

Retaining the Essence and Vibe of a fast-growing region

Presented By
Mike Day

Urbanism That Coexists with Nature

Nature Positive Urbanism

Amazon invests
AU\$2.5 million in
Odonata to protect
critically
endangered
Australian wildlife
from extinction

more
+

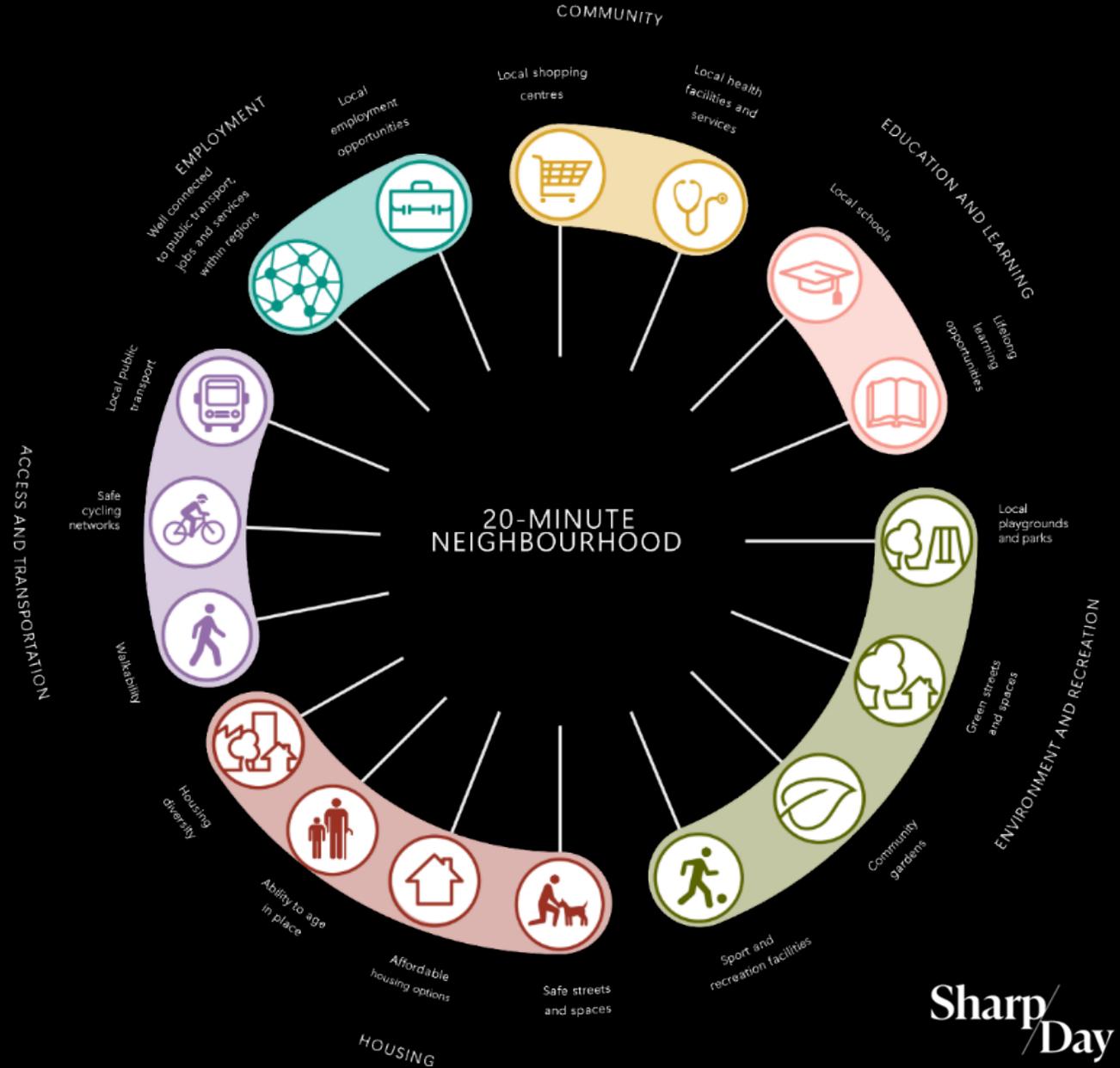


20 min Neighbourhoods

The 20 – minute neighbourhood are all about ‘living locally’.

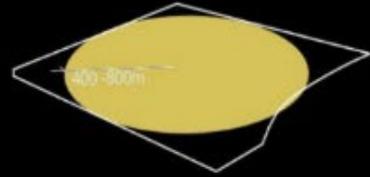
Giving people the ability to meet most of their daily needs within a 10 – minute walk from their home and back again.

Creating a more liveable Melbourne 20- minute neighbourhood. DeLPW



The neighbourhood unit

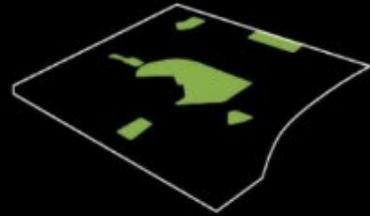
“
The
need for
walkable urban
places...”



WALKABLE
DISTANCE
FROM A
DISCERNIBLE
CENTRE



CONNECTED
NETWORK
OF STREETS



HIERARCHY
OF OPEN
SPACES



LOGICAL
MIX OF



By Christopher B. Leinberger

Making suburbs more walkable and urban will place an economic foundation under metropolitan economies comparable to what drivable sub-urban locations achieved in the late 20th century. To reach this potential requires vision, leadership, regulatory change, infrastructure investment and place management.

Illustrations by Kevin Luchert

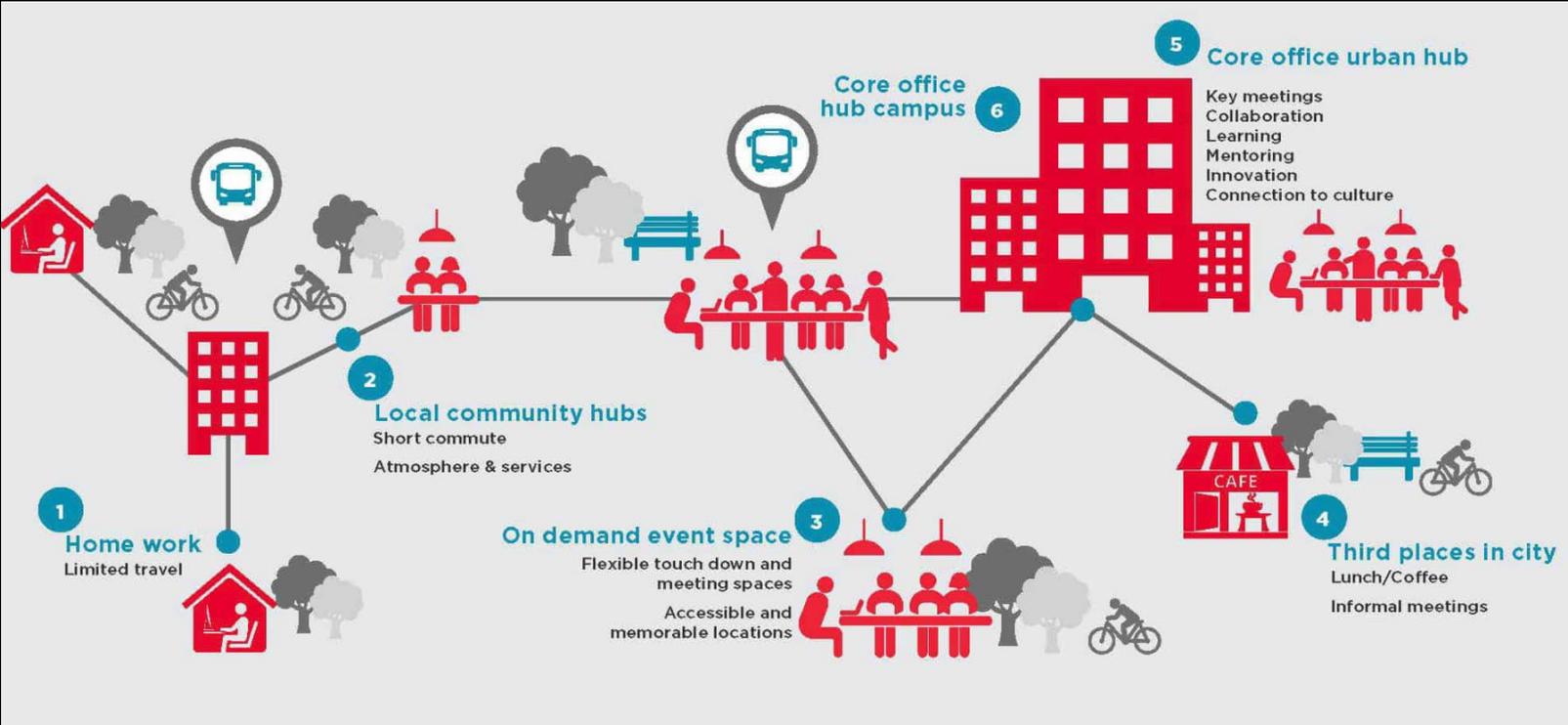
The major development trend of the next generation.



