

HOUSING CHOICE & HEALTHY NEIGHBORHOOD DEVELOPMENT

TRIANGLE COMMUNITY COALITION • MAY 14, 2019

WHO IS KRONBERG WALL?



**WE ARE A MULTIDISCIPLINARY TEAM THAT UTILIZE OUR SKILLS
IN ARCHITECTURE, PLANNING, URBAN DESIGN, HISTORIC
PRESERVATION, POLICY MAKING AND REAL ESTATE DEVELOPMENT
TO MAKE NEIGHBORHOODS BETTER**

AREAS OF EXPERTISE

NEIGHBORHOOD-SCALE REDEVELOPMENT



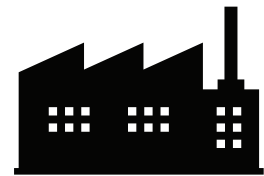
PLACES OF ENCOUNTER



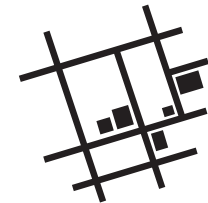
PRESERVING CULTURE
& HISTORY

URBAN INFILL

ADAPTIVE REUSE

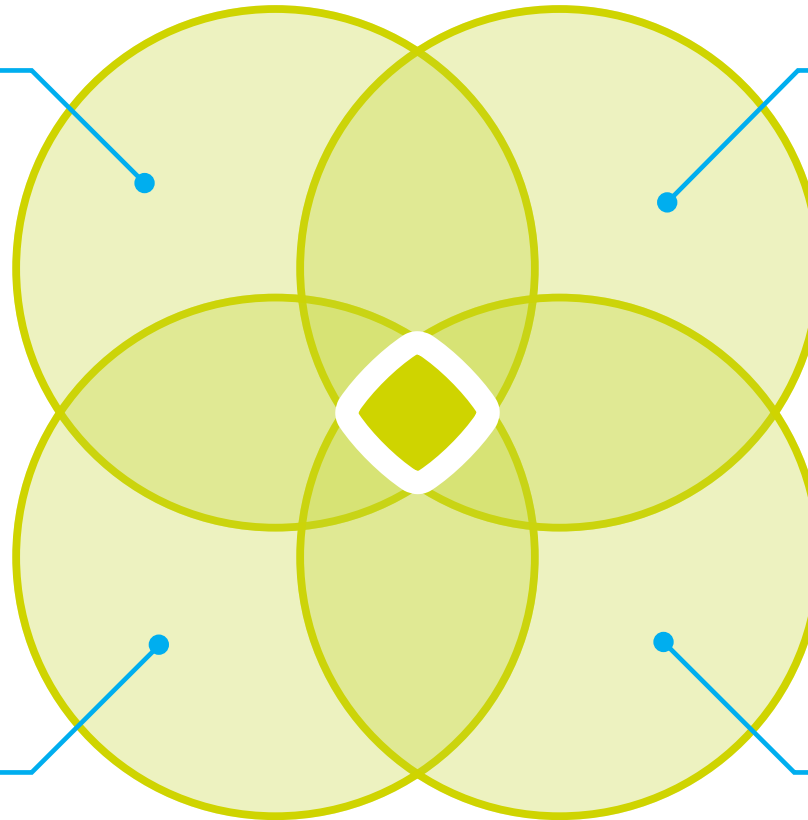


TRANSFORMING PAST
INTO FUTURE



CURATING GREAT
PLACES

URBAN DESIGN & POLICY



WHY WE CARE



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

WHY WE CARE



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

WHY WE CARE



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

WHY WE CARE



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

INTRODUCTION: ATLANTA TODAY

At 18 to 1, Atlanta has the
highest income inequality
of any city in the nation.

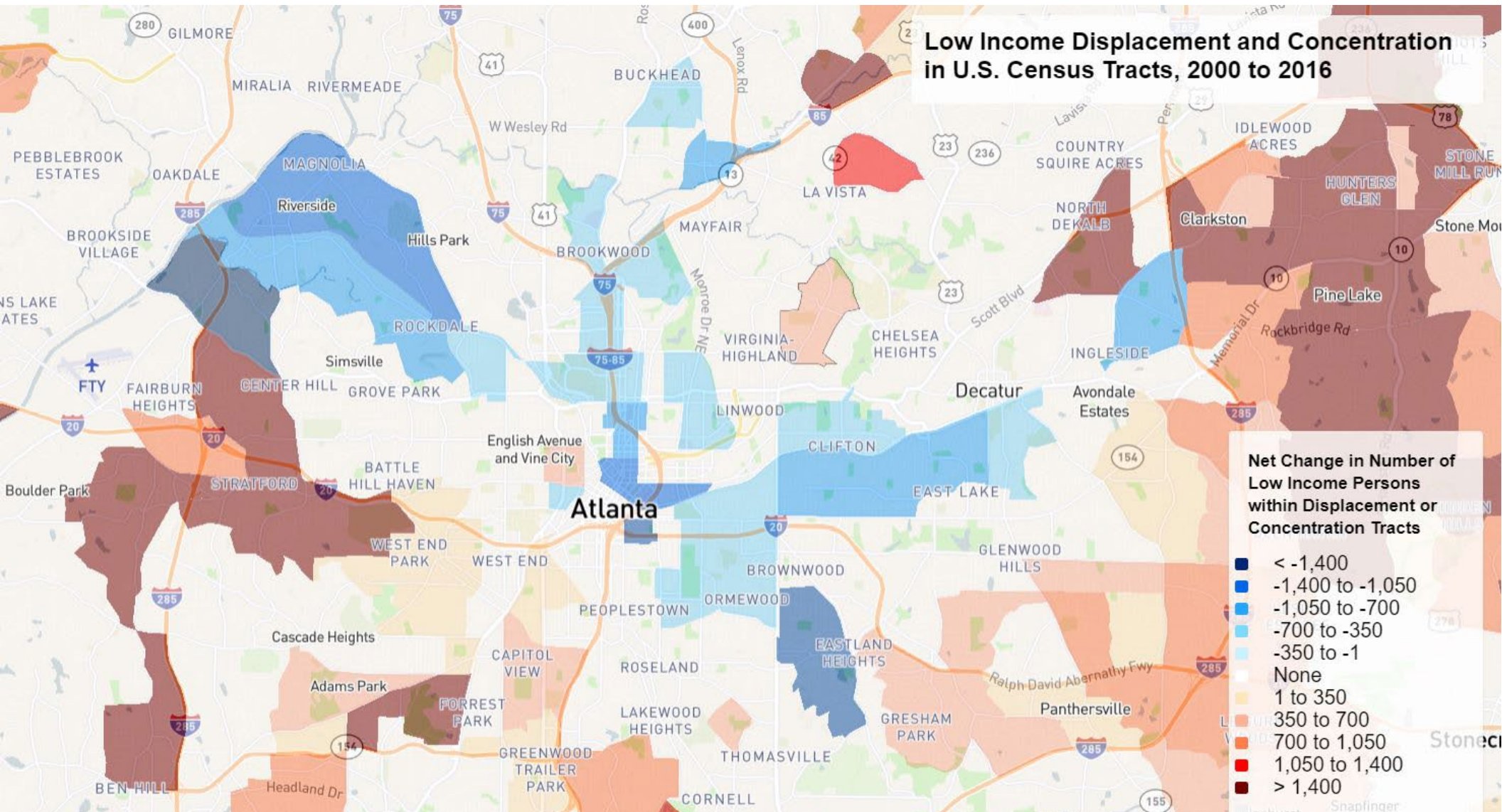
NOTE:

**18 TO 1 RATIO MEANS THAT THE TOP 5% OF HOUSEHOLDS EARN
INCOMES 18 TIMES AS HIGH AS THE BOTTOM 20% OF HOUSEHOLDS**

DATA SOURCE: BROOKINGS INSTITUTE

<https://www.brookings.edu/research/city-and-metropolitan-income-inequality-data-reveal-ups-and-downs-through-2016/>

ATLANTA // LOW INCOME DISPLACEMENT



DATA SOURCE: INSTITUTE ON METROPOLITAN OPPORTUNITY

<https://myottetm.github.io/USMapBoxIMO/USLwDispConc.html?fbclid=IwAR0099yHTZQHTGQW6V2rJji5f88fm07J75QGTPs->

ATLANTA // RISING COST OF LIVING



At 63%, Atlantans have some of the **highest housing & transportation costs** for moderate income households in the nation.

