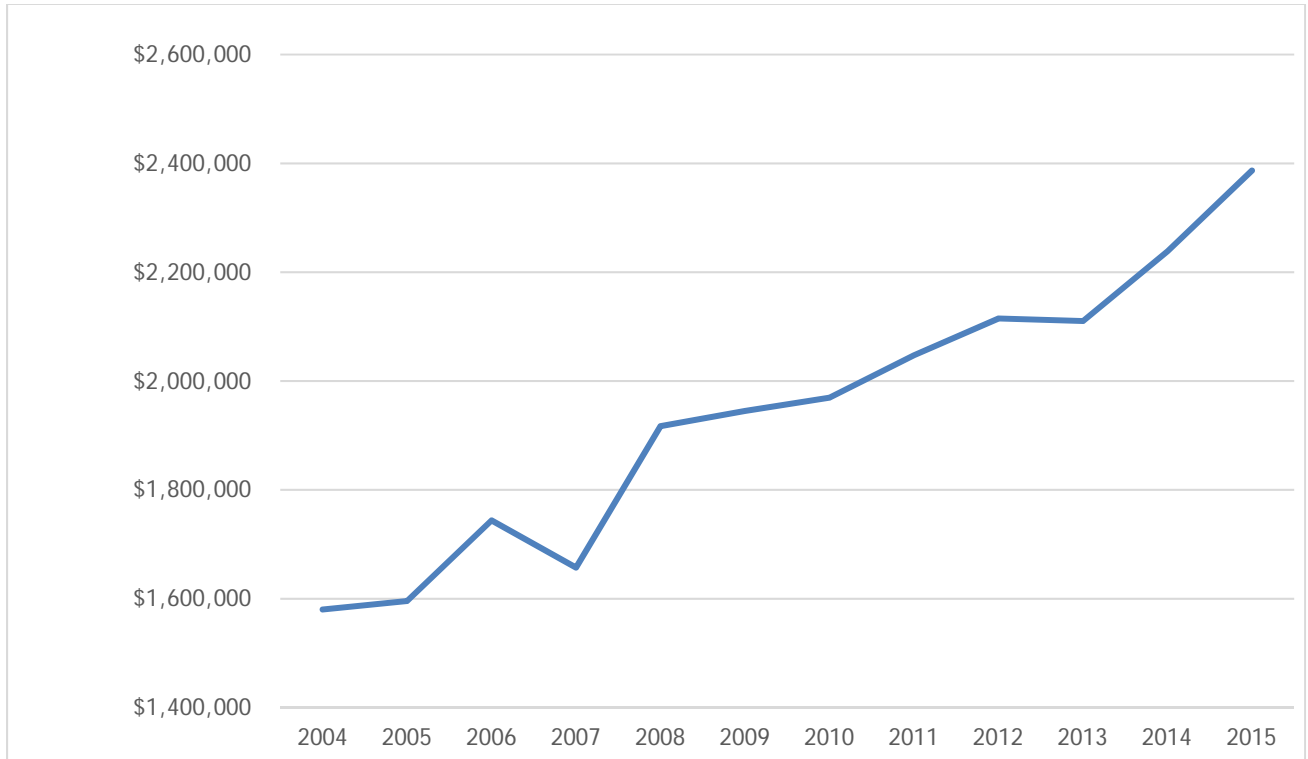
The Mississippi Department of Revenue tracks all retail sales for counties and cities. Figure 2.3, below, shows the gross retail sales for the City of West Point and the gross retail sales outside of West Point (unincorporated Clay County). This chart illustrates the importance of the economy and business in the City of West Point. Since 2004, West Point accounts for 77% to 88% of the gross retail sales in Clay County. West Point also makes up 63.4% to 68.6% of the total retail establishments in the County. Since 2004, the city has experienced a general increase in gross retail sales. Only in 2005, 2007, and 2010 did the city see a drop in retail sales and that drop was always less than 6.6%. Over the ten years analyzed, West Point’s gross retail sales increased by an average of 2.6% annually.

Figure 2.3: Annual Gross Retail Sales



The City of West Point, like all incorporated areas, receives annual diversions from sales tax purchases made in the city limits. About \$1.6 million every year comes from these diversions. Sales tax diversions were at the lowest in 2004 (\$1.5 million). In 2014, the City experienced a peak in sales tax diversions (\$2.2 million). With the downturn in the economy, these sales tax diversions decreased in 2007. However, since 2011 sales tax diversions have increased by 3% on average.

Figure 2.4: Sales Tax Diversions



Source: Mississippi Department of Revenue

## CHAPTER THREE: GOALS, OBJECTIVES AND POLICY RECOMMENDATIONS

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### INTRODUCTION

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This is an important portion of the Comprehensive Plan in order to identify a variety of future goals for residential, commercial and industrial development; parks and recreation; transportation improvements; and schools and other community facilities. Information within this Chapter was gathered from one-on-one meetings with City Selectmen and City departments as well as from a public meeting including a wide range of community representatives and city residents.

The City of West Point is thinking progressively in terms of their future whether it's land development, population growth, resident amenities, or public safety. City leadership and residents have direct concern for quality of life and how their actions today affect the future and their children's future. Every comment, concern, or goal expressed throughout this process was based on the desire to change today's actions in order to improve the City of West Point. This Chapter further documents each of these goals in detail.

### VISUAL PERCEPTION AND IMAGE

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#### OVERALL VISUAL PERCEPTION AND IMAGE FINDINGS

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The visual perception of a community will vary greatly dependent on the status of resident versus visitor and by economic class. A visitor's perception greatly influences future trips to and investments in the community. Perception begins not within the heart of the city or center of development. It begins before one approaches any of these locations; it can begin on the highways in the county well before one reaches the city. It is important to consider both the perspective of a long time resident who sees the city every day and a visitor passing through for the first time.

#### VISUAL PERCEPTION AND IMAGE GOALS

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**Goal 1:** Create a community image unique to and supportive of the City of West Point's assets.

***Objective 1A:*** Establish a sense of arrival where Highway 45 Alternate and Highway 50 enter the City

***Objective 1B:*** Work with and provide assistance to the Highway 45 committee to maintain the highway in a neat and clean manner as well as guide development in the future.

***Objective 1C:*** Create visual links between the major transportation corridors and downtown

**Goal 2:** Promote and protect a community image unique to and supportive of West Point's assets through adoption of proper ordinances and regulations.

***Objective 2A:*** Adopt a new zoning ordinance and parcel based Official Zoning Map using standardized color schemes.

***Objective 2B:*** Adopt an updated Subdivision Regulations.

***Objective 2C:*** Continue to adopt updated Construction, Building and Fire Codes, including a property maintenance code.

***Objective 2D:*** Adopt and strictly enforce a Sign Ordinance.

***Objective 2E:*** Adopt and strictly enforce a Landscape Ordinance.

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## LAND USE AND DEVELOPMENT

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### OVERALL LAND USE FINDINGS

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Overall West Point's housing stock is well maintained and could continue to be well maintained into the future. The City needs to continue to rigorously enforce its current codes, regularly update said codes, and require the repair or demolition of dilapidated structures. These policies should continue as well as strict enforcement of the Subdivision Regulations and Zoning Ordinance and other proper land use control ordinances. However, these ordinances have room for improvement and are due for an update.

West Point has sufficient commercial entities to provide its citizens with necessities without requiring trips to other municipalities. The City could stand to have additional commercial opportunities. Increased development along Highway 45 has the potential to bring new revenue streams into the City.

Industrial land uses are well represented in the City, but could always be increased in number. Continued partnership with Golden Triangle LINK has the potential to drive growth in the City, both in population and in the economy.

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### OVERALL LAND USE GOALS

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**Goal 1:** To provide for an orderly arrangement of land uses in the incorporated areas of the City of West Point.

***Objective 1A:*** Recognize the desirability for the separation of land uses into compatible types.

***Objective 1B:*** Separate incompatible land uses and require open space buffering to reduce possible conflicts where different land use classifications adjoin.

***Objective 1C:*** Avoid the creation of incompatible land uses as West Point develops, and remedy over time the existing incompatible land uses that have occurred.

***Objective 1D:*** Ensure the protection and betterment of the public health, safety and general welfare, including the provision for adequate light, air and circulation, separation and open space between land uses, prevent overcrowding, protection of the value of property and the protection of the integrity of the various neighborhoods within West Point.

**Goal 2:** Guide and direct development in a manner which is sensitive and responsible with respect to the natural environment and natural resources.

***Objective 2A:*** Provide an incentive for developers and land owners to preserve environmentally sensitive areas or to employ development techniques which result in the conservation of natural resources or otherwise benefit the natural environment.

**Goal 3:** Guide and direct development to locations that allow for the most efficient utilization of existing investment in public infrastructure and public facilities.

***Objective 3A:*** Guide development so that it minimizes the public investment necessary to provide municipal services within West Point.

***Policy 3.1:*** The City of West Point will encourage development to first locate in areas that are served with adequate municipal utilities and require no further costly utility extensions or improvements.

***Policy 3.2:*** The City will assess the intensity of development and encourage its location with respect to available service facilities and capabilities. Developments will be guided to areas to best accommodate the service demands including, but not limited to, water

supply, wastewater demands, fire protection requirements, traffic generation and transportation access needs.

**Objective 3B:** Maximize the public investment in existing municipal service facilities and capabilities.

**Policy 3.3:** The City of West Point will encourage infill development to occur, particularly in those areas which are already served with municipal utilities.

**Policy 3.4:** The City of West Point recognizes the impossibility of achieving full build out within the municipal limits and therefore acknowledges that the availability of vacant developable land is not the sole factor to consider when guiding, directing or encouraging development.

**Goal 4:** Protect property values for future growth and assessed values for tax revenue.

**Objective 4A:** Identify and determine a distribution of land uses that provides different areas for various types of development.

**Objective 4B:** Identify prime commercial areas based on transportation networks and access, public utility availability, and concentration of supporting land uses.

**Objective 4C:** Identify prime industrial areas based on transportation networks and access, public utility availability, and concentration of supporting land uses.

**Objective 4D:** Incorporate these findings into a future land use map, to allow for variance decisions to be made in a way consistent with the goals of the city.

**Goal 5:** Advocate and encourage quality commercial, industrial and residential construction and development.

**Objective 5A:** Evaluate options and alternatives for various development ordinances and codes that standardize construction and also protect the public health, safety, and general welfare.

**Objective 5B:** Publicize and endorse development standards as a united administration to ensure the County's best interest is advanced.

**Objective 5C:** Form cooperative and collaborative relationships with developers to further promote positive growth.

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## HOUSING GOALS

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**Goal 1:** Promote an environment that provides the citizens of West Point with affordable, attractive and sustainable housing.

**Objective 1A:** Enforce the Minimum Property Maintenance Standards already adopted by the city of West Point.

**Objective 1B:** Enforce building codes.

**Objective 1C:** Enforce zoning ordinance.

**Objective 1D:** Adopt and enforce proper subdivision regulations.

**Objective 1E:** Promote a variety of housing types that will attract a wide range of household incomes.

**Goal 2:** Improve the quality of the housing stock in the community.

*Objective 2A:* Eliminate, to the greatest extent possible, all dilapidated and abandoned housing in West Point.

*Objective 2B:* Require property owners to maintain houses to the Minimum Property Maintenance Standards of safety and durability.

*Objective 2C:* Ensure that new housing is built to current standards for safety, durability and functionality.

*Policy 2.1:* The City should adopt and enforce the most current and up to date building codes.

*Policy 2.2:* The City of West Point should adopt and enforce property maintenance codes and unsafe building abatement codes, requiring that dilapidated homes and buildings be removed and damaged buildings be repaired.

*Policy 2.3:* The City of West Point will maintain its publicly owned property to the same level as that required of its citizens.

**Goal 3:** Promote infill housing development in West Point.

*Objective 3A:* Attract new housing developments to locate upon underutilized properties within the city.

*Policy 3.1:* Encourage development on vacant lots within the city. Habitat for Humanity, for example, is an organization in the business of providing housing on a lot by lot basis. While the City is not in the development business, City leaders can aid in the facilitation of such developments.

*Objective 3B:* Provide a wider field of housing opportunities within West Point in the form of housing types and housing costs.

*Policy 6.2.1:* West Point should promote the concept of mixed use development, particularly with regard to housing types and limited commercial development.

*Policy 6.2.2:* The City will support a diverse supply of housing available to people of all income levels.

*Objective 3C:* Promote the use of the small residential lots in the city, by allowing the lots to be merged, to form bigger lots or granting variances so that houses can be built on smaller lots.

**Goal 4:** Provide adequate services to all the residents of West Point.

*Objective 4A:* Extend water and sewer services to all residents in West Point, as soon as possible.

*Objective 4B:* Ensure all new areas in the city designated for residential development have water and sewer or a plan to get it, as a requirement.

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## COMMERCIAL GOALS

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**Goal 1:** Promote an environment that provides West Point with the best possible commercial opportunities, along the Highway 45 A corridor.

*Objective 1A:* Provide commercial opportunities for the thousands that drive through West point every day.

*Objective 1B:* Identify gaps in the retail offering and work with businesses to fix those gaps.

*Objective 1C:* Ensure area along the corridor is properly zoned as highway commercial and that future land use map reflects that.

*Objective 1D:* Ensure that future development does not excessively slow down traffic, to avoid the highway being rerouted.

*Goal 2:* Promote downtown West Point as the center of business activity.

*Objective 2A:* Establish a sense of continuing activity in the downtown area.

*Objective 2B:* Encourage pedestrian activity in downtown West Point.

*Objective 2C:* Promote the economic viability of downtown West Point.

*Objective 2D:* Concentrate on downtown as a unique area of West Point, and plan accordingly for appropriate land uses, parking areas, pedestrian and bike facilities, etc., and identify ways in which downtown can be enhanced and improved.

*Objective 2E:* Identify the types of land uses, such as office, retail and residential, that would be beneficial for the downtown area.

*Objective 2F:* Establish design guidelines such as façade criteria and building maintenance that would ensure the compatibility of new development or redevelopment.

*Objective 2G:* Offer incentives that would encourage developers to preserve and renovate significant structures that contribute to the historic character of West Point.

*Objective 2H:* Promote the traditional role of the downtown through development and rehabilitation that respects the district's traditional character.

*Objective 2I:* Provide efficient and safe means of access to the downtown area.

*Objective 2J:* Create a pedestrian-friendly atmosphere in order to encourage people to walk, which will increase opportunities for businesses to be visited.

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## INDUSTRIAL GOALS

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*Goal 1:* Promote an environment that provides West Point with an array (different types, sizes and pay scales) of industrial uses.

*Objective 1A:* Continue to work with Golden Triangle Development Link to promote available industrial buildings and land.

*Objective 1B:* Work with industries already located in West Point, to help them maintain and expand their presence.

*Objective 1C:* Work with the West Point school system and Golden Triangle Development Link to implement the Work Keys system.

*Objective 1D:* Focus on the redevelopment of brownfield sites within the city.

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## HISTORIC PRESERVATION GOALS

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*Goal 1:* Promote an environment that protects West Point's Historic District and properties.

*Objective 1A:* Continue and enhance historic preservation efforts downtown.



*Objective 1B:* Promote the rehabilitation and restoration of properties in the Historic District.

*Objective 1C:* Promote strict enforcement of ordinances in the Historic District.

Goal 2: Promote awareness of the Historic District.

*Objective 2A:* Ensure that every citizen in a historic home knows it.

*Objective 2B:* Inform these citizens about grant opportunities as they become available.

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## ECONOMIC DEVELOPMENT

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### OVERALL ECONOMIC DEVELOPMENT FINDINGS

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The “Great Recession” affected the City of West Point as it did other municipalities in Mississippi and the United States. The loss of several large employers over the past ten years has greatly affected West Point. The addition of the Yokohama tire plant has offset some of these losses. The partnership with Golden Triangle Development Link has already yielded positive results. The City should continue to invest in this partnership to spur both industrial and commercial development for the City and County.

---

### ECONOMIC DEVELOPMENT GOALS

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Goal 1: Strengthen and grow the local economy, creating broad-based economic opportunity and prosperity through job creation related to West Point’s abundant built and natural resources.

*Objective 1A:* Ensure that industrial sites have the needed infrastructure (roads, water, sewer, electric, natural gas, etc.) to function in an industrial or business park capacity.

*Objective 1B:* Work with a retail specialist to target new retail selection for the city.

Goal 2: Encourage the long term growth, development, and revitalization of the city.

*Objective 2A:* Establish a balance between accepting new growth and protecting the quality of development that occurs within West Point.

Goal 3: Stimulate and promote economic development within the community.

*Objective 3A:* Provide a sense of welcome for new development or redevelopment.

*Objective 3B:* Make the public aware of the City’s commitment to attracting economic development.

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## TRANSPORTATION

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### OVERALL TRANSPORTATION FINDINGS

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The City of West Point has great transportation routes to connect it to other locals within the state and beyond. The most important transportation projects to take place in West Point will be on local roads. The city should strive to develop a complete streets policy to provide all forms of transportation through subdivision regulations and other development regulation. Working with West Point Utilities to ensure roads are kept in good working order is also a must. A maintained and efficient road network is important to developing a functioning city and the road network ultimately drives other policy decisions such as land use and public utilities and services.

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## TRANSPORTATION GOALS

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**Goal 1:** Provide a safe means for vehicular and pedestrian circulation.

***Objective 1A:*** Provide adequate signage and striping along the streets to regulate and direct traffic as needed.

***Objective 1B:*** Increase the opportunity for pedestrian mobility throughout the city.

***Policy 1B.1:*** The existence and condition of sidewalks should be evaluated, and sidewalks should be improved or constructed where needed.

**Goal 2:** Give full consideration to the accommodation of the transportation needs of all users, including those traveling by automobile, bicycle, mass transit or walking.

***Objective 2A:*** Focus on non-motorized connectivity improvements to services, schools, parks, civic uses and commercial uses.

***Objective 2B:*** Work to adopt and utilize a "Complete Streets" policy for the city.

***Objective 2C:*** Measure the success of the "Complete Streets" policy using both quantitative and qualitative measures.

**Goal 3:** Maintain city roads to the highest standard possible to adequately serve residents.

***Objective 3A:*** Work with the public works department and the city engineer to determine road and bridge improvements needed.

***Objective 3B:*** Establish and adopt current roadway design, subgrade, and paving standards.

**Goal 4:** Encourage alternative modes of transportation throughout the city.

***Objective 4A:*** Determine cycling interests and needs.

***Objective 4B:*** Identify corridors where cycling can be safely supported and implemented.

***Objective 4C:*** Identify any rail access and connection concerns or needs for the future.

***Objective 4D:*** Promote McCharen Field Airport for future business attractions and recreational uses.

**Goal 5:** Improve existing and establish new transportation network connections based on current and future traffic needs.

***Objective 5A:*** Identify corridors and intersections experiencing consistent traffic congestion.

***Objective 5B:*** Identify insufficient transportation networks which increase fire response times and potential connections to reduce response times.

***Objective 5C:*** Identify transportation corridors which are planned to experience significant traffic increases in the future and determine improvements needed.

***Objective 5D:*** Identify potential corridors for new transportation networks.

**Goal 6:** Encourage and promote quality road and bridge construction

***Objective 6A:*** Form cooperative and collaborative relationships with developers to further promote quality private construction.

*Objective 6B:* Ensure developers build new roads to appropriate standards before the city approves the final plat and takes over maintenance.

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## COMMUNITY FACILITIES AND SERVICES

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### OVERALL COMMUNITY FACILITIES AND SERVICES

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Generally speaking, the City's facilities are in good shape. That does not mean that there is not room for improvement over the time frame of this plan. The police department lacks space, and animal control needs a better facility. EMA/911 is in need of a new building as well as better mobile command center to dispatch emergency services. In addition to the items highlighted in this plan, the City should continually assess and address any needs that arise over the next twenty to twenty-five years.

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### ANIMAL CONTROL GOALS

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*Goal 1:* Provide and serve the citizens of West Point with highest feasible level of animal control protection.

*Objective 1A:* Purchase new pick-up truck, animal cages, and equipment.

*Objective 1B:* Construct an isolation area at the animal shelter for newly received animals.

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### CITY ADMINISTRATION GOALS

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*Goal 1:* Continue to provide for residents of West Point at the highest feasible service level.

*Objective 1A:* Annually assess all city administration facilities to determine if growth or expansion is needed.

*Objective 1B:* Annually assess all city administration equipment to determine if improvements, growth, or expansion is needed.

*Objective 1C:* Assess and address any parking issues that exist at City Hall.

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### CITY CEMETERY GOALS

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*Goal 1:* Provide for perpetual care of the city cemetery and improve the city cemetery as necessary.

*Objective 1A:* Annually assess the city cemetery to determine if improvements, growth, or expansion is needed.

*Objective 1B:* Annually assess all city cemetery equipment to determine if improvements, repairs, or replacements are needed.

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### CODE ENFORCEMENT/BUILDING INSPECTION GOALS

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*Goal 1:* Provide and serve West Point with the highest feasible level of public safety through effective enforcement and replacement of the proper city ordinances, codes and regulations.

*Objective 1A:* Add an additional code enforcement officer.

*Objective 1B:* Continually update the City's building, construction, and fire codes.

*Objective 1C:* Strictly and uniformly enforce the City's development ordinances, codes and regulations.

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### EMA/911 GOALS

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*Goal 1:* Provide and serve West Point with the highest feasible level of emergency response protection.

*Objective 1A:* Establish a new emergency operations center.

*Objective 1B:* Establish a mobile command center.

*Objective 1C:* Hire additional personnel to staff both the operations and command centers.

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### FIRE DEPARTMENT GOALS

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*Goal 1:* Provide and serve West Point with the highest feasible level of public fire protection.

*Objective 1A:* Conduct an annual assessment of personnel within the Fire Department and the need for additional man power.

*Objective 1B:* By 2018, hire an additional fireman for each shift, upgrade water mains downtown, and add some new fire hydrants.

*Goal 2:* Identify and plan for upgrades or replacements of vehicles and equipment within the fire department.

*Objective 2A:* Conduct periodic, at least annually, assessments of vehicles and equipment within the fire departments and the need for upgrades or replacements.

*Objective 2B:* A pump test pit, and improvements to training building are needed.

*Goal 3:* Work with the Mississippi State Rating Bureau to lower the city's fire rating.

*Objective 3A:* Work with the Mississippi State Ratings Bureau to identify improvements needed to improve rating.

*Objective 3B:* Hire additional firemen to staff station one.

*Objective 3C:* Upgrade the water mains downtown.

*Objective 3D:* Add new fire hydrants downtown and in the annexed areas.

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### PARKS, OPEN SPACE AND RECREATION GOALS

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*Goal 1:* Encourage citywide recreational activities through expansion of services.

*Objective 1A:* Add canopies to the Sportsplex.

*Objective 1B:* Resurface the tennis courts at the Recreation Building.