CHRISTOPHER B. LEINBERGER
GEORGE WASHINGTON UNIVERSITY
SCHOOL OF BUSINESS

Urbanising the suburbs





JUNE WILLIAMSON | ELLEN DUNHAM-JONES

CASE STUDIES IN RETROFITTING SUBURBIA

URBAN DESIGN STRATEGIES FOR URGENT CHALLENGES





The Mosaic District, Merrifield, USA





Case Studies

King's Cross

London, UK

St Pancras
Station

Two Pancras Square

Granary
Square

Aga Khan
Centre

King's Cross Station



Granary Square



Open access to Regents Canal

By 2024, King's Cross will be the largest mixed-use development in single ownership to be masterplanned and developed in central London for over 150 years.

67
ACRES

4,250,000 SQ FT
OF OFFICE SPACE

42,000
PEOPLE LIVING AND WORKING

50
NEW AND RESTORED BUILDINGS

8,000,000 SQ FT
GROSS MIXED-USE

450,000 SQ FT
OF SHOPS, RESTAURANTS, CAFES AND BARS

1KM
OF CANAL SIDE

3
MAINLINE STATIONS

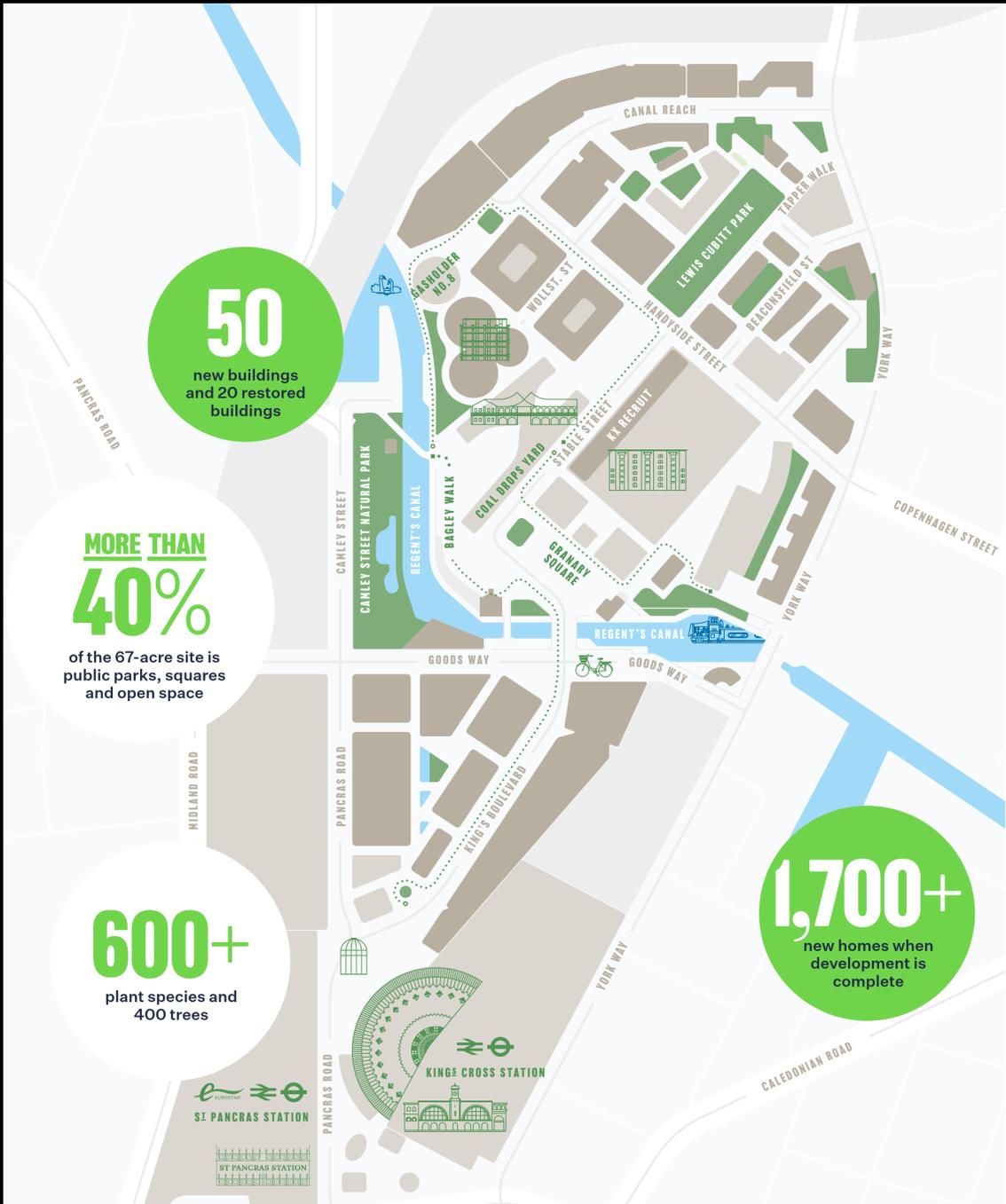
6
TUBE LINES

20
NEW STREETS

CLOSE TO
1,700
NEW HOMES

10
NEW PUBLIC PLACES

26
ACRES OF PUBLIC SPACE



A place to flourish

A RENEWED PART OF LONDON

N1C



8 million sq ft of mixed use development:

Office	64%
Residential	14%
Culture & Leisure	14%
Retail	8%

This is an extraordinary part of London with its own special postcode – N1C.

King's Cross is the most significant urban renewal project in a generation. What was an underused industrial area has been transformed into a distinctive urban district and neighbourhood, with a thriving business and residential community, and a vibrant cultural and creative scene. Innovative businesses and workspaces sit alongside elegant homes, eclectic shops, galleries, bars, restaurants, schools and even a university.

King's Cross announced on 11 November 2021 that it has become carbon neutral. The King's Cross Estate, which is owned and managed by King's Cross Central Limited Partnership (KCCLP), has become carbon neutral through achieving CarbonNeutral development certification for each of the buildings within KCCLP's ownership.

A place to flourish

KING'S CROSS HIGHLIGHTS

PLANET



Estate



1ST

green gas district, UK



ZERO

waste to landfill



10

new public parks and spaces



BIKE FRIENDLY

Named as UK's most bike-friendly development by Club Peloton



LARGEST

cluster of BREEAM Outstanding buildings in the world

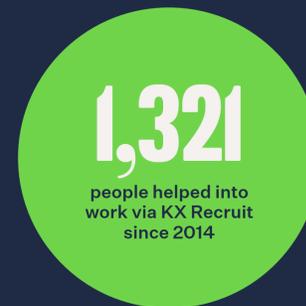
For two decades, we have been delivering on our ambition to make King's Cross a place for people and planet to flourish. Here are some of our highlights.

PEOPLE

“The future in my view is ‘places’ not ‘buildings’. Places with a variety of uses that engage with communities are better placed to adapt and respond to structural changes arising from climate risk, urbanisation, lifestyle trends, technology and social inequalities.”

Chris Taylor

CEO, Real Estate & Head of Private Markets International at Federated Hermes, King's Cross investor



6,031

people gained construction qualifications since 2009



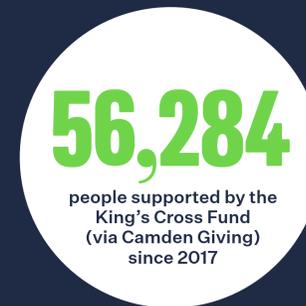
92

In the past 2 years King's Cross Recruit and KX Estate Team have helped 92 young people, not in employment, education or training get into work



OUTPERFORMED

other inner London Opportunity Areas for employment growth in the last 10 years



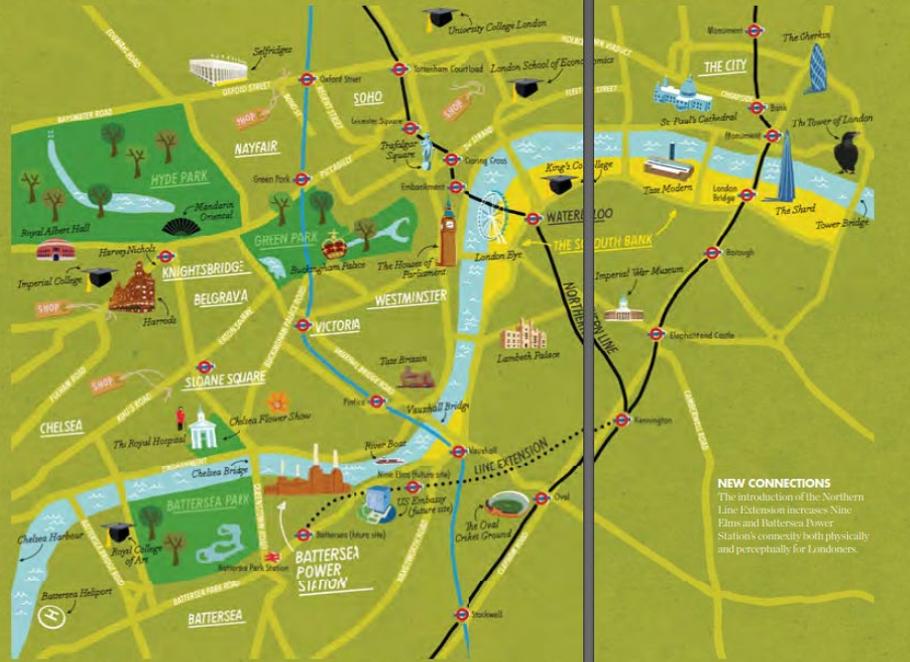


Case Studies

Battersea Power Station

London, UK

Strategic thinking: Connecting



NEW CONNECTIONS
The introduction of the Northern Line Extension increases Nine Elms and Battersea Power Station's connectivity both physically and perceptually for Londoners.

