

R4 REVIEW, FINAL REPORT, EXECUTIVE SUMMARY

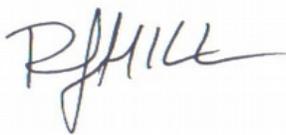
Having reviewed the potential for the development of small apartment buildings (without parking) on smaller lots within existing maturing neighbourhoods, it is clear that 3.5 storey apartment buildings fit comfortably on these smaller lots with a variety of design solutions.

Caps or zoning limits on the number of units serves to increase the size and cost of dwelling units, and prices people out. The same principal applies to per-unit fees, or unit-count thresholds to avoid costly and/or time consuming approvals. Without limits on units count, typical lots of 12m width or less in zones allowing 11m building heights, are likely to yield a max. of 12 units.

Many existing examples of small scale residential infill designed within existing zoning and industry standards have had a negative impact on streetscape character. But the compatibility of infill within an existing maturing neighbourhood is not dependent on the number or arrangement of units within a building, but on the features of the building that impact it's surroundings, including setbacks, height, front facade variegation, glazing, hard surface landscaping/paving and semi private exterior spaces.

In recent conversations with community members, the one single most resonant observation I have shared with them, has been that multi-unit buildings (including triplexes) that present an anonymous face to the street are damaging to a neighbourhood's sense of identity. Contrary to common belief, there is nothing unique to multi-unit buildings that makes this anonymous face necessary or inevitable.

Small apartment buildings must be designed to integrate into maturing neighbourhoods visually and socially, and this can and should be achieved with the application of carefully crafted zoning.



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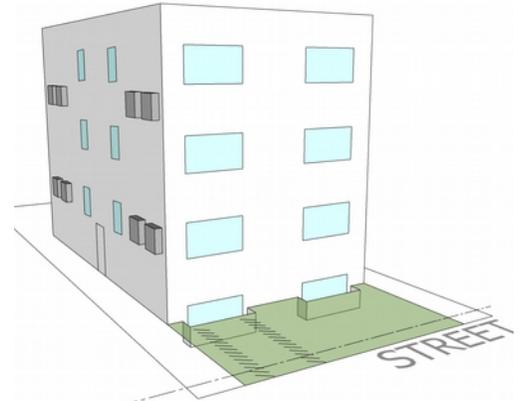


Illustration 1: Diagram of small apartment bldg without regulation of streetscape features



Illustration 2: Diagram of small apartment building, applying proposed zoning for streetscape compatibility



R4 APARTMENT BUILDINGS ON SMALL LOTS

Small apartment buildings can be positioned comfortably on lots as small as 10x30m, yielding as many as 8 dwelling units on 3 floors above grade and within a half basement level. On lots of 10-14m width there are a variety of apartment building typologies that are possible – that meet preliminary zoning standards and building code requirements for safe exiting. These typologies make use of various stair configurations, including scissor stairs and pairs of switch back stairs. Some building types allow for dedicated entrances to each dwelling unit, and stairs that are contained within dwelling units. For each building type I have provided a site layout showing entrances and exits, garbage storage, bike parking, and an amenity area. Appendix A contains many of these examples, as presented to the IDAD committee in July 2019. In response to IDAD feedback I have added the layout for a 5 unit building on an 8m wide lot.

Garbage solutions are indicated for all these layouts based on analysis and application of Ottawa garbage requirements (see Appendix I).

Other building code considerations included limitations on side glazing, minimum required room sizes, thresholds for non-combustible wall construction, and barrier free access (see Appendix K).

Unit layouts for many of these building types were prepared to demonstrate yield and bedroom count (see Appendix B). These unit layouts were later revised to reflect proposed changes to front yard setback requirements (see Appendix C).

A table breaking down building types, sizes, and maximum unit and bedroom counts can be found in Appendix E.

I provided analysis of percentage leasable areas as well as other factors that would be considered by a developer in choosing between development options for a given site. Further to this I presented the drawings in order of likelihood that they would be built by a prospective developer (showing 'top 3 picks'). These drawings indicate (using stamps) the kinds of criteria that a developer would be likely to consider in choosing a development strategy (see Appendix D).

