

RESILIENT HOUSING + INCREMENTAL DEVELOPMENT

SMALL-SCALE, BIG-DEAL

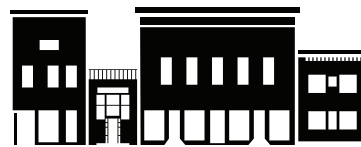
WHO IS KRONBERG WALL?



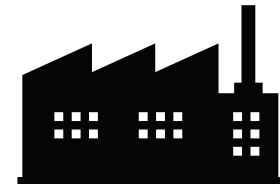
**WE ARE CONSCIOUS URBAN
PLACEMAKERS**



NEIGHBORHOOD ACTIVATORS



URBAN INFILL



ADAPTIVE REUSE

An isometric illustration of a city street scene. The background shows a grid of streets with various buildings of different heights and styles. Several blocks of buildings are highlighted in a solid red color, standing out from the light blue and white background. 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 rectangular blocks are highlighted in a solid red color, floating above the street level. These red blocks are positioned at various points along the street, suggesting specific locations of interest. The overall aesthetic is clean and modern, with a focus on urban infrastructure.

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 rectangular blocks are highlighted in a solid red color, floating slightly above the ground plane. These red blocks are positioned at various points along the street, suggesting specific locations of interest or targets. The overall aesthetic is clean and modern, with a focus on geometric shapes and perspective.

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 solid red rectangular blocks are placed on the street, some with dashed lines indicating their position or movement. The text is overlaid in 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**

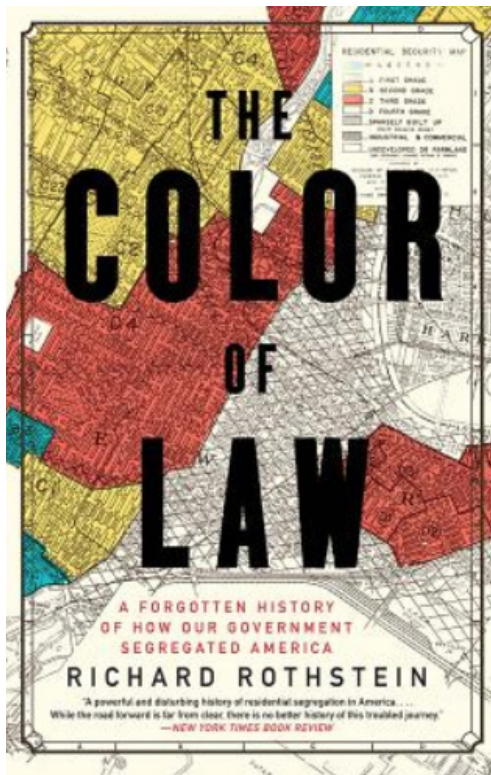
EQUITY MATTERS.

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.

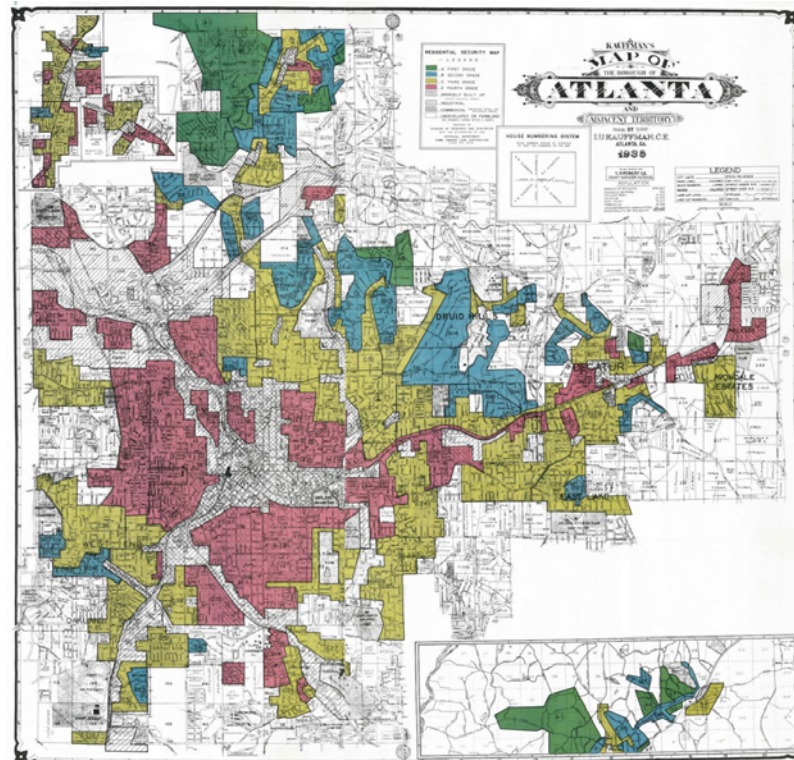
SINGLE FAMILY-ONLY ZONING IS EXCLUSIONARY