BELONGING

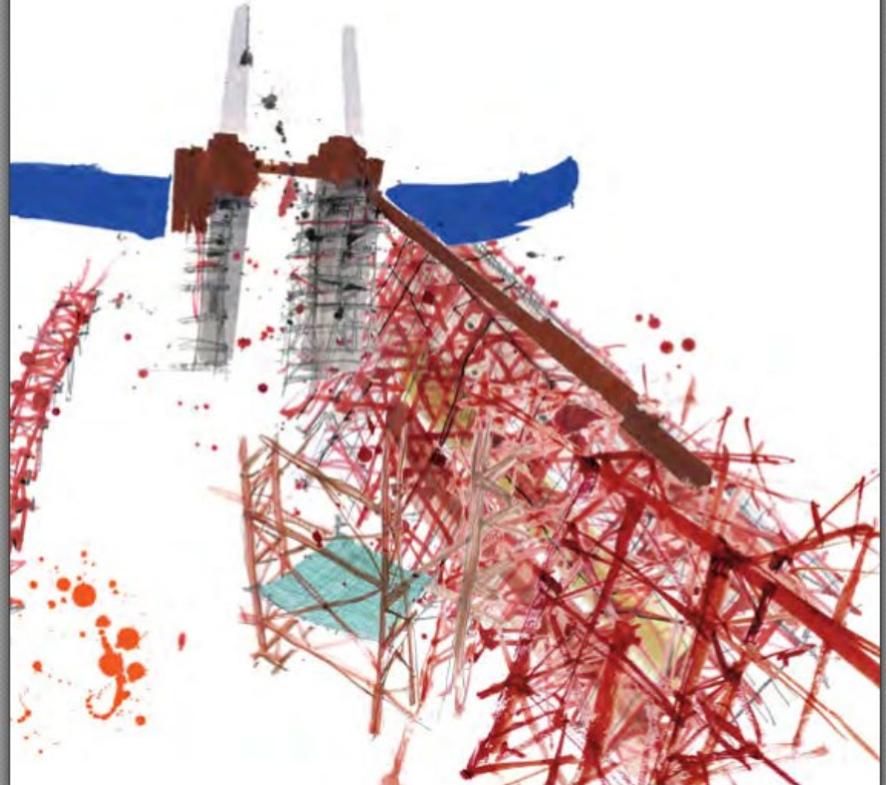
One aspect that new urban developments often overlook is the connection to the surrounding existing urban context and the result is often the creation of an isolated socio-economic enclave, whether or not it is gated. Right from the outset we have made local people and the local context in and around Nine Elms a priority in developing our thinking for Battersea Power Station. Locals who already call the Nine Elms area home need to feel a continued and strengthened sense of belonging to the local area once Battersea Power Station is up and running again.

The most recent UK Citizenship Survey showed that over three quarters (77%) of people strongly felt they belong to their neighbourhood. Anything new must enhance this sense of belonging. The physical offer at Battersea – its riverfront park, shops, cafes and public spaces – must feel like it belongs to everyone across Nine Elms and Wandsworth, not just to the 16,000 new homes expected in the local area.

In researching the theme of connecting, we've come to an understanding that walls and distance are no longer perceived as boundaries but just demarcations within a wider continuum. Whilst as developers our core business is often perceived to be building walls and defining boundaries and curtilages, the real project is to create a place and an identity that overcomes the physical limits and makes full use of the vast scope to achieve maximum connectivity between people on every level. Through an intelligent and ingenious use of place-based and social technology, the connections we facilitate will last for many years to come.

THE PLACEBOOK

BATTERSEA POWER STATION



BATTERSEA POWER STATION COMMUNITY CHARTER

Developing a Community Charter at the early stage of the Battersea Power Station development ensures that the best interests of all stakeholders are taken into account. The Charter will set out the shared values and principles that will guide the development and ensure that we take an inclusive approach to the success of the neighbourhood over time.

The key commitments will be to create a vibrant, social and sustainable community at Battersea Power Station through:

- PLACE DESIGN**
- BUSINESS COMMUNITIES**
- CONNECTIVITY & ACCESS**
- SAFETY**
- SUPPORT & PROGRAMMING & NETWORKS**
- TECHNOLOGY**
- THIRD PLACES**
- GOVERNANCE**
- SOCIAL CAPITAL**
- EXISTING COMMUNITIES**



Image from Arup

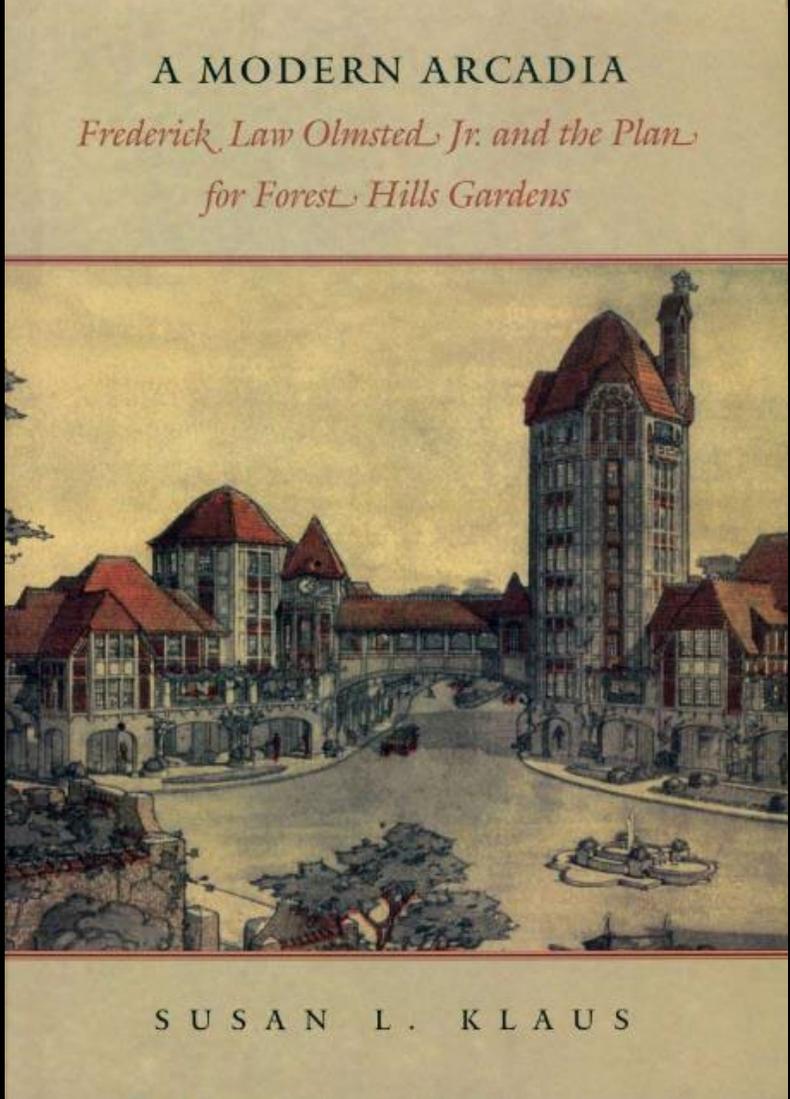
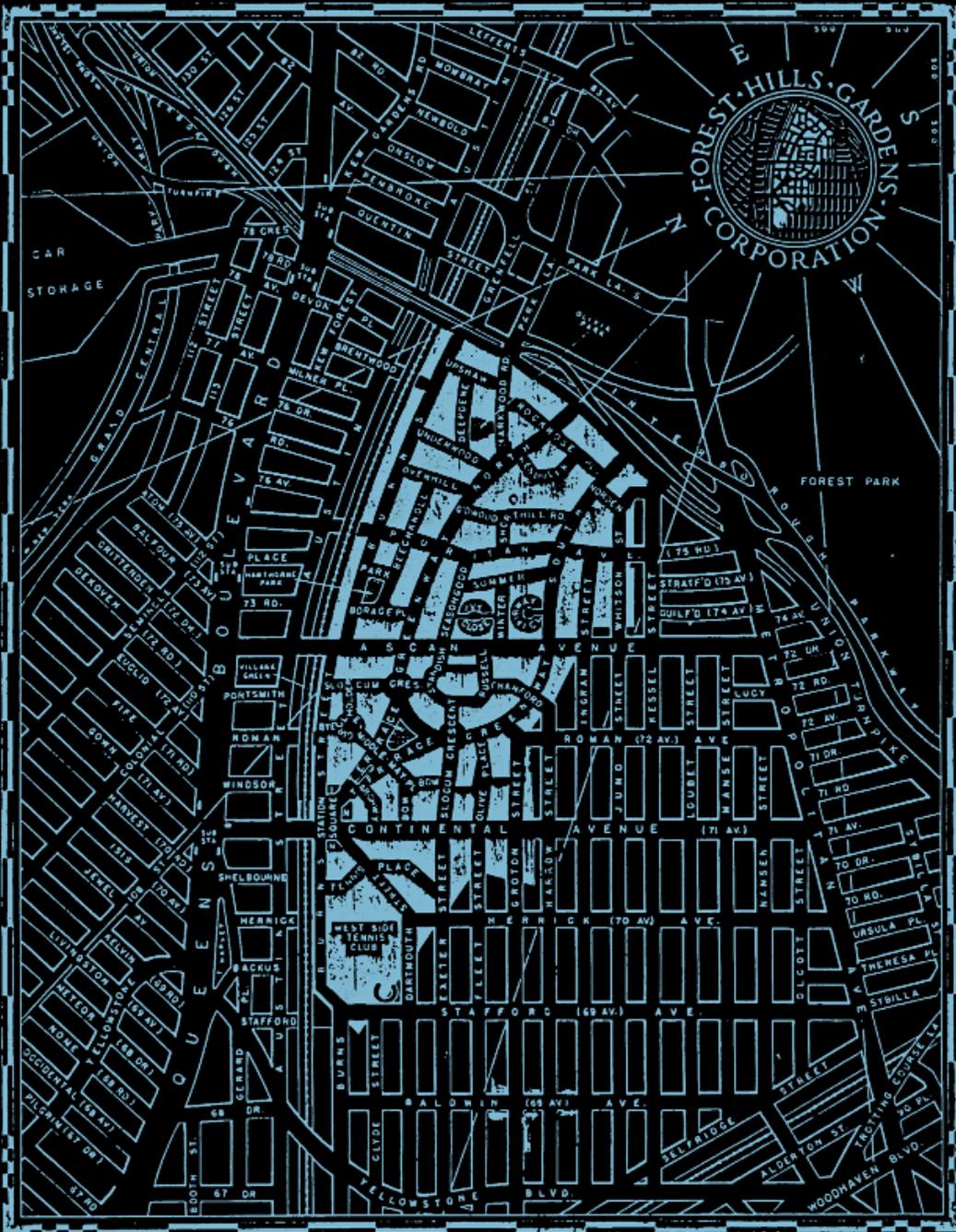