NOTE:

THE AVERAGE ATLANTAN SPENDS 63% OF THEIR INCOME ON HOUSING AND TRANSPORTATION COSTS - THE SIXTH WORST OF THE NATION'S 25 LARGEST METROS

DATA SOURCE: ATLANTA REGIONAL COMMISSION

https://www.neighborhoodindicators.org/sites/default/files/publications/housingaffordability_fulldeck.pdf

ATLANTA // COST-BURDENED HOUSEHOLDS



COST BURDENED

> 30% INCOME SPENT ON HOUSING

EXTREMELY COST BURDENED

> 50% INCOME SPENT ON HOUSING

ATLANTA // HOUSING AFFORDABILITY



48%

OF RENTER HOUSEHOLDS
IN ATLANTA ARE COST-
BURDENED (14% ARE
EXTREMELY COST BURDENED)

+28%

CHANGE IN MEDIAN RENTS
SINCE 2000

+9%

CHANGE IN MEDIAN INCOMES
(INFLATION ADJUSTED)

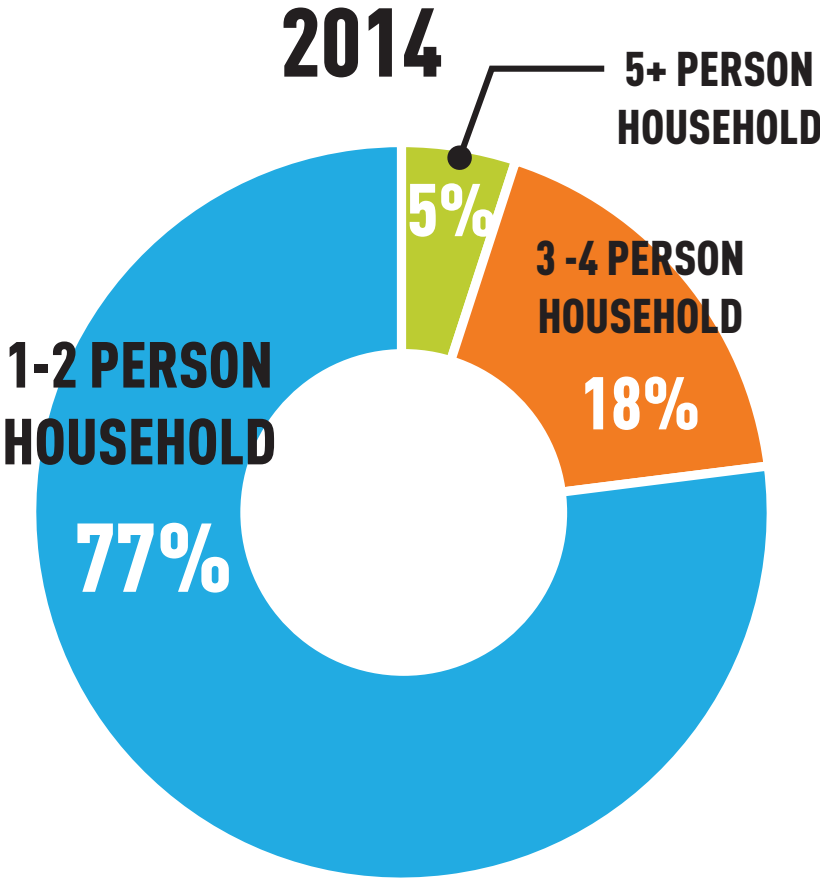
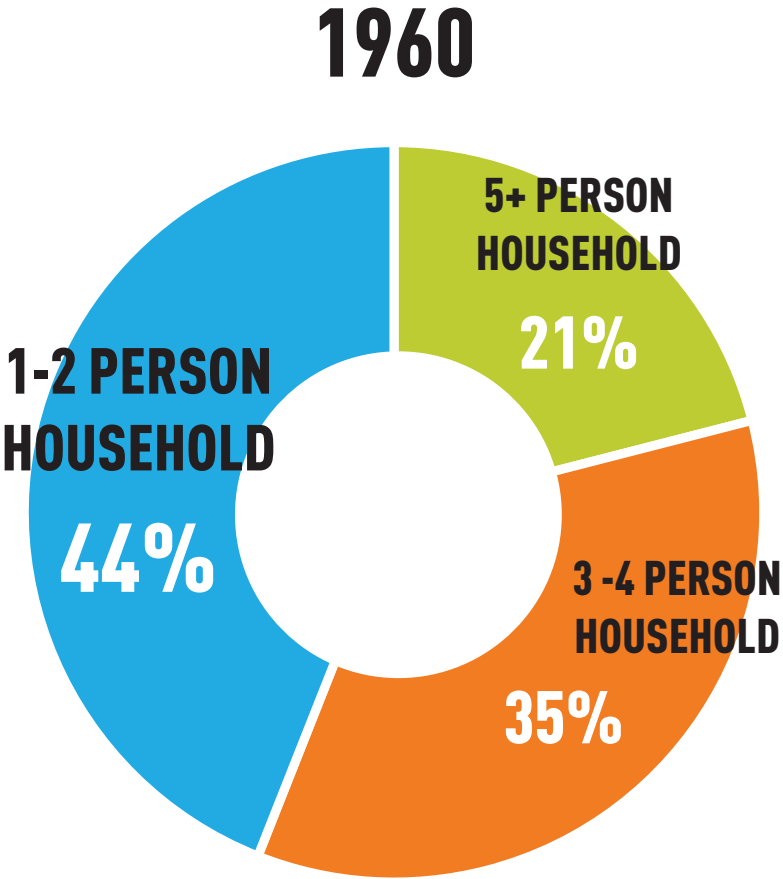
-19%