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



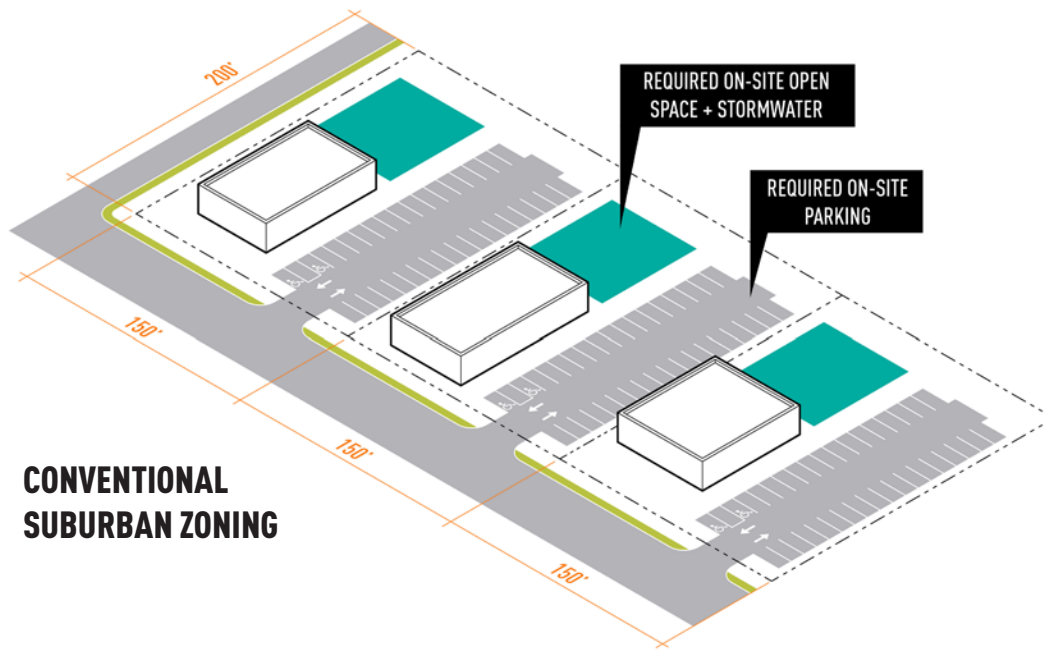
THE COLOR OF LAW
RICHARD ROTHSTEIN



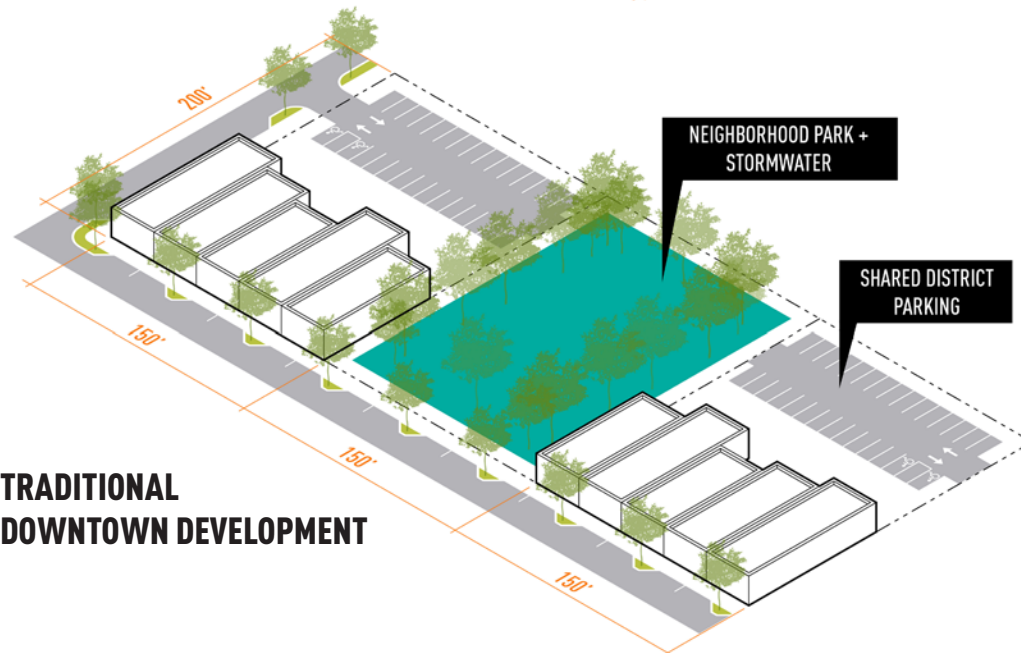
1938 CITY OF ATLANTA RACIAL ZONING MAP
HOME OWNER LOAN CORPORATION

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

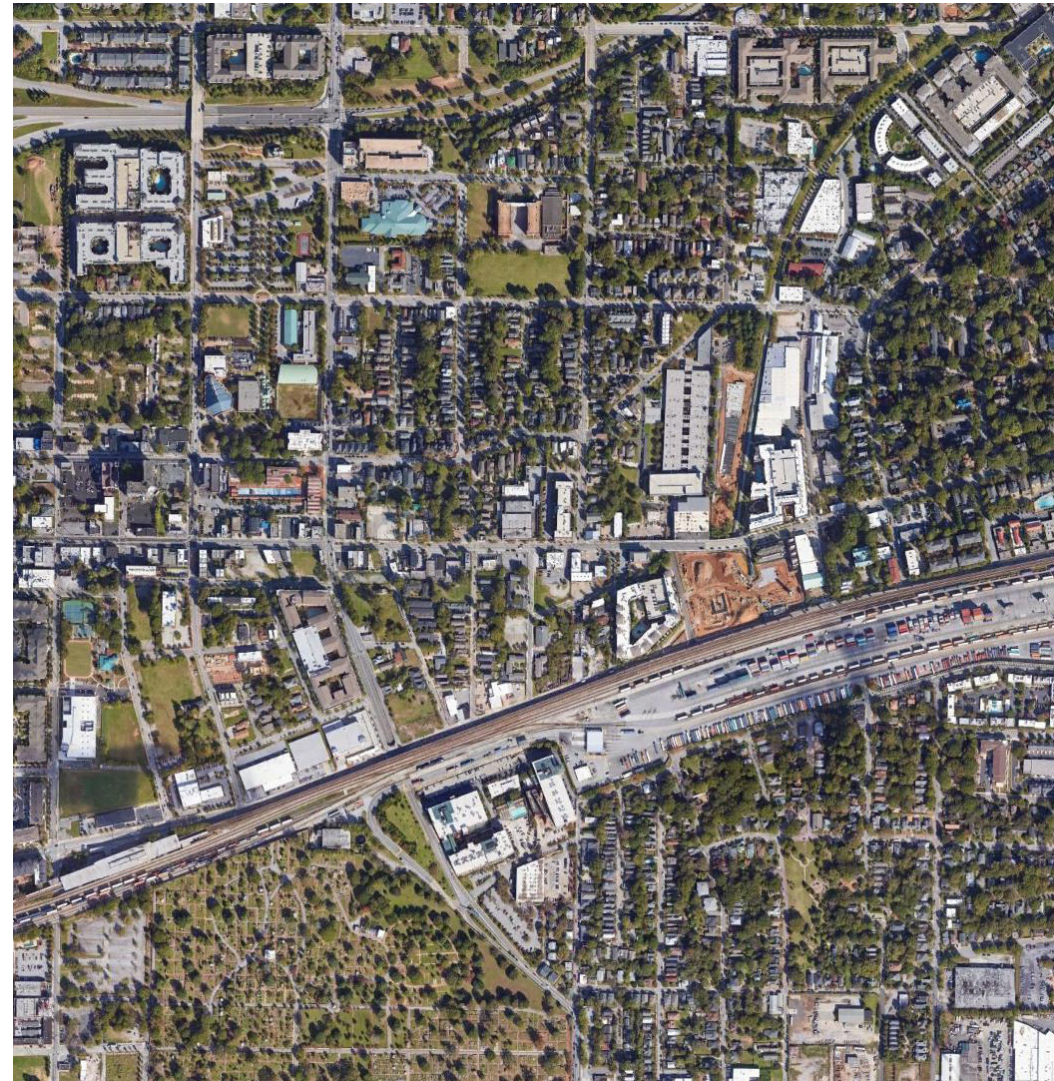
LINEAR, RIGID RULES



1000 FT

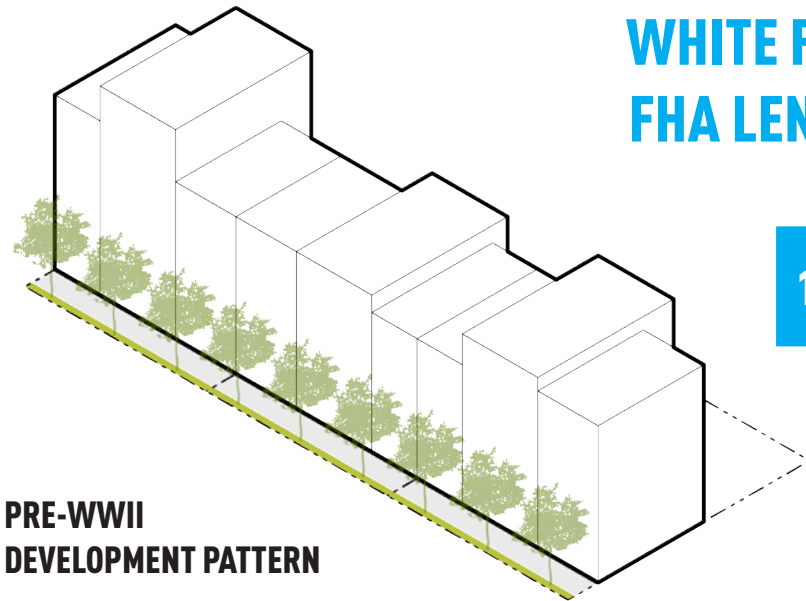
HISTORIC, INCREMENTAL DEVELOPMENT

DYNAMIC SYSTEM RESPONSES WITH LIMITED GUIDELINES



