

PLANNING COMMISSION MINUTES
TUESDAY, SEPTEMBER 10, 1996

COMMISSIONERS PRESENT

Carolyn Tomei, Chair
Brian Cosgrove
Tim Havel
Terry LaRocque
Calvin Walter

STAFF PRESENT

Maggie Collins,
Com. Dev. Dir
Stacy Lawson,
Asst. Planner
Shirley Richardson,
Hearings Recorder

COMMISSIONERS ABSENT

Pat Lent
Michael Smith

1.0 CALL TO ORDER

Chair Tomei called the meeting to order at 6:33 p.m.

2.0 PROCEDURAL QUESTIONS -- None.

3.0 CONSENT AGENDA

3.1 Planning Commission Minutes -- August 27, 1996

Terry LaRocque moved to approve the minutes of the August 27, 1996, as corrected. **Tim Havel** seconded. MOTION CARRIED 5-0.

4.0 PUBLIC COMMENT

Speaking: Gary Michael, 11907 SE 19th, Milwaukie

Mr. Michael voiced concern about obvious sign code violations that he has observed. He feels the Thomason Toyota dealership signs are a clear and blatant series of violations of the Sign Ordinance. He stated that he is bothered by the inability of the City to enforce this Ordinance. He understood that Jim Crumley, many months ago, had written a letter to Thomason and asked if that constituted notice. If it was, he believes Thomason's 30 days to comply is long since past. He would like to see the signs declared a nuisance and the proper action taken.

The obvious violations are the wall sign facing south that includes a portrait of Thomason and the words "Toyota" over the whole wall. If this is a commercial zone, the sign is limited to 20% of the face of the wall. If this is a manufacturing zone, the sign is limited to 20% of the face of the wall. In either case, this is a whole wall covered by an obvious advertising sign.

The other clear violation is the banners. The banners have been out for many months. Under the Sign Ordinance, Banners are allowed only for a 30-day time period. These banners are on both sides of the street.

There are some possible violations coming up on the west side of the street. There are seven sandwich-boards along the edge of the sidewalk, which they will probably claim as a temporary sign, just up for a sale. He would like the City to monitor these sandwich signs to confirm that they are up longer than the official sale.

Mr. Michael stated that this is a Sign Ordinance that the Planning Commission spent a lot of time in developing. It was revised a few years ago. Enforcement is one of the key provisions. This automobile dealership is a non-conforming use in that zone. The dealership should go out of the way to be a good neighbor. Certainly no special treatment should be given them.

He understands that Staff has assigned someone to the issue, but it seems to him that the letter written earlier should have been sufficient to put Thomason Toyota on notice to come into compliance.

Bryan Cosgrove asked Staff if the City has an Enforcement Officer? **Maggie Collins** stated that there is presently no Enforcement Officer. She explained that the Planning Commission has asked Staff to review this issue and bring back a report. Staff has completed their review, and a report is being drafted. The issue of wall signs versus murals was not addressed. As to the banners, it seems that there is a need to put Thomason on notice. The sandwich-signs are clearly illegal on the west side of McLoughlin. The "For Sale" sign just put up is also clearly illegal. The gist of the report is that there are some illegalities. This report should be out in a few days.

In regards to the letter from Jim Crumley, he had started looking into the issue and had written a letter. Mr. Crumley suggested that there might be some sign problems, but the letter also addressed the parking trespasses on ODOT property and the Springwater Corridor. So, legally, Thomason has not yet been put on notice. The final report will likely go to Thomason's attorneys for action.

Mr. Michaels stated that he does not feel that the sign is a mural or work of art. The Sign Ordinance states that anything with words or picture that can be painted on a wall, constitutes a sign.

Calvin Walter explained that this issue has been discussed at the last couple of Planning Commission meetings. Something is being done. The mural is not a mural as far as he is concerned. As part of the sign, it says, "Customer Service." The City is working on enforcing the fact that the sign is not a mural. This is not something that is slipping by.

5.0 PUBLIC HEARINGS

- 5.1 Appellant: Clackamas Federal Credit Union
Applicant: Steve Morrison
Property Owner: Cheyenne Properties
Location: 4330 SE International Way
Proposal: Lot Line Adjustment (LLA-96-03) and Transportation
Planning Review (TPR-96-01)

Chair Tomei opened the public hearing on a the Clackamas Federal Credit Union appeal. The purpose of this hearing is to address Appeal AP-96-01, which is related to property located at 4330 International Way.

Stacy Lawson reported that Appeal AP-96-10 has been withdrawn. The Appellant has sent a letter of withdrawal to the City. Both the property owner and the Appellant has been notified, as well as the only other person on the mailing list. Staff requested that the Planning Commission take action to close the file.

Bryan Cosgrove moved to authorize Staff to close the file, AP-96-01, and identify it as being null and void because it has been withdrawn. **Tim Havel** seconded. MOTION CARRIED 5-0.

- 5.2 Applicant: Michael W. Haney
Property Owner: Michael W. Haney
Location: 9918 SE 43rd
Proposal: Minor Land Partition (MLP-96-04) and Two Variances
(VR-96-03/VR-96-04)

Chair Tomei opened the public hearing on Applications MLP-96-04, VR-96-03, and VR-96-04, to allow a two-lot partition on property located at 9918 SE 43rd. The Applicant has the burden of proof in showing that the Application is consistent with the City of Milwaukie's Zoning Ordinance and Comprehensive Plan. The criteria to be addressed is found in Sections 302, 400, 500, and 700 of

the Zoning Ordinance, and Chapter 17 of the Subdivision Ordinance. She then explained the hearing format.

Chair Tomei asked if there were any conflicts of interest or ex-parte contacts to declare. There were none. She asked if there were any Commissioners who visited the site; three hands were raised. None of the Commissioners who raised their hands noticed anything different from what is stated in the Staff Report. No one in the audience challenged the impartiality of any Commission member or the jurisdiction of the Planning Commission to hear this matter.

STAFF REPORT

Stacy Lawson reviewed the Staff Report with the Commissioners. The Applicant is proposing three things, one Minor Land Partition and two Variances. The Minor Variance, VR-96-03, is to allow Lot 2 to be smaller than the required 7,000 square feet and the second, a Major Variance VR-96-04 to allow the street side setback on Lot 1 to be reduced to 7 feet, 2.4 inches rather than the required 20 feet. These variances are being processed concurrently with the Minor Land Partition, MLP-96-04. The property is located within the R-7 zoning district, which requires a minimum lot size of 7,000 square feet.

The property is located on 43rd , north of Logus. It is a corner lot with the front of the property on 43rd Avenue and the side-yard on Melody Lane. The side-yard setback after surveying is 7 feet and 2.4 inches. Changes are shown on the handout.

The proposed garage is included in the request for a reduced setback on the street side-yard. There is an area at the rear of the house that is not identified on the Engineer's map as being removed, but in the original proposal, was to be removed to maintain the 20-foot rear-yard setback. A condition of approval has been included to require this removal to comply with the rear yard setback. There are no other non-conforming setbacks proposed.

Major Variance, (VR-96-04) The Subject Applicant is requesting this major variance to allow the 7 foot, 2.4 inch , setback to remain. Originally, this property was made up of two large lots in the back and two standard lots in front. The northeast lot was purchased, and it was approved for a Minor Land Partition of three flag lots in a row. A prior Applicant then went ahead and purchased the southeast lot behind the subject parcel and wanted to divide it. At this point, the City required the prior Applicant to apply for a six-lot subdivision for all the properties and create Melody Lane.

This did not change the configuration of the subject property, but it did change the setback requirements from a sideyard (5 feet) to a street sideyard (20 feet).

The existing home is now non-conforming. There is no existing garage. The Applicant requests that the variance for a 7 foot 2.4 inch setback be applied to the proposed garage.

The variance is consistent with the Comprehensive Plan in that the Plan encourages the maintenance of existing housing stock. In this case, the Applicant wishes to maintain the existing house on the property. This proposed garage will utilize the existing access and driveway on the site. Staff is recommending approval of the Major Variance (VR-96-02).

Minor Variance, (VR-96-03) This is a minor variance for lot area. The Applicant has tried to worked with Staff to find a solution that would create a minimum reduction in lot size. The best they have been able to come up with was a lot size that created a 20-foot setback from the existing home, but reduced the size of Lot 2 to 6,380 sq.ft. If the property is split in half, it is almost 14,000 sq.ft.; 6,800 sq.ft. per lot. Because of the location of the house, this cannot be done. If there were 6,800 sq.ft., it would only be a 3% variance. Here, retention of an existing house has created a need for a reduction in the size of Lot 2, in order to accommodate infill development. The Comprehensive Plan encourages a reduction in lot size to accommodate infill development in existing neighborhoods.

Staff recommends approval of this Minor Variance for lot size. Though the lot size is reduced, the home on the property will be required to meet all of the regulations for an R-7 zone.

Minor Land Partition, (MLP-96-04) The Minor Land Partition meets all of the requirements of the R-7 zone for lot depth and width and has appropriate access. Staff recommends approval of the Minor Land Partition.

There has been no comment from the Lewelling Neighborhood Association on this proposal. There have been no public comments on this Application. Department of Public Works is requiring additional dedication of 10 feet on 43rd Avenue for sidewalks, curb and gutters.

There is one large tree on the property that will need to be removed in order to allow for the development. There is no need for future development to be addressed in this particular land partition.

Stacy Lawson then reviewed with the Commissioners the changes Staff recommended to the Findings for the Major Variance, (VR-96-04), which were

indicated on a separate handout. Changes were made to Finding #1, reducing the setback to **7 feet, 2.4 inches on Lot 1**; Finding #5, **and to allow the location of a garage that utilizes the existing driveway and does not block the entrance into the home**; and Finding #6, "...and no reduction in the existing setback will occur..." Staff also suggests an amendment to Condition #9, **"A carport or garage measuring a minimum of 9 feet by 20 feet shall be constructed on Lot 1, prior to recordation of the Final Plat Map. The carport can be constructed with a minimum 7 foot 2.4 inch setback to Melody Lane, but must meet all other applicable standards."**

QUESTIONS FROM THE COMMISSIONERS

Chair Tomei noted that the Applicant was required to give property on the 43rd Avenue side for sidewalks and curbs. She asked if the Melody Lane frontage would have the same requirement? **Stacy Lawson** stated that there is not a similarly requirement for Melody Lane. Improvements on Melody Lane are all in, there are no sidewalks planned for the north side. It is the City's policy that sidewalks on one side are appropriate on some local streets.

Tim Havel stated that in a discussion about sidewalks at the April 11, 1995, Planning Commission meeting, the Commission recommended that only the north side have sidewalks, not the south side.

Calvin Walter asked what is the maximum reduction in lot sizes. **Stacy Lawson** stated that it was determined that two standards would be used; to go down to a minimum of 6,500 sq.ft. in an R-7 zone, without extenuating circumstances, and looking at density overall within that specific area of the parcel. The proposed 6,380 sq.ft. falls below the minimum requirement. In addition there are extenuating circumstances related to the location of Melody Lane. Not only has the Applicant not created this situation, but the Applicant wouldn't have been allowed to develop the site with a flag lot if this street had not been improved.

Bryan Cosgrove pointed out that Finding #3 should read, "...(single family residential, 7,000 sq.ft. minimum) instead of 5,000 sq.ft. minimum as written.

Terry LaRocque asked for clarification of the Engineer's drawings in relation to the sketch plan that the Applicant prepared. He asked if there was any discussion of maintaining the portion of the northeast corner of the residence under a variance procedure rather than removing it? **Stacy Lawson** stated that Staff had talked to the Applicant about this issue, but they were trying to reduce the number of variances needed for this application.

Terry LaRocque asked for clarification on the carport drawing. There were no dimensions provided. Were dimensions and access discussed? **Stacy Lawson** stated that Staff had worked with the Applicant on this. A covered parking space must be 20 feet by 9 feet. With the additional dedication, and the 20 foot front-yard setback requirement, the Applicant would not have room to locate a 20 foot garage and still comply with the front-yard setback. The original plan showed that the proposed garage would encroach into the existing home. The garage location was accurately reflected in the Engineer's plan, but it did not show the whole garage proposed. The dimensions of the two plans coincide with a proposal to relocate a portion of the house into the garage..

There was no additional correspondence received since the Staff Report was mailed.

APPLICANT PRESENTATION

Applicant: Mike Haney, 13415 SE Belmont Lane, Portland 97236

Mr. Haney stated that he recently purchased the property and they are in the process of remodeling the existing house. The house originally had a one-car garage. This one-car garage has been converted to a family room. He proposes to come back into the house 5 feet, so it would create the 20 feet x 20 feet garage and meet the setbacks required. In the back of the house is a nook, a bump-out that was added on some time ago and will be demolished. The north side porch will also be removed.

Mr. Haney stated that it was his intention to provide sidewalks, but he may not be able to do that now. He asked Staff if this was an option. **Maggie Collins** stated that the Public Works Department can be asked to review the Application for requirements for the street with the potential of adding a sidewalk on the south side. The problem is that if the Applicant is requested to dedicate more footage, then he will be in need of additional setback variances.

Mr. Haney stated that he has family in the area, so he wants to live on this property. They intend to do a lot of work and make it an enhancement to the neighborhood.

QUESTIONS FROM THE COMMISSIONERS

Calvin Walter asked for the square footage of the house. **Mr. Haney** stated that the house is between 1400 to 1500 square feet with a two-car garage.

QUESTIONS IN FAVOR OF THE APPLICATION -- None.

QUESTIONS OR COMMENTS ON THE APPLICATION -- None.

QUESTIONS IN OPPOSITION OF THE APPLICATION -- None.

DELIBERATION AMONG COMMISSIONERS

Chair Tomei closed the public testimony portion of the hearing and opened it up for deliberation.

Calvin Walter stated that the Applicant has said that he doesn't need the sidewalk, Public Works has stated that there is no need for the sidewalk, the sidewalk should be omitted. It is a moot point because sidewalk is in on the other side of the street.

Tim Havel stated that he feels the driveway is too close to the proposed sidewalk. The driveway already has a variance for a setback. He agrees with dropping the sidewalk. The driveway is 7 feet off the curb and already is dangerous for traffic.

Terry LaRocque stated that he too concurs with dropping the sidewalk issue. Given the narrowness of the street, there is no need for two sidewalks.

Chair Tomei suggested that the Planning Commission talk to Public Works to see what can be done in the future about requiring sidewalks in developments that should not be an issue.

Tim Havel moved to approve Minor Variance, VR-96-03 based on the conclusions and findings in the Staff Report and subject to the conditions as amended. **Terry LaRocque** seconded. MOTION CARRIED 5-0.

Bryan Cosgrove moved to approve Major Variance, VR-96-04 based on the conclusions and findings in the Staff Report and subject to the conditions as amended. **Tim Havel** seconded. MOTION CARRIED 5-0.

Terry LaRocque moved to approve Minor Land Partition MLP-96-04 based on the conclusions and findings in the Staff Report and subject to the conditions as amended. **Bryan Cosgrove** seconded. MOTION CARRIED 5-0.

6.0 WORKSESSIONS -- None.

7.0 DISCUSSION ITEMS

Terry LaRocque suggested that Staff use a zoning checklist. He had a sample one for others to see. This form is for the Applicant to prepare and it includes listing all

criteria and Applicant response on one side. This is a quick reference to what the proposal is about. He suggested that Staff consider using it for future applications.

- 8.0 OLD BUSINESS
- 8.1 Light Rail Study Update -- No Report
- 8.2 2040 Study Update -- No Report
- 8.3 Appointment of Commission Member Representative on Historic Resources Commission

Maggie Collins announced that the Planning Commission is required to appoint a member to be a representative at the Historic Resources Commission. This position requires attending one meeting a month, plus reviewing staff material for the Commission meetings.

It was decided that a representative will be chosen when all of the Commissioners are present.

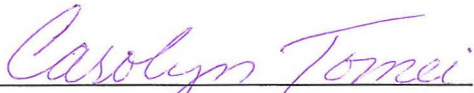
- 9.0 OTHER BUSINESS/ UPDATES
- 9.1 **Historical Resources Commission Report** -- No Report.
- 9.2 **Town Center Area Task Force Report** -- No report.
- 9.3 **Tree Committee Report** No Report.
- 9.4 **Community Development Report**

Maggie Collins encouraged the Commissioners to read an article out of September's *Atlantic Monthly*, by James Howard Kunstler titled, "Home from Nowhere." This was a good synopsis of the discussion/mentality that 2040 has encapsulated here and that is becoming of interest in other parts of the country. He is asking the question, is our suburban lifestyle giving us any true pleasure and is this the American dream?


Also enclosed in the packet was a copy of the Urban Growth Management Functional Plan. This draft will be used as the official Metro draft until the Council comes up with a Hearings draft.

- 10.0 Next Meeting -- September 24, 1996
 - 6:00 - Regional Center Steering Committee - Riverfront
 - 8:00 -- Planning Commission meeting
- 10.1 CD End of Summer Project Report
- 10.2 Community Development Report

Tim Havel moved to adjourn the meeting of September 10, 1996. **Terry LaRocque** seconded. MOTION PASSED UNANIMOUSLY. The meeting was adjourned at approximately 7:40 p.m.