**NET CHANGE IN
AFFORDABILITY**

THE BOTTOM LINE

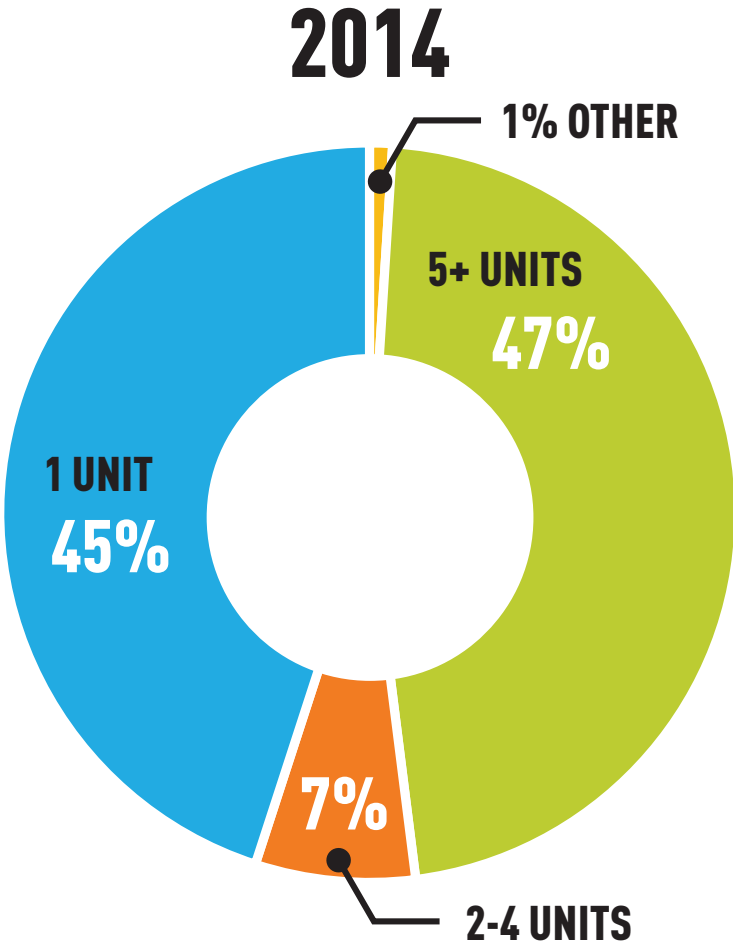
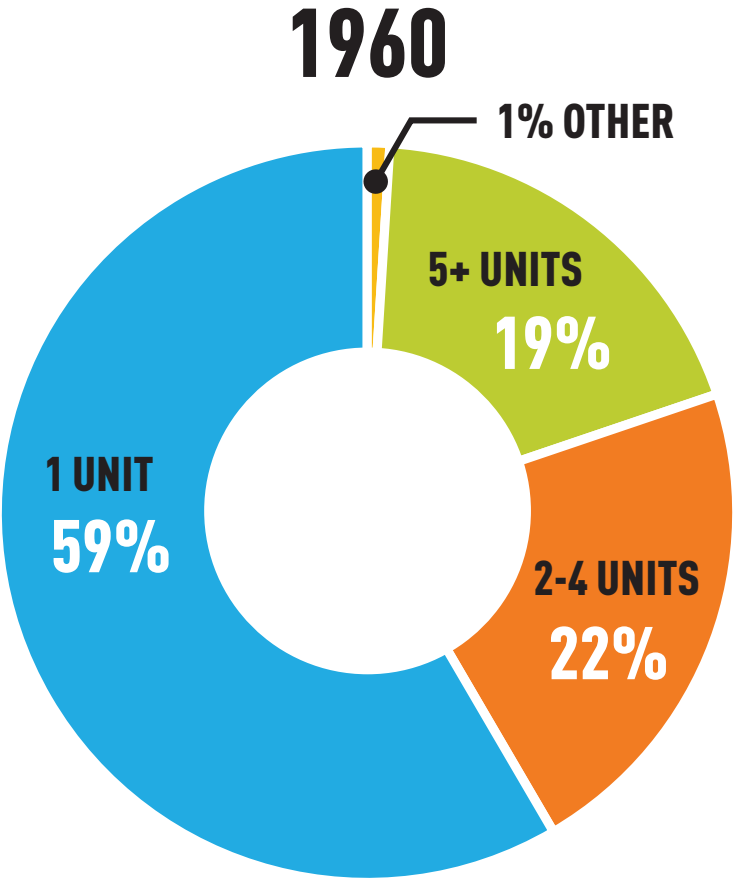
**LACK OF AFFORDABLE HOUSING
HURTS EVERYONE, BUT IT HURTS THE
POOR THE MOST.**

ATLANTA // HOUSEHOLD SIZE



Data Source:
Bleakly Advisory Group

ATLANTA // HOUSING TYPES



Data Source:
Bleakly Advisory Group

THE BOTTOM LINE

**OUR CURRENT HOUSING STOCK ISN'T
NEARLY AS DIVERSE AS WE ARE.**

ATLANTA // CITY GROWTH

CURRENT POPULATION OF CITY
OF ATLANTA

473,000

2040 PROJECTED
POPULATION

1,200,000

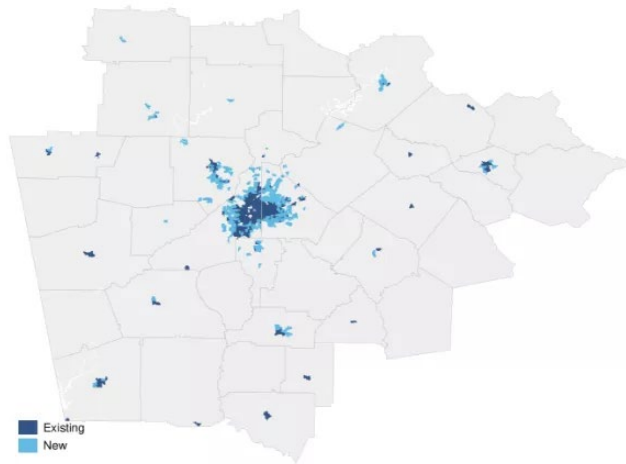
INCREASE OF

727,000

ATLANTA // METRO GROWTH

1950s

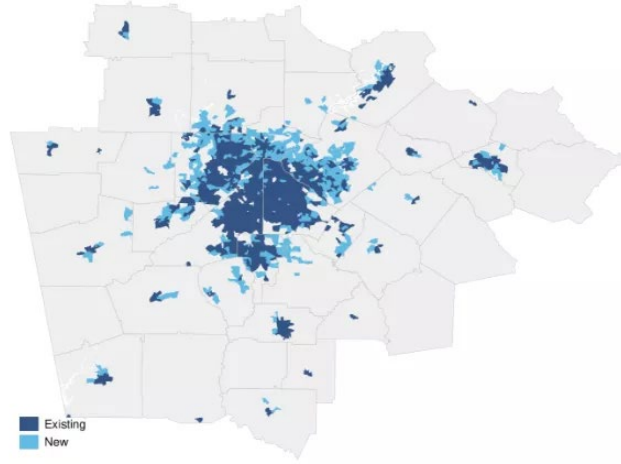
Atlanta—Athens—Clarke County—Sandy Springs, GA CSA
1950s



Source: BuildZoom
Notes: areas considered developed when they first exceed 200 currently existing homes per square mile.

1980s

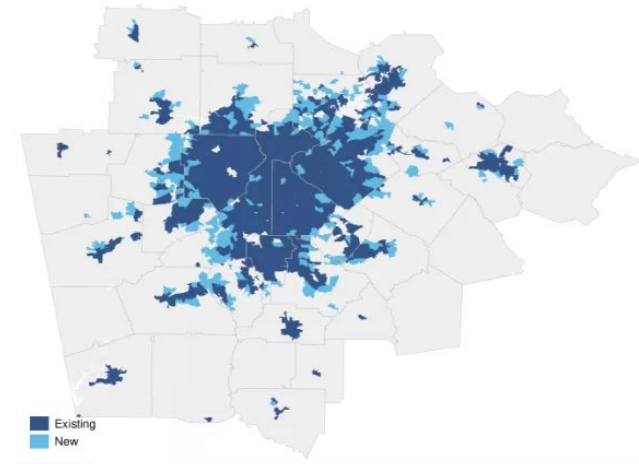
Atlanta—Athens—Clarke County—Sandy Springs, GA CSA
1980s



Source: BuildZoom
Notes: areas considered developed when they first exceed 200 currently existing homes per square mile.

