



**NOTICE OF MEETING AND AGENDA
PLANNING COMMISSION
OCTOBER 28, 2025 AT 7:00 P.M.**
Multi-Purpose Room
110 South Main Street
Springville, Utah 84663

The agenda will be as follows:

Call to Order

- Approval of the Agenda
- Approval of Minutes: October 14, 2025

Legislative Session – Public Hearing

- 1- Springville City is seeking to amend Springville City Code Title 11 Chapter 6, Section 213 General Fence Requirements.

Administrative Session

- 2- Work Session - Station Area Plan Discussion

Adjournment

THIS AGENDA SUBJECT TO CHANGE WITH A MINIMUM OF 24-HOURS NOTICE

This meeting was noticed in compliance with Utah Code 52-4-202 on October 24, 2025. Agendas and minutes are accessible through the Springville City website at www.springville.org/agendas-minutes. Planning Commission meeting agendas are available through the Utah Public Meeting Notice website at www.utah.gov/pmn/index.html. Email subscriptions to Utah Public Meeting Notices are available through their website.

In compliance with the Americans with Disabilities Act, the City will make reasonable accommodations to ensure accessibility to this meeting. If you need special assistance to participate in this meeting, please contact the Community Development department at (801) 491-7861 at least three business days prior to the meeting.

IN ATTENDANCE

Commissioners Present: Genevieve Baker, Ralph Calder, Brett Nelson, Hunter Huffman, Ann Anderson and Tyler Patching
Commissioners Excused: Peter Pratt
City Staff: Josh Yost, Community Development Director
Carla Wiese, Planner II
Heather Goins, Executive Assistant

CALL TO ORDER

Vice Chair Huffman called the meeting to order at 7:00 p.m.

APPROVAL OF THE AGENDA

The Commissioners agreed to move items 2 and 3 to items 1 and 2. Commissioner Anderson moved to approve the agenda as revised. Commissioner Nelson seconded the motion. The vote to approve the revised agenda was unanimous.

APPROVAL OF THE MINUTES

September 9, 2025

Commissioner Patching moved to approve the September 9, 2025, meeting minutes. Commissioner Calder seconded the motion. The vote to approve the meeting minutes was unanimous.

ADMINISTRATIVE SESSION

No Items

Chair Baker arrived at 7:02 p.m.

LEGISLATIVE SESSION:

- 1) Peter and Jillian Fife request an amendment to the General Plan Land Use Map to change the land use designation from Industrial Manufacturing to Low Density Residential for the entirety of parcel 26:026:0046, consisting of approximately 9.3 acres located at approximately 1350 S Main Street.*

Carla Wiese, City Planner, presented. This property combines two parcels and is split in the General Plan between industrial and low-density residential. Before any zone amendment, the land use designation must be updated, as it defines intended use—not zoning—and must be amended first.

Commissioner Calder requests a zoomed-out view of the property's location within the city. Commissioner Huffman asked about maximum density. Director Yost said it isn't specific, but generally, R1-15 is low density.

Chair Baker invited the applicant, Peter Fife, to speak. He explained the current use is agriculture. There is low density housing on three sides of the property. They bought the

property so they could have a farm for their kids to work. There is no access from the highway. There are no structures on the property now.

Commissioner Calder asked if it is wetlands. The property is wetlands on a portion of the north side. He has spoken with the US Army Corp of Engineers, and they are OK with agricultural use there.

Chair Baker opened the Public Hearing at 7:11 p.m. Seeing no speakers, Commissioner Nelson moved to close the Public Hearing. Commissioner Anderson seconded. The public hearing was closed at 7:12 p.m.

Commissioner Calder asked if there is any problem with the wetland designation changing it to residential. Director Yost said the city isn't part of the regulatory structure on wetlands. The Army Corp of Engineers is only concerned when development changes the property.

Commissioner Huffman asked if this needs a Geotech study. Director Yost said for reasons particular to this property, other than the potential wetlands, there is probably a warranted Geotech study. He and Mr. Fife have discussed it.

Commissioner Nelson moved to recommend approval of the amendment to the Springville General Plan Land Use Map to designate parcel 26:026:0046 as low-density residential. Commissioner Patching seconded the motion. The vote to approve the Legislative Session item was unanimous.

2) Peter and Jillian Fife request an amendment to the Official Zoning Map to apply the R1-15 Zone to the entirety of parcel 26:026:0046, consisting of approximately 9.3 acres located at approximately 1350 S Main Street.

