

**ORDINANCE NO. 2025-17**

WHEREAS, the City Council of Smithfield City, Cache County, Utah, passed and adopted the Smithfield Municipal Code on November 11, 2015; and

WHEREAS, the City Council has determined there is a need to update, repeal, amend and/or modify certain provisions contained in the referenced Municipal Code;

NOW, THEREFORE, the City Council of Smithfield City, Utah hereby adopts, passes and publishes the following:

**AN ORDINANCE AMENDING THE SMITHFIELD CITY MUNICIPAL CODE TITLE 17 “ZONING REGULATIONS”, CHAPTER 17.81 “MASTER PLANNED COMMUNITY (MPC) ZONE”, SECTIONS 17.81.030 “DEFINITIONS”, 17.81.070 “STREETS, CIRCULATION AND PARKING”, CHAPTER 17.88 “PLANNED UNIT DEVELOPMENTS”, SECTION 17.88.080 “STREETS, CIRCULATION AND PARKING”, 17.88.120 “PRELIMINARY PUD PLAN APPROVAL” AND CHAPTER 16.16 “GENERAL REQUIREMENTS FOR ALL SUBDIVISIONS”, SECTION 16.16.030 “STREET LAYOUT STANDARDS”.**

BE IT ORDAINED BY THE CITY COUNCIL OF SMITHFIELD CITY, CACHE COUNTY, UTAH, AS FOLLOWS:

1. The following sections shall be amended as indicated. Those portions which are ~~struck out~~ shall be deleted and those that are highlighted in yellow shall be added.

**17.81.030 DEFINITIONS**

**Parking Lot:** A paved open area, other than a street ~~or alley~~, used for the parking of more than four (4) automobiles whether for free, or for compensation. Parking lots shall not be located within the required front, street or side setback.

**17.81.070 STREETS, CIRCULATION AND PARKING**

- A. The design of all streets in an MPC project will be public and shall conform to the Smithfield City Construction Design Guidelines & Specifications. This design conformity shall include the surface and above-surface improvements and infrastructure, as well as underground improvements.
- B. **Public Rights-of-Ways.** ~~Developers may propose that the rights-of-way within an MPC be dedicated with the standard and all others to be private. All rights-of-way must be dedicated and designed to the applicable criteria found in the Smithfield City “Construction and Design Standards.” Private roads are not allowed in this residential zone. The Planning Commission shall recommend to the City Council a determination as to the viability of the rights-of-way being private. The City Council shall make the final determination as to which streets in an MPC shall be private and which shall be public.~~

C. **Right-of-Way Width, Streets** :See SCDS 249N 1-6.

~~D. **Right-of-Way Width, Alley**: See SMC 17.04.070 “Definitions”.~~

<b>17.88.080 STREETS, CIRCULATION AND PARKING</b>
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~~A. The design of public streets within a PUD shall follow the applicable city standards for width of right of way and construction. Generally, all streets within a PUD in a residential zone shall be public streets, except private streets may be used at the discretion of the planning commission and city council for direct access from public streets to not more than four (4) individual units or two (2) multiple unit facilities, and private streets may also be approved for other purposes within the discretion of the planning commission and city council. Private streets shall not exceed one hundred fifty feet (150') in length measured from the curb line of the public street to the point at which the street is no longer used for multiple unit access. The design of public streets within a PUD shall follow the applicable standards adopted by the city for width of right of way and construction including an optional fifty foot (50') PUD right of way which may only be allowed at the discretion of the planning commission and city council. Public streets shall not terminate in a dead end, but shall terminate in a cul-de-sac with a minimum curb radius of forty three feet (43') or thirty five feet (35') in the case of the optional fifty foot (50') PUD street right of way.~~

~~B. The design of private streets within a PUD when allowed in a residential zone shall be bound by a minimum twenty four inch (24") integral concrete curb and gutter with a minimum width of twenty eight feet (28') from back of curb to back of curb. Streets within a PUD in a commercial zone may be private. The design of private streets within a commercial zone shall be based on the needs of the development and shall be at the discretion of the planning commission and city council.~~

~~C. Designation of streets within a PUD as being either public or private shall be at the discretion of the city council.~~

~~D. All private streets within a PUD shall be dedicated as public utility easements and all underground improvements shall be constructed per Smithfield City standards.~~

**B.** Points of primary vehicular access to a PUD shall be designed to provide smooth traffic flow with controlled turning movements and minimum hazards to vehicular, pedestrian and bicycle traffic. Points of intersection between internal and external circulation systems shall be so arranged that both systems function in a safe and efficient manner.

**C.** The required off street parking shall be distributed throughout the PUD and provide reasonable access to all residential structures within the project. The required number of off street parking stalls shall be in conformance with SMC 17.24 of this title. The city council may require off street parking or vehicle storage areas beyond those stated in SMC 17.24 of this title if in the opinion of the city council a reasonable need exists.

**D.** Individual private parking stalls and parking structures shall avoid direct access to public

streets classified as collector and above in the Smithfield transportation master plan. Driveways serving three (3) units or more may be allowed to access such streets, provided they are located a minimum of three hundred feet (300') from another driveway, ~~private street~~, or public street when measured from the centerline of the driveway to the centerline of another driveway or street.

- H. E. Within residential zones, PUDs should incorporate walking and biking trails and pathways for the use and enjoyment of residents. These trails and pathways may vary in width from five (5) to ten feet (10') depending on their intended use. Consideration shall be given for their connectivity or inclusion into the citywide network of trails identified in the city's general plan. Where appropriate, equal consideration for trails and pathways shall be given within nonresidential zones.

#### **17.88.120 PRELIMINARY PUD PLAN REMOVAL**

- A. Preliminary PUD plan(s) shall be submitted to the planning commission for consideration. Said preliminary PUD plan shall contain the following information:
4. Proposed circulation pattern including private driveways, public ~~and private~~ streets, and pedestrian and bicycle paths;

#### **16.16.030 STREET LAYOUT STANDARDS**

- A. Subdividers shall locate streets within the subdivision so that the streets connect with existing public streets and shall meet the provision of the adopted city master street plan or the transportation section of the general plan. Those streets which have not been designated on the master street plan shall be as required by the planning commission and city council.
- B. Detailed standards are contained in the most current version of the Smithfield City Manual of Design and Construction Standards.
- C. Private streets are not allowed in any residential zone, except for an Intrablock Development. See SMC 17.84 "Intrablock Development".
2. Should any section, clause, or provision of this Ordinance be declared by a court of competent jurisdiction to be invalid, in whole or in part, the same shall not affect the validity of the Ordinance as whole, or any other part thereof.
3. All ordinances, and the chapter, clauses, sections, or parts thereof in conflict with provisions of this ordinance are hereby repealed, but only insofar as is specifically provided for herein.
4. This ordinance shall become effective after the required public hearings and upon its posting as required by law.

THIS ORDINANCE shall be attached as an amendment to the Smithfield Municipal Code above referred to.

Ordinance 2025-17

Approved and signed this 17th day of November, 2025

**SMITHFIELD CITY CORPORATION**

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Kristi Monson, Mayor

**ATTEST:**

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Dana Lazcanotegui, City Recorder