

RESILIENT HOUSING + INCREMENTAL DEVELOPMENT

SMALL-SCALE, BIG-DEAL

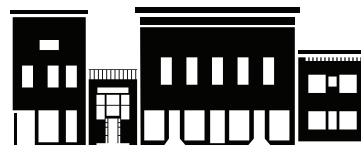
WHO IS KRONBERG WALL?



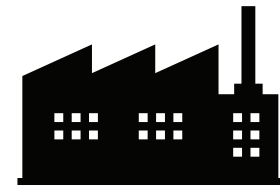
**WE ARE CONSCIOUS URBAN
PLACEMAKERS**



NEIGHBORHOOD ACTIVATORS



URBAN INFILL



ADAPTIVE REUSE

An isometric illustration of a city street scene. The background shows a grid of buildings and streets in a light blue, wireframe style. Several rectangular blocks are highlighted in a solid red color, representing specific areas of interest. The text is overlaid on the center of the image.

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

An isometric illustration of a city street scene. The background shows a grid of buildings and streets in a light blue, wireframe style. Several red, three-dimensional rectangular blocks are placed on the street, some with dashed lines indicating their position or movement. The text is overlaid on the center of the image.

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

An isometric illustration of a city street scene. The background shows a grid of buildings and streets in a light blue, wireframe style. Several red rectangular blocks are placed on the street, some with dashed lines indicating their position or movement. The text is overlaid on the center of the image.

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

An isometric illustration of a city street scene. The background shows a grid of buildings and streets in a light blue, wireframe style. Several blocks of buildings are highlighted with solid red outlines, indicating specific areas of interest. The text is overlaid on the center of the image.

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

An isometric illustration of a city street scene. The background shows a grid of buildings and streets in a light blue, wireframe style. Several red rectangular blocks are placed on the street, some with dashed lines indicating their position or movement. The text is overlaid on the center of the image.

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**

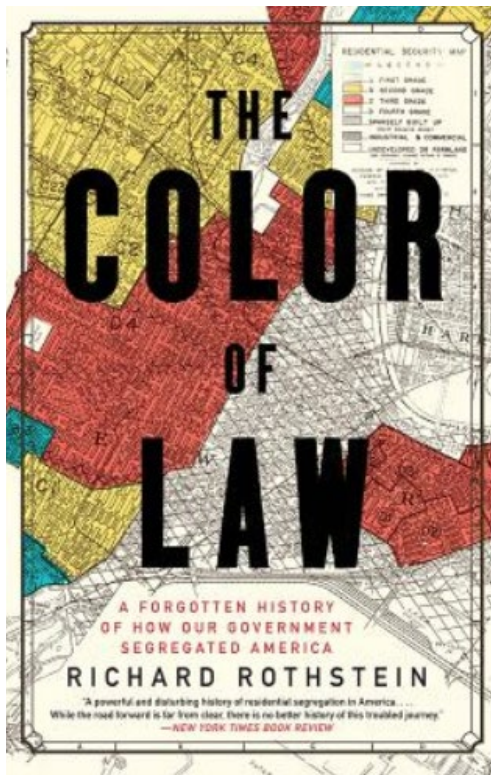
EQUITY MATTERS.

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

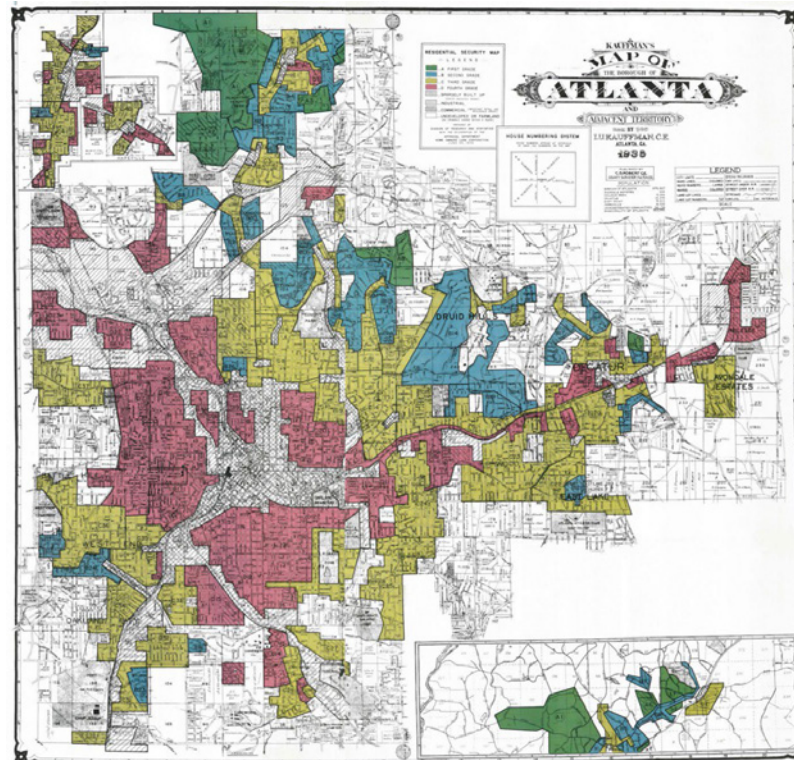
SINGLE FAMILY-ONLY ZONING IS EXCLUSIONARY