An aerial photograph of Forest Hills Gardens in NYC, USA. The image shows a dense residential area with numerous multi-story buildings featuring prominent red-tiled roofs. The buildings are interspersed with lush green trees, creating a verdant urban landscape. In the bottom left corner, a set of railroad tracks runs parallel to the street. A small white box with the number '10' is visible near a central courtyard area. Another small white box with the number '52' is located in the bottom right corner. The overall scene is a well-maintained, tree-filled neighborhood.

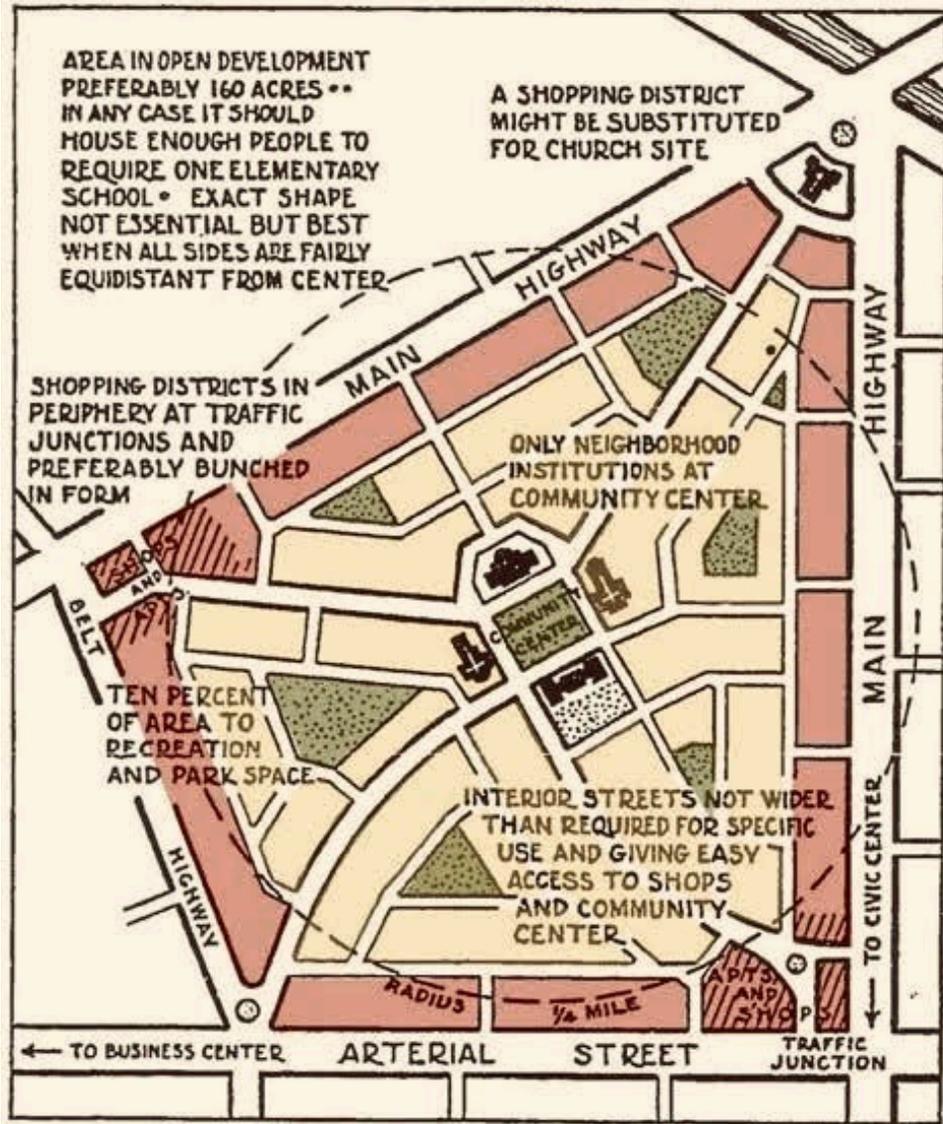
Global Case Studies

Forest Hills Gardens

NYC, USA



THE NEIGHBORHOOD UNIT FORMULA



NEIGHBORHOOD UNIT PRINCIPLES

Reproduced from New York Regional Plan, volume 7

“

Clarence Perry often used the plan of Forest Hills Gardens to illustrate a new type of residential community, one that acknowledges the larger urban context while creating its own distinctive identity

”

New York Regional Plan, volume 7



“

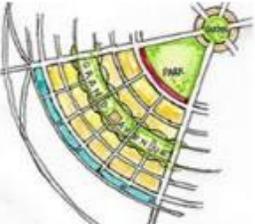
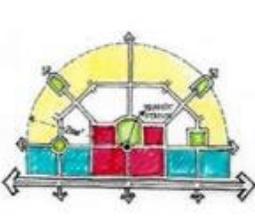
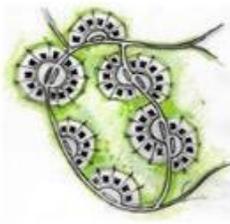
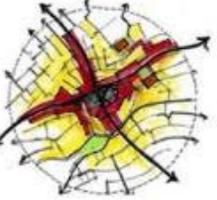
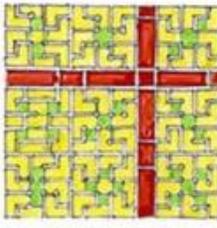
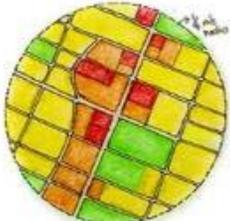
Perry identified six elements that defined the planned neighborhood unit:

- size,
- boundaries,
- open spaces,
- institutional sites,
- local commercial area,
- and internal street system.

”

*A Modern Arcadia:
Frederick Law Olmsted Jr. and the Plan for
Forest Hills Gardens*

Table 4. Illustration of Street Layout Patterns of Some Well-Known Neighborhood Planning Concepts.

					
Garden city: Radial roads, winding streets	Neighbourhood unit: Arterial roads, curvilinear streets	Transit-oriented development: Mostly grid	Traditional neighbourhood development: Grid or semi grid	Cluster development: Curvilinear roads, cul-de-sacs streets	Urban village: Avoid cul-de-sacs
					
Compact city: Grid	Liveable neighbourhood: Grid, cul-de-sacs with access way	Radburn superblock: Arterial roads, cul-de-sacs streets	New urbanism: Grid or semi grid	Eco urbanism: Hybrid (grid, semi-grid, cul-de-sac)	Fused grid neighbourhood: Grid, looped and cul-de-sac streets
					
Planned unit development: Curvilinear roads, cul-de-sacs streets	Conservation subdivision design: Curvilinear roads, cul-de-sacs streets	Hybrid neighbourhood concept	x-minute neighbourhood: Grid or semi grid		

“

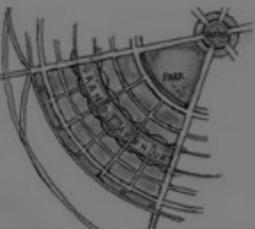
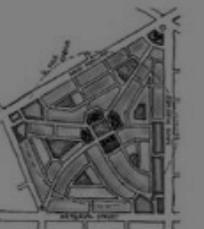
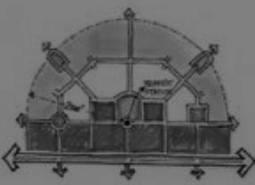
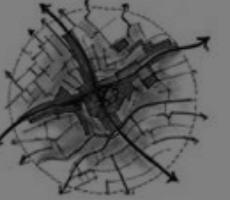
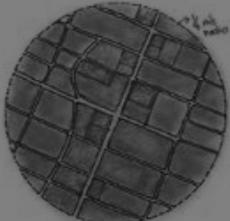
Certain physical elements—such as neighborhood centers, retail shops, parks, and open spaces have been common across neighborhood concepts since the emergence of Perry's neighborhood unit, which envisioned self-contained residential areas with essential services within walking distance.