Carla Wiese, City Planner, presented. They want to build a single-family home, therefore the zoning would have to be changed from LIM to R1-15. It gets into the designation of the low density in the R1-15. Chair Baker asked if this configuration allows them to make it into a flag lot. Ms. Wiese said there is enough property here that it could be a flag lot, if desired. Director Yost said you could develop a number of lots on this property. That is not an outcome that is worry for us, and why we are comfortable with this.

Chair Baker opened the Public Hearing at 7:22 p.m. Seeing no speakers, Commissioner Calder moved to close the Public Hearing. Commissioner Anderson seconded. The public hearing was closed at 7:22 p.m.

Commissioner Huffman moved to recommend approval of proposed amendment to the Zoning Map of Springville City to designate the entirety of parcel 26:026:0046, consisting of approximately 9.3 acres located at approximately 1350 S Main Street as R1-15. Commissioner Nelson seconded the motion. The vote to approve the Legislative Session item was unanimous.

3) The Springville Planning Commission will hold a public hearing to review the Springville Station Area Plan and make a recommendation to the City Council. The plan sets a vision and policies for development and transportation around the FrontRunner station area.

Josh Yost, Community Development Director, presented. The Station Area is the area west of 1200 West and east of 1750 West in between 900 S and Center Street.

The plan includes a mix of commercial, office, and residential uses, anticipating the construction of the FrontRunner commuter rail station. It aims to create a transit-oriented development with a focus on walkability and mixed-use buildings. The plan includes recommendations for street networks, open spaces, and public gathering spaces.

Guiding questions were used which included considerations such as designing for people who do not yet live there, creating retail that doesn't compete with existing retail, integrating community values and tradition into new mixed-use development and creating a sense of place in a mostly undeveloped area.

Director Yost explained the principles guiding the station area plan, including designing streets for all users and prioritizing pedestrian comfort. There are recommendations for residential options, public spaces, and capturing the value of the transit investment. The land use type map shows the range of housing types and commercial uses anticipated in the area. The plan aims to create a sense of place that reflects Springville's values and identity.

Director Yost showed the land use type map. It depicts blocks and assigns land use types to those blocks. It introduces residential on the west side of the rail.

Director Yost explained the outcomes. There will be 1,311 units, with 69 acres for commercial use. The area has 158 total acres with a net residential density of 8.3 units per acre. This is within the range of residential yield that we had planned in the Westfields Plan. The utilities and infrastructure are in place.

Director Yost outlined the next steps, including the adoption of the station area plan by the City Council and the Mountainland Association of Governments (MAG). The zoning process will follow, including public meetings and a public hearing. Design guidelines will be developed to ensure the architectural expression of the buildings reflects Springville's values.

Commissioner Huffman asked about the impact of the Station Area Plan on property taxes. Director Yost explained the development wouldn't need to increase property taxes for existing level of service. We put a lot of infrastructure in at our expense. We don't feel we need to increase everyone's tax burden with any development we put in the city.

Commissioner Huffman asked about services and if there is a greater burden on them. Director Yost said utilities are less expensive to provide when we have more customers. For recreation, that is hard to measure. For Public Safety, it is easier to serve them on this side of the freeway. The data doesn't show a big difference on Fire and EMS in developments like this. This is within the range we had anticipated 20 years ago. We have enough sewer, water and power as well as the transportation infrastructure.

Chair Brett Nelson emphasized the importance of learning from past experiences and ensuring the plan is consistent with Springville's values.

Director Yost said they will work to make transitions from current homes to the new development make sense.

Commissioner Calder asked about impact fees. Director Yost said that new development pays for impact fees. They are not charged to current businesses.

We are not an end of the line station. FrontRunner will go to Payson.

Commissioner Nelson mentioned that he wants Public Safety to be involved in keeping things safe. Director Yost assured him they are already involved.

Commissioner Baker clarified what we are focusing on. Director Yost explained it is everything at a high level. We are thinking of things in general principles, not regulatory rules at this point.

Commissioner Patching asked what the greatest friction point has been point with the project. Director Yost said difference in what they thought would be built there, worries about high density residential, how it will affect their property and how their life will change. There are always traffic concerns.

Commissioner Anderson asked about the total homes. Director Yost said we have to make provisions to show that we have a range of housing. He talked about moderate income housing.

Chair Brett Nelson questioned if the city can regulate rentals. Director Yost clarified that the city cannot regulate the form of ownership, such as rentals, apartments, or condos.

Commissioner Anderson inquired about the formula used to determine the number of residences and homes. Director Yost explained he doesn't start with number of units because it is abstract and depends on the type of housing desired, not the number itself.

