RESILIENT HOUSING + INCREMENTAL DEVELOPMENT

SMALL-SCALE, BIG-DEAL

WHO IS KRONBERG WALL?











We believe walkable areas with existing infrastructure are the easiest targets for quick and cost-effective antidotes to **SPRAWL**.

We believe walkable areas with existing infrastructure are the easiest targets for quick and cost-effective antidotes to **HOUSING SHORTAGES**.

We believe walkable areas with existing infrastructure are the easiest targets for quick and cost-effective antidotes to LACK OF AFFORDABILITY.

We believe walkable areas with existing infrastructure are the easiest targets for quick and cost-effective antidotes to LACK OF DIVERSE NEIGHBORHOODS.

We believe walkable areas with existing infrastructure are the easiest targets for quick and cost-effective antidotes to LACK OF RESILIENCY.

UNDERSTANDING INFILL HOUSING BARRIERS

THE COMMON ROADBLOCKS

1 OUTDATED CODES AND ORDINANCES

Current zoning and land-use regulations create significant barriers for these small developments.

2. REQUIRING EACH DEVELOPMENT TO COVER PUBLIC GOODS

Requiring smaller developments to individually fulfill regulations such as open space, parking, street improvements, and stormwater is prohibitively expensive and disincentivizes density.

3. LONG-STANDING PERCEIVED SCARCITY

Communities are often fearful of proposing increased density due to perceived scarcity of resources such as road capacity and good schools.

"WHY" RECOGNIZE THE HISTORY OF ZONING + THE IMPLICATIONS



EQUITY MATTERS.

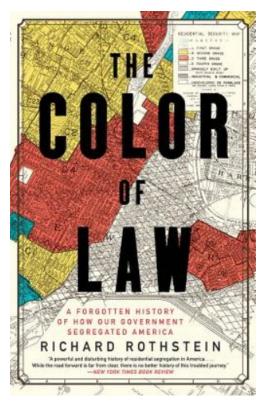
We need to talk honestly about the impact of suburban and singlefamily-only zoning on affordability, accessibility, and long-term viability of our communities.

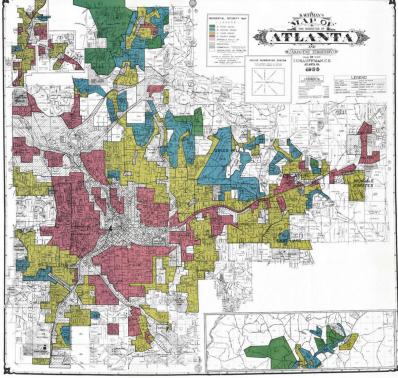
SINGLE FAMILY-ONLY ZONING IS EXCLUSIONARY



SINGLE FAMILY-ONLY ZONING IS GENERALLY PERCEIVED AS VIRTUOUS AND HEALTHY, **BUT** IT ALSO...

- PREVENTS DIVERSE HOUSING CHOICES
- CREATES UNNECESSARY SCARCITIES
- REDUCES WALKABILITY AND PROMOTES CAR TRIPS





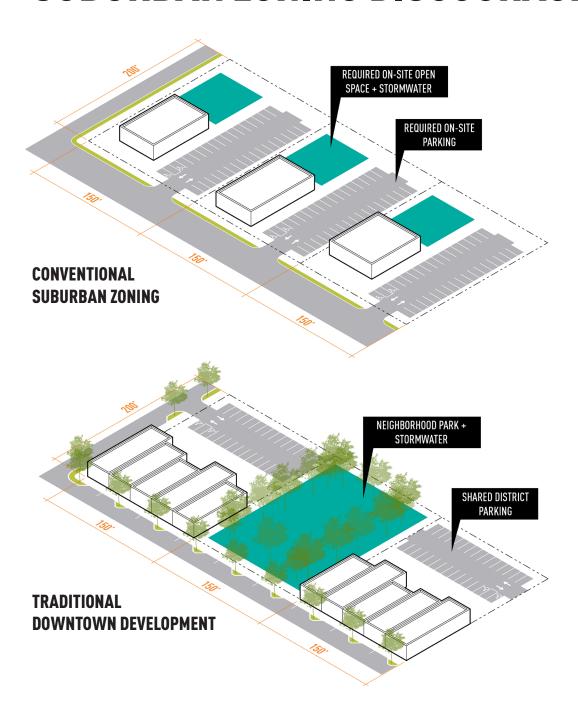
At it's very core, single family zoning is racist, classist, and exclusionary. It was used from the 1950s until now in concert with redlining to separate classes and races of people. Limiting mixes of uses and requiring large minimum lot sizes are just a few ways this is still used.