2000s

Atlanta—Athens—Clarke County—Sandy Springs, GA CSA
2000s



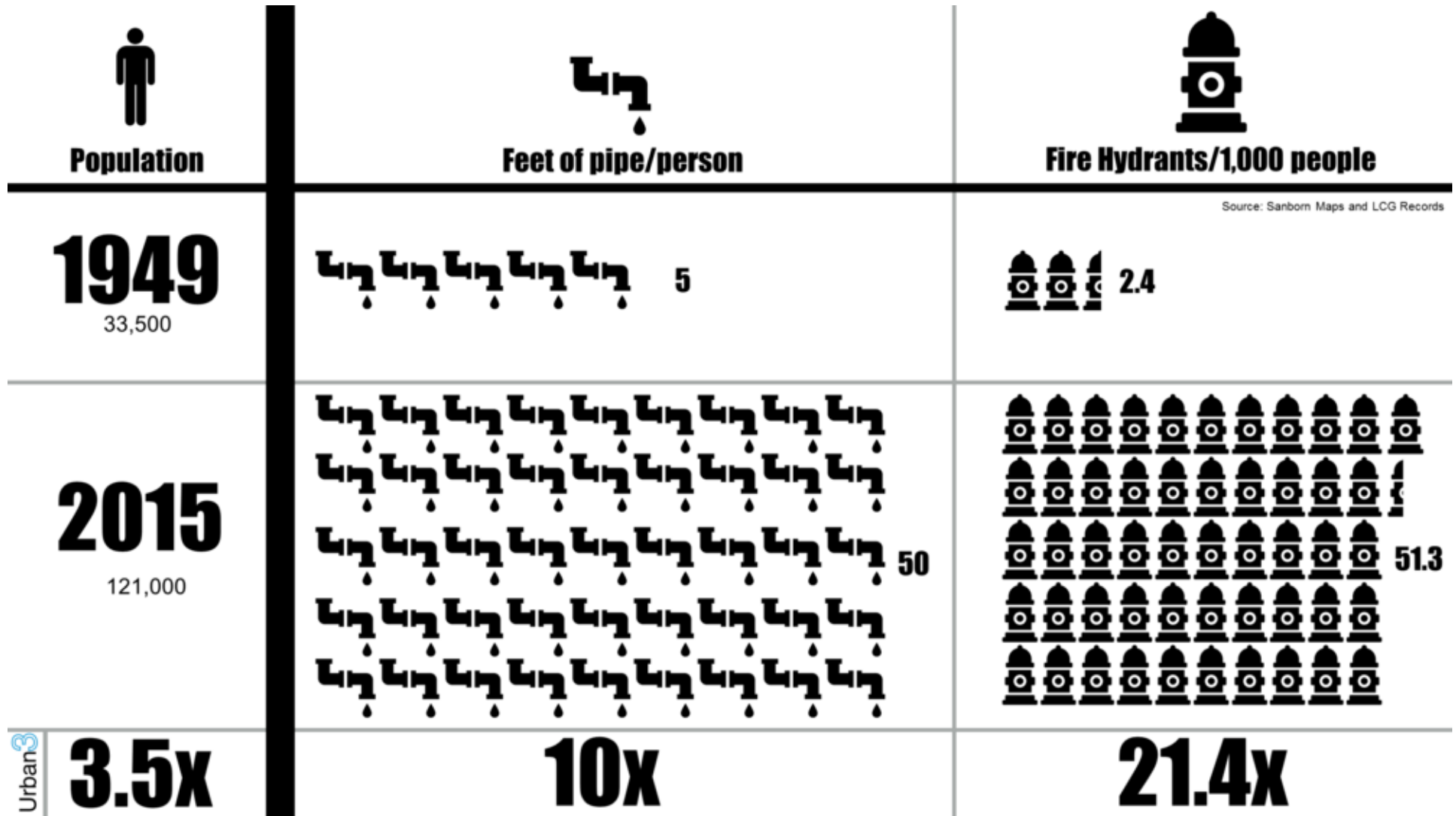
Source: BuildZoom
Notes: areas considered developed when they first exceed 200 currently existing homes per square mile.

FROM 1950 TO 2000...

METRO LAND GROWTH WAS NEARLY **6x**
THAT OF METRO POPULATION GROWTH

CITY OF ATLANTA LAND GROWTH WAS NEARLY **4x**
THAT OF CITY OF ATLANTA POPULATION GROWTH

LOW DENSITY REQUIRES MORE INFRASTRUCTURE



THE BOTTOM LINE

**LOW DENSITY LAND USE PATTERNS
HAVE LED TO CONSUMING WAY MORE
THAN WE NEED.**

727,000

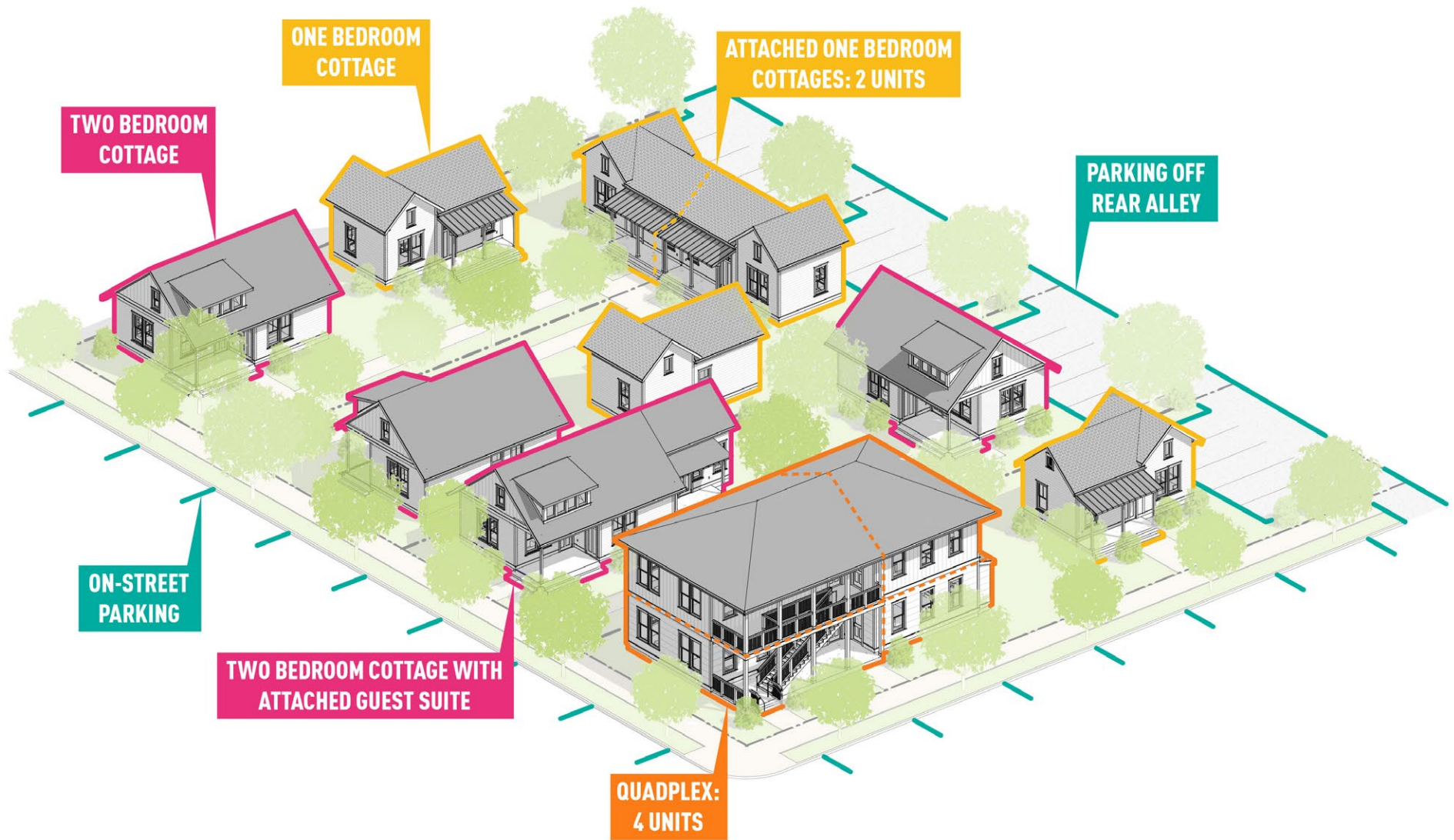
**HOUSING PEOPLE IS
AN ECONOMIC ISSUE,
AN ENVIRONMENTAL ISSUE,
AN EQUITY ISSUE**

WHAT IS HOUSING CHOICE?