Commissioner Anderson raised concerns about traffic in and out of the station, especially during peak times. Director Yost explained that the traffic study doesn't account for detailed movements, but UTA has modeled ridership and access. UTA has preliminary designs for the area, including bus service and kiss and ride loops. Director Yost mentioned that UTA models ridership and accommodates facilities based on different modes of transportation.

Commissioner Huffman questioned the smaller lot sizes and their impact on housing affordability. Director Yost acknowledged the strategy of providing different types of housing for various life stages. He discussed the correlation between increased density and affordability, noting that Utah has some of the most expensive homes on small lots. Commissioner Huffman suggested regulating maximum building footprints and living square footage to address affordability. Director Yost explained that increased density does not necessarily lead to increased affordability.

Commissioner Huffman emphasized the need for regulations to ensure attainable housing. Director Yost mentioned that the current plan includes a mix of housing types, addressing affordability concerns. Commissioner Huffman highlighted the demographic shift towards smaller households, which the plan aims to accommodate.

Commissioner Anderson questioned the impact of new developments on traffic, particularly on 400 South. Director Yost explained that 1200 West is a five-lane road to handle regional traffic and connect smaller neighborhood streets.

Chair Baker opened the Public Hearing at 8:40 p.m.

Bill Forbes, resident.

He appreciated the comment about taking care of the current residents. He said when he bought his home eight years ago, he was told nothing was planned for this property but feels misled since plans have existed since 2002. He expressed concerns about the proposed bridge, potential water table impacts, and lack of accountability if homes are damaged. He questioned why the bridge isn't located at 700 S, where it would affect fewer residents. He also raised concerns about privacy, light pollution, traffic hazards, and requested a buffer between the street and nearby homes for noise protection.

Christine Kidder, resident

She is glad that there is an impact bucket. Schools have not been addressed. She has three at Merit and one at Reagan. She doesn't know about the others. She asked how this will impact schools, and which schools will be impacted.

Steven Stolle, resident

He said the new road connecting 400 S through northern and southern Springville to Spanish Fork and Provo will greatly impact them, turning it into a "mini State Street." He bought his home in 2015 and feels the plan was suddenly introduced without notice. He's concerned about loss of privacy, noise pollution, and speeding, and wants traffic-calming measures beyond simple bump-outs to ensure drivers slow down.

Jeanette McLeroy, resident

Her backyard borders 900 S. The bridge won't directly affect her property. She's saddened by how much Springville has changed. She feels the Council promised slow growth but isn't delivering. Her main concerns are traffic, flooding, and density. She cited the General Plan and MAG data showing high accident rates along 400 S and nearby intersections, saying traffic is already overwhelming and 1,300 new units could add 2,600 more residents. She also noted recurring basement flooding in her area and said the city has treated the Camelot neighborhood unfairly. She asked that the number of units be reduced, and the proposed bridge be relocated farther from existing homes.

Jeff Hill, resident

He would not like to have the overpass. He reiterated the 400 S issues. That is the main access for majority of Springville people. It is overcrowded now. He doesn't see new and improved traffic plans to deal with more drivers. He would like to see the traffic survey. He thanked the Commissioners for the questions about overcrowding. He asked them to please look at fewer units. It will affect us. He also reiterated groundwater concerns.

Teresa Valdez, resident

She appreciates that we want to blend in new developments but is concerned about the commercial that is shown on the map at the back of Renaissance. Most of the homes are one story. Please consider having a buffer zone between homes and commercial. She is concerned about losing her view. She asked why there has to be a bridge and can't it be that people access it from 1750 W and from 1200 W instead.

Carlyn Thompson, resident

For the FrontRunner station, put in the plan for access and parking on both sides of the railroad tracks. Now it looks like it is mostly on the east side. On both sides, it can make it more community focused.

Kurt Boucher, resident

He said he worked on the city's Active Transportation Master Plan, which aimed to create a safe, city-wide network for all ages and abilities, whether driving or not. This current plan aligns with that vision, integrating FrontRunner, buses, biking, walking, and other non-car transportation. While traffic concerns are valid—especially given the design flaws of 750 West—this multi-modal network should help alleviate congestion once implemented. He fully supports the plan as presented.

Nicole Hill, resident

She asked the Commissioners to vote, knowing this is real to them. It will change their lifestyle and the love of their home. They are going to see every side of the overpass. She heard that there wouldn't be an actual roundabout. That is one of the benefits of putting the overpass in that area. If it isn't, move it by DI and keep our homes like they are now. None of the people in our neighborhood were naïve enough to think there wouldn't be development around us. Think of this as if it were your home too.