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



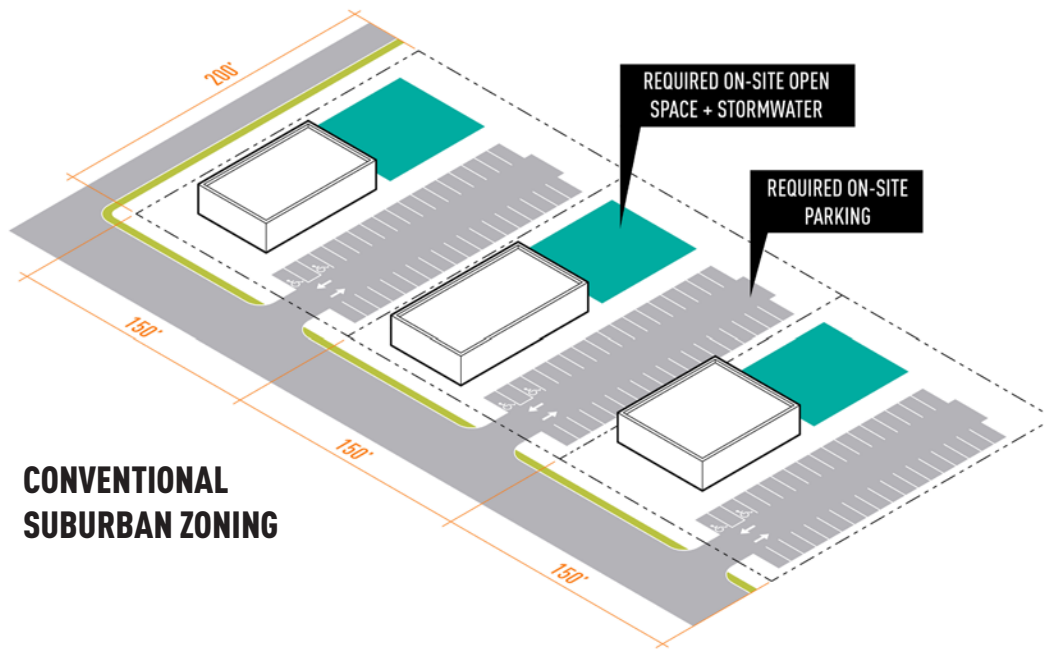
THE COLOR OF LAW
RICHARD ROTHSTEIN



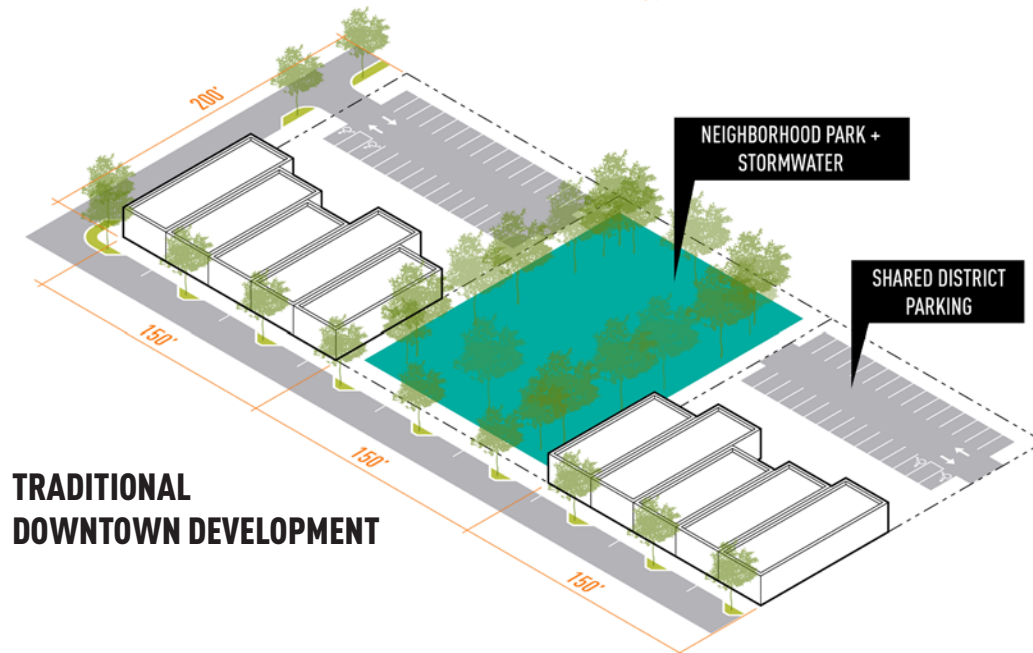
1938 CITY OF ATLANTA RACIAL ZONING MAP
HOME OWNER LOAN CORPORATION

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.

SUBURBAN ZONING DISCOURAGES ACCESSIBILITY



CONVENTIONAL
SUBURBAN ZONING



TRADITIONAL
DOWNTOWN DEVELOPMENT

INCREASED INFRASTRUCTURE +
DEVELOPMENT COSTS



DEVALUES LAND



DECREASED AFFORDABILITY,
ACCESS, + DIVERSITY

By requiring each development to meet its 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**.

PEOPLE HABITATS ARE COMPLEX SYSTEMS



Zoning is a blunt tool that attempts to rationalize a complex network, hindering incremental development in the process. While many beloved places were created before automobiles, they were also created before proliferation of zoning. We know how to create walkable places, our zoning should also allow us to create them.