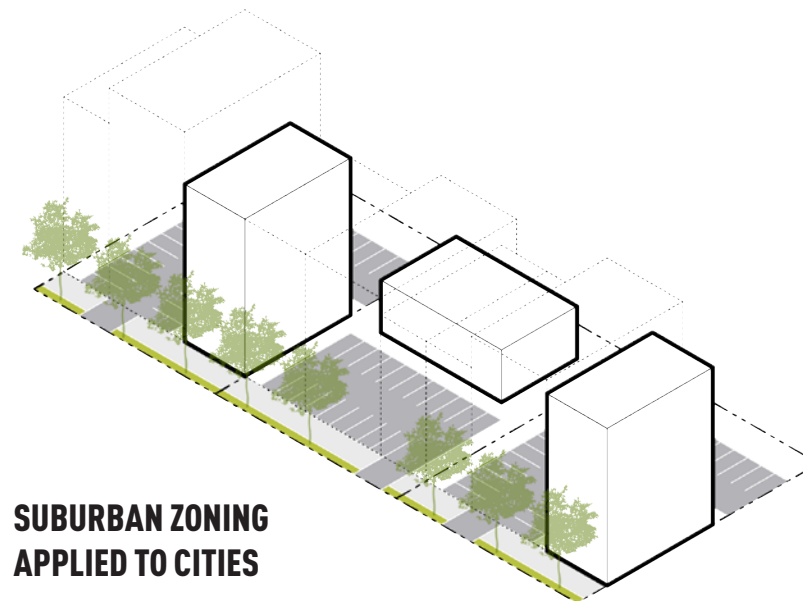
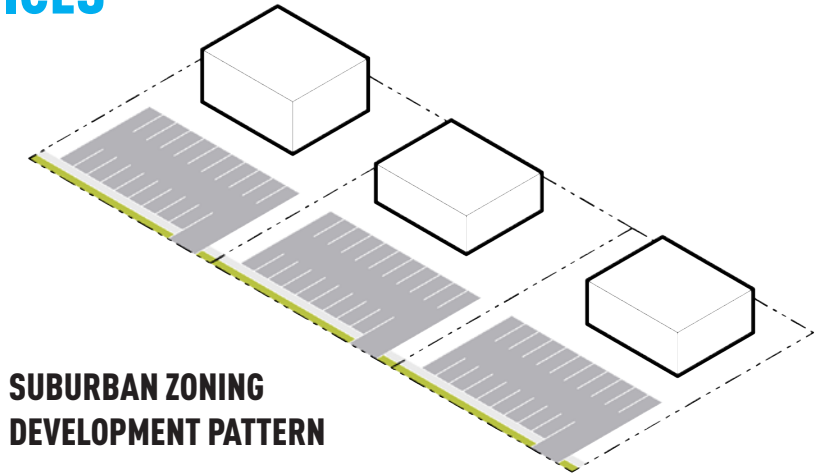
1000 FT

WHY CITIES ADOPTED SUBURBAN ZONING



**WHITE FLIGHT FUELED BY
FHA LENDING PRACTICES**

1950s - 1960s



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

1980s - TODAY

“WHERE”
STRATEGIC LOCATIONS FOR
POLICY CHANGE

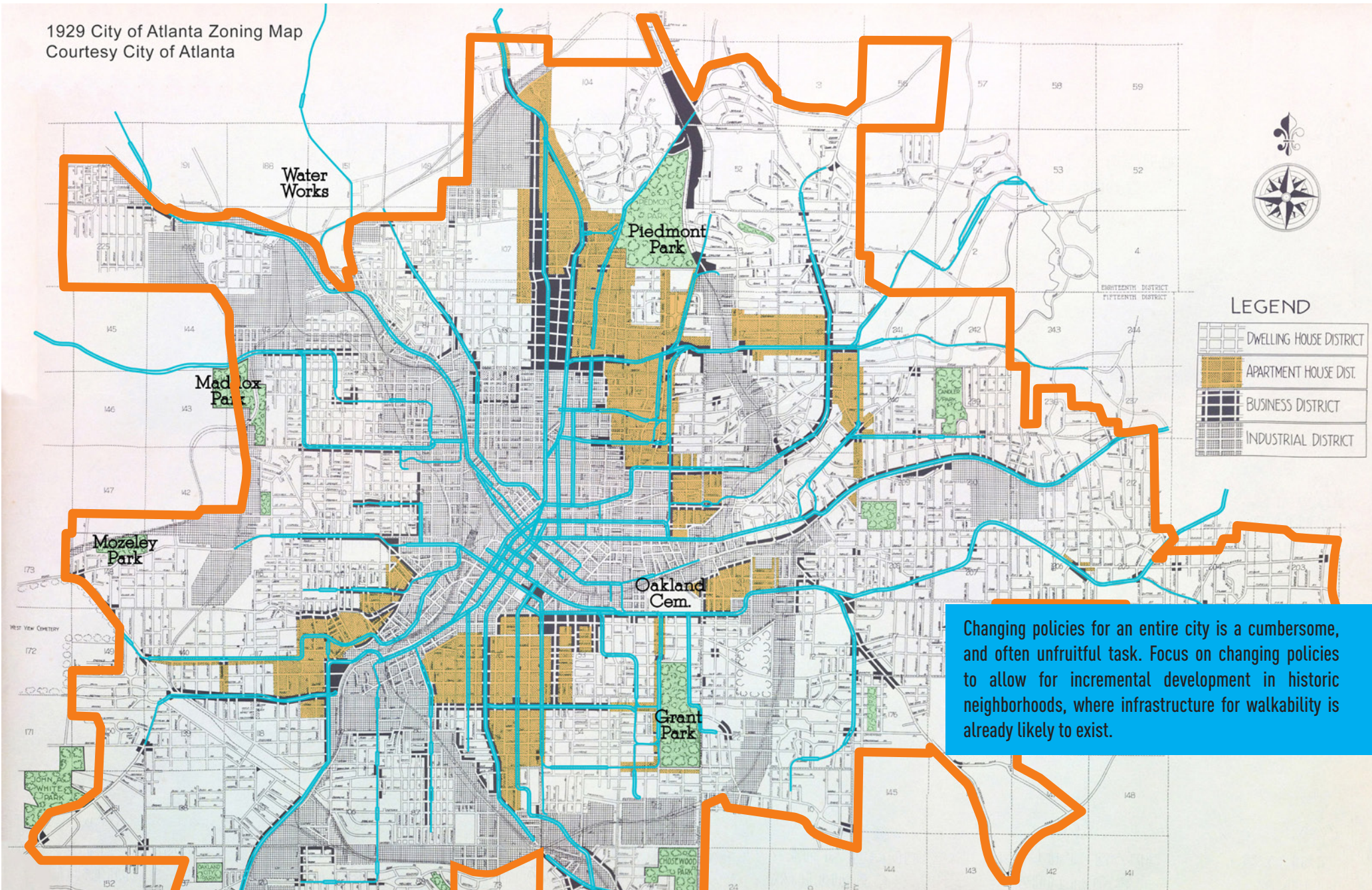
ACCESS MATTERS.

We need to focus on increasing our housing choice and housing diversity in areas where access to daily needs is car optional.