Chad Kidder, resident

He is disappointed that the plan doesn't show 1200 fully built out. We have concerns with kids crossing 1200 to get to school. Every year, multiple kids are hit on Center Street. We are being told the roundabout that is supposed to go in will make it safer. He asked that it be made safe for all kids in the new and old neighborhood. At 1200 and Center Street, it is unusable during pick up some days. This is an opportunity to fix this. Don't just separate the transit from the zoning. It is an integral part of it and right now, the focus seems to be on the zoning.

Jeanette McLeroy, resident, stood again and spoke of MAG plan that recommends 60 specific policy and project actions for Springville. Including teen driving education, speed limit enforcing and red light running enforcement, etc. The plan notes the feasibility and implementation of

these projects need further study detailed design and public engagement. She asked them to think about and ask Mr. Yost how these issues are being addressed and rectified.

Sue Helfrich, resident

She used to live on Renaissance. She is sad about her former neighbors having to put up with this once this is built. She asked if there was a soil study done on these lots. The 3-4 story buildings will need to be dug deeply to sustain weight, and she is worried about the soils. She asked if there are any plans with 400 S where it is already very busy. She said schools have been mentioned but she is wondering how that will be addressed. Will more schools be built? Also, people will have dogs and there is a need for a dog park.

Amy Carlin, resident

She feels there are needs for lots of connections as there is more traffic. The infrastructure can support that so that the large arterials are not as congested. She thinks Center Street will become a larger east west corridor and the train crossing on the east tracks is very bumpy. She would like to see a plan in the future that can address that train crossing.

Commissioner Anderson moved to close the Public Hearing. Commissioner Nelson seconded. The public hearing was closed at 9:21 p.m.

Commissioner Huffman asked Director Yost about the concerns of crossing at 900. Why did UTA not allow a crossing at 700. Director Yost explained that an overpass is required because Union Pacific will not allow another at-grade crossing, as they are unsafe. The only feasible east-west connection is at 900 S; 700 S is reserved for the station. While he prefers an at-grade crossing and acknowledges the overpass is costly and intrusive, it's unavoidable due to safety rules, railroad closures, and complex negotiations. The bridge at 900 S will proceed regardless of whether the Station Area Plan is adopted. The bridge will be part of the environmental study for the FrontRunner project, allowing for public comment. This is the best venue to express concerns about the bridge placement.

Commissioner Patching and Huffman expressed the need to move the bridge as far north as possible to help the residents. Commissioner Patching asked how hard it is to change the zoning. Director Yost explained the zoning doesn't affect where the bridge goes. The plan on the ground will respond to where the bridge is placed. He reiterated that the city has no say in where the bridge goes, due to this being a UTA project.

Commissioner Huffman and Director Yost discussed the potential for traffic calming measures, such as bump-outs, to improve safety and reduce speed.

Chair Brett Nelson questioned the plan's impact on traffic and the need for additional lanes. Director Yost explained the plan aims to reduce traffic by providing more internal trips and reducing trips to and from the freeway. The plan includes additional north-south connections to alleviate traffic on 400 South. Director Yost emphasized the importance of balancing safety, throughput, and multimodal access in traffic management.

Commissioner Nelson asked about coordination with the school district regarding new developments. Director Yost confirmed regular meetings with the school district to address safety and infrastructure needs. The plan includes Safe Routes to School committees and coordination with the school district's land purchases.

Commissioner Anderson is still concerned about 400 S traffic. It is already very congested. With this development and Allen's block, it is going to make it worse. Director Yost explained that the plan aims to reduce traffic by providing more internal trips and reducing trips to and from the freeway. The plan includes additional north-south connections to alleviate traffic on 400 South. He emphasized the importance of balancing safety, throughput, and multimodal access in traffic

management. The traffic model data shows that most traffic on 400 S is not Springville residents.

Commissioner Calder asked about the increase in housing units. Director Yost said the total is slightly higher, but density remains similar, emphasizing the need to balance growth with infrastructure and safety. Exact numbers are hard to estimate due to mixed-use areas and Westfields zoning. Commissioner Calder noted this isn't adding thousands of new homes but accommodating growth within existing plans.

Director Yost gave updates on the final design phase of the 1200 West Public Works project, emphasizing the importance of public engagement and traffic calming measures. He mentioned the goal of starting construction on the 1200 West section next summer.

Commissioner Huffman highlighted the need for more specific details on the number of stories and massing of buildings to ensure contextual fit with the surrounding area. He questioned the impact of adding 200 units to the plan, suggesting it might not significantly affect the overall plan.

Commissioner Anderson questioned why more housing is needed as the 2002 plan is updated. Director Yost explained that the Westfields produced fewer units than expected, so consolidating housing near services makes sense. He said additional homes are needed to meet market demand and address Utah's housing shortage, with higher density supporting affordability.