INCREMENTAL DEVELOPMENT MATTERS

SUBURBAN EUCLIDEAN ZONING

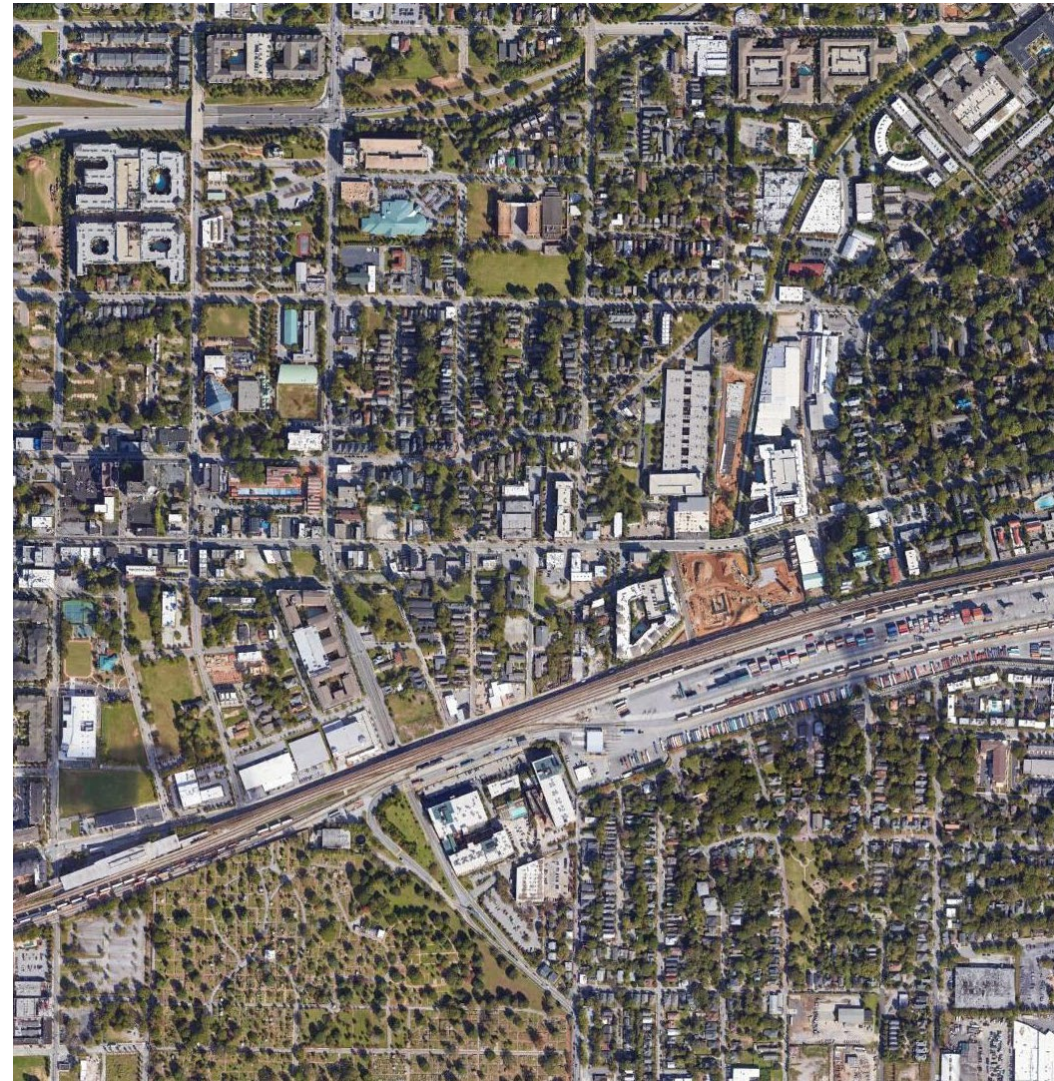
LINEAR, RIGID RULES



1000 FT

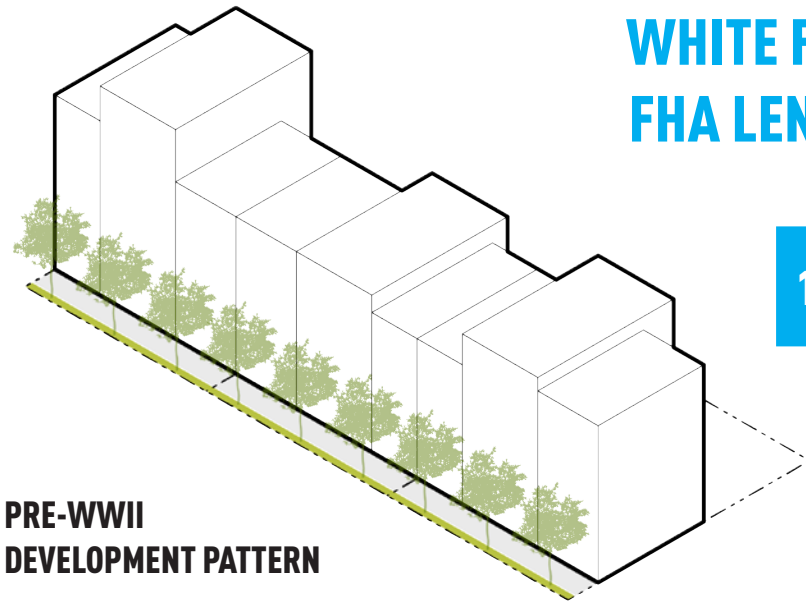
HISTORIC, INCREMENTAL DEVELOPMENT

DYNAMIC SYSTEM RESPONSES WITH LIMITED GUIDELINES



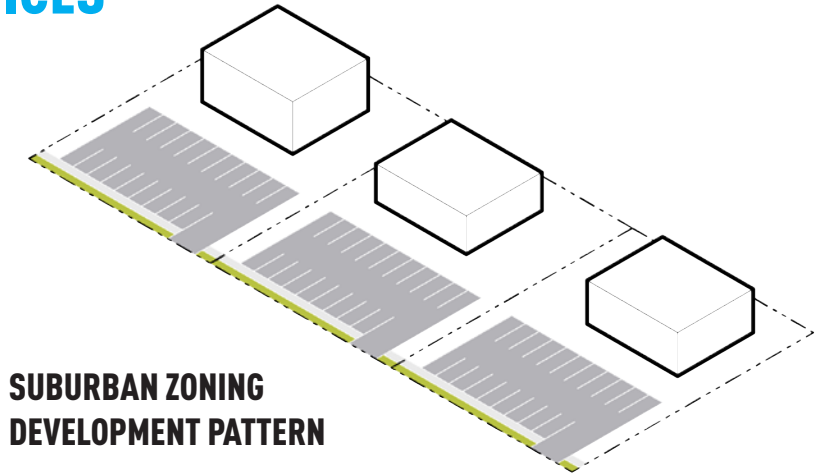
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WHY CITIES ADOPTED SUBURBAN ZONING



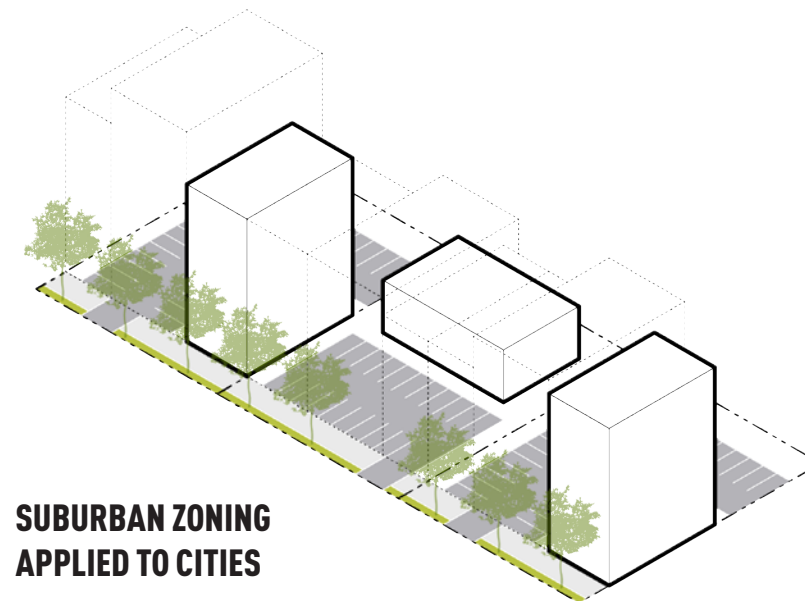
**WHITE FLIGHT FUELED BY
FHA LENDING PRACTICES**

1950s - 1960s



**SUBURBAN ZONING
APPLIED TO CITIES FOR
ECONOMIC DEVELOPMENT**

1980s - TODAY



“WHAT”

**IDENTIFY POLICIES THAT SHOULD BE
RECONSIDERED**

SCALE MATTERS.

If the mass and scale of the development is **equal to single-family**, 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.

