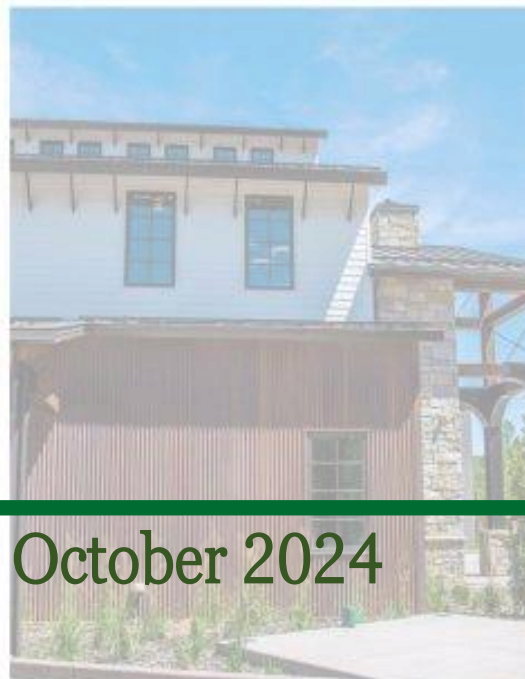


Envisioning Elwood General Plan 2024



Adopted October 2024

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MAPS

Introduction

Elwood adopts this General Plan to conform with the requirements of Title 10, Chapter 9a of the Utah Code. A General Plan is an **advisory document** used to **GUIDE** planning and other decision-making within the City. The leadership of Elwood recognize the great value in anticipating change and growth, as well as responding to current issues and trends to shape development.

General Plans are visionary – establishing goals, objectives, and recommended actions to guide Elwood towards its desired future. This Plan is forward-looking and provides clear direction for the next 10 to 20 years. It is, however, a **living document** and is subject to necessary revisions and updates as the conditions affecting the City and the needs of the residents' change. All General Plan implementation actions and tools, including the City's zoning ordinance, subdivision ordinance, capital improvement plan, funding, and annual resource and budgeting decision must be consistent with the General Plan.

The General Plan envisions the future of Elwood and is a valuable tool for coordination and progress towards Elwood's set goals.

Outreach Summary

Participation and input from residents were instrumental to the development of this General Plan. Public participation strategies utilized in the formulation of this General Plan were provided in the following approaches:

Community Survey and Open Houses

The General Plan Survey was active September through October of 2023. The survey was available online and through residents' printed utility bills. 253 Survey responses were received. The survey questions asked for community values, views on existing and future development, critical issues facing Elwood, and Elwood's current infrastructure. The survey results are referenced throughout this Plan. Two Open House events were held on May 2, 2024 and May 8, 2024 where members of the Town Council and Planning Commission met with the community regarding the Plan. Approx. 50 individuals attended. The overall general feelings were positive and in agreement with the Plan.

Stakeholder Interviews

In-person interviews were conducted with community leaders and stakeholders as identified jointly by City Staff and the Planning Team. These interviews allowed the Planning Team to explore questions asked through the survey in greater detail. Additionally, the interviews gave stakeholders the chance to provide additional conversational input on implementation strategies and what would make a successful Elwood General Plan. Results from the interviews closely aligned with input received through the survey process.

Vision – A Small Town is a Great Place to Live

In Elwood, as with many other rural communities in Utah, small town feel is a highly valued characteristic. Small towns are the quiet places where people enjoy raising families among friendly neighbors, in nice neighborhoods with undeveloped spaces. Frequently, small town feel has less to do with the geographic area and population and has more to do with a sense of belonging and identity. Elwood’s residents are attracted to the trust created by living in a place that has preserved values and ideals that define the character of the town. The small town feel also embraces knowing neighbors and being a part of a community creating a sense of security and belonging. The community of Elwood comes together in large ways to support one another and community events.

Elwood seeks to maintain the community’s sense of belonging and character, while planning for and anticipating future growth.

Elwood’s Values

- Maintain the Community’s Small-Town Character and Rural Lifestyle.
- Protect the Environment – including its water resources, healthy riparian and other ecosystems, views, and recreational opportunities.
- Celebrate Our Community’s Agricultural Heritage.
- Provide Transparent and Communicative Governance.
- Continue to Provide Quality and Responsive Public Safety Services and Adequate, Well-Maintained Infrastructure.



Master Goal

Appropriately managing growth is the key focus of this Plan. Elwood is a young City, incorporated in 1933, that has grown slowly and consistently. However, between 1990 and 2021, the city more than doubled in population. Due to previous prudent planning efforts, this growth resulted in only changes to the population and did not have a major impact on the overall character of the city.

Elwood's geographic location buffers the community from surrounding areas. Located in the Bear River Valley, the community is separated from neighboring cities by Bear River along the eastern border and the Malad River along the western border. This geography gives the community a distinct advantage in maintaining a clear identity as it continues to grow. While the city still has many areas that can sustain growth, it will likely remain a small, distinct community.

The Master Goal is to maintain the rural character of Elwood by only growing at the pace that available resources allow.

This is accomplished by ensuring growth stays on target through:

1. Vigorously pursuing the preservation of Elwood's rural agricultural look, feel, and quality of life;
2. Being good stewards of Elwood's natural resources; and
3. Seeking to enhance community pride and values.



Population

Elwood City is approximately 8.64 square miles geographically buffered from surrounding urban areas, with I-15 running through the middle, the Bear River along the eastern border, and the Malad River along parts of the western border. This geography gives the community a distinct advantage in maintaining a clear identity as it continues to grow. While the City still has many areas that can sustain growth, it will likely remain a small, distinct community.

One of the major factors contributing to changes in the community is increased population. As the population rises so does the amount of land devoted to residential use. The demand for municipal services (e.g. public safety, water, etc.) increases, thus creating a strain on City resources. It is impossible to predict changes in population, but we can get a good idea of the final buildout population through making some reasonable projections by analyzing past growth.

The Wasatch Front Regional Council generated population projections for Elwood based on population estimates by the U.S. Census Bureau and the University of Utah Gardner Policy Institute for 2017. The population for Elwood in 2020 was 1,217.6. At the end of 2019, Elwood had 368 lots or dwelling units. Add to that the number of residential lots/units approved since 2019 (46), plus the 14 lots or dwellings that applied for approval, or that presented concept plans as of January 2024, **and the current total existing, approved, or proposed dwelling units is 428.**

If we assume that most vacant land remaining in the city will be developed, with limitations on some land, it is possible to estimate the potential population growth of Elwood based on the City's Projected Land Use Zoning Map. An analysis of vacant/developable lands determined the total area in each residential density category and the number of dwelling units (DU) each could generate. For each density category the total number of acres of vacant land was decreased by ten percent (10%) to allow for inefficiencies in platting of lots and odd-shaped parcels which may result in fewer lots than the zone allows. The analysis is as follows:

Potential Dwelling Units on Vacant Land				
Zone	Total Acres	Minus 10%	Zone Density (DU / Acre)	Total
Agricultural	5,924	5,332	0.20	1,066
Single Family Residential R-1-20	716	644	2.18	1,404
Single Family Residential R-1-40	669	602	1.01	608
Bear River Marketplace District*	178	160	5.00	803
Total Potential Dwelling Units on Vacant Land				3,881