THE COLOR OF LAW RICHARD ROTHSTEIN

1938 CITY OF ATLANTA RACIAL ZONING MAP HOME OWNER LOAN CORPORATION

SUBURBAN ZONING DISCOURAGES ACCESSIBILITY





INCREASED INFRASTRUCTURE + DEVELOPMENT COSTS



DEVALUES LAND



DECREASED AFFORDABILITY, ACCESS, + DIVERSITY

By requiring each development to meet it's own parking, stormwater, and open space requirements, development necessarily results in large lots with seas of parking and retention. This sprawling development erodes walkability, increases infrastructure costs to the city, and reduces valuable property tax dollars per acre—overall this results in communities that are **not economically viable**.

WALKABLE NEIGHBORHOODS ARE ECOSYSTEMS



NEIGHBORHOOD AMENITIES

TREME, NEW ORLEANS



ECOSYSTEMS ARE CONSTANTLY EVOLVING AND ADAPTING.

OUR RULES NEED TO ALLOW FOR THIS **NATURAL EVOLUTION** FOR NEIGHBORHOODS.

Neighborhoods are subject to a range of dynamic forces, particularly unsettled/transitioning ones. Understanding and engaging in a range of areas is important, including housing, wellness, education and crime prevention.

PEOPLE HABITATS ARE COMPLEX SYSTEMS



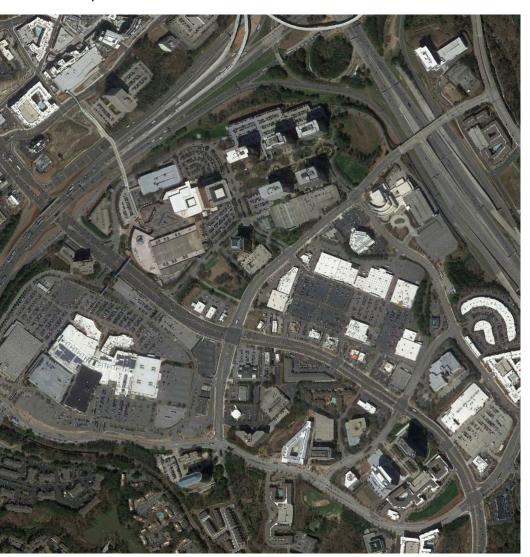


INCREMENTAL DEVELOPMENT MATTERS



SUBURBAN EUCLIDEAN ZONING

LINEAR, RIGID RULES



HISTORIC, INCREMENTAL DEVELOPMENT

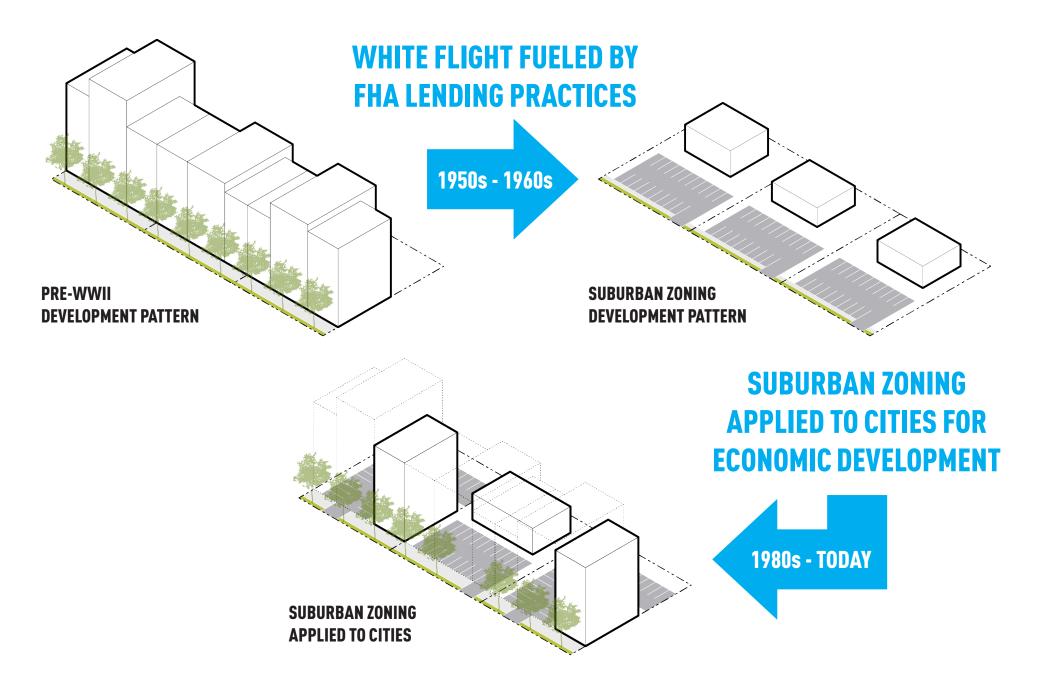
DYNAMIC SYSTEM RESPONSES WITH LIMITED GUIDELINES



1000 FT

WHY CITIES ADOPTED SUBURBAN ZONING







"WHAT" IDENTIFY POLICIES THAT SHOULD BE RECONSIDERED



SCALE MATTERS.