*Objective 1C:* Expand the soccer fields at the Sportsplex.

*Objective 1D:* Add Recreation Office offices to the Sportsplex.

*Objective 1E:* Expand locker rooms at the Recreation Building to include lockers.

*Objective 1F:* Add a splash pad at the Recreation Building.

*Objective 1G:* Repaint and resurface the pavilion at Marshall Park.

*Objective 1H:* Resurface the walking path at Marshall Park.

*Objective 1I:* Add air conditioning to the bathrooms and concession stand at the Sportsplex.

*Objective 1J:* Resurface the parking lot and road through the Sportsplex.

*Goal 2:* Continually monitor and assess the need for improvement and expansion of city parks and recreation offerings.

*Objective 2A:* Annually assess all parks and recreation facilities to determine if growth or expansion is needed.

*Objective 2B:* Annually assess all parks and recreation equipment to determine if improvements, repairs or replacements are needed.

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### POLICE DEPARTMENT GOALS

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*Goal 1:* Provide and serve West Point with the highest feasible level of public police protection.

*Objective 1A:* Conduct an annual assessment of personnel within the Police Department and the need for additional manpower. Increase officer manpower based on a proportional increase of the city's population.

*Objective 1B:* Hire the 5 additional officers that are already budgeted for.

*Goal 2:* Identify and plan for upgrades or replacements of vehicles and equipment within the police department.

*Objective 2A:* Conduct periodic, at least annually, assessments of vehicles and equipment within the police departments and the need for upgrades or replacements.

*Objective 2B:* Partner with other local law enforcement agencies in order to share resources and minimize costs for new specialized equipment that will rarely be used.

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### PUBLIC EDUCATION GOALS

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*Goal 1:* Support the West Point school system in all ways that best serves the citizens of West Point.

*Objective 1A:* Work with school board to ensure all future facilities are located in West Point or within proximity of the city limits.

*Objective 1B:* Work with both the school system and local employers to prepare students that intend on pursuing a trade career with relevant training and education.

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### PUBLIC WORKS AND CITY ENGINEER GOALS

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*Goal 1:* Provide the residents of West Point with the highest feasible level of streets, debris removal and drainage services.

*Objective 1A:* Work with West Point Light and Water to ensure road repairs are made to the proper standard and in a timely manner after repairs to utility lines.

*Objective 1B:* Conduct an annual assessment of personnel within the Public Works Department and the need for additional manpower.

*Objective 1C:* Continue to conduct regular assessments of vehicles and equipment and identify the need for upgrades or replacements.

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### SOLID WASTE/SANITATION GOALS

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*Goal 1:* Continue to provide the citizens of West Point with the best and most dependable solid waste disposal method possible.

*Objective 1A:* Periodically assess the adequacy of the current waste disposal method and make improvements if necessary.

*Objective 1B:* Periodically assess the adequacy of the current waste disposal equipment and make repairs or replacements if necessary.

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### WATER AND LIGHT DEPARTMENT

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*Goal 1:* Provide and serve West Point with the highest feasible level of electrical service.

*Objective 1A:* Annually assess all electrical facilities to determine if growth or expansion is needed.

*Objective 1B:* Annually assess all electrical equipment to determine if improvements, repairs, or replacements are needed.

*Objective 1C:* Determine the need for any additional substations to better serve the residential, commercial, and industrial customers.

*Objective 1D:* Ensure that stakeholders and the TVA work collaboratively to ensure the most efficient and cost effective product.

*Goal 2:* Provide and serve West Point with the highest feasible level of potable water.

*Objective 2A:* Annually assess all water facilities to determine if growth or expansion is needed.

*Objective 2B:* Annually assess all water equipment to determine if improvements, repairs, or replacements are needed.

*Goal 3:* Provide and serve West Point with the highest feasible level of wastewater service.

*Objective 3A:* Annually assess all sewer facilities to determine if growth or expansion is needed.

*Objective 3B:* Annually assess all sewer equipment to determine if improvements, repairs, or replacements are needed.

*Objective 3C:* Digitize the sewer mains map

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## PLAN IMPLEMENTATION GOALS

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### OVERALL PLAN IMPLEMENTATION FINDINGS

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West Point will make great strides just by adopting this Comprehensive Plan. Now the City should find a way to track its progress in implementing the plan moving forward. The City should also from time to time assess the need to update said Comprehensive Plan as portions become outdated due to time, development or other changes taking place in the community.

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### OVERALL IMPLEMENTATION GOALS

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**Goal 1:** Create a forum in which the City receives comment and feedback regarding the implications of this plan.

***Objective 1A:*** Following the adoption of this plan, the City will establish a means by which the effectiveness and implementation of this plan is measured. This task may be accomplished by the planning commission or some other established committee.

***Objective 1B:*** The City of West Point will utilize this plan as a guide when making land use and development decisions.

**Goal 2:** Facilitate future revisions and updates to this comprehensive plan as needed and increase the comprehensiveness of this plan, as activity in West Point increases.

***Objective 2A:*** West Point should implement a permitting system to enable the tracking and quantifying of development activity. This system should not only be for the purpose of determining compliance with regulations, but also to gather statistical information regarding development activity.

**Goal 3:** Create a five year Capital Improvements Program that identifies capital projects and equipment purchase, provides a planning schedule and identifies options for financing.

***Objective 3A:*** Once implemented West Point should update the Capital Improvements Program yearly moving projects based on available finances.

## CHAPTER FOUR: EXISTING CONDITIONS AND CONSTRAINTS

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Taking inventory of all existing land uses and potential land constraints is an important step in the planning process and directly relates to the future development of the City of West Point. Further analysis of this inventory will identify growth patterns and opportunities and constraints which will form the basis for a future land use plan for the City. This chapter addresses the City of West Point as well as a planning area outside the City.

An inventory of land uses was gathered by Golden Triangle Planning and Development. The land use data was then entered into a Geographical Information System (GIS) database and assigned to the appropriate parcel. Collecting data, in West Point and the planning area, by parcel allows further analysis opportunities to study land use patterns by acreage and comparable percentages.

### EXISTING LAND USE CATEGORIES AND INVENTORY

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The existing land uses determined by the Golden Triangle survey are divided into residential, commercial, industrial, public & semi-public, and vacant categories. This survey not only determines the land use in the City of West Point and Planning Area, but it also allows for a detailed analysis of the land use distribution in both.

### RESIDENTIAL LAND USE

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The City of West Point and Planning Area is composed of three main types of residential uses: single family, multi-family, and manufactured homes.

*Single-Family Residential* identifies parcels of any size that contain one detached residential unit.

*Manufactured or Mobile Home Residential* identifies parcels of any size that contain a residential unit constructed or assembled off-site and transported to the site for placement as built on-site.

*Multi-Family Residential* identifies parcels of any size that contain two or more attached residential units. These units can be in the form of duplexes, triplexes, quadraplexes, or apartments.

Single family homes are the most prevalent land in the City and Planning Area, composing approximately 6.6% of the City's total area. Manufactured homes are the second most prevalent type of land use, composing approximately 0.7% of the total. Manufactured homes are more abundant in the planning area and along the city fringe. Multi-family are the least frequent residential type in West Point and the planning area. Only 0.3% of West Point is multi-family residential. About 58% of the homes in West Point are occupied by the owner; typically more owner occupied housing units leads to more stable communities.

This land use survey also identified types of residential units in addition to the distribution of land. Approximately 80% of all residential units in West Point are single family homes. Only 9% of units are mobile homes or manufactured homes. Multi-family units (ranging from duplexes to apartments) account for roughly 10% of all units. These calculations may vary from the 2010 Census information presented in Chapter 1 due to survey methods. The comprehensive planning area is 71% single family units and 29% manufactured homes; the higher percentage of manufactured homes is due to the lack of multi-family units in the planning area.



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## COMMERCIAL LAND USE

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Commercial establishments are considered to be those that operate privately, for profit, and provide merchandise or services. Examples include banks, restaurants, medical offices, law offices and insurance offices. 2.7% of West Point is composed of commercial land uses. Most of the commercial uses in West Point are concentrated in the Central Business District along 45 A between Mayhew St and West Half Mile St and along Main St between Old White Rd and Mulberry St. Commercial strips exist on Eshman Ave both north and south of the Dunlap and on 45 A north and south of the Central business District. Some commercial use is scattered throughout the residential portions of the City as well. The commercial land uses are more scattered in the planning area and mostly concentrated along major thoroughfares. A few vacant parcels exist in the commercial core of West Point and offer opportunities for commercial infill development in the future.

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## INDUSTRIAL LAND USE

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Industrial establishments tend to process, manufacture, store, or distribute goods to other businesses for later sale or use. Industries do not usually provide on-site sale of goods or services. The industrial land use category accounts for 1.4% of West Point's area. In the planning area, Industrial uses account for 3.3% of uses. In West Point, most industrial sites are located near the Central Business District or near the intersection of Church Hill Rd and Old Tibbee Rd. In the planning area, the Yokohama plant accounts for over 60% of the industrial acreage.

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## PUBLIC/SEMI-PUBLIC LAND USE

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Public and semi-public land uses make up a large portion of land in the City of West Point. Public and semi-public land uses included government facilities, parks and recreation, churches and institutions, cemeteries, private clubs, and utilities. 6.4% of West Point's area falls into Public and Semi-public land use category, with the majority being Park. The City of West Point and County government facilities also make up 0.3% of this category. Public and Semi-public land uses in the planning area are devoted to one of four uses churches, cemeteries, parks, or utilities.

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## VACANT LAND USE

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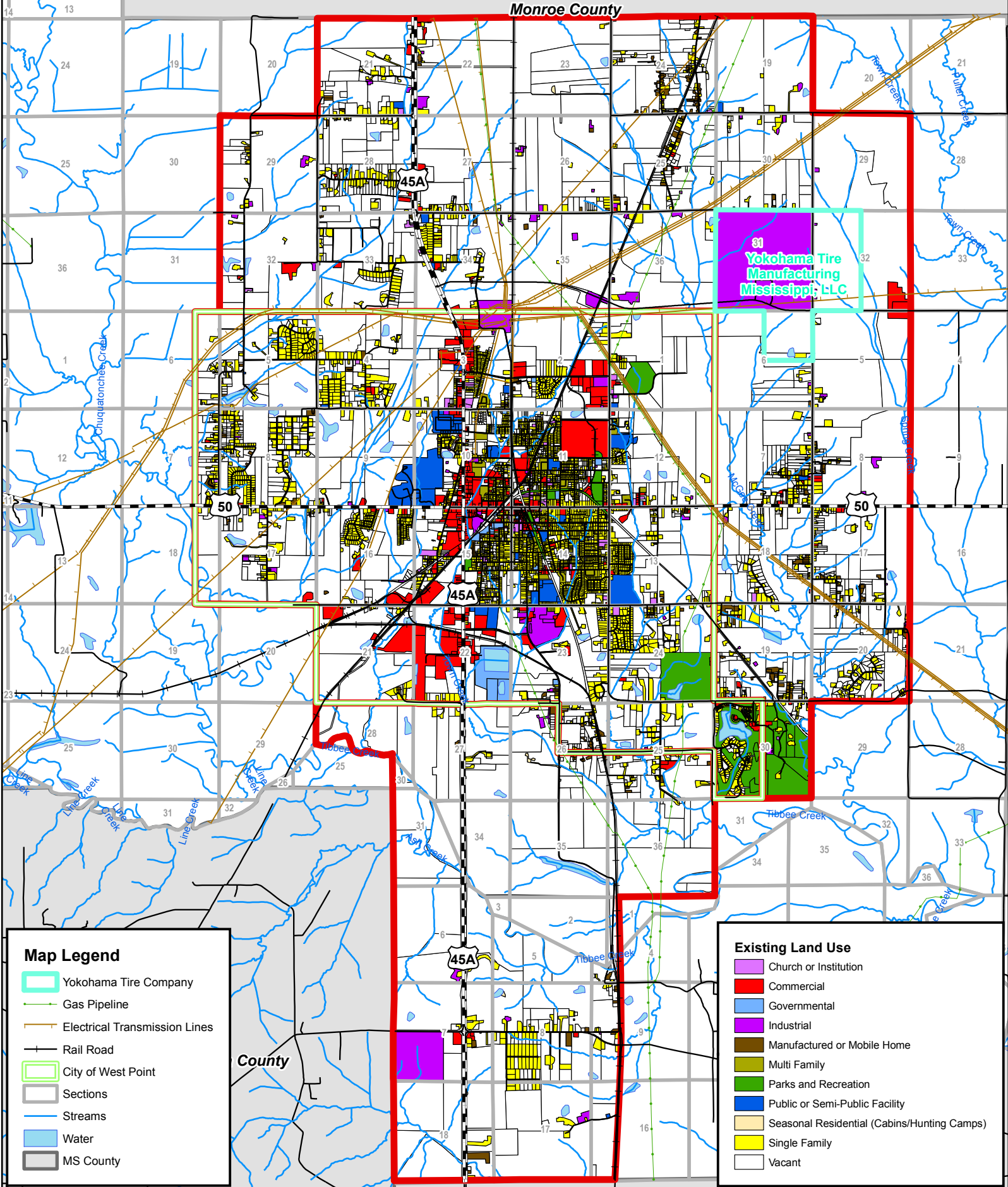
Vacant land indicates any property that is undeveloped or being used for agricultural purposes. Most of the vacant land in West Point is on the city's fringe or in the planning area. However some opportunity does exist for infill development in both the commercial core and neighborhoods of West Point. 74.3% of West Point's land falls into the vacant category.

*Streets and Right-of-way (ROW)* - This category is set aside to account for those corridors necessary for transportation routes or utility lines. Although in some instances there may be nothing visible on an easement, the property is set aside for a specific use.

Table 4.1: Land Use Analysis

Land Use Category	City of West Point		Planning Area		Total	
	Acres	Percent of Total	Acres	Percent of Total	Acres	Percent of Total
<b>Residential</b>	<b>1,979.5</b>	<b>8.4%</b>	<b>1,104.9</b>	<b>3.6%</b>	<b>3,084.3</b>	<b>5.7%</b>
Single Family	1,776.6	7.5%	896.7	2.9%	2,673.3	4.9%
Manufactured or Mobile Home	83.5	0.4%	207.6	0.7%	291.1	0.5%
Multi-Family	119.5	0.5%	0.5	0.0%	120.0	0.2%
<b>Commercial</b>	<b>637.8</b>	<b>2.7%</b>	<b>81.6</b>	<b>0.3%</b>	<b>719.4</b>	<b>1.3%</b>
<b>Industrial</b>	<b>333.1</b>	<b>1.4%</b>	<b>1,020.8</b>	<b>3.3%</b>	<b>1,353.9</b>	<b>2.5%</b>
<b>Public/Semi-public</b>	<b>1,510.3</b>	<b>6.4%</b>	<b>581.3</b>	<b>1.9%</b>	<b>2,091.6</b>	<b>3.9%</b>
Church/Institutional	70.0	0.3%	13.7	0.0%	83.7	0.2%
Governmental	144.9	0.6%	2.3	0.0%	147.3	0.3%
Public/Semi-public	534.7	2.3%	83.4	0.3%	618.1	1.1%
Recreational	760.6	3.2%	481.9	1.6%	1,242.6	2.3%
<b>Vacant</b>	<b>17,575.0</b>	<b>74.3%</b>	<b>26,163.5</b>	<b>85.6%</b>	<b>43,738.4</b>	<b>80.7%</b>
<b>Total City Parcel Acreage</b>	<b>22,035.7</b>	<b>93.2%</b>	<b>28,951.9</b>	<b>94.7%</b>	<b>50,987.6</b>	<b>94.1%</b>
<b>Total City ROW Acreage</b>	<b>1,612.4</b>	<b>6.8%</b>	<b>1,612.4</b>	<b>5.3%</b>	<b>3,224.7</b>	<b>5.9%</b>
<b>Total City Acreage</b>	<b>23,648.0</b>		<b>30,564.3</b>		<b>54,212.3</b>	

Source: Slaughter &amp; Associates Field Survey and Calculations



**Map Legend**

- Yokohama Tire Company
- Gas Pipeline
- Electrical Transmission Lines
- Rail Road
- City of West Point
- Sections
- Streams
- Water
- MS County

**Existing Land Use**

- Church or Institution
- Commercial
- Governmental
- Industrial
- Manufactured or Mobile Home
- Multi Family
- Parks and Recreation
- Public or Semi-Public Facility
- Seasonal Residential (Cabins/Hunting Camps)
- Single Family
- Vacant

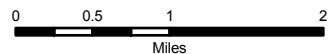
**Map 4.1**  
**Comprehensive Planning Area**  
**City of West Point, Mississippi**

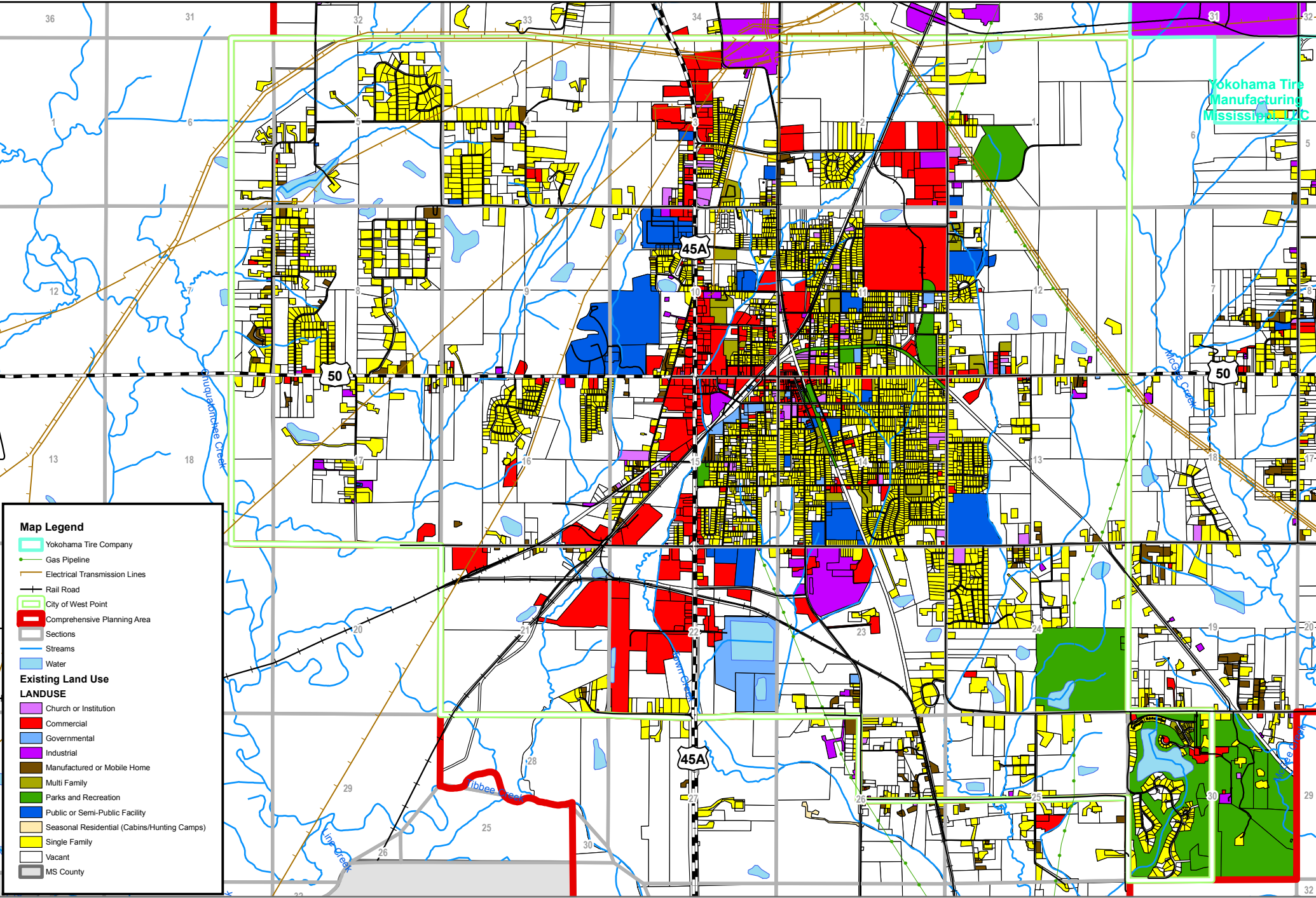
Source(s):  
 City of West Point & Clay County;  
 Mississippi Automated Resource Information System (MARIS);  
 Golden Triangle Planning and Development District, Inc.

Note: This map is accurate for planning purposes only  
 Date: February 14, 2017

**SLAUGHTER & ASSOCIATES**  
 URBAN PLANNING CONSULTANTS

*Golden Triangle Planning and Development District, Inc.*  
 GIS and Remote Sensing Program 662.324.7060





**Map Legend**

- Yokohama Tire Company
- Gas Pipeline
- Electrical Transmission Lines
- Rail Road
- City of West Point
- Comprehensive Planning Area
- Sections
- Streams
- Water

**Existing Land Use**

**LANDUSE**

- Church or Institution
- Commercial
- Governmental
- Industrial
- Manufactured or Mobile Home
- Multi Family
- Parks and Recreation
- Public or Semi-Public Facility
- Seasonal Residential (Cabins/Hunting Camps)
- Single Family
- Vacant
- MS County

Yokohama Tire  
Manufacturing  
Mississippi LLC

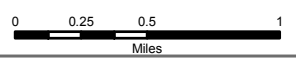
Map 4.2  
**Existing Land Use**  
**City of West Point, Mississippi**

Source(s):  
City of West Point & Clay County mapped addresses;  
Clay County Tax Parcels;  
Mississippi Automated Resource Information System (MARIS);  
Golden Triangle Planning and Development District, Inc.

Note: This map is accurate for planning purposes only  
Date: February 14, 2017



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GIS and Remote Sensing Program 662.324.7060



## DEVELOPMENT CONSTRAINTS AND RESTRICTIONS

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In addition to existing land uses, development constraints are also associated to future development. A number of constraints are documented and discussed within this chapter in order to provide a true picture of the development potential of the vacant land.

There are numerous constraints that may be of concern when discussing the development potential of vacant land. Not all constraints have the ability to be documented on a map or discussed within this plan. Some constraints may be purely based on the effects of human preferences or decision making. For the purpose of this analysis, constraints to development are divided into locational constraints and environmental constraints. It is important to note that not all constraints are negative; they may be restrictive but have a positive or beneficial outcome. The constraints discussed on the following pages affect growth within and outside of the City of West Point; they also set parameters for identifying a comprehensive planning area and determining future land use.

### LOCATION CONSTRAINTS

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Location constraints consist of areas of the City or unincorporated areas that may have certain rules or regulations impacting future development such as Federal or State lands, Indian Reservations, or Historic Districts. West Point's only location restraints are Historic Districts.