Thus, the core idea of the x-minute neighborhood can be traced back to the neighbourhood unit concept...

”

Monash Institute of Transport Studies, Department of Civil and Environmental Engineering, Monash University

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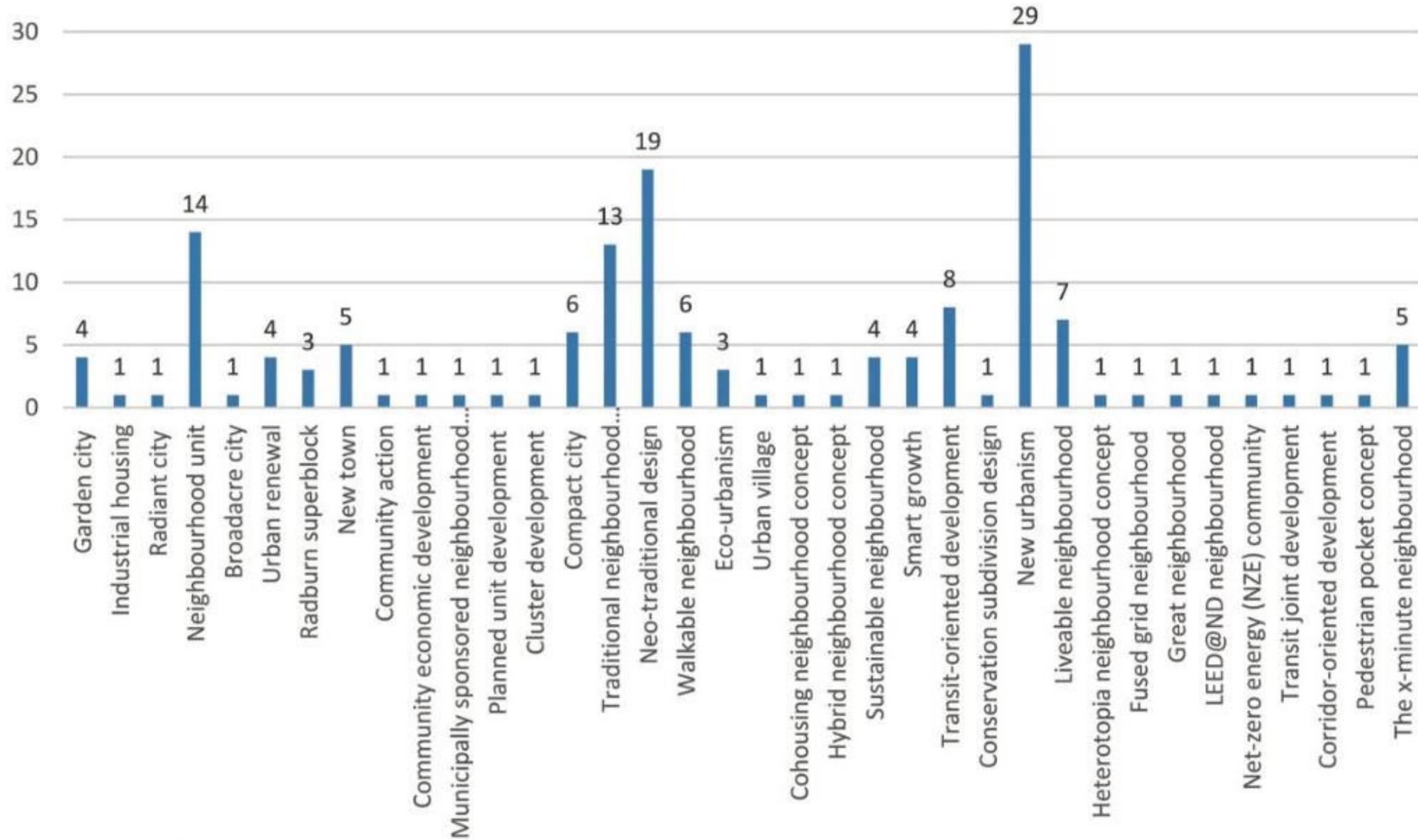
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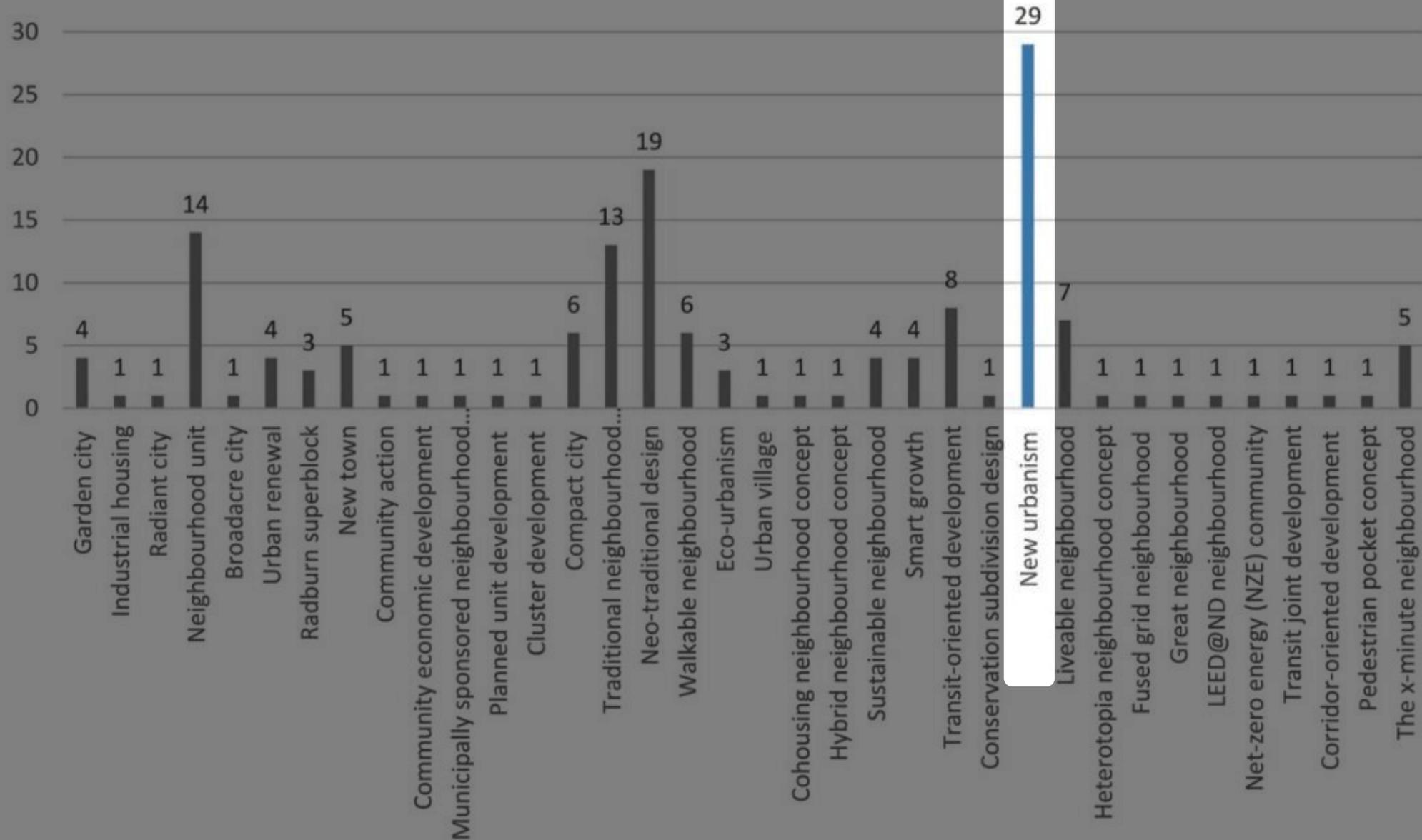
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Monash Institute of Transport Studies, Department of Civil and Environmental Engineering, Monash University



Monash Institute of Transport Studies, Department of Civil and Environmental Engineering,
Monash university

Figure 2. Number of studies focused on each neighborhood planning concept/topic (chronological order following table 2) (illustrative)



Monash Institute of Transport Studies, Department of Civil and Environmental Engineering,
Monash university