If the mass and scale of the development is equal to singlefamily, then proposals will be more acceptable to communities good design and small lots ensure neighborhood compatibility.



ACCESS MATTERS.

We need to focus on increasing our housing choice and housing diversity in areas with access to daily needs without a car.



CONTEXT MATTERS.

It's not a walkable neighborhood shortage, it's a **housing shortage** within walkable (or potentially walkable) neighborhoods.



HOUSING CHOICE MATTERS.

It is important to understand that walkable/diverse/affordable/resilient neighborhoods cannot be **single-family-only** neighborhoods.



DESIGN MATTERS.

Good design allows neighborhoods to maintain single-family character while offering housing choice options.



SINGLE FAMILY

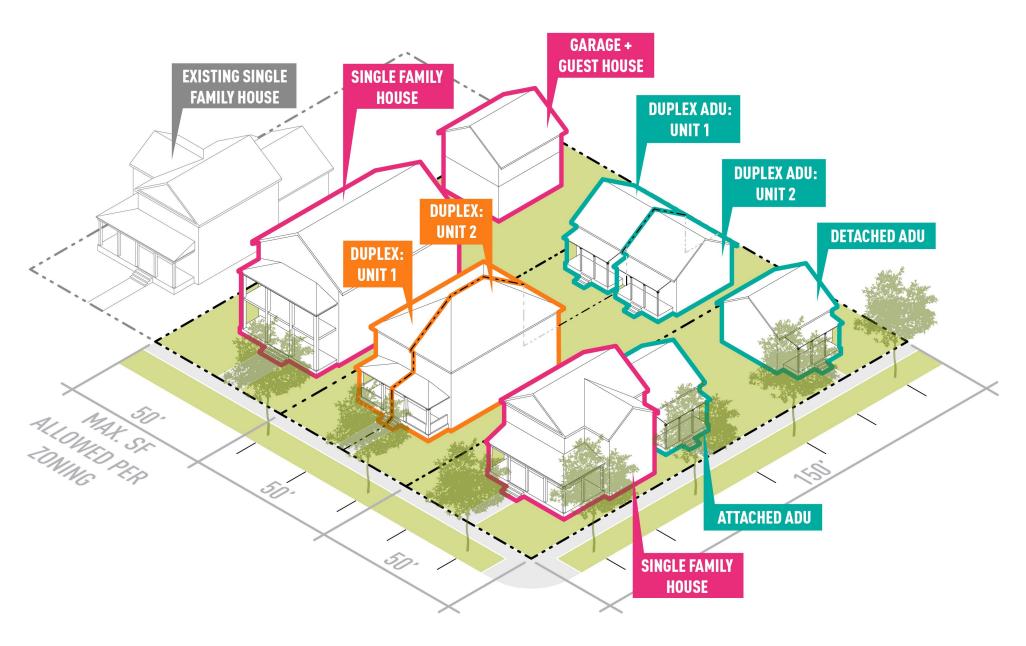
4-6 PLEX

DUPLEX + DADU

AKA "TRI-PI FX"