**Estimated at highest potential for mixed-use development, not necessarily what will occur.*

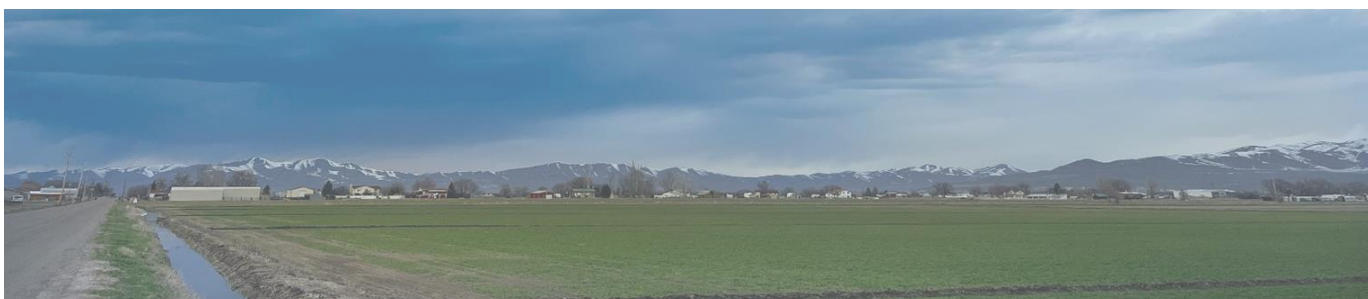


Potential Build-Out	
Existing and Approved Dwellings	428
Potential Dwellings on Vacant Land	3,881
Build-Out Dwelling Units (Potential)	4,309

Potential Dwelling Units Table Calculations

- Total Acres is the sum of the acres for each defined zone on the Projected Land Use map, including the future annexation areas, but excludes the acres from the county parcel data for the land that has already been developed, or subdivided, for the purpose of residential use. For agriculturally defined areas, it is assumed that all agricultural land has not been developed for residential use, so this table shows what it would be if all agriculturally zoned land is developed for residential use at the minimum 5 acres per lot.
- Minus 10% is Total Acres x 0.9.
- Zone Density is a per acre factor for the minimum lot size as defined in the current zoning code. An example calculation with the agricultural zone would be 1 Dwelling Unit (DW) / 5 Acres totals 0.2 DU/Acre.
- Total is Minus 10% x Zone Density.
- Total Potential Dwelling Units on Vacant Land is a sum of the Total calculation of each zone listed in the table.
- Build-Out Dwelling Units (Potential) is a sum of Existing and Approved Dwellings and Potential Dwellings on Vacant Land.

The most recent per household number for Box Elder County is 3.12 (U.S. Census, 2020). Multiply this by the build-out dwelling unit count, there is a **potential build-out population of 13,828**. At an average growth rate of two percent (2%) per year, build out will take approximately 122 years.



Land Use

Introduction

The Projected Land Use Map reflects Elwood’s desired future development; while the Zoning Map shows the zoning designations that more specifically define and regulate the kinds of uses allowed per City Code. The category descriptions below are general land use descriptions. Details beyond the general categories described below are detailed in the City’s Land Use Code.

Category Descriptions

Residential

Refers to all zones primarily for residential use. This may include lots ranging in size from a quarter acre to greater than an acre, as well as an intermixing of alternate housing types, such as senior housing and townhouse style housing and apartments. Higher density residential developments should be located North of I-15 for the City’s current infrastructure to support the development. Development located South of I-15 should be geographically dispersed with larger lots to accommodate the required use of septic systems.

Commercial and Manufacturing / Industrial

Primarily commercial, these areas may have retail service, office, and business uses in general that are fitting with and supportive of surrounding uses around the I-15 interchange and along HWY-13.

Neighborhood Commercial

Commercial uses that fit with and are supportive of surrounding residential uses. Multi-family residential uses should be selectively allowed in these areas and should be scattered throughout rather than massed in a specific area.

Current Land Uses

Elwood is largely made up of agricultural and residential uses, with minimal commercial development located near I-15. The current Zoning Map is shown on the next page.

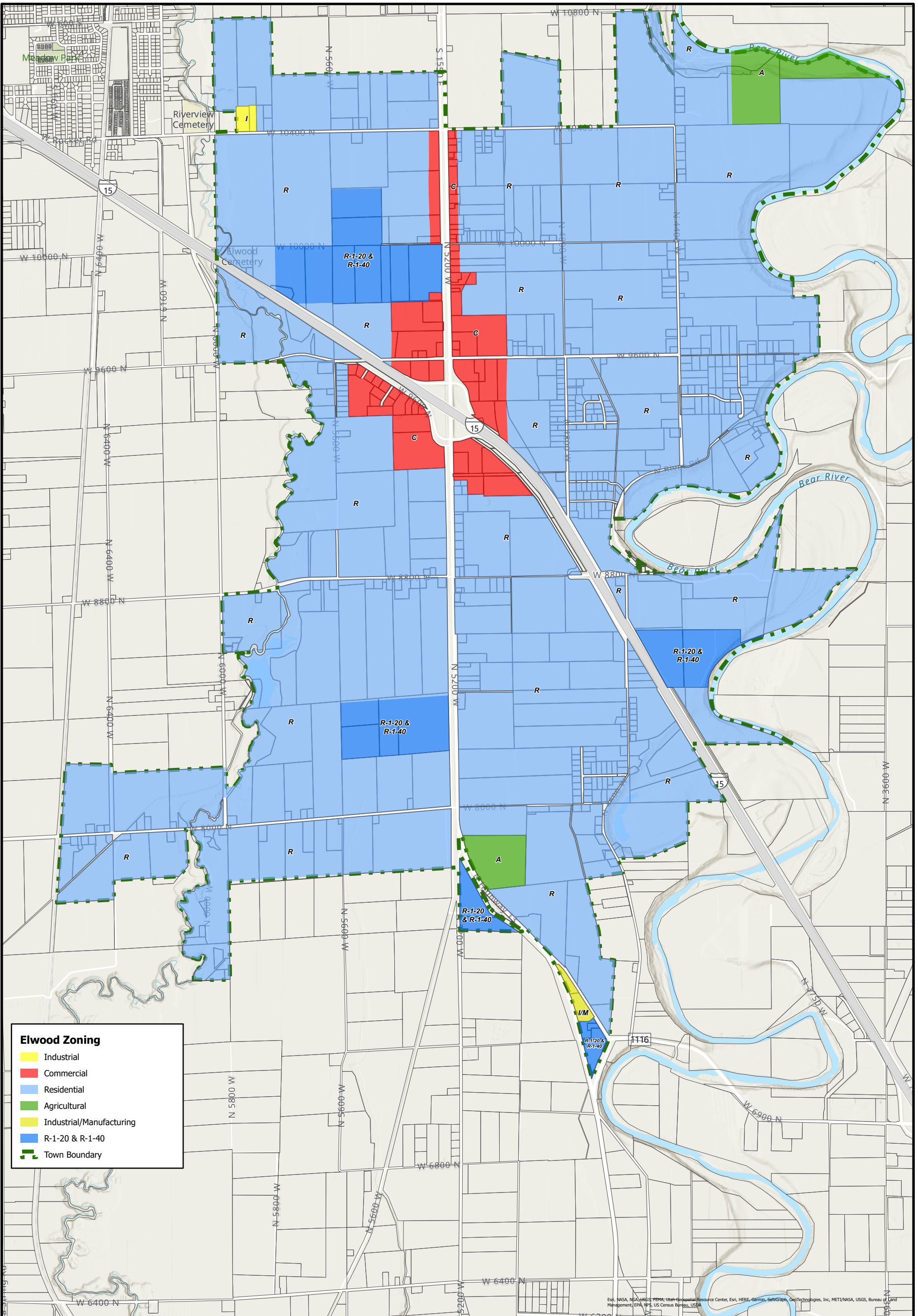


Agricultural

Agricultural land use areas are conducive for light to intensive agricultural uses, such as production of livestock and crops. Low density residential lots may also be suitable for these areas.

Environmentally Sensitive Areas

These areas may not be suitable for development because of certain environmental issues (e.g. steep slopes, wetlands, or geological concerns). Development in these areas requires additional professional study to determine feasibility and required mitigation.