WHAT IS HOUSING CHOICE?

- 1. A VARIETY OF HOUSING TYPES & SIZES**
- 2. ON A VARIETY OF LOT SIZES**
- 3. WITH A VARIETY OF MOBILITY OPTIONS**
- 4. TO SUPPORT A VARIETY OF PEOPLE**

WHAT DOES HOUSING CHOICE LOOK LIKE?



WHAT DOES HOUSING CHOICE LOOK LIKE?

1.

SMALLER UNITS

2.

PARKING LITE

3.

WALKABLE / TRANSIT ACCESSIBLE AREAS

4.

MAINTAINS EXISTING CHARACTER

ANALYSIS // WHAT DOES HOUSING CHOICE COST?



COMMON INPUTS:

- 7500 SF LOT
- R-5 ZONING
- \$320,000 LAND COST
- 18% PROJECT RATE OF RETURN (FOR SALE)
- 11% INTERNAL RATE OF RETURN (FOR RENT)

VARIED INPUTS:

- PARKING
- CONSTRUCTION COSTS (RES VS COMM BUILDING CODES)

ANALYSIS // HOUSING OPTIONS IN SINGLE FAMILY

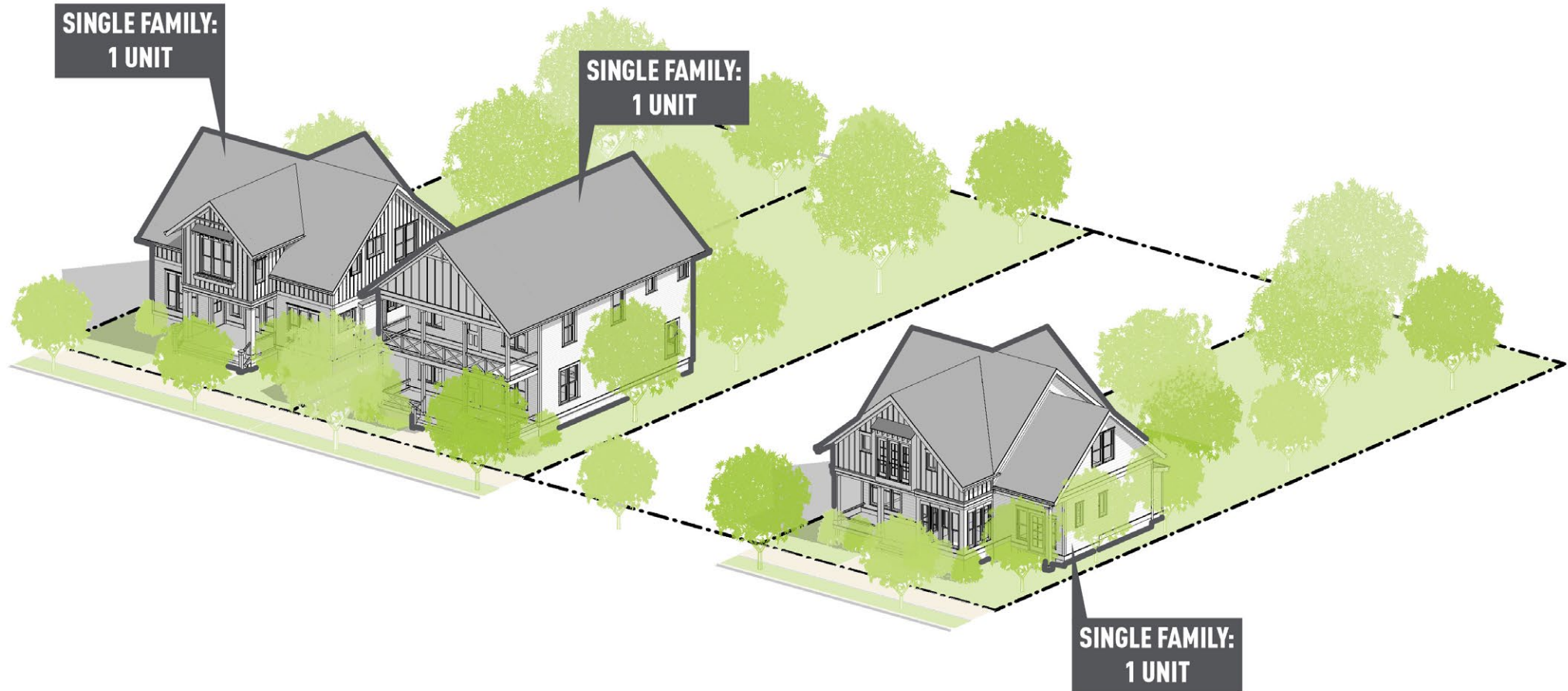


	UNIT TYPE	COST PER UNIT (FOR SALE)	MONTHLY RENT PER UNIT (FOR RENT)	
LEGAL	DUPLEX	\$779,900		LEGAL
ILLEGAL	QUADPLEX (2 BR)	\$355,000	\$2,150	ILLEGAL
	SIXPLEX (2 BR)	\$320,000	\$1,945	
	CO-HOUSING		\$1,200	

DATA SOURCE: NEIL HELLER

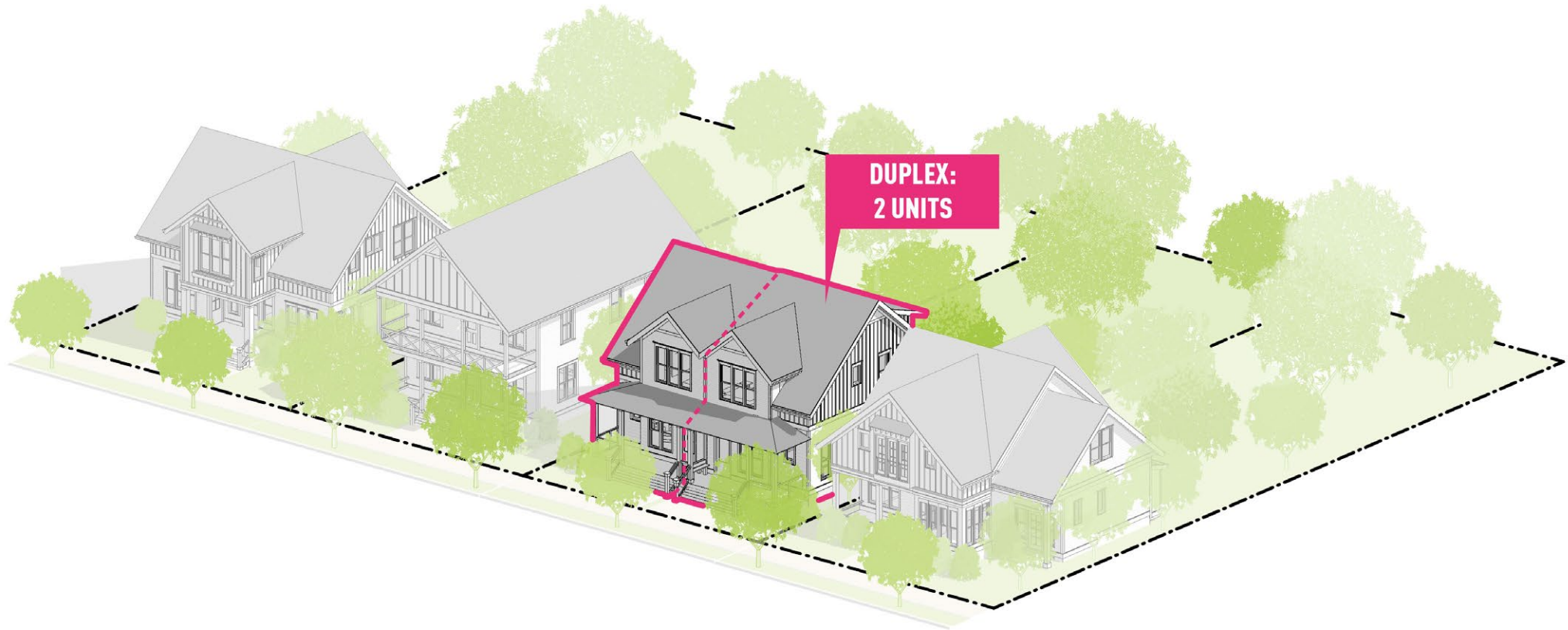
Note that data is specific to Portland, OR but has been adapted slightly for Atlanta