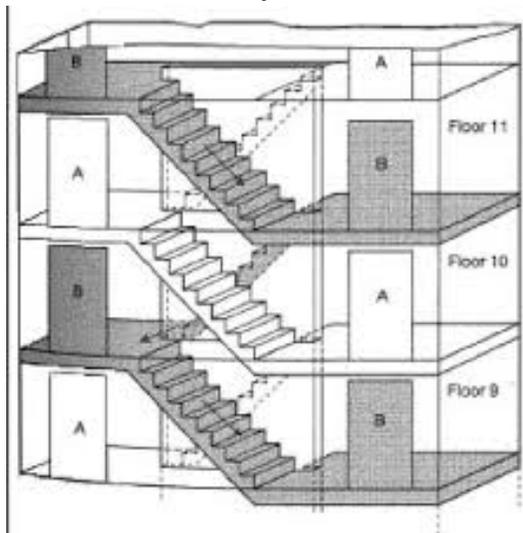


Illustration 1: Scissor stairs, an efficient use of space in a small floor plate

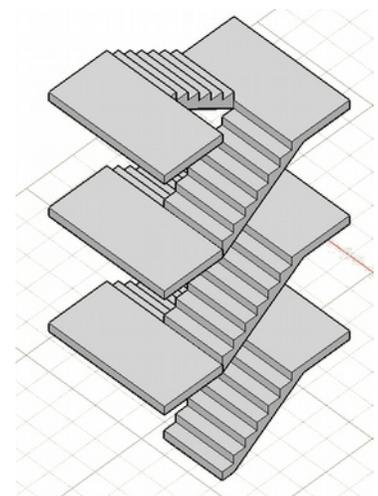


Illustration 2: Switch-back stairs, used in pairs

CRITERIA FOR HEALTHY GROWTH AND CHANGE IN MATURING NEIGHBOURHOODS

Small apartments of a variety of configurations are possible on 10-14m wide lots and will become a staple as maturing neighbourhoods evolve. This development form is necessary in order to meet Ottawa's desperate need for more small and affordable rental units. Clear criteria for healthy growth can shape regulations so that small apartments improve streets and enhance desired characteristics of maturing neighbourhoods.

5 Big Moves, Policy Direction 5: More Flexibility in Types of Housing states:

"...regulate housing by building form (size and shape of building) rather than by dwelling type (number of dwelling units in the building), in order to allow an increased level of housing flexibility and a greater variety of housing choice among Ottawa residents."

As per Big Move 3, let's 'improve our sophistication of urban and community design' so that maturing neighbourhoods of Ottawa become; more healthy for residents, and more healthy for the natural world.

I have undertaken an analysis of the mechanisms that generate the existing development patterns in Ottawa's maturing neighbourhoods; regulations & fees, construction /development economics, and real estate demand. I have compared these patterns to patterns that would be in keeping with New Urbanism, Smart Growth, and our 5 Big Moves.

My analysis has revealed that, due to the nature and dynamic of the forces shaping urban residential infill development patterns, the following five goals must necessarily be achieved together, in order to allow maturing neighbourhoods to become more healthy. These goals are interdependent and inseparable, functioning together like a healthy ecosystem.

- 1. Walkable**
- 2. Socially engaging**
- 3. Diverse (both in income and household demographics)**
- 4. Ecologically responsible**
- 5. Affordable (individually & collectively)**

The application of these five goals must be location specific and based on existing neighbourhood context.

Development patterns (patterns of change in maturing neighbourhoods) are the result of three pressures:

- regulations & fees*
- construction & development economics*
- real estate demand & household demographics*

We must carefully analyze and understand the economic, real estate and demographic realities that come to bear in our maturing neighbourhoods, so that we can establish regulations & fees that will produce the development patterns we desire.

A few examples of the interdependence of these five goals;

- *Economic diversity of households is essential to transitioning to walkability, as lower income households are more likely to depend on public transit and small local retail, allowing these to be established for the benefit of all income brackets.*
- *A neighbourhood is not truly walkable unless walking routes are lined with socially engaging elements like porches, patios and people spaces.*
- *People of diverse incomes occupy the streets at different times of the day and week. More eyes on the street means safer communities and attracts pedestrians.*
- *In order to live a healthier urban lifestyle one must spend less time in cars (statistically more deadly than cancer) and get regular exercise on your daily commute (dramatically reduces risk of heart disease).*

Any zoning designed to regulate small apartment buildings should meet these 5 interdependent criteria, in order to achieve the existing and upcoming goals of our Official Plan.

DEFINING WHAT IS VALUED AND CHARACTERISTIC WITHIN A MATURING NEIGHBOURHOOD

Each neighbourhood within Ottawa should retain it's unique character, a character that is nurtured and matures into fullness.

Residents are not often able to articulate what is valued and characteristic about their own neighbourhood in the same way that we are typically unable to define our own culture until we travel and are able to see our homeland from the eyes of an outsider. We must help each other to define the valued and characteristic elements of each maturing neighbourhood in Ottawa.