Commissioner Patching mentioned parking. Director Yost explained the ongoing negotiations with UTA regarding the placement of parking and bus loops. They want it all on the east side of the rail. Director Yost does not want that. Discussions continue on how to best place the commuter parking.

Commissioner Baker expressed the need for further discussion and potential amendments. Commissioner Nelson expressed discomfort with approving the current plan without more clarity on its long-term impact. Commissioner Huffman suggested making the plan more flexible and less specific now, so details can be clarified as the process moves forward. Commissioner Baker and Commissioner Calder agree to continue the discussion to a future date to allow for more input and clarification.

Commissioner Calder moved to continue this action on the Springville Station Area Plan to a future date. Commissioner Nelson seconded the motion. The vote to continue the Legislative Session item was unanimous.

Director Yost sought more clarification on what is wanted to bring back to the Commissioners. They suggest a work session. Director Yost agreed to schedule a work session to address the concerns and provide more detailed feedback.

With nothing further to discuss, Commissioner Huffman moved to adjourn the meeting. Commissioner Anderson seconded the motion. Chair Baker adjourned the meeting at 10:23 p.m.



**PLANNING COMMISSION
STAFF REPORT**

Agenda Item #1
October 28, 2025

October 17, 2025

TO: Planning Commission Members

FROM: Heather Goins, Executive Assistant

**RE: Springville City is seeking to amend Springville City Code
Title 11 Chapter 6, Section 213 General Fence
Requirements.**

Petitioner: Springville City Community Development

Summary of Issues

Do the proposed amendments give clarification to the current Springville City Code 11-6-213?

Background

The last fencing code revision occurred in 2016. As fencing permits have been applied for and reviewed, many questions and frustrations have arisen from the current code.

The proposed amendments seek to address vague areas of the code and establish timelines for application validity.

Analysis

Many citizens have trouble understanding the fencing code and many repeat questions are being asked, especially for corner lots. The same rules are in place from the current code for corner lots. This code clarifies placement for fences on those lots and, in turn, should be easier for citizens and employees to understand.

There are additions to the code, including alley fencing, application and permit validity timelines, fencing heights over 6 feet are approved by the Land Use Authority, clarification in the Elevation Changes section, and the addition of information regarding property lines. The code has been reorganized in a more logical format to enhance readability and articulation. In the clear view section, a drawing has been added to make it easier for applicants to understand the requirements.

A definition of corner side yard has also been added.

Some language was changed to make it easier to understand.

Staff Recommendation

The 2010 Springville General Plan adopted the planning goal for residential areas to 'create a safe, functional, and attractive community that preserves the best of our past and shapes our future development in a way that benefits all people of our community.' The intent of the fence regulations is to ensure safe sight lines and to minimize the potential negative visual impact or hazards of high or unsightly fences, wall and/or retaining walls.

Staff finds that these are overdue, necessary changes to the fencing code. Making these updates will streamline the fencing code and make it easier for residents to understand and follow through with application. The amendments are in accordance with the General Plan.

Recommended Motion

Move to recommend approval of the amended Fence Code as written to the City Council.

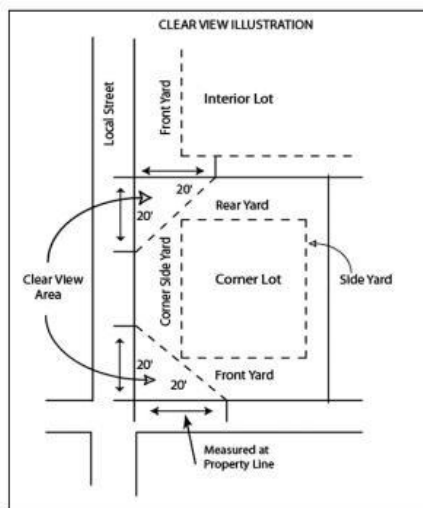
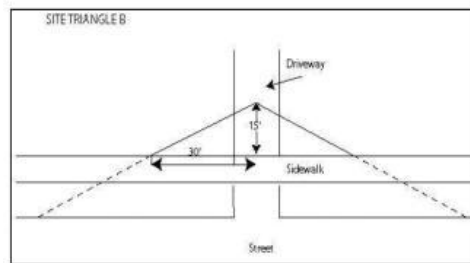
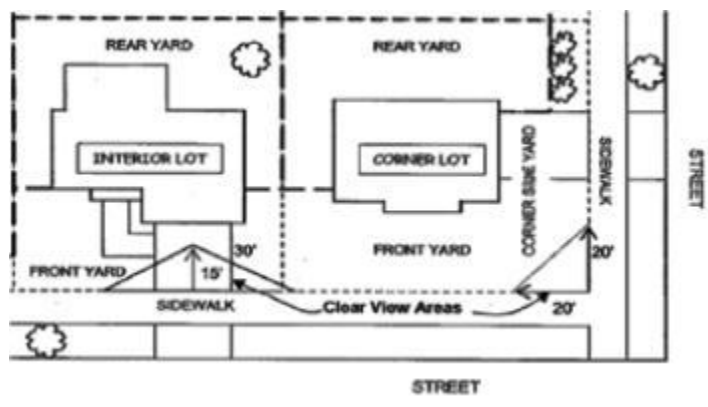
11-6-213 General Fence Requirements.