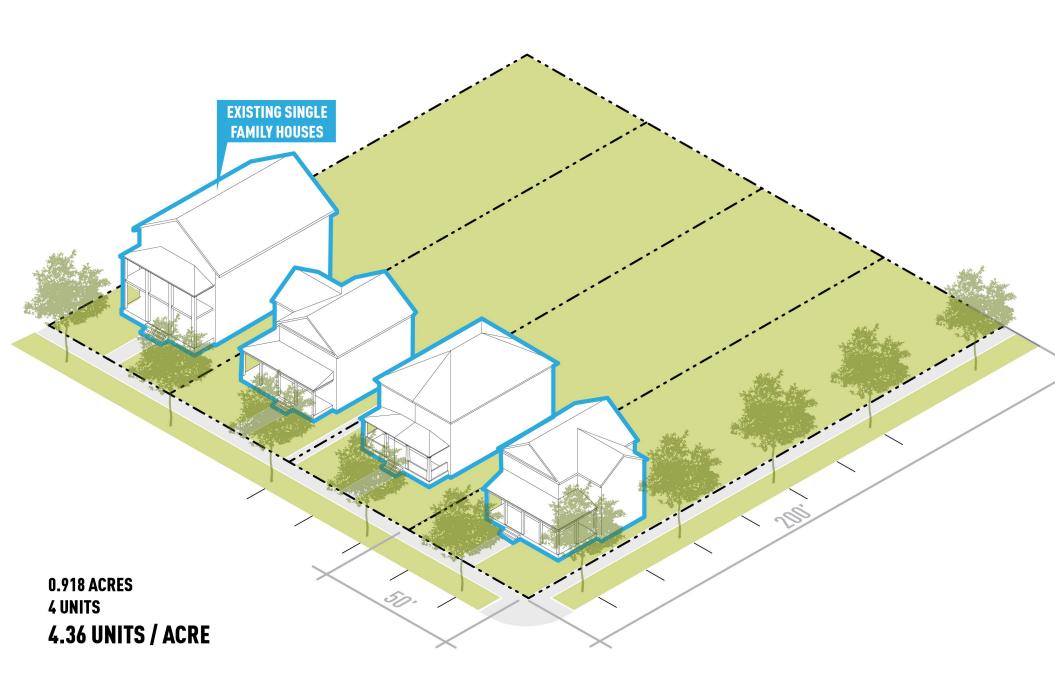
DESIGN MATTERS: HOUSING TYPES





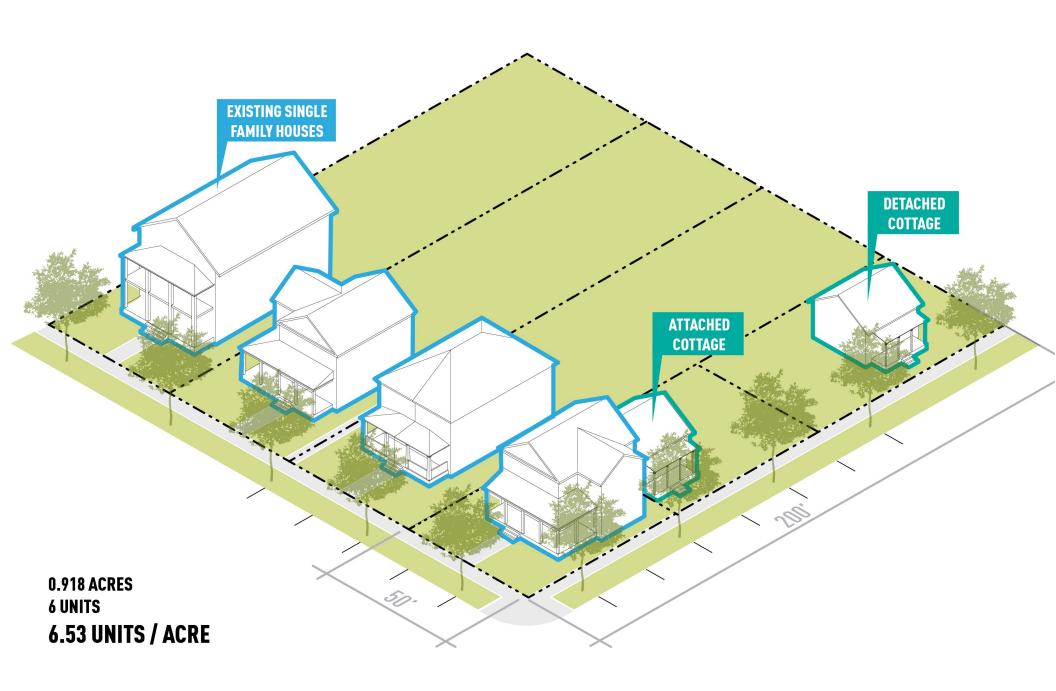
DESIGN MATTERS: DECATUR EXISTING





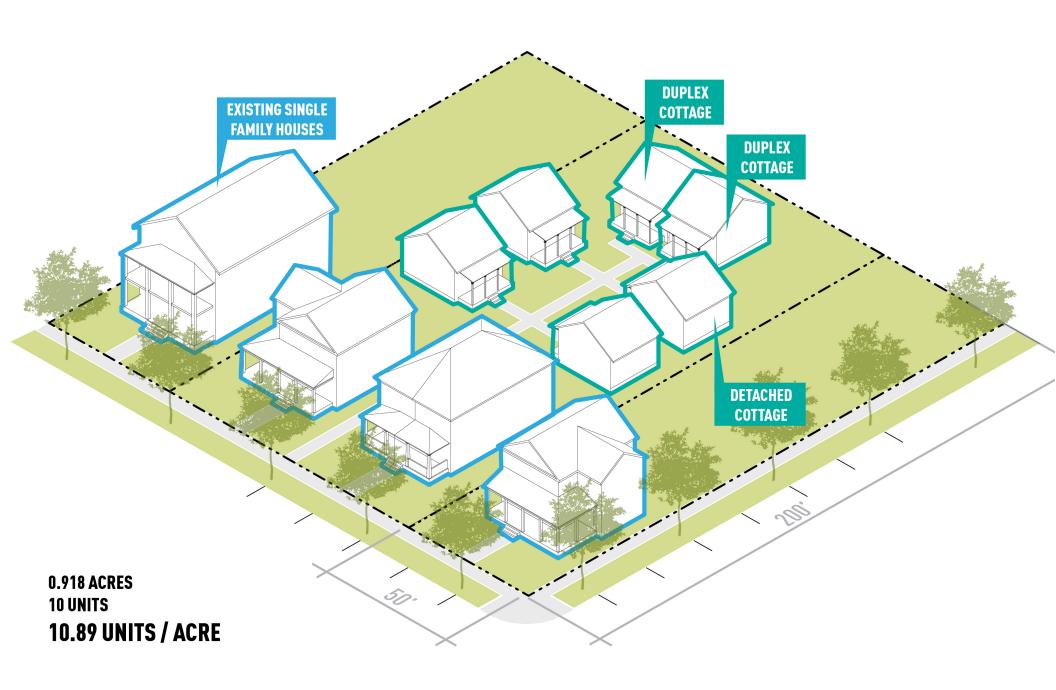
DESIGN MATTERS: DECATUR POTENTIAL





DESIGN MATTERS: DECATUR POTENTIAL







WHAT ARE DESIGN STRATEGIES FOR INFILL HOUSING?

KRONBERG WALL: WHERE WE CHOOSE TO WORK



- 1. ACCESSORY DWELLING UNITS (ADUs)
- 2. MISSING MIDDLE HOUSING
- 3. POCKET NEIGHBORHOODS
- 4. SUBSIDIZED AFFORDABLE HOUSING

KRONBERG WALL: WHERE WE CHOOSE TO WORK