Carolyn Tomei, Chair



Shirley Richardson, Hearings Reporter

PC Notebook

AGENDA
MILWAUKIE PLANNING COMMISSION
 Milwaukie City Hall, 10722 SE Main
 Tuesday, September 10, 1996
 6:30 pm

		ACTION REQUIRED
1.0	Call to Order	
2.0	Procedural Questions	
3.0	Consent Agenda Planning Commission Minutes: August 27, 1996 City Council Minutes: August 20, 1996 (upon approval by Council)	Motion Needed Information Only
4.0	Public Comment This is an opportunity for the public to comment on any item not on the agenda	
5.0	Public Hearings	
5.1	Appellant: Clackamas Federal Credit Union Applicant: Steve Morrison Property Owner: Cheyenne Properties Location: 4330 SE International Way Proposal: Lot Line Adjustment (LLA-96-03) and Transportation Planning Review (TPR-96-01)	Discussion and Motion Needed
5.2	Applicant: Michael W. Haney Property Owner: Michael W. Haney Location: 9918 SE 43d Proposal: Minor Land Partition (MLP-96-04) and Two Variances (VR-96-03/VR-96-04)	Discussion and Motion Needed
6.0	Worksession - None	
7.0	Discussion Items	
8.0	Old Business	
8.1	Light Rail Study Update	Information Only
8.2	2040 Study Update	Information Only
9.0	Other Business/Updates	
9.1	Historic Resources Commission Report	Information Only
9.2	Town Center Area Task Force Report	Information Only
9.3	Community Development Report	Information Only

10.0	Next Meeting: September 24, 1996 <u>6:00 PM - REGIONAL CENTER STEERING COMMITTEE - RIVERFRONT</u> <u>8:00 PM - PLANNING COMMISSION MEETING</u>	
10.1	CD End of Summer Project Report	
10.2	CD Report	

The Milwaukie Planning Commission welcomes your interest in these agenda items. Feel free to come and go as you please.

Milwaukie Planning Commission Statement

The Planning Commission serves as an advisory body to, and a resource for, the City Council in land use matters. In this capacity, the mission of the Planning Commission is to articulate the Community's values and commitment to socially and environmentally responsible uses of its resources as reflected in the Comprehensive Plan

Public Hearing Procedure

1. Staff Report
2. Correspondence
3. Applicant's presentation
4. Public testimony from others in support of application
5. Comments or questions from interested persons who are neither proponents nor opponents
6. Public testimony from those in opposition to the application
7. Questions from the Planning Commission
8. Rebuttal testimony from Applicant
9. Closing of public hearing
10. Commission discussion/action

The Planning Commission's decision on these matters may be subject to further review or may be appealed to the City Council. For further information, contact the Milwaukie Community Development Department office at 786-7650.

Milwaukie Planning Commission

Carolyn Tomei, Chair
Bryan Cosgrove
Tim Havel
Terry LaRocque
Pat Lent
Michael Smith
Calvin Walter

Community Development Department Staff

Maggie Collins, Community Development Director
Stacy Lawson, Assistant Planner
Diana Myrvang, Public Involvement Coordinator
Jane Leeson, Public Involvement Coordinator
Dieter Jacobs, Intern
Jeanne Garst, Office Assistant
Marcia Hamley, Office Assistant
Shirley Richardson, Recording Secretary



CITY OF MILWAUKIE

COMMUNITY DEVELOPMENT DEPARTMENT

MEMORANDUM

DATE: September 10, 1996

TO: City of Milwaukie Planning Commission

FROM: *MC* Maggie Collins, Community Development Director
Stacy Lawson, Assistant Planner

RE: Appeal 96-01 of Lot Line Adjustment LLA 96-03 and
Transportation Planning Review TPR 96-01 by
Clackamas Federal Credit Union

Appeal (AP 96-01) of the Community Development Director's Conditional Approval of LLA 96-03 and TPR 96-01 has been withdrawn. The appellant and the applicant were able to work out a mutually agreeable solution which is acceptable to the Community Development Department.

CITY OF MILWAUKIE
COMMUNITY DEVELOPMENT DEPARTMENT
STAFF REPORT

Date: September 10, 1996
File Nos.: MLP 96-04, VR 96-03,
VR 96-04

Application: Minor Land Partition to create 2 Lots, Variances for reduced lot size and a streetside setback of 8 feet, 7 inches

Applicant: Michael Haney

Property Owners: Same

Location: 9918 SE 43rd Avenue, Milwaukie, OR 97222
Tax Lot 11200 of Tax Map 1 2E 30 CB (See Exhibit 1)

RECOMMENDATION:

That the Planning Commission approve MLP 96-04, VR 96-03 and VR 96-04, based on the findings and subject to the conditions contained in this report.

PROPOSAL:

The applicant proposes to partition one lot of 13,000 square feet square feet into two lots of 7,178 (lot 1) and 6,380 (lot 2) (Exhibit 2). Two variances are required. The first, a Minor Variance (VR 96-03) to allow Lot 2 to be smaller than the required 7,000 square feet and the second, a Major Variance (96-04) to allow the street side setback on Lot 1 to be reduced to 8 feet, 7 inches rather than the required 20 feet. These applications are before the Planning Commission because the Major Variance, which must be acted on by the Planning Commission, is being processed concurrently with the Minor Land Partition and Minor Variance. The property is located within the R-7 zoning district, which requires a minimum lot size of 7,000 square feet. The surrounding properties are also zoned R-7 and are in residential use. The property is located within the Lewelling Neighborhood District Association's area.

The property is basically flat, without unusual natural features. It is a corner lot which fronts on SE 43rd Avenue and sits adjacent to Melody Lane. Melody Lane is a new street

which was developed as a part of the recent Martindale subdivision. The property has an existing house which will remain on the proposed Lot 1. A garage is proposed to be located at the front of the house to meet the requirement for covered parking. The property has four large trees, one of which is proposed to be removed.

There is an existing water meter to serve the house on Lot 1, which is already connected to sewer. Sewer and water are available to Lot 2 through connections to Melody Lane.

DISCUSSION:

Compliance With the Comprehensive Plan

The subject property has a Comprehensive Plan Designation of Low Density Residential. The proposed land partition is in compliance with the Comprehensive Plan because it is consistent with the requirement for up to 6.7 dwelling units per acre and Objective 4, Policies 4 and 5 of the Residential Land Use and Housing Element. These policies encourage rehabilitation of existing housing stock within Low Density areas and maintenance of the single family residential character of a neighborhood.

Compliance With Development Standards of the R-7 Zoning District

The R-7 zoning district requires that all lots have a minimum of 7,000 square feet of lot area. Lot 1 is proposed to have 7,178 square feet of lot area and Lot 2 is proposed to have 6,380 square feet of lot area. A variance (VR 96-03) has been submitted to address the reduced size of Lot 2. A minimum lot width of 60 feet and lot depth of 80 feet is required. Each of the proposed lots meets these requirements.

Lot 1 meets the applicable zoning requirements as it is 7,178 square feet in lot size, measuring 79.81 feet by 90 feet. The renovation of the existing home and the addition of the carport will bring the parcel up to 22% lot coverage. The applicant proposes to remove an extension of the existing building in order to achieve compliance with the required 20 foot rear yard setback. A variance, (VR 96-04) has been applied for to allow the existing home to remain with a street side yard setback of 8 feet, 7 inches, rather than the required 20 feet.

It should be noted that the construction of a carport is a condition of approval to ensure that both lots will meet the minimum requirement for one covered parking space and one uncovered parking space.

Lot 2 measures 79.81 feet by 80 feet and will have an adequate building envelope measuring 1,296 square feet.

Vegetation

Four large trees have been identified on the property. Only the 36 inch diameter conifer located in the center of Lot 2 is proposed to be removed. Staff has reviewed the site and it appears that there would be no way to preserve this tree and develop Lot 2 as a single family dwelling.

The three other trees are located at the front of the property adjacent to 43rd Avenue. They will not be disturbed by the proposed development and are to remain.

Circulation and Future Development

In evaluating the potential for future development on this and surrounding properties, it appears that, under the current zoning designation, there is no further potential for development of this parcel, beyond that proposed (Exhibit 6). Existing parcels adjacent to the subject property are not land-locked and the proposed Land Partition will not impede further development in the area..

Variance 96-03

The Applicant is requesting a variance to allow the creation of a lot which measures 6,380 in lot size. The subject property is unusual in that it is just under 14,000 square feet in total size, and the existing home is located in the center of the property. Because of the location of the existing home, a division of the property which meets the required setbacks for the R-7 zoning district results in a Lot which is 6, 380 square feet in size. The current property owner is not responsible for the location of the home and believes that since the parcel is close to 14,000 square feet in size, he should be able to divide it into two parcels. If divided evenly, each parcel would measure 6,800 square feet, which is only 3% below the required 7,000 square foot minimum. The applicant would like to be able to retain and rehabilitate the existing structure, rather than demolish it. Other properties in the area are less than 7,000 square feet in lot size and the Applicant would not enjoy the same privilege enjoyed by his neighbors if he were not able to create a lot which was less than 7,000 square feet because of the location of the existing home on the site. The proposed variance will not adversely affect the surrounding properties because the requirements for setbacks will be met adjacent to all existing homes.

Variance 96-04

The Applicant is requesting a variance to allow a reduced streetside setback of 8 foot, 7 inches rather than the required 20 feet. The property is subject to an unusual

circumstance in that long after it was created as an interior lot and the home was constructed, a new street (Melody Lane) was developed adjacent to the northern property line of the parcel. This location of a street changed the setback on the property from a required 5 feet to a required 20 feet. An approved variance would legalize the existing home in relation to Melody Lane and allow for partition of the subject parcel. The applicant would not be able to legalize the location of his existing home in relation to the current streetside setback and would not be afforded the ability to retain the previous legal status of his existing home. The granting of this variance will not have an adverse impact on surrounding properties in that it will not involve new construction and the 40 foot right-of-way of Melody Lane will buffer the reduced setback to the street from the surrounding properties.

Variance Compliance with the Comprehensive Plan

Both of the proposed variances are consistent with the Comprehensive Plan. The proposed Minor Variance 96-03 is consistent with Land Use Objective 5 of Milwaukie's Comprehensive Plan, in that it encourages infill development through the use of reduced lot sizes in established neighborhoods. The proposed Major Variance is consistent with Land Use Objective 4, Policy 4 of Milwaukie's Comprehensive Plan, in that it encourages retention and rehabilitation of older housing stock.

Neighborhood Association Comments

The Lewelling Neighborhood District Association Land Use Committee responded in writing to the referral on this Land Partition with no comment (Exhibit 5).

Public Comments

No comments from the public have been received.

Department of Public Works

The Department of Public Works is requiring an additional dedication of 10 feet on 43rd Avenue (Exhibit 3). The applicant will also be required to sign a developer's agreement for future improvements to 43rd Avenue, including curb, gutter, sidewalk, storm drainage, and appurtenances, prior to recordation of a final map.

South Metro Fire District

The Fire Marshall is requiring that fire access be provided and maintained and that address numbering of Lots 1 and 2 must be approved by the Fire Marshal. (Exhibit 4)

VARIANCE CRITERIA - VR 96-03:

This variance criteria addresses the applicant's request to create a parcel of 6,380 square feet within the R-7 (Single Family Residential, 7,000 square foot minimum) zoning district. Each of the following criteria must be met before a variance application for reduced lot size can be approved. Staff is recommending approval of this variance based on these findings.

- A. That the property in question has unusual conditions over which the applicant has no control. Such conditions may only relate to physical characteristics of the property, lot or boundary configurations, or prior legally existing structures.**

The property is currently 170 feet deep and 80 feet wide. The lot is 13,600 square feet. The property is unusual in that it is very near to having the required 14,000 square feet. However, the location of the house makes an even split of the parcel impractical. If divided in half, each new parcel would measure 6,800 square feet, which is within 3% of the required lot size.

Because of the location of the existing house, this parcel cannot be split evenly without requiring additional setback variances or demolition of the existing home. The current property owner was not responsible for the location of the existing house.

- B. That there are no feasible alternatives to the variance and that the variance is the minimum variance necessary to allow the applicant the use of his/her property in a manner substantially the same as others in the surrounding area.**

Aside from retaining the existing parcel as a single lot, there are no feasible alternatives to the proposed variance in lot size. The applicant proposes to remove a portion of the existing structure to reduce the number of variances required by the land partition. This would be the minimum variance necessary to allow development of two lots from this property.

- C. That adverse effects upon other properties that may be the result of this variance shall be mitigated to the extent feasible.**

Any adverse effects of the granting of this variance will be mitigated by the fact that setbacks to properties neighboring Lot 2 will be the same as those of any other R-7 lot.

The only functional impact is that there will be a smaller but still adequate building envelope for Lot 2.

RECOMMENDATIONS:

- 1) **Staff recommends approval of Minor Variance 96-03, based on the following conclusion and findings, and subject to the following conditions:**

CONCLUSION:

The proposed Variance is consistent with the City's Comprehensive Plan and the criteria for the granting of a variance has been evidenced to be met in this case. Staff is recommending approval of Variance 96-03, based on the following findings and conditions of approval.

FINDINGS FOR MINOR VARIANCE - VR 96-03

1. The Applicant is proposing a Minor Variance to allow a single family lot to be created that will measure 6,380 square feet within the R-7 (Single Family Residential, 7,000 square foot minimum) Zoning District (Exhibit 2). The surrounding area is residential in character and is also zoned R-7.
2. The proposed Minor Variance is consistent with Land Use Objective 5 of Milwaukie's Comprehensive Plan, in that it encourages infill development through the use of reduced lot sizes in established neighborhoods.
3. The proposed single family dwelling on Lot 2 will be able to meet all other development standards of the R-7 (Single Family Residential, 7,000 Square Foot Minimum) Zoning District.
4. The subject property is deep and narrow (Exhibit 2). Division of this parcel would require at least one parcel that is substandard in size, and maintaining the required setbacks of the existing home results in the proposed configuration. The lot boundaries were established long before the applicant purchased the property.
5. The applicant considered alternatives in the design process and determined that the current configuration would minimize the number of variances necessary to allow the property to be split into two lots. If this variance were denied, the applicant would be denied use of his property in a manner substantially the same as other property owners in the surrounding area, as there are several existing parcels in the neighborhood which measure less than 7,000 square feet in size and Minor Variances for reduced lot size have been previously approved.

6. Single family dwellings located on these properties will be able to meet the applicable development standards of the R-7 zoning district. The setbacks will remain the same and no adverse impacts on adjacent properties are anticipated as a result of the approval of this variance.
7. Minor Variance (VR 96-03) requires review through an Administrative Type II process, per Section 703 of the City's Zoning Ordinance. This section refers to the process described in Section 1011.2 of the City's Zoning Ordinance. Public Notice has been issued in accordance with the provisions of Section 1011.2.

VARIANCE CRITERIA - VR 96-04:

This variance criteria addresses the Applicant's request for a reduced street side setback of 8 feet 7 inches, rather than the required 20 feet. Each of the following criteria must be met before a variance application can be approved. Staff is recommending approval of this variance based on these findings.

- A. **That the property in question has unusual conditions over which the applicant has no control. Such conditions may only relate to physical characteristics of the property, lot or boundary configurations, or prior legally existing structures.**

The property in question is unusual in that there is an existing structure which has been rendered non-conforming through the development of a new street created as a part of the Martindale subdivision. The creation of this new street resulted in a new street side setback requirement of 20 feet as opposed to the previous side yard setback of 5 feet. The applicant had no part in either the location of the existing home or the location of the street adjacent to the subject property.

- B. **That there are no feasible alternatives to the variance and that the variance is the minimum variance necessary to allow the applicant the use of his/her property in a manner substantially the same as others in the surrounding area.**

Absent demolition of a portion of the existing home at 9918 SE 43rd Avenue, there is no alternative to this variance. The variance is required to verify the legality of the location of the existing structure in relation to Melody Lane. The variance is the minimum necessary to allow the home to remain without alteration.

- C. **That adverse effects upon other properties that may be the result of this variance shall be mitigated to the extent feasible.**

There should be no adverse effects on other properties from the granting of this variance. It will legalize an existing nonconformity, and no change in the structure will occur. The property will remain as a single family dwelling and the reduction in setback will be buffered by the 40 foot width of Melody Lane.

RECOMMENDATIONS:

- 1) **Staff recommends approval of Minor Variance 96-04, based on the following conclusion and findings, and subject to the following conditions:**

CONCLUSION:

The proposed Variance is consistent with the City's Comprehensive Plan and the criteria for the granting of a variance has been evidenced to be met in this case. Staff is recommending approval of Variance 96-04, based on the following findings and subject to the following conditions of approval.