Objective

- (1) The intent and purpose of the General Fence Requirements Ordinance is to ensure safe sight lines and to minimize the potential negative visual impact or hazards of high or unsightly fences, walls and/or retaining walls.

Section One

- (1) Definitions - See Springville City Code 11-4-302 for Yard Definitions
(2) Clear View Requirements
(a) The clear view requirements shall be met in all zones as illustrated below and specified in Section 11-6-108.



Section Two - Requirements for all Fencing

- (1) All fencing must:
(a) Be located at least one foot (1') behind the sidewalk.

(b) Leave a minimum of three feet (3') open area clearance around any fire hydrant or electrical transformers.

(c) Ensure access from the front yard to the rear yard on both sides remains unobstructed by any fence, wall, shrubbery or other barriers, whether individually or in combination.

(2) Permit Required - Before commencing construction or replacement of a fence or wall, an application, including plans, shall be submitted and approved by the Community Development Department. Construction of fences and retaining walls must meet the applicable requirements of Springville Building Code. ~~For construction of all fences over six feet (6') and retaining walls over four feet (4') (including the footings) in height, a building permit must also be secured.~~

(3) Exceptions - The provisions of this Section may not apply to:

(a) Approval of fence heights by the ~~Planning Commission~~ Land Use Authority, which are greater than six feet (6') high, in order to provide screening of adjacent uses as a part of site plan review;

(b) Temporary construction fences installed to protect the public from injury during construction or to maintain security for development. A ~~(a~~ permit must be obtained ~~for these and they fence~~ must be removed at completion of construction);

(c) ~~For Agricultural fences, ing purposes~~ which do not adjoin residential developments or areas;

(d) Fences required by State law to surround or enclose public utility installations, public schools, or other public buildings; or

(e) Fences for uses such as tennis or sports courts, which may be a maximum of fifteen feet (15') high if the fence meets all ~~of~~ the required setbacks for an accessory building in the zone in which it is located.

(4) Duration of Review and Approval

(a) Approved fence permits shall expire six months (180 days) from the date of approval. Fence construction must be completed before the six months expires.

(b) Upon expiration, a new fence permit application must be submitted and approved prio to beginning or continuing construction.

(c) When a fence application is in process and revisions have been requested, but there has been no response from the applicant, the application will expire two months (60 days) after the last request, provided revised plans have not been submitted and received by the Community Development Department within that two-month period.

(5) Building permits are also required when:

(a) fencing is over 6 feet in height, measured from the bottom of the footing.

(b) a retaining wall is over 4 feet, including footings.

~~(4) — (6) Materials - It shall be unlawful to erect or maintain any barbed wire, concertina or razor wire, or electric fence along or adjacent to any public street in the City; however, barbed wire may be used in the A-1 zone.~~

~~(7) All fences shall be constructed with the finished surface facing neighboring property with support posts placed to the inside, except in those cases where the posts are an integral part of the fence design which enhances the aesthetic appearance of the fence.~~

~~(5) The clear view requirements shall be met in all zones as illustrated below and specified in Section 11-6-108. Gates that exceed four feet (4') in height for driveways leading to a public street shall be located twenty feet (20') behind the property line. The gate shall be required to open into the property.~~



~~(8) Gates that exceed four feet (4') in height for driveways leading to a public street shall be located twenty feet (20') behind the property line. The gate shall be required to open into the property.~~

(9) Elevation Changes

~~(6) Where elevations are different on either side of the fence, wall or hedge the maximum height shall be measured from the higher elevation; provided, that higher elevation is level or increases for a distance of at least fifty feet (50') from the fence.~~

~~(a) If the ground is higher on one side of a fence, wall, or hedge, measure the maximum height from that higher side, as long as the ground there is level or slopes upward for at least fifty feet (50') perpendicular from the fence.~~

(10) Property Lines

~~(a) It is the property owner's responsibility to know where their property lines are. Springville City does not survey property lines.~~

~~(b) Property lines can be determined by hiring a surveyor or using existing survey markers.~~

~~(c) Any property line disputes are considered a civil matter and shall be handled between the affected parties.~~

Section Three - Residential Zones

~~(7)~~ Residential Zones - The following provisions shall govern the height and location of fences, walls, plant growth or other obstruction to view:

(1) Fences, walls or hedges can be located in the following areas as measured within the minimum required setback area or from the existing building location, whichever is less.