1929 MATTERS: THE ORIGINAL TOD

1929 ATLANTA ZONING MAP

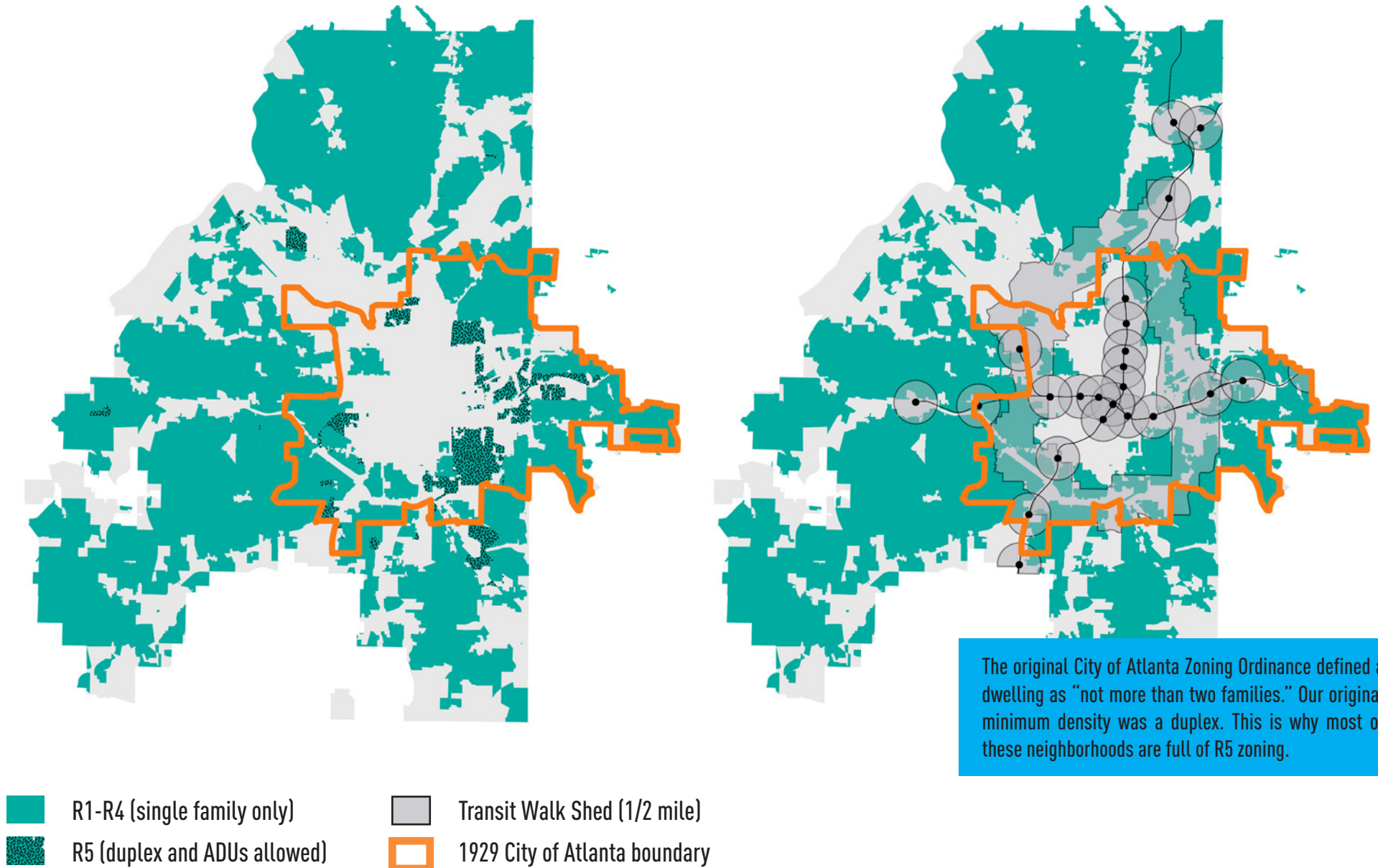
1929 City of Atlanta Zoning Map
Courtesy City of Atlanta



CONTEXT MATTERS: MOBILITY IN ATLANTA

SINGLE FAMILY ZONING IN ATLANTA

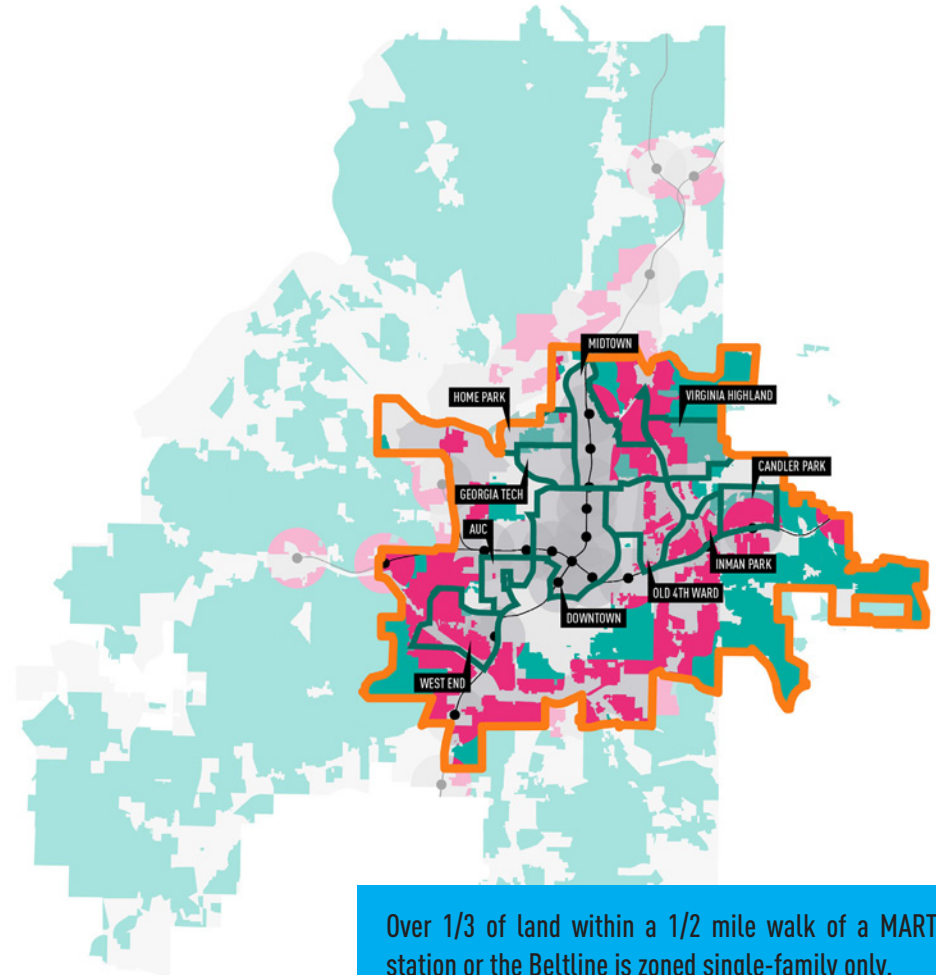
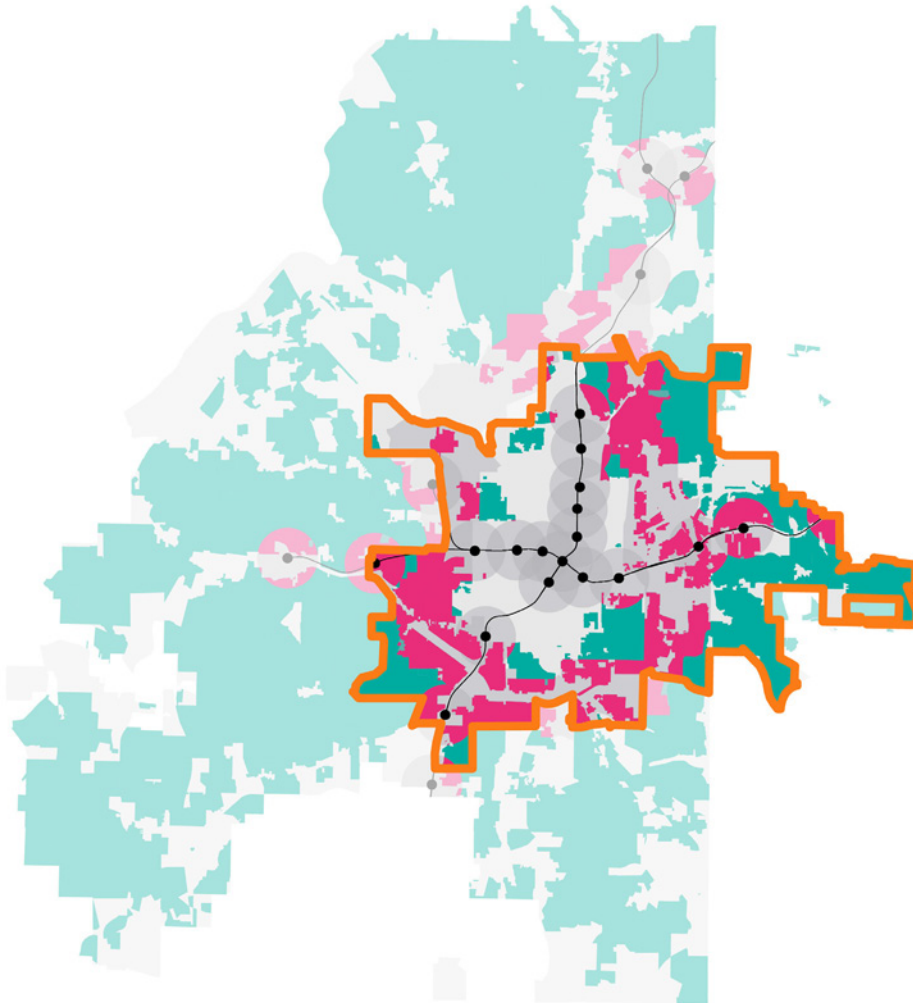
MARTA STATIONS + BELTLINE OVERLAY ZONE