FINDINGS FOR MAJOR VARIANCE - VR 96-04

1. The Applicant is proposing a Major Variance to allow a reduced street side setback of 8 feet 7 inches on Lot 1, rather than the required 20 feet.
2. The proposed Major Variance is consistent with Land Use Objective 4, Policy 4 of Milwaukie's Comprehensive Plan, in that it encourages retention and rehabilitation of older housing stock.
3. The proposed single family dwellings will be able to meet all other development standards of the R-7 (Single Family Residential, 5,000 Square Foot Minimum) Zoning District.
4. The subject property was established as an interior lot. After development of the Martindale subdivision a new road (Melody Lane) was located adjacent to this existing property. The location of this street changed the required setback from 5 feet (side yard setback) to 20 feet (street side setback). This change constitutes an unusual circumstance over which the property owner had no control.
5. Absent demolition of a portion of the existing home at 9918 SE 43 Avenue, there is no alternative to this variance. The variance is required to verify the legality of the location of the existing structure in relation to Melody Lane. The variance is the minimum necessary to allow the home to remain without alteration.

6. There should be no adverse effects on other properties from the granting of this variance. It will legalize an existing nonconformity, and no change in the structure will occur. The property will remain as a single family dwelling and the reduction in setback will be buffered by the 40 foot width of Melody Lane.
7. Major Variance (VR 96-04) requires review through a Minor Quasi-Judicial process, per Section 704 of the City's Zoning Ordinance. This section refers to the process described in Sections 1003 -1010 and subsection 1011.3 of the City's Zoning Ordinance. Public Notice has been issued in accordance with the provisions of Section 1011.3.

RECOMMENDATIONS:

- 1) **Staff recommends approval of Minor Land Partition 96-04, based on the following conclusion and findings, and subject to the following conditions:**

CONCLUSION:

The proposed Minor Land Partition is consistent with the City's Comprehensive Plan and meets the requirements of the R-7 zoning district. Staff recommends that the partition, as conditioned, be approved.

FINDINGS FOR REVISED MINOR LAND PARTITION - MLP 96-04

1. The Applicant is proposing a 2 lot Minor Land Partition on property zoned R-7 (Exhibit 2). Lot 1 is proposed to be 7,178 square feet in lot size and Lot 2 is proposed to be 6,380 square feet. A variance for lot size has been processed with this application (VR 96-03). The surrounding area is residential in character and is also zoned R-7.
2. Both of the proposed lots meet the minimum width and depth and setback requirements of the R-7 zoning district, with the exception of the street side setback on Lot 1, for which a variance is being processed, along with this application (VR 96-04).
3. The proposed Minor Land Partition is consistent with Land Use Objective 4, Policies 4 and 5, of Milwaukie's Comprehensive Plan, in that it preserves existing housing stock and maintains the single family scale of surrounding development.
4. The proposed lots will be able to meet all of the requirements of the R-7 (Single Family Residential, 7,000 Square Foot Minimum) Zoning District.

5. Partitioning submission requirements are those of Section 17.32 of the Subdivision Ordinance. The preliminary plat (Exhibit 2) meets applicable standards of Section 17.32.020 of the Subdivision Ordinance.
6. The Department of Public Works has provided comments regarding required street dedication and utility connections (Exhibit 3). The Department of Public Works is requiring the owner to sign a Developer's Agreement for future improvements to SE 43 Avenue, including curb, gutter and sidewalk, storm drainage and appurtenances. Sewer and water connections for Lot 2 are to be made from Melody Lane.
7. The Fire Marshal has submitted requirements for this proposal (Exhibit 5). Fire Department access is to be maintained and address numbering must be as approved by the Fire Marshal.
8. Section 1303.3 (Solar Design Standards) of the City Zoning Ordinance requires that 80% of the lots in a new development be solar oriented (north/south orientation). An exemption pursuant to Section 1303.5(A)(2) of the zoning ordinance is proposed to apply to this development because a requirement for north/south orientation of both lots would result in the loss of significant development amenities because the existing home would need to be demolished or moved in order to reorient the home on Lot 1 to a north/south orientation. In addition, because the existing parcel is currently oriented east/west in direction, a north/south orientation meeting the requirements of Section 1303.3 of the Zoning Ordinance would be impossible to achieve. However, the orientation of Lot 2 is north/south, though it is not 90 feet deep as required by Section 1303.3 of the Zoning Ordinance.
9. Minor Land Partition (MLP 96-04) requires review through an Administrative Type II review per Section 17.32.030 of the City's Subdivision Ordinance. This section refers to the process described in Section 1011.2 of the City's Zoning Ordinance. Public Notice has been issued in accordance with the provisions of Section 1011.2.
10. No new deed restrictions are proposed. If any are proposed at a later date, they must be provided to City staff for review, prior to final plat approval.

CONDITIONS OF APPROVAL FOR MLP 96-04, VR 96-03 AND VR 96-04:

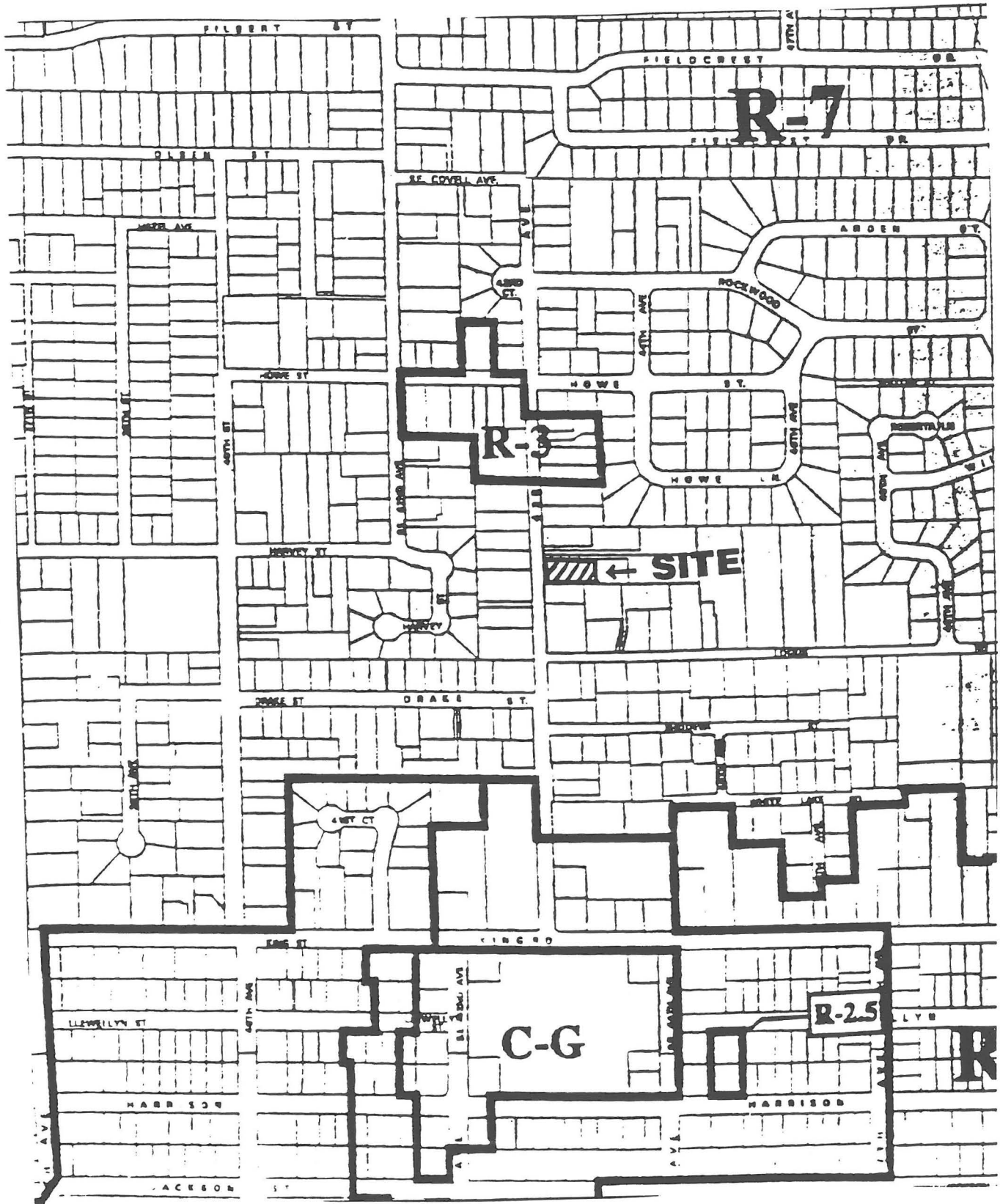
1. Lot configuration shall be as indicated on Exhibit 2. Setbacks shall comply with all requirements of the R-7 zoning district, with the exception of the street side

setback on Lot 1 which is approved to be 8 feet, 7 inches from the northern property line.

2. Submittal of the Final Partition Plat shall follow all requirements of Section 17.20 of the City Subdivision Ordinance. The final plat submittal shall include timelines and plans for construction and completion of required improvements. This submittal must occur within one year of this preliminary plat approval.
3. The requirements identified in the Department of Public Works Memo dated 8-7-96 shall be complied with, prior to recordation of the Final Map (Exhibit 3).
4. The requirements identified in the Fire Marshal's Memo dated 8-21-96 shall be complied with, prior to recordation of the Final Map (Exhibit 4).
5. Erosion control and grading permits shall be obtained, as required, from the Department of Public Works, prior to construction.
6. If proposed, deed restrictions shall be provided to City staff for review to ensure that there are no conflicts with City Ordinances.
7. One tree shall be replanted on the property to mitigate the removal of the conifer on Lot 2. The tree shall be a conifer, measuring a minimum of 1 inch caliper and shall be located outside of the building envelope of Lot 2. The tree shall be planted prior to recordation of the final map, or a bond or other instrument of credit submitted in the amount of 150% of the cost of planting the tree.
8. The two conifers and one Maple tree designated to remain on Lot 1 shall be preserved. A petition for removal of any of the trees to be preserved may be made to the Community Development Director, based on their location in relation to the development as shown by a survey of the property, or their health as determined by a licensed arborist.
9. A carport or garage measuring a minimum of 9 feet by 20 feet shall be constructed on Lot 1, prior to recordation of the Final Plat Map.
10. Prior to Final Plat Map recordation, the applicant shall remove the 4.5 foot by 12 foot extension at the rear of the existing home on Lot 1. In addition, the site shall be cleaned up and the yard furniture including the pool slide shall be removed.

EXHIBITS:

1. Vicinity map
2. Proposed Minor Land Partition Plat Map and Site Plan (2 pages)
3. Department of Public Works Memo dated 8-7-96
4. Deputy Fire Marshal Memo dated 8-21-96
5. Lewelling Neighborhood Association Land Use Committee Memo
routed 8-5-96
6. Surrounding Parcel Configurations Map



VICINITY MAP

MLP 96-04 VR 96-03 VR96-04

EXHIBIT #	1
DATE	9/10/96
SUBMITTED BY:	Staff
# OF PAGES	1
FILE #	MLP-96-04/1

1 S 2 E 30 CB
Lot 11200 0.21 AC

1/2" = 10'

Set backs

F (30') 56' from road centerline

R 15'

S 10, 5' (corner lot 20')

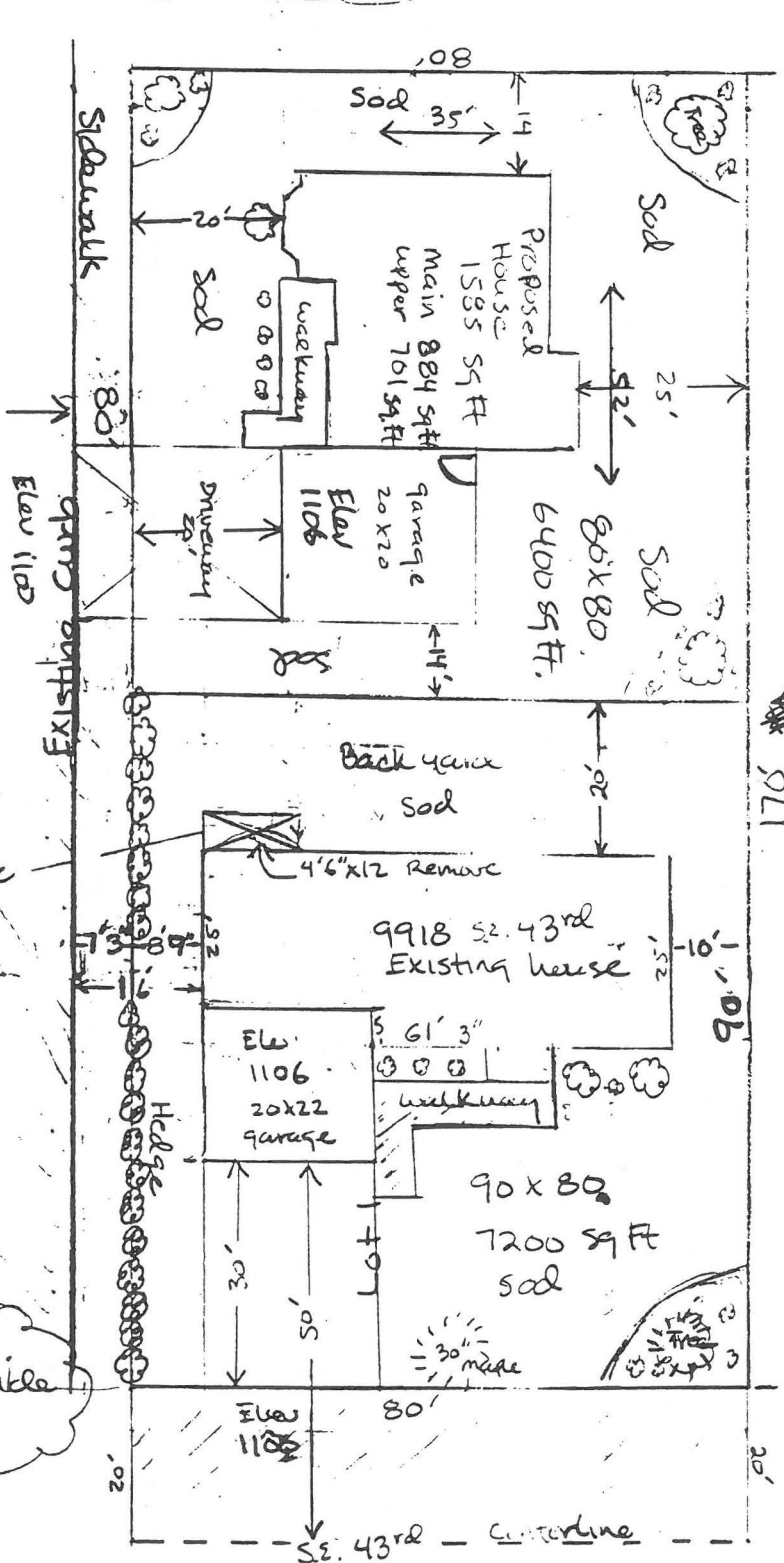


If 90x80 7200 sq. ft.

RECEIVED
APR 26 1996
CITY OF MILWAUKIE
COMMUNITY DEVELOPMENT

R-7 zoning

New Road



lot was 90' wide before road.