Westboro, for example, is characteristically small town-y in feel, with many of the key views along major streets end at the river with a backdrop of green hillsides. Streets have a small town rhythm of homes spaced within gardens and trees, and a delightfully eclectic variety of homes. Houses are generally of complicated massing, not just square or box shaped. Setbacks vary. Front setbacks and road allowances are very generous. Building heights are generally below 8m with only some streets having typical building heights of about 11m. Rear yards are green and private.

Planning regulations generally focus on mapping tools to understand and define zoned elements.

But a pedestrian views the buildings on a street at an angle, with diminishing perspective, and not as a fixed scene, but moving at a walking pace. Many character defining elements of a street can only be understood from the pedestrian's perspective.

In contrast, much of Hintonburg is characterized by narrow, intimate, porch lined streets, a product of minimal front yard setbacks and the practice of building ground levels almost at grade -- homes are built in shallow bedrock. Building heights range from 6m to 11m, and facades have relatively simple massing with many quite flat front facades. Hintonburg has an urban feel and is very socially interactive. Rear yards are busy, active and urban.

These characteristics can and should be preserved through zoning, and can be enhanced simultaneously with intensification in the form of small lot multi-unit residential buildings.

MOVING FROM CRITERIA TO REGULATION

Zoning and other planning regulations were set in place decades ago and have been revised and updated since. But over that period of time the economics of development and our family demographics had changed so radically that the fundamental mechanisms of these regulatory systems do not function as intended. The simplest example of this is the zoning envelope, which establishes the volume within which built forms are permitted. When this tool was instituted within our zoning bylaws it was effective in preventing a developer or home builder from placing a house too far in any one direction. Zoning envelopes were used originally to prevent unwelcome setbacks or heights. Now a zoning envelope is used to establish the building envelope – a situation not originally contemplated, and often disastrous to streets and neighbourhood character. **In proposing R4 zoning regulations targeted at meeting criteria for healthier neighbourhoods we must address these systemic problems within the format and scope of our existing bylaws.**

Existing regulatory systems generate the patterns of development that are being built now. They must be modified to generate patterns that make our maturing neighbourhoods more:

- 1. Walkable*
- 2. Socially engaging*
- 3. Diverse (both in income and household demographics)*
- 4. Ecologically responsible*
- 5. Affordable (individually & collectively)*

The application of these five goals must be location specific and based on existing neighbourhood context.

One of the most significant changes necessary to meet criteria for healthy growth through changes to zoning is the elimination of R1 to R4 zoning designations – to stop regulating the number and relationship of people who occupy a residential building, and instead regulate the way in which the building and its occupants effect the street and neighbourhood.

By freeing the development industry to building units of a size and type that meet demand (rather than dictating high-end typologies through zoning restrictions), we will infuse existing neighbourhoods with *diversity* and make housing more *affordable*. We will also increase the number of multi-unit buildings of smaller footprints on serviced land near transit, a vastly more *sustainable* form of urbanism that is now predominant in our maturing neighbourhoods. This must be the starting point for R4 zoning changes.

“In plain fact, our land use patterns were, and still remain, precariously out of sync with our most profound economic, social and environmental needs.”

***Peter Calthrope,
Urbanism in the Age
of Climate Change***

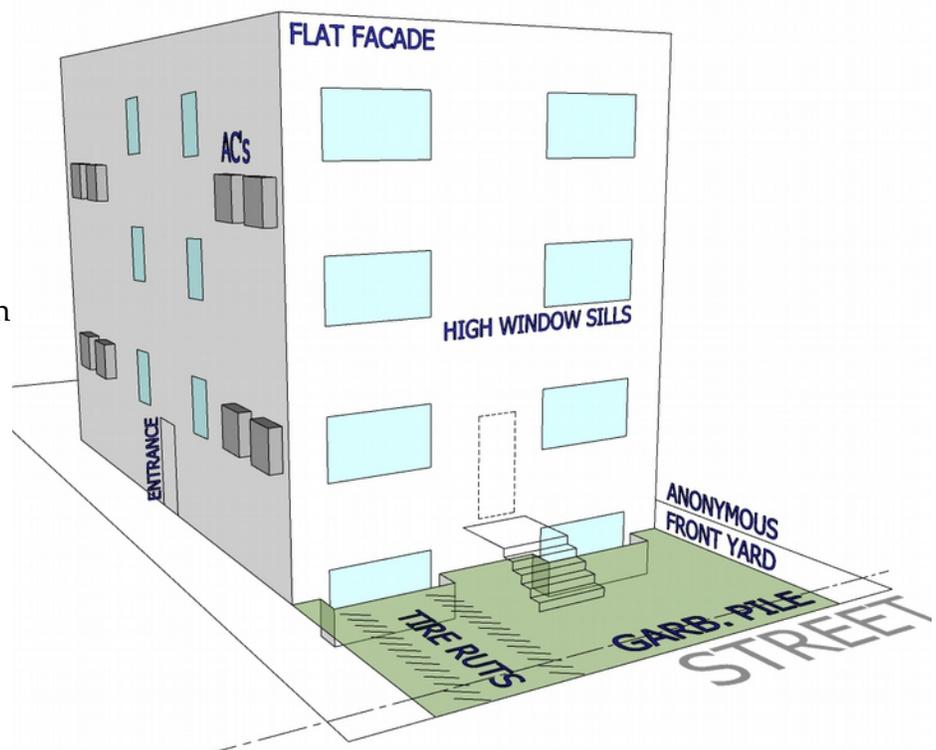
The number of households within a building, or the relationship of those households to each other does not have an impact on the streetscape or the neighbourhood beyond its walls, except to add much needed foot traffic to otherwise lonely sidewalks, and support much needed new walkable small format commercial services... unless all those households are auto dependent and require car parking. For this reason, the work of transitioning existing maturing neighbourhoods to become walkable neighbourhoods becomes imperative.

