



## Tips for Planning a Successful Fence Project

- ✓ Get written detailed bids from three contractors. Compare the bids and ask questions.
- ✓ Check the contractor's license and complaint history through the Oregon Construction Contractors Board at [www.oregon.gov/ccb](http://www.oregon.gov/ccb)
- ✓ Ask for and check references. Look at other jobs the contractor completed recently.
- ✓ Verify who will be responsible for securing the necessary permits and call 811 for locating underground utilities.
- ✓ Agree in advance to a payment schedule—don't pay for everything up front.

# Cornelius

Oregon's Family Town

Community Development Department

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# Residential Fences

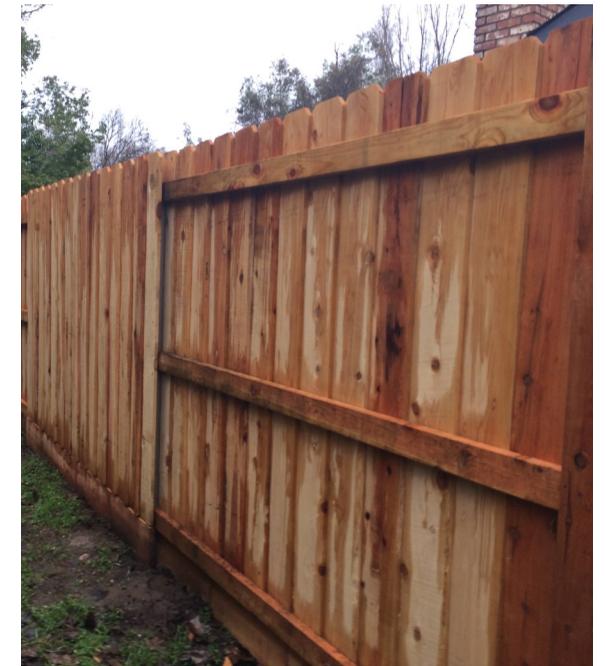
City of Cornelius

## Code requirements for placement of fences in Residential Districts

One of the first projects a new homeowner may undertake is building a fence. Fence projects set physical boundaries and add security and privacy to properties.

Home construction occurs on smaller lots, as land values rise. Garages are integrated into homes or placed on alleys. All of these factors lead to the potential for fence construction to impede the ability of people to see one another as they walk, bike, scoot, or drive on streets, sidewalks, pathways and alleys.

Committed to safety, the City regulates fences in relation to the ability see others using the streets, including alleys. Fences may be constructed, provided they comply with the Cornelius Municipal Code (CMC).



## Fence Regulations

The Cornelius Municipal Code (CMC) regulates development in the city, including fences.

CMC 18.150.070 :

(A) Regardless of the front, side or rear yard requirements of the zone, fences and hedges may be located within yards as follows:

(1) Adequate sight distances shall be maintained and unobstructed at street intersections and driveways.

(2) Fences and hedges up to six feet in height may be located within the side or rear yard behind the front yard setback.

(3) Fences and hedges up to four feet in height may be located within the front yard setback within six inches of a sidewalk, or, if no sidewalk exists, where the sidewalk would be constructed.

(B) Fences and hedges up to six feet in height may be located within a side or rear yard facing a street; provided, that adequate sight distances are maintained and unobstructed at street intersections and driveways.

(C) All nonresidential fences shall be subject to design review relative to screening, buffering, safety and security. [Ord. 638 § 1, 1985; Ord. 810, 2000; Code 2000 § 11.40.23; Ord. 2020-05 § 1 (Exh. A), 2020.]

## Clear Vision Zones

CMC 18.150.070 Except in the central mixed use (CMU) zoning district, a clear vision zone shall be maintained on the corners of all property adjacent to the intersection of two streets, a street and a railroad, or a driveway providing vehicular access to a public street.

(A) The clear vision zone is defined as the triangular area beginning at the intersection of the projected curb lines, and extending 15 feet along the leg of each intersection. No fence, berm, wall, hedge or other planting or structure shall be placed within the clear vision zone that would impede visibility between a height of 30 inches and 10 feet as measured from the top of curb, or in the absence of a curb, from the established street center line grades. If the relation of the surface of the lot to the streets is such that visibility is already obscured, nothing shall be done to increase the impediment to visibility within the vertical and horizontal limits set forth above. Poles, tree trunks, and similar objects less than 12 inches in width may be allowed in the clear vision zone if they meet the vertical requirements noted above.

(B) A private access shall be treated as a public street for the purpose of this section. The edge of the paved surface area of the private access, be it roadway, curb or sidewalk, shall be treated as the curb line in determining the vision clearance zone.

(C) The requirements of visibility at intersections in the CMU zoning district shall be determined on a case-by-case basis by the facilities and design review committee in accordance with traffic and transportation engineering standards. [Ord. 810, 2000; Code 2000 11.40.27; Ord. 841 Exh. 2, 2003; Ord. 2018-02 § 1 (Exh. A), 2018; Ord. 2019-10 § 1 (Exh. A), 2019.]