Elwood Zoning

- Industrial
- Commercial
- Residential
- Agricultural
- Industrial/Manufacturing
- R-1-20 & R-1-40
- Town Boundary

Ersi, NASA, NOAA, USGS, FEMA, Utah Geographic Resource Center, Esri, HERE, Garmin, SwellSoft, OneTechnology, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

		<p>SCALE: 0 1,000 2,000 Feet</p> <p>PRINTED DATE: 2/2/2023</p>	<p>DESIGNED <u>JTS</u></p> <p>DRAWN <u>JTS</u></p> <p>CHECKED <u>SEH</u></p>	<p>ELWOOD TOWN CORPORATION</p> <hr/> <p>ZONING MAP</p>	<p>CONSULTING ENGINEERS</p> <p>6080 Fashion Point Dr South Ogden, Utah 84403 (801) 476-9767</p>
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Future Land Uses

Critical to directing the future of Elwood is understanding the highest and best use of the land all throughout the city and being deliberate in making decisions that result in that use. Elwood consists of several neighborhoods that will see expansion of similar types of development, as well as large areas where there is little or no development that may stay that way for a long time. On the other hand, there are key elements that pose significant opportunities to increase the quality of life and ensure fiscal sustainability for the City and its residents.

Resident recommendations and sound planning principles are integrated with physical and cultural constraints to project the most beneficial uses for the community. In most cases, these recommendations are general in nature and will be subject to refinement by the City as proposed changes in land use or zoning are made.

The Projected Land Use Map shows specific locations and information concerning projected land uses. **There is no definite or projected time in which these projections could be realized.** Many variables make it difficult to predict future use.

Agriculture and Rural Character

Preserving Elwood's agricultural elements is a high priority – they are the character and essence of the city. The City desires to keep the rural feel of Elwood. One challenge with this is the remaining agricultural lands are privately owned. A landowner's prerogative may differ from the community's goal. In Elwood and surrounding areas, high land values deter agricultural uses. Children and grandchildren of agricultural-based families are primarily seeking careers outside of agriculture. As a result, aging farm owners have no one to take over farm operations upon retirement. It is difficult to preserve farmland except by extraordinary means, such as government purchase of the agricultural lands for preservation purposes. This is not a realistic option to preserve farmland in Elwood.

Elwood should maintain and support agricultural protections/policies that first prioritize the rights of the farmers, farm animals and agricultural operations, then secondarily provide protections/policies through zoning and realistic efforts to minimize external impacts of noise, dust, and other agricultural impacts on residential areas. **Elwood supports farmers and wants to ensure that as the City balances the needs of the agricultural community with the needs of the residential community agricultural roots are remembered.**

Land development near agricultural areas should seek to minimize conflict through site design. Clustering of homes is encouraged in agricultural areas to maximize the amount of available agricultural space. Wherever possible, as land ownership and desire to develop align, developments transitioning away from agricultural use to urban uses should be completed sequentially to not leave large gaps of undeveloped agricultural property.



Residential

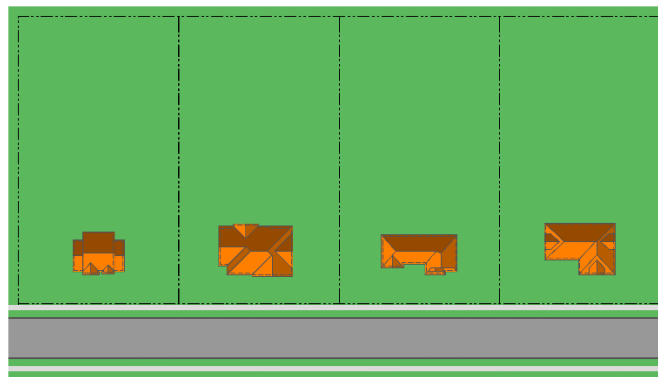
The existing residential development is largely single-family units. In recent years, there has been a slight increase in the request for mixed density developments (e.g. patio homes, townhomes, and single-family homes); however, due to the city’s inability to provide needed infrastructure these developments are still conceptual. The trend of mostly single-family residential development on moderately sized lots is an acceptable trend to maintain, provided that some areas of open space are preserved. **While the community desires large lots of one-half-acre or more, it is advantageous to encourage a variety in lot size and housing types to allow the city to accommodate residents of all ages, lifestyles, and income levels.**

Multi-family residential areas should be spread out as much as practical to minimize any associated impacts in any given area. These developments should be located where they have direct access to collectors or arterial roads and with adequate protection or buffers to nearby lower density housing included in the development where such buffers do not already exist.

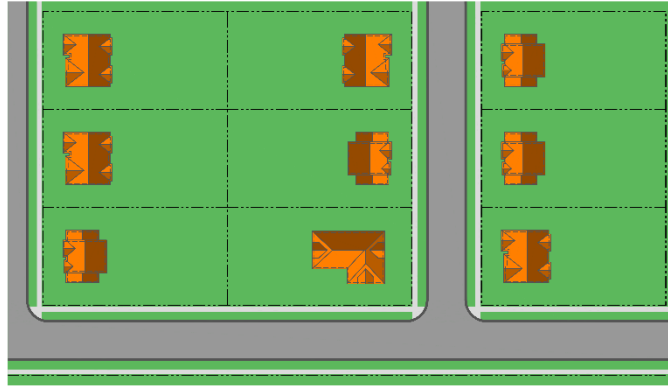
The following are graphical representations of the current densities allowed in residential zones. *For comparison purposes, the block of land represented in each of the following graphics is 5 acres.*

The dwelling densities have also been incorporated in the Projected Land Use Map and are intended to be used as a guide for the given-colored area. Zoning requests or development approval requests for lower densities than that recommended are always acceptable in terms of their density. Densities greater than those contained on the Projected Land Use Map may be granted in exchange for public amenities such as trails, parks, buffers, etc, as deemed necessary to alleviate or balance impacts of development. The Zoning Ordinance has been structured so that a specific residential zone corresponds with each of the density categories and the maximum density allowed within that zone falls with the range described below.

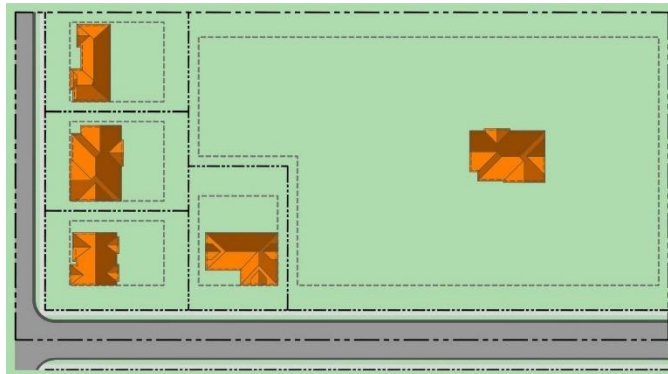
“1 Acre” (R-1-40): Allows 1.01 dwelling units per acre (including lots, streets, parking areas, open space, and recreational areas) within the property.



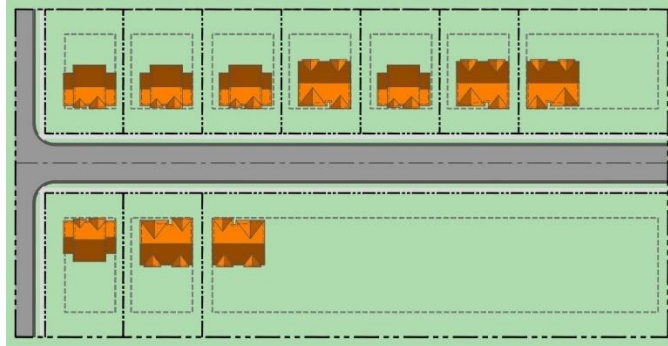
“1/2 Acre” (R-1-20): Allows 2.18 dwelling units per acre (including lots, streets, parking areas, open space, and recreational areas) within the property.