The design elements of the front facade and the space between the front facade and the pavement have a huge impact on the streetscape, impacting the *walkability* and *social dynamic* of the neighbourhood. The front yard and facade have the potential to;

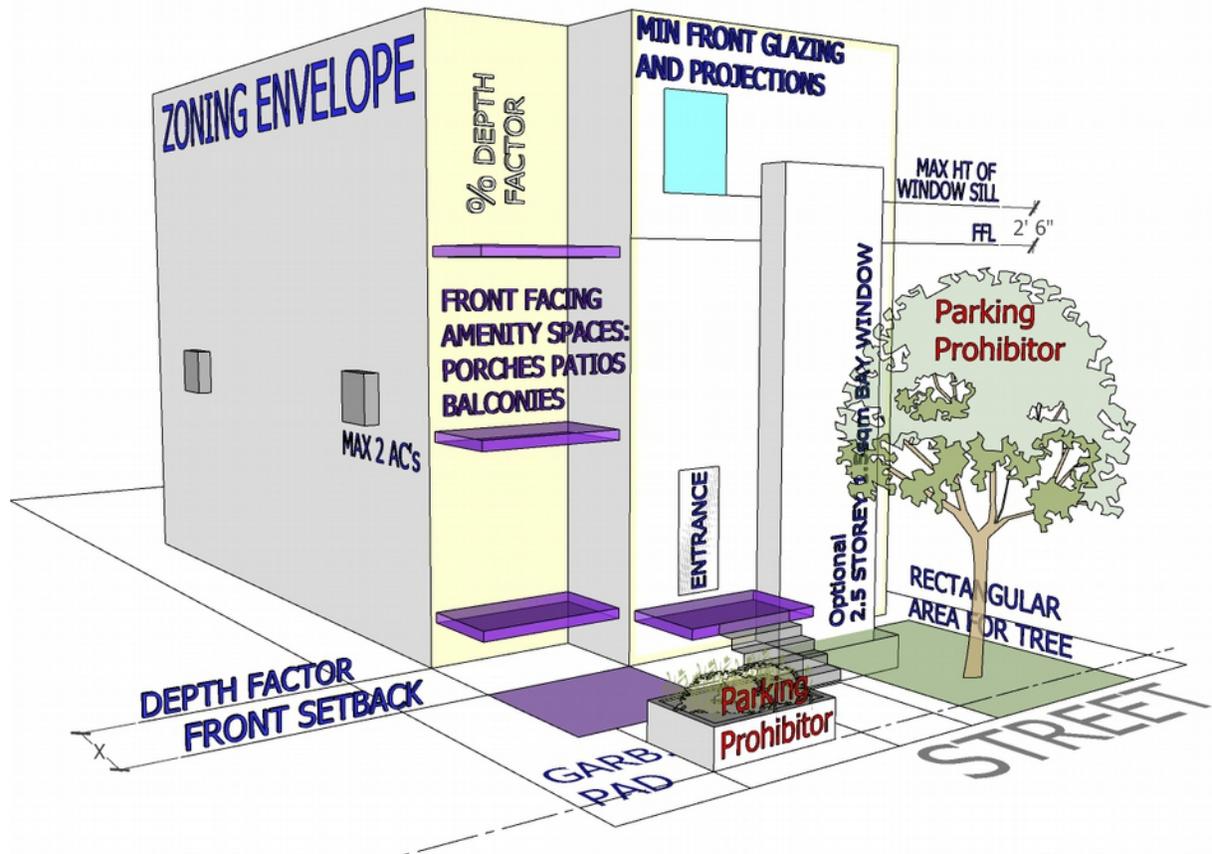
- improve the pedestrian experience of the street by adding visual interest,
- provide semi private spaces that are instrumental in personalizing and humanizing urban places,
- frame the public street in a way that enriches existing neighbourhood character and community identity,
- provide space for gardens and trees.