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Case Studies

Ellenbrook

WA



FIABCI

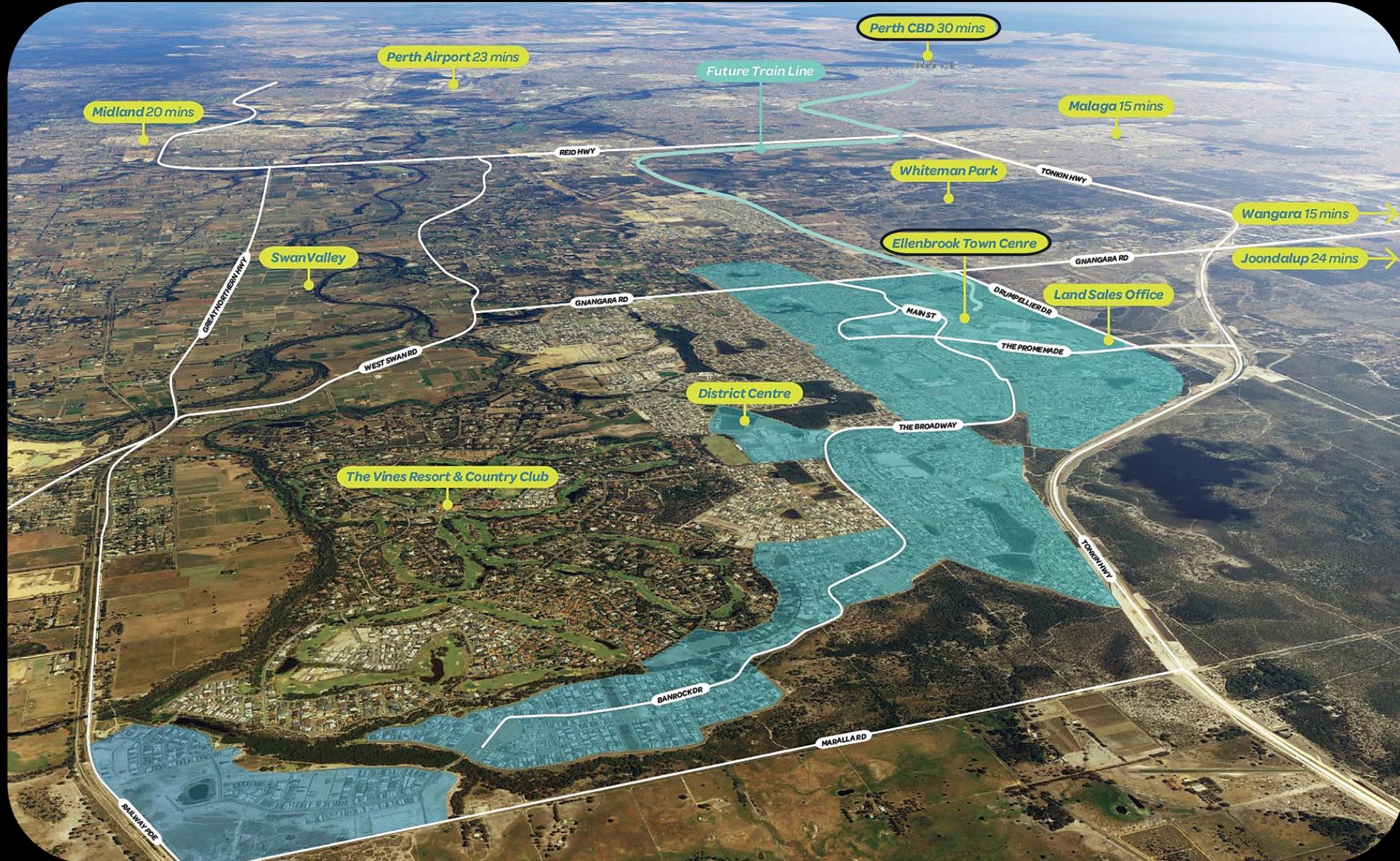
INTERNATIONAL REAL ESTATE FEDERATION

30+ state and national awards plus the international **FIABCI** title

- FIABCI World Prix d' Excellence Award (2015)
World's Best Master-Planned Community
- National Award – Master Planned Development (2001)
- National Award – Best Residential Subdivision (2003)
- WA Award – Master planned Development (2000)
- ...

Sharp/Day
NATURE POSITIVE URBANISM

Ellenbrook Location





Perth CBD 30 mins
Perth Airport 25 mins

Tonkin Hwy

Malvern Springs

Woburn Park

Charlotte's
Vineyard

400m
5min walk

800m
10min walk



Ellenbrook Town Centre
Ellenbrook Station

Coolamon

The Bridges

Woodlake
Village

Ellenbrook New Town



Central Perth

Ellenbrook



METRONET

Tonkin Hwy



Ellenbrook Station, 2025



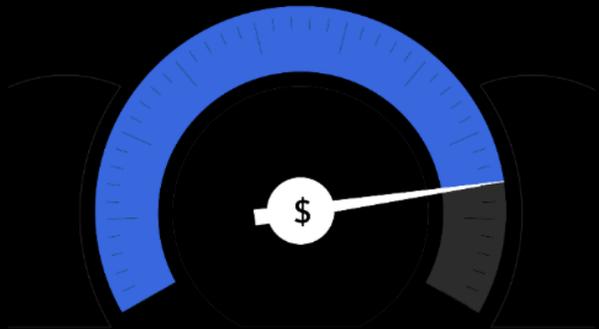
The Wave

- Metro-style public transport service from Birtinya to the Sunshine Coast Airport at Maroochydore
- Linking with new heavy rail service from Beerwah to Birtinya
- Implemented in time for the 2032 Olympic Games





Transport Affordability Index



MARCH QUARTER 2025

Transport Affordability Index March Quarter 2025



Total transport costs

Per year

Per household

VIEW COSTS PER WEEK (PAGE 6) →



Capital cities

Capital average



\$24,495

↑ \$23 since Q4 2024

In the March quarter, the average typical capital city household's annualised cost of transport rose by \$23 to \$24,495, a 0.1% increase, despite costs falling in three cities.

Reduced insurance and servicing and tyre costs were not enough to offset price rises in other categories, including fuel.

Sydney, Adelaide and Hobart were the only benchmark locations where total transport costs fell in the March quarter.

The largest decrease was in Adelaide, where annualised costs fell by \$245. Sydney and Hobart's annualised costs fell by \$105 and \$181, respectively.

1	2	3	4
Sydney \$29,232	Melbourne \$27,368	Perth \$24,606	Canberra \$24,606
↓ - \$105 since Q4 2024	↑ + \$113 since Q4 2024	↑ + \$76 since Q4 2024	↑ + \$161 since Q4 2024
5	6	7	8
Adelaide \$23,282	Brisbane \$23,196	Darwin \$22,108	Hobart \$21,561
↓ - \$245 since Q4 2024	↑ + \$123 since Q4 2024	↑ + \$239 since Q4 2024	↓ - \$181 since Q4 2024

Average taxes



Fuel excise

\$1,336

↑ + \$5 since Q4 2024

+



Registration, CTP and licensing

\$1,767

↑ + \$16 since Q4 2024

=

Household total

\$3,103

↑ + \$21 since Q4 2024

Builder Magazine



National Association of Home Builders



RESTON TOWNHOMES

MAJOR EVENTS
Kennedy assassination, beginning of involvement in Vietnam, domestic tumult.

ORIGINAL PRICE
\$20,000 to \$40,000.

INTENDED BUYERS
People from a variety of income levels.

GEOGRAPHIC AREA
Northern Virginia.

DESIGNER/ DEVELOPER
Robert E. Simon (Covick/Russell Architect).

HOW THEY BROKE
GROUND Reston, in many ways a reaction to Levittown, was an experiment in land planning. It was ahead of its time, with guiding principles that people should be able to live near where they work; there should be a variety of housing for people of different income and age ranges; and that a community should include cultural, religious, educational, and recreational facilities. Reston's high-density development and clustered townhomes were designed to preserve space for parks, foot paths, athletic facilities, and wooded areas. With Hickory Cluster, which was designed in 1942 and 1963, Charles M. Goodman received acclaim for residential design and subdivision planning.



HABITAT FOR HUMANITY HOMES

MAJOR EVENTS
1973 oil embargo and energy crisis, end of the Vietnam War, decline of U.S. inner cities.

INTENDED BUYERS
Low-income homeowners who provide "neat equity" by helping volunteers to build their houses.

GEOGRAPHIC AREA
International.

DESIGNER/ DEVELOPER
Local affiliates and volunteers.

HOW THEY BROKE
GROUND In the 1970s, affordable housing became increasingly scarce, making homeownership beyond the reach of many Americans. In this climate of economic uncertainty, Habitat for Humanity was founded in 1976 as the first national nonprofit to provide affordable housing to the needy through volunteer labor. Habitat partner families pay no-profit mortgages toward full ownership of their homes, which are sold at cost. In its nearly 40 years of operation, the Habitat mission has grown into a global endeavor, providing housing to more than 6 million people in 70 plus countries.



MCMANSIONS

MAJOR EVENTS
Reagan presidency, soaring mortgage rates.

ORIGINAL PRICE
\$500,000.

INTENDED BUYERS
The McMansion caters to the aspirational, often suburban, Super who wants the size and status of a large home, but can't afford to buy in traditional upscale neighborhoods.

GEOGRAPHIC AREA
McMansions can be found all over the country, but an MSN real estate article pointed to a proliferation in Alabama, Colo., Arlington, Va., Cheskill, N.J., Oak Park, a suburb of Dallas, Austin, Texas, and Atlanta.

HOW THEY BROKE
GROUND McMansions began in California supposedly in Beverly Hills in the 'greed is good,' go-go 1980s, according to Cecilia Tuhi in *Episodic and Excess: Making an American 1900-2000*. With top-bracket tax cuts in 1981 and tax law changes in 1986, people began buying more expensive houses, and that led to the white collar move to McMansions, according to Salt. The houses eventually were designed to fill a gap between suburban tract homes and upscale gated communities. Over time, the houses drew in far their inappropriate size and proportions, their poor construction and architecture, and their contribution to sprawl and segregation by income.



ENERGY STAR HOMES

MAJOR EVENTS
Gulf War, debut of the World Wide Web, rising gas prices.

INTENDED BUYERS
Energy-conscious homeowners who want to save money on utility bills.

GEOGRAPHIC AREA
Nationwide.

DESIGNER/ DEVELOPER
A variety of production-home builders including NVB-Ryan Homes, Brazer Homes, Imagine Homes, and MET Homes.