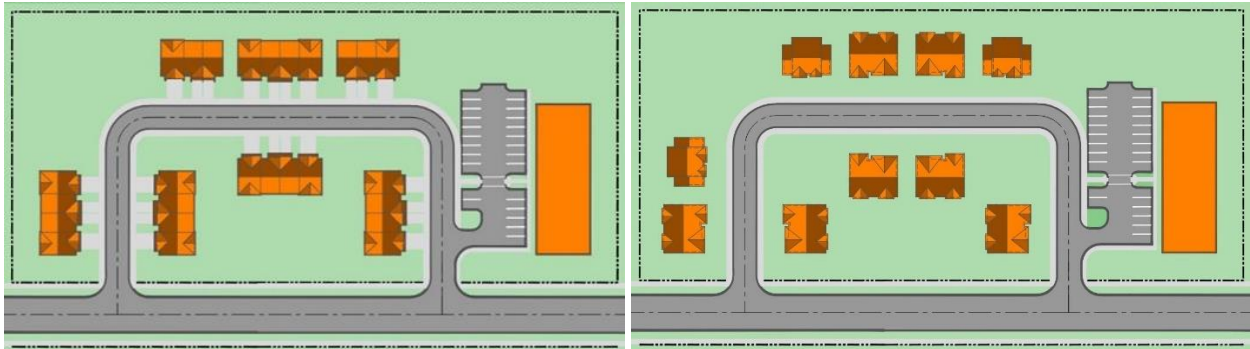
RD-1: Allows 1.0 dwelling units per acre (including lots, streets, parking areas, open space, and recreational areas) within the property. This zone provides smaller lot sizes while maintaining the density for the whole development.



RD-2: Allows 2.0 dwelling units per acre (including lots, streets, parking areas, open space, and recreational areas) within the property. This zone provides smaller lot sizes while maintaining the density for the whole development.



Bear River Marketplace District: Allows up to 5.0 dwelling units per acre (including lots, streets, parking areas, open space, and recreational areas) within the property. *This is a mixed-use development district and is shown as the highest possible density used.*



Housing

Elwood aims to offer a diverse range of housing options to cater to the varied needs of its residents. Future residential development should align with the existing housing landscape by adhering to the same street fronts, minimizing height discrepancies, and maintaining consistency in design. Neighborhood planning should consider major roads or natural features as boundaries and should be strategically located relative to public amenities like schools and parks. Any new housing projects, including alternative types like attached units, should be situated near current or planned regional transportation hubs to reduce traffic congestion in residential areas and facilitate access to local businesses. Specifically, residential development north of the freeway should primarily consist of clustered housing, while areas south of the freeway should feature larger lots and dispersed development.

Industrial

Industrial uses are not currently a significant factor or seen as a major part Elwood's identity. The current and future locations of industrial zoning should be evaluated as the necessary infrastructure is developed and/or demand for such development changes. If industrial demand increases, it should be located with regional access via existing I-15 interchanges.

Open Lands

Undeveloped properties in Elwood may be designated as Open Lands, which differs from other land use categories in that it doesn't automatically imply a specific zoning classification. Open Lands can encompass various uses, such as natural areas, outdoor recreation spots, or trails, both paved and unpaved. They are distinct from parks mainly in their location and design. While parks are typically centrally located and feature amenities like playgrounds, open lands are usually found on the outskirts of town, with limited access and fewer programmed activities. However, they often boast trails and natural environmental attractions. Examples of such areas in Elwood include land surrounding the Bear River and the Malad River.

Given that the city lacks the resources to purchase land for preservation purposes, alternative approaches are necessary. Elwood should strive to avoid disrupting ongoing agricultural activities or allowing adjacent land uses to encroach upon them. Additionally, annexing properties bordering current city boundaries and offering incentives for developing properties with substantial open space - especially for public use, should be considered.

Civic Space

Civic Space is an irreplaceable amenity in all cities and is crucial that cities have a civic center that draws activity and welcomes participation. Elwood currently lacks a clear City Center, and many existing amenities need upgrades and improvements. Future investments in maintenance and capital projects such as City Hall and new parks should be studied and planned for. In addition, it is assumed there will be many public projects throughout the city that will be needed in the future but cannot be fully anticipated or detailed in this Plan. Community services should maximize infrastructure investment and resilience over time.

Natural Resources – Water

Water plays a crucial role in Elwood, serving various needs from residential use to agriculture. As the community expands, it's essential to maintain water availability and quality for both current residents and future growth. Elwood's policy does not financially support development; instead, developers are responsible for covering costs associated with extending sewer, water, and road infrastructure. This includes addressing the impacts of new development and funding inspections to ensure infrastructure quality. Before approving any development, the City Engineer must confirm that existing and proposed water resources such as shares, wells, storage, and pipelines are adequate to support it. Moreover, measures should be taken to identify and safeguard floodplains, gullies, wetlands, and riparian areas to minimize the risk of natural disasters. The City should also work to create a Water Capital Facilities Plan.

Commercial

Elwood's commercial areas should be planned through the lens of fiscal responsibility and providing services for residents. At present, there are a few restaurants, travel stations, and other local retail shops along the freeway interchange. Additional retail and services would be appropriate near the freeway interchanges – both north and south and at the main intersections of Highway 13. While great for providing services, these establishments will largely cater to those visiting the city and are outside of Elwood's small-town nature. To ensure the types of commercial development are in the desired locations of the City, two distinct commercial development districts have been established, the Bear River Marketplace District and the Town Center District.

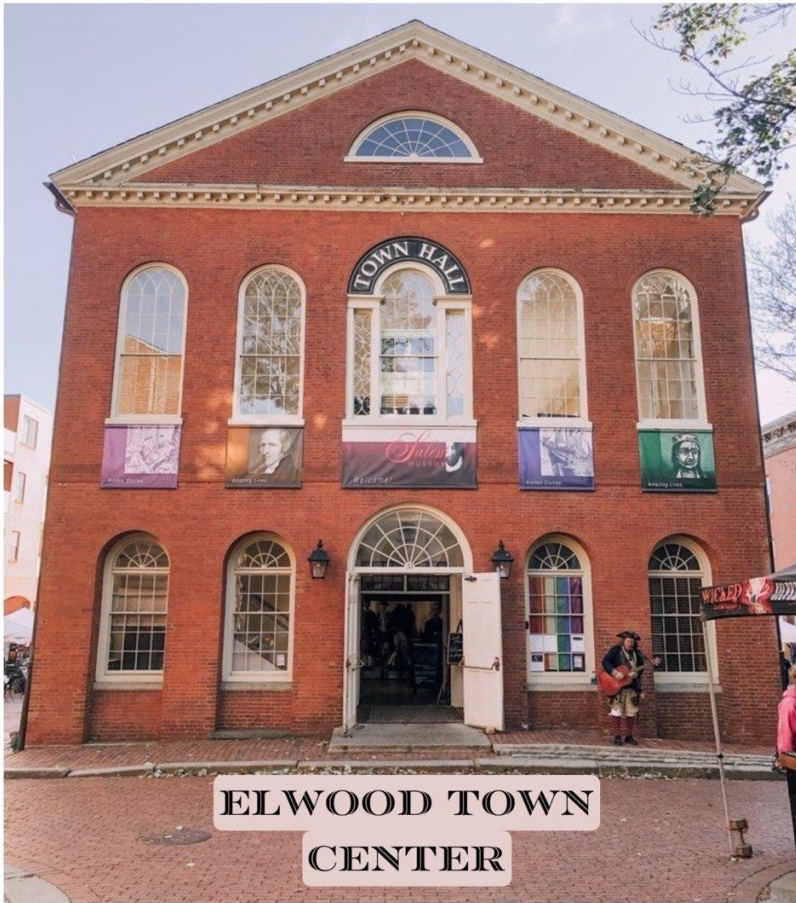
Care should be given to any commercial development adjacent to a residential or planned residential area. A buffer between the two land uses that reduces the negative impacts of the commercial development is strongly encouraged.