Our existing regulations do not encourage these features. Instead, they regulate the number of units and consequently the high-end residential typologies inside infill buildings.

The diagram to the right shows some of the possible design features of small apartment buildings, if permitted unit counts in 'junior' R4 areas were increased, but within the existing vacuum of regulation regarding street impact.



The following two diagrams show the elements of zoning that can and should be used to ensure active street frontages and built volumes that fit well within existing contexts, meeting the five criteria necessary for healthy growth. See Appendices F & G for a the full set of diagrams, images, and sketches prepared for the IDAD meeting in October 2019.



Front Setback and Depth Factor

The character of a neighbourhood is influenced by the variegation of buildings as they are perceived by a pedestrian on a typical street. A pedestrian commonly views the buildings on a street at an angle, with diminishing perspective, and not as a fixed scene, but moving at a walking pace. From this vantage point some neighbourhoods are full of variety – a mix of differently shaped buildings with spaces between. Other neighbourhoods are experienced as more rhythmical, some with very small spaces between buildings, some with very flat front facades. This characteristic element of a neighbourhood should be respected and repeated in new infill, in order to maintain and enliven the unique and valued identities of our neighbourhoods.

This can largely be achieved by requiring an additional front setback over a percentage of the building face. This area of increased setback could be located anywhere over the front of the building; in a recessed 3rd floor level, a vertical indent containing balconies, a recessed front entry, or a combination of features. Allowing designers to position this additional setback will mitigate the cost impact on the end user, and encourage variety. When applied to a facade in a vertical manor, this type of added setback can be perceived by a pedestrian (viewing the street at an angle) as an increase in the spacing between buildings. When applied to the 3rd storey this additional setback gives the pedestrian the impression of reduced building height.

The depth (X) and percentage (Y%) of the additional setback, should be specific to each area, assigned to generate complimentary characteristics and volumes along the street. X and Y values should be identified on a new zoning map.

In advance of this neighbourhood analysis and the preparation of such a map, a standard X=1.5m depth and Y=20% can be applied. (See Appendix H for proposed zoning and mapping.)

Entrance Doors

It is desirable to have front doors on buildings, to animate the street and maintain existing character. It is not significant whether these doors lead to shared spaces or are specific to a single dwelling unit. Front entry doors should be required by zoning. Additionally, an entrance door that is in a wall 90 degrees to the front wall, but within 2m of the front wall, should also be permitted. This is common in many older buildings with large front porches and has a similar street impact as a front facing door. (See proposed zoning language in item 4 of Appendix H.)

Bay Windows

Bay windows are permitted projections and should continue to be permitted projections with the same floor area and depth that they are currently permitted. Bay windows are currently not permitted to have foundations that extend to the basement level. However, these projections should be changed to allow that, which is actually a historical development pattern in Ottawa. Furthermore, limiting bay windows to 2.5 stories would stimulate more variable articulation on the front facade.

*Zoning must allow freedom for individuals to design solutions that address context and need, at a given time and place. Attempts to **prescribe** built form through zoning stabilizes streets.*

*“To approach a city, or even a city neighborhood, as if it were a larger architectural problem, capable of being given order by converting it into a disciplined work of art, is to make the mistake of attempting to substitute art for life. The results of such profound confusion between art and life are neither life nor art. They are taxidermy.”
Jane Jacobs, *The Death and Life of Great American Cities**

Street Facing Glazing

Windows facing the street should be zoned to have sills low enough to establish a sense of contentedness to the street, rather than a protective barrier (as with a very high sill). There should be lots of glazing between living space and the street to provide street animation and interest, and 'eyes on the street'. However it is important to recognize that what seems like 'a lot of glazing', when calculated by percentage, is actually quite small numerically. Note that many older buildings have as little as 15% front glazing but a facade that is animated with details and projections. In spite of small windows these buildings add interest and animation to the street. Zoning can combine requirements for glazing and permitted architectural projections to achieve a compatible degree of streetscape animation. (See proposed zoning language in items 5-7 of Appendix H.)

Bay windows add interest to front facades and are a staple of residential architecture throughout the history of Ottawa. They should be permitted in the forms in which they have traditionally been built. (See proposed zoning language in item 8 of Appendix H.)

