

**From:** [Helena Lulay](#)  
**To:** [dvalenzuela@ciwilsonville.or.us](mailto:dvalenzuela@ciwilsonville.or.us); [Pauly, Daniel](#); [Le, Khoi](#); [Bateschell, Miranda](#); [Bradford, Philip](#)  
**Cc:** [Mayor Julie Fitzgerald](#)  
**Subject:** Enforcement and code violations , Safety Accountability.  
**Date:** Thursday, April 8, 2021 1:01:54 PM  
**Attachments:** [FD letter Canyon Creek South Phase 3.docx](#)  
[Safety Issue Renaissance Canyon Creek Road Development.docx](#)

---

**[This email originated outside of the City of Wilsonville]**

---

City Leaders,

I sent an email to Jason Arn Deputy Fire Marshall for TVFR, with the attached pictures and questioning the proposed development on Canyon Creek S that TVFR has reviewed and finds in compliance based on the proposed streets and width. Development Review Board Panel A will be reviewing this proposed development in a city meeting 4/12. I asked Jason, about the developments already built and under construction in the same neighborhood where residents are clearly Violating code and safety requirements. The residents have little to no parking in a development where zoning was approved for new homes with minimal street parking, private roads and limited to 1 exit egress from a development with 130+ homes. All of this should be alarming to you as City leaders.

The developer is requesting a zone change to add additional housing with a small public street that will have no parking on either side of the street, it ends at a half cul de sac with a private street and is up against a dead end road. Where will these residents park? How will fire trucks and ambulances access in an emergency. As you can see by the pictures attached, the neighborhood is struggling with parking on a daily basis. Why would you allow this additional development to be built when the neighborhood is already at risk and the residents are parking in restricted areas?

When I inquired with Jason, The Deputy Fire Marshall about blocked fire hydrants, he said that they are not able to enforce violations and said it would be the city code enforcement that would? When I ask the city they tell me Private streets have no enforcement and the public streets would be the police department, a limited resource as we all know in Wilsonville. I inquired why the curb is not painted red by the fire hydrants. I was told that is a city decision? Why would we not have the curb painted to clearly define no parking area? I was informed on a private street it is the HOA? Who decides if the curb should be painted? Who enforces this. When developments are approved careful thought as well as past mistakes should be used to make decisions that protect the safety of the community. I am asking all of you to review this proposed development. Please Drive the neighborhood, evenings and weekends are the worst violations and puts the neighborhood and surrounding neighborhoods at risk! These are Wilsonville citizens and the City Leaders need to understand when they are approving new developments what is really happening once it is approved. Don't make the same mistake and approve these 8 additional homes, It's more than compliance with a code when approving these zone changes and developments, it's about the safety of the citizens of Wilsonville and specifically this neighborhood and the surrounding ones. We as citizens of Wilsonville are counting on you to keep us safe!

Thank you,

Helena & Jeffrey Lulay  
503-545-4657





February 16, 2021

Philip Bradford  
Associate Planner  
City of Wilsonville  
29799 SW Town Center Loop E  
Wilsonville, Oregon  
97070

**Re: DB20-0039 8 Lot Subdivision- Canyon Creek South Phase 3**  
**Tax Lot I.D: 31W13BD06400**

Philip,

Thank you for the opportunity to review the proposed partition surrounding the above-named development project. These notes are provided regarding the notice we received **February 13, 2021**. There may be more or less requirements needed based upon the final project design, however, Tualatin Valley Fire & Rescue will endorse this proposal predicated on the following criteria and conditions of approval.

1. **FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDINGS AND FACILITIES:** Access roads shall be within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building or facility. An approved turnaround is required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150 feet. (OFC 503.1.1)
2. **FIRE APPARATUS ACCESS ROAD WIDTH AND VERTICAL CLEARANCE:** Fire apparatus access roads shall have an unobstructed driving surface width of not less than 12 feet (OFC D103.1)) and an unobstructed vertical clearance of not less than 13 feet 6 inches. (OFC 503.2.1)
3. **TRAFFIC CALMING DEVICES:** Shall be prohibited on fire access routes unless approved by the Fire Marshal. (OFC 503.4.1). Traffic calming measures linked here: <http://www.tvfr.com/DocumentCenter/View/1578>
4. **NO PARKING SIGNS:** Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, "No Parking" signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Signs shall read "NO PARKING - FIRE LANE" and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. (OFC D103.6)
5. **NO PARKING:** Parking on emergency access roads shall be as follows (OFC D103.6.1-2):
  1. 20-26 feet road width – no parking on either side of roadway
  2. 26-32 feet road width – parking is allowed on one side
  3. Greater than 32 feet road width – parking is not restricted
6. **FIREFIGHTING WATER SUPPLY FOR INDIVIDUAL ONE- AND TWO-FAMILY DWELLINGS:** The minimum available fire flow for one and two-family dwellings served by a municipal water supply shall be 1,000 gallons per minute. If the

structure(s) is (are) 3,600 square feet or larger, the required fire flow shall be determined according to OFC Appendix B. (OFC B105.2)