CONTEXT MATTERS: MOBILITY IN ATLANTA

SINGLE FAMILY WITHIN 1/2 MILE OF TRANSIT

TOP 10 WALKABLE NEIGHBORHOODS IN ATLANTA



Over 1/3 of land within a 1/2 mile walk of a MARTA station or the Beltline is zoned single-family only. Translation: 1/3 of land in our most transit rich areas is reserved for the wealthy, and most privileged.

■ R1-R5 (Single Family Zoning)
■ Transit Walk Shed (1/2 mile)

■ 1929 City of Atlanta boundary
■ Single Family Zoning within Transit Walk Shed

■ 10 most walkable neighborhoods (rated via walkscore)

1929 MATTERS: ALLOWABLE HOUSING TYPES

USE HISTORIC ZONING AS A TOOL TO EXPLAIN
DEVELOPMENT PATTERNS OF HISTORIC
NEIGHBORHOODS THAT PEOPLE LOVE

REMEMBER ATLANTA'S TOP 10 WALKABLE NEIGHBORHOODS?

All of those, with the exception of Downtown, have lots of single family housing. But, they are not exclusively single family housing—that is what makes them so great, walkable and inclusive.

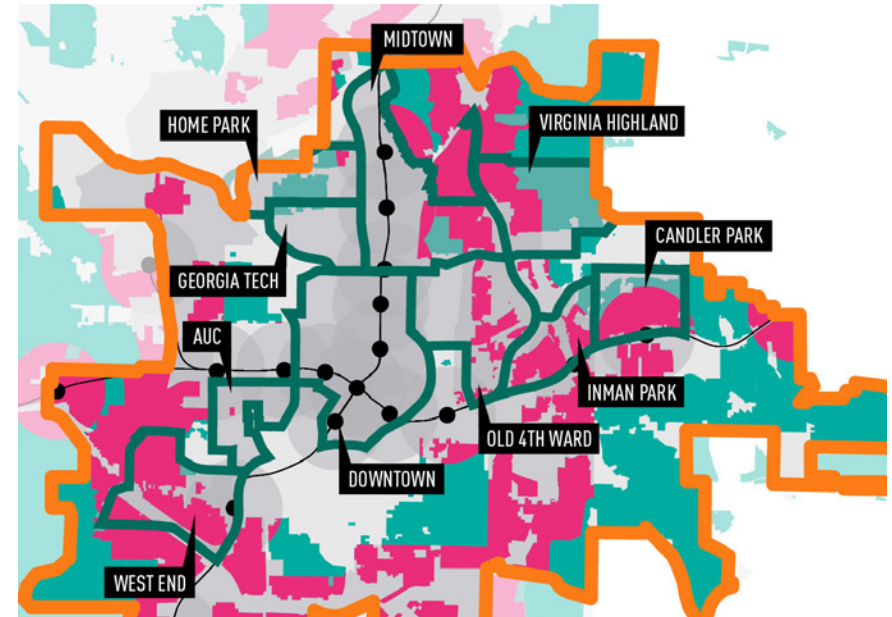
GUESS WHAT?

All of these neighborhoods were built before zoning went into effect, meaning they all have tons of existing nonconforming MMH.

GUESS WHAT ELSE?

The original City of Atlanta Zoning Ordinance defined a dwelling as “not more than two families.” Our original minimum density was a duplex in all residential areas! This is why most of those neighborhoods are full of R5 zoning.

TOP 10 WALKABLE NEIGHBORHOODS



1929 ATLANTA ZONING ORDINANCE

(k) A “family” is any number of individuals living and cooking together on the premises as a single housekeeping unit.

(l) A “dwelling” is a building arranged, intended or designed to be occupied by not more than two families living independently of each other and doing their own cooking upon the premises.

(m) An “apartment house” is a building arranged, intended or designed to be occupied by three or more families living independently of each other and doing their own cooking upon the premises or by three or more individuals or groups of individuals living independently but having a common heating system and a general dining room.

“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.

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.