HOW THEY BROKE
GROUND The Iraq invasion of Kuwait created a short-lived spike in oil prices that reminded consumers of the importance of energy conservation in new housing. Established in 1995 by the EPA as the first nationwide energy efficiency program for new homes, the Energy Star Certified Homes program helps consumers identify energy-efficient homes. Energy Star-certified homes are designed and built to standards well above most other new homes, delivering energy savings of up to 30 percent compared with a typical home. Since its inception, the program has certified more than 1.5 million homes. It's also served as a precursor to green building initiatives such as LEED for Homes and the National Green Building Standard.



NET-ZERO HOMES

MAJOR EVENTS
9/11 and Afghanistan wars, Great Recession.

INTENDED BUYERS
Energy-conscious homeowners who want to save utility bills.

GEOGRAPHIC AREA
Nationwide.

DESIGNER/ DEVELOPER
A variety of production-home builders including Garbett Homes, Addison Homes, Mar Edge Homes, and KB Home.

HOW THEY BROKE
GROUND Net-zero homes, as ultra-efficient, being sought in with energy and green building tax credits and incentives grew, several U.S. builders took residential energy conservation to a new level by building solar and/or geothermal systems to their homes. The action guaranteed homeowners low or no utility expenses and made net-zero energy homes affordable for the first time. Launched by local and federal rebates and incentives and the dropping price of solar panels, consumers warmed up to the idea. Residential green construction accounted for 12 percent of new homes in 2009 to 17 percent of new homes in 2011, according to a McGraw Hill Construction report.



WALKABLE URBAN DWELLINGS

MAJOR EVENTS
End of Iraq and Afghanistan wars, decline in car ownership and increase in traffic congestion nationwide.

INTENDED BUYERS
Homeowners who want to live close to work, retail, and entertainment experts call "walkable urbanism." These residents use "small-oriented projects" allow buyers to ditch their cars and walk to work, shopping, and recreation.

GEOGRAPHIC AREA
Cities and close-in suburbs nationwide.

DESIGNER/ DEVELOPER
A variety of production-home builders including Home Co., Olson Co., KB Home, Standard Pacific Homes, Truark, Tri Pointe Homes, and Shea Homes.

HOW THEY BROKE
GROUND Urban and estate development following World War II was based on the use of automobiles, the market is shifting away from car-centric communities toward what industry experts call "walkable urbanism." These residents use "small-oriented projects" allow buyers to ditch their cars and walk to work, shopping, and recreation. Production builders across the country have responded with single- and multifamily projects in cities like Washington, D.C., Denver, Atlanta, and Columbus, Ohio. It's a market that will continue to grow, industry watchers say, because walkable urban living is highly valued by two groups of home buyers who don't want to spend hours each day in their cars—millennials and baby boomers.

1933

FORECLOSURES SKYROCKET

Though real figures were hard to come by, economist David K. Wheeler estimated that 1,000 homes a day were placed into foreclosure in 1933. From 1931 to 1935, the foreclosure rate exceeded 1 percent.

1944

GI BILL PASSED

The Servicemen's Readjustment Act of 1944, known as the GI Bill of Rights, became law. One of its key components was low interest, zero-down-payment home loans that pushed millions of families into suburban homes, including Levittowns and Eichlers.

1955

HOUSING SUIT

The NAACP sued federal mortgage agencies because six black veterans were denied homes at Levittown. While Levittown eventually was integrated, it still remains a predominately white community.

1961

SIMON'S PURCHASE

Real estate developer Robert Simon bought 1,000 acres of land and brought 6,750 acres in Virginia's Fairfax County. Today, the area known as Reston has over 60,000 residents and 60,000 daily workers. Those residents are sure to jump when Metro opens its Silver Line nearby.

1980
120m²

2025
245m²



House size
has doubled
over the past 30
years...

*Source: ABC News (2025) – Could living in smaller houses
redefine the Australian Dream and help fix the housing*



REVIEW



A residential neighborhood in Pasadena, Calif., 2020. To ease a housing shortage, the state has made it easier to build accessory dwelling units in backyards.

By RICHARD D. KALENDER

During the worst days of Covid, when supply chains broke down for automobile production, the cost of used cars skyrocketed in response to the limited supply. Over time, car makers starting began to rebuild and prices moderated.

But when it comes to housing, there is a perpetual supply shortage that inflates costs and prevents zoning policies that experts would like to see. In building homes where people want them, Ordinance routinely ban the construction of multifamily housing and require houses to be built on very large lots, artificially boosting the price of shelter—the single biggest expense for most Americans. These policies serve the narrow interests of wealthier incumbent homeowners, and they make life more difficult for young middle-class families starting out and low-income families who must choose between paying rent and buying food or medicine.

People often think that the free market is what gives communities their dramatically different housing costs and demographic makeup, but that's only part of the story. In a market economy, communities with strong public schools and safe streets will, of course, command higher property values. Homes in those areas could be made much more affordable, however, if localities made it possible to build more units on the available land.

Strict residential zoning laws have a deeply discriminatory origin. In the early 20th century, many cities enacted racial zoning policies that forbade Black people from buying in white neighborhoods. Today the primary target of such laws is poor and working-class people of all races. Wealthy white

Only Zoning Reform Can Solve America's Housing Crisis

By making it impossible to build enough homes in places where people want to live, local governments hurt the economy and democracy.

communities sometimes exclude poor white households, and wealthy Black communities sometimes exclude poor Black families. Since passage of the 1968 Fair Housing Act, racial segregation in housing has fallen by 30% but income segregation has doubled, in part because of pervasive class discrimination through zoning.

Through some might expect areas populated by conservatives to be the most exclusionary, it is areas where highly educated liberals live that exclude in the worst forms of economically exclusionary housing policy. Researchers writing in the journal of "Experimental Social Psychology" in 2018 found that highly educated Americans have comparatively tolerant racial attitudes but hold "negative attitudes toward the less educated."

Exclusionary housing practices are a keystone in the architecture of educational inequality in America. Because 75% of American children attend local neighborhood public schools, where you live typically determines the quality of schooling. Most people

who are concerned about improving education naturally focus attention on what school boards and state education officials do, but it's at least as important to focus on what the local and state officials enacting housing policy are up to.

For 60 years, researchers have found that the economic segregation of students, which is driven by housing policy, shapes educational opportunity even more powerfully than spending per pupil. In Montgomery County, Md., for example, county officials pursued two strategies for raising the achievement of low-income students. In a program that started in 2000, the school board spent an extra \$2,000 per pupil in high-poverty schools. In another program begun decades earlier, the county council enacted an "inclusionary zoning" law that requires builders to set aside a portion of new developments for low-income families.

Over time, as Heather Schwartz of RAND found in a 2000 study, the housing authority's plan cut the math achievement gap between low-income and middle-class students in half, while the school board's program had much less impact.

Zoning-induced housing costs also prevent workers from moving to places where they can make the highest wages, which is typically in coastal cities. Research shows that this barrier to mobility damages American economic productivity, to say nothing of the aspirations of ind-

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viduals and families. When people do move to higher-wage regions, exclusionary zoning laws often force them to live in the far reaches of outlying towns. This means longer commutes, which are associated with higher blood pressure and sleep apnea, and more miles on the road, which is bad for the environment.

By separating Americans by income and education—and therefore,

very often, by race, ethnicity and political party—exclusionary zoning is also bad for American democracy. When people of different backgrounds don't come to know one another as neighbors and school classmates, it is far easier to demonize those with whom they disagree.

The good news is that this is a problem with a solution. Though there has long been a research consensus that exclusionary zoning is harmful, there was until recently an equally potent political consensus that little that could be done about it. This conventional wisdom began to change in 2018, when Minneapolis became the first major city to eliminate zoning laws that exclude multifamily housing.

Ever since, similar zoning changes have prevailed in Oregon, California, Arkansas, Utah, Montana and Vermont, and in cities such as Charlotte, N.C., and Portland, Oregon. Reformers aren't calling for high-rise apartment buildings in the middle of quiet residential neighborhoods. They typically aim to legalize "missing middle" housing, such as duplexes, triplexes and "accessory dwelling units" (ADUs), or granny flats. Once California required cities to make it easier to build ADUs, Los Angeles saw an explosion of backyard and garage units. In 2022, the city issued 7,160 ADU permits, compared with just 1,287 permits for single-family homes.

Politicians are desperate to slow skyrocketing housing prices, and anger over class discrimination cuts across racial and party lines. In California and Oregon, zoning reform would not have passed without Republican support. Scott Wiener, a Democratic state senator in California, observed that "groups that don't normally work together" championed reform and beat representatives from wealthier districts who "wanted to keep certain people out of their community." As a matter of raw political math, Democrats who represent constituencies that feel looked down upon because of their race and Republican voters who represent groups that feel looked down upon because of their low education levels outnumber those in exclusive suburbs.

At the national level, Congress passed exactly what I've called an Economic Fair Housing Act. The law would give plaintiffs who are hurt by unjustified exclusionary zoning laws the chance to sue municipalities for income discrimination in federal court, the same way that people of color can currently sue for race discrimination by local governments.

Exclusionary zoning laws threaten opportunity for people trying to pursue the American dream and fabled landowners from doing what they want with their own property. These laws, and the walls they erect, need to come tumbling down.

This essay is adapted from Richard D. Kalendar's new book, "Exclusionary Zoning: How It Works, Why It Matters, and How to End It." It is published by PublicAffairs on July 11.