EXHIBIT #	2
DATE	9/10/96
SUBMITTED BY:	Applicant
# OF PAGES	3
FILE #	MWP-96-04

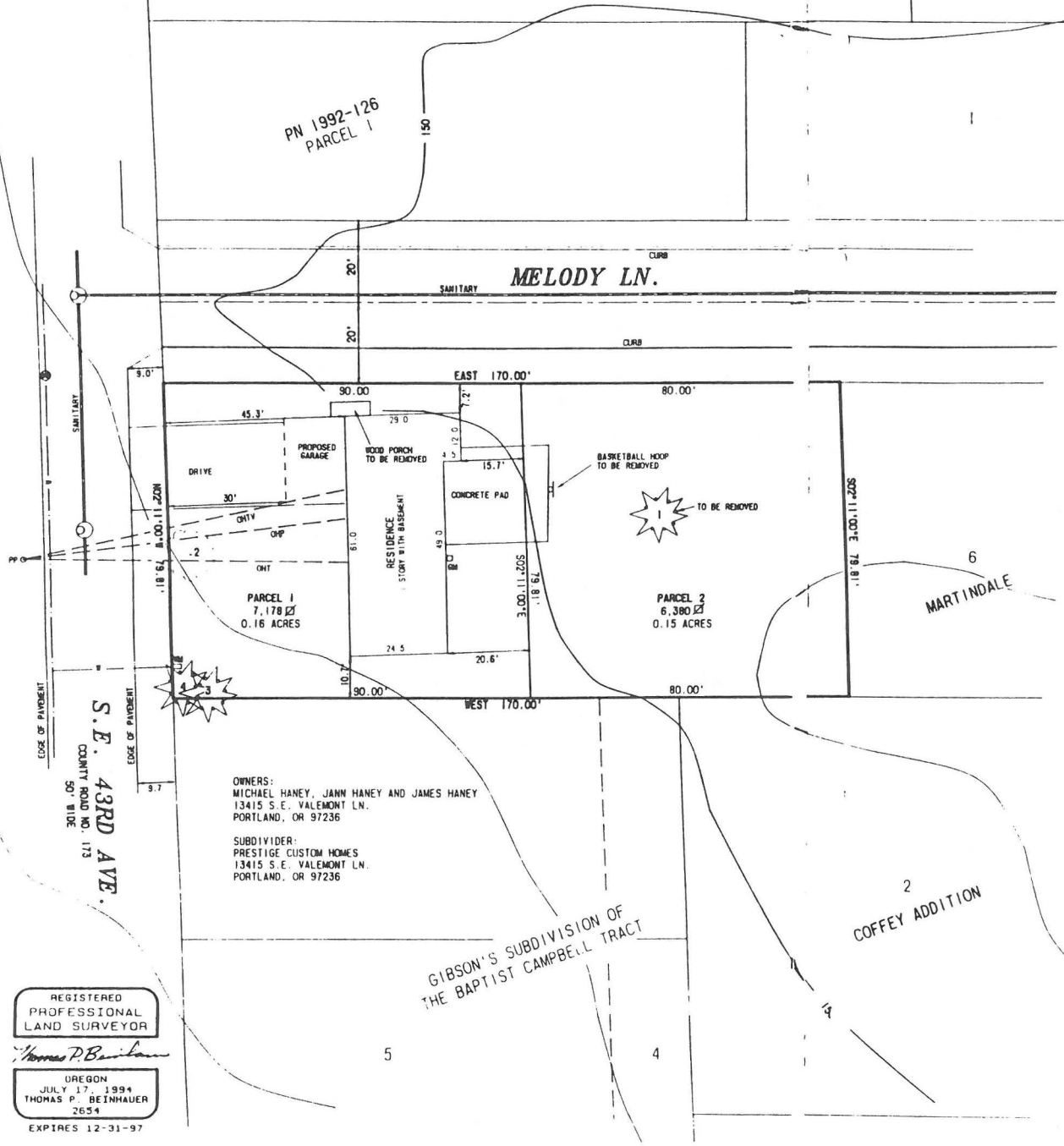
LEGAL DESCRIPTION

A PORTION OF LOTS 4 AND 5, GIBSON'S SUBDIVISION OF BAPTIST CAMPBELL TRACT, SITUATED IN THE SOUTHWEST ONE-QUARTER OF SECTION 30, TOWNSHIP 1 SOUTH, RANGE 2 EAST, WILLAMETTE MERIDIAN.

RECEIVED
JUL 26 1996
CITY OF MILWAUKEE
COMMUNITY DEVELOPMENT

ARDEN PARK
MARTINDALE

SCALE: 1" = 20'



LEGEND

- PN PARTITION PLAT NO.
- DECIDUOUS TREE
- CONIFER TREE
- WATER VALVE
- SEWER LINE
- MANHOLE
- W WATER LINE
- PP POWER POLE
- OHT OVERHEAD TELEPHONE LINE
- OHP OVERHEAD POWER LINE
- OHTV OVERHEAD CABLE TV LINE
- GM GAS METER
- WM WATER METER
- SQ SQUARE FEET

NOTES

1. CONTOURS PER MAP PROVIDED.
2. SURVEYED JULY 18, 1996.
3. LOT COVERAGE OF PARCEL 1 IS 22%.
4. SUBJECT SITE IS WITHIN ZONE C (AREAS OF MINIMAL FLOODING) PER FIRM COMMUNITY-PANEL NUMBER 410019 0002 B, EFFECTIVE DATE: JUNE 18, 1980.
5. WATER SLIDE IS A NON-PERMANENT STRUCTURE TO BE REMOVED.
6. ZONING IS R-7.

TREE DATA

NUMBER	TYPE	DIAMETER	CROWN
1	CONIFER	36"	40'
2	DECIDUOUS	24"	30'
3	CONIFER	24"	30'
4	CONIFER	24"	30'

OWNERS:
MICHAEL HANEY, JANN HANEY AND JAMES HANEY
13415 S.E. VALEMONT LN.
PORTLAND, OR 97236

SUBDIVIDER:
PRESTIGE CUSTOM HOMES
13415 S.E. VALEMONT LN.
PORTLAND, OR 97236

GIBSON'S SUBDIVISION OF
THE BAPTIST CAMPBELL TRACT

DESIGNED	RESOLVED/TPB	DRAWN	DTM	DATE	7/25/96	SCALE	1"=20'	FILE NO	96-204	REVISED
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PRELIMINARY PARTITION PLAT SITE PLAN

FOR PRESTIGE CUSTOM HOMES
SITUATED IN THE SW 1/4 OF SECTION 30 T 1 S, R 2 E, W.M.
CITY OF MILWAUKEE, COUNTY OF CLATSOP, STATE OF OREGON

W.B. WELLS
& associates, inc.

4230 NORTHEAST FREMONT STREET
PORTLAND OREGON 97213
PHONE (503) 284-5896 FAX 284-8530

REGISTERED
PROFESSIONAL
LAND SURVEYOR

Thomas P. Beinbauer

OREGON
JULY 17, 1994
THOMAS P. BEINBAUER
2654

EXPIRES 12-31-97

MEMORANDUM

TO: COMMUNITY DEVELOPMENT

FROM: Paul Roeger *P. Roeger*
Civil Engineer

RE: MLP-96-04/VR-96-04
9918 SE 43rd Avenue

DATE: August 7, 1996

This property has recently become a corner lot with the development of Melody Lane to the north. City sanitary sewer and water are available in Melody Lane for the proposed new lot. The existing house is currently connected to City sanitary sewer and water in 43rd Avenue.

Melody Lane is a new 24-foot curbed street within a 40-foot right-of-way and a 6-foot sidewalk on the north side only. 43rd Avenue is an existing 18-20 foot asphalt paved street within a 40-foot right-of-way with no curb or sidewalk. The property owner must dedicate an additional 10-feet of right-of-way along 43rd Avenue and sign a developers agreement for future improvements to 43rd Avenue, including curb and gutter, sidewalk, storm drainage, and appurtenances, before the partition plat is signed.

Storm drainage in the area is handled by drywells. The existing house must have a drywell installed to handle the roof drains. The house on the new lot will also need to install a drywell to collect the roof run-off. Size of these drywells will be determined at the time of building permit application.

System development charges for sanitary sewer, water, storm drainage, and parks and recreation will be assessed at the time of building permit application.

EXHIBIT #	<u>3</u>
DATE	<u>9/10/96</u>
SUBMITTED BY:	<u>Stal</u>
# OF PAGES	<u>1</u>
FILE #	<u>MLP-96-04</u>

VR-96-03 | VR-96-04

SOUTH METRO FIRE PREVENTION OFFICE

"SERVING MILWAUKIE & CLACKAMAS COUNTY F.D. #1"

3200 S.E. Harrison
Milwaukie, Oregon 97222

Business - 655-8537

FAX - 655-8880

Voice Mail - 655-8537

TO: Stacy Lawson, Assistant Planner (Milwaukie Community Development)

FROM: Deputy Fire Marshal Ernie Badeau

SUBJECT: MLP - 96 - 04 / VR - 96 - 03 / VR - 96 - 04

DATE: August 21, 1996

After careful review the South Metro Fire Prevention Office wishes to report that the granting of this minor land partition to create two lots, and the variances to reduce the streetside setback and reduce the lot size are not in conflict with the U.F.C. (Uniform Fire Code) adopted by the City of Milwaukie. There are considerations that need to be addressed with regard to the proposed partition.

The first is the requirement that Fire Department access be provided and maintained. The maximum grade allowed is 12%. Additionally, provide approved address numbering against a contrasting background, fully visible from the street, which clearly identifies the site locations of all residences.

Yours in Fire and Life Safety,



Ernie Badeau,
Deputy Fire Marshal

RECEIVED

AUG 22 1996

CITY OF MILWAUKIE
COMMUNITY DEVELOPMENT

EXHIBIT #	4
DATE	9/10/96
SUBMITTED BY:	Stacy
# OF PAGES	1
FILE #	MLP-96-04

VR-96-03 | VR-96-04



COMMUNITY DEVELOPMENT
 6101 SE JOHNSON CREEK BLVD.
 MILWAUKIE, OREGON 97206

PHONE: (503) 786-7650
 FAX: (503) 774-8236

Neighborhood Land Use Referral

TO: Jeff Marshall, Chair, Lewelling NDA Land Use Committee

FROM: Maggie Collins, Community Development Director

The City of Milwaukie has received a land use application in your neighborhood as noted below. Please review this application and inform me in writing of the action taken by the Land Use Committee or full Association. To be included in the Staff Report, comments must be received by the date listed below. A copy of this cover sheet is also being sent to all members of the Land Use Committee and the Neighborhood Association chair. If you have any questions on the application or the process, please call me at 786-7651.

Is routed: 8/5/96		PC hearing date: 9/10/96		Comments due: 8/23/96	
File type: Minor Land Partition and Variance			File #: MLP-96-04/VR-96-03/VR-96-04		
Criteria: Zoning Ordinance Sections 300, 500, and 700; Subdivision Ordinance Section 17.32					
Applicant: Michael W. Hancy			Site location: 9918 SE 43rd		
Address: 13415 SE Valcmont Lane Portland OR 97236			Proposal: Minor Land Partition at site location. To maintain existing house setback, a variance is required, and loss of 10 feet to street construction requires a variancc.		
Phone: 760-7556					

Is on PUC review: []

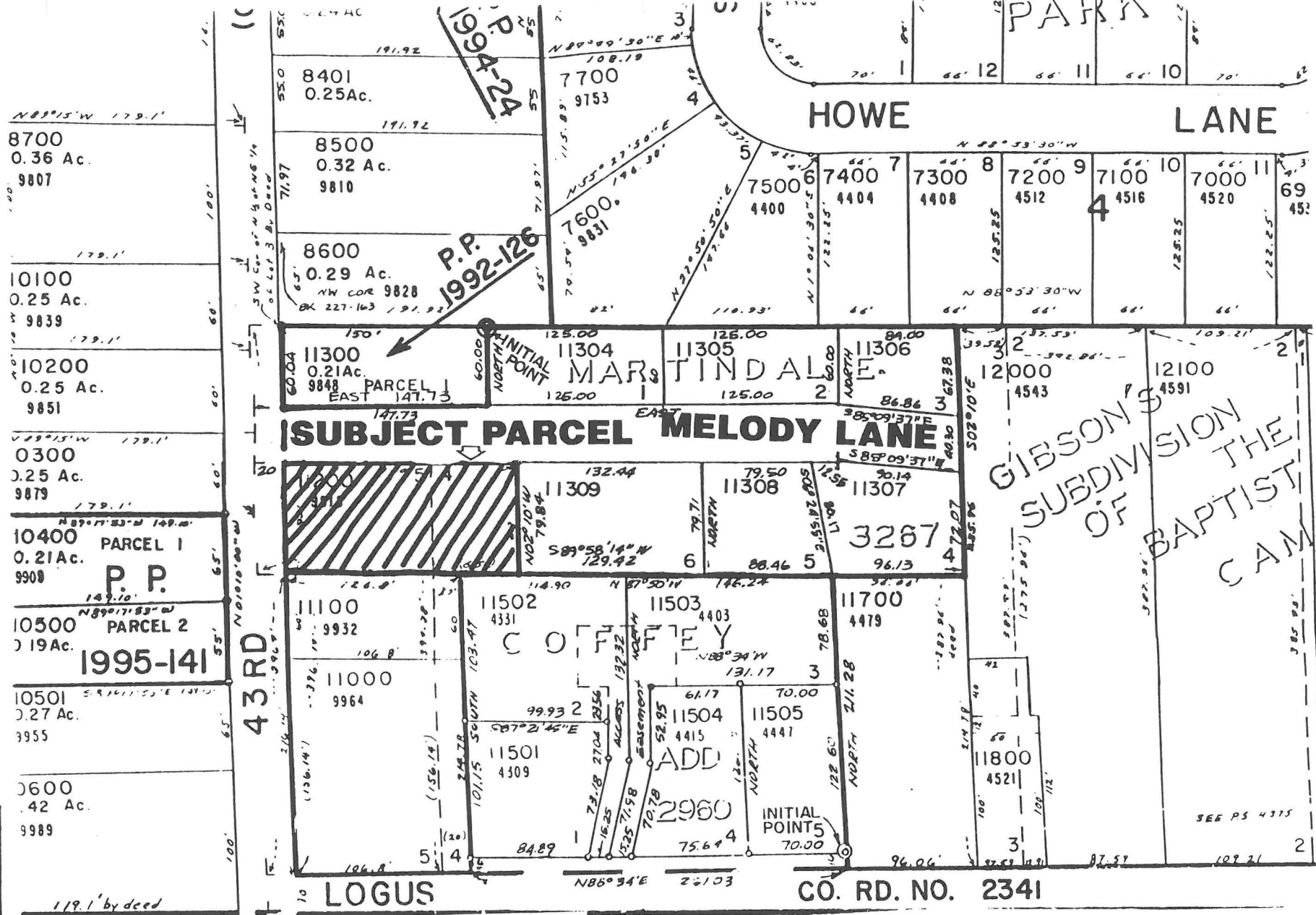
Comments: (attach separate sheet if necessary)

NO COMMENT

EXHIBIT #	5
DATE	9/10/96
SUBMITTED BY:	Staff
# OF PAGES	1
FILE #	MLP-96-04

Rev. 10/24/95

VR-96-03 / VR 96-04



8700
0.36 Ac.
9807

10100
0.25 Ac.
9839

10200
0.25 Ac.
9851

0300
0.25 Ac.
9879

10400 PARCEL 1
0.21 Ac.
9909

10500 PARCEL 2
0.19 Ac.
1995-141

10501
0.27 Ac.
9955

0600
0.42 Ac.
9989

8401
0.25 Ac.
9153

8500
0.32 Ac.
9810

8600
0.29 Ac.
NW COR 9828
BX 227-163

11300
0.21 Ac.
9848

11309

11100
9932

11000
9964

7700
9153

7600
9831

11304

11308

11502
4331

11501
4309

7500
4400

11305

11307

11503
4403

11504
4415

7400
4404

11306

3267

11700
4479

11505
4441

7300
4408

12000
4543

3267

11800
4521

11800
4521

7200
4512

12100
4591

11800
4521

11800
4521

11800
4521

7100
4516

12100
4591

11800
4521

11800
4521

11800
4521

7000
4520

69
451

11800
4521

11800
4521

11800
4521

EXHIBIT # 6
DATE 9/16/15
SUBMITTED BY: Steff
OF PAGES 1
FILE # MLP 96-04

**SURROUNDING PARCELS MAP
MLP 96-04 VR 96-03 VR 96-04**

Milwaukie Community Development Department
September 3, 1996

TO: Milwaukie Planning Commission

FROM: Maggie Collins, Community Development Director

RE: **Community Development Department Report for September 10, 1996 Meeting**

A. "2040 Plan." Attached is a copy of the City Council's letter to Metro. The buff-colored copy of the Urban Growth Management Functional Plan (also included) is the draft to which Council's letter refers. Please keep this copy dated July 10, 1996 and recycle earlier versions.

B. More Reading Material. September's *Atlantic Monthly* features an article by James Howard Kunstler titled "Home from Nowhere." Kunstler will be speaking at the National Revolution Conference this week in Washington D.C. His 1994 book, *The Geography of Nowhere: The Rise and Decline of America's Man-Made Landscapes*, challenged several assumptions about how Americans live and what they want.

Cc: Dan Bartlett
C.D. Staff



August 20, 1996

Metro Council
600 NE Grand Street
Portland, OR 97232

RE: Metro's Urban Growth Management Functional Plan

Dear Council Members:

Milwaukie has participated at the policy and technical levels in the development of the concepts that are now contained in MPAC's Functional Plan Draft. As our City transitions into a part of the region's inner core, we believe it is important to work with our regional neighbors to achieve a livable future. We also believe that Milwaukie's unique characteristics can be retained and even strengthened if the City's planning program fits the needs of the Milwaukie Vision Statement.

Milwaukie's Vision Statement acknowledges that population growth will impact Milwaukie, and because the City desires to accommodate and manage that growth, the Milwaukie City Council endorses the MPAC version of the Urban Growth Management Functional Plan. As the City goes forward, it will be important to involve all its citizens in its continuing planning programs.

The City Council agrees that it is important to monitor and measure the region's progress in achieving 2040 goals. However, Title 9, Section 2(B) as written in the Growth Management Committee Draft (August 6, 1996 version) leaves too much uncertainty for effective local action. Will each city and county be involved in continuous "adjustment" of local 2040 compliance measures, depending on the outcome of an annual regional report? We suggest that Metro's "policies for adjusting regional plans and targets" remain "regional" to match the language in Section 2(D). Actual evaluation for policy change purposes that would mandate significant local compliance should occur at the end of the proposed six years outlined in Section 2(B).

COMMUNITY DEVELOPMENT • PUBLIC WORKS
6101 SE JOHNSON CREEK BLVD.
MILWAUKIE, OREGON 97206
PHONE: (503) 786-7600 • FAX: (503) 774-8236

Letter to the Metro Council
August 20, 1996
Page 2

Again, the Milwaukie City Council reaffirms its role as a willing partner to achieve a livable Milwaukie and a livable region.

Thank you for this opportunity to comment.

