

From: [Gordy Hughes](#)
To: [Dax Fraser](#); [Anita McNamara](#)
Cc: [Mary McCrea](#)
Subject: RE: Hillview Crossing Townhome Exemption Development
Date: Tuesday, December 11, 2018 9:54:12 AM

I might add to Dax's e-mail:

- If Dax is requiring the hydrants location opposite the parking side of the roadway, then they must have a compliant curb cut that would ensure 26' clear road width, this added to the required 8' for parking would make these portions of the roadway 34'. These specifications are out of appendix D as well.
- Hydrants and approved fire department access road must be installed prior to combustible construction
- HOA covenants might want to include Emergency Procedures for all hazards evacuation plan. I would offer up the assistance of the Missoula Fire Department Fire Prevention Bureau to assist in drafting the language of the procedures.

This proposed development meets the minimum requirements of the Fire Code.

Gordy Hughes

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From: Dax Fraser
Sent: Monday, December 10, 2018 6:15 PM
To: Anita McNamara <McNamaraA@ci.missoula.mt.us>; Gordy Hughes <HughesG@ci.missoula.mt.us>
Cc: Mary McCrea <McCreaM@ci.missoula.mt.us>
Subject: RE: Hillview Crossing Townhome Exemption Development

Most of the fire department's concerns were dealt with at the DRT meeting, but a quick recap is probably in order. The 21' wide road needs to be signed no parking on both sides of the road which will probably be very doable because there are no dwellings on that portion of road. The two portions of road that are 28' wide and have the dwelling units will need to be signed no parking on one side of the street, and I believe the signed side will be the north/low side of the street where the fire hydrants are located (fire hydrants should be on the no parking side). The turnaround is a hammerhead and is acceptable to the fire department as long as it's measurements are consistent with Appendix D of the IFC (developers are familiar with this from discussions we've had). In the DRT Kevin Slovrap mentioned they'd have to have a snow removal plan since the roads are going to be private, which is much needed on this project, but I'm not sure how that looks up front (contract, handshake?). Also, I'm guessing the City won't have a lot of good options in the future if the homeowners association decides not to provide or enforce their own snow removal plan for their development.

Lastly, Council Member DiBari's concerns about emergency traffic on these streets holds merit. Emergency traffic on roads like this (with slope and narrow) is slow with optimal conditions, but has the potential to pose various problems if the conditions above aren't followed or enforced. If the parking and snow removal aren't accounted for or ignored the possibility for an accident or inability to arrive on scene in an emergency situation.

Dax Fraser
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From: Anita McNamara
Sent: Thursday, December 6, 2018 10:22 AM
To: Gordy Hughes <HughesG@ci.missoula.mt.us>; Dax Fraser <FraserD@ci.missoula.mt.us>
Cc: Mary McCrea <McCreaM@ci.missoula.mt.us>
Subject: Hillview Crossing Townhome Exemption Development
Importance: High

Hi Gordy and Dax.

We met with Council Member DiBari yesterday to talk about the Hillview Crossing project, which is scheduled for a public hearing before City Council on December 17th. The roads in the project are proposed as private streets within public access easements. See attached site layout. The paving width of the southern segment of Road "A" is 21 feet back of curb to back of curb, and signed for No Parking for approximately 1,400 linear feet. The northern segment of Road "A" is 28 feet back of curb to back of curb with parking on one side for approximately 1,320 linear feet. Road "B" is 28 feet back of curb to back of curb with parking on one side for approximately 1,020 linear feet. Council Member DiBari raised some concerns as to whether fire equipment would be able to access the ends of the cul-de-sacs, the northern segment of Road "A" in particular, especially when there is a fire and fire trucks are having to navigate the roads while simultaneously residents are going the opposite direction in an attempt to drive out of the development to get to Hillview Way.

Attached is the site development layout plan for the project for reference. We have yet to receive fire comments on this project, so please take a look and provide us with comments by Tuesday, December 11th.

Please let me know if you have any questions.

Thanks,
Anita

Anita McNamara, AICP, CFM
Planner III
City of Missoula Development Services