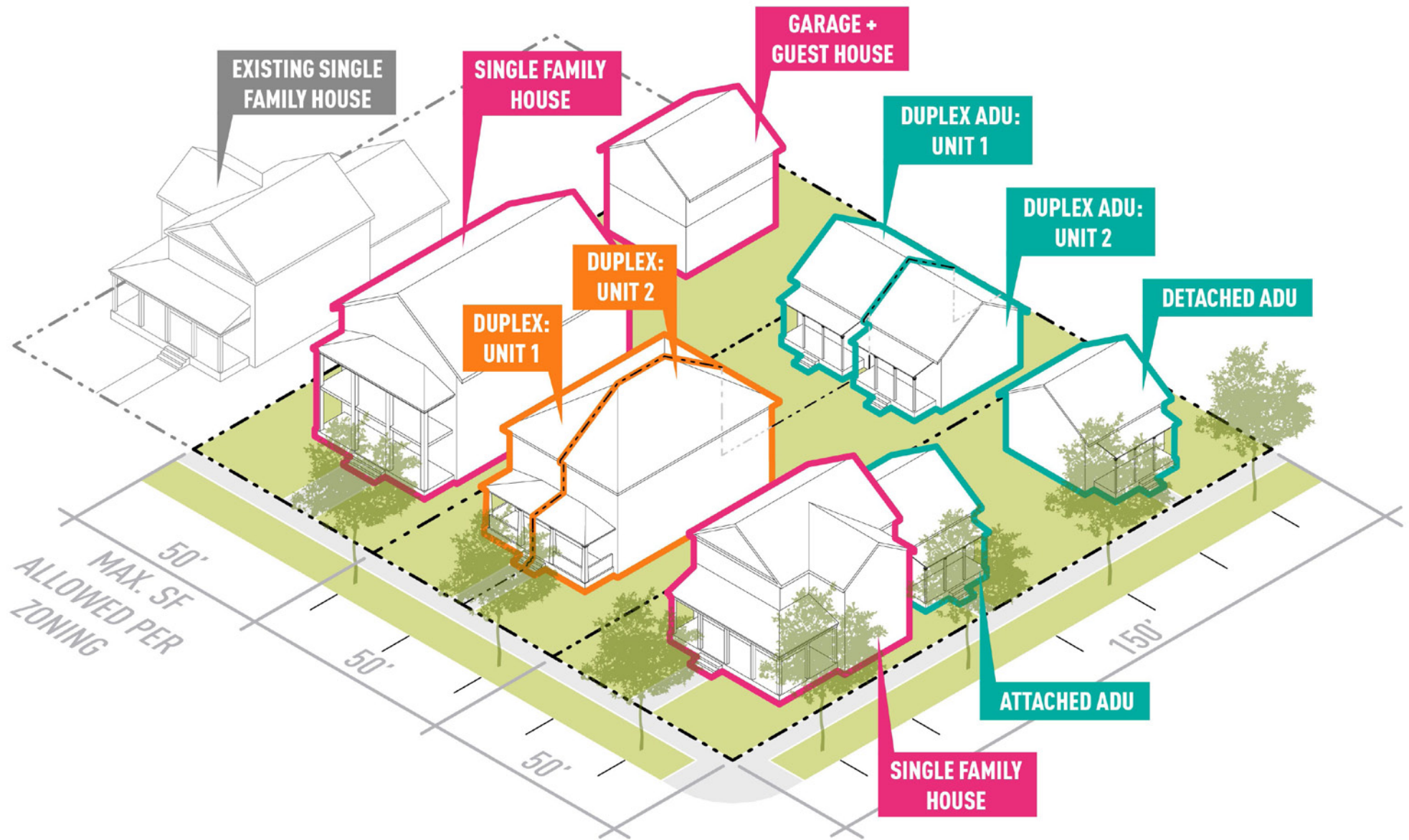


SINGLE FAMILY

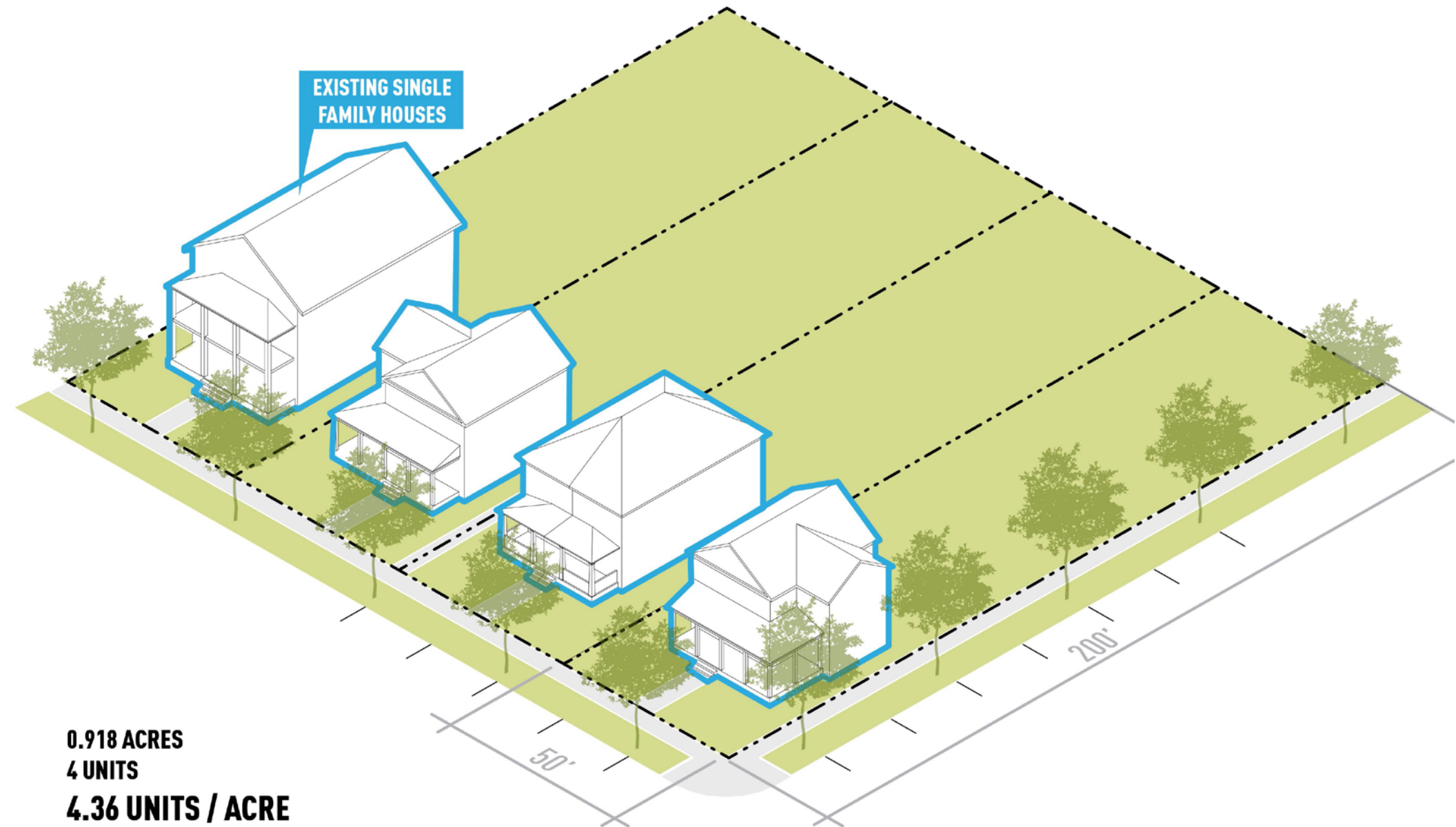
4-6 PLEX

**DUPLEX + DADU
AKA "TRI-PLEX"**

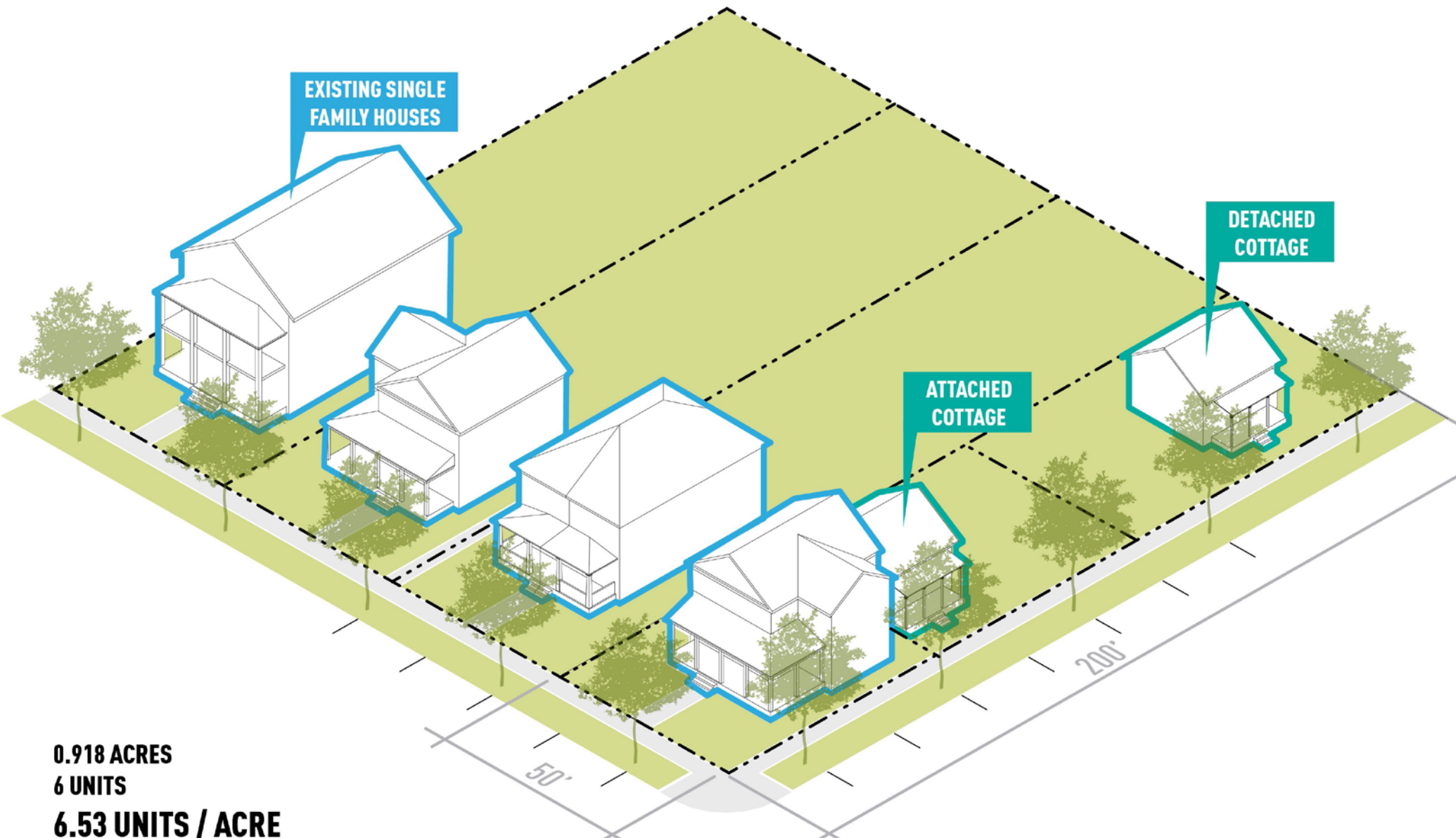
DESIGN MATTERS: HOUSING TYPES



DESIGN MATTERS: DECATUR EXISTING

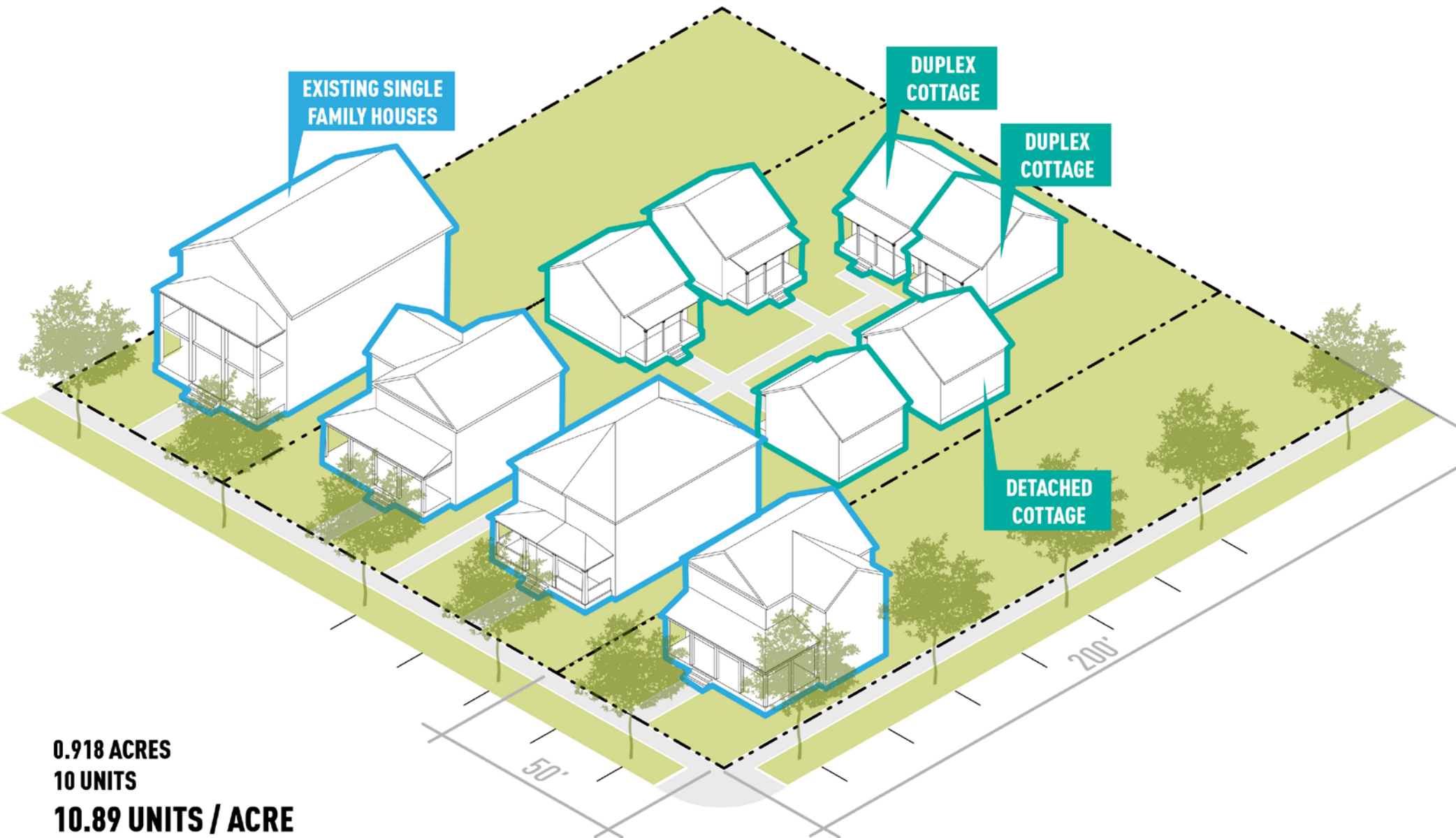


DESIGN MATTERS: DECATUR POTENTIAL



0.918 ACRES
6 UNITS
6.53 UNITS / ACRE