(a) Interior Lots

Maximum allowed fence heights

Front Yard - Four feet (4')

Side Yard - Six feet (6')

Rear Yard - Six feet (6')

Clear View/Site Triangle - Four feet (4') and at least fifty percent (50%) see-through

~~(a) Interior Lots.~~

~~Front Yard - Four feet (4')~~

~~Side Yard - Six feet (6')~~

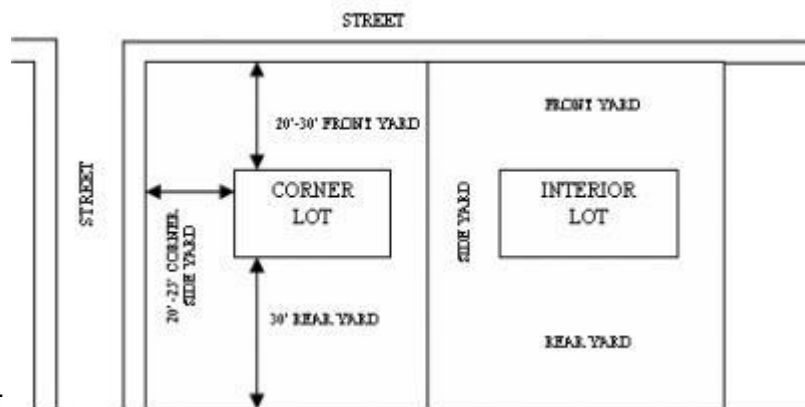
~~Rear Yard - Six feet (6')~~

~~Clear View/Site Triangle - Four feet (4') and at least fifty percent (50%) see-through~~

(i) Exception. Decorative wrought iron or fencing that is similar in appearance and that is at least seventy percent (70%) see-through may be installed in front yards up to six feet (6') in height.

(ii) Lots located in the R1-15 Zone or in the Hillside (H-1) Overlay Zone that are greater than two (2) acres may install decorative wrought-iron fencing or a similar type of fence material up to eight feet (8') in height. The fencing shall be

at least seventy percent (70%) see-through. Clear view and other requirements of



this Title must be met.

~~(iii) Fencing installed to keep urban deer populations out of rear yards may be constructed up to eight feet (8') in height in rear yards provided any portion of the fence over six feet (6') in height is 50% see-through and includes a void opening of at least two (2) inches square. The following materials are nonexclusive examples of materials not approved as deer fencing:~~

- ~~(A) Contractor sand/snow fence (usually orange);~~
- ~~(B) Galvanized steel hardware cloth;~~
- ~~(C) Poultry netting;~~
- ~~(D) Galvanized or stainless steel wire fencing made of fourteen (14) gauge wire or larger.~~

(b) Corner Lots.

Maximum allowed fence heights

Front Yard - Four feet (4')

Corner Side Yard - Four feet (4')

Interior Side Yard - Six feet (6')

Rear Yard - Six feet (6')

Clear View/Site Triangle - Four feet (4') and at least fifty percent (50%) see-through

~~Front Yard—Four feet (4')~~

~~Corner Side Yard—Four feet (4')~~

~~Interior Side Yard – Six feet (6')~~

~~Rear Yard – Six feet (6')~~

~~Clear View/Site Triangle – Four feet (4') and at least fifty percent (50%) see-through~~

(i) Exception. Decorative wrought iron fencing or fencing that is similar in appearance and that is at least seventy percent (70%) see-through may be installed in corner side yards up to six feet (6') in height.

(A) Six Feet Solid Fence Options

~~(ii) —~~ (1) Where corner lots are adjacent to each other with rear yards abutting, a six-foot (6') solid fence is permitted, set back five feet (5') from the street side yard lot line at a point beginning fifty feet (50') from the intersecting point of the corner property lines.

(B) Six-Foot Semi-Private Options

(1) On corner lots, a fence in the street side yard may be up to four feet (4') solid, with an additional top section up to two feet (2') in height that is at least seventy percent (70%) transparent, for a total height of six feet (6'). This fence configuration must be set back at least one foot (1') from the back of the sidewalk.