#### HISTORIC DISTRICT (MAP 4.3)

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The City of West Point has four historic districts: the West Point Unified Historic District, Court Street Historic District, Commerce Street Historic District and South Division Street Historic District. The West Point Unified Historic District was created in 2009 and combined the East Main Street, West Point School and West Point Central City Historic Districts along with the additions of some new properties and an expansion to include three more properties in 2012. The Court Street Historic District, Commerce Street Historic District and South Division Street Historic District were all created in 1990. All four historic districts are on the National Register of Historic Places that is maintained by the Department of the Interior. Federal designation has little to do with how the district is administered but it can yield some financial incentives. Historic Districts are administered locally by the Historic Preservation Commission.

Historic Districts present a constraint to the development of property within them due to higher scrutiny placed on the included parcels. A Certificate of Appropriateness (COA) needs to be obtained, along with the required building permits, to construct, demolish or alter any property within the historic district. The Historic Preservation Commission hears all applications for COAs and makes a decision based on each request and then the appropriate building permits can be obtained, if necessary. The purpose of the COA is to ensure future construction and alterations maintain the architectural feel and integrity of the district.

The West Point Unified Historic District is established around West Point's earliest commercial and industrial areas along the then M & O Railroad. The historic district is composed of commercial, residential, semi-public and governmental buildings. Most of the structures were built between 1870 and 1930 but some modern infill development has occurred since that time. The historic district contains a wide array of architectural styles: Colonial Revival, Craftsman, Gothic Revival, Greek Revival, Minimal Traditional, Mission Revival, Neo-Classical, Queen Anne and Tudor Revival to name the most prevalent styles.

The Court Street Historic District is composed exclusively of residential buildings in a Greek and Gothic revival, post Victorian and other architectural styles. The first structure in the district was built in 1862 with the last being constructed in 1920s. The Commerce Street Historic District is composed exclusively of resident building in a Queen Anne, bungalow/craftsman and other architectural styles. The first structure in the district was built in 1853 with the last being constructed in 1936. The South Division Street Historic District is composed exclusively of residential buildings built in a bungalow/craftsman,

Victorian vernacular and other architectural styles. The first structure in the district was built in the 1870s with the last contributing structure being constructed in 1930s.

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## ENVIRONMENTAL CONSTRAINTS

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Environmental constraints represent specific land qualities that affect future building such as flood zones, steep slopes, wetlands, and soil suitability for sewage disposal. These constraints will be discussed in detail on the following pages along with maps displaying each constraint.

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### SEPTIC TANK SUITABILITY (MAP 4.4)

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West Point and the Planning Area as a whole primarily consist of soil types where the use of septic tank absorption fields is very limited. The soil survey produced by NRCS (Natural Resources Conservation Service) rates each soil type based on certain characteristics that are needed for adequate performance of alternative sewage disposal systems. Some limitations may be overcome but can be costly. County Health Departments are typically the entities that inspect and regulate the construction of absorption fields. However, the best way to regulate sewage disposal is through a centralized sewer system and a requirement to connect to municipal sewer service. The limited nature of the soil in West Point should make connecting every sewage producing entity in the city to the sewer system a top priority. Also, when development occurs along the city fringe or within a known growth area of the city, connection to sewer service should be mandatory.

---

### WETLANDS (MAP 4.5)

---

The United States Fish and Wildlife Service has developed a National Wetlands Inventory mapping system. The City of West Point is not significantly impacted by wetlands but portions of the planning area are impacted heavily by forested/shrub wetlands. Most of the wetlands within the corporate limits of West Point are located along the banks of creeks that run through the city. Forested/shrub wetlands hugs the banks of the Tibbee Creek and accounts for most of the wetlands in the planning area. Less than 11% percent of the land in West Point and the planning area are a type of wetlands. Forested/shrub wetlands is the most prevalent type of wetland. Map 4.5 shows where and what type of wetlands exist in West Point, the planning area and beyond.

---

### SEVERE SLOPES (MAP 4.6)

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Defining severe slopes can vary depending on the community and location. For West Point and the Planning Area, severe slopes have been defined as slopes above fifteen percent. This is based on the soil category break down by NRCS. The map does not represent the exact slope of land but representative soils with qualities that produce specific slope range. Map 4.6 shows that approximately 13% of West Point and 12% of the planning area has a slope from five to fifteen percent, and no slopes greater than fifteen percent. This means that in the future severe slope should not be an issue for most developments.

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### 100-YEAR FLOODPLAIN (MAP 4.7)

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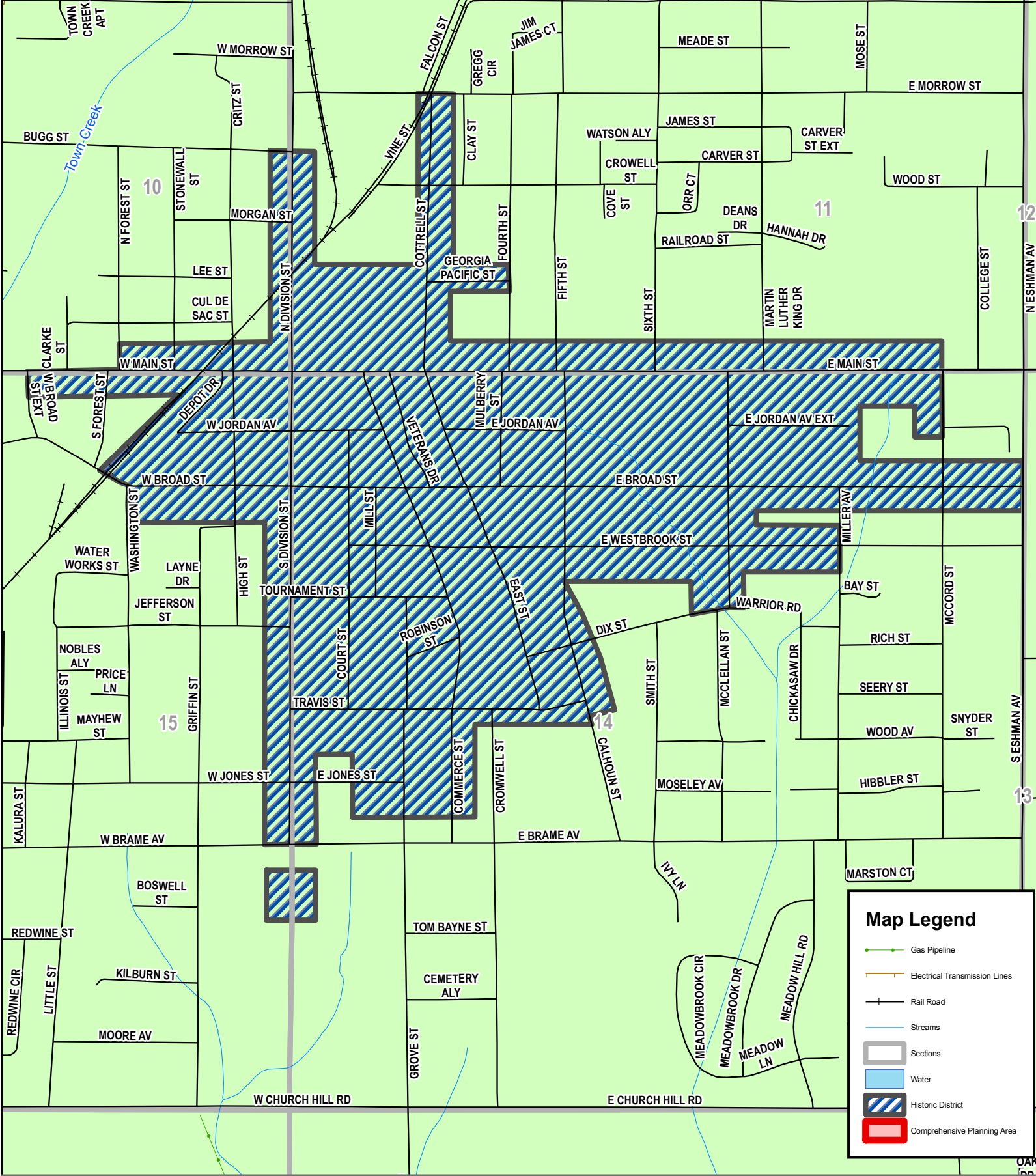
The Federal Emergency Management Agency (FEMA) releases digital flood zones (DFIRM) for the State of Mississippi. Map 4.7 portrays the most current mapping of flood potential areas in the City of West Point and the planning area. The City of West Point and the planning area is hardly affected by the floodway zone which consists of the stream channel and adjacent areas that actively carry flood downstream. Less than one percent of the city and planning area falls into the floodway category.

The 100-year floodplain is the most common flood zone used for analysis purposes as opposed to the 500-year floodplain. The floodplain is defined as any land area susceptible to being inundated by flood waters. The 100-year floodplain area has a 1% chance of flooding in any given year; the 500-year floodplain area has a 0.2% chance of occurring in any given year. Approximately 15% of the City of West Point and 21% of the planning area (19.3% total) is within the 100-year floodplain. The 100-year floodplain in West Point is fairly evenly distributed geographically, with the exception of areas along Tibbee Creek south of West Point. In the planning area large tracts of land to the west and south of the City along the Tibbee Creek

are included in the 100-year floodplain. These areas are also largely wetlands. If the City ever considered expanding to the south or west it should keep these developmental constraints in mind.

Table 4.2 Exiting Constraints in West Point and Planning Area

	West Point		Planning Area		Total	
	Acres	Percentage	Acres	Percentage	Acres	Percentage
Total Acreage	13,816.6		26,211.3		40,027.9	
Flood Hazard						
Floodway	100.22	0.73%	0	0%	100.22	0.25%
100 year floodplain	2013.39	14.57%	5630.91	21.48%	7644.31	19.10%
500 year floodplain	21.88	0.16%	0	0%	21.88	0.05%
Wetlands						
Freshwater Emergent Wetland	127.30	0.92%	278.59	1.06%	405.89	1.01%
Freshwater Forested/Shrub Wetland	527.67	3.82%	3298.19	12.58%	3825.86	9.56%
Freshwater Pond	228.22	1.65%	184.16	0.70%	412.38	1.03%
Lake	72.32	0.52%	18.15	0.07%	90.47	0.23%
Severe Slope						
5%-15% Slope	1789.20	12.95%	3011.32	11.49%	4800.52	11.99%
Above 15% Slope	0	0%	0	0%	0	0%

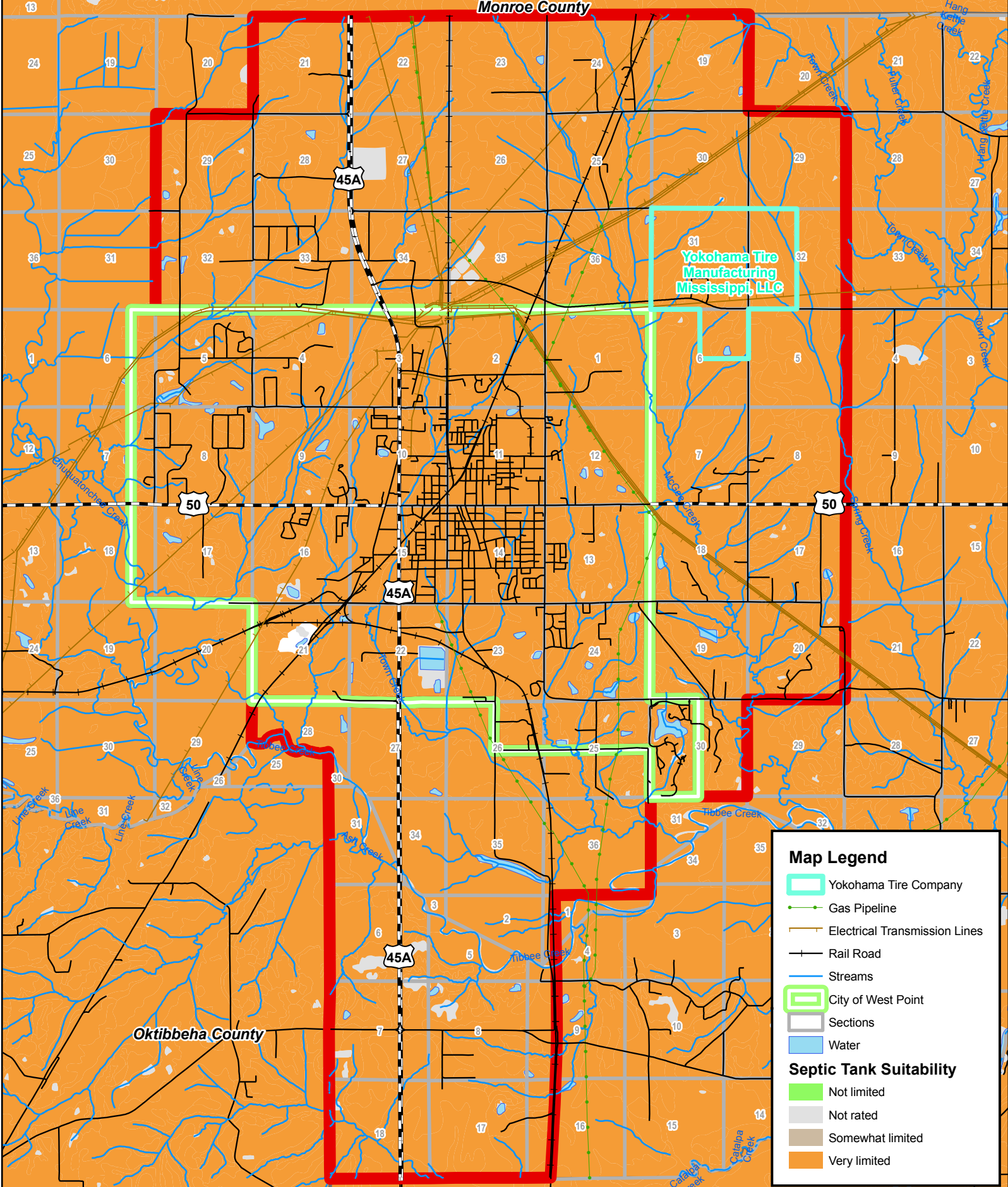


Map 4.3  
**Historic District**  
**City of West Point, Mississippi**

Source(s):  
 City of West Point & Clay County;  
 Mississippi Automated Resource Information System (MARIS);  
 Golden Triangle Planning and Development District, Inc.  
 Note: This map is accurate for planning purposes only  
 Date: February 14, 2017







**Map Legend**

- Yokohama Tire Company
- Gas Pipeline
- Electrical Transmission Lines
- Rail Road
- Streams
- City of West Point
- Sections
- Water

**Septic Tank Suitability**

- Not limited
- Not rated
- Somewhat limited
- Very limited

**Map 4.4**  
**Septic Tank Suitability**  
**City of West Point, Mississippi**

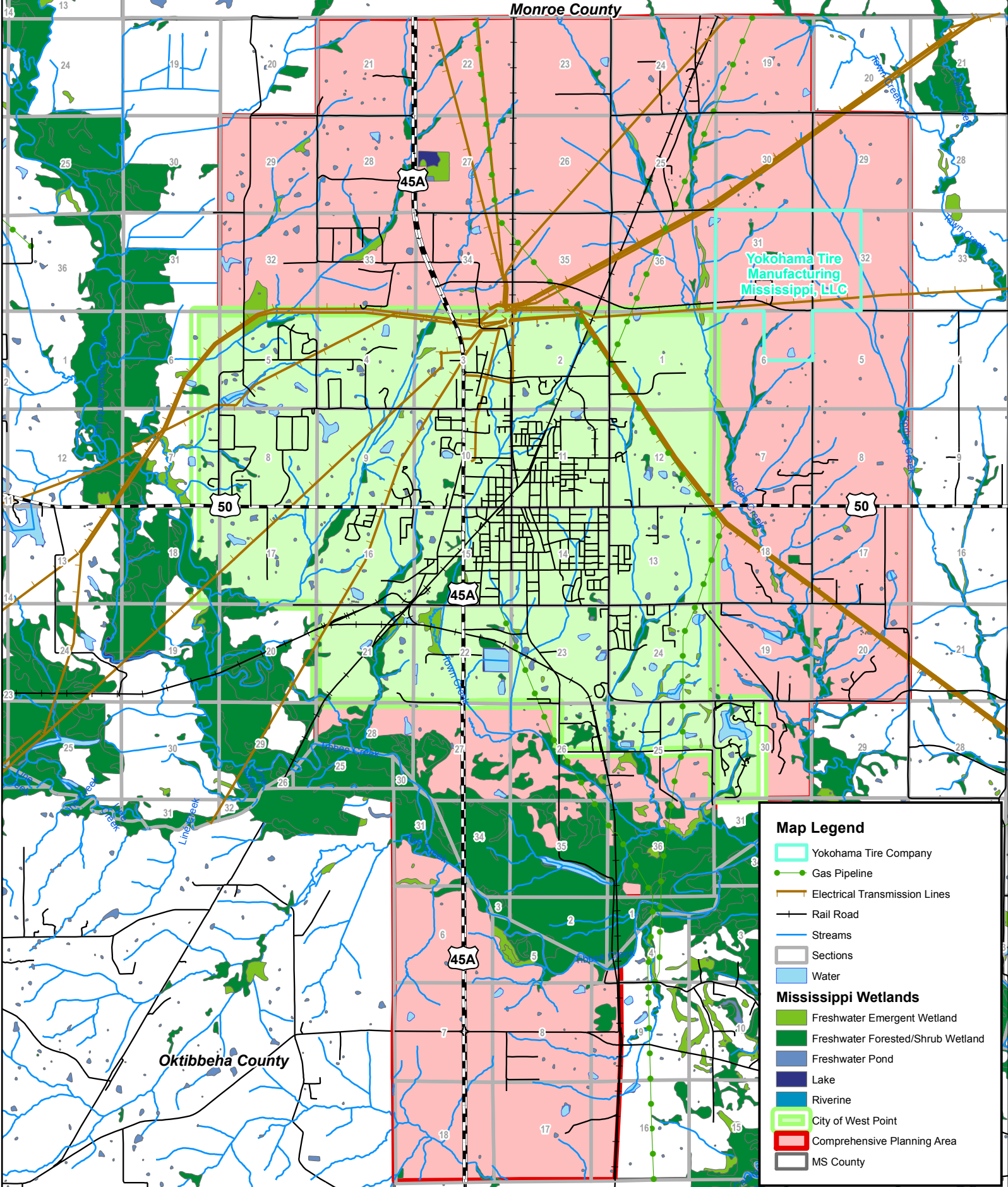
Source(s):  
 City of West Point & Clay County;  
 Mississippi Automated Resource Information System (MARIS);  
 Golden Triangle Planning and Development District, Inc.;  
 USDA NRCS Web Soil Survey.

Note: This map is accurate for planning purposes only  
 Date: February 14, 2017



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**Map Legend**

- Yokohama Tire Company
- Gas Pipeline
- Electrical Transmission Lines
- Rail Road
- Streams
- Sections
- Water

**Mississippi Wetlands**

- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine
- City of West Point
- Comprehensive Planning Area
- MS County

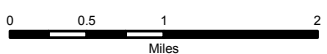
**Map 4.5  
Wetlands  
City of West Point, Mississippi**

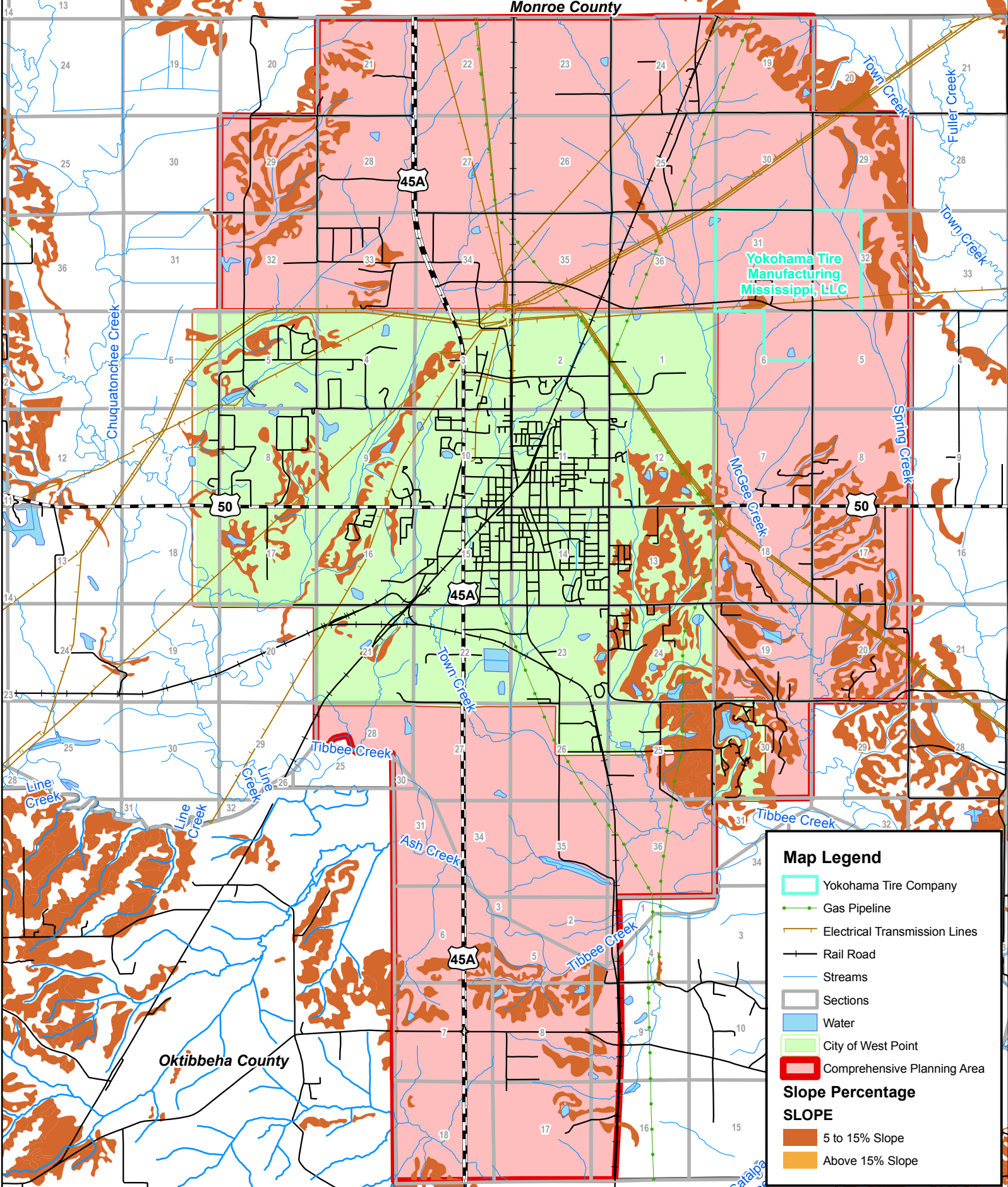
Source(s):  
 City of West Point & Clay County;  
 Mississippi Automated Resource Information System (MARIS);  
 Golden Triangle Planning and Development District, Inc.;  
 US Fish and Wildlife Services National Wetland Inventory.

