

Matt Martin

From: Paul Twelker <paul.twelker@gmail.com>
Sent: Tuesday, November 1, 2022 12:06 PM
To: Matt Martin
Subject: Comments regarding File #s: MP 22-01 / SUB 22-01 / MNR 22-02

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To: Matthew Martin, Principal Planner
From: Paul A. Twelker
Re: Comments regarding File #s: MP 22-01 / SUB 22-01 / MNR 22-02

Garage Rear Setback

The standard Garage Rear Setback in Master Panned Developments currently is specified at 20'. Yet, in the Sunset Meadows project, the proposed setback is specified at 18', a 10 per cent reduction. It would appear that the Planning Commission has thought about cars extending into the street or alley, as the *Sisters Development Code, Section 3.3.400 Standards for Off-Street Parking* forbid vehicles over-hanging into the right-of-way in the case of tandem parking. It is my opinion that the 18' setback is unrealistic and ill-advised in light of vehicular length trends.

The popularity of pickup trucks has increased greatly in recent years. From the start of the COVID lockdown, for the first time ever, pickup trucks were purchased more than passenger cars. Of the 5 most popular full-size and 5 most popular mid-size trucks, pickup trucks range from about 17' 5" to over 21' long. This includes all bed sizes, cab sizes and drive. The average pickup truck measures 19.8' long. The Ford F-250 has a length that ranges from 19.3' to 22.35' long. This includes all bed sizes, cap sizes and drive.

The public has been told that the City of Sisters placed a "great emphasis" on creating a buffer zone between Sunset Meadows and McKenzie Highway. However, this led the developer to propose reducing the Garage Rear Setback in order to provide "greater flexibility in home design". In doing so, some residents will park pickup trucks on their driveways that overhang the alleyway. But, you say, residents can park in their garages. Really? Many double garages are 20' long and used solely for storage.

I have two recommendations. First, establish reasonable Garage Rear Setbacks for Master Planned Developments. Second, deny Woodhill Home's proposal to modify the current standard rear garage setback of 20' down to 18'.

On-Street Parking

Townhomes 1-26 and the Single-Family Homes have adequate and accessible on-street parking. However, it appears that Townhomes 49-70 are "orphaned" with no easily accessible on-street parking except for townhomes near Brooks Camp Rd and Local Street B. Parking in the alleyway is impossible. And many driveways will be occupied by resident's vehicles since many garages are used for storage. For example, my home on West Williamson Avenue in The Village at Cold Springs is the only home of ten in our immediate vicinity that has no vehicles parked overnight in the driveway. And yes, some of these vehicles overhang the sidewalk, both in daylight and nighttime hours, creating a walking hazard for pedestrians.

Concluding Comment

Cramming three long rows of homes into Sunset Meadows obviously involves tradeoffs: ignoring the impact of clearcutting of trees on neighboring subdivisions, disruption of wildlife corridors, minimizing of landscaping options among the Sunset Meadows dwellings, minimizing the intent of the Tree City USA designation of Sisters, minimizing of outdoor living options for

residents (space for family gatherings, grilling, gardens, etc), easy access of visitors, family (including the elderly) to homes that border only an alleyway, compromising of Dark Sky policies, to name a few. These tradeoffs will eventually jeopardize the livability and beauty of our community. How will people look at developments such as Sunset Meadows twenty years from now: enlightened planning or a failed experiment?

Sincerely,
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