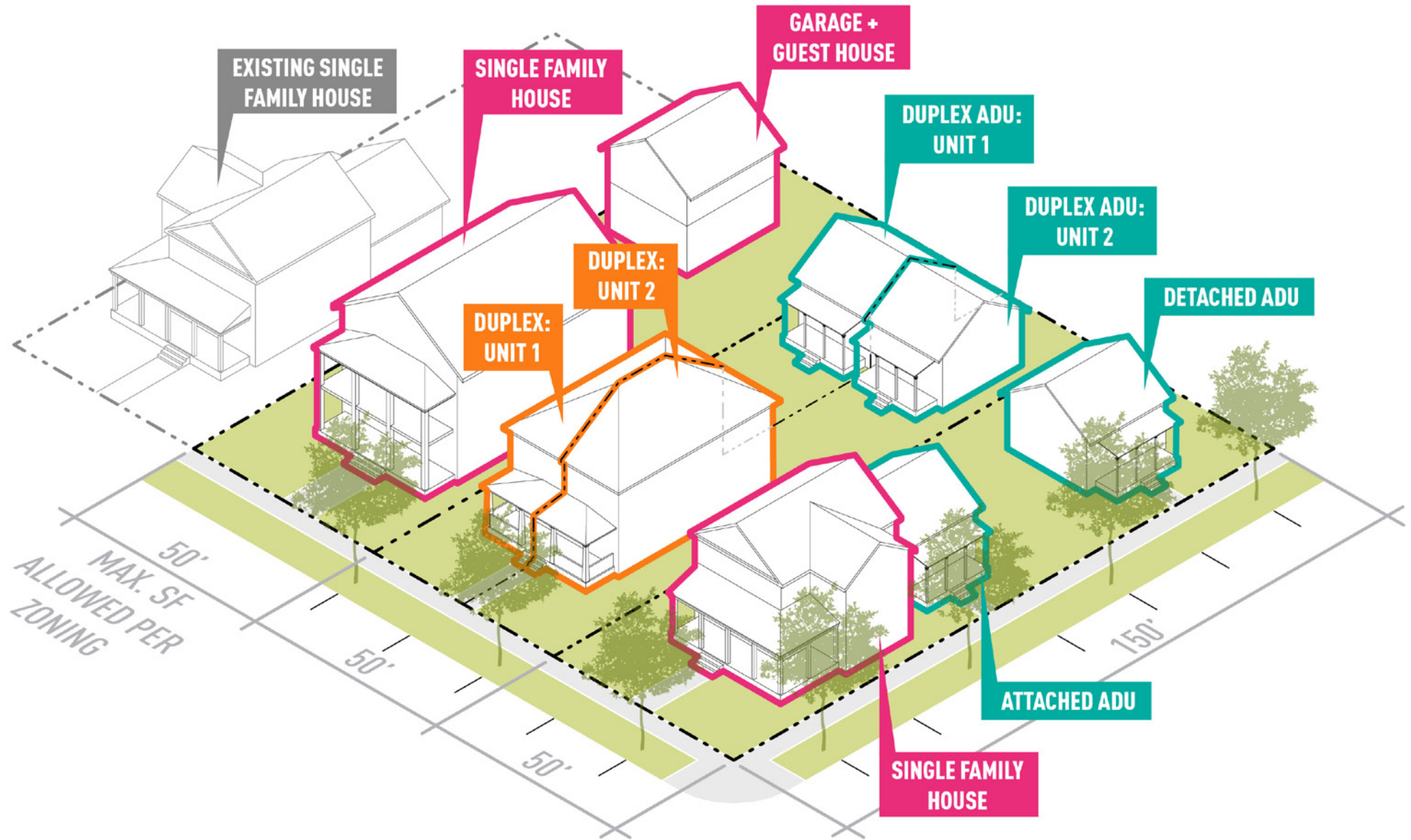


SINGLE FAMILY

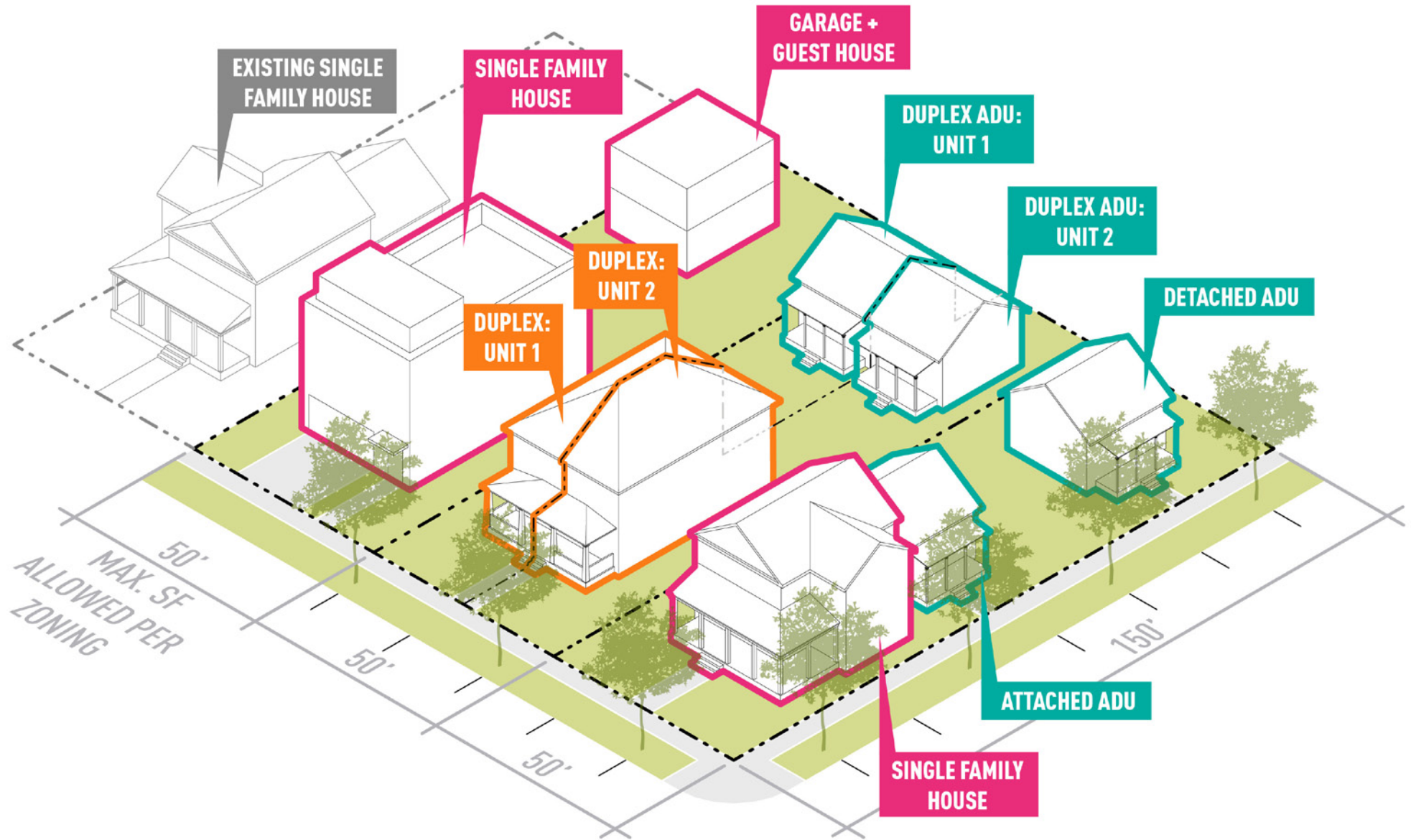
4-6 PLEX

DUPLEX + DADU
AKA "TRI-PLEX"