ANALYSIS // HOUSING OPTIONS IN SINGLE FAMILY



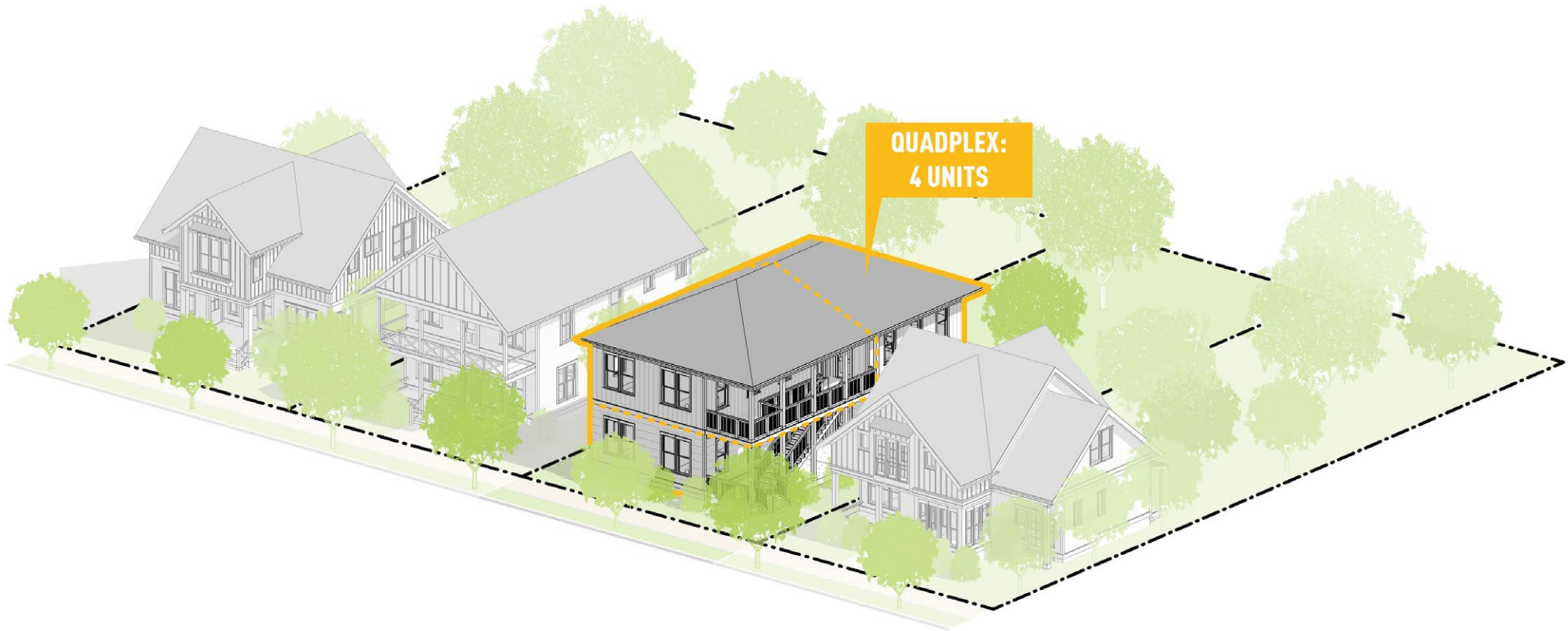
LOT: \$320,000

HOUSING OPTIONS // DUPLEX



UNIT PRICE \$779,900 EACH

HOUSING OPTIONS // QUADPLEX



UNIT PRICE: \$355,000 EACH

RENTAL PRICE: \$2,150 EACH

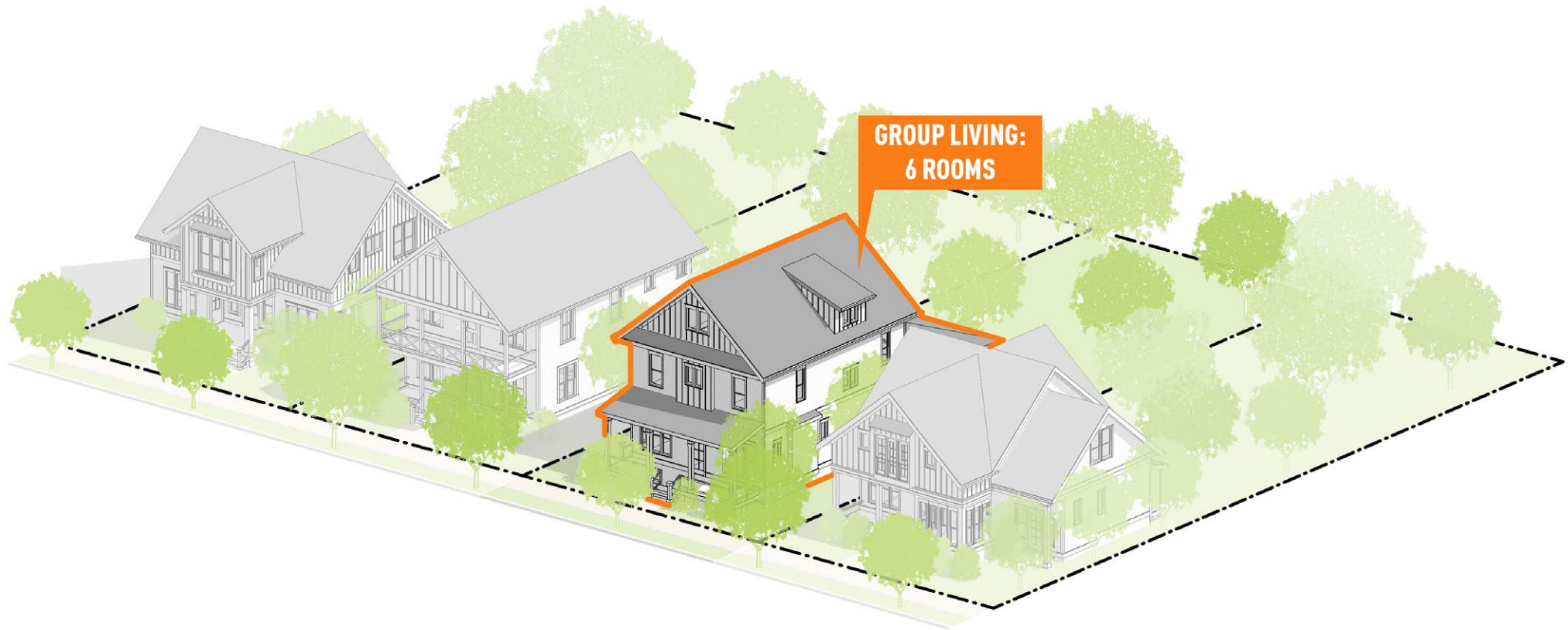
HOUSING OPTIONS // SIXPLEX



UNIT PRICE: \$320,000 EACH

RENTAL PRICE: \$1,945 EACH

HOUSING OPTIONS // CO-HOUSING



RENTAL PRICE: \$1,200 EACH

**WHY DOESN'T THIS ALREADY
EXIST?**

WE HAVEN'T RE-LEGALIZED IT.