**7. FIRE HYDRANT(S) PLACEMENT:** (OFC C104)

- Existing hydrants in the area may be used to meet the required number of hydrants as approved. Hydrants that are up to 600 feet away from the nearest point of a subject building that is protected with fire sprinklers may contribute to the required number of hydrants. (OFC 507.5.1)
- Hydrants that are separated from the subject building by railroad tracks shall not contribute to the required number of hydrants unless approved by the Fire Marshal.
- Hydrants that are separated from the subject building by divided highways or freeways shall not contribute to the required number of hydrants. Heavily traveled collector streets may be considered when approved by the Fire Marshal.
- Hydrants that are accessible only by a bridge shall be acceptable to contribute to the required number of hydrants only if approved by the Fire Marshal.

8. **PREMISES IDENTIFICATION:** New and existing buildings shall have approved address numbers; building numbers or approved building identification placed in a position that is plainly legible and visible from the street or road fronting the property, including monument signs. These numbers shall contrast with their background. Numbers shall be a minimum of 4 inches high with a minimum stroke width of 1/2 inch. (OFC 505.1)

If you have questions, please feel free to contact me at **503-259-1510**.

Sincerely,



Jason Arn  
Deputy Fire Marshal II

Email: [jason.arn@tvfr.com](mailto:jason.arn@tvfr.com)

Cc: file

A full copy of the New Construction Fire Code Applications Guide for Residential Development is available at <http://www.tvfr.com/DocumentCenter/View/1438>

Safety Issue Renaissance Canyon Creek Road Development

Blocking Fire hydrants





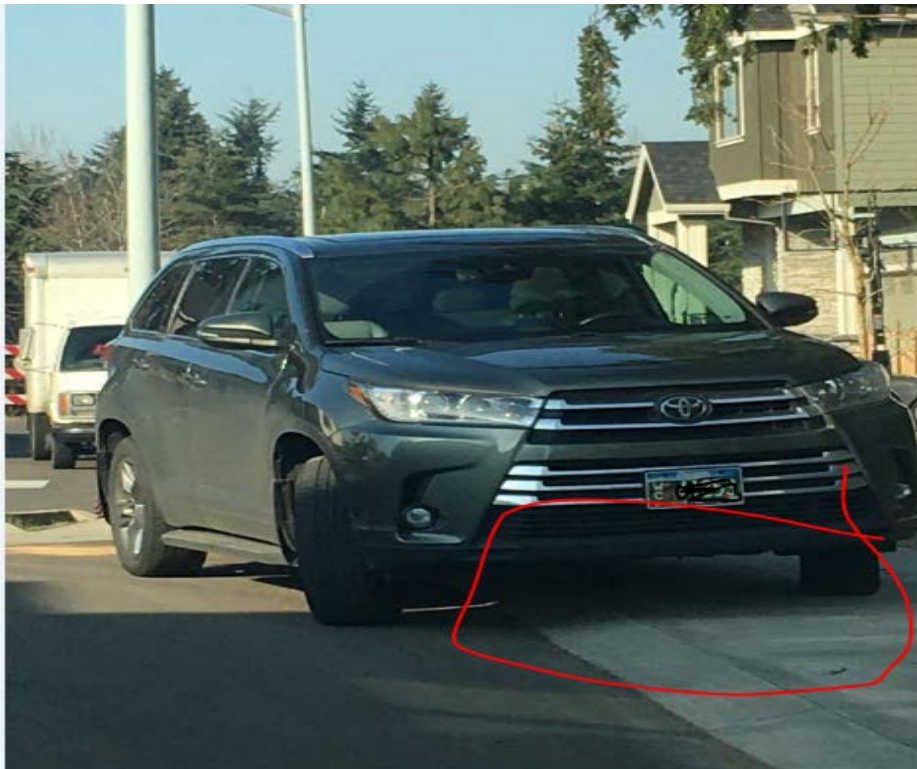


Can a fire truck or Ambulance fit through here?





Parking on the sidewalk in front of homes







Blocking city road/access to Sundial apartments,  
proposed development area.