Sincerely,

A handwritten signature in cursive script, appearing to read "Craig Milwaukie".

Craig Milwaukie, Mayor
Milwaukie City Council

cc: Mike Burton, Metro Executive Director
Charlie Hales, MPAC Chair

Home From Nowhere

by JAMES HOWARD KÜNSTLER



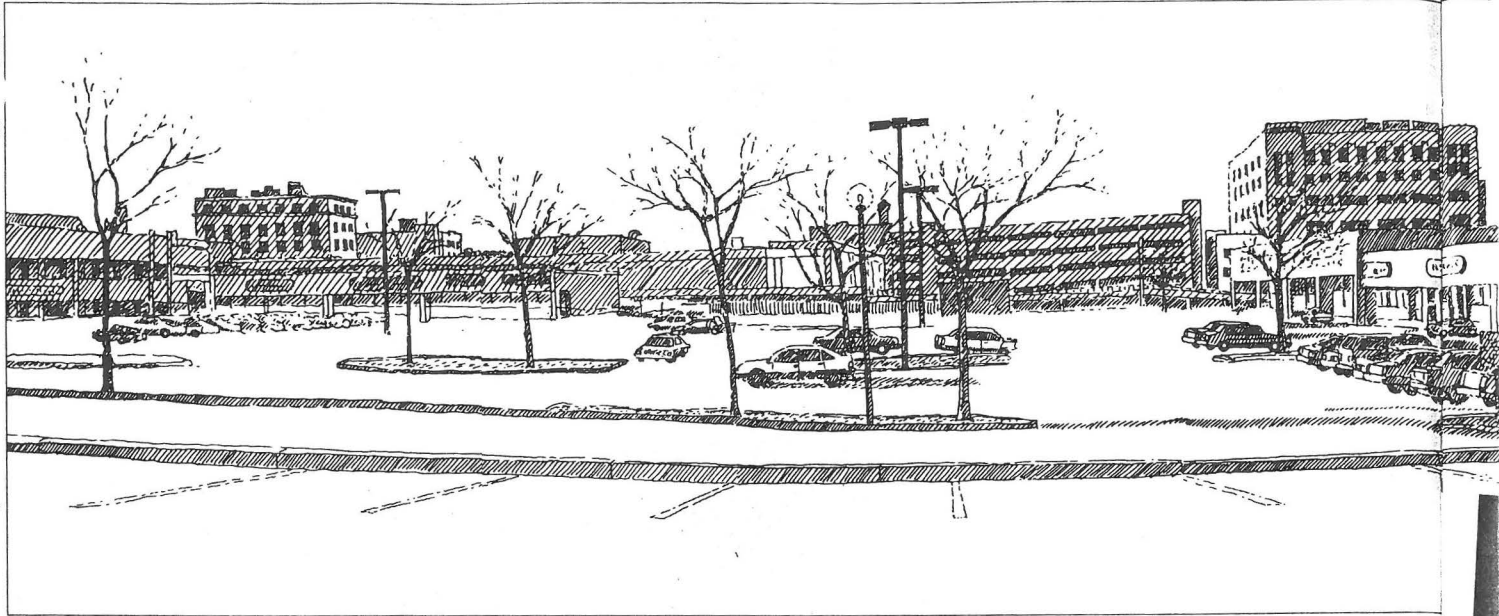
Can the momentum of sprawl be halted? America's zoning laws, intended to control the baneful effects of industry, have mutated, in the view of one architecture critic, into a system that corrodes civic life, outlaws the human scale, defeats tradition and authenticity, and confounds our yearning for an everyday environment worthy of our affection

AMERICANS sense that something is wrong with the places where we live and work and go about our daily business. We hear this unhappiness expressed in phrases like “no sense of place” and “the loss of community.” We drive up and down the gruesome, tragic suburban boulevards of commerce, and we’re overwhelmed at the fantastic, awesome, stupefying ugliness of absolutely everything in sight—the fry pits, the big-box stores, the office units, the lube joints, the carpet warehouses, the parking lagoons, the jive plastic townhouse clusters, the uproar of signs, the highway itself clogged with cars—as though the whole thing had been designed by some diabolical force bent on making human beings miserable. And naturally, this experience can make us feel glum about the nature and future of our civilization.

When we drive around and look at all this cartoon architecture and other junk that we’ve smeared all over the land-

scape, we register it as ugliness. This ugliness is the surface expression of deeper problems—problems that relate to the issue of our national character. The highway strip is not just a sequence of eyesores. The pattern it represents is also economically catastrophic, an environmental calamity, socially devastating, and spiritually degrading.

It is no small irony that during the period of America’s greatest prosperity, in the decades following the Second World War, we put up almost nothing but the cheapest possible buildings, particularly civic buildings. Compare any richly embellished firehouse or post office built in 1904 with its dreary concrete-box counterpart today. Compare the home of a small-town bank president of the 1890s, with its massive masonry walls and complex roof articulation, with the flimsy home of a 1990s business leader, made of two-by-fours, Sheetrock, and fake fanlight windows. When we were a far less wealthy nation, we built things with the expectation that



they would endure. To throw away money (painfully acquired) and effort (painfully expended) on something certain to fall apart in thirty years would have seemed immoral, if not insane, in our great-grandparents' day.

The buildings our predecessors constructed paid homage to history in their design, including elegant solutions to age-old problems posed by the cycles of weather and light, and they paid respect to the future in the sheer expectation that they would endure through the lifetimes of the people who built them. They therefore embodied a sense of chronological connectivity, one of the fundamental patterns of the universe: an understanding that time is a defining dimension of existence—particularly the existence of living things, such as human beings, who miraculously pass into life and then inevitably pass out of it.

Chronological connectivity lends meaning and dignity to our little lives. It charges the present with a vivid validation of our own aliveness. It puts us in touch with the ages and with the eternities, suggesting that we are part of a larger and more significant organism. It even suggests that the larger organism we are part of *cares* about us, and that, in turn, we should respect ourselves and our fellow creatures and all those who will follow us in time, as those preceding us respected those who followed them. In short, chronological connectivity puts us in touch with the holy. It is at once humbling and exhilarating. I say this as someone who has never followed any formal religious practice. Connection with the past and the future is a pathway that charms us in the direction of sanity and grace.

The antithesis to this can be seen in the way we have built things since 1945. We reject the past and the future, and this repudiation is manifest in our graceless constructions. Our residential, commercial, and civic buildings are constructed with the fully conscious expectation that they will disinte-

grate in a few decades. This condition even has a name: "design life." Strip malls and elementary schools have short design lives. They are expected to fall apart in less than fifty years. Since these things are not expected to speak to any era but our own, we seem unwilling to put money or effort into their embellishment. Nor do we care about traditional solutions to the problems of weather and light, because we have technology to mitigate these problems—namely, central heating and electricity. Thus in many new office buildings the windows don't open. In especially bad buildings, like the average Wal-Mart, windows are dispensed with nearly altogether. This process of disconnection from the past and the future, and from the organic patterns of weather and light, done for the sake of expedience, ends up diminishing us spiritually, impoverishing us socially, and degrading the aggregate set of cultural patterns that we call civilization.

Destroying the Grand Union Hotel

THE everyday environments of our time, the places where we live and work, are composed of dead patterns. These environments infect the patterns around them with disease and ultimately with contagious deadness, and deaden us in the process. The patterns that emerge fail to draw us in, fail to invite us to participate in the connectivity of the world. They frustrate our innate biological and psychological needs—for instance, our phototropic inclination to seek natural daylight, our need to feel protected, our need to keep a destination in sight as we move about town. They violate human scale. They are devoid of charm.

Our streets used to be charming and beautiful. The public realm of the street was understood to function as an outdoor room. Like any room, it required walls to define the essential



The one-story buildings of a strip mall, remote behind their vast parking lots, do a poor job of defining public space

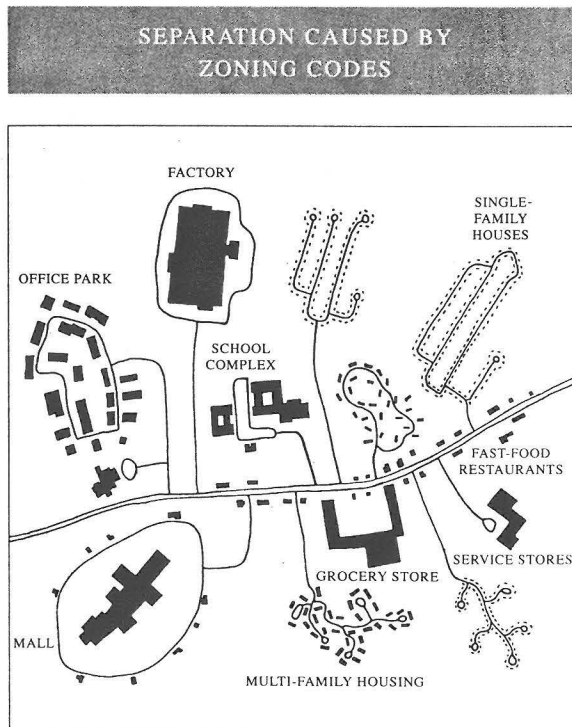
void of the room itself. Where I live, Saratoga Springs, New York, a magnificent building called the Grand Union Hotel once existed. Said to have been the largest hotel in the world in the late nineteenth century, it occupied a six-acre site in the heart of town. The hotel consisted of a set of narrow buildings that lined the outside of an unusually large superblock. Inside the block was a semi-public parklike courtyard. The street sides of the hotel incorporated a gigantic verandah twenty feet deep, with a roof that was three stories high and supported by columns. This façade functioned as a marvelous street wall, active and permeable. The hotel's size (a central cupola reached seven stories) was appropriate to the scale of the town's main street, called Broadway. For much of the year the verandah was filled with people sitting perhaps eight feet above the sidewalk grade, talking to one another while they watched the pageant of life on the street. These verandah-sitters were protected from the weather by the roof, and protected from the sun by elm trees along the sidewalk. The orderly rows of elms performed an additional architectural function. The trunks were straight and round, like columns, reiterating and reinforcing the pattern of the hotel façade, while the crowns formed a vaulted canopy over the sidewalk, pleasantly filtering the sunlight for pedestrians

as well as hotel patrons. All these patterns worked to enhance the lives of everybody in town—a common laborer on his way home as well as a railroad millionaire rocking on the verandah. In doing so, they supported civic life as a general proposition. They nourished our civilization.

When I say that the façade of the Grand Union Hotel was permeable, I mean that the building contained activities that attracted people inside, and had a number of suitably embellished entrances that allowed people to pass in and out of the building gracefully and enjoyably. Underneath the verandah, half a story below the sidewalk grade, a number of shops operated, selling cigars, newspapers, clothing, and other goods. Thus the street wall was permeable at more than one level and had a multiplicity of uses.

The courtyard park that occupied the inside of the six-acre block had winding gravel paths lined with benches among more towering elm trees. It was a tranquil place of repose—though sometimes band concerts and balls were held there. Any reasonably attired person could walk in off the street, pass through the hotel lobby, and enjoy the interior park. This courtyard had even-more-overt characteristics of a big outdoor room than the street did. It was much more enclosed. Like the street façade, the courtyard façade featured a broad, permeable verandah with a high roof. The verandah functioned as a mediating zone between the outdoor world and the world of the hotel's interior, with its many public, semi-public, and private rooms. One passed from public to private in a logical sequence, and the transition was eased at each stage by conscious embellishment. The order of things was, by nature, more formal than what we are accustomed to in our sloppy, clownish, informal age. The layers of intersecting patterns at work in this place were extraordinarily rich. The patterns had a quality of great aliveness, meaning they worked wonderfully as an ensemble, each pattern doing its job while it supported and reinforced the other patterns. The hotel was therefore a place of spectacular charm. It was demolished in 1953.

Although nothing lasts forever, it was tragic that this magnificent building was destroyed less than a hundred years after it was completed. In 1953 America stood at the brink of the greatest building spree in world history, and the very qualities that had made the Grand Union Hotel so wonderful were antithetical to all



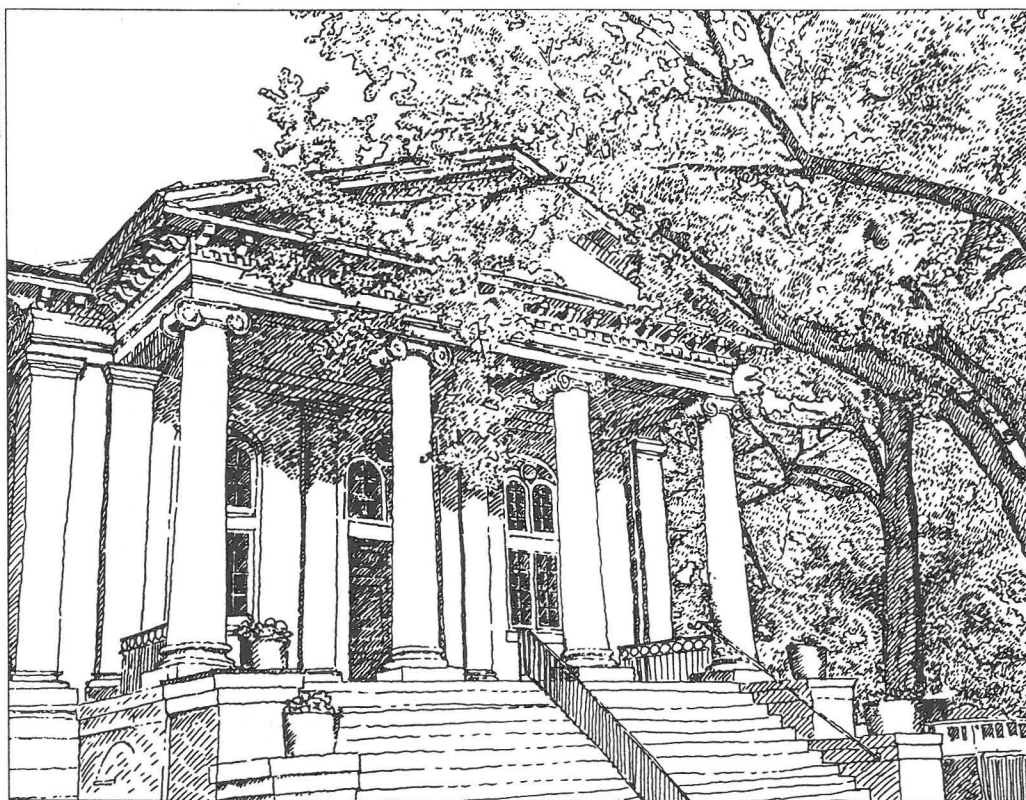
the new stuff that America was about to build. The town demolished it with a kind of mad glee. What replaced the hotel was a strip mall anchored by, of all things, a Grand Union supermarket. This shopping plaza was prototypical for its time. Tens of thousands of strip malls like it have been built all over America since then. It is in every one of its details a perfect piece of junk. It is the anti-place.

What had been the heart and soul of the town was now converted into a kind of mini-Outer Mongolia. The strip-mall buildings were set back from Broadway 150 feet, and a parking lot filled the gap. The street and the buildings commenced a nonrelationship. Since the new buildings were one story high, their scale bore no relation to the scale of the town's most important street. They failed to create a street wall. The perception that the street functioned as an outdoor

simply throw away the past. The owners of the supermarket that anchored the mall didn't live in town. They didn't care what effect their design considerations had on the town. They certainly didn't care about the town's past, and their interest in the town's future had largely to do with technicalities of selling dog food and soap flakes.

What has happened to the interrelation of healthy, living patterns of human ecology in the town where I live has happened all over the country. Almost everywhere the larger patterns are in such a sorry state that the details seem irrelevant. When Saratoga Springs invested tens of thousands of dollars in Victorian-style streetlamps in an effort to create instant charm, the gesture seemed pathetic, because the larger design failures were ignored. It is hard to overstate how ridiculous these lampposts look in the context of our deso-

CATHERINE JOHNSON



Public buildings deserve architectural embellishment in order to express the dignity of the institutions they house and to honor the public realm of the street. They also deserve important sites

room was lost. The space between the buildings and the street now had one function: automobile storage. The street, and consequently the public realm in general, was degraded by the design of the mall. As the street's importance as a public place declined, townspeople ceased to care what happened in it. If it became jammed with cars, so much the better, because individual cars were now understood to be not merely personal transportation but personal home-delivery vehicles, enabling customers to haul away enormous volumes of merchandise very efficiently, at no cost to the merchandiser—which was a great boon for business. That is why the citizens of Saratoga Springs in 1953 were willing to sacrifice the town's most magnificent building. We could

late streets and the cheap, inappropriate new buildings amid their parking lots in what remains of our downtown. The lamppost scheme was like putting Band-Aids on someone who had tripped and fallen on his chainsaw.

The one-story-high Grand Union strip-mall building must be understood as a pattern in itself, a dead one, which infects surrounding town tissue with its deadness. Putting up one-story commercial buildings eliminated a large number of live bodies downtown, and undermined the vitality of the town. One-story mall buildings became ubiquitous across the United States after the war, a predictable byproduct of the zoning zeitgeist that deemed shopping and apartment living to be unsuitable neighbors.