Note: This map is accurate for planning purposes only  
 Date: February 14, 2017



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**Map Legend**

- Yokohama Tire Company
- Gas Pipeline
- Electrical Transmission Lines
- Rail Road
- Streams
- Sections
- Water
- City of West Point
- Comprehensive Planning Area

**Slope Percentage**

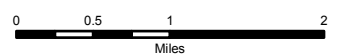
**SLOPE**

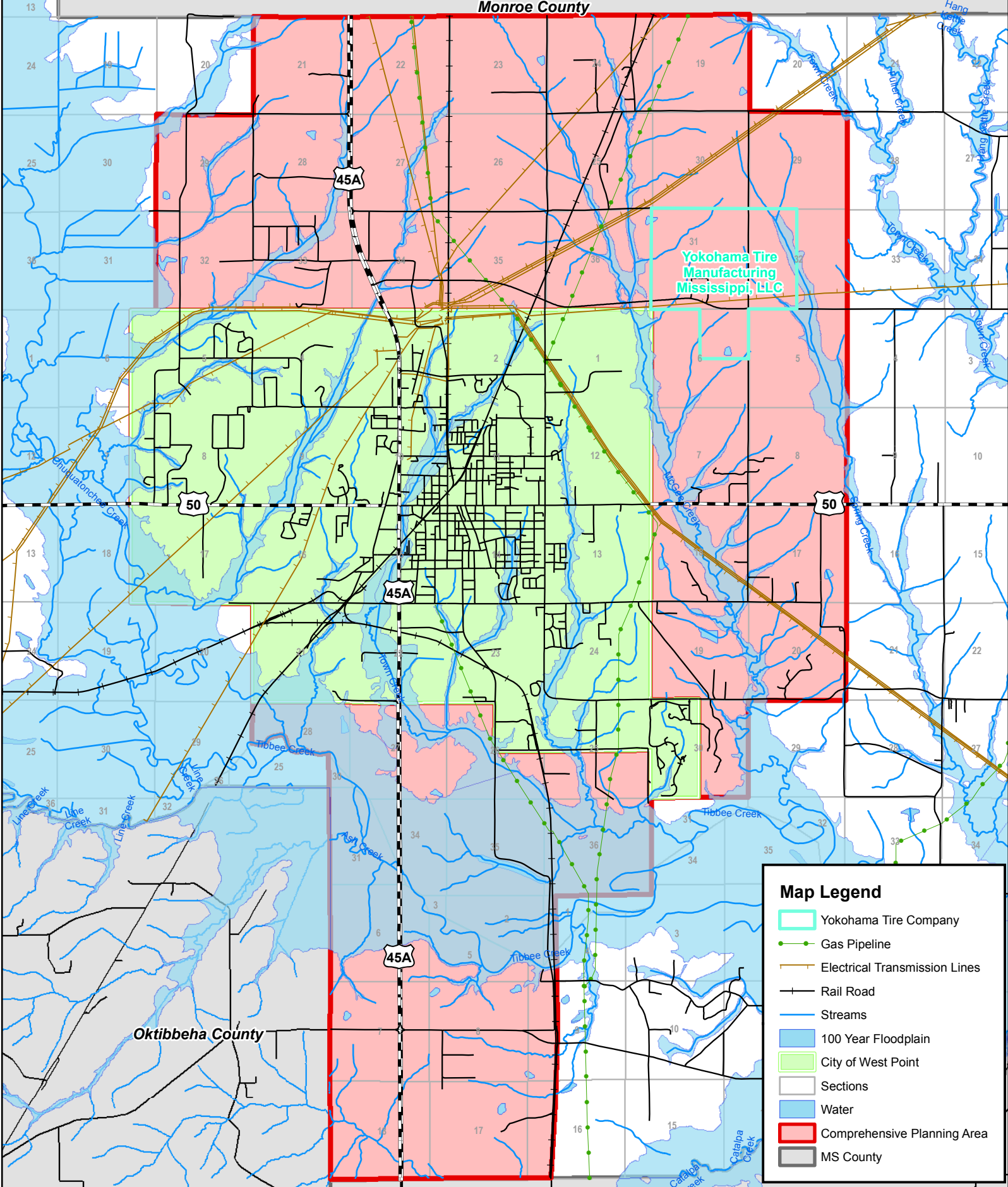
- 5 to 15% Slope
- Above 15% Slope

**Map 4.6**  
**Sever Slope**  
**City of West Point, Mississippi**

Source(s):  
 City of West Point & Clay County;  
 Mississippi Automated Resource Information System (MARIS);  
 USDA NRCS Web Soil Survey;  
 Golden Triangle Planning and Development District, Inc.

Note: This map is accurate for planning purposes only  
 Date: February 14, 2017





**Map Legend**

- Yokohama Tire Company
- Gas Pipeline
- Electrical Transmission Lines
- Rail Road
- Streams
- 100 Year Floodplain
- City of West Point
- Sections
- Water
- Comprehensive Planning Area
- MS County

**Map 4.7**  
**100 Year Floodplain**  
**City of West Point, Mississippi**

Source(s):  
 City of West Point & Clay County;  
 Mississippi Automated Resource Information System (MARIS);  
 Golden Triangle Planning and Development District, Inc;  
 Federal Emergency Management Agency DFIRM.

Note: This map is accurate for planning purposes only  
 Date: February 14, 2017



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 GIS and Remote Sensing Program 662.324.7060



## CHAPTER FIVE: FUTURE LAND USE PLAN

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### INTRODUCTION AND METHODOLOGY

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In order to comply with Mississippi enabling legislation, the future land use plan must designate in map or policy form the proposed general distribution and extent of the proposed land uses. The future land use plan serves two purposes. First, it provides for the general physical location of expected future development. The second purpose is to create order among the existing land uses.

In preparing a Future Land Use Plan, a necessary and responsible step is that of considering environmentally sensitive areas. Some may see these areas as worthy of some degree of preservation, while other may see them as a constraint to development. Through the use of good design techniques, some of these environmentally constrained areas may be developed while preserving the sensitive areas at the same time. The existing land use chapter talks in detail about specific constraints which assisted in the preparation of this future land use plan.

This section establishes policies that will shape how and where future development occurs. These policies cannot prevent all negative things or incompatible uses from happening, but hopefully, they will introduce some control and guide future decisions. This section, along with the entire Comprehensive Plan, can promote these ideals even further. This chapter focuses on the ideal location for certain land uses, the ideal mixture of land uses, and the ideal intensity of land uses by translating portions of the previous chapter into map form.

There are some general guiding statements that should be presented regarding some types of future land use no matter where it is located in West Point

- ❖ Intense development of any type in the planning area needs central water and sewer and an adequate transportation system;
- ❖ Any new development inside the city limits should be required to connect to city water and sewer
- ❖ All parcels should have frontage on a public road.

Even though West Point is a rural city with lots of agriculture and open space within its city limits and surrounding, it does have a distinct downtown and areas with increased population density. Also, there are a number of potentially undesirable or “obnoxious neighbor” land uses that need to be addressed by specific policies that define and control these uses. Some of these uses overburden the city resources such as heavy-haul trucking, and other uses inconvenience adjacent neighbors or cause potentially hazardous conditions, such as junkyards, gravel pits, or concrete plants. When activities on one property “spillover” and cause a burden and danger to adjacent property owners, then the government is authorized and required to regulate it. This is not “taking away” property rights, it is requiring accountability for land use activities. For example, defining a junkyard as a place with 10 or more cars that are inoperable and requiring such places to build a fence and keep the property mowed if there are residences within 500 feet of the junkyard property, or junk cars, is protecting the safety and welfare of the citizens. West Point must identify and regulate potentially hazardous land uses.

### POTENTIAL LAND USE NEEDS

---

The population is used to create a base projection for the amount of land area that will be needed in each land use category to accommodate the expected growth within the next twenty to twenty-five years. Since population projections are the major controller in calculating land use needs, land use was calculated for each of the three population projections discussed in Chapter Two. This provides us with a range of acreage needed in each of the land use categories. Table 5.1 shows future land use projections based on population projections.

Table 5.1 Potential Land Use Needs

Source or Projection Method Year Population or Projected Population	U.S. Census Bureau 2010 11,307			IHL Proportional 2025 10,875		Average Growth 2040 11,237		Least Squared 2040 13,402	
Land Use Category - City of West Point	Acres	Percent of Total	Acres per person	Projected Acres	New Acres in Land Use	Projected Acres	New Acres in Land Use	Projected Acres	New Acres in Land Use
<b>Residential</b>	<b>1,979.5</b>	<b>8.4%</b>	<b>0.2</b>	<b>1,903.9</b>	<b>-75.6</b>	<b>1,967.2</b>	<b>-12.3</b>	<b>2,346.2</b>	<b>366.8</b>
Single Family	1,776.6	7.5%	0.2	1,708.7	-67.9	1,765.6	-11.0	2,105.7	329.2
Manufactured or Mobile Home	83.5	0.4%	0.0	80.3	-3.2	82.9	-0.5	98.9	15.5
Multi-Family	119.5	0.5%	0.0	114.9	-4.6	118.7	-0.7	141.6	22.1
<b>Commercial</b>	<b>637.8</b>	<b>2.7%</b>	<b>0.1</b>	<b>613.4</b>	<b>-24.4</b>	<b>633.9</b>	<b>-3.9</b>	<b>756.0</b>	<b>118.2</b>
<b>Industrial</b>	<b>333.1</b>	<b>1.4%</b>	<b>0.0</b>	<b>320.3</b>	<b>-12.7</b>	<b>331.0</b>	<b>-2.1</b>	<b>394.8</b>	<b>61.7</b>
<b>Public/Semi-public</b>	<b>1,510.3</b>	<b>6.4%</b>	<b>0.1</b>	<b>1,452.6</b>	<b>-57.7</b>	<b>1,501.0</b>	<b>-9.4</b>	<b>1,790.1</b>	<b>279.8</b>
Church/Institutional	70.0	0.3%	0.0	67.3	-2.7	69.6	-0.4	83.0	13.0
Governmental	144.9	0.6%	0.0	139.4	-5.5	144.0	-0.9	171.8	26.9
Public/Semi-public	534.7	2.3%	0.0	514.3	-20.4	531.4	-3.3	633.8	99.1
Recreational	760.6	3.2%	0.1	731.6	-29.1	755.9	-4.7	901.5	140.9
<b>Vacant</b>	<b>17,575.0</b>	<b>74.3%</b>	<b>1.6</b>	<b>17,745.4</b>	<b>170.4</b>	<b>17,602.6</b>	<b>27.6</b>	<b>16,449.8</b>	<b>-1,125.2</b>
<b>Total City Parcel Acreage</b>	<b>22,035.7</b>	<b>93.2%</b>		<b>22,035.7</b>		<b>22,035.7</b>		<b>21,736.9</b>	
<b>Total City ROW Acreage</b>	<b>1,612.4</b>	<b>6.8%</b>	<b>0.1</b>	<b>1,612.4</b>	<b>0.0</b>	<b>1,612.4</b>	<b>0.0</b>	<b>1,911.1</b>	<b>298.7</b>
<b>Total City Acreage</b>	<b>23,648.0</b>			<b>23,648.0</b>		<b>23,648.0</b>		<b>23,648.0</b>	

Source: Slaughter & Associates Field Survey and Calculations

Based upon population projections it is likely that there would be

- ❖ Between 75.6 fewer and 366.8 acres more of residentially developed land than is currently being utilized within the city.
  - Between 67.9 fewer and 329.2 acres more of single family residential.
  - Between 3.2 fewer and 15.5 acres more of manufactured or mobile homes.
  - Between 4.6 fewer and 22.1 acres more of multi-family residential.
- ❖ Between 24.4 fewer and 118.2 acres more of commercially developed land than is currently being utilized within the city.
- ❖ Between 12.7 fewer and 61.7 acres more of industrially developed land than is currently being utilized within the city.
- ❖ Between 57.7 fewer and 279.8 acres more of public or semi-public developed land than is currently being utilized within the city.
  - Between 2.7 fewer and 13.0 acres more of church/cemetery/institutional developed land than is currently being utilized within the city.
  - Between 5.5 fewer and 26.9 acres more of governmental developed land than is currently being utilized within the city.
  - Between 20.4 fewer and 99.1 acres more of public/semi-public developed land than is currently being utilized within the city.
  - Between 29.1 fewer and 140.9 acres more of recreational developed land than is currently being utilized within the city.

These approximations are guides that planners utilized to determine if the proposed land uses could accommodate projected growth. These approximations should not be utilized as standards to restrict land uses. The approximations of future land use needs are subject to uncertainty. The assumptions that form the basis of these projections are historical trends, which may or may not be replicated within the future. From time to time these land use approximations should be reviewed and revised to reflect the changing circumstances within the community.

## FUTURE LAND USE CATEGORIES

---

The Future Land Use Map illustrates different land use categories. These categories are color-coded according to the key the map and as represented by the descriptions below.

The West Point Land Use Plan categorizes future land uses in the following manner:

1. A-O - Agricultural/Open
2. C-1 - Light Commercial
3. C-2 - General Commercial
4. C-3 - Heavy Commercial
5. CBD - Central Business District
6. I-1 - Light Industrial
7. I-2 - Heavy Industrial
8. M-1 - Medical
9. PUD - Planned Unit Development
10. Park - Public Parks and Recreation
11. R-1-E - Residential Estate
12. R-1-L - Large Lot Residential
13. R-1-M - Medium Lot Residential
14. R-1-S - Small Lot Residential
15. R-3 - Multi-Family Residential
16. R-O - Residential/Office Mixed

The following is an explanation of the specific meaning of land use colors codes depicted on Maps 5.1 and 5.2 contained in this chapter:

---

### AGRICULTURAL/OPEN

---

The objective of this Category is to preserve land areas suitable for eventual urbanization when the need and availability of community facilities warrant its development and to govern development of undesirable lands such as floodplains. The types of uses, area and intensity of development permitted in this category are designed to protect agricultural and open space uses until urbanization is warranted and appropriate changes and districts can be made.

---

### LIGHT COMMERCIAL

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The purpose of the C-1 Light Commercial category is to provide retail stores and personal services for the convenience of the people in adjacent residential neighborhoods. These areas are to be located at the intersection of major streets. Strict development controls are necessary to protect the surrounding residential areas.

---

### GENERAL COMMERCIAL

---

C-2 General Commercial areas are generally intended to be located on major thoroughfares and provide goods and services to residents of the community. Because these commercial uses are subject to the subject to the public view, they should provide an appropriate appearance, ample parking, controlled traffic movement, suitable landscaping, and protect abutting residential areas from the traffic and visual impacts associated with commercial activity.

---

### HEAVY COMMERCIAL

---

The purpose of C-3 Heavy Commercial is to provide areas for intensive, high-impact commercial and small scale light industrial establishments which generate large volumes of heavy truck traffic. Consequently, these areas are located on arterial highways. Retail office and personal service

establishments are incompatible, and, therefore, are not to be mixed in these heavy commercial and light industrial areas.

---

### CENTRAL BUSINESS DISTRICT

---

This land use classification accommodates a variety of commercial and professional land uses in the downtown area of West Point. It includes uses that cater to the needs of the nearby residents. It is important that the City preserve the mixture of retail and office uses with the public uses. While the Main Street and Commerce Street intersection serves as a center for public services (City and County), commercial retail and professional office services are essential to create foot traffic during the day and/or after business hours.

---

### LIGHT INDUSTRIAL

---

The I-1 Light Industrial category is used to designate areas in which the principal use is for industries which can be operated in a relatively clean and quiet manner and which will not be obnoxious to adjacent residential or business districts and for warehousing and wholesaling activities with limited contact with the general public.

---

### HEAVY INDUSTRIAL

---

The I-2 Heavy Industrial category is established as an area for heavy industries the, by their nature, may create some nuisance and which are not properly associated with nor compatible with residential, commercial, and service establishments.

---

### MEDICAL

---

This category is created to provide a centralized location for major medical and related services, to protect medical related facilities in the area from adverse influences and to promote the establishment of complimentary facilities.

---

### PLANNED UNIT DEVELOPMENT (PUD)

---

This classification is designed to provide areas for organized development of related uses under single ownership or control evidenced by duly recorded contracts or agreements approved by the City Board and to support activities which have similar development characteristics. These areas require the strictest development controls since in most instances these areas will be located adjacent to residential areas and in many cases will be private or gated developments.

---

### PUBLIC PARKS AND RECREATION

---

This category encompasses those areas designated as public parks and are owned and maintained by the City.

---

### RESIDENTIAL ESTATE

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The category accommodates large, "estate" sized lots located in more sparsely developed areas of the City where existing services and utilities, particularly sewer, will not accommodate denser development.



---

### LARGE LOT RESIDENTIAL

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The R-1-L Large Lot Residential category is one in which the principal use of land is for single family dwellings. There should be regulations for these areas that discourage any use which would substantially interfere with the development of single family dwellings in these areas and which would be detrimental to the quiet residential nature of the areas. Lot sizes should be at minimum 12,500 square feet.

---

### MEDIUM LOT RESIDENTIAL

---

The R-1-M Medium Lot Residential category is one in which the principal use of land is for single family dwellings. There should be regulations for these areas that discourage any use which would substantially interfere with the development of single family dwellings in these areas and which would be detrimental to the quiet residential nature of the areas. Regulations should also include provisions to encourage the wise use of land and natural resources with the aim of reducing sprawl and the costly provision of infrastructure to serve dispersed development. Lot sizes should be at minimum 8,500 square feet

---

### SMALL LOT RESIDENTIAL

---

The R-1-S Small Lot Residential category is one in which the principal use of land is for single family dwellings and related recreational, religious and educational facilities normally required to provide the basic elements of a balanced and attractive residential area. The residential areas are intended to be defined and protected from the encroachment of uses not performing a function appropriate to the residential environment. Internal stability, attractiveness, order and efficiency are encouraged by providing for adequate light, air and open space for dwellings and related facilities and through consideration of the proper functional relationships of each element. Lot sizes should be at least 4000 square feet.

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### MULTI-FAMILY RESIDENTIAL

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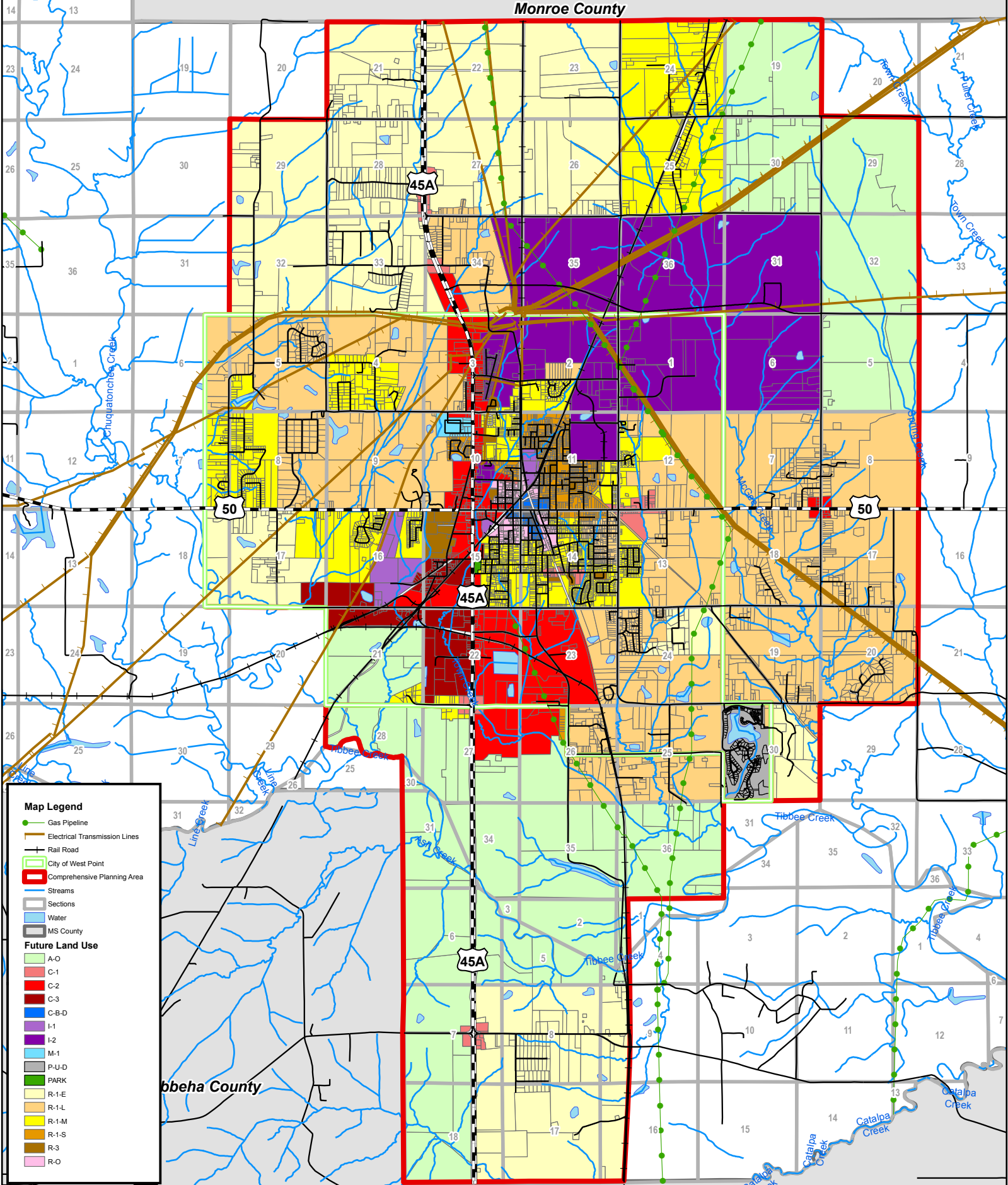
The R-3 Multi-Family Residential category is one in which the principal use of land is for multi-family dwellings. The regulations for these areas should discourage any other use which would interfere with the basic multi-family residential nature of the areas. These areas, and the multi-family developments within them, should be located so as not to interfere with or damage environmentally sensitive lands and to insure that adequate open space and recreational facilities are located nearby, or within the areas, so as to serve the needs of the persons who are or will be living in the areas.

---

### RESIDENTIAL/OFFICE MIXED

---

The purpose of the R-O Residential/Office Mixed category is to provide for orderly conversion of older residential structures to limited office uses in older residential neighborhoods. It is the specific intent of this district that such conversions be compatible in design with surrounding residential properties, and that commercial establishments of a retail nature, which require constant short-term parking and generate substantial volumes of vehicular traffic be prohibited.