BEAR RIVER MARKETPLACE DISTRICT

Bear River Marketplace District

This District should promote the development of small-town commercial amenities and services in Elwood, such as local grocery stores and sit-down restaurants, while preserving its rural charm. Prior to any development, careful planning is necessary. This involves master planning the area to ensure that parking lots are landscaped to create safe and aesthetically pleasing environments with ample shade. Pedestrian access should also be prioritized, with clear and safe pathways from the city sidewalk to the building entrances. Where feasible, parking should be located to the side or rear of buildings to enhance the street environment, facilitate pedestrian access, and provide a buffer from residential areas. [To ensure that development aligns with community desires, the city should create a specific Master Plan for the Bear River Marketplace District.](#)



Town Center District

Civic Space is an irreplaceable amenity in all cities and is crucial that cities have a civic center that draws activity and welcomes participation. The Town Center District will be a campus for all governmental services and facilities. This campus shall include a site for City Hall, City Public Works Shops, City Recreation / Civic Center, and any other governmental-related service provided to Elwood’s residents (See Projected Land Use Map for Location). **Prior to development, this area should be master planned to ensure parking lot landscaping creates safe lots, provides shade, and enhances aesthetics.**

Current & Future Infrastructure

Elwood currently provides culinary water to all developed areas of the city and sewer only to the North side of I-15 and East of SR-13. The City should work with developers to expand infrastructure and utilities in connection with development and as resources allow.

Storm drain is located sporadically throughout the city and is maintained by the City's Public Works. All other utilities are provided by outside entities not controlled by the City.

Community

Preserving Elwood's quality of life is a top priority. *As the city expands, it's important to establish standards that enhance its small-town charm, including consistent signage, lighting, street trees, and landscaping.* Safety is paramount and Elwood should maintain its reputation as a secure place to live by updating zoning codes, infrastructure standards, and transportation plans. This focus should include improvements to pedestrian infrastructure such as sidewalks, trails, and crosswalks.

City Hall serves as the central hub for meetings and public engagement on all matters concerning the city's operation. As Elwood continues to grow, it's crucial for city officials to actively encourage community participation and involvement. This ensures that all perspectives are considered when making decisions that affect the city and its residents.

Future Development and Insufficient Infrastructure

Future development will be limited by the City's current ability to provide the necessary infrastructure and resources to support development. To adequately plan for required future infrastructure, as well as establish financial requirements and associated fees, the City needs to complete Capital Facilities Plans (CFPs) and Impact Fee Facilities Plans (IFFPs). The information from this General Plan will work in tandem with both the CFPs and IFFPs to ensure the cost of infrastructure directly related to new development is not placed upon current residents.

Roadway Transportation

Transportation is a significant component of enhancing the small-town community feel, while ensuring that local and regional access is maintained. As the City grows, providing safe multi-modal connections to destinations, while maintaining a low level of vehicle congestion and delay, will be key to encouraging thoughtful growth patterns and development. The General Plan does not attempt to provide exact locations of every local or residential access street in the city, but does look at all critical transportation routes, specifically concentrating on those streets for which Elwood is responsible. To encourage connectivity between developments, cul-de-sacs and turnarounds are only considered if topography or other constraints prohibit the connection to a through street. Temporary turnarounds must be provided at all stubbed street locations where a through street is eventually planned.

It is important that major transportation routes through the city are protected from unnecessary traffic motion. Issues arise when too many driveways are allowed to access directly onto a major street, resulting in slower traffic as vehicles maneuver in and out of

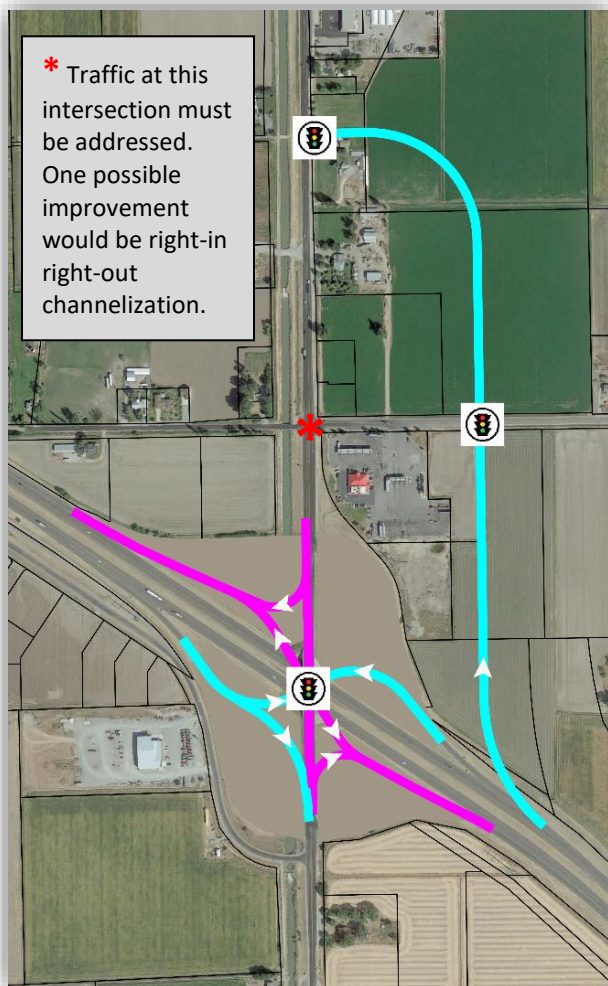
driveways. To reduce this concern and to preserve

the full functionality of major transportation routes, the number of direct access driveways should be limited to as few as reasonably possible. It is also important that public streets within the city be maintained in a reasonable and acceptable condition. To this end, all new roads developed should be public streets. Private streets are strongly discouraged.

Elwood should work to update and/or create road standards that provide a cross-section identifying width, safety features, etc. for each road type that compliments the typical surrounding land use.

UDOT Roads (I-15)

The main access to Elwood is via I-15 – a State-owned and maintained road. The City should work closely with UDOT to ensure future planning for both entities align with and complement one another. In general, the City desires to have the freeway exits realigned and a new interchange connection from I-15 onto HWY 13 created (see figure this page). Ultimately, the City does not own or have control over the final outcome of any changes or additions to this road.



Active Transportation

To promote the health and general welfare of the residents of Elwood, it is in the interest of the City to develop a network of non-motorized trails throughout the community. These trails should be readily accessible to all residents and others with trailheads and access points located throughout the city that provide adequate off-street parking, where appropriate.

Trails in Elwood are designed to offer a range of experiences for walking, jogging, running, biking, and horseback riding. This can be achieved by varying trail widths, surface materials, and levels of difficulty. Generally, trails are located off-street and separate from sidewalks within the street right-of-way. However, in some cases where other options are impractical, trails may briefly coincide with sidewalks. These trails serve to connect different parts of the city as well as link up with neighboring and regional trail networks. They are established exclusively on public land and do not trespass onto private property. In cases where potential trails intersect private property, the city collaborates with landowners to acquire the necessary land and safeguard adjacent property rights, such as installing fencing between the trail and private land. Safety features, ongoing maintenance needs, and nearby land uses are all taken into consideration during the trail development process. A Parks and Trails Master Plan should be created to specify in more detail the various aspects of the trails.