2.

MISSING MIDDLE HOUSING

WHAT

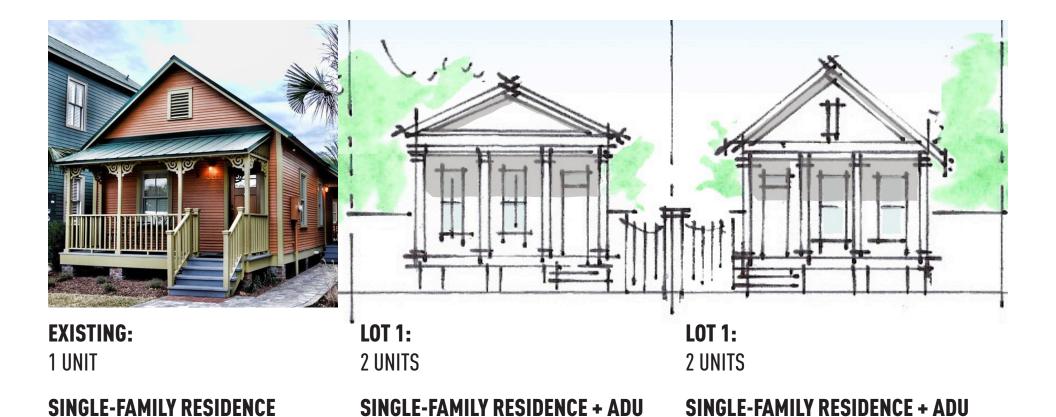
Missing Middle Housing consists of a variety of housing types between the traditional single family home and the large multi-family developments we see a lot of today. It includes 'plexes (duplexes, triplexes, quadplexes, etc), courtyard apartments and cottage courts.

WHY

It provides housing types that can fit seamlessly into existing "single family" neighborhoods and offers affordable options (for rent or for sale) in desirable areas.