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



LOWEST BARRIER

~~1. ACCESSORY DWELLING UNITS (ADUs)~~

2. MISSING MIDDLE HOUSING

3. POCKET NEIGHBORHOODS

HIGHEST BARRIER

~~4. SUBSIDIZED AFFORDABLE HOUSING~~

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

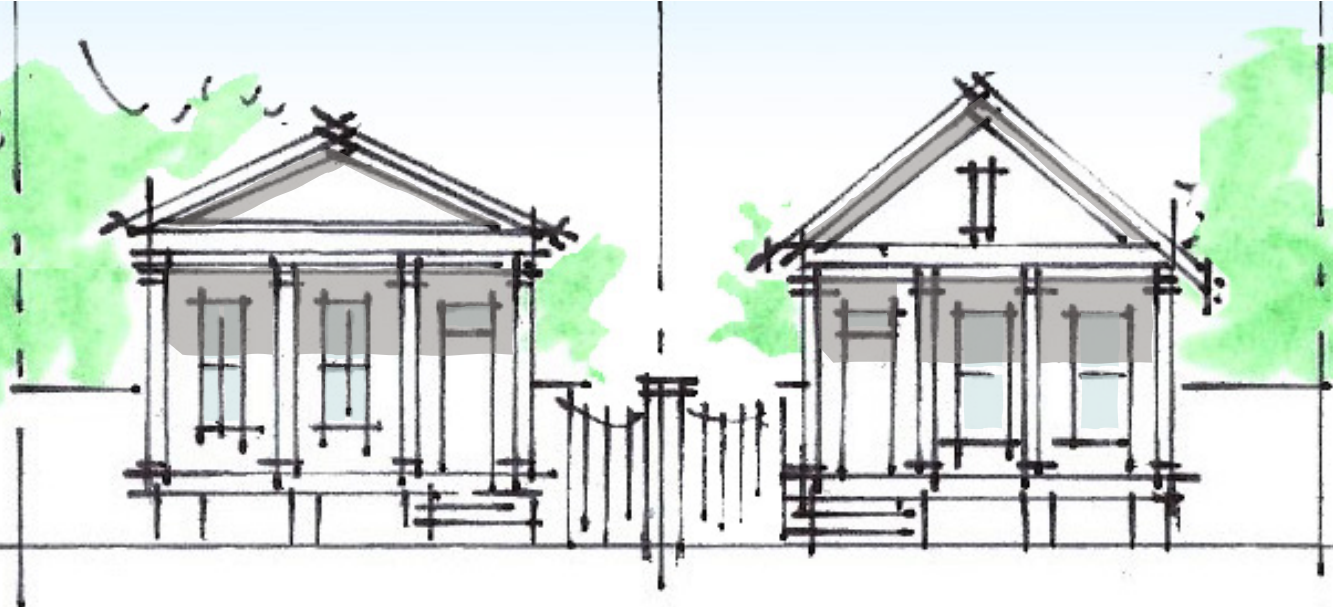
It provides housing types that can fit seamlessly into existing “single family” neighborhoods and offers