Semi Private Outdoor Spaces: Porches, terraces, balconies, patios

Neighbours have a visceral negative reaction to infill projects that turn an anonymous face to the street. Semi private spaces in front of buildings are key to overcoming this problem. Residents in multi-unit buildings must be provided equal opportunity to engage in the usual street-side social activities that are available to those living in lower density housing typologies. Semi private outdoor spaces make this possible -- front porches, terraces and balconies. Dedicated walkways and front gardens that are associated with specific dwelling units stimulate garden care that is personalized. (See proposed zoning language in item 12 & 14 of Appendix H.)

Soft Landscaping

Ground oriented units are important in the mix of housing available within Ottawa, as many households and individuals value connectedness to the ground and landscape. For this reason the use of large areas of hard landscaping or paving is unwelcome in maturing neighbourhoods filled with ground oriented units. Apart from required walkways, semi private outdoor spaces and garbage pads, hard landscaping should be limited to a reasonable percentage, but must not be entirely eliminated so as to allow for decorative boulders and stones, and miscellaneous features including sculptures.

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IDAD feedback included:

- any development must be context sensitive
- important to provide meaningful amenity spaces that promote interaction between tenants and with neighbours
- semi private outdoor space is very important
- prohibit large box-like buildings
- ensure appropriate setbacks
- prohibit hardscape front and back
- need facade articulation and variegation
- need front doors
- if you are serious about affordability you must eliminate unit caps
- large front window wells could be problematic
- zoning language must show clear zoning intent

Side Yard Air Conditioners

Air conditioners can be excessively noisy if grouped together. The number of AC's in side yards should be limited by zoning to no more than 2 units per side yard.

Front Yard Tree Planting

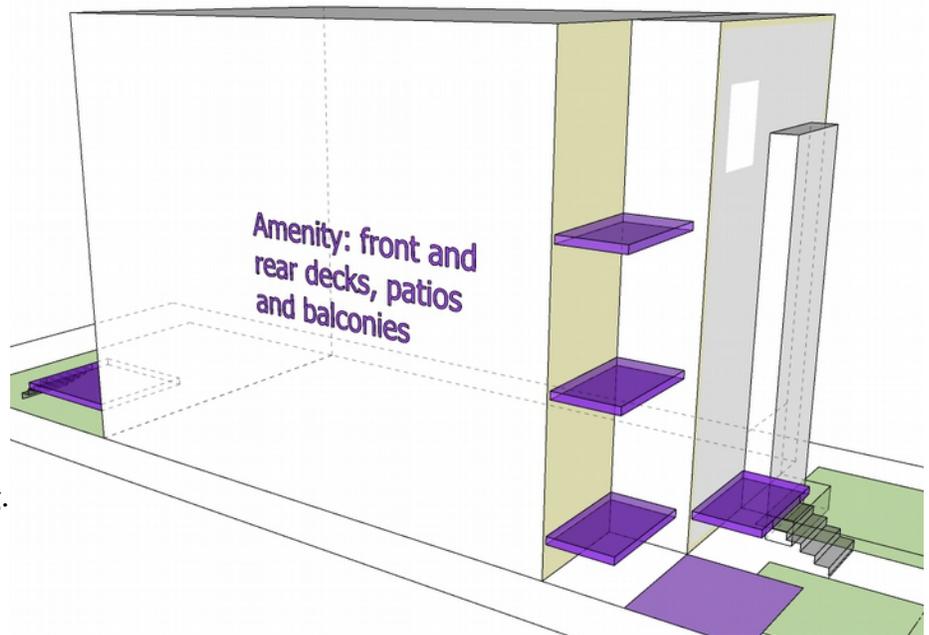
Zoning mechanisms intended to allow space for a tree must be simple, directly applicable to tree planting, and based on forestry standards for root space. These kinds of zoning regulations must not be abstract or they result in unintended consequences. Space for tree roots can be zoned by requiring rectangular areas of soft landscaping to be located between the curb or sidewalk and the front building face. (See proposed zoning language in item 16 of Appendix H.)

Parking Prohibitors

These kinds of features are difficult to zone but can be required as a condition for the release of securities in the Site Plan Approval process.

Exterior Amenity Spaces

Front and rear decks, patios, balconies and terraces are critical amenity features of a small apartment building as they provide the dual function of animating front and rear yards (which results in personalized places) and providing the most valued form of amenity for ground oriented residents. These elements are important and should be required by zoning. See Appendix J, memo regarding amenity requirements.