**Map Legend**

- Gas Pipeline
- Electrical Transmission Lines
- Rail Road
- City of West Point
- Comprehensive Planning Area
- Streams
- Sections
- Water
- MS County

**Future Land Use**

- A-O
- C-1
- C-2
- C-3
- C-B-D
- I-1
- I-2
- M-1
- P-U-D
- PARK
- R-1-E
- R-1-L
- R-1-M
- R-1-S
- R-3
- R-O

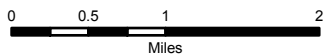
Map 5.1  
**Future Land Use**  
**City of West Point, Mississippi**

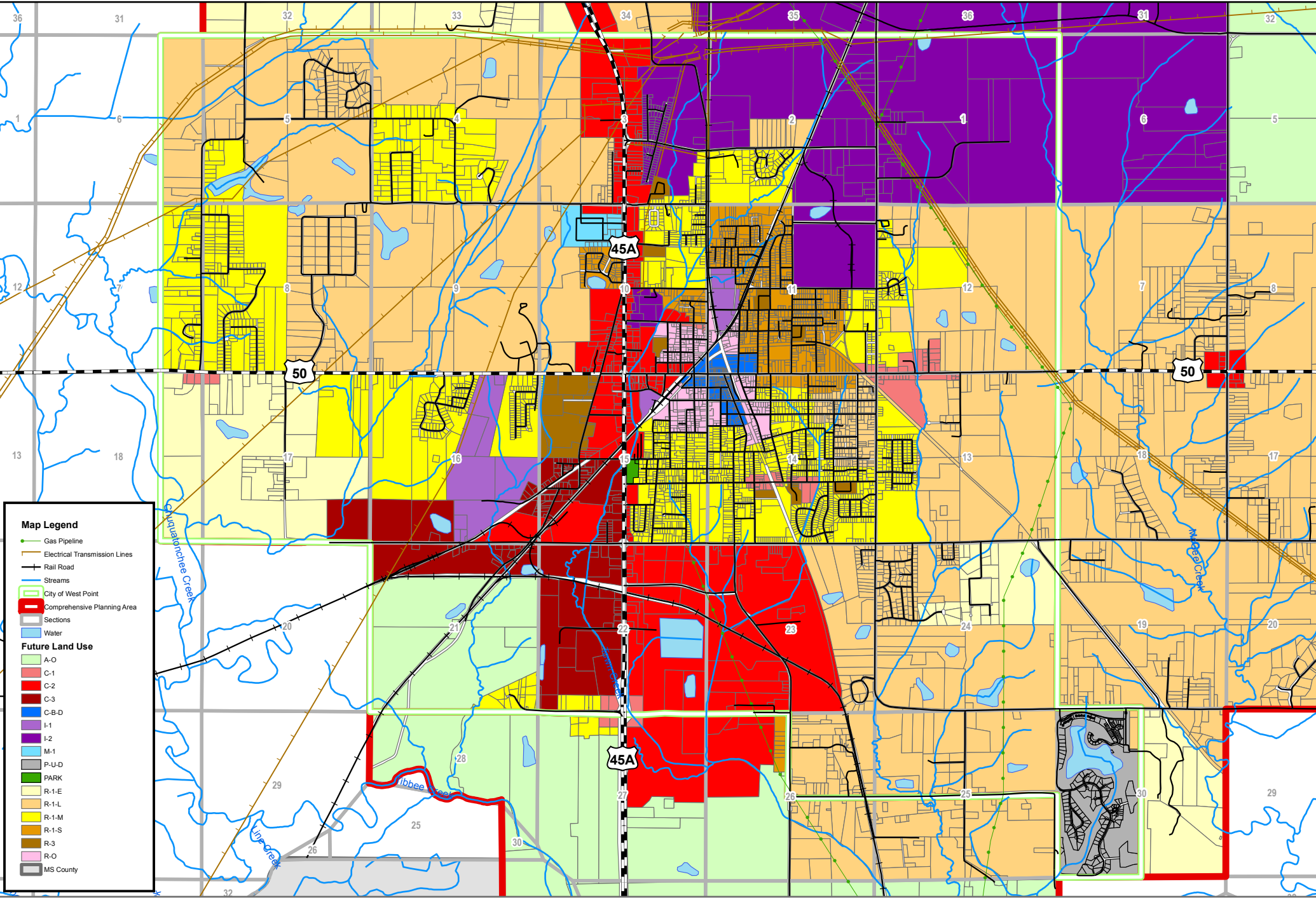
Source(s):  
 City of West Point & Clay County mapped addresses;  
 Clay County Tax Parcels;  
 Mississippi Automated Resource Information System (MARIS);  
 Golden Triangle Planning and Development District, Inc.

Note: This map is accurate for planning purposes only  
 Date: February 14, 2017

**SLAUGHTER & ASSOCIATES**  
 URBAN PLANNING CONSULTANTS

Golden Triangle Planning and Development District, Inc.  
 GIS and Remote Sensing Program 662.324.7060





**Map Legend**

- Gas Pipeline
- Electrical Transmission Lines
- Rail Road
- Streams
- City of West Point
- Comprehensive Planning Area
- Sections
- Water

**Future Land Use**

- A-O
- C-1
- C-2
- C-3
- C-B-D
- I-1
- I-2
- M-1
- P-U-D
- PARK
- R-1-E
- R-1-L
- R-1-M
- R-1-S
- R-3
- R-O
- MS County

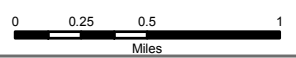
Map 5.2  
**Future Land Use**  
**City of West Point, Mississippi**

Source(s):  
 City of West Point & Clay County mapped addresses;  
 Clay County Tax Parcels;  
 Mississippi Automated Resource Information System (MARIS);  
 Golden Triangle Planning and Development District, Inc.

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## CHAPTER SIX: TRANSPORTATION PLAN

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Transportation is an important component of the comprehensive planning process because future development, economic growth, and quality of life are all tied to and influenced by the transportation system. The transportation system for the City of West Point consists primarily of vehicular, air, and pedestrian means. Vehicular systems in West Point influence the physical framework of the city more so than the others.

The City of West Point has two main transportation corridors that divide the city and planning area into four quadrants. United States Highway 45 Alternate runs north and south through the city. Mississippi Highway 50 runs east and west through the city. These corridors have formed the basis for land development, they illustrate how the city has grown over the years, and they reveal potential growth areas. The local streets form somewhat of an irregular grid pattern. This grid is made up of largely North-South and East-West streets, however there is no regular block length and many of the streets dead end instead of connecting through to the next street.

### FUNCTIONAL CLASSIFICATION

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According to the Federal Highways Administration (FHWA) *Functional Classification Guidelines*, functional classification is a method used to group streets and roadways into categories based on the level of transportation service they provide. The assumption behind functional classification is that individual roadways carry traffic independently but collectively work together to form a network of traffic flow. It is this overall network that helps assign classifications to roadways based on the portion of road used for the network traffic flow.

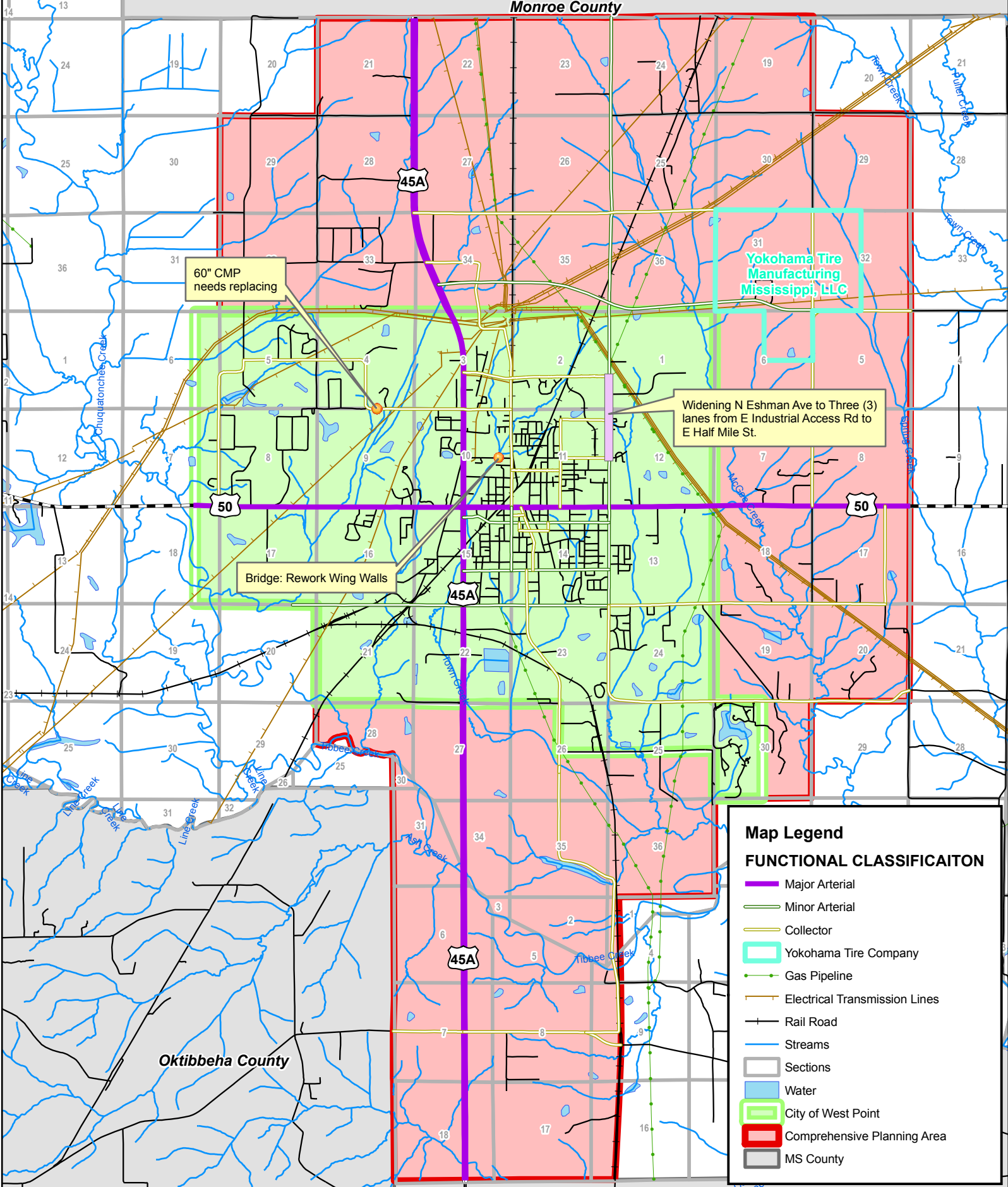
Transportation planners use three main classifications when determining the level of traffic on roadways: arterial, collector, and local. Any of those classifications can have a sub-classification (major and minor) as well depending on the conditions and transportation networks within a city or county. Mississippi Department of Transportation (MDOT) assigns these classifications for rural and urban areas. The roadway classifications in this plan are based on the MDOT functional classifications for the West Point Urban Area and Clay County.

### ARTERIAL

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Arterials (principal and minor) serve a higher level of trips and travel density that is characteristic of statewide or regional travel. Principal arterials typically serve and connect the major activity centers and also accommodate the highest volume of traffic. West Point has two major arterials—US Highway 45 Alternate, which runs north and south, and MS Highway 50, which runs east and west. Minor arterials in West Point include:

- ❖ Payne Field Road from the Monroe County Line to Hazelwood Road
- ❖ Eshman Avenue from Hazelwood Road to Churchill Road
- ❖ Yokohama Boulevard from U.S. Highway 45 A to Barton Ferry Road
- ❖ Broad Street from U.S. Highway 45 A to Eshman Avenue
- ❖ Brame Avenue from U.S. Highway 45 A to Eshman Avenue
- ❖ Churchill Road from Eshman Avenue until it dead ends
- ❖ Division Street Mississippi Highway 50 to Brame Avenue



**Map Legend**

**FUNCTIONAL CLASSIFICATION**

- Major Arterial
- Minor Arterial
- Collector
- Yokohama Tire Company
- Gas Pipeline
- Electrical Transmission Lines
- Rail Road
- Streams
- Sections
- Water
- City of West Point
- Comprehensive Planning Area
- MS County

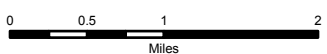
**Map 6.1**  
**Transportation Plan**  
**City of West Point, Mississippi**

Source(s):  
 City of West Point;  
 Mississippi Automated Resource Information System (MARIS);  
 Mississippi Department of Transportation;  
 Golden Triangle Planning and Development District, Inc.

Note: This map is accurate for planning purposes only  
 Date: February 14, 2017



Golden Triangle Planning and Development District, Inc.  
 GIS and Remote Sensing Program 662.324.7060



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## COLLECTOR

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Where arterials function as statewide connections, collector roads (major and minor) serve the countywide traffic network. They collect and distribute the network of traffic from local roads to arterials. Collectors in West Point include:

- ❖ Old Starkville Road from U.S. Highway 45 A out of the planning area
- ❖ Tibbee Road from U.S. Highway 45 A out of the planning area
- ❖ Grove Street from East Brame Avenue to Churchill Road
- ❖ Old Tibbee Road from Churchill Road to Tibbee Road
- ❖ Old Waverly Road from Churchill Road out of the planning area
- ❖ Churchill Road from Eshman Avenue to Pinkerton Road
- ❖ Pinkerton Road from Churchill Road to Mississippi Highway 50
- ❖ Barton Ferry Road from Mississippi Highway 50 out of the planning area
- ❖ Hazelwood Road from U.S. Highway 45 A to Cosby Corner Road
- ❖ Cosby Corner Road from Yokohama Boulevard to Hazelwood Road
- ❖ Lone Oak Road from Mississippi Highway 50 to U.S. Highway 45 A
- ❖ Division Street from Mississippi Highway 50 to Industrial Access Road
- ❖ TVA Road from Industrial Access Road to U.S. Highway 45 A
- ❖ Dunlap Road from U.S. Highway 45 A to Division Street
- ❖ Industrial Access Road from U.S. Highway 45 A to Eshman Avenue
- ❖ East Morrow Street from Division Street to 6<sup>th</sup> Street
- ❖ East Half Mile Street from 6<sup>th</sup> Street to Eshman Avenue
- ❖ 6<sup>th</sup> Street from Mississippi Highway 50 to B & W Drive
- ❖ B & W Drive from 6<sup>th</sup> Street to Eshman Avenue
- ❖ Commerce Street from Mississippi Highway 50 to East Brame Avenue
- ❖ East Westbrook Street from Court Street to Calhoun Street
- ❖ Court Street from East Westbrook Street to East Broad Street
- ❖ Calhoun Street from East Westbrook Street to East Broad Street
- ❖ East Jordan Street from Commerce Street to Division Street

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## LOCAL

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Local roadways connect and carry traffic from adjacent land uses to roadways of higher classification for dispersal of traffic flow. For the City of West Point and the planning area, these would include all other county and city roadways with less traffic than the collectors.

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## TRAFFIC COUNTS

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Mississippi Department of Transportation (MDOT) conducts a series of traffic count surveys in order to produce statewide data for vehicle-miles-traveled. These surveys are conducted yearly but specific survey points in cities or counties may only be updated every three years; MDOT cannot count each traffic survey point every year. MDOT uses the data collected at each survey point to calculate the Annual Average Daily Traffic (AADT). These are the numbers produced for public use.

There are fifty-seven survey points in West Point and the vicinity. They are places along the main transportation corridors which are identified in the Transportation Plan (Map 6.1). For this Comprehensive Plan, traffic counts were analyzed yearly from 2004 to 2013. Twelve of the survey points are outside of the Corporate Limits of West Point, the remainder are within the Corporate Limits. Survey point 19 and 39 are the most active survey points due to their location on United States Highway 45 A. Both survey points average 21,000 automobiles a day. That is an increase of 4,000 or 23.5% of the automobiles that pass. Survey point 8 experienced a 172% increase in traffic but that was only an increase of 430 automobiles per day. Only fourteen of the fifty-seven points experienced an increase in daily automobile trips. The remaining forty-three survey point experienced a decrease in average daily traffic. It is likely that this can be attributed to the 838 residents that left West Point between 2000 and 2010. We will explore the Census Bureau's commuter counts next to determine if they may play a role in the traffic counts decreasing.

Table 6.1: Average Daily Traffic Count

Map #	Site ID	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	# Change	% Change
1	130100	11,000	11,000	11,000	11,000	11,000	11,000	11,000	9,600	9,600	9,700	-1,300	-11.8%
2	130613	N/A	790	800	800	790	700	710	700	550	550	-240	-30.4%
3	130733	720	730	620	620	650	500	510	500	410	410	-310	-43.1%
4	130730	1,200	860	860	860	1,000	980	1,000	850	850	850	-350	-29.2%
5	130612	780	790	800	800	790	700	710	700	550	550	-230	-29.5%
6	130611	780	790	800	800	790	700	710	700	550	550	-230	-29.5%
7	130610	780	790	800	800	790	700	710	700	550	550	-230	-29.5%
8	135317	250	250	250	250	240	240	760	760	760	680	430	172.0%
9	135315	N/A	570	570	570	550	540	540	540	440	440	-130	-22.8%
10	135205	940	950	1,400	1,400	1,400	1,400	1,400	1,400	1,500	1,500	560	59.6%
11	135355	1,200	1,200	1,200	1,100	1,100	1,100	960	960	960	920	-280	-23.3%
12	135000	1,200	1,200	1,200	1,100	1,100	1,100	960	960	960	920	-280	-23.3%
13	130090	23,000	17,000	17,000	17,000	16,000	16,000	16,000	17,000	18,000	18,000	-5,000	-21.7%
14	130565	1,700	1,300	1,300	1,300	1,500	1,400	1,500	1,400	1,400	1,400	-300	-17.6%
15	130590	1,200	1,200	1,100	1,100	1,100	990	1,000	990	900	900	-300	-25.0%
16	130580	1,300	1,300	1,200	1,200	1,200	1,200	1,200	1,200	1,300	1,300	0	0.0%
17	130350	6,100	5,000	5,000	5,000	4,800	5,200	5,200	5,600	5,600	5,600	-500	-8.2%
18	130360	6,100	5,000	5,000	5,000	4,800	5,200	5,200	6,900	6,900	6,900	800	13.1%
19	130080	17,000	17,000	17,000	19,000	19,000	18,000	20,000	20,000	20,000	21,000	4,000	23.5%
20	135020	3,500	3,500	3,300	3,300	3,300	3,500	3,500	3,500	3,300	3,300	-200	-5.7%
21	135200	940	950	1,400	1,400	1,400	1,400	1,400	1,400	1,500	1,500	560	59.6%
22	135195	1,700	750	750	750	730	710	730	1,700	1,700	1,700	0	0.0%
23	130160	5,900	6,000	6,000	6,100	6,500	6,300	5,700	5,600	5,600	5,500	-400	-6.8%
24	135220	5,600	5,700	5,700	5,700	5,400	5,300	5,400	4,800	4,800	4,800	-800	-14.3%
25	130130	8,700	7,200	7,200	7,200	6,900	6,800	7,000	7,400	7,500	7,600	-1,100	-12.6%
26	135085	2,300	1,300	1,300	1,300	1,200	1,200	1,200	1,600	1,600	1,600	-700	-30.4%
27	135200	940	950	1,400	1,400	1,400	1,400	1,400	1,400	1,500	1,500	560	59.6%
28	135160	1,200	1,200	1,200	1,300	1,200	940	960	960	850	850	-350	-29.2%
29	135080	2,700	2,700	2,700	2,700	2,800	2,800	2,800	2,800	2,800	2,500	-200	-7.4%
30	135105	1,700	1,700	1,400	1,400	1,400	1,400	1,300	1,300	1,200	1,200	-500	-29.4%
31	135145	3,800	3,800	3,800	3,800	3,700	3,700	3,000	3,000	3,000	2,700	-1,100	-28.9%
32	135130	1,000	690	690	690	550	540	550	620	620	620	-380	-38.0%
33	135075	7,400	7,500	5,800	5,800	5,900	5,300	5,400	5,400	6,600	6,600	-800	-10.8%
34	135050	840	850	850	850	820	370	380	380	570	570	-270	-32.1%
35	135010	3,500	3,500	3,500	3,300	3,300	3,300	3,500	3,500	3,300	3,300	-200	-5.7%
36	135025	5,500	5,600	5,600	6,100	6,000	5,800	6,800	6,800	6,800	5,700	200	3.6%
37	130110	9,400	9,500	11,000	11,000	11,000	11,000	12,000	11,000	10,000	10,000	600	6.4%
38	130370	9,000	9,100	9,100	9,100	8,900	8,700	8,800	8,700	8,800	8,400	-600	-6.7%
39	130060	17,000	17,000	17,000	19,000	19,000	18,000	20,000	20,000	20,000	21,000	4,000	23.5%
40	135060	3,800	2,800	2,800	2,800	3,100	3,000	3,100	3,000	3,000	3,000	-800	-21.1%
41	135005	1,400	1,400	1,400	1,400	1,500	1,500	1,500	1,500	1,500	1,500	100	7.1%
42	135135	1,200	1,200	1,200	1,200	1,200	970	990	990	890	890	-310	-25.8%
43	135065	3,800	2,800	2,800	2,800	3,100	3,000	3,100	3,000	3,000	3,000	-800	-21.1%
44	135070	3,800	2,800	2,800	2,800	3,100	3,000	3,100	3,000	3,000	3,000	-800	-21.1%
45	135305	3,200	3,200	3,200	3,200	3,100	3,000	3,100	3,100	3,100	2,700	-500	-15.6%
46	135210	4,600	4,600	4,600	4,600	4,500	4,300	4,400	4,400	4,400	4,400	-200	-4.3%
47	135187	3,300	3,300	3,300	3,300	3,200	2,600	2,700	2,700	2,700	2,700	-600	-18.2%
48	135185	4,300	4,300	4,300	4,100	4,000	3,900	4,200	4,200	4,200	4,000	-300	-7.0%
49	135175	1,900	1,700	1,700	1,700	1,400	1,400	1,400	1,700	1,700	1,700	-200	-10.5%
50	135170	1,900	1,700	1,700	1,700	1,400	1,400	1,400	1,700	1,700	1,700	-200	-10.5%
51	135180	6,200	6,300	6,300	6,300	5,400	5,200	4,700	4,700	4,700	4,500	-1,700	-27.4%
52	135300	1,700	1,700	1,700	1,200	1,200	1,200	900	900	900	920	-780	-45.9%
53	130040	14,000	14,000	14,000	16,000	17,000	17,000	15,000	15,000	15,000	15,000	1,000	7.1%
54	130041	210	210	220	220	180	170	190	190	190	190	-20	-9.5%
55	130660	1,400	1,400	1,400	1,400	1,400	1,400	1,500	1,400	1,400	1,200	-200	-14.3%
56	13200	2,100	1,400	1,400	1,400	1,600	1,600	1,600	1,400	1,400	1,400	-700	-33.3%
57	130030	13,000	13,000	13,000	13,000	13,000	13,000	14,000	14,000	14,000	14,000	1,000	7.7%

Notes: Red text are actual counts. Black text are estimates.