COTTAGE EXAMPLE // BRUNSWICK, GA

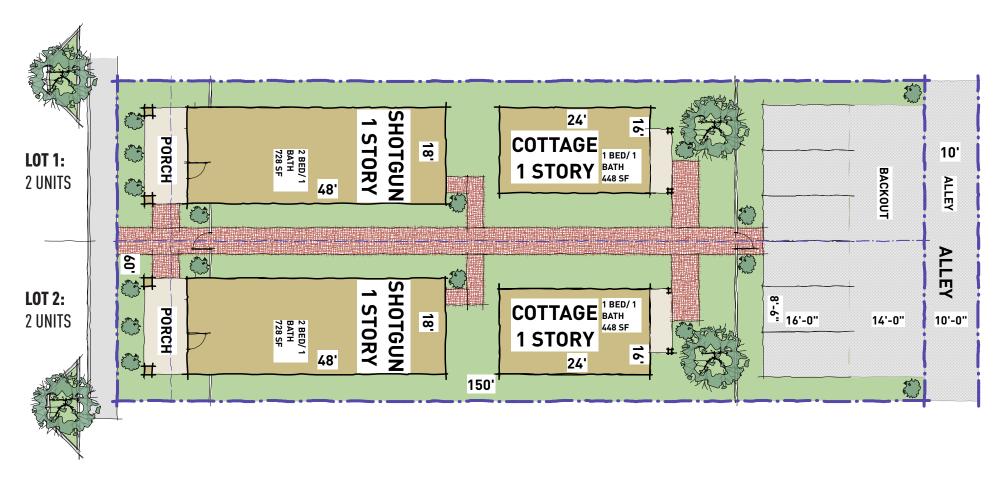




BRUNSWICK CNU LEGACY PROJECT WORK

COTTAGE EXAMPLE // BRUNSWICK, GA

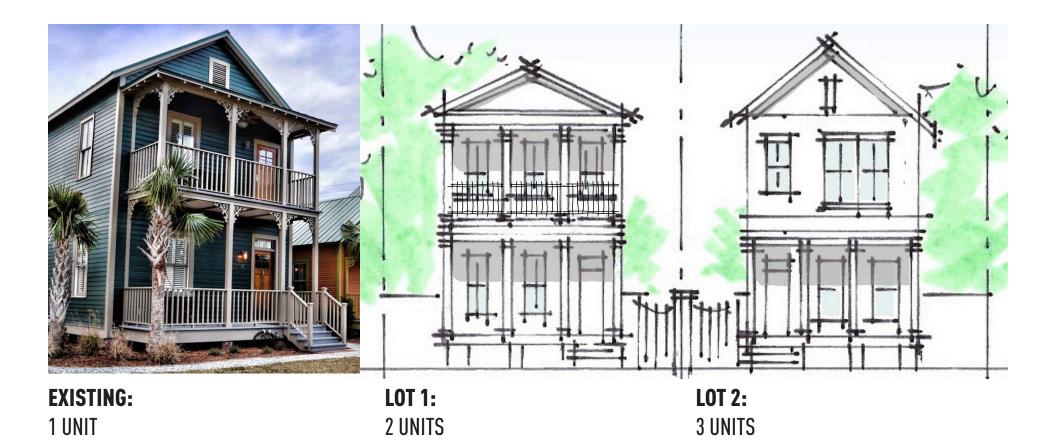




LOT SIZE # LOTS # UNITS
30 X 150 2 4

DUPLEX EXAMPLE // BRUNSWICK, GA





DUPLEX + ADU

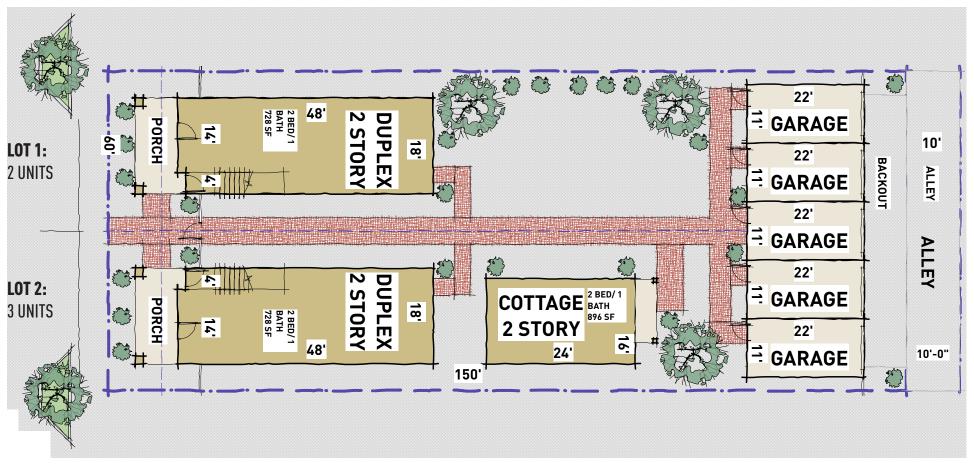
DUPLEX

BRUNSWICK CNU LEGACY PROJECT WORK

SINGLE-FAMILY RESIDENCE

DUPLEX EXAMPLE // BRUNSWICK, GA





LOT SIZE # LOTS # UNITS
30 X 150 2 5

QUADPLEX EXAMPLE // BRUNSWICK, GA





EXISTING:

2 UNITS

DUPLEX

LOT 1 + 2:

6 UNITS

4-PLEX + 2 ADUS

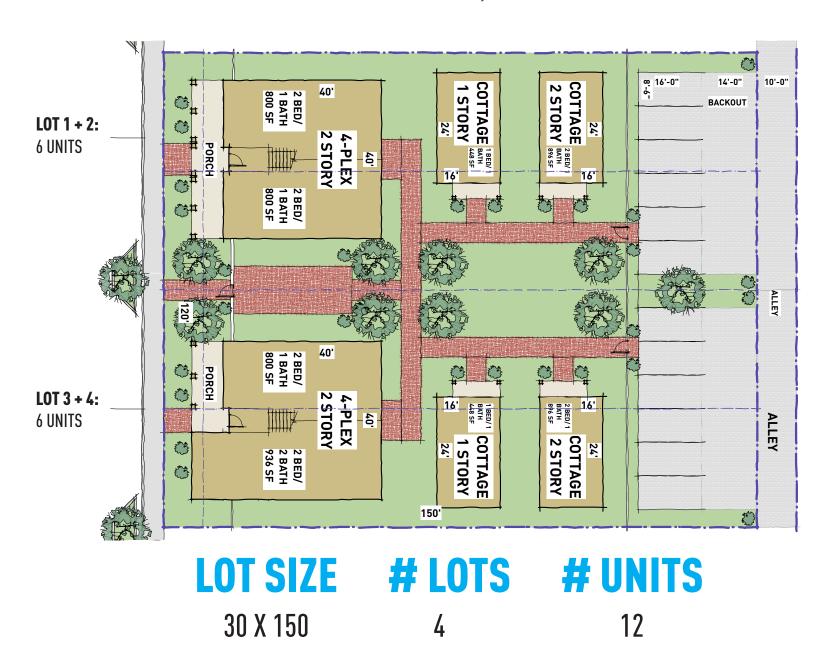
LOT 3 + 4:

6 UNITS

4-PLEX + 2 ADUS

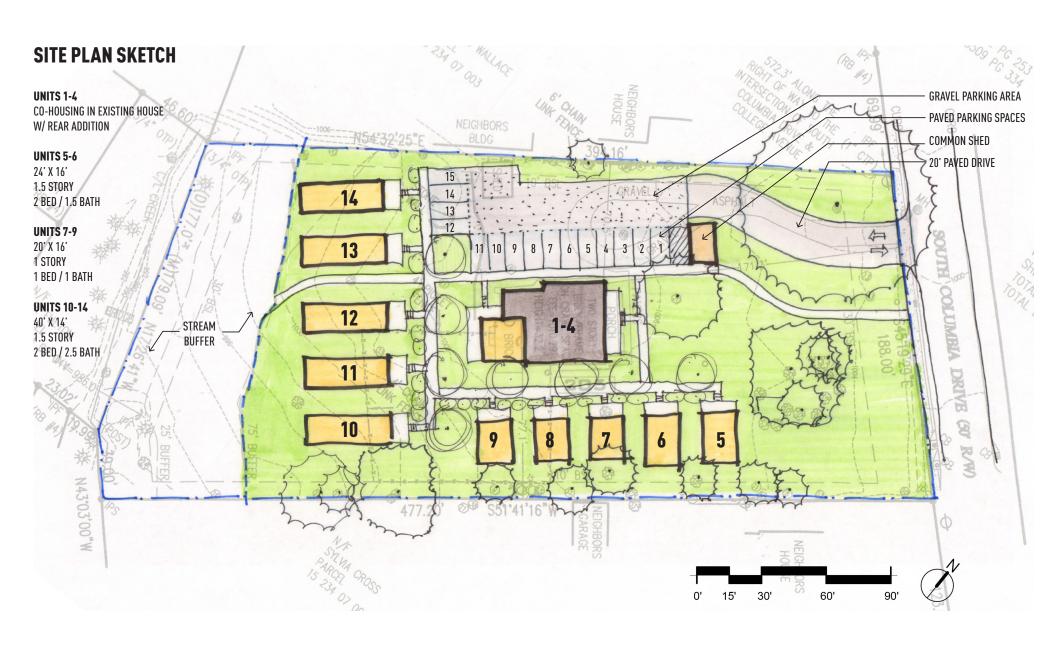
QUADPLEX EXAMPLE // BRUNSWICK, GA





205 S COLUMBIA // DECATUR





KEY TAKEAWAYS // MISSING MIDDLE HOUSING



1

REQUIRES ALLEY ACCESS FOR PARKING

Parking is one of the most difficult variables for missing middle housing—on-street parking is ideal and alley access is required if parking is to be provided on-site.

2. MAINTAINS HISTORIC LOT SIZES

Missing middle housing increases housing choice while maintaining small, historic block sizes (often 50x150, or smaller) that promote walkable nighborhoods.

3. TOWNHOMES VS. COTTAGE COURTS

If townhomes are permitted, they will always be more economically viable for developers than cottage courts.





POCKET NEIGHBORHOODS

WHAT

Pocket Neighborhoods are dense clusters of homes that share common amenities, such as gardens, courtyards, quiet streets and alleys. They are neighborhoods within neighborhoods, with the close-knit housing supporting close-knit communities.

WHY

Although they support higher densities, they fit seamlessly within existing neighborhood fabric. The smaller units and shared amenities create lower price points than traditional single family homes.