affordable options (for rent or for sale) in desirable areas.

COTTAGE EXAMPLE // BRUNSWICK, GA



EXISTING:
1 UNIT

SINGLE-FAMILY RESIDENCE



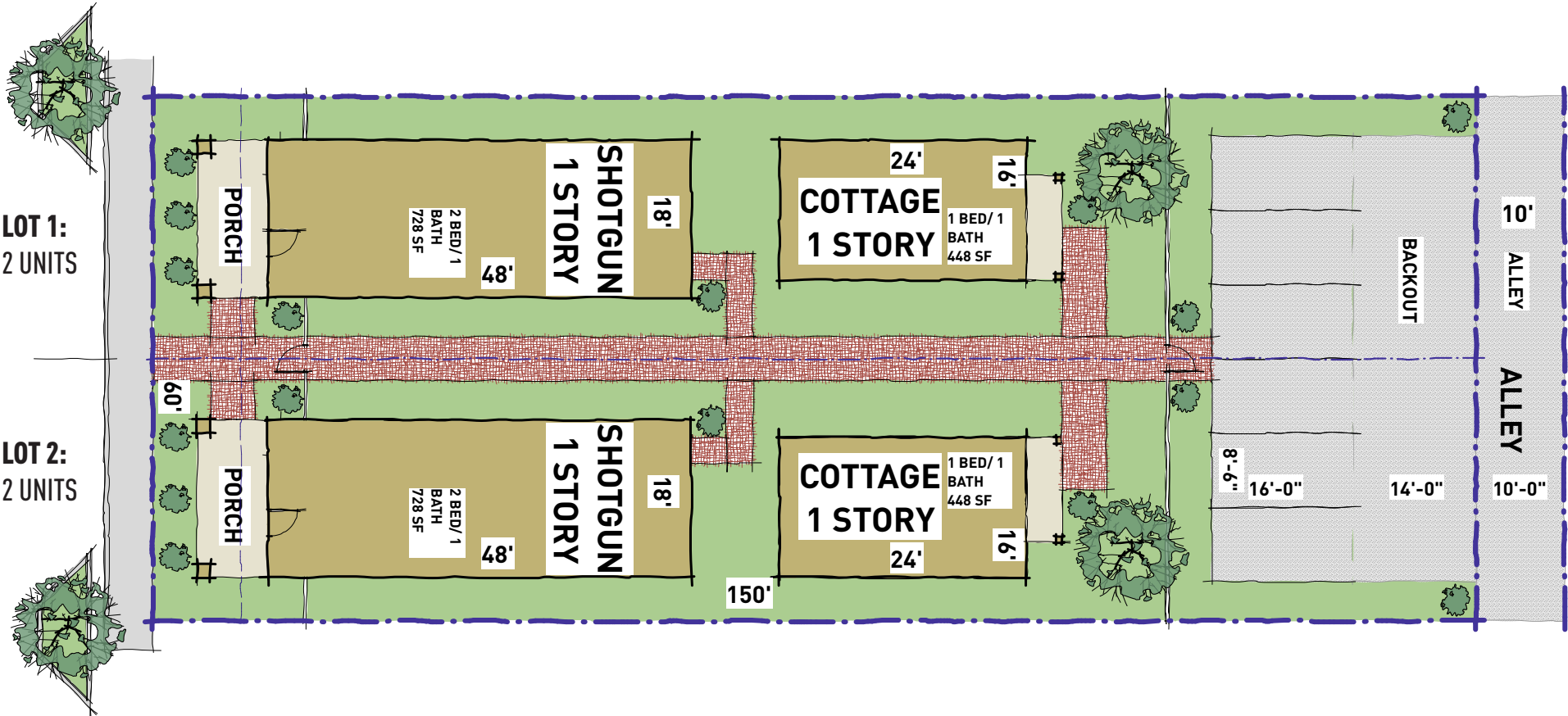
LOT 1:
2 UNITS

SINGLE-FAMILY RESIDENCE + ADU

LOT 1:
2 UNITS

SINGLE-FAMILY RESIDENCE + ADU

COTTAGE EXAMPLE // BRUNSWICK, GA



LOT SIZE	# LOTS	# UNITS
30 X 150	2	4

DUPLEX EXAMPLE // BRUNSWICK, GA



EXISTING:

1 UNIT

SINGLE-FAMILY RESIDENCE



LOT 1:

2 UNITS

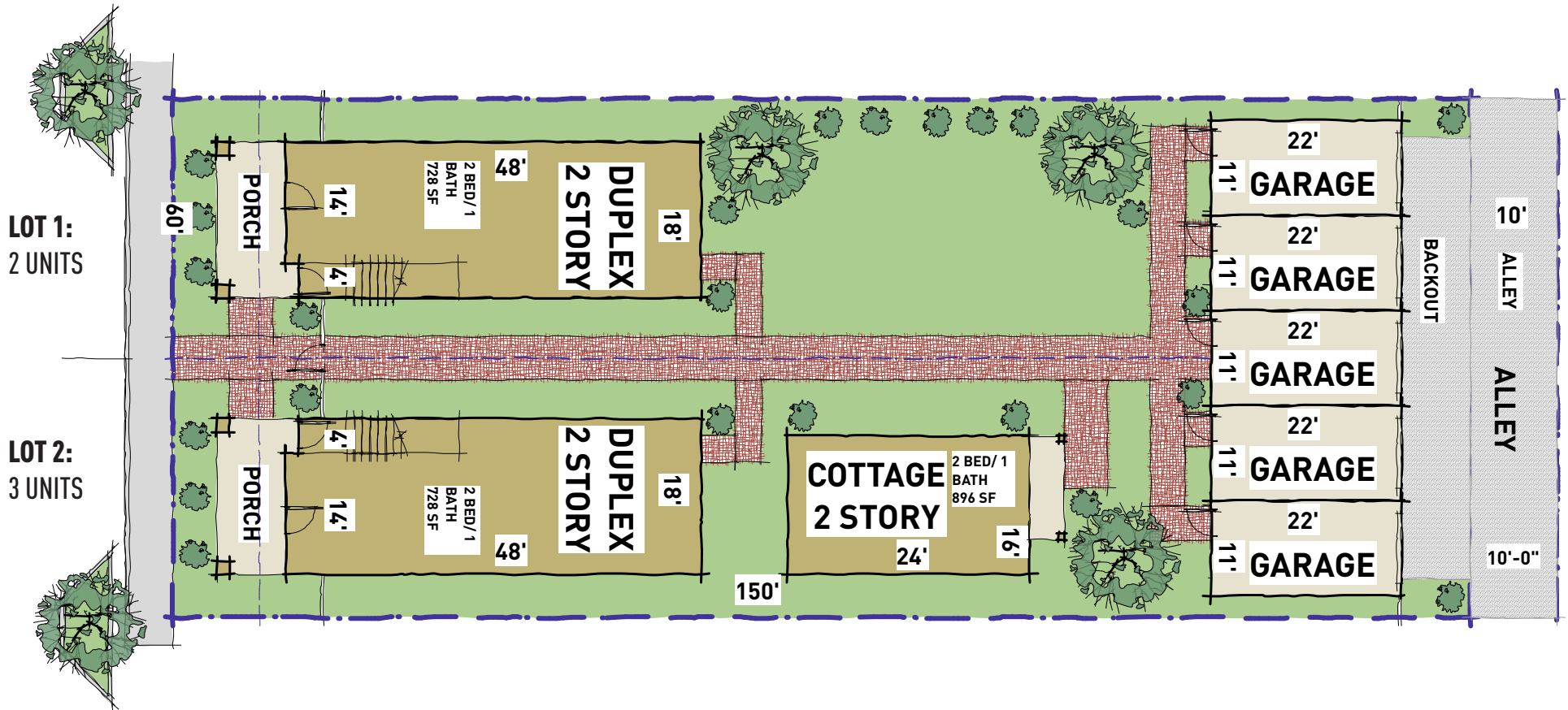
DUPLEX

LOT 2:

3 UNITS

DUPLEX + ADU

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

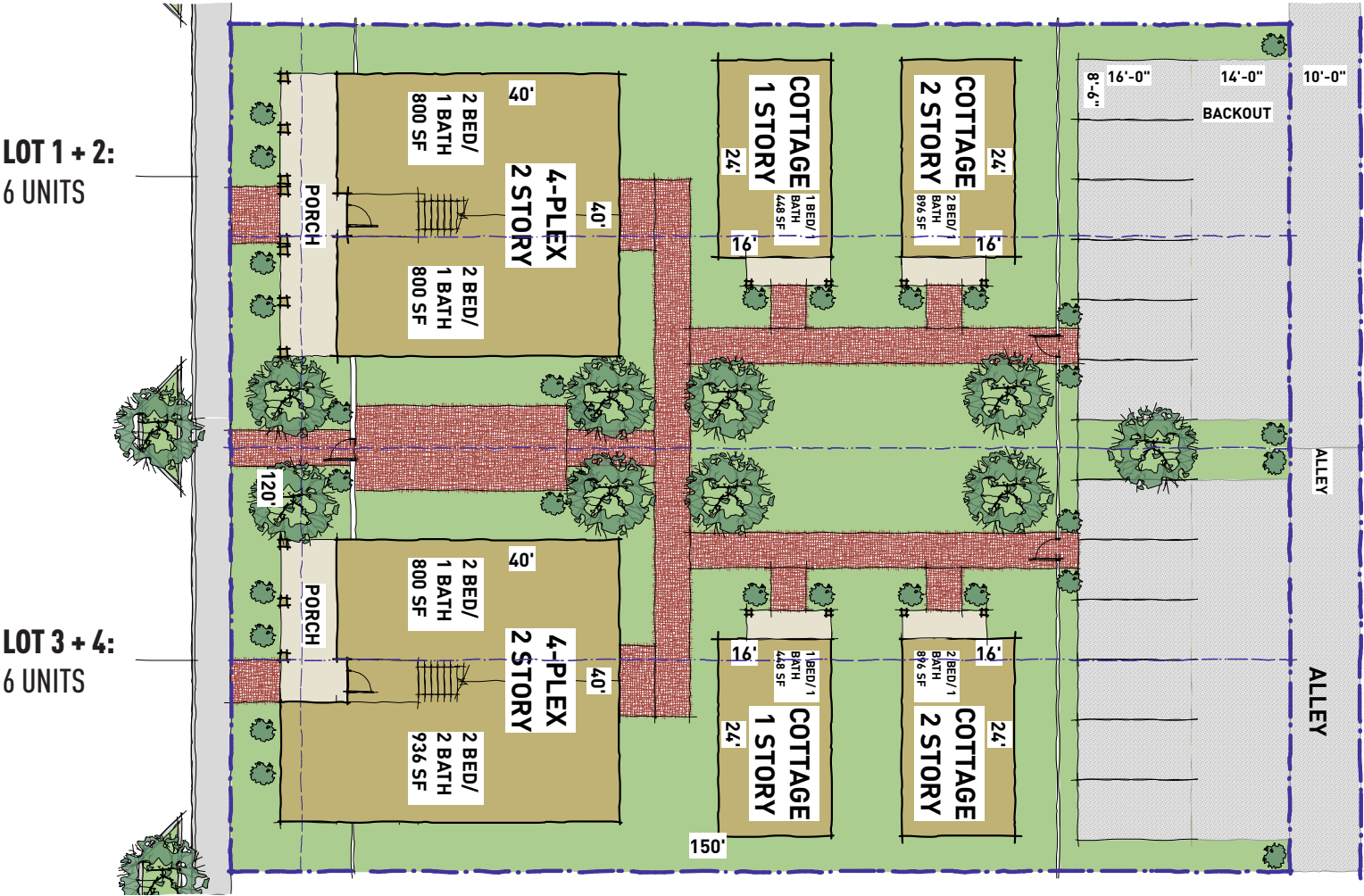
4-PLEX + 2 ADUS

LOT 3 + 4:

6 UNITS

4-PLEX + 2 ADUS

QUADPLEX EXAMPLE // BRUNSWICK, GA



LOT SIZE	# LOTS	# UNITS
30 X 150	4	12

205 S COLUMBIA // DECATUR



SITE PLAN SKETCH

UNITS 1-4

CO-HOUSING IN EXISTING HOUSE
W/ REAR ADDITION

UNITS 5-6

24' X 16'
1.5 STORY
2 BED / 1.5 BATH

UNITS 7-9

20' X 16'
1 STORY
1 BED / 1 BATH

UNITS 10-14

40' X 14'
1.5 STORY
2 BED / 2.5 BATH



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 neighborhoods.

3. **TOWNHOMES VS. COTTAGE COURTS**

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

3.

POCKET NEIGHBORHOODS

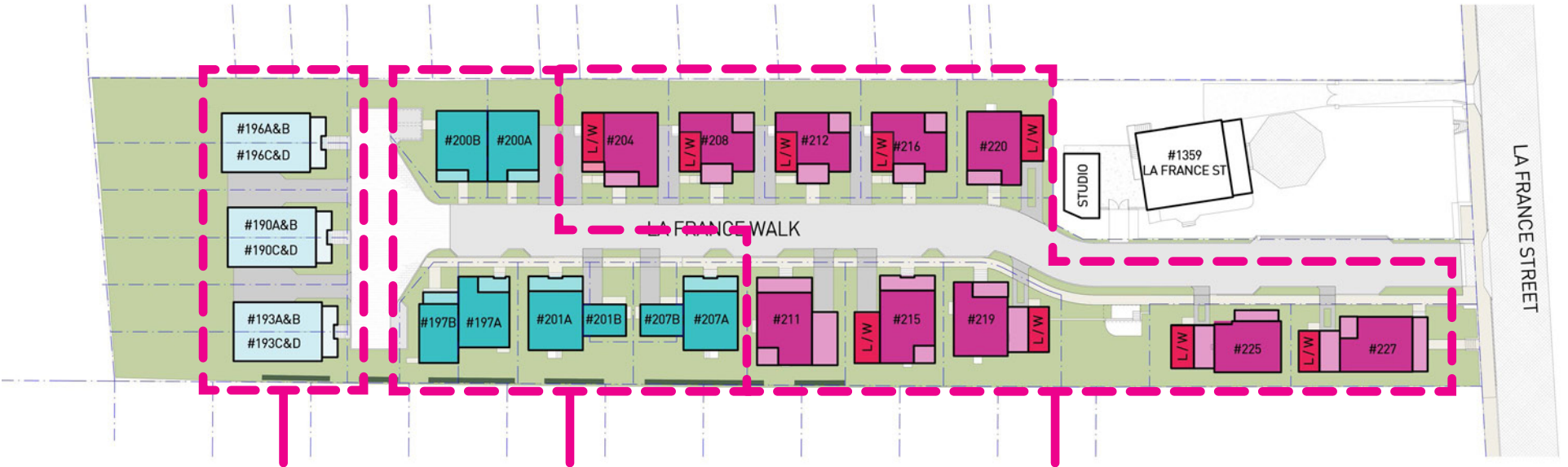
WHAT

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.

LA FRANCE WALK // EDGEWOOD, ATLANTA



DUPLEX + ADU
12 UNITS

DUPLEX
8 UNITS

SF + ADU
20 UNITS

LAFRANCE WALK // EDGEWOOD, ATLANTA



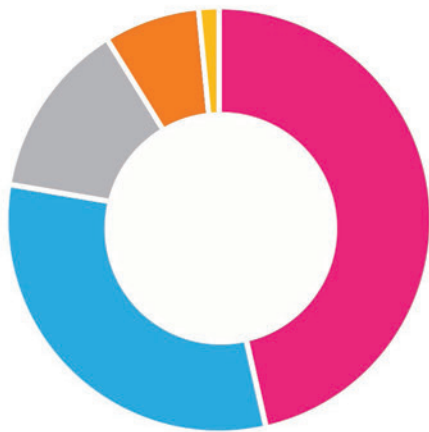
HOUSING + TRANSPORTATION COSTS

BASELINE ASSUMPTIONS

Home Price:	\$569,000
Mortgage Rate:	4.5%
Down Payment:	10%
Annual Vehicle Cost:	\$11,578 (Atlanta average)

*property taxes, insurance, utilities and other costs are estimates

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

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

HOUSING + TRANSPORTATION COSTS

2-CAR HOUSEHOLD // LAFRANCE



↓ 52%	MORTGAGE: 22% (-\$1,500 Live/Work rental income)
	TRANSPORTATION: 31% (2 cars @ \$11,578 each)
	PROPERTY TAXES & INSURANCE: 13%
↓ 22%	UTILITIES: 6% (-Energy efficiency strategies, -Rain barrel irrigation)
↑ 11%	OTHER: 2% (+\$200 HOA membership, -\$95 gym membership)

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



↓ 52%	MORTGAGE: 22% (-\$1,500 Live/Work rental income)
↓ 66%	TRANSPORTATION: 11% (1 car + \$300 alt transportation costs)
	PROPERTY TAXES & INSURANCE: 13%
↓ 22%	UTILITIES: 6% (-Energy efficiency strategies, -Rain barrel irrigation)
↑ 11%	OTHER: 2% (+\$200 HOA membership, -\$95 gym membership)

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



RECOMMENDED INCOME: \$110,088

THE SAME PRICE HOUSE IS

26% MORE AFFORDABLE

1-CAR HOUSEHOLD // LAFRANCE



RECOMMENDED INCOME: \$79,732

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 consolidation of multiple lots in order to subdivide into smaller plots and provide street and sidewalk infrastructure to all units, which can be cost prohibitive.

1.

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.

3.

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.

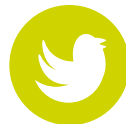


KRONBERG WALL

ARCHITECTURE • DESIGN • DEVELOPMENT

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