Source: Mississippi Department of Transportation, Traffic Count Application

The decrease in the average daily traffic count is most likely just due to the decrease in population from 2000 to 2010. Among workers living in Clay County, 57% work within the County but the remainder are traveling to nearby counties to work. Lowndes, Oktibbeha and Lee Counties are the leading counties that Clay County residents commute to. Among the total number of people that commute to Clay County for work, 68% are coming from within the County. Aside from Clay County, Lowndes and Oktibbeha Counties are the leading counties from which residents commute to Clay County for work.

Table 6.2 Commuting from Clay County

Residence	Workplace	Number	Percent
Clay County, MS	Clay County	4,260	57.9%
Clay County, MS	Lowndes County, MS	997	13.5%
Clay County, MS	Oktibbeha County, MS	812	11.0%
Clay County, MS	Lee County, MS	373	5.1%
Clay County, MS	Chickasaw County, MS	240	3.3%
Clay County, MS	Monroe County, MS	212	2.9%
Clay County, MS	Other	465	6.3%
Total		7,359	

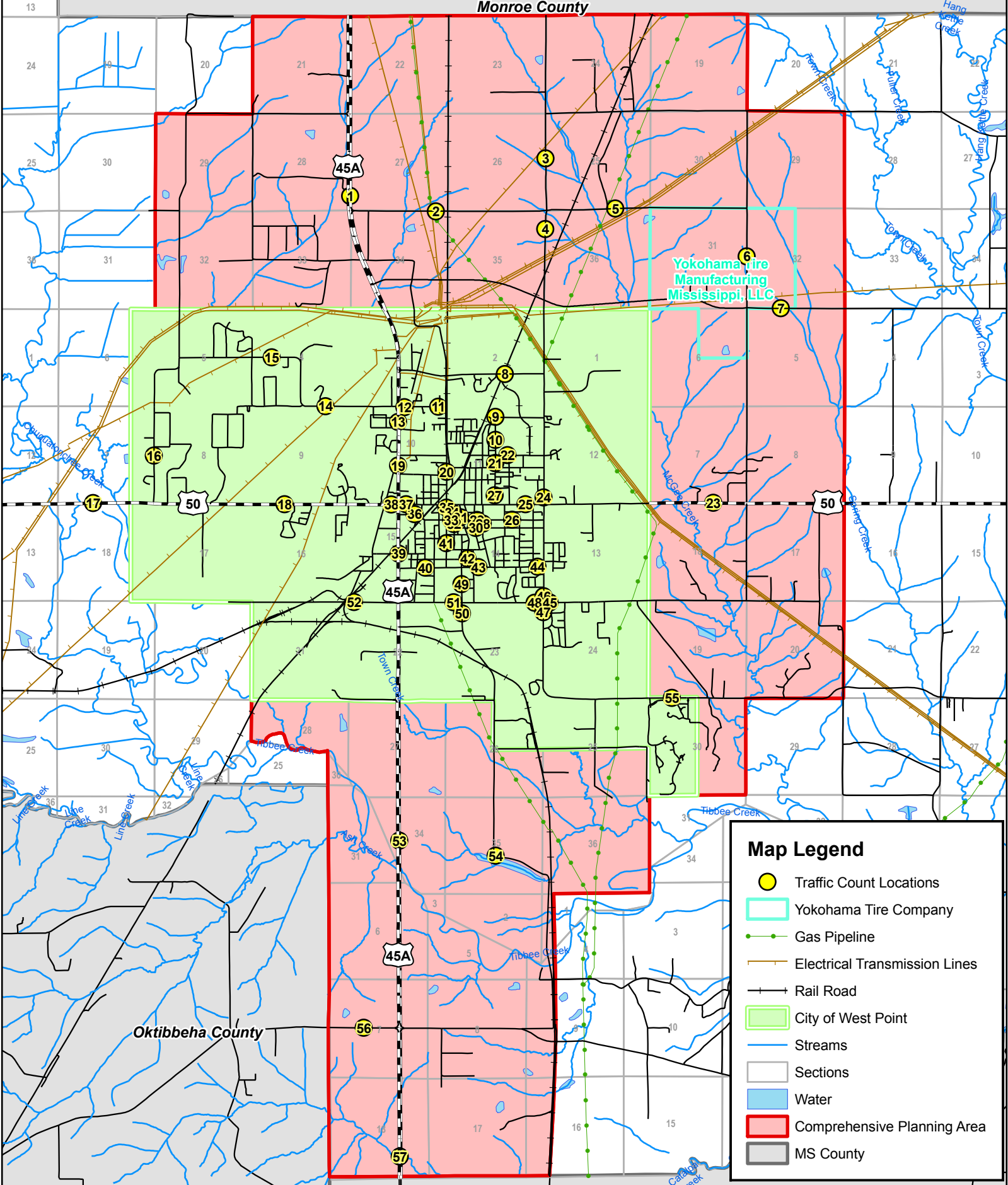
Source: U.S. Census 5-year County-to-county Worker Flow Table 1

Table 6.3 Commuting to Clay County

Residence	Workplace	Number	Percent
Clay County, MS	Clay County, MS	4,260	68.0%
Lowndes County, MS	Clay County, MS	854	13.6%
Oktibbeha County, MS	Clay County, MS	468	7.5%
Monroe County, MS	Clay County, MS	214	3.4%
Webster County	Clay County, MS	158	2.5%
Chickasaw County	Clay County, MS	93	1.5%
Other	Clay County, MS	219	3.5%
Total		6,266	

Source: U.S. Census 5-year ACS County-to-county Worker Flow Table 1





### Map Legend

- Traffic Count Locations
- Yokohama Tire Company
- Gas Pipeline
- Electrical Transmission Lines
- Rail Road
- City of West Point
- Streams
- Water
- Comprehensive Planning Area
- MS County

**Map 6.2**  
**Average Daily Traffic Count Locations**  
**City of West Point, Mississippi**

Source(s):  
 City of West Point & Clay County;  
 Mississippi Automated Resource Information System (MARIS);  
 Golden Triangle Planning and Development District, Inc.

Note: This map is accurate for planning purposes only  
 Date: February 14, 2017



Golden Triangle Planning and Development District, Inc.  
 GIS and Remote Sensing Program 662.324.7060



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## FORMS OF TRANSPORTATION

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### AIRPORTS

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The City of West Point is home to McCharen Field Airport which is located southwest of the central business district. McCharen Field Airport is owned and operated by the City of West Point. The airport opened for operations in 1959. According to the Federal Aviation Administration (FAA), the 3,850 foot paved runway is in excellent condition, as are the runway markings. As of January 2015, 61% of this airport's traffic was local general aviation; 36% of this airport's traffic was transient general aviation; and the remaining 3% was military. Golden Triangle Regional Airport is located less than thirteen miles southeast of the City of West Point. Golden Triangle Regional Airport offers limited commercial flights to its hub in Atlanta, Georgia via Delta Air Lines. If more comprehensive commercial flights are needed, three international airports—Jackson-Medgar Wiley Evers International Airport to the southwest in Jackson, MS; Memphis International to the northwest in Memphis, TN; and Birmingham-Shuttlesworth International Airport to the east in Birmingham, AL—are within approximately 140 miles of West Point.

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### AUTOMOBILE TRAVEL

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Much of this chapter has already been devoted to automobile travel as it is the most prevalent form of transportation in West Point. However, improvements to the transportation network in West Point have not been discussed. The small town character of West Point means that many of the transportation improvements will be local in nature. However, the two main roads in West Point are a state and a federal highway and this must also be considered. The City needs to include all forms of transportation in mind with designing its future roads ways.

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### BICYCLE

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Cycling is a transportation mode that is underrepresented in West Point. Bicycling is becoming increasingly popular among urban residents even in small towns. From 2000 to 2010 the United States Census reported that cycling had doubled as a primary mode of transportation. This trend is likely to continue as more and more cities invest in cycling infrastructure. Bike lanes provide an additional means of transportation that helps reduce traffic congestion, especially around schools, parks, and downtown. Many bicycling improvements can be made with low cost efforts. Bike lanes can be added to many existing streets with excess Right-of-Way by simple drawing new street lines and markings. "Share the Road" signs can be placed where dedicated bike lanes cannot be created. In addition several federal funding opportunities exist exclusively or in part for bike lanes. (See Figure 6.1)

Figure 6.1 Funding Opportunities

**Pedestrian and Bicycle Funding Opportunities**  
**U.S. Department of Transportation Transit, Highway, and Safety Funds**

Revised August 12, 2016

This table indicates potential eligibility for pedestrian and bicycle projects under U.S. Department of Transportation surface transportation funding programs. Additional restrictions may apply. See notes and basic program requirements below, and see program guidance for detailed requirements. Project sponsors should fully integrate nonmotorized accommodation into surface transportation projects. Section 1404 of the Fixing America's Surface Transportation (FAST) Act modified 23 U.S.C. 109 to require federally-funded projects on the National Highway System to consider access for other modes of transportation, and provides greater design flexibility to do so.

**Key:** \$ = Funds may be used for this activity (restrictions may apply). \$\* = See program-specific notes for restrictions. ~\$ = Eligible, but not competitive unless part of a larger project.

Activity or Project Type	Pedestrian and Bicycle Funding Opportunities														
	U.S. Department of Transportation Transit, Highway, and Safety Funds														
	TIGER	TIFIA	FTA	ATI	CMAQ	HSIP	NHPP	STBG	TA	RTP	SRTS	PLAN	NHTSA 402	NHTSA 405	FLTP
Access enhancements to public transportation (includes benches, bus pads)	\$	\$	\$	\$	\$	\$	\$	\$	\$						\$
ADA/504 Self Evaluation / Transition Plan								\$	\$	\$		\$			\$
Bicycle plans			\$					\$	\$		\$	\$			\$
Bicycle helmets (project or training related)								\$	SSRTS		\$		\$*		
Bicycle helmets (safety promotion)								\$	SSRTS		\$				
Bicycle lanes on road	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Bicycle parking	~\$	~\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Bike racks on transit	\$	\$	\$	\$	\$	\$	\$	\$	\$						\$
Bicycle share (capital and equipment; not operations)	\$	\$	\$	\$	\$	\$	\$	\$	\$						\$
Bicycle storage or service centers at transit hubs	~\$	~\$	\$	\$	\$	\$	\$	\$	\$						\$
Bridges / overcrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Bus shelters and benches	\$	\$	\$	\$	\$	\$	\$	\$	\$						\$
Coordinator positions (State or local)					\$ 1 per State			\$	SSRTS		\$				
Crosswalks (new or retrofit)	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Curb cuts and ramps	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Counting equipment			\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Data collection and monitoring for pedestrians and/or bicyclists			\$	\$		\$	\$	\$	\$	\$	\$	\$*			\$
Historic preservation (pedestrian and bicycle and transit facilities)	\$	\$	\$	\$				\$	\$						\$
Landscaping, streetscaping (pedestrian and/or bicycle route; transit access); related amenities (benches, water fountains); generally as part of a larger project	~\$	~\$	\$	\$			\$	\$	\$						\$
Lighting (pedestrian and bicyclist scale associated with pedestrian/bicyclist project)	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Maps (for pedestrians and/or bicyclists)			\$	\$	\$			\$	\$		\$	\$*			
Paved shoulders for pedestrian and/or bicyclist use	\$	\$			\$*	\$	\$	\$	\$		\$				\$
Pedestrian plans			\$					\$	\$		\$	\$			\$
Recreational trails	~\$	~\$						\$	\$	\$					\$
Road Diets (pedestrian and bicycle portions)	\$	\$			\$	\$	\$	\$	\$						\$
Road Safety Assessment for pedestrians and bicyclists						\$	\$	\$	\$		\$				\$
Safety education and awareness activities and programs to inform pedestrians, bicyclists, and motorists on ped/bike safety								SSRTS	SSRTS		\$	\$*	\$*	\$*	
Safety education positions								SSRTS	SSRTS		\$	\$*			
Safety enforcement (including police patrols)								SSRTS	SSRTS		\$	\$*	\$*		
Safety program technical assessment (for ped/bicyclists)								SSRTS	SSRTS		\$	\$*	\$		
Separated bicycle lanes	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Shared use paths / transportation trails	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$
Sidewalks (new or retrofit)	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Signs / signals / signal improvements	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Signed pedestrian or bicycle routes	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$				\$
Spot improvement programs	\$	\$	\$			\$	\$	\$	\$	\$	\$				\$
Stormwater impacts related to pedestrian and bicycle projects	\$	\$	\$	\$		\$	\$	\$	\$	\$	\$				\$
Traffic calming	\$	\$	\$			\$	\$	\$	\$	\$	\$				\$
Trail bridges	\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trail construction and maintenance equipment								SRTP	SRTP	\$					
Trail/highway intersections	\$	\$			\$*	\$	\$	\$	\$	\$	\$				\$
Trailside and trailhead facilities (includes restrooms and water, but not general park amenities; see guidance)	~\$*	~\$*						\$*	\$*	\$*					\$
Training					\$	\$		\$	\$	\$	\$	\$*	\$*		
Training for law enforcement on ped/bicyclist safety laws								SSRTS	SSRTS		\$				\$*
Tunnels / undercrossings for pedestrians and/or bicyclists	\$	\$	\$	\$	\$*	\$	\$	\$	\$	\$	\$				\$

**Abbreviations**

- ADA/504: Americans with Disabilities Act of 1990 / Section 504 of the Rehabilitation Act of 1973
- TIGER: Transportation Investment Generating Economic Recovery Discretionary Grant program
- TIFIA: Transportation Infrastructure Finance and Innovation Act (loans) FTA: Federal Transit Administration Capital Funds
- ATI: Associated Transit Improvement (1% set-aside of FTA)
- CMAQ: Congestion Mitigation and Air Quality Improvement Program
- HSIP: Highway Safety Improvement Program NHPP: National Highway Performance Program STBG: Surface Transportation Block Grant Program
- TA: Transportation Alternatives Set-Aside (formerly Transportation Alternatives Program)
- RTP: Recreational Trails Program
- SRTS: Safe Routes to School Program / Activities
- PLAN: Statewide Planning and Research (SPR) or Metropolitan Planning funds
- NHTSA 402: State and Community Highway Safety Grant Program
- NHTSA 405: National Priority Safety Programs (Nonmotorized safety)
- FLTP: Federal Lands and Tribal Transportation Programs (Federal Lands Access Program, Federal Lands Transportation Program, Tribal Transportation Program, Nationally Significant Federal Lands and Tribal Projects)

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## PEDESTRIAN

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West Point has largely developed as an automobile-centric city. This is not surprising considering the city is located at the intersection of two highways. Pedestrian facilities however, are still an important means of transportation and recreation for many. The majority of the sidewalks in West Point are located downtown around Main Street, in the city parks, and in the higher density subdivisions. The sidewalks in West Point are generally in good condition, but they should be continually evaluated for repair and maintenance needs.

Sidewalks and other pedestrian paths have become more popular, not only as a transportation option to and from home, school, or work, but also for recreational uses such as jogging, running and walking. This is one way to help fight the obesity epidemic that is hitting the United States and Mississippi. The Center for Disease Control and Prevention reports that 34.6% of Mississippians are obese, which is more than a third of the population. Maintaining the current sidewalks and increasing their connectivity can help combat this problem in West Point and play a role in making West Point and Mississippi less obese.

However, sidewalk construction on existing streets can be expensive and time consuming. Adding sidewalks could require the acquisition of right-of-way, construction of curb and gutter, and construction of sub-terrain drainage, as well as other issues. The expensive cost that would be associated with adding sidewalks makes it imperative that as new development occurs sidewalks be required. This way the city can focus on maintenance and repair of existing sidewalks and increasing connectivity. Federal funding for sidewalks is becoming more and more common and many of the funds discussed in Figure 6.1 for bikes can also be used for pedestrian facilities.

Greenways and greenlines have also been popular in many cities. These paths provide an alternative transportation method as well as a recreational opportunity. Most of the time these trails are constructed along abandoned railways or in areas affected by flooding. West Point already has an excellent greenway in the Kitty Bryan Dill Memorial Parkway

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## RAILROAD CORRIDORS

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The City of West Point is serviced by one railroad, the Kansas City Southern Railway. The Kansas City Southern Railroad is a Class I major line, that reaches from central Illinois to Central Mexico. No passenger rail service is available in West Point; the Kansas City Southern Railway transports freight exclusively. Amtrak passenger rail service is supported by nearby stations in Greenwood and Meridian, MS; and Tuscaloosa, AL. The Kansas City Southern Railway is a vital industrial asset to the City of West Point. The City should use the railroad and its freight-shipping ability to attract industrial tenants.

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## COMPLETE STREETS

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Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations.

Creating Complete Streets means transportation agencies must change their approach to community roads. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists - making the community a better place to live.

There is no singular design prescription for Complete Streets; each one is unique and responds to its community context. A complete street may include sidewalks, bike lanes (or wide paved shoulders),

special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more. A Complete Street in a rural area will look quite different from a Complete Street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road.

Incomplete streets - those designed with only cars in mind - limit transportation choices by making walking, bicycling, and taking public transportation inconvenient, unattractive, and, too often, dangerous. Changing policy to routinely include the needs of people on foot, public transportation, and bicycles would make walking, riding bikes, riding buses and trains safer and easier. People of all ages and abilities would have more options when traveling to work, to school, to the grocery store, and to visit family.

The City of West Point would benefit greatly to the implementation of a complete streets policy. In West Point, it is likely that complete streets will include sidewalk, bicycle paths and roads. The size of West Point will discourage any large scale public transit like buses or light rail. The community has expressed interest in greater sidewalk connectivity and bicycle lanes both ideas the city should consider implementing further, especially in the downtown area, around schools, large neighborhoods, and along the Kitty Bryan Dill Memorial Parkway.

### GENERAL RECOMMENDATIONS

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The following recommendations are true for any Comprehensive Plan and are accepted planning practices across the state and country.

- ❖ Future streets have been “reserved” by mapping them on the Future Land Use and Transportation Plan. This way the City may not allow development to occur on planned right-of-ways. Enforcement of this legislation is accomplished through the use of the Subdivision Regulations and by refusing building permits that encroach in mapped right-of-ways.
- ❖ In exchange for development rights, developers of new subdivisions should be required to make road improvements because of the increased road usage caused by the development. This should take the form of creating roads where none exist, paving gravel roads, improving narrow width roads, dedicating right-of-ways for the existing road if none exists, dedicating additional right-of-ways for expansion, and/or potentially adding lanes to congested roads.
- ❖ Existing roads should be extended to connect into new adjacent developments and each new development should build some roads to the edge of the property so that adjacent properties can continue “neighborhood building.” Interconnected areas provide better and safer access for emergency vehicles and help minimize developments of a certain size.
- ❖ Keep private streets to a minimum and ensure that they are built to County standards and maintained.

## CHAPTER SEVEN: COMMUNITY FACILITIES PLAN

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Community facilities are locations and service usually provided by a local government but also may be provided by a private enterprise. Some examples of community facilities include public schools, fire stations and fire protection, libraries, parks, cemeteries, water and sewer services, solid waste disposals, ambulance services, police protection, and court systems. Providing a brief inventory and analysis of the existing services in West Point will be beneficial when planning for the future. This information will also assist in developing goals and objectives for improving the variety and quality of services currently provided and can be used as support for developing a plan for future capital improvements.

### GENERAL GOVERNMENT OPERATIONS

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The City of West Point is served by six elected officials—a Mayor and five Selectmen. All five Selectmen are elected by district. Day-to-day business of the City is handled by the Mayor's office and the City Clerk's office. The City Clerk's office is also responsible for financial duties, record keeping, elections, and a variety of other tasks that serve the citizens of West Point. City Hall is located on Commerce Street in downtown West Point. City Hall is out of space in its current facilities. The most obvious route for acquiring additional space would be to purchase the building next door. The computer systems are adequate for day-to-day operations, but need to be continuously monitored and upgraded when necessary. The fiber switching network and desktop computers/terminals are due for an upgrade and are under current study. The City should continue to perform regular assessments of the capacity and functionality of all administrative facilities.

### POLICE DEPARTMENT

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The City of West Point has 29 sworn police officers, but is budgeted for 34 and is currently trying to hire up to that number. The standard for measuring police protection is to calculate the ratio of the number of officers per unit of population. Staffing within the West Point Police Department equates to a ratio of approximately 2.6 sworn officers per 1,000 population. West Point has more than the FBI's national average of 2.3 officers for cities between 10,000 and 25,000 and less than the State average of 3.6 officers. Hiring 5 additional officers, whom have already been budgeted, would bring the average per thousand up to 3, but, still below the State average. To reach the State average the City of West Point would have to add an additional 7 officers to the 34 budgeted to the police force, which is probably neither economically feasible nor necessary. Population is not the only influence on the demand for police officers, West Point should continually assess the crime rate within the city and adjust police protection methods and staffing accordingly.

Currently, the police department is in need of some new types of equipment and training. Equipment needs include, car cameras, and a phone data extraction device, as well as specialized equipment for undercover operations. The city has applied for another grant to help pay for the car cameras and should continue to apply for similar grants. For equipment like the phone data extraction device and other specialized equipment federal grants are less likely. These items are also likely to be expensive. Partnering with the County Sheriff to split up the cost and share the resources is a good way to acquire these specialized resources, especially if they will be rarely used. Training for officers is also a need in the West Point police department, particularly for cyber and social media crimes training.

The West Point police department is also in need of additional space. The building at 310 East Westbrook Street is running out of space for operations. The investigative and narcotics units need to be moved to a new building and a conference room needs to be added to the police station. Also, a training area or classroom would be beneficial to the police department. Other departments in the city have also expressed a desire for training or classroom space and one centralized building to meet all the needs of the city should be considered. One building would be cheaper for the city and probably used more often than several smaller buildings or rooms for different departments. Also, the cost could be split between

the different departments and the project would probably be eligible for more types of grants because it would house different functions.

The West Point Police Department should continually strive to increase its capabilities to provide law enforcement services and to fight crime in the community. These increased capabilities include the upgrading and addition of law enforcement equipment, maintaining a high level of training and certification for the officers, and expanding the police force as needed. The City should monitor criminal activity and traffic loads within the City and adjust the size of the police force as necessary. In addition to providing high quality police services, West Point should strive to maintain a positive public perception with regard to the safety of the community.