LAFRANCE WALK // EDGEWOOD, ATLANTA





LAFRANCE WALK // EDGEWOOD, ATLANTA











HOUSING + TRANSPORTATION COSTS



BASELINE ASSUMPTIONS

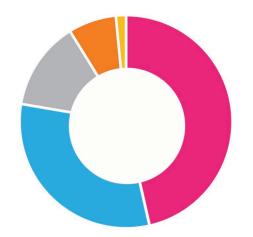
Home Price: \$569,000

Mortgage Rate: 4.5%

Down Payment: 10%

Annual Vehicle Cost: \$11,578 (Atlanta average)

2-CAR HOUSEHOLD // ATLANTA



MORTGAGE: 46%

TRANSPORTATION: 31% (2 cars @ \$11,578 each)

PROPERTY TAXES & INSURANCE: 13%

UTILITIES: 7%

OTHER: 2% (\$95 gym membership)

TOTAL MONTHLY: \$6,177
TOTAL ANNUAL: \$74,124
REC. INCOME: \$148,248

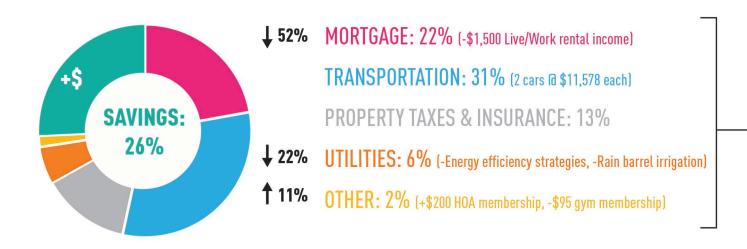
^{*}property taxes, insurance, utilities and other costs are estimates

^{*} Recommended income assumes housing + transportation costs at **50% of income**

HOUSING + TRANSPORTATION COSTS



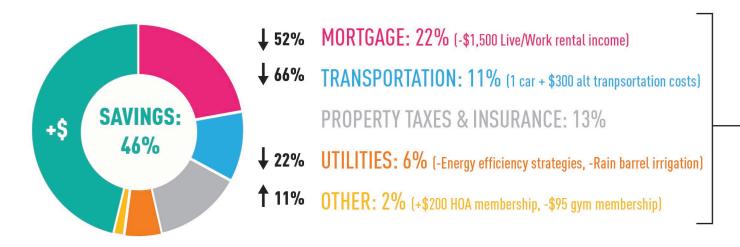
2-CAR HOUSEHOLD // LAFRANCE



TOTAL MONTHLY: \$4,587
TOTAL ANNUAL: \$55,044 **REC. INCOME:** \$110,088

* Recommended income assumes housing + transportation costs at 50% of income

1-CAR HOUSEHOLD // LAFRANCE



TOTAL MONTHLY: \$3,322 TOTAL ANNUAL: \$39,866 **REC. INCOME:** \$79,732

^{*} Recommended income assumes housing + transportation costs at **50% of income**

HOUSING + TRANSPORTATION COSTS



2-CAR HOUSEHOLD // ATLANTA



RECOMMENDED INCOME: \$148,248

2-CAR HOUSEHOLD // LAFRANCE



THE SAME PRICE HOUSE IS

26% MORE AFFORDABLE

1-CAR HOUSEHOLD // LAFRANCE



THE SAME PRICE HOUSE IS

46% MORE AFFORDABLE

KEY TAKEAWAYS // POCKET NEIGHBORHOODS



1

REQUIRES REZONING + VARIANCES

Pocket neighborhoods require long administrative processes that include community engagement for rezoning and variances. They are often a good option when townhomes are unpopular with communities.

2.

REQUIRES LARGER PLOT OF LAND

Development of pocket neighborhoods often requires consolodation of multiple lots in order to subdivide into smaller plots and provide street and sidewalk infrastructure to all units, which can be cost prohibative.



FOCUS EFFORTS IN ACCESSIBLE PLACES



Focus density changes to areas with walkable infrastructure in-place, or have the potential for walkable infrastructure—typically these are pre-WWII neighborhoods. Proximity is key to providing affordable housing that also provides for mobility options.

2. ALLOW ADUS, DUPLEXES, & COTTAGE COURTS IN SINGLE FAMILY ZONING

While this alone will not provide enough housing to accommodate growth, it is a good starting point in addressing housing shortages in walkable communities.

REFORM LOT SUBDIVISION STANDARDS TO ALLOW COTTAGE LOTS

Often subdivision ordinances have minimum lot sizes and minimum frontage requirements that preclude small cottage lots.

4. CHANGE PARKING REQUIREMENTS

Let the market decide how much parking is required, particularly in areas where walking, biking, or transit is an option. This is especially important in areas wanting to encourage the development of missing middle housing.



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