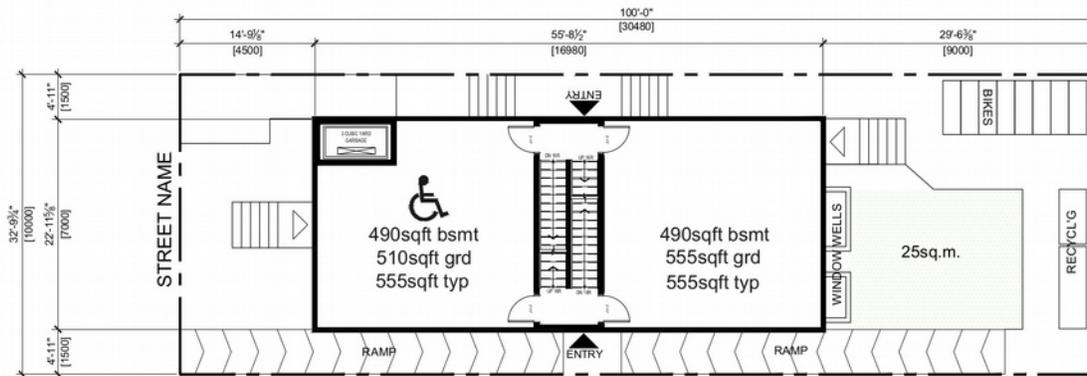


MODELING AND TESTING PROPOSED ZONING LANGUAGE

Existing development patterns result from a complex system of influencing elements. Changes to the regulations and fee structures must be undertaken with great care and should always be modelled before implementation in order to ensure that the proposed wording triggers the desired results.

In the context of this work, modelling must include;

1. 3D modelling of typical streets,
2. modelling of the impact of revised regulations on multiple real example sites, drawn in site plan and 3D (impacts cannot be gauged in the abstract as the 'devil is in the details' and real life site conditions are significant),
3. modelling of economic impacts on business models.



SITE PLAN APPROVAL AND DEVELOPMENT CHARGES

The Site Plan Approval Process is used by the City of Ottawa to oversee the site related issues of development, and is required for buildings that contain more than 3 units. It is so costly and time consuming that many developers of small buildings find their investors cannot support a business plan for more than 3 units. This is a significant problem if our criteria for growth in maturing neighbourhoods includes diverse and more affordable units.

My analysis of small apartment building forms that could be built on smaller lots demonstrates that these buildings would likely be quite similar to each other in site planning terms. It is reasonable and efficient that the City review and address all site issues of this building type once, rather than with each submission. Much of a building's form and placement on the lot is regulated by zoning, and zoning must be fine tuned to ensure it is working effectively for this building typology.

The Site Plan process achieves the following:

- developers are encouraged to employ higher design standards for the building
- developers are encouraged to plant trees and soft landscaping
- storm water is regulated for 2 hour retention on site
- garbage requirements are established and enforced
- securities are taken against landscaping costs to ensure completion of approved landscaping

If these issues can be addressed for small apartment buildings without the cost and time of a Site Plan Application, buildings could be built much more quickly and cost effectively.

The elimination of the Site Plan Application would act as a significant incentive for buildings that met the criteria for being exempt, stimulating development patterns that the City desires. It is worth noting that developers who have been consulted on these issues expressed no desire to build small apartments without parking. However, if exemption from Site Plan Application was dependent on agreeing to have no parking it is likely that their thinking would rapidly shift.

R4 Walk-Up Apartments

Small apartment buildings (with small rental units and no parking) are an affordable way to infuse the Ottawa housing market with much needed rental housing stock. Few are being built, and zoning limitations are largely to blame. But even if zoning is corrected to allow and encourage this building type it is unlikely that many will be built.

The business plan for a building without parking is 'tight' and few developers are interested in this option and the associated financial risk.

Many developers would choose to build a smaller building with fewer large units in order to avoid the cost and time-cost of Site Plan Application, and in order to avoid high Development Charges.

If the City really wants small apartment buildings, it is absolutely essential that Site Plan and DC regulations are changed.

Site Plan Approval should be waived by City Planning Staff if the proposal meets the following criteria:

- (1) The building is residential on an interior lot less than 500sq.m.,
- (2) There is no parking,
- (3) The building is located within a Maturing Neighbourhood,
- (4) The building meets established storm water retention requirements (to be prescribed in detail by City Staff in consultation with engineers from the industry, published in advance of the implementation of this program) through roof top storage or in a rear yard dry pond,
- (5) The development meets zoning requirements for landscaping and amenity (no variances granted for these items),
- (6) The proposal meets City of Ottawa requirements for garbage & recycling storage and collection (to be prescribed in detail by City Staff and published in advance of the implementation of this program), (see Appendix I for a proposal of solid waste management for R4 apartments),
- (7) The applicant provides a standard security deposit (based on lot size) that is released once landscaping is installed in such a manner as to prevent front yard parking where is it not permitted under the zoning bylaw,
- (8) The applicant submits a Letter of Undertaking, committing to having an information session for neighbours before commencement of demolition or construction,
- (9) The applicant submits a Letter of Undertaking, committing to moving garbage to the curb and back on garbage day,
- (10) There are no more than 2 air conditioning units in any side yard,
- (11) An ES1 is submitted with the application showing no contamination,
- (12) Parkland Fee is paid.