Specific proposed trail locations are listed below and shown on the Parks and Trails Map. This information is intended to **be a guide for trail location and does not show** the exact location of any trail.

Southwest Trail


This proposed trail is intended to provide a safe route for pedestrians heading southwest from Hansen Park and crossing HWY 13. Implementation of this trail will require support and participation from UDOT. This trail should be wide enough to allow for both equestrian and pedestrian uses.

Cemetery Loop Trail

This proposed trail is in the Northwestern part of town following the river northward next to the cemetery and looping back to the cemetery through the Bear River Marketplace District.

Hansen Park Trail

This proposed trail is intended to provide both hillside stabilization and a unique and challenging trail and connect the park to the “downtown” of Elwood’s future park and the Bear River Marketplace District. The implementation of this trail will require engineering and the installation of retaining walls to create a switchback route up along the hillside.



River Trails

This proposed trail is intended to provide a natural pathway connection between two trailheads along the Bear River. The trail should be wide enough to allow for both equestrian and pedestrian uses and be a natural material that enhances the river location. A trailhead with adequate off-street parking should be provided at one or more locations.

Parks and Recreation

Parks are the core to healthy, sustainable places within neighborhoods. Quality parks that serve every neighborhood in Elwood are central as development occurs. Parks should have features that are useful to residents and easy to access. The National Recreation and Park Association has calculated that the typical park and recreation agency offers one park for every 2,114 residents served. Elwood currently offers more parks per resident than this number. However, there are some neighborhoods with limited access to parks and existing parks need improvements. Not only should new parks be considered as Elwood grows and changes, but existing parks can be improved to meet the needs of existing and new residents of all ages and abilities.



Hansen Park

Located along Bear River and down the hillside, this park provides a great natural feel away from the city. The park has a baseball field, volleyball sand pit, small boweries, a large bowery with commercial kitchen and grills, and playground equipment.



Future City Parks

As new parks are developed, strong consideration should be given to the existing amenities and types of parks (active or passive) to ensure a variety of parks throughout the city. [The City should consider developing a Parks Master Plan that more fully outlines the future locations and types of parks/amenities.](#) This Plan should include cost estimates, phasing, and an implementation plan.

City-Owned Property. Where feasible, new parks should be developed on property already owned by Elwood.

BMX Park. The location of this park has not yet been determined. When developed, this park should consider riders of all ages and skill levels and consist of single-track trails and pump tracks. This park should provide riders with areas to practice jumps and develop BMX and mountain biking skills.

Nature Park / Recreation Area(s). The presence of the Bear River and Malad River present opportunities for a river recreation corridor(s). These corridor(s) should include nature parks with paths and areas showcasing native habitats.

Annexation Policy Plan

This section is set forth to comply with Section 10-2-402.5(3) Utah Code Annotated. This section generally identifies areas the city may consider for future annexation at some point in the future and defines the criteria that will guide the City's decision to grant or deny future annexation petitions.

Need for Municipal Services in Undeveloped or Unincorporated Areas

The areas considered for annexation are illustrated on the Annexation Area Map. If annexed to Elwood, these lands would likely accommodate some type of development requiring full municipal services. Financing for infrastructure expansion would primarily be carried by developers of these properties. There may be the need for the city to participate in the financing of some facilities to improve service to an existing development. These costs will be met through various means. The City may choose to use general funds, impact fees, special improvement districts, or other types of funding. There are no existing developed areas within the expansion area, so availability of or purchase of existing service systems is not an issue.

Tax Consequences of Annexations

It is widely recognized that property taxes generated from residential properties often fall short of covering the entire cost of services provided to those residents. If development in these areas were restricted solely to residential use, annexing and developing these properties would impose a greater financial burden on the city to provide necessary services.

Interest of All Effected Entities

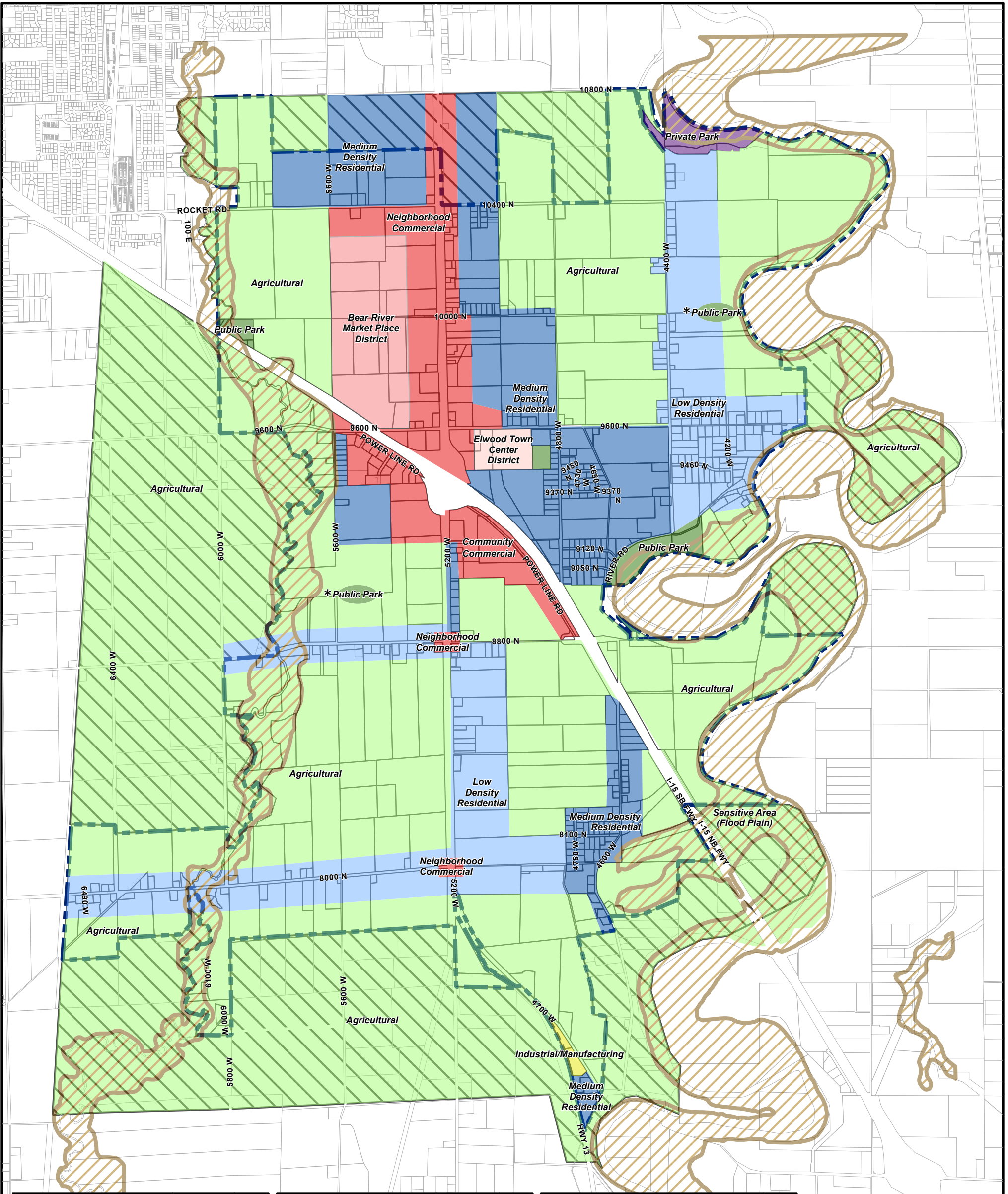
All affected entities as defined in the Utah Code Annotated, Section 10-2-401(1)(a) may review the proposed annexation policy plan or any amendments thereto and may submit oral or written comments and recommendations to the City. The City shall address any comments from those entities that may be affected prior to adoption.