What's Wrong With This Picture?

The town below seems like a pleasant place to live. What follows are regulatory obstacles that the building of such a town today might encounter—a composite from communities across the country.

The Violations:

1. Stores too convenient for local residents. Newly erected commercial buildings must often be in a zone separate from resi-

dential areas, and thus accessible to most people only by car.

2. Arboreal interference. Traffic departments in many cases deem curbside trees hazardous to motorists.

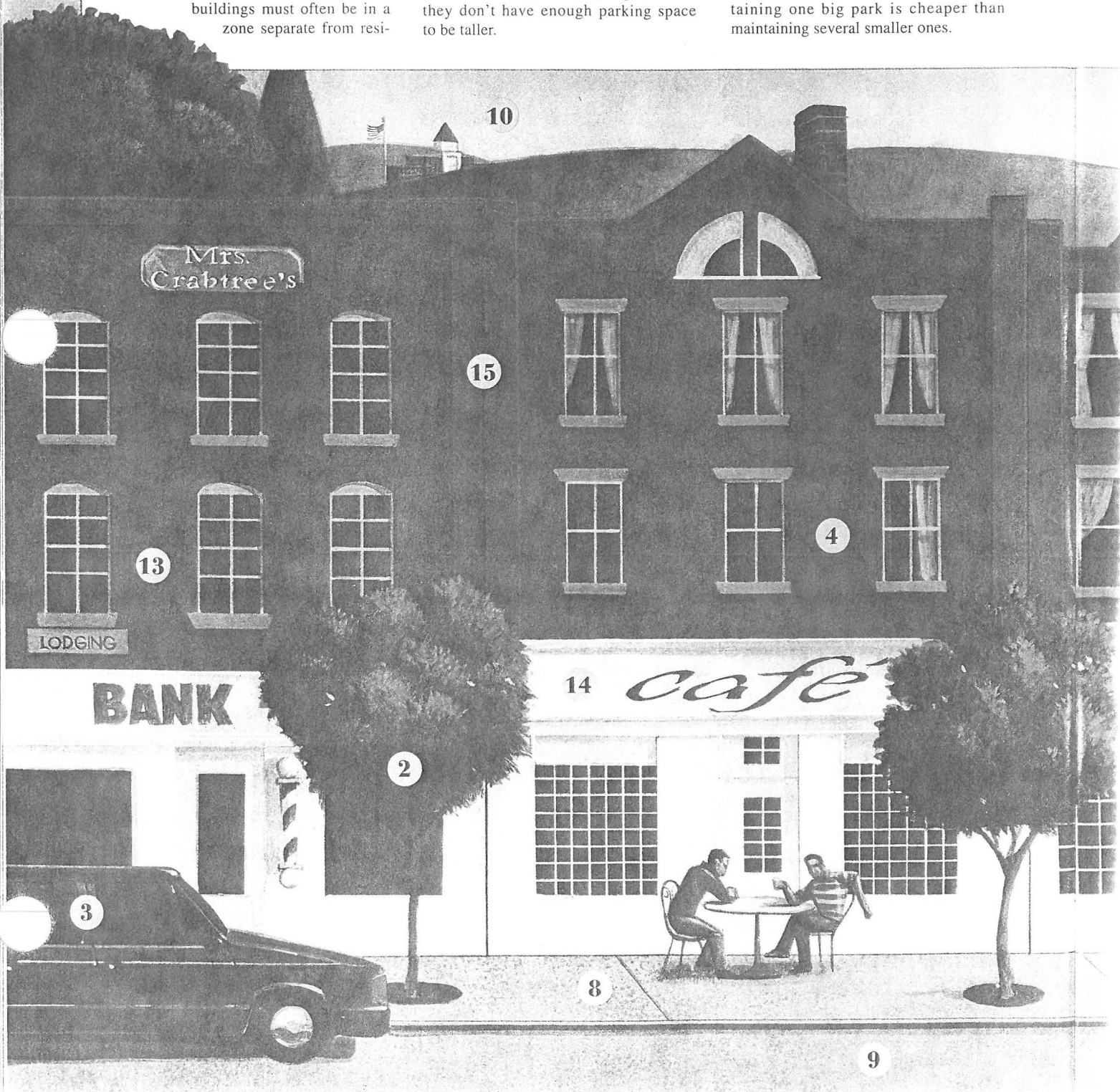
3. No parallel parking allowed. The preference has shifted to off-street lots and driveways.

4. Not enough parking. Typically, three to five parking spaces are required per 1,000 square feet of commercial space. Many commercial buildings today may not be more than one story high because they don't have enough parking space to be taller.

5. Houses too close together. These structures violate minimum side-setback requirements. In many residential areas there must be at least twenty feet between dwellings, eliminating the possibility of row houses.

6. House too small. Many newer communities have minimum-square-footage requirements, which effectively dictate that only people of a certain income level may live there.

7. Park too small. New parks must frequently meet a minimum-size test; maintaining one big park is cheaper than maintaining several smaller ones.



8. Sidewalk café not allowed. Restaurants and other vendors may be subject to a variety of sidewalk restrictions.

9. Street too narrow. It must be considered wide enough for large fire trucks to maneuver.

10. School too close to town. Segregated-land-use practices may confine education, religion, and business to distinct zones.

11. Apartments above commercial space. They violate common "single-use" provisions.

12. Sidewalk too narrow. Five feet is a typical requirement.

13. Group housing. In some places there are sharp limits on the number of unrelated people who may live together in a single dwelling unit.

14. Aesthetic deviance. Communities often have regulations governing the size of signs and sometimes even the size and style of the lettering.

15. Too many buildings. In certain zones less than half and sometimes as little as one fifth of the area may be occupied by structures.

16. Cupolas and steeples not allowed. These are frequently ruled out by maximum-height stipulations.

17. No driveway. Individual dwellings may be required to have at least two off-street parking spaces.

18. Illegal fence. Ordinances often cover the permissible size and placement of fences in front yards.

19. No perpendicular signs allowed. Such signs are commonly deemed an intrusion or a menace.

20. Not allowed to run a business out of a house. Doctors, dentists, and gallery owners (and lemonade vendors?) beware.

21. House too close to road. Setback rules bar too-snug relationships between residences and the sidewalk.

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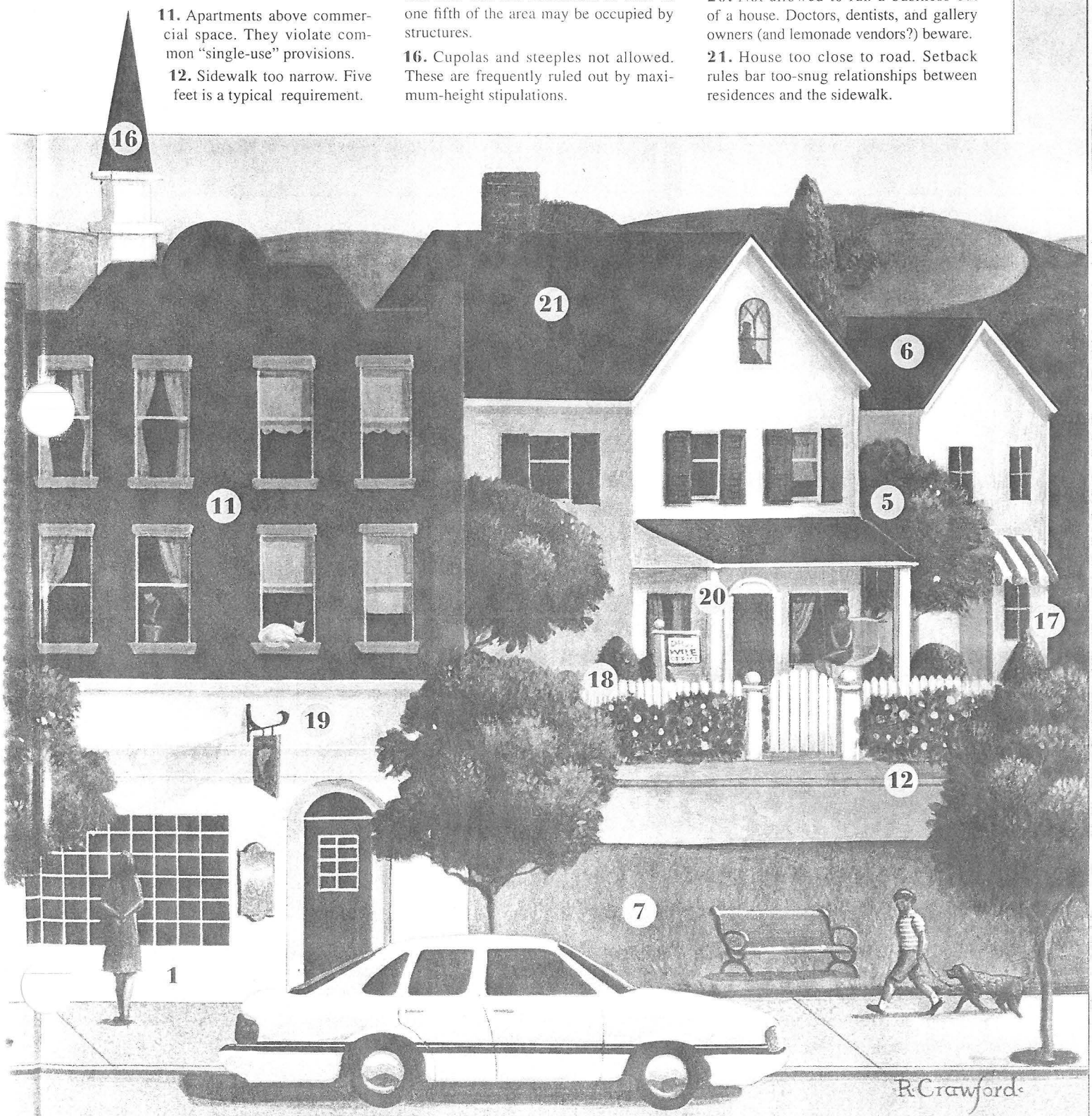
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R. Crawford



Creating Someplace

ALMOST everywhere in the United States laws prohibit building the kinds of places that Americans themselves consider authentic and traditional. Laws prevent the building of places that human beings can feel good in and can afford to live in. Laws forbid us to build places that are worth caring about.

Is Main Street your idea of a nice business district? Sorry, your zoning laws won't let you build it, or even extend it where it already exists. Is Elm Street your idea of a nice place to live—you know, houses with front porches on a tree-lined street? Sorry, Elm Street cannot be assembled under the rules of large-lot zoning and modern traffic engineering. All you can build where I live is another version of Los Angeles—the zoning laws say so.

This is not a gag. Our zoning laws are essentially a manual of instructions for creating the stuff of our communities. Most of these laws have been in place only since the Second World War. For the previous 300-odd years of American history we didn't have zoning laws. We had a popular consensus about the right way to assemble a town or a city. Our best Main Streets and Elm Streets were created not by municipal ordinances but by cultural agreement. Everybody agreed that buildings on Main Street ought to be more than one story tall; that corner groceries were good to have in residential neighborhoods; that streets ought to intersect with other streets to facilitate movement; that sidewalks were necessary, and that orderly rows of trees planted along them made the sidewalks much more pleasant; that roofs should be pitched to shed rain and snow; that doors should be conspicuous, so that one could easily find the entrance to a building; that windows should be vertical, to dignify a house. Everybody agreed that communities needed different kinds of housing to meet the needs of different kinds of families and individuals, and the market was allowed to supply them. Our great-grandparents didn't have to argue endlessly over these matters of civic design. Nor did they have to reinvent civic design every fifty years because no one could remember what had been agreed on.

Everybody agreed that both private and public buildings should be ornamented and embellished to honor the public realm of the street, so town halls, firehouses, banks, and homes were built that today are on the National Register of Historic Places. We can't replicate any of that stuff. Our laws actually forbid it. Want to build a bank in Anytown, USA? Fine. Make sure that it's surrounded by at least an acre of parking, and that it's set back from the street at least seventy-five feet. (Of course, it will be one story.) The instructions for a church or a muffler shop are identical. That's exactly what your laws tell you to build. If you deviate from the template, you will not receive a building permit.

Therefore, if you want to make your community better, begin at once by throwing out your zoning laws. Don't revise

them—get rid of them. Set them on fire if possible and make a public ceremony of it; public ceremony is a great way to announce the birth of a new consensus. While you're at it, throw out your "master plan" too. It's invariably just as bad. Replace these things with a traditional town-planning ordinance that prescribes a more desirable everyday environment.

The practice of zoning started early in the twentieth century, at a time when industry had reached an enormous scale. The noisy, smelly, dirty operations of gigantic factories came to overshadow and oppress all other aspects of city life, and civic authorities decided that they had to be separated from everything else, especially residential neighborhoods. One could say that single-use zoning, as it came to be called, was a reasonable response to the social and economic experiment called industrialism.

After the Second World War, however, that set of ideas was taken to an absurd extreme. Zoning itself began to overshadow all the historic elements of civic art and civic life. For instance, because the democratic masses of people used their cars to shop, and masses of cars required parking lots, shopping was declared an obnoxious industrial activity around which people shouldn't be allowed to live. This tended to destroy age-old physical relationships between shopping and living, as embodied, say, in Main Street.

What zoning produces is suburban sprawl, which must be understood as the product of a particular set of instructions. Its chief characteristics are the strict separation of human activities, mandatory driving to get from one activity to another, and huge supplies of free parking. After all, the basic idea of zoning is that every activity demands a separate zone of its own. For people to live around shopping would be harmful and indecent. Better not even to allow them within walking distance of it. They'll need their cars to haul all that stuff home anyway. While we're at it, let's separate the homes by income gradients. Don't let the \$75,000-a-year families live near the \$200,000-a-year families—they'll bring down property values—and for God's sake don't let a \$25,000-a-year recent college graduate or a \$19,000-a-year widowed grandmother on Social Security live near any of them. There goes the neighborhood! Now put all the workplaces in separate office "parks" or industrial "parks," and make sure nobody can walk to them either. As for public squares, parks, and the like—forget it. We can't afford them, because we spent all our funds paving the four-lane highways and collector roads and parking lots, and laying sewer and water lines out to the housing subdivisions, and hiring traffic cops to regulate the movement of people in their cars going back and forth among these segregated activities.

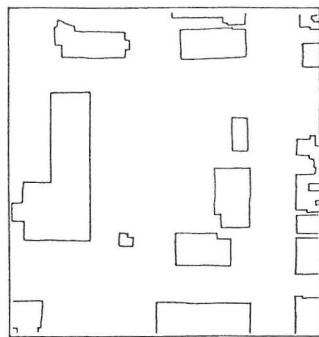
The model of the human habitat dictated by zoning is a formless, soul-less, centerless, demoralizing mess. It bankrupts families and townships. It disables whole classes of decent, normal citizens. It ruins the air we breathe. It corrupts and deadens our spirit.

The construction industry likes it, because it requires stupendous amounts of cement, asphalt, and steel and a lot of heavy equipment and personnel to push all this stuff into place. Car dealers love it. Politicians used to love it, because it produced big short-term profits and short-term revenue gains, but now they're all mixed up about it, because the voters who live in suburban sprawl don't want more of the same built around them—which implies that at some dark level suburban-sprawl dwellers are quite conscious of sprawl's shortcomings. They have a word for it: "growth." They're now against growth. Their lips curl when they utter the word. They sense that new construction is only going to make the place where they live worse. They're convinced that the future is going to be worse than the past. And they're right, because the future has been getting worse throughout their lifetime. Growth means only more traffic, bigger parking lots, and buildings ever bigger and uglier than the monstrosities of the sixties, seventies, and eighties.

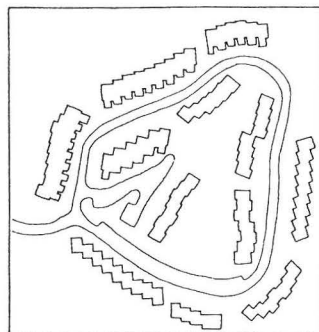
So they become NIMBYS ("not in my back yard") and BANANAS ("build absolutely nothing anywhere near anything"). If they're successful in their NIMBYism, they'll use their town government to torture developers (people who create growth) with layer upon layer of bureaucratic rigmarole, so that only a certified masochist would apply to build something there. Eventually the unwanted growth leapfrogs over them to cheap, vacant rural land farther out, and then all the new commuters in the farther-out suburb choke the NIMBYS' roads anyway, to get to the existing mall in NIMBYville.