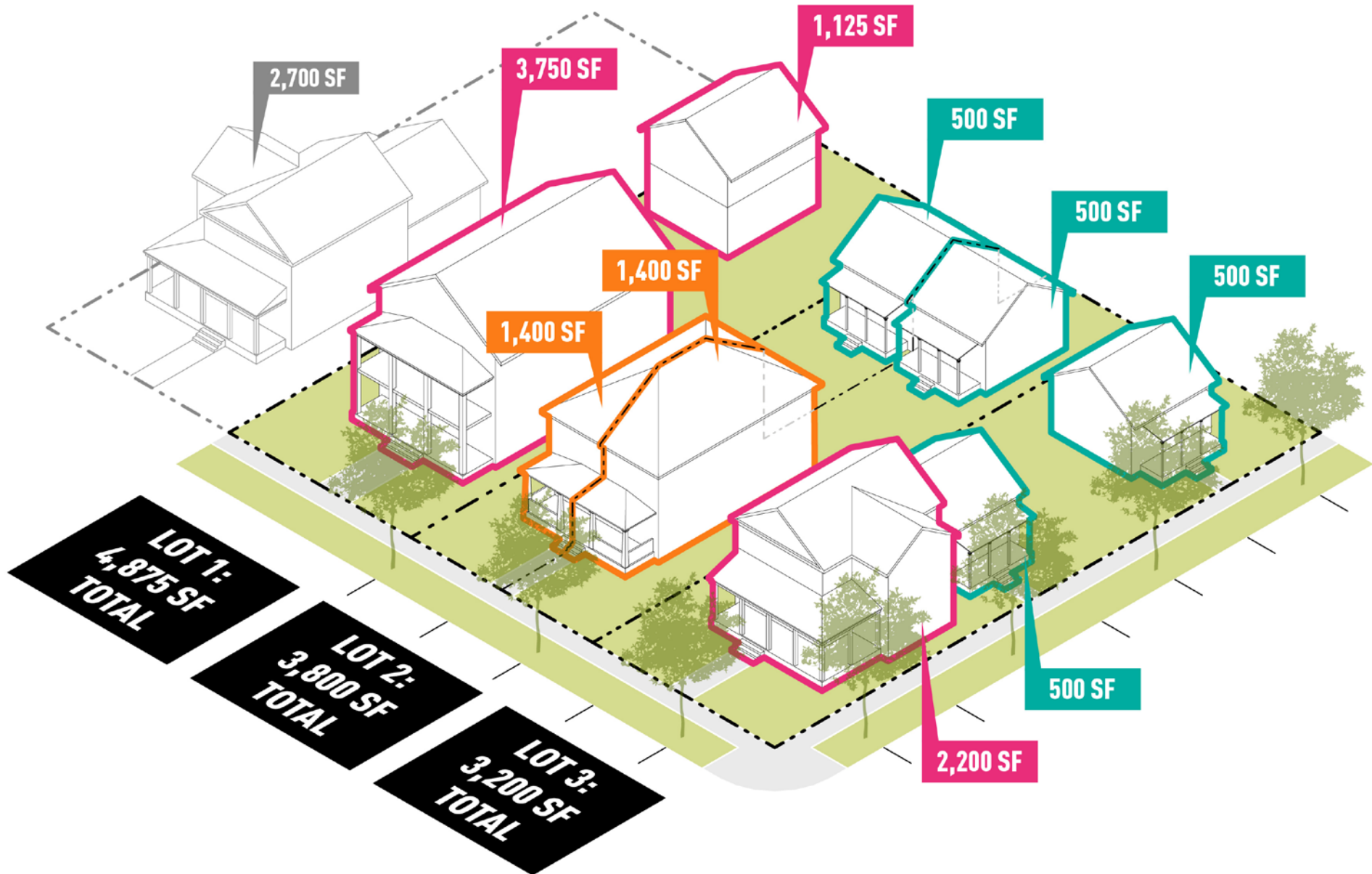
DESIGN MATTERS: HOUSING TYPES



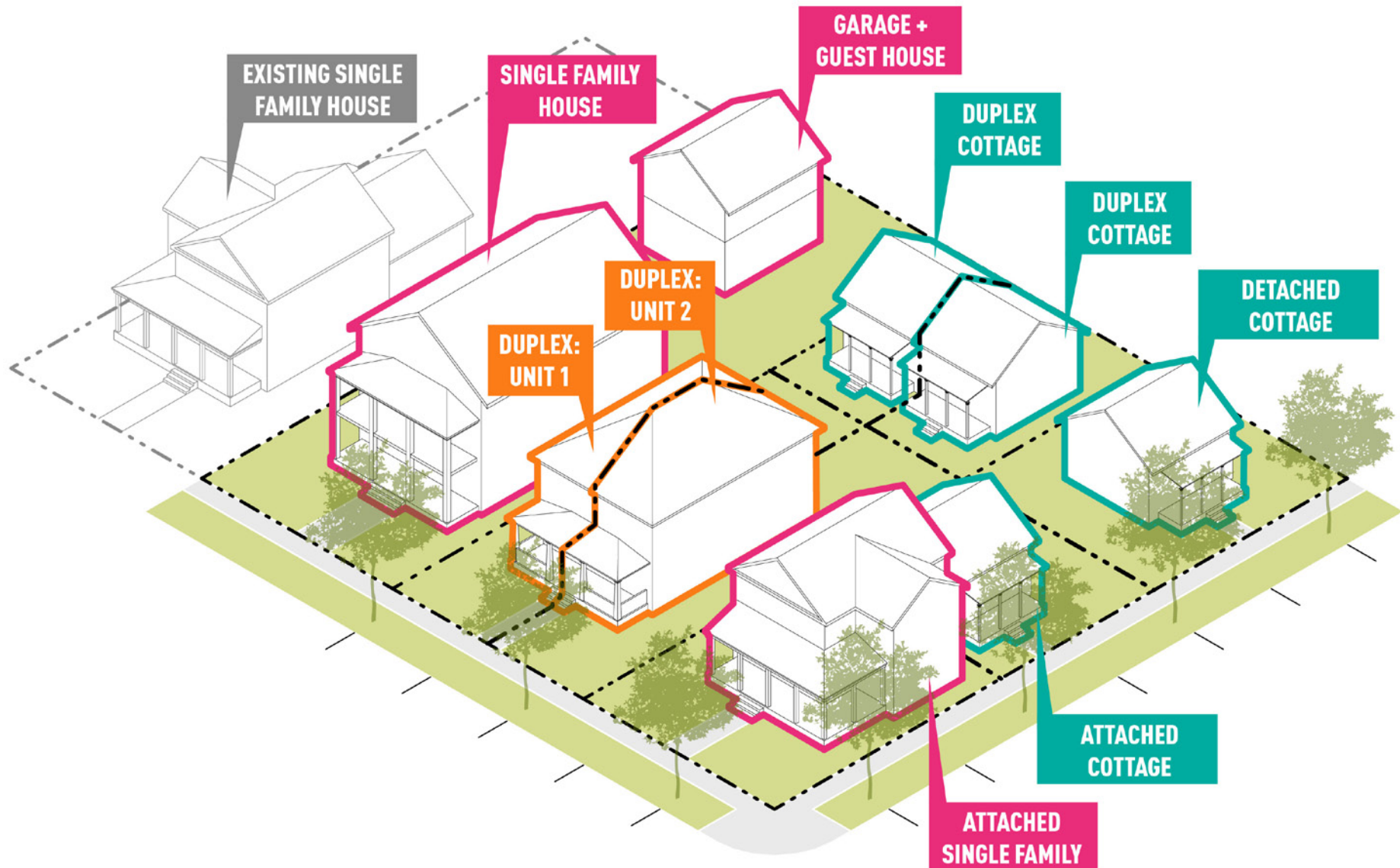
DESIGN MATTERS: HOUSING TYPES



DESIGN MATTERS: DEVELOPMENT SIZE



DESIGN MATTERS: LOT SUBDIVISION



ACCESSORY DWELLING UNITS

A DESIGN STRATEGY FOR INFILL HOUSING

ACCESSORY DWELLING UNITS

WHAT

Accessory Dwelling Units (ADUs) are called many things: guest houses, granny flats, tiny houses. ADUs can be detached or attached, but must be 'accessory' to a primary unit on a lot.

WHY

ADUs are a great, low-barrier way to provide affordable housing variety in Single Family neighborhoods. They can be used by the owner as a guest house, nanny suite, or place for their older kids, rented out as separate units, or they can be AirBnB'd—all great options for supplemental income.