## FIRE DEPARTMENT

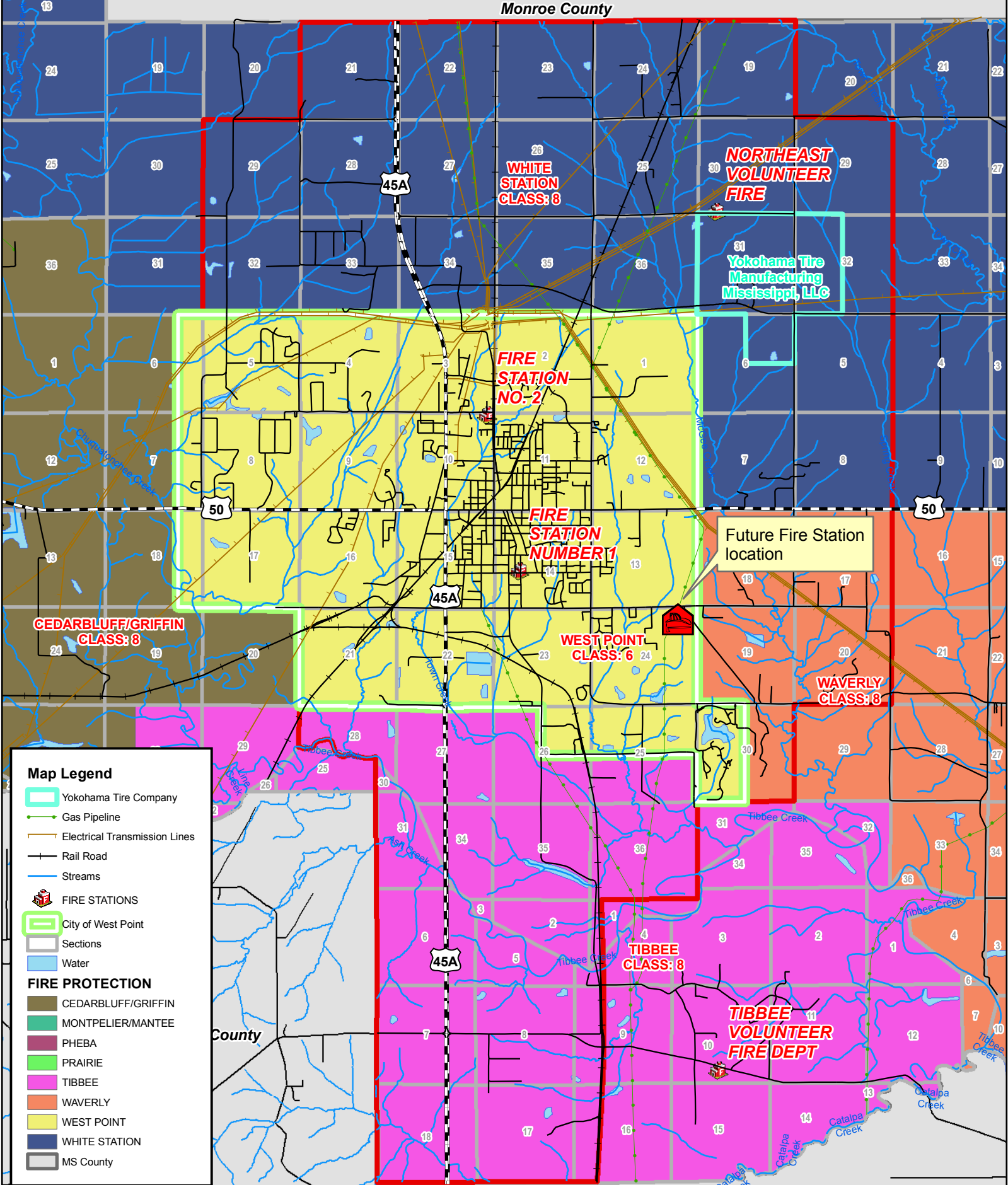
The City of West Point operates a professional fire department out of two fire stations. Station one is the main office and is located on Brame Avenue. Station two is located on Dunlap Road. The department is staffed by twenty (20) full-time employees split between the two stations. The staff breaks down as nine (9) firefighters, three (3) driver operators, three (3) sergeants, three (3) battalion chiefs, one (1) chief, and one (1) support. The fire department provides fire protection both within the city limits of West Point and in selected areas outside.

Mississippi State Rating Bureau (MSRB) is a non-profit corporation that has leadership and membership comprised of the insurance companies that write fire protection policies. MSRB provides services related to the grading of public fire protection and services in connection to insurance rates in the state of Mississippi. MSRB has given the City of West Point a Class 6 fire rating. The inspection system is based on a point schedule with credit given in several categories related to fire fighting and protecting property from fire damage. These categories include the age of firefighting equipment, the quantity of water available to fight fires, the average number of firefighters responding per call, and the distance the firefighting equipment must travel in order to reach a fire (run distance).

City officials should continually assess the adequacy of firefighting equipment and develop a program to replace that which has aged beyond its useful life. The department's trucks are in good working order at present, but will need to be replaced during the 25-year life of this plan. There is a need for a pump test pit at around \$35,000 so the trucks do not need to drive to Columbus to be tested, and \$20,000 in improvements to the training building are also needed.

In 2018 the fire districts will be regraded. To achieve fire class 5, the West Point fire department will need to add an additional fireman to each shift at Station 1, at a cost of around \$150,000. As well as upgrade the water mains in downtown and add some new fire hydrants at \$5,000 each. Also, if the City sees population growth to the northeast around the new industrial park or to the southeast around old Waverly, a new fire station will have to be built to keep run times in check. This would require land acquisition (market-rate), building a new station (around \$1 million), hiring at least nine new firefighters (around \$450,000), and a new vehicle purchase (\$750,000).

Water supply is a major part of the City firefighting capabilities. In West Point the utilities are operated by the City. The fire department should work with West Point Utilities to identify areas that are in need of fire hydrants and water pressure improvements. As the City Fire Department also responds to some calls outside of the city limits, the City and County should work closely together to ensure that highest quality of fire protection is provided to all residents. The City should also take preemptive measures in city ordinances, such as an improved subdivision regulations, to ensure that as new development occurs developers make the necessary improvements to maintain a high level of fire protection. These needs are likely to change and evolve over time so the City administration should routinely meet with and discuss both personnel and equipment needs for the department.



Monroe County

WHITE STATION CLASS: 8

NORTHEAST VOLUNTEER FIRE

Yokohama Tire Manufacturing Mississippi, LLC

FIRE 2 STATION NO. 2

FIRE STATION NUMBER 1

Future Fire Station location

CEDARBLUFF/GRIFFIN CLASS: 8

WEST POINT CLASS: 6

WAVERLY CLASS: 8

TIBBEE CLASS: 8

TIBBEE VOLUNTEER FIRE DEPT

**Map Legend**

- Yokohama Tire Company
  - Gas Pipeline
  - Electrical Transmission Lines
  - Rail Road
  - Streams
  - FIRE STATIONS
  - City of West Point
  - Sections
  - Water
- FIRE PROTECTION**
- CEDARBLUFF/GRIFFIN
  - MONTPELIER/MANTEE
  - PHEBA
  - PRAIRIE
  - TIBBEE
  - WAVERLY
  - WEST POINT
  - WHITE STATION
  - MS County

Map 7.1

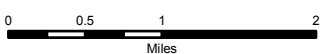
**Fire Protection  
City of West Point, Mississippi**

Source(s):  
City of West Point & Clay County;  
Mississippi Automated Resource Information System (MARIS);  
Golden Triangle Planning and Development District, Inc.

Note: This map is accurate for planning purposes only  
Date: February 14, 2017



Golden Triangle Planning and Development District, Inc.  
GIS and Remote Sensing Program 662.324.7060





## ANIMAL CONTROL

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Animal control is handled by the city police department and employs one police officer. The department needs a new pick-up truck, animal cages, and equipment that will cost \$20,000-\$30,000.

The animal shelter is currently using a parcel of land purchased from Bryan foods after its plant closed in West Point. The shelter repurposed hog runs as dog kennels and operates as a closed no-kill shelter. A closed no-kill shelter only accepts animals it has room for and keeps them until they are adopted. This is different from an open shelter which accepts all animals, but euthanizes them after a certain period of time if they are not adopted. The shelter can handle 108 dogs and is staffed by 7-10 part-time employees depending on the number of dogs, and some volunteers. A local veterinarian volunteers their time to treat the animals and saves the shelter a lot of money. Without this benefit it would be very difficult for the shelter to run. The shelter currently receives \$36,000 from the City, \$5,000 from the County, and makes up the rest of its budget through donations. The number one priority for the shelter right now is constructing an isolation area, so that newly received animals do not go directly into the general population and spread diseases. It is currently an open air facility with tarps along the sides to block the wind and the sun. The shelter would like to increase the protection around the outside of the facility by installing garage style doors that can be lowered or raised.

## PARKS AND RECREATION

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The West Point Parks and Recreation Department is responsible for a wide range of recreational and cultural opportunities in the City including the competitive sports (baseball, softball, tennis, basketball, and football) and community facilities (community pavilion, ballfields, tennis courts and playgrounds). West Point currently has five parks and the West Point Sportsplex located throughout the City offering a variety of activities at each.

Upgrading of the Parks and Recreation Department's equipment would allow for department workers to be utilized more efficiently and maintain the grounds at a higher quality. Departmental needs are listed in the following chapter.

## PUBLIC WORKS

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West Point Public Works is responsible for a variety of services including street maintenance, right-of-way upkeep, debris removal, cemetery upkeep, mosquito control, building maintenance and storm drain maintenance. Additionally, West Point Public Works maintains the runway at McCharen Field Airport and does sanitation and recycling for the City.

Currently, the most challenging issue for the department is the breakdown and general wear on the equipment. In the next two years a knuckle boom and a garbage truck are needed costing \$90,000 and \$160,000, respectively. Purchases of a new backhoe, brush hog tractors, and pickups will be needed in the near future as well.

As additional development occurs, it may become necessary for West Point to acquire additional personnel and equipment to perform public works functions. Department heads should anticipate, as early as possible, the need for additional personnel, equipment or facilities. At a minimum, city officials should continue to schedule the replacement of existing equipment based on age.

## CODE ENFORCEMENT/BUILDING INSPECTION

---

The City of West Point has no defined Department of Planning and Development. The functions of this department are handled by the City Engineer, the Code Enforcement Officer, and the Building Inspector. West Point has many land use regulations, though some are beginning to become out of date. The zoning and subdivision ordinance was passed in 2000, the sign ordinance was passed in 2004, and the junk vehicle and nuisance ordinances were passed in 2003. Additionally the City has adopted the following codes: International Fire Code, 2015; International Building Code, 2015 with exceptions; International Fuel Gas

Code, 2015; International Residential Code, 2015 with exceptions; International Mechanical Code, 2015; International Plumbing Code, 2015; International Property Maintenance Code, 2015; and National Electrical Code 2014.

The City of West Point provides code enforcement and building inspection services to the citizens of the City. These services are especially important to ensure the safety and durability of construction and to maintain a positive image. The absence of an effective code enforcement program can be problematic in that code violations create a negative impression upon those visiting or living in the City.

Negative conditions (dilapidated buildings, unkempt yards, abandoned vehicles, illegal dumping, etc.) in the City can be remedied or avoided through the application and enforcement of proper codes. The negative conditions do nothing to better the neighborhoods, increase property values or provide a high quality of life. West Point must continually enforce its codes to avoid the blighting impacts of inadequate property maintenance.

West Point's zoning and subdivision ordinance has been written relatively recently, but is coming due for updates or to be rewritten. Having zoning and subdivision ordinances that work in concert with this document will go a long way in helping implement this plan, especially the future land use chapter.

In addition, the City could adopt an Architectural Design Standards, a Landscaping Ordinance, a new Sign Ordinance and new Unkempt Property and Junk Automobile Ordinances. Architectural Design Standards enhance the aesthetic character of the community and promote a more sustainable community, while protecting property values and preserving heritage. A Landscaping Ordinance preserves the visual environment of a community. They help improve the visual perception and image for both residents and visitors by screening undesirable features. A Sign Ordinance helps promote a positive visual perception by reducing and managing the visual signage clutter that can result in an unregulated community. An Unkempt Property and Junk Automobile Ordinance enhances the visual quality of a community by controlling weed height, rubbish, junk and other public safety hazards caused by unsightly conditions on properties.

West Point has done a good job of adopting the proper codes to keep its citizens safe. The International Fire Code, International Building Code, International Fuel Gas Code, International Residential Code, International Mechanical Code, International Plumbing Code have all been adopted as the 2003 editions and International Property Maintenance Code as the 2006 edition. The continual adoption and enforcement of these codes help to ensure public safety and help keep the City's fire rating low. These codes should be updated as deemed necessary by the building inspector and the Mississippi State Ratings Bureau.

## WATER AND LIGHT DEPARTMENT

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The West Point Water and Light Department provides electric, water, and sewer services to the City and its residents. The Tennessee Valley Authority provides electricity to West Point Water and Light for distribution in their service area. The electrical grid in West Point is in good shape and should not need any major improvement, barring additional large industrial development.

The sewer system is aging and is due for maintenance. Issues may arise as the system is clay tile piping and is buried 12 feet deep. Further analysis and study of the sewer system is needed to assess the state of the sewer system and the cost of any potential repairs. Additionally, the lagoon North of Highway 50 in the West of the City is no longer necessary and studies should be done to investigate the best means of abandoning it. The large lagoon off of Highway 45 in the South of the City is also due for study for abandonment.

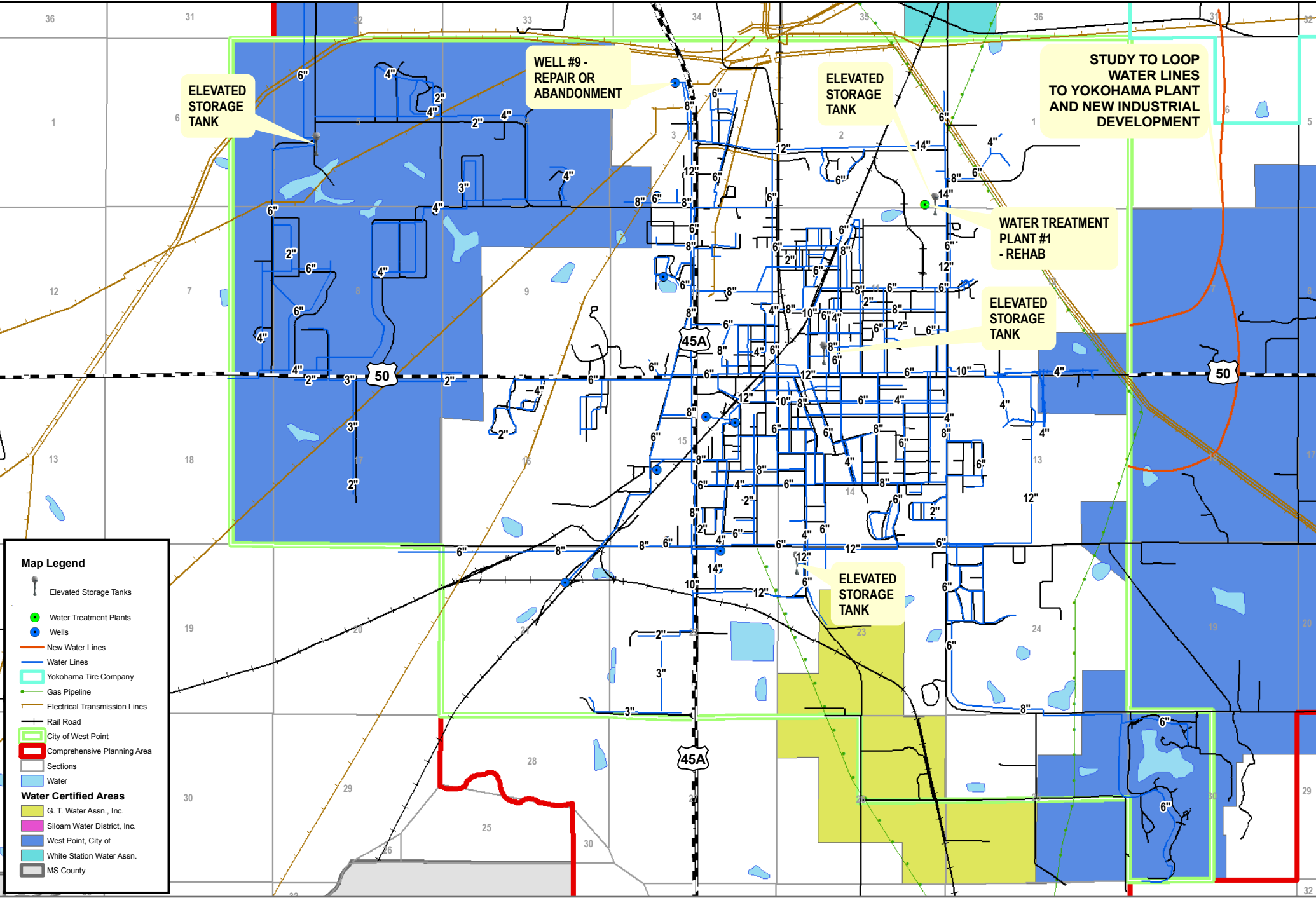
West Point Water and Light Department should work to make the necessary improvements to the sewer system as not to limit the potential development of the City. West Point Water and Light Department should monitor and anticipate any changes to the sewer system that are needed. Annual assessment of its personnel, their training and equipment should be conducted to determine if upgrades or

replacements are needed. Close collaboration with the City engineer will be helpful to achieve these ends.

The water system is in generally good condition with the exception of the older of the two water plants. This plant was constructed in 1979 and is due for a major rehabilitation. The number 9 Eutaw well will also need to be rehabilitated or abandoned in the near future. During the lifetime of this plan, the elevated storage tanks will need to be repainted (every 15-20 years).

Additionally, if major industrial development continues to occur in the vicinity of the Yokohama Plant, the current water lines running north of the City will need to be looped back into the system somewhere on the east side of the City. Further engineering study is needed to find optimal routing for the loop. Additional development near Yokohama will also require additional sewer.

The West Point Water and Light Department and the Fire Department should work together with the Mississippi State Rating Bureau to identify and replace any defective or underperforming fire hydrants. Working together to ensure that West Point's entire water system remains in good shape is of utmost importance to spur growth opportunities and provide excellent fire protection. The West Point Water and Light Department, with the help of the City, should monitor and anticipate any changes to the water system that are needed. The department should also annually assess its personnel, their training and equipment to determine if upgrades or replacements are needed. Close collaboration with the City engineer will be helpful to achieve these ends.



**Map Legend**

- Elevated Storage Tanks
- Water Treatment Plants
- Wells
- New Water Lines
- Water Lines
- Yokohama Tire Company
- Gas Pipeline
- Electrical Transmission Lines
- Rail Road
- City of West Point
- Comprehensive Planning Area
- Sections
- Water

**Water Certified Areas**

- G. T. Water Assn., Inc.
- Siloam Water District, Inc.
- West Point, City of
- White Station Water Assn.
- MS County

**ELEVATED STORAGE TANK**

**WELL #9 - REPAIR OR ABANDONMENT**

**ELEVATED STORAGE TANK**

**STUDY TO LOOP WATER LINES TO YOKOHAMA PLANT AND NEW INDUSTRIAL DEVELOPMENT**

**WATER TREATMENT PLANT #1 - REHAB**

**ELEVATED STORAGE TANK**

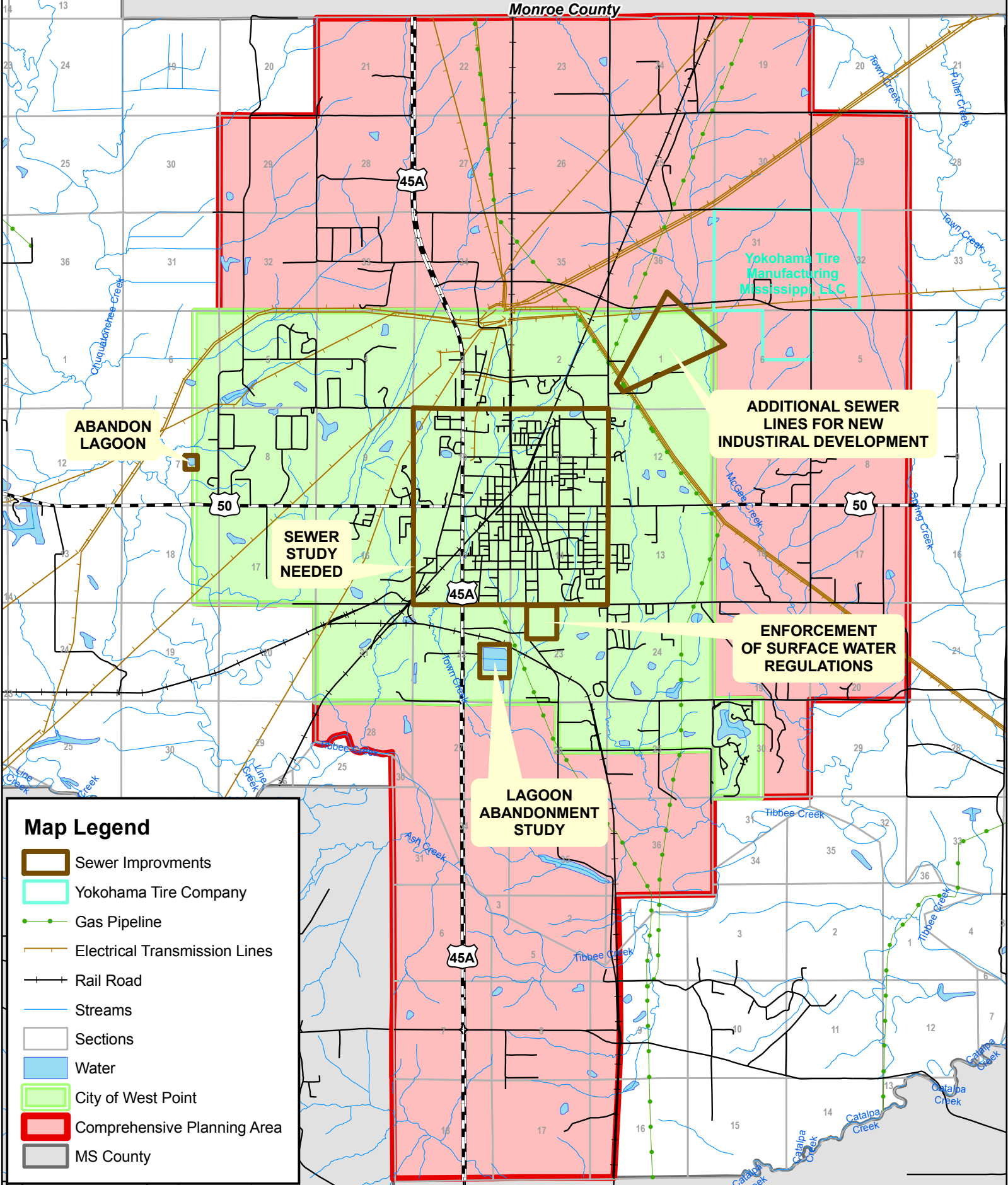
**ELEVATED STORAGE TANK**

**Existing Water Lines,  
Water Certificated Areas, and  
Future Water Improvements  
City of West Point, Mississippi**

Source(s):  
City of West Point & Clay County mapped addresses;  
Clay County Tax Parcels;  
Mississippi Automated Resource Information System (MARIS);  
Golden Triangle Planning and Development District, Inc.