WE HAVEN'T EMBRACED IT.

COMMON REDEVELOPMENT BARRIERS

THE COMMON ROADBLOCKS

1. OUTDATED CODES AND ORDINANCES

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

2. LONG-STANDING PERCEIVED SCARCITY

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

1.

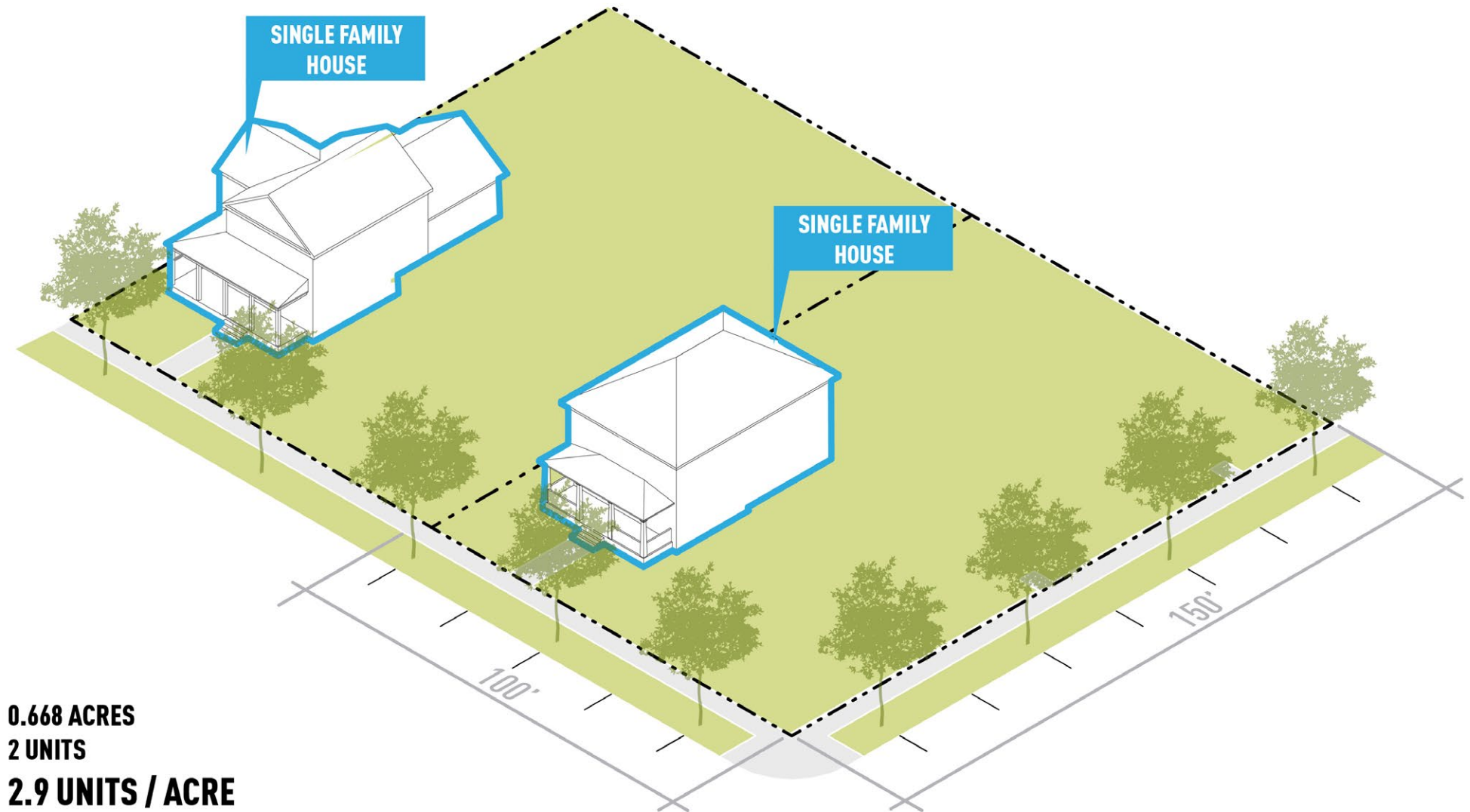
OUTDATED CODES & ORDINANCES

The biggest barriers to healthy neighborhoods that we see are **low-density zoning requirements** and opposition to changing them.

ZONING MATTERS.

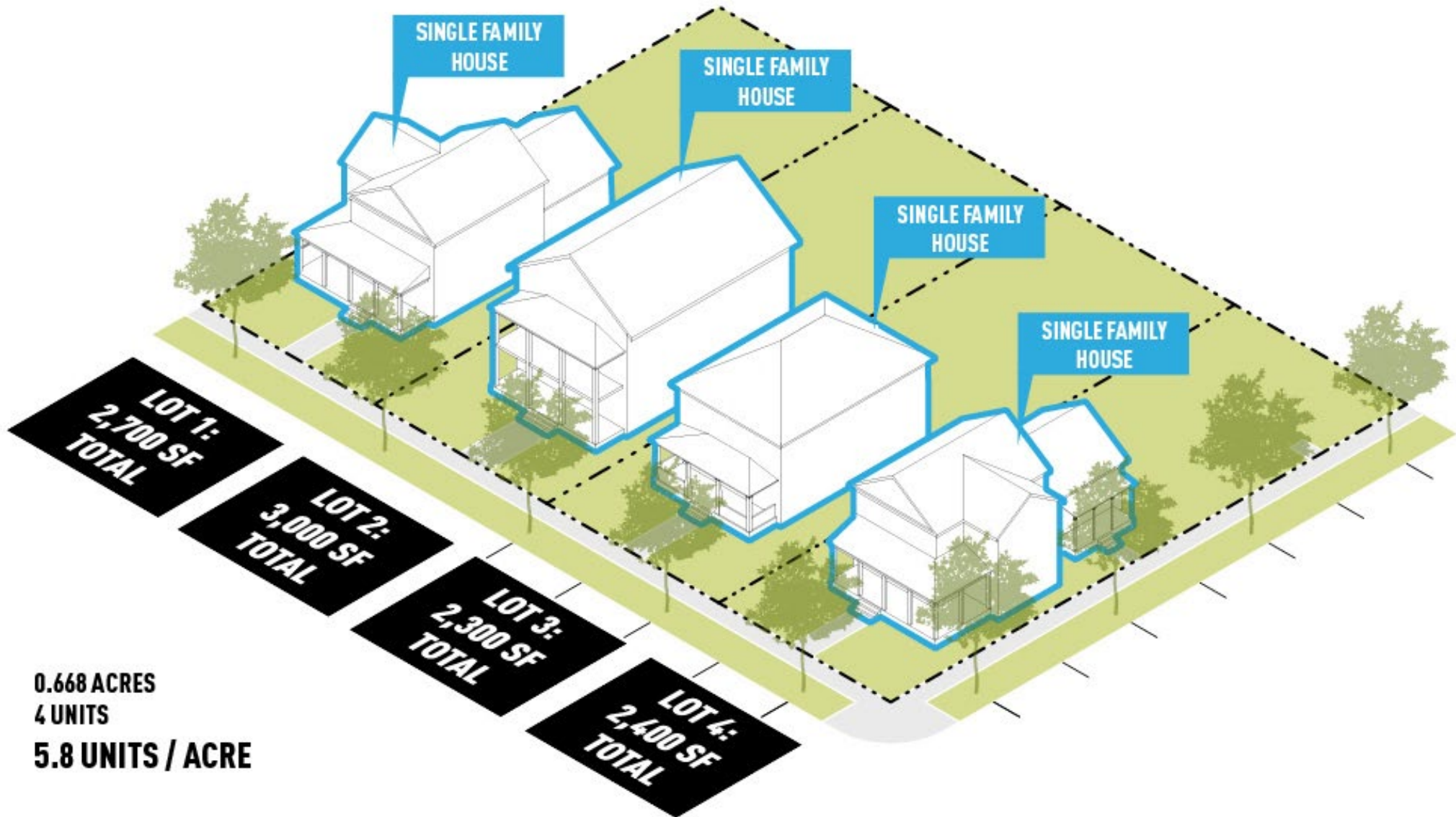
We need to talk honestly about the impact of **suburban and single-family-only zoning** on affordability, accessibility, and long-term viability of our communities.