Unfortunately, the NIMBYS don't have a better model in mind. They go to better places on holiday weekends—Nantucket, St. Augustine, little New England towns—but they

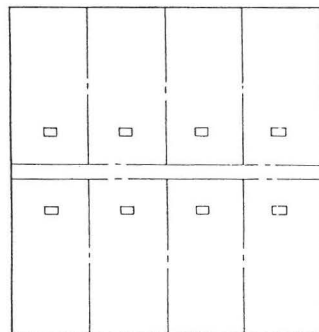
CURRENT ZONING CODES



Commercial sprawl



Apartment complex

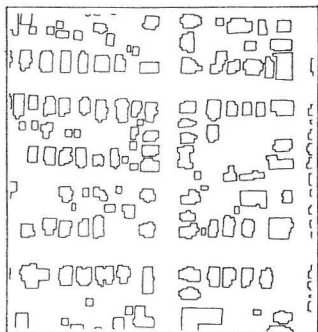


Housing subdivision

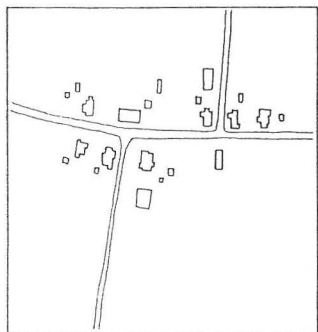
TRADITIONAL NEIGHBORHOOD DESIGN



City blocks



Small town



Village

think of these places as special exceptions. It never occurs to NIMBY tourists that their own home places could be that good too. *Make Massapequa like Nantucket? Where would I park?* Exactly.

These special places are modeled on a pre-automobile template. They were designed for a human scale and in some respects maintained that way. Such a thing is unimaginable to us today. We must design for the automobile, because . . . because all our laws and habits tell us we must. Notice that you can get to all these special places in your car. It's just a nuisance to use the car while you're there—so you stash it someplace for the duration of your visit and get around perfectly happily on foot, by bicycle, in a cab, or on public transit. The same is true, by the way, of London, Paris, and Venice.

The future will not allow us to continue using cars the way we've been accustomed to in the unprecedented conditions of the late twentieth century.

So, whether we adore suburbia or not, we're going to have to live differently. Rather than being a tragedy, this is actually an extremely lucky situation, a wonderful opportunity, because we are now free to redesign our everyday world in a way that is going to make all classes of Americans much happier. We do not have to come up with tools and techniques never seen before. The principles of town planning can be found in excellent books written before the Second World War. Three-dimensional models of the kinds of places that can result from these principles exist in the form of historic towns and cities. In fact, after two generations of architectural amnesia, this knowledge has been reinstalled in the brains of professional designers in active practice all over the country, and these designers have already begun to create an alternate model of the human habitat for the twenty-first century.

What's missing is a more widespread consensus—a cultural agreement—in favor of the new model, and the will to go forward with it. Large numbers of ordinary citizens haven't heard the news. They're stuck in old habits and stuck in the psychology of previous investment; political leadership reflects this all over America. NIMBYism is one of the results, a form of hysterical cultural paralysis. *Don't build anything! Don't change anything!* The consensus that exists, therefore, is a consensus of fear, and that is obviously not good enough. We need a consensus of hope.

In the absence of a widespread consensus about how to build a better everyday environment, we'll have to replace the old set of rules with an explicit new set—or, to put it a slightly different way, replace zoning laws with principles of civic art. It will take time for these principles to become second nature again, to become common sense. It may not happen at all, in which case we ought to be very concerned. In the event that this body of ideas gains widespread acceptance, think of all the time and money we'll save! No more endless nights down at the zoning board watching the NIMBYS scream at the mall developers. No more real-estate-related lawsuits. We will have time, instead, to become better people and to enjoy our lives on a planet full of beauty and mystery. Here, then, are some of the things citizens will need to know in order to create a new model for the everyday environment of America.

The New Urbanism

THE principles apply equally to villages, towns, and cities. Most of them apply even to places of extraordinarily high density, like Manhattan, with added provisions that I will not go into here, in part because special cases like Manhattan are so rare, and in part because I be-

lieve that the scale of even our greatest cities will necessarily have to become smaller in the future, at no loss to their dynamism (London and Paris are plenty dynamic, with few buildings over ten stories high).

The pattern under discussion here has been called variously neo-traditional planning, traditional neighborhood development, low-density urbanism, transit-oriented development, the new urbanism, and just plain civic art. Its principles produce settings that resemble American towns from prior to the Second World War.

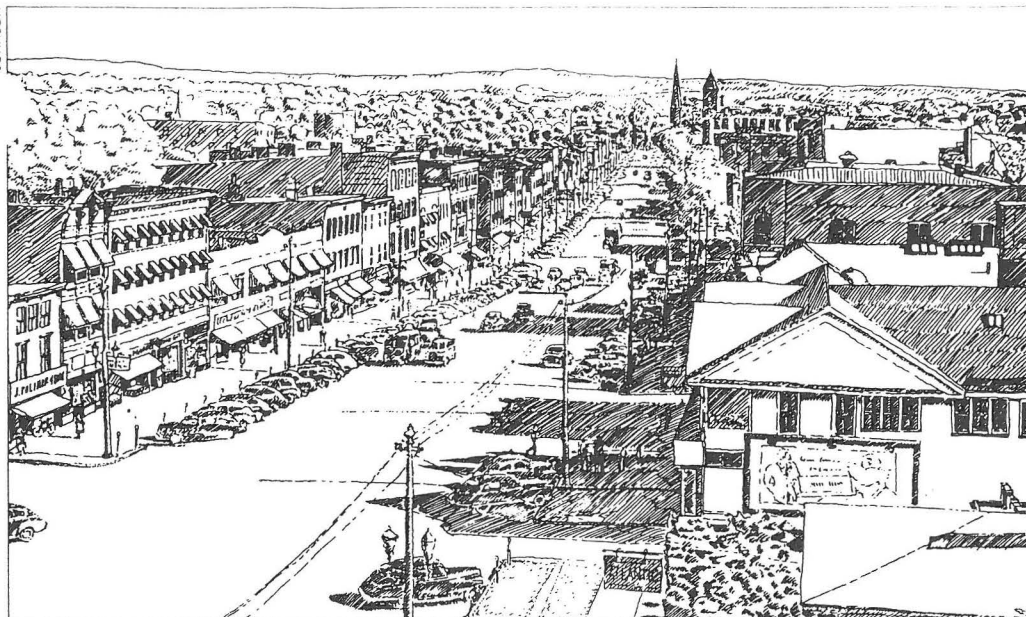
1. The basic unit of planning is the neighborhood. A neighborhood standing alone is a hamlet or village. A cluster of neighborhoods becomes a town. Clusters of a great many neighborhoods become a city. The population of a neighborhood can vary depending on local conditions.

2. The neighborhood is limited in physical size, with well-defined edges and a focused center. The size of a neighborhood is defined as a five-minute walking distance (or a quarter mile) from the edge to the center and a ten-minute walk edge to edge. Human scale is the standard for proportions in buildings and their accessories. Automobiles and other wheeled vehicles are permitted, but they do not take precedence over human needs, including aesthetic needs. The neighborhood contains a public-transit stop.

3. The secondary units of planning are corridors and districts. Corridors form the boundaries between neighborhoods, both connecting and defining them. Corridors can incorporate natural features like streams and canyons. They can take the form of parks, nature preserves, travel corridors, railroad lines, or some combination of these. In towns and cities a neighborhood or parts of neighborhoods can compose a district. Districts are made up of streets or ensembles of streets where special activities get preferential treatment.

Americans pay premium prices to vacation in towns with traditional streets like this one on Nantucket. Trees, fences, railings, walls, lampposts, and front gardens help to scale and shape the civic space





In America the street is the pre-eminent kind of public space and Main Street is the pre-eminent kind of street. Buildings meet the sidewalk edge, forming a wall that gives Main Street the feeling of an outdoor room. People can live and work in the upper stories above the shopping

The French Quarter of New Orleans is an example of a district. It is a whole neighborhood dedicated to entertainment, in which housing, shops, and offices are also integral. A corridor can also be a district—for instance, a major shopping avenue between adjoining neighborhoods.

4. The neighborhood is emphatically mixed-use and provides housing for people with different incomes. Buildings may be various in function but must be compatible with one another in size and in their relation to the street. The needs of daily life are accessible within the five-minute walk. Commerce is integrated with residential, business, and even manufacturing use, though not necessarily on the same street in a given neighborhood. Apartments are permitted over stores. Forms of housing are mixed, including apartments, duplex and single-family houses, accessory apartments, and outbuildings. (Over time streets will inevitably evolve to become less or more desirable. But attempts to preserve property values by mandating minimum-square-footage requirements, outlawing rental apartments, or formulating other strategies to exclude lower-income residents must be avoided. Even the best streets in the world's best towns can accommodate people of various incomes.)

5. Buildings are disciplined on their lots in order to define public space successfully. The street is understood to be the pre-eminent form of public space, and the buildings that define it are expected to honor and embellish it.

6. The street pattern is conceived as a network in order to create the greatest number of alternative routes from one part of the neighborhood to another. This has the beneficial effect of relieving traffic congestion. The network may be a grid. Networks based on a grid must be modified by parks, squares, diagonals, T intersections, rotaries, and other devices that relieve the grid's tendency to monotonous regularity. The streets exist in a hierarchy from broad boulevards to narrow lanes and

alleys. In a town or a city limited-access highways may exist only within a corridor, preferably in the form of parkways. Cul-de-sacs are strongly discouraged except under extraordinary circumstances—for example, where rugged topography requires them.

7. Civic buildings, such as town halls, churches, schools, libraries, and museums, are placed on preferential building sites, such as the frontage of squares, in neighborhood centers, and where street vistas terminate, in order to serve as landmarks and reinforce their symbolic importance. Buildings define parks and squares, which are distributed throughout the neighborhood and appropriately designed for recreation, repose, periodic commercial uses, and special events such as political meetings, concerts, theatricals, exhibitions, and fairs. Because streets will differ in importance, scale, and quality, what is appropriate for a part of town with small houses may not be appropriate as the town's main shopping street. These distinctions are properly expressed by physical design.

8. In the absence of a consensus about the appropriate decoration of buildings, an architectural code may be devised to establish some fundamental unities of massing, fenestration, materials, and roof pitch, within which many variations may function harmoniously.

Under the regime of zoning and the professional overspecialization that it fostered, all streets were made as wide as possible because the specialist in charge—the traffic engineer—was concerned solely with the movement of cars and trucks. In the process much of the traditional decor that made streets pleasant for people was gotten rid of. For instance, street trees were eliminated. Orderly rows of mature trees can improve even the most dismal street by softening hard edges and sunblasted bleakness. Under postwar engineering standards street trees were deemed a hazard to motorists and chopped down in many American towns.

Accommodating Automobiles

THE practice of maximizing car movement at the expense of all other concerns was applied with particular zeal to suburban housing subdivisions. Suburban streets were given the characteristics of county highways, though children played in them. Suburban developments notoriously lack parks. The spacious private lots were supposed to make up for the lack of parks, but children have a tendency to play in the street anyway—bicycles and roller skates don't work well on the lawn. Out in the subdivisions, where trees along the sides of streets were often expressly forbidden, we see those asinine exercises in romantic landscaping that attempt to recapitulate the forest primeval in clumps of ornamental juniper. In a setting so inimical to walking, sidewalks were often deemed a waste of money.

In the new urbanism the meaning of the street as the essential fabric of the public realm is restored. The space created is understood to function as an outdoor room, and building façades are understood to be street walls.

Thoroughfares are distinguished by their character as well as by their capacity. The hierarchy of streets begins with the boulevard, featuring express lanes in the center, local lanes on the sides, and tree-planted medians between the express and local lanes, with parallel parking along all curbs. Next in the hierarchy is the multilane avenue with a median. Then comes a main shopping street, with no median. This is followed by two or more orders of ordinary streets (apt to be residential in character), and finally the lane or alley, which intersects blocks and becomes the preferred location for garages and accessory apartments.

Parallel parking is emphatically permitted along the curbs of all streets, except under the most extraordinary conditions. Parallel parking is desirable for two reasons: parked cars create a physical barrier and psychological buffer that protects pedestrians on the sidewalk from moving vehicles; and a rich supply of parallel parking can eliminate the need for parking lots, which are extremely destructive of the civic fabric. Anyone who thinks that parallel parking "ruins" a residential street should take a look at some of the most desirable real estate in America: Georgetown, Beacon Hill, Nob Hill, Alexandria, Charleston, Savannah, Annapolis, Princeton, Greenwich Village, Marblehead. All permit parallel parking.

Residential streets can and should be narrower than current specifications permit. In general, cars need not move at speeds greater than 20 m.p.h. within a neighborhood. Higher speeds can be reserved for boulevards or parkways, which occupy corridors. Within neighborhoods the explicit intent is to calm and tame vehicular traffic. This is achieved by the use of corners with sharp turning radii, partly textured pavements, and T intersections. The result of these practices is a more civilized street.

Even under ideal circumstances towns and cities will have some streets that are better than others. Over time streets tend to sort themselves out in a hierarchy of quality as well as size. The new urbanism recognizes this tendency, especially in city commercial districts, and designates streets A or B. B streets may contain less-desirable structures—for instance, parking-garage entrances, pawnshops, a homeless shelter, a Burger King—without disrupting the A streets in proximity. This does not mean that B streets are allowed to be deliberately squalid. Even here the public realm deserves respect. Cars are still not given dominion. A decent standard of detailing applies to B streets with respect to sidewalks, lighting, and even trees.

Property Values and Affordable Housing

ZONING required the artificial creation of "affordable housing," because the rules of zoning prohibited the very conditions that formerly made housing available to all income groups and integrated it into the civic fabric. Accessory apartments became illegal in most neighborhoods, particularly in new suburbs. Without provision for apartments, an unmarried sixth-grade schoolteacher could not afford to live near the children she taught. Nor could the housecleaner and the gardener—they had to commute for half an hour from some distant low-income ghetto. In many localities apartments over stores were also forbidden under the zoning laws. Few modern shopping centers are more than one story in height, and I know of no suburban malls that incorporate housing. In eliminating arrangements like these we have eliminated the most common form of affordable housing, found virtually all over the rest of the world. By zoning these things out, we've zoned out Main Street, USA.

The best way to make housing affordable is to build or restore compact, mixed-use, traditional American neighborhoods. The way to preserve property values is to recognize that a house is part of a community, not an isolated object, and to make sure that the community maintains high standards of civic amenity in the form of walkable streets and easy access to shops, recreation, culture, and public beauty.

Towns built before the Second World War contain more-desirable and less-desirable residential streets, but even the best can have income-integrated housing. A \$350,000 house can exist next to a \$180,000 house with a \$600-a-month garage apartment (which has the added benefit of helping the homeowner pay a substantial portion of his mortgage). Such a street might house two millionaires, eleven professionals, a dozen wage workers, sixteen children, three full-time mothers, a college student, two grandmothers on Social Security, and a bachelor fireman. That is a street that will maintain its value and bring people of different ages and occupations into informal contact.

Density, Not Congestion

“**C**ONGESTION” was the scare word of the past, as “growth” is the scare word of our time. The fear of congestion sprang from the atrocious conditions in urban slums at the turn of the century. The Lower East Side of Manhattan in 1900 is said to have contained more inhabitants per square mile than are found in modern-day Calcutta. If crowding had been confined to the slums, it might not have made such an impact on the public imagination. But urban congestion was aggravated by the revolutionary effects of the elevator, the office skyscraper, the sudden mass replication of large apartment buildings, and the widespread introduction of the automobile. These innovations drastically altered the scale and tone of city life. Within a generation cities went from being dynamic to being—or at least seeming—frighteningly overcrowded. Those with the money to commute were easily persuaded to get out, and thus in the 1920s came the first mass evacuation to new suburbs, reachable primarily by automobile. The movement was slowed by the Great Depression and then by the Second World War.

The memory of all that lingers. Tremendous confusion about density and congestion persists in America today, even though most urban areas and even many small towns (like my own) now suffer from density deficits. Too few people live, and businesses operate, at the core to maintain the synergies necessary for civic life. The new urbanism proposes a restoration of synergistic density, within reasonable limits. These limits are controlled by building size. The new urbanism calls for higher density—more houses per acre, closer together—than zoning does. However, the new urbanism is modeled not on the urban slum but on the traditional American town. This is not a pattern of life that should frighten reasonable people. Millions pay forty dollars a day to walk through a grossly oversimplified version of it at Disney World. It conforms exactly to their most cherished fantasies about the ideal living arrangement.

Houses may be freestanding in the new urbanism, but their lots are smaller than those in sprawling subdivisions. Streets of connected row houses are also deemed desirable. Useless front lawns are often eliminated. The new urbanism compensates for this loss by providing squares, parks, greens, and other useful, high-quality civic amenities. The new urbanism also creates streets of beauty and character.

This model does not suffer from congestion. Occupancy laws remain in force—sixteen families aren't jammed into one building, as in the tenements of yore. Back yards provide plenty of privacy, and houses can be large and spacious on their lots. People and cars are able to circulate freely in the network of streets. The car is not needed for trips to the store, the school, or other local places. This pattern encourages good connections between people and their commercial and cultural institutions.

The crude street pattern of zoning, with its cul-de-sacs and collector streets, actually promotes congestion, because absolutely every trip out of the single-use residential pod must be made by car onto the collector street. The worst congestion in America today takes place not in the narrow streets of traditional neighborhoods such as Georgetown and Alexandria but on the six-lane collector streets of Tysons Corner, Virginia, and other places created by zoning. Because of the extremely poor connectivity inherent in them, such products of zoning have much of the infrastructure of a city and the culture of a backwater.