(2) If the fence changes direction from running parallel to the corner side property line to running perpendicular into the interior of the lot, this same four feet (4') solid + two feet (2') transparent configuration must continue for a minimum of twenty feet (20') measured perpendicular from the street side property line. Clear view requirements must also be met.

(3) For the purposes of this section, the “corner side yard” includes any fence segments running perpendicular to the street property line between the subject property and an adjoining property.

~~(iii)~~ (2) Lots located in the R1-15 Zone or in the Hillside (H-1) Overlay Zone that are greater than two (2) acres may install decorative wrought-iron fencing or a similar type of fence material up to eight feet (8') in height. The fencing shall be at least seventy percent (70%) see-through. Clear view and other requirements of this Title must be met.

(3) Deer Fencing

~~(iv) —~~ (a) Interior Lots Fences ~~ing installed- designed to keep-prevent~~ urban deer populations ~~out-of- from entering~~ rear yards may be constructed up to eight feet (8') in height, ~~provided they: in rear yards provided the fence meets the side yard setback~~

~~required for residences on the lot and any portion of the fence over six feet (6') in height is 50% see through and includes a void opening of at least two (2) inches square. The following materials are nonexclusive examples of materials not approved as deer fencing:~~

- ~~(i) Ensure any portion above six feet (6') is at least fifty percent (50%) transparent.~~
- ~~(ii) Include transparent openings of at least two (2) inches by two (2) inches.~~
- ~~(b) Corner Lots: Fencing installed to keep urban deer populations out of rear yards may be constructed up to eight feet (8') in height in rear yards provided the fence meets the side yard setback required for residences on the lot and any portion of the fence over six feet (6') in height is 50% see through and includes a void opening of at least two (2) inches square. Fences designed to prevent urban deer from entering rear yards may be built up to eight feet (8') tall, provided they:~~
 - ~~(i) Meet the side yard setback requirements for the residence.~~
 - ~~(ii) Ensure any portion above six feet (6') is at least fifty percent (50%) transparent.~~
 - ~~(iii) Include transparent openings of at least two (2) inches by two (2) inches.~~
- ~~(c) The following materials are nonexclusive examples of materials not approved as deer fencing:~~
 - ~~(i) Contractor sand/snow fence (usually orange);~~
 - ~~(ii) Galvanized steel hardware cloth;~~
 - ~~(iii) Poultry netting;~~
 - ~~(iv) Galvanized or stainless steel wire fencing made of fourteen (14) gauge wire or larger.~~

(4) Double Frontage Lots

~~(c)~~ (a) Where lots have double frontages, that area designated as the rear yard by the Community Development Director ~~as the rear yard~~ may have a solid or view-obstructing fence, wall or hedge, not exceeding six feet (6') in height. Such fence, wall or hedge shall be set back at least five feet (5') from the edge of the sidewalk.

(b) Where the double-fronted lot is also a corner lot (three (3) frontages) the required clear view across corner property shall be enforced at street intersections at both the front and rear of the lot.

(5) Alley Fencing

(a) Clear View is measured at the driveway into the alley off of the street, not at individual driveways on alley ways.

(6) Fencing Along Creek Corridors

Fences along creek corridors as defined by 11-6-130 Protection of Creek Corridors, shall not be located within a recreation and maintenance easement as defined by 11-6-130(3) if present on the property.

~~(d) — All fencing shall be located at least one foot (1') behind the sidewalk and a minimum of three feet (3') open area clearance is required around any fire hydrant or electrical transformers.~~

~~(e) — No fence or wall, regardless of materials, nor other obstructions, including shrubbery, nor any combination of materials, shall be erected or maintained that blocks access from a front yard through both sides of a rear yard.~~

~~(8) —~~

Section Four

Non-Residential Zones - The following provisions shall govern the height and location of fences, walls, plant growth or other obstructions to view.

(a) Fences, walls and hedges may be constructed or maintained in non-residential zones up to six feet (6') in height. Such fence, wall or hedge shall be located no closer than one foot (1') from the sidewalk.

(b) The clear view requirements shall be met in all zones.

(c) No fence or wall over three feet (3') in height may be located in the required street frontage landscape border as defined in Section [11-6-208](#).

(d) Fences and walls within any business, commercial or manufacturing zoning classification which abuts residential or institutional uses shall be used in conjunction with landscaping as screening in accordance with the provisions found in this Article.

(Ord. No. 13-2008, 06/17/2008; Ord. No. 12-2009, 06/16/2009; Ord. No. 11-2010, 06/15/2010; Ord. No. 10-2016, 06/07/2016)