SINGLE FAMILY ZONING IS LOW DENSITY



Single Family Zoning's large minimum lot sizes and single use means less walkability, higher infrastructure costs per unit, and less tax value per acre.

SINGLE FAMILY ZONING IS LOW VARIETY



**Single Family Zoning prevents
diverse housing choices, creating
less flexibility for people of
different incomes or family
structures.**

SINGLE FAMILY ZONING IS LOW VARIETY



WE'RE ROOMATES LOOKING FOR AN AFFORDABLE PLACE WE CAN SHARE NEAR SCHOOL.



I'M A SINGLE YOUNG PROFESSIONAL LOOKING FOR MY FIRST HOUSE!



I LOVE MY HOUSE, IT GIVES ME THE SPACE AND PRIVACY I NEED. I'M NEVER MOVING.



I'M READY TO DOWNSIZE. I NEED A LOW MAINTENANCE PLACE WHERE I CAN WALK.



I'VE GOT A GROWING FAMILY; WE NEED A PLACE WE CAN GROW INTO.

SINGLE FAMILY ZONING IS LOW VARIETY



**SINGLE FAMILY
HOUSE**



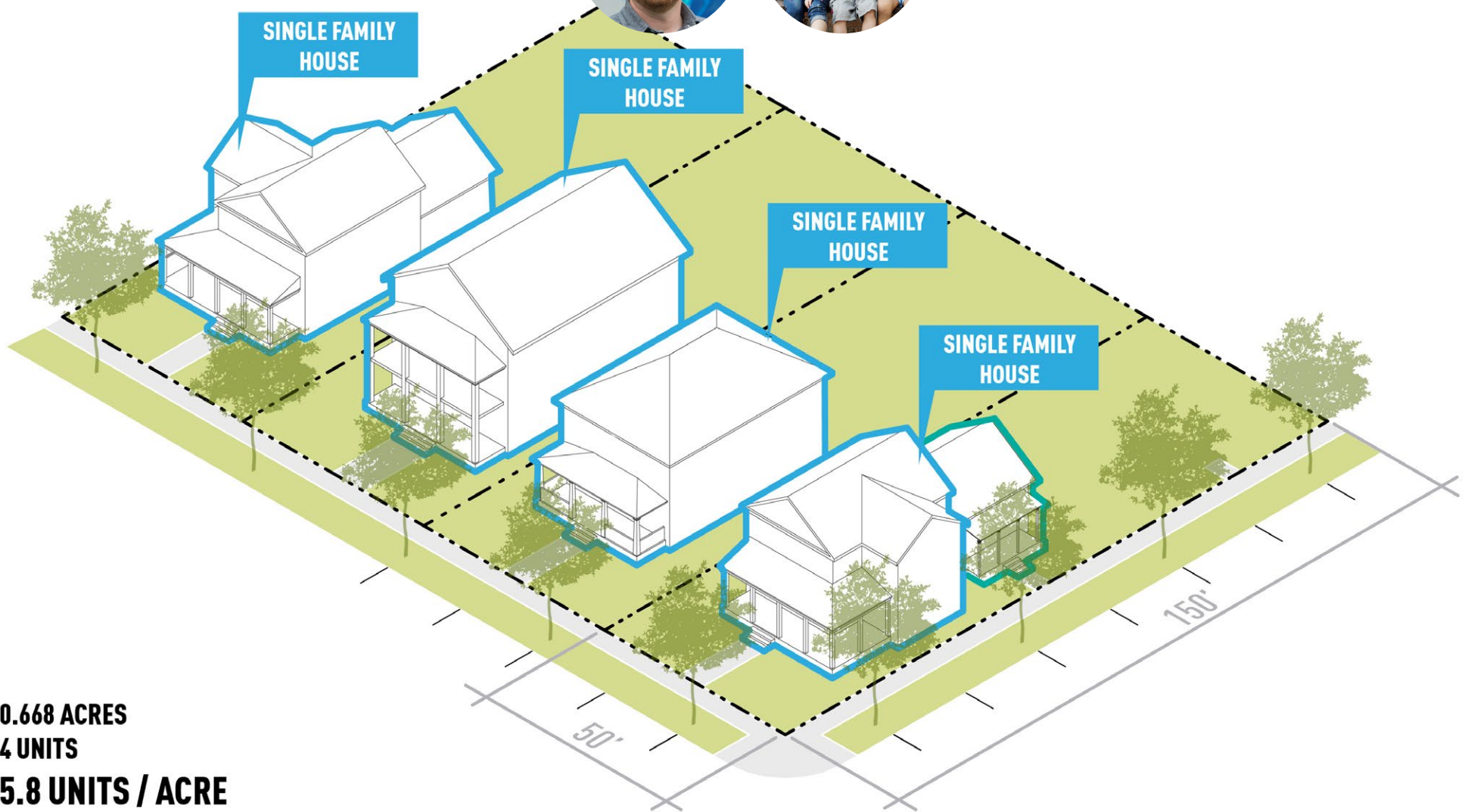
**SINGLE FAMILY
HOUSE**



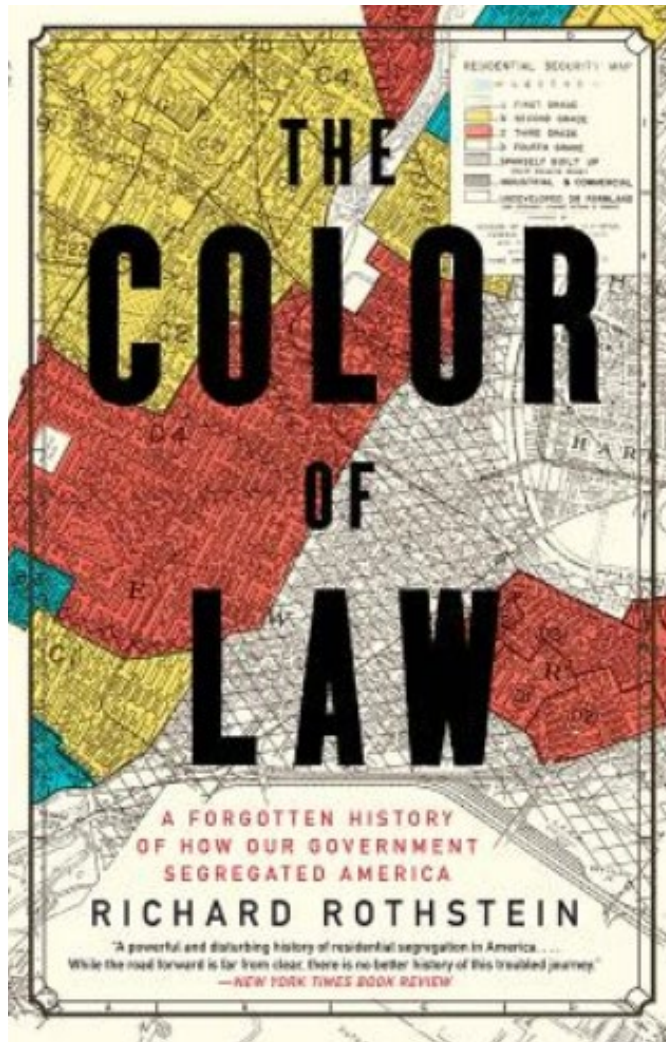
**SINGLE FAMILY
HOUSE**

**SINGLE FAMILY
HOUSE**