Note: This map is accurate for planning purposes only  
Date: February 14, 2017





Monroe County

ABANDON LAGOON

SEWER STUDY NEEDED

ADDITIONAL SEWER LINES FOR NEW INDUSTRIAL DEVELOPMENT

ENFORCEMENT OF SURFACE WATER REGULATIONS

LAGOON ABANDONMENT STUDY

Yokohama Tire Manufacturing Mississippi, LLC

**Map Legend**

- Sewer Improvments
- Yokohama Tire Company
- Gas Pipeline
- Electrical Transmission Lines
- Rail Road
- Streams
- Sections
- Water
- City of West Point
- Comprehensive Planning Area
- MS County

Map 7.3  
**Future Sewer Improvements**  
**City of West Point, Mississippi**

Source(s):  
 City of West Point & Clay County;  
 Mississippi Automated Resource Information System (MARIS);  
 Golden Triangle Planning and Development District, Inc.

Note: This map is accurate for planning purposes only  
 Date: February 14, 2017

**SLAUGHTER & ASSOCIATES**  
 URBAN PLANNING CONSULTANTS

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 GIS and Resource Sensing Program 662.324.7060



## INDUSTRIAL PARKS

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West Point has great opportunity to attract new employers to the City. The partnership with Golden Triangle Development Link has already yielded tremendous results with the opening of the Yokohama Tire Plant. The Link's workforce development program is already yielding positive results and the better educated and trained workforce will be very attractive to potential industrial developers.

In addition to the Yokohama plant, which employs 260 on staff, there are eleven other manufacturers in West Point employing at least 550 combined employees. The closure of Babcock & Wilcox and of the Bryan facility offer opportunities for new industrial development in the spaces left behind. West Point's close proximity to the Tennessee-Tombigbee Waterway (10 miles), the presence of the Kansas City Southern Railway and Highway 45A provide good shipping options for any industrial or manufacturing employer that wants to locate in West Point.

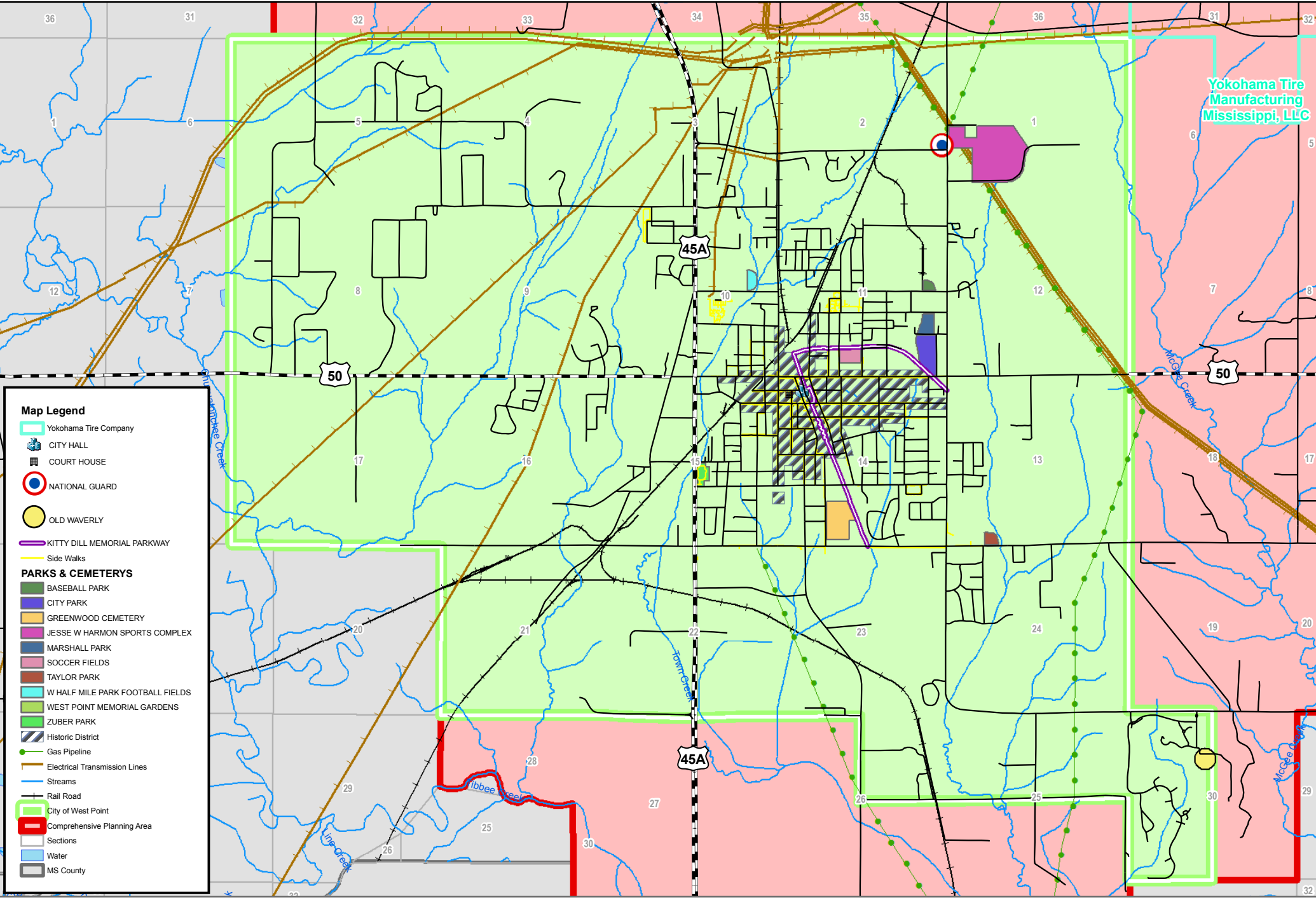
Continued partnership with the Golden Triangle Development Link to market these sites and grow the workforce will benefit the City for years to come. That said, the City cannot rely just on the Link, and must be proactive in weighing and selecting future industrial sites and development.

## PUBLIC EDUCATION WEST POINT CONSOLIDATED SCHOOL DISTRICT

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The West Point Consolidated School District is like all other school districts in the State of Mississippi in that it is a separate entity from local governments. The district has its own governing board. The board has its own budgets and sets its own millage rates to fund the budget. The school district not only serves West Point but all of Clay County. The West Point Consolidated School District is home to seven schools—East Side Elementary, Church Hill Elementary, South Side Elementary, Central School, Fifth Street Junior High School, West Point High School and the Learning Center. The West Point Consolidated School District serves approximately 3,277 students.

The school district is currently planning to build a new high school. For this and future developments, City of West Point is encouraged to continually communicate with the school district regarding growth and development and the betterment of the schools. Overtime, the schools will need additional improvements such as expansions, technological upgrades or full replacement depending upon the age of structures. To the extent possible, West Point should monitor the spatial needs of the school district and work to achieve those needs through the City's development approval process. It is important that as school building programs are implemented, school facilities remain within the city limits or within close proximity to allow for the delivery of services.



**Map Legend**

- Yokohama Tire Company
- CITY HALL
- COURT HOUSE
- NATIONAL GUARD
- OLD WAVERLY
- KITTY DILL MEMORIAL PARKWAY
- Side Walks

**PARKS & CEMETERYS**

- BASEBALL PARK
- CITY PARK
- GREENWOOD CEMETERY
- JESSE W HARMON SPORTS COMPLEX
- MARSHALL PARK
- SOCCER FIELDS
- TAYLOR PARK
- W HALF MILE PARK FOOTBALL FIELDS
- WEST POINT MEMORIAL GARDENS
- ZUBER PARK
- Historic District
- Gas Pipeline
- Electrical Transmission Lines
- Streams
- Rail Road
- City of West Point
- Comprehensive Planning Area
- Sections
- Water
- MS County

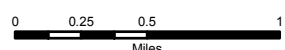
**Map 7.4**  
**Cultural Resources**  
**City of West Point, Mississippi**

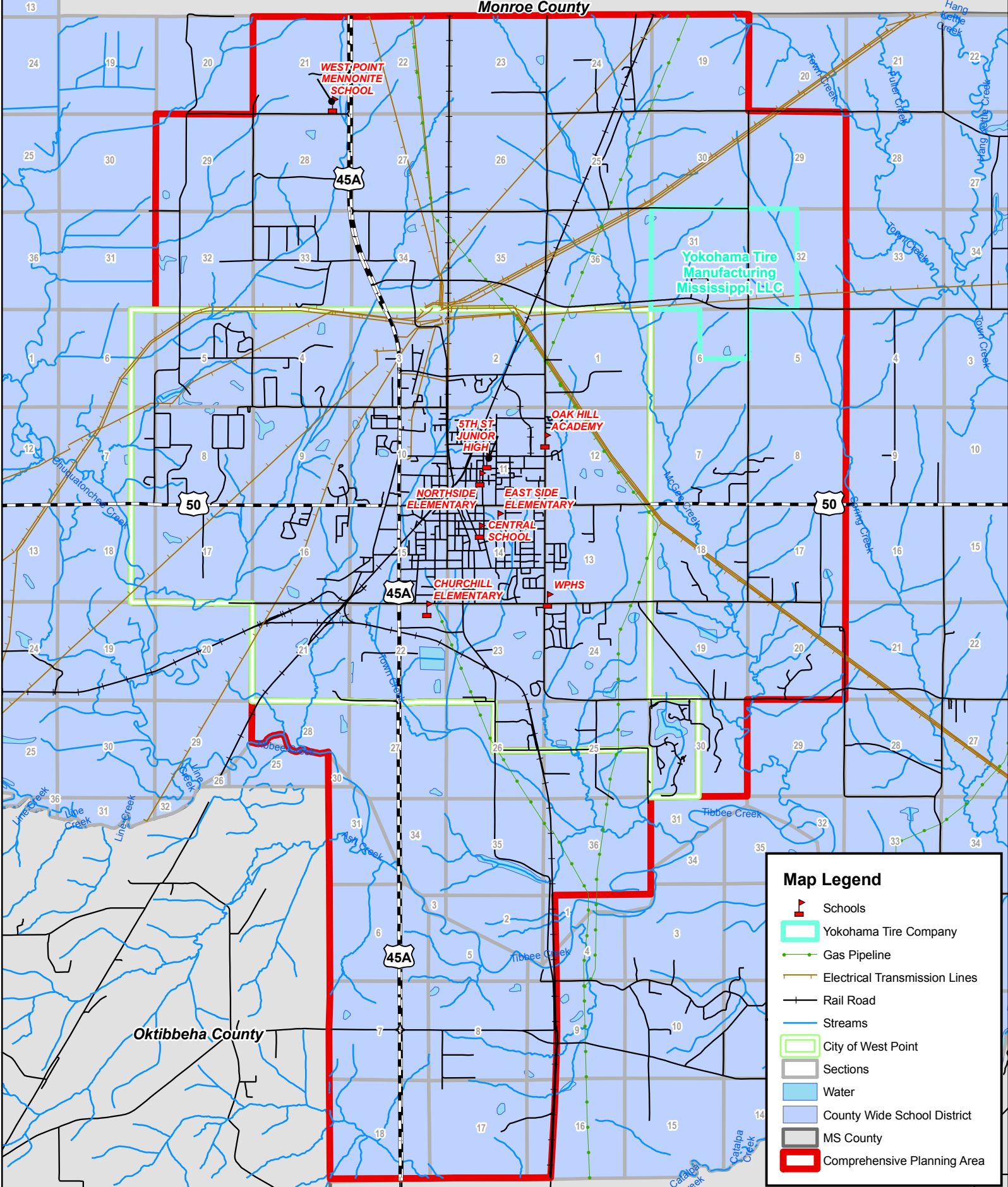
Source(s):  
 City of West Point & Clay County mapped addresses;  
 Clay County Tax Parcels;  
 Mississippi Automated Resource Information System (MARIS);  
 Golden Triangle Planning and Development District, Inc.

Note: This map is accurate for planning purposes only  
 Date: February 14, 2017

**SLAUGHTER & ASSOCIATES**  
 URBAN PLANNING CONSULTANTS

*Golden Triangle Planning and Development District, Inc.*  
 GIS and Resource Sensing Program 662.324.7060





**Map Legend**

- Schools
- Yokohama Tire Company
- Gas Pipeline
- Electrical Transmission Lines
- Rail Road
- Streams
- City of West Point
- Sections
- Water
- County Wide School District
- MS County
- Comprehensive Planning Area

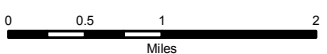
**Map 7.5**  
**School District Map**  
**City of West Point, Mississippi**

Source(s):  
 City of West Point & Clay County;  
 Mississippi Automated Resource Information System (MARIS);  
 Golden Triangle Planning and Development District, Inc.

Note: This map is accurate for planning purposes only  
 Date: February 14, 2017



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## CHAPTER EIGHT: IMPLEMENTATION AND PLAN MAINTENANCE

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This chapter includes a sample list of tools to implement the Comprehensive Plan, a strategy to maintain the Plan in the future and a summary of all projects included in this plan.

### IMPLEMENTATION TOOLS

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This section includes ten possible tools that can be used by the City of West Point to achieve the goals and objectives outlined in Chapter 3 of this plan. The list and brief explanation of these tools is by no means a comprehensive toolset for implementing this Comprehensive Plan. It is a basic list to start implementing the Comprehensive Plan. West Point has already implemented many of these tools in its Code of Ordinances and Development Code. Continued review, updating and enforcement of these documents will help the City achieve the goals stated in this plan.

### ANNEXATION STUDIES

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Annexations are performed to replenish land inventory, guide development along the City's fringe, provide essential services, and protect the City's social and economic vitality. Portions of the planning area could certainly benefit from essential city services such as police and fire protection, land use controls, and subdivision regulations. A typical annexation study includes a demographic analysis, land use analysis, and a financial analysis estimating revenues and expenditures anticipated from the annexation study area. Information gathered during an annexation study equips City leaders to make an informed decision regarding specific areas to consider for annexation and the future of the overall community.

### ANNUAL BUDGET

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Specific goals, actions, or decisions are usually discussed and recommended during the City's annual budget process. This is the time when elected officials determine if the City has the funds and budget to proceed with certain items for implementation. This can vary from funding for specific plan elements or services to staff or manpower assistance in order to follow through with plan goals. Incorporating the Comprehensive Plan into the annual budget process can ensure that needs and goals outlined here are at least being reviewed and considered for implementation by elected officials.

### ARCHITECTURAL DESIGN STANDARDS

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Architectural design standards help enhance the aesthetic character of the community and promote a more sustainable community, while protecting property values and preserving heritage. The standards provide the community with information on the quality of architectural design expected without advocating a particular architectural style.

### CAPITAL IMPROVEMENTS PROGRAM (CIP)

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A Capital Improvements Program (CIP) is a budgeting tool that outlines proposed public investments or roadway improvements over a specific timeline. A CIP is usually established and projects costs for various investments over a five-year period. This method or other similar methods are effective ways to plan for major capital investments. It clearly identifies the investment goals of the City and can alleviate monetary stresses if projects are spaced over a certain period of time. The "Summary of Projects" table that is provided later in this chapter can act as a primer for a CIP.

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## CONSTRUCTION, BUILDING AND FIRE CODES

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Construction, building and fire codes, including electrical, mechanical, plumbing, etc., provide a standard upon which to build safe structures. Adoption of up-to-date versions of the International Building Code, International Property Maintenance Code and other codes from the International Code Council family of codes will greatly assist West Point in efforts to ensure safe housing and safe buildings. However, with the adoption of such codes comes the responsibility to make inspections to assure that the codes are being complied with.

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## DAY-TO-DAY POLICY ENFORCEMENT

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For West Point many of the Goals and Objectives involve setting or updating policies and then enforcing the policy. This usually involves City staff processing the reports that have been given to, or identified by, the elected officials. West Point will need to develop some capacity for day-to-day policy enforcement in order to raise the levels of service.

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## LANDSCAPING ORDINANCE

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A Landscaping Ordinance preserves the visual environment of a community. They help improve the visual perception and image for both residents and visitors. Landscaping can visually screen undesirable features required in an urbanized landscape, protect privacy of residents and promote the community as one that cares about its appearance. It can also improve the physical environment of a community through using plants best suited to the climate, improving drainage and enhancing air quality.

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## UNKEMPT PROPERTY AND JUNK AUTOMOBILE ORDINANCE

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An Unkempt Property Ordinance enhances the visual quality of a community by controlling weed height, rubbish, junk and other public safety hazards caused by unsightly conditions on properties. The ordinance sets a community standard for maintenance of real property which enhances property values and ensures that the rights of all businesses and residents to privacy, safety and attractive environment are respected.

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## SIGN ORDINANCE

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A Sign Ordinance helps promote a positive visual perception by reducing and managing the visual signage clutter that can result in an unregulated community. Sign ordinances control the number, size, height, type and placement of signs. The ordinance can also be tailored to control temporary signage, billboards and other signage issues. The overall goal of the ordinance is to help protect the existing character of a community, establish or enhance community identity.

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## SUBDIVISION REGULATIONS

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Subdivision Regulations control the process for division of land and establish design standards for any improvements made to the divided parcels. These regulations ensure that new property owners of this subdivided land have adequate public services and that the subdividers pay their share of construction cost for these services so the City or existing residents are not burdened with the expense.

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## ZONING ORDINANCES

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Zoning is the regulation of land uses in certain locations; it is intended to guide development into compatible land use patterns. Zoning protects the individual land owners and preserves and establishes the character of a community. The Future Land Use Map sets forth some general land use categories but

lacks the complexity of a Zoning Code. A Zoning Code regulates items such as: minimum lot size, setbacks, building height, locations of manufactured housing, housing density, landscaping and parking. A Zoning Ordinance can be tailored to the City's specific goals and objectives.

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## PLAN MAINTENANCE

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Maintaining the Comprehensive Plan is as important as implementing the Plan. Many factors can lead to the Comprehensive Plan needing to be amended or updated.

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## AMENDMENTS

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This Plan, along with all of its elements, is intended to be a guide for the long-term development of the City. Market conditions and major investments made by others both have the ability to shift growth patterns and influence land use in ways that were not anticipated by the Comprehensive Plan. In order to deal with these various changes, the City should setup up a process for any amendments to this Plan or elements/maps within this Plan. It should also be noted that multiple amendments can unintentionally alter the policies that this Plan was based on; amendments should be limited and well justified.

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## PLAN REVIEW AND FUTURE UPDATES

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The Comprehensive Plan should be a dynamic document. Periodic review and update of the Comprehensive Plan is essential in order to accurately reflect the changes within the City. Yearly review is crucial to keep the Plan current of any special topics or influences that will affect the City. Every three to five years is an adequate time for review of major land use changes, but if drastic changes occur in the City, a Plan review and update may be needed sooner than that. During review, the Board of Alderman, Planning Commission, or Comprehensive Planning Committee should examine the success in implementing the current before making any changes. After all elements and goals and objectives have been updated as necessary, a draft of the revised Plan must be viewed at a public hearing before being adopted and incorporated into the Comprehensive Plan.

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## SUMMARY OF NEEDS/PROJECTS BY DEPARTMENT

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The following section includes a list of all projects recommended in this plan and an estimate of the cost of those projects. The list is intended to be a quick reference guide to the projects recommended by this plan not as a substitute for the text in the preceding chapters. The cost estimates provided are simply that—an estimate of the cost of completion in 2017—and intend to only act as a guide to the project cost. The table that follows includes a list of projects by City Department and the expected cost. If desired this summary list could be used to create the basic framework of a Capital Improvements Program for the City of West Point.

<b>General Government Operations</b>	
<i>Project Summary</i>	<i>Cost</i>
Purchase additional space for City Hall	\$150,000
<b>Police Department</b>	
<i>Project Summary</i>	<i>Cost</i>
Specialized training for cyber and social media crime	\$400 per training
Phone data extraction device (one currently on loan)	\$11,000
Car cameras for five (5) units	\$5,000 each
Additional office space	More Study Needed
Additional training space (minimum 500 square feet)	\$125 per square foot
Additional space for Investigative and Drug Departments (min 1000 sq ft)	\$125 per square foot
Additional five (5) officers	Varies based on salary and benefits offered
<b>Animal Control</b>	
<i>Project Summary</i>	<i>Cost</i>
New truck and equipment	\$31,500
2-3 more part time personnel	Varies based on salary and benefits offered
<b>EMA</b>	
<i>Project Summary</i>	<i>Cost</i>
Emergency Operations Center (New)	\$1,000,000
Emergency Operations Center (Renovations to existing)	\$600,000
<b>Fire Department</b>	
<i>Project Summary</i>	<i>Cost</i>
Hire three (3) additional firemen	Varies based on salary and benefits offered
Fifteen (15) new hydrants	\$5,000 each
New test pit	\$30,000-\$40,000
Training building improvements	\$20,000
Putting communications on digital	\$30,000
Replace 2009 E-One 75' Aerial by 2034	\$950,000
Replace 1995 Pierce by 2020	\$550,000
Replace 2014 E-One by 2033	\$650,000
<b>Parks and Rec</b>	
<i>Project Summary</i>	<i>Cost</i>
Vehicles for trailer and equipment (2)	\$30,000
Canopies for twelve (12) fields at Sportsplex	\$4,210 each
Resurface tennis courts	\$14,900
Expand the soccer fields	\$74,900
Add recreation offices	\$50,000
Expand locker rooms	\$50,000
Add splash pad	\$38,000

Repaint and resurface the pavilion	\$8,000
Resurface the walking path at Marshal park	\$15,000
Add air conditioning at bathrooms and concession stand	\$3,150
Resurface the parking lot and road	\$90,000
<b>Public Works</b>	
<i>Project Summary</i>	<i>Cost</i>
Street sweeper	\$14,000
Knuckle boom	\$90,000
Garbage trucks	\$160,000 each
<b>Water and Light</b>	
<i>Project Summary</i>	<i>Cost</i>
Repainting elevated storage tanks (every 15-20 years)	\$100,000 - \$150,000 each
Rehabbing the old water plant	\$1,000,000
Repairing well No.9 in Eutaw	\$10,000 - \$20,000
Abandoning Eutaw wells	\$20,000 - \$30,000
Abandoning lagoon	\$2,000,000 - \$5,000,000
Replace dump truck	\$80,000
Replace backhoe	\$80,000
Send employee to TVPPA metering school	\$1,000 per student
Purchase fault locator	\$5,000 - \$10,000
Sewer Study	\$750,000 - \$1,000,000
Loop Water System out to Yokohama Plant	\$2,000,000