Composing a Street Wall

IN order for a street to achieve the intimate and welcoming quality of an outdoor room, the buildings along it must compose a suitable street wall. Whereas they may vary in style and expression, some fundamental agreement, some unity, must pull buildings into alignment. Think of one of those fine side streets of row houses on the Upper East Side of New York. They may express in masonry every historical fantasy from neo-Egyptian to Ruskinian Gothic. But they are all close to the same height, and even if their windows don't line up precisely, they all run to four or five stories. They all stand directly along the sidewalk. They share materials: stone and brick. They are not interrupted by vacant spaces or parking lots. About half of them are homes; the rest may be diplomatic offices or art galleries. The various uses co-exist in harmony. The same may be said of streets on Chicago's North Side, in Savannah, on Beacon Hill, in Georgetown, in Pacific Heights, and in many other ultra-desirable neighborhoods across the country.

Similarly, buildings must be sized in proportion to the width of the street. Low buildings do a poor job of defining streets, especially overly wide streets, as anyone who has been on a postwar commercial highway strip can tell. The road is too wide and the cars go too fast. The parking lots are fearsome wastelands. The buildings themselves are barely visible—that is why gigantic internally lit signs are necessary. The relationship between buildings and space fails utterly in this case. In many residential suburbs, too, the buildings do a poor job of defining space. The houses are low; the front lawns and streets are too wide. Sidewalks and orderly rows of trees are absent. The space between the houses is an incomprehensible abyss.

The new urbanism advances specific solutions for these ills—both for existing towns and cities and to mitigate the current problems of the suburbs. Commerce is removed from the highway strip and reassembled in a town or neighborhood center. The buildings that house commerce are required to be at least two stories high and may be higher, and this has the additional benefit of establishing apartments and offices above the shops to bring vitality, along with extra rents, to the center. Buildings on designated shopping streets near the center

are encouraged to house retail businesses on the ground floor.

A build-to line determines how close buildings will stand to the street and promotes regular alignment. Zoning has a seemingly similar feature called the setback line, but it is intended to keep buildings far away from the street in order to create parking lots, particularly in front, where parking lots are considered to be a WELCOME sign to motorists. When buildings stand in isolation like this, the unfortunate effect is their complete failure to define space: the abyss. In the new urbanism the build-to line is meant to ensure the opposite outcome: the positive definition of space by pulling buildings forward to the street. If parking lots are necessary, they should be behind the buildings, in the middle of the block, where they will not disrupt civic life.

Additional rules govern building height, recess lines according to which upper stories may be set back, and transition lines, which denote a distinction between ground floors for retail use and upper floors for offices and apartments. (Paris, under Baron Haussmann, was coded for an eleven-meter-high transition line, which is one reason for the phenomenal unity and character of Parisian boulevards.)

In traditional American town planning the standard increments for lots have been based on twenty-five feet of street frontage, which have allowed for twenty-five-foot row houses and storefronts, and fifty-, seventy-five-, and 100-foot lots for free-standing houses. Unfortunately, the old standard is slightly out of whack with what is needed to park cars efficiently. Therefore, under the new urbanism lot size will be based on the rod (sixteen and a half feet), a classic unit of measurement. This allows for a minimum townhouse lot of sixteen and a half feet, which has room for parking one car in the rear (off an alley) plus a few feet for pedestrians to walk around the car. The 1.5-rod townhouse lot permits two cars to park in the rear. The two-rod lot allows for a townhouse with parking for two cars plus a small side yard. Three rods allows for a standard detached house with on-site parking in different

configurations. The four-rod lot provides room for a very large detached building (house, shops, offices, or apartments) with parking for as many as ten cars in the rear. The issue of a standard increment based on the rod is far from settled. Some new-urbanist practitioners recommend an adjustable standard of twelve to eighteen feet, based on local conditions.

The new urbanism recognizes zones of transition between the public realm of the street and the semi-private realm of the shop or the private realm of the house. (In the world of zoning this refinement is nonexistent.) Successful transitions are achieved by regulating such devices as the arcade, the storefront, the dooryard, the ensemble of porch and fence, even the front lawn. These devices of transition soften the visual and

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The sidewalk is an ensemble, including more than the pedestrian path itself: a planting strip with orderly rows of trees and a curb that can accommodate parked cars also contribute to the safety of pedestrians

psychological hard edges of the everyday world, allowing us to move between these zones with appropriate degrees of ease or friction. (They are therefore at odds with the harsh geometries and polished surfaces of Modernism.)

The arcade, for instance, affords shelter along the sidewalk on a street of shops. It is especially desirable in southern climates where both harsh sunlight and frequent downpours occur. The arcade must shelter the entire sidewalk, not just a portion of it, or else it tends to become an obstacle rather than an amenity. Porches on certain streets may be required to be set

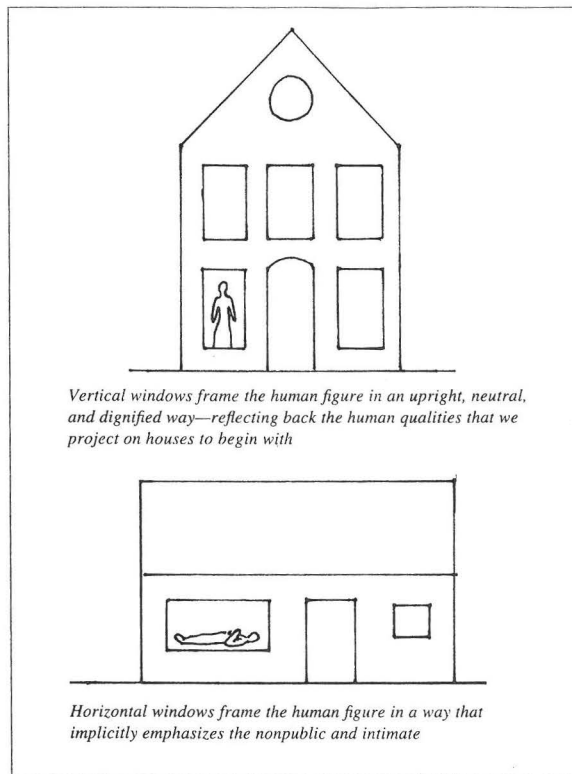
back no more than a “conversational distance” from the sidewalk, to aid communication between the public and private realms. The low picket fence plays its part in the ensemble as a gentle physical barrier, reminding pedestrians that the zone between the sidewalk and the porch is private while still permitting verbal and visual communication. In some conditions a front lawn is appropriate. Large, ornate civic buildings often merit a lawn, because they cannot be visually comprehended close up. Mansions merit setbacks with lawns for similar reasons.

Architectural Codes

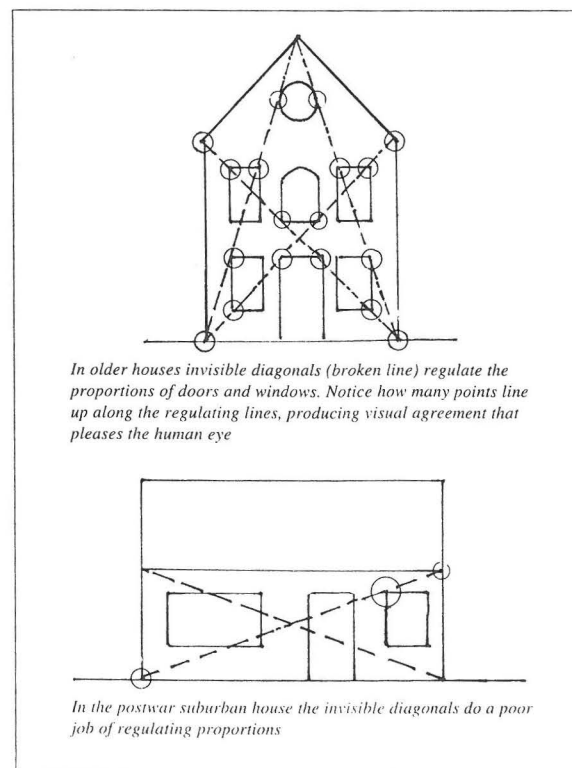
THE foregoing presents the “urban code” of the new urbanism, but architectural codes operate at a more detailed and refined level. In theory a good urban code alone can create the conditions that make civic life possible, by holding to a standard of excellence in a town’s basic design framework. Architectural codes establish a standard of excellence for individual buildings, particularly the surface details. Variances to codes may be granted on the basis of architectural merit. The new urbanism does not favor any particular style.

Nowadays houses are often designed from the inside out. A married couple wants a fanlight window over the bed, or a little octagonal window over the Jacuzzi, and a builder or architect designs the room around that wish. This approach does not take into account how the house will end up looking on the outside. The outside ceases

VERTICAL WINDOWS VERSUS HORIZONTAL WINDOWS



REGULATING LINES PROVIDE VISUAL AGREEMENT



to matter. This is socially undesirable. It degrades the community. It encourages people to stay inside, lessening surveillance on the street, reducing opportunities for making connections, and in the long term causing considerable damage to the everyday environment.

The new urbanism declares that the outside *does* matter, so a few simple rules re-establish the necessary design discipline for individual buildings. For example, a certain proportion of each exterior wall will be devoted to windows. Suddenly houses will no longer look like television sets, where only the front matters. Another rule may state that windows must be vertical or square, not horizontal—because horizontal windows tend to subvert the inherent dignity of the standing human figure. This rule reinstates a basic principle of architecture that, unfortunately, has been abandoned or forgotten in America—and has resulted in millions of terrible-looking houses.

Likewise, the front porch is an important and desirable element in some neighborhoods. A porch less than six feet deep is useless except for storage, because it provides too little room for furniture and the circulation of human bodies. Builders tack on inadequate porches as a sales gimmick to enhance “curb appeal,” so that the real-estate agent can drive up with the customer and say, “Look, a front porch!” The porch becomes a cartoon feature of the house, like the little fake cupola on the garage. This saves the builders money in time and materials. Perhaps they assume that the street will be too repulsive to sit next to.

Why do builders even bother with pathetic-looking cartoon porches? Apparently Americans need at least the idea of a porch to be reassured, symbolically, that they're decent people living in a decent place. But the cartoon porch only compounds the degradation of the public realm.

In America today flat roofs are the norm in commercial construction. This is a legacy of Modernism, and we're suffering because of it. The roofscapes of our communities are boring and dreary as well as vulnerable to leakage or collapse in the face of heavy rain or snow. An interesting roofscape can be a joy—and a life worth living is composed of many joys. Once Modernism had expanded beyond Europe to America, it developed a hidden agenda: to give developers a moral and intellectual justification for putting up cheap buildings. One of the best ways to save money on a building is to put a flat roof on it.

Aggravating matters was the tendency in postwar America to regard buildings as throwaway commodities, like cars.

Colonial, or whatever—though they certainly could if they were sufficiently detailed and rigorous. But style is emphatically not the point. The point is to achieve a standard of excellence in design for the benefit of the community as a whole. Is anything wrong with standards of excellence? Should we continue the experiment of trying to live without them?

Getting the Rules Changed

REPLACING the crude idiocies of zoning with true civic art has proved to be a monumentally difficult task. It has been attempted in many places around the United States over the past fifteen years, mainly by developers, professional town planners, and architects who are members of the new-urbanist movement. They have succeeded in a few places. The status quo has remarkable staying power, no matter how miserable it makes people, including the local

An architectural code establishes some fundamental unities of design within which many personal tastes may be expressed, as in these façades



CATHERINE JOHNSON

That flat roofs began to leak after a few years didn't matter; by then the building was a candidate for demolition. That attitude has now infected all architecture and development. Low standards that wouldn't have been acceptable in our grandparents' day, when this was a less affluent country, are today perfectly normal. The new urbanism seeks to redress this substandard normality. It recognizes that a distinctive roofline is architecturally appropriate and spiritually desirable in the everyday environment. Pitched roofs and their accessories, including towers, are favored explicitly by codes. Roofing materials can also be specified if a community wants a high standard of construction.

Architectural codes should be viewed as a supplement to an urban code. Architectural codes are not intended to impose a particular style on a neighborhood—Victorian, neoclassical,

officials who support it and who have to live in the same junk environment as everybody else. An enormous entrenched superstructure of bureaucratic agencies at state and federal levels also supports zoning and its accessories. Departments of transportation, the Federal Housing Administration, the various tax agencies, and so on all have a long-standing stake in policies that promote and heavily subsidize suburban sprawl. They're not going to renounce those policies without a struggle. Any change in a rule about land development makes or breaks people who seek to become millionaires. Ban sprawl, and some guy who bought twenty acres to build a strip mall is out of business, while somebody else with three weed-filled lots downtown suddenly has more-valuable property.

I believe that we have entered a kind of slow-motion cultural meltdown, owing largely to our living habits, though many

ordinary Americans wouldn't agree. They may or may not be doing all right in the changing economy, but they have personal and psychological investments in going about business as usual. Many Americans have chosen to live in suburbia out of a historic antipathy for life in the city and particularly a fear of the underclass that has come to dwell there. They would sooner move to the dark side of the moon than consider city life.

Americans still have considerable affection for small towns, but small towns present a slightly different problem: in the past fifty years many towns have received a suburban-sprawl zoning overlay that has made them indistinguishable from the sprawl matrix that surrounds them. In my town strip malls and fast-food joints have invaded what used to be a much denser core, and nearly ruined it.

Notwithstanding all these obstacles, zoning must go, and zoning will go. In its place we will re-establish a consensus for doing things better, along with formal town-planning codes to spell out the terms. I maintain that the change will occur whether we love suburbia or not.

Fortunately, a democratic process for making this change exists. It has the advantage of being a highly localized process, geared to individual communities. It is called the charette. In its expanded modern meaning, a "charette" is a week-long professional design workshop held for the purpose of planning land development or redevelopment. It includes public meetings that bring all the participants together in one room—developers, architects, citizens, government officials, traffic engineers, environmentalists, and so on. These meetings are meant to get all issues on the table and settle as many of them as possible. This avoids the otherwise usual, inevitably gruesome process of conflict resolution performed by lawyers—which is to say, a hugely expensive waste of society's resources benefiting only lawyers.

The object of the charette is not, however, to produce verbiage but to produce results on paper in the form of drawings and plans. This highlights an essential difference between zoning codes and traditional town planning based on civic art. Zoning codes are invariably twenty-seven-inch-high stacks of numbers and legalistic language that few people other than technical specialists understand. Because this is so, local zoning- and planning-board members frequently don't understand their own zoning laws. Zoning has great advantages for specialists, namely lawyers and traffic engineers, in that they profit financially by being the arbiters of the regulations, or benefit professionally by being able to impose their special technical needs (say, for cars) over the needs of citizens—without the public's being involved in their decisions.

Traditional town planning produces pictorial codes that any normal citizen can comprehend. This is democratic and ethical as well as practical. It elevates the quality of the public discussion about development. People can *see* what they're talking

about. Such codes show a desired outcome at the same time that they depict formal specifications. They're much more useful than the reams of balderdash found in zoning codes.

An exemplary town-planning code devised by Andres Duany, Elizabeth Plater-Zyberk, and others can be found in the ninth edition of *Architectural Graphic Standards*. The code runs a brief fourteen pages. About 75 percent of the content is pictures—of street sections, blocks, building lots, building types, and street networks. Although it is generic, a code of similar brevity could easily be devised for localized conditions all over America.

The most common consequence of the zoning status quo is that it ends up imposing fantastic unnecessary costs on top of bad development. It also wastes enormous amounts of time—and time is money. Projects are frequently sunk by delays in the process of obtaining permits. The worst consequence of the status quo is that it actually makes good development much harder to achieve than bad development.

Because many citizens have been unhappy with the model of development that zoning gives them, they have turned it into an adversarial process. They have added many layers of procedural rigmarole, so that only the most determined and wealthiest developers can withstand the ordeal. In the end, after all the zoning-board meetings and flashy presentations and environmental objections and mitigation, and after both sides' lawyers have chewed each other up and spit each other out, what ends up getting built is a terrible piece of sprawl equipment—a strip mall, a housing subdivision. Everybody is left miserable and demoralized, and the next project that comes down the road gets beaten up even more, whether it's good or bad.

No doubt many projects deserve to get beaten up and delayed, even killed. But wouldn't society benefit if we could agree on a model of good development and simplify the means of going forward with it? This is the intent of the traditional town planning that is the foundation of the new urbanism.

Human settlements are like living organisms. They must grow, and they will change. But we can decide on the nature of that growth—on the quality and the character of it—and where it ought to go. We don't have to scatter the building blocks of our civic life all over the countryside, destroying our towns and ruining farmland. We can put the shopping and the offices and the movie theaters and the library all within walking distance of one another. And we can live within walking distance of all these things. We can build our schools close to where the children live, and the school buildings don't have to look like fertilizer plants. We can insist that commercial buildings be more than one story high, and allow people to live in decent apartments over the stores. We can build Main Street and Elm Street and still park our cars. It is within our power to create places that are worthy of our affection. ☼

Drawings and diagrams are taken from James Howard Kunstler's book Home From Nowhere.