The applicant's team would be required to attend a mandatory pre-consultation meeting with City Planning and Engineering staff in order confirm that the criteria is met to waive site plan control on a case by case basis. If the City identifies any significant grading or miscellaneous issues that require special consideration the Site Plan Application process would not be waived.

Pricing people out of R4

Limits based on unit count promote more larger units and price middle and lower income people out of neighbourhoods.

Thresholds must be set in terms of lot size or site complexity, not unit count.

Any fees or application processes that apply to multi-unit buildings but not singles/semis/triplexes promote the development of singles/semis/triplexes.

Development Charges per unit will promote more large units and help to price people out.

DC's must be charged per square meter.

R4 REVIEW, conclusion

Our maturing neighbourhoods will continue to evolve. We must hold ourselves accountable for ensuring that their evolution over the next 2 decades transitions them into walkable, diverse, socially engaging, affordable and environmentally responsible communities. The opportunity to make this change cannot be squandered by inaction. Significant regulatory changes are required to make this critical shift.

Urbanism is our single most potent weapon against climate change, rising energy costs, and environmental degradation. **Peter Calthrope**, Urbanism in the Age of Climate Change.

“Getting households to right-size and developers to build appropriately sized units could reduce the SCAR (Shelter Consumption Affordability Ratio) index below levels seen in the 2000s. Getting more households to rent and developers to build more purpose-built rentals would almost get the SCAR index back to levels seen the 1990s... increasing the productivity of lands that is already serviced would be a more cost effective way of producing appropriate housing stock...” **Canadian Centre for Economic Analysis**, Understanding the forces driving the shelter affordability issue.

“A sense of belonging is linked to positive mental and physical health, while social isolation is linked to poor health... There is a need to look at the many features that create the conditions for positive mental health and community resilience, including in our neighbourhoods, that encourage social connections, community involvement, supports access to community resources, and solidify our sense of belonging to our communities.” The building Blocks for a Healthy Ottawa, March 2019

“As the dependency on cars as the main source of transportation as grown, daily physical activity has decreased, and chronic diseases, injuries, and exposure to car emissions increased. This has created a burden on our health. Places that are designed for travel mostly by car are associated with higher levels of obesity and chronic diseases such as diabetes.” The building Blocks for a Healthy Ottawa, March 2019

“Affordable housing is a cornerstone of inclusive communities. Prioritizing affordable housing options through diverse housing forms and tenure types helps ensure that we are building communities for everyone.” The building Blocks for a Healthy Ottawa, March 2019

These issues effect not only R4 zones, but all established neighbourhoods near transit. It is time to stop dreaming about what makes cities livable, and to start analyzing the regulatory changes that will allow us to achieve our goals, and enact those changes.

The good news: the necessary changes benefit all sectors of society. Existing neighbours will have more walkable neighbourhoods and have the opportunity to live more healthy lives. Neighbourhood character will not be lost, it will be enhanced. Developers will have a wider

variety of housing typologies to build, allowing them to meet market demand and freeing them from crippling regulations. There will be more abundant housing of various sizes and price points in neighbourhoods that are lively, safe and well serviced.

The R4 regulations I propose, and that I have carefully crafted within the context of our development framework, must be expanded to include all R1 to R4 zones serviced by public transit. They must be coupled with regulations to prohibit large format retail and promote walkable retail and places of employment within neighbourhoods. They must include provisions for temporary parking (set to phase out once neighbourhoods are fully walkable). They must allow for development opportunities attractive to right-sizing boomers. And they must include parking lots that can become community parking lots once temporary parking is eliminated.

This is a critical moment in City building. In the recent history of city planning there have been lots of great ideas to make our cities liveable. Ideas that are bold and beautiful and poster-worthy. But there has been little or no effort to understand and to modify the mechanisms that determine housing typologies in maturing neighbourhoods – not even the imagination to consider this possible.

We in the housing design and city planning industries are responsible to shape housing typologies through regulation. We are doing it now, though badly, and to the disadvantage of all. If we do it well, we can thoughtfully infuse maturing neighbourhoods with new diverse and appropriate forms of housing. It is time for our idea of home and neighbourhood to grow into the 21st century.