DEVELOPMENT CHALLENGES

- 1. FINDING AN ARCHITECT THAT UNDERSTANDS ZONING**
- 2. FINDING A CONTRACTOR**
- 3. FINDING TIME IN YOUR LIFE TO LEARN ZONING AND PERMITTING**
- 4. FINDING TIME IN YOUR LIFE TO BECOME A PROJECT MANAGER**
- 5. SECURING FUNDING IF HELOC IS NOT AN OPTION**

ATLANTA ADU CO.



ATL ADU CO

**FULL SERVICE
POCKET COTTAGES**

WWW.ATLADUCO.COM



**A PARTNERSHIP WITH
KRONBERG WALL ARCHITECTS**



DETACHED ADU // ATLANTA ADU CO.

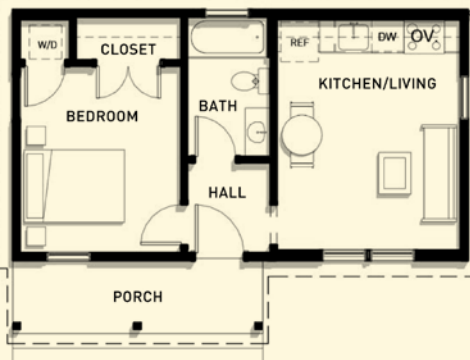


**THE R-TOWN
& R-TOWN+** 07

1 BEDROOM / 1 BATH

440 SF WITH 75 SF PORCH
\$107,000 / \$127,000 DESIGN/PERMIT/BUILD

Named after the home of ATL ADU Co, the Reynoldstown is an efficient accessory dwelling unit with a bedroom (with closet), full bathroom, galley kitchen, and living room all in a compact 440 SF footprint. Large windows are placed to deliver as much natural light as possible to the interior and facilitate natural ventilation when weather permits. The R-Town has a lot to offer in a small footprint, which also helps to accommodate challenging lot conditions.



NOT INCLUDED CONTINGENCIES:

- Tree removal- Est. \$1,600-\$2,000 per occurrence
- Sanitary Plumbing Lift Station- \$1,410
- Excessive Grading Situations- Est. \$900- \$1,400
- Zoning Variance Assistance- \$1,500
- Demolition of any required Existing Structures- Est. \$3,000- \$8,000

All contingencies will be identified at the end of the Feasibility and Investigation Phase

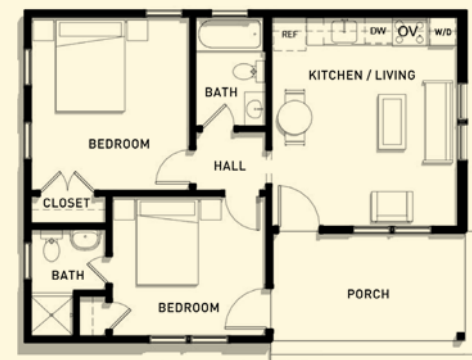


**08 THE K-WOOD
& K-WOOD+**

2 BEDROOM / 2 BATH

644 SF WITH 105 SF PORCH
\$143,000 / \$163,000 DESIGN/PERMIT/BUILD

Inspired by Atlanta's abundance of American Craftsman bungalows, the K-Wood features two bedrooms, each with separate bathroom and storage space. A kitchen and living room open onto a deep covered porch. Generous windows provide natural light and ventilation through the interior, and the galley kitchen offers plenty of room for prep and appliances. With a footprint only slightly larger than the R-Town and two exterior entry doors, the K-Wood offers an ideal setup for Airbnb rental, aging parents, and/or a long-term rental.

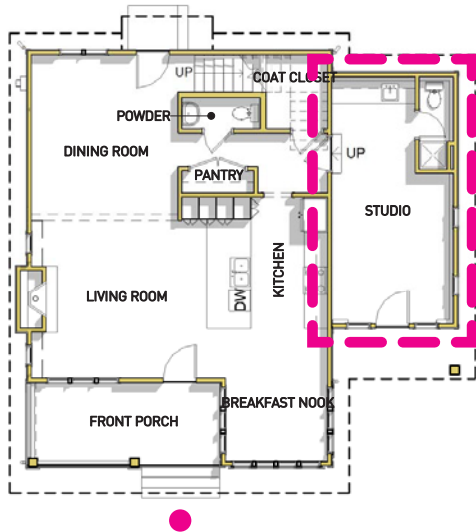
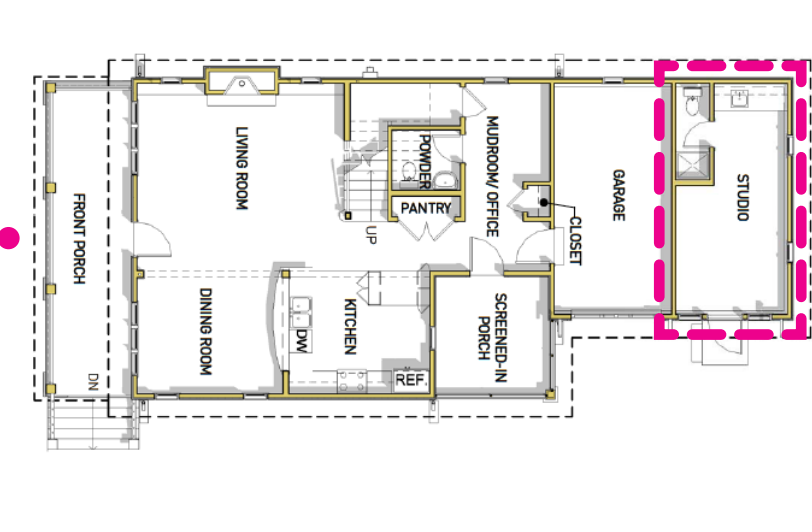


NOT INCLUDED CONTINGENCIES:

- Tree removal- Est. \$1,600-\$2,000 per occurrence
- Sanitary Plumbing Lift Station- \$1,410
- Excessive Grading Situations- Est. \$900- \$1,400
- Zoning Variance Assistance- \$1,500
- Demolition of any required Existing Structures- Est. \$3,000- \$8,000

All contingencies will be identified at the end of the Feasibility and Investigation Phase

ATTACHED ADU // LAFRANCE WALK



KEY TAKEAWAYS

1. **REQUIRES ZONING UPDATES**

Accessory Dwelling Units should be allowed in all residential zoning districts—particularly in older, more walkable neighborhoods.

2. **ADDS DENSITY, MAINTAINS CHARACTER**

PRIMARY STRUCTURE + AADU + DADU = UP TO 3 UNITS/LOT

Accessory Dwelling Units allow density to be doubled or tripled while maintaining the street-front character of existing single-family homes.

**WHAT CAN WE DO TO ENSURE
WALKABLE, INCLUSIVE
NEIGHBORHOODS TODAY?**

LOBBY LIST

- 1. ALLOW ADUs IN R-4 ZONING DISTRICTS**
- 2. ALLOW R-4 AND R-5 LOTS TO HAVE AN AADU AND DADU ON ONE PROPERTY**
- 3. REFORM LOT SUBDIVISION STANDARDS TO ALLOW FOR COTTAGE LOTS**
- 4. CREATE REVOLVING LOAN PROGRAM TO FUND ADU AND COTTAGE CONSTRUCTION**

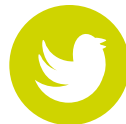


KRONBERG WALL

ARCHITECTURE • DESIGN • DEVELOPMENT

887 Wylie St, Atlanta, GA 30316 • 404-653 -0553

www.kronbergwall.com



@kronbergwall