PHOTO: GETTY IMAGES

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Granny flats

Where are the greatest opportunities for development?

October 2023





IMBY

In My Back Yard

Unleashing the potential for small second homes in Victoria



Attributes of Rear Accessed IMBYs: Street Frontages

7

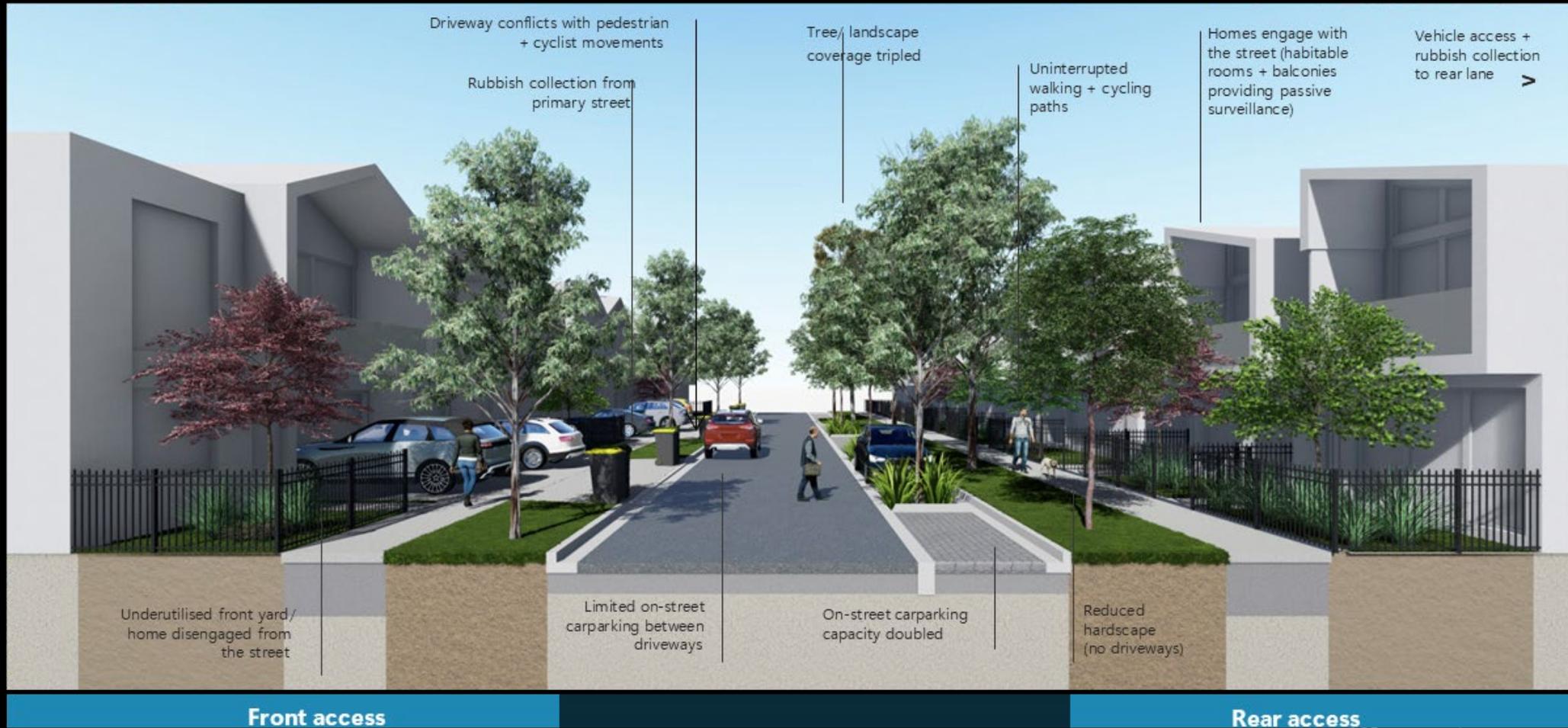
children are killed

60

are seriously injured

More Than One Child Per Week due to driveway run-over incidents every year in Australia

Source:
<https://meltonmoorabool.starweekly.com.au/news/keeping-kids-safe/>



IMBY design excellence: Courtyard house



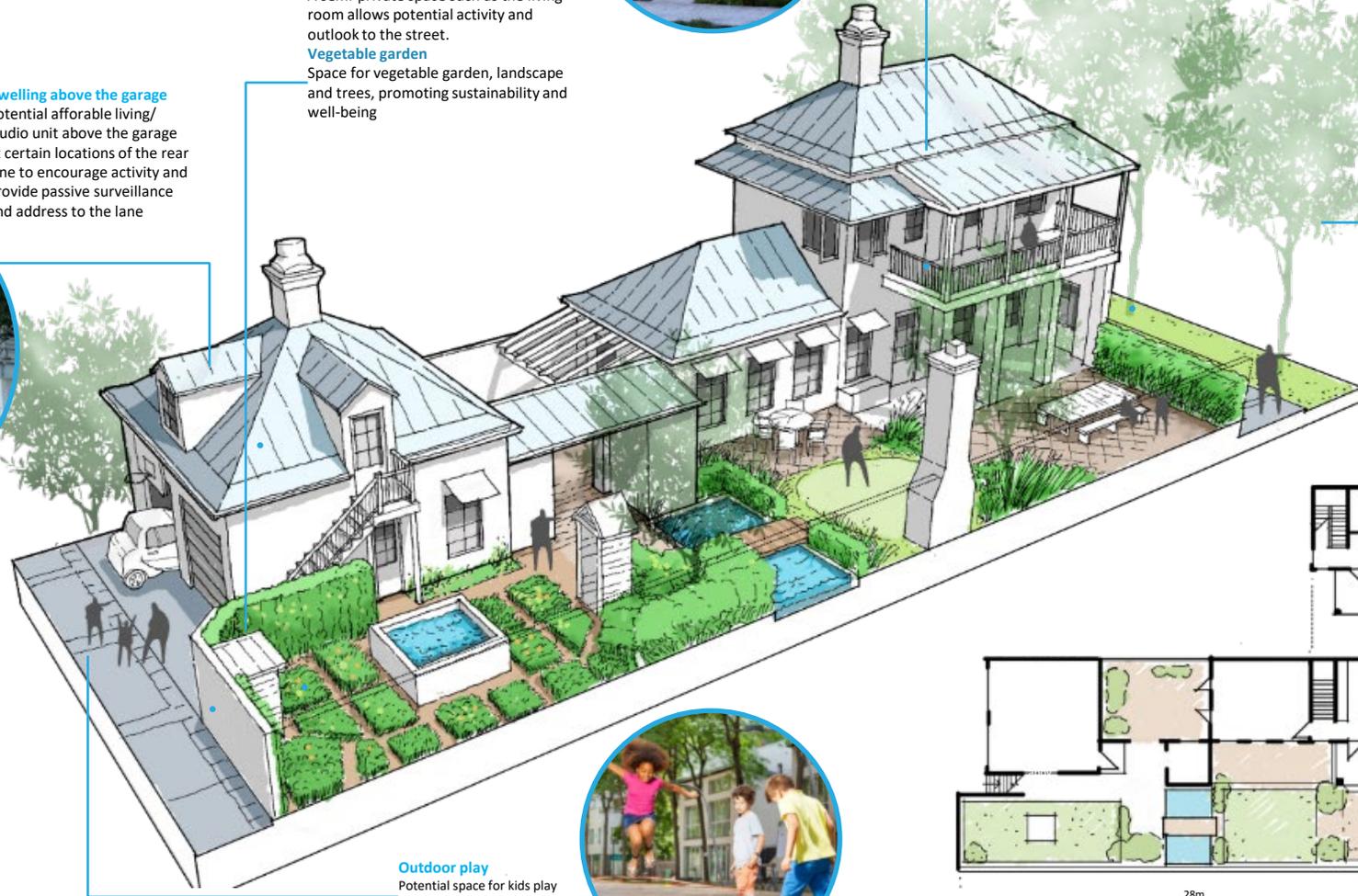
Dwelling above the garage
Potential affordable living/studio unit above the garage at certain locations of the rear lane to encourage activity and provide passive surveillance and address to the lane

Elevated porch and the living area connection

An elevated public front to the house provides a sense of distinction of space and subtle privacy to the spaces within. A semi-private space such as the living room allows potential activity and outlook to the street.

Vegetable garden

Space for vegetable garden, landscape and trees, promoting sustainability and well-being



Tree-lined streets + uninterrupted pedestrian paths

With no crossovers and driveways, there are opportunities for continuous, uninterrupted footpaths and increased tree canopy cover along the street



Outdoor play

Potential space for kids play enabled through very slow speed environments, to encourage ties within the neighbourhood



Moving

Deloitte.
Insights



Technology, Media, and
Telecommunications
Predictions 2020



Cycling's technological transformation

Making bicycling faster, easier, and safer

DIVERSITY, CHECK YOUR rearview mirrors: More and more cyclists are taking to the roads, and they're not going away anytime soon. We predict that tens of billions of additional bicycle trips per year will take place in 2022 over 2019 levels. This increase in bicycling will double the number of regular bicycle users in many regions

around the world where cycling to work is still uncommon. In the United States and Canada, for instance, only about 1 percent of the workforce commutes by bike today. In total, we predict a 1 percentage point rise in the proportion of people who like to work during the three years from 2019 to 2022.

Thank you!



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NATURE POSITIVE URBANISM