Urban Development Excluded from Expansion Area

The Utah State Code Annotated, Section 10-2-401.5(4), encourages all urban development within proximity of a city's boundary to be included in that city's expansion area. These areas have been identified on the Annexation Map.

Further Planning and Implementation

The General Plan outlines various implementation efforts for Elwood, including adopting Public Works Design and Development Standards, updating city ordinances, developing, or revising Capital Facilities Plans, and collaborating with regional partners. To ensure effective use of the General Plan in decision-making processes, it should be reviewed annually. This review ensures that the goals and concepts of the General Plan are integrated into other plans and ordinances.



Land Use	Area (ac)	%
Agricultural	3,249.27	59.1
Low Density Residential	862.46	15.7
Medium Density Residential	722.75	13.1
Bear River Market Place District	178.34	3.2

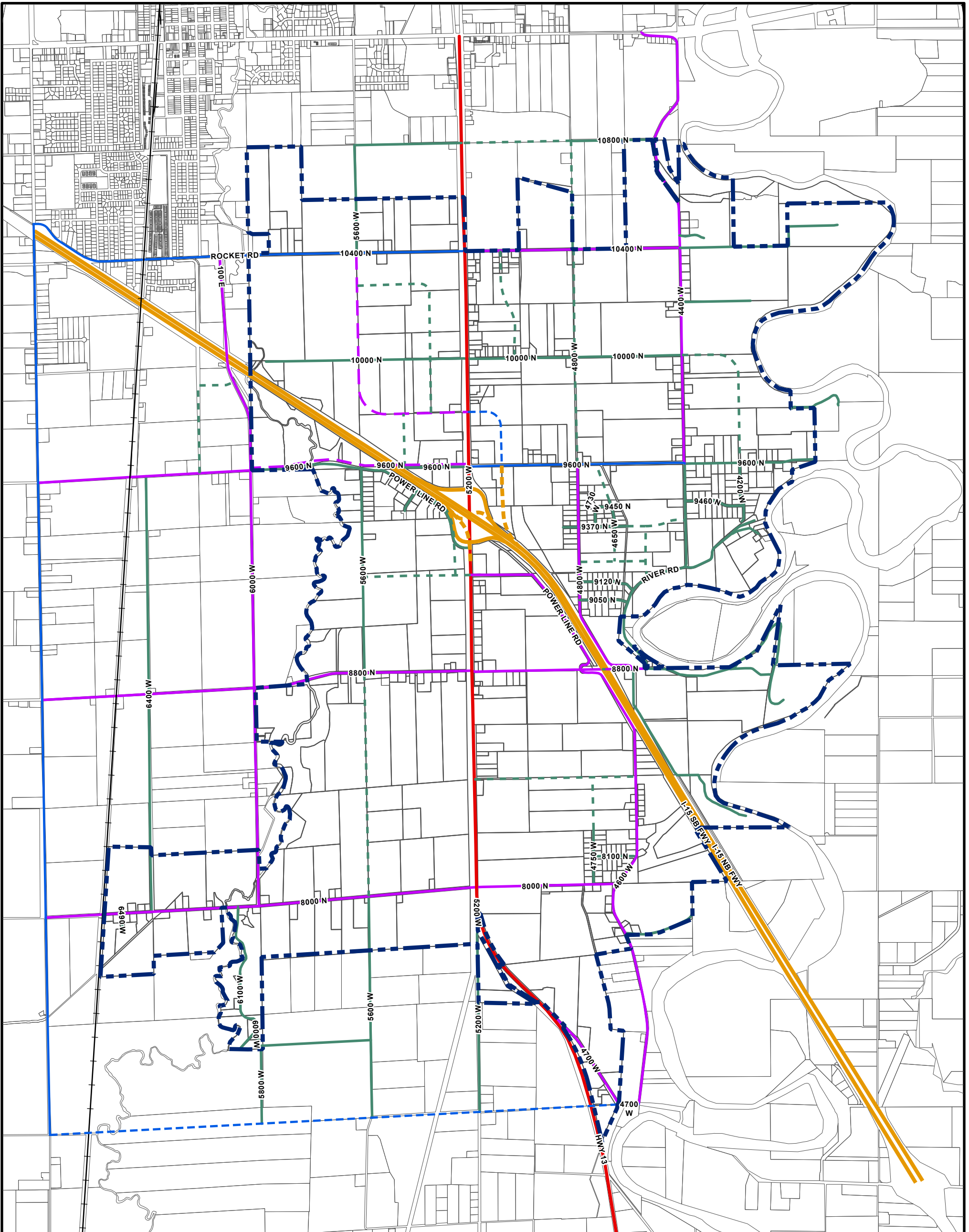
Land Use	Area (ac)	%
Elwood Town Center District	30.23	0.5
Neighborhood Commercial	193.69	3.5
Community Commercial	156.26	2.8
Industrial/Manufacturing	6.85	0.1

Land Use	Area (ac)	%
Public Park	61.54	1.1
Private Park	38.12	0.7

The table excludes the future annexation portions of the Projected Land Use.

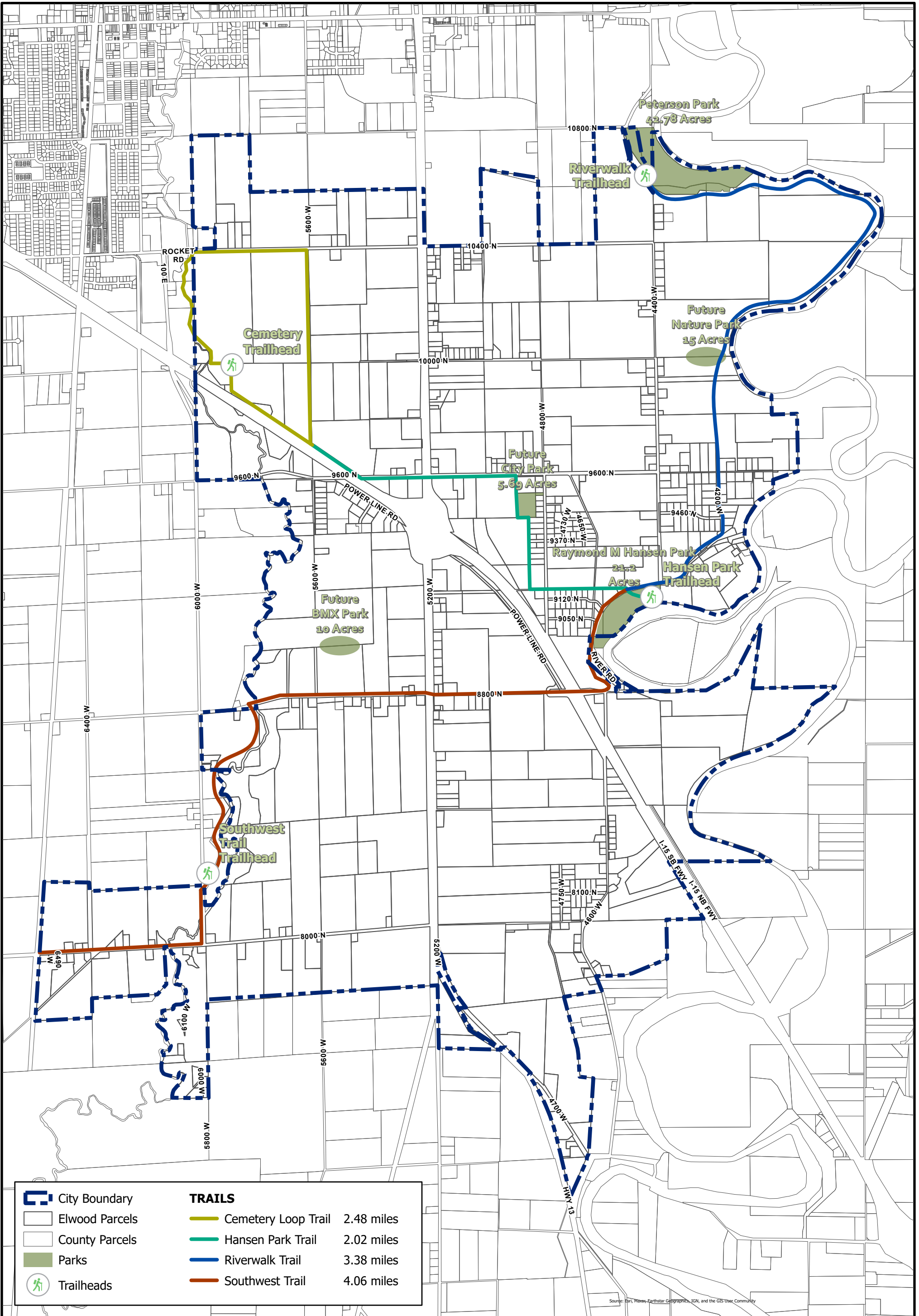
Flood Plain Note: Map highlights FEMA's special flood hazard areas subject to inundation by 1% annual chance flood or 100-year flood, also known as base flood. Effective date of area shown is Sept. 29, 2010.

Town Boundary Future Annexation Elwood Parcels Other Parcels * General Location	LAND USE Agricultural (5 acre) Low Density Residential (1 acre) Medium Density Residential (1/2 acre) High Density Residential (1/4 acre)	Neighborhood Commercial Neighborhood Commercial (C-1) Community Commercial (C-2) Heavy Commercial / Light Industrial (C-3) Bear River Marketplace District Elwood Town Center District	Industrial/Manufacturing Private Park Public Park Sensitive Area (Flood Plain)
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		EXISTING ROADWAYS	FUTURE ROADWAYS
	City Boundary		
	Elwood Parcels		
	Box Parcels County Parcels		
	Railroad		

		SCALE: 1,000 2,000 Feet	DESIGNED <u>JTS</u>	ELWOOD TOWN CORPORATION 2023 GENERAL PLAN TRANSPORTATION		CONSULTING ENGINEERS
		PRINTED DATE: 5/16/2024	DRAWN <u>JTS</u> CHECKED <u>SEH</u>			



	City Boundary
	Elwood Parcels
	County Parcels
	Parks
	Trailheads
TRAILS	
	Cemetery Loop Trail 2.48 miles
	Hansen Park Trail 2.02 miles
	Riverwalk Trail 3.38 miles
	Southwest Trail 4.06 miles

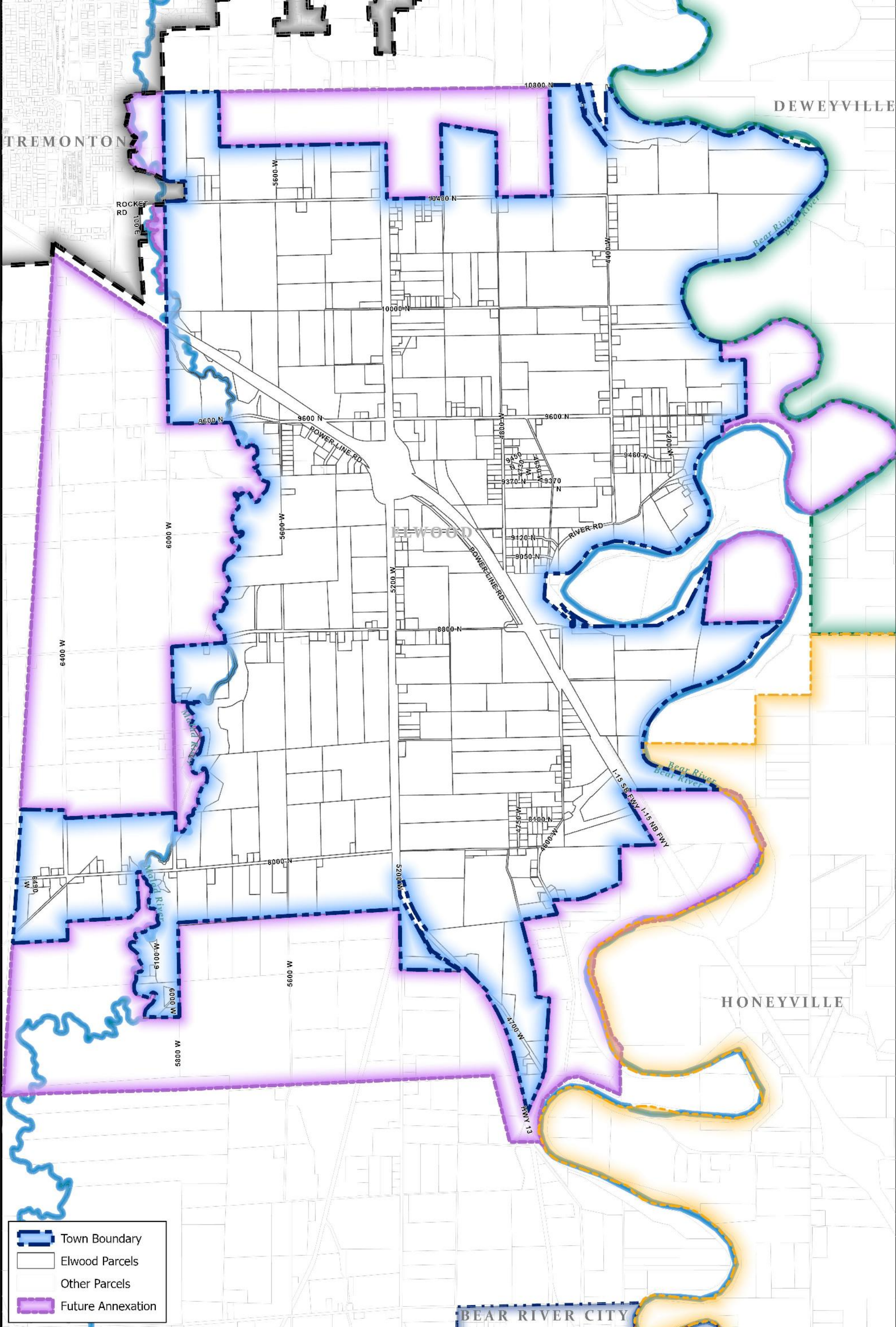
Source: Esri, DeLorme, Earthstar Geographics, IGN, and the GIS User Community





SCALE: 1,000 2,000 Feet
 PRINTED DATE: 5/1/2024
 DESIGNED: JTS
 DRAWN: JTS
 CHECKED: SEH

ELWOOD TOWN CORPORATION
GENERAL PLAN
PARKS & TRAIL MAP

J&E CONSULTING
JONES & ENGINEERS ASSOCIATES
 6080 Fashion Point Dr
 South Ogden, Utah 84403 (801) 476-9767



-  Town Boundary
-  Elwood Parcels
-  Other Parcels
-  Future Annexation

		<p>SCALE: 1,000 2,000 Feet</p> <p>PRINTED DATE: 5/1/2024</p>	<p>DESIGNED: JTS</p> <p>DRAWN: JTS</p> <p>CHECKED: SEH</p>	<p>ELWOOD TOWN CORPORATION 2023 GENERAL PLAN</p> <p>ANNEXATION MAP</p>	<p>JA CONSULTING JONES & ENGINEERS ASSOCIATES</p> <p>6080 Fashion Point Dr. South Ogden, Utah 84403 (801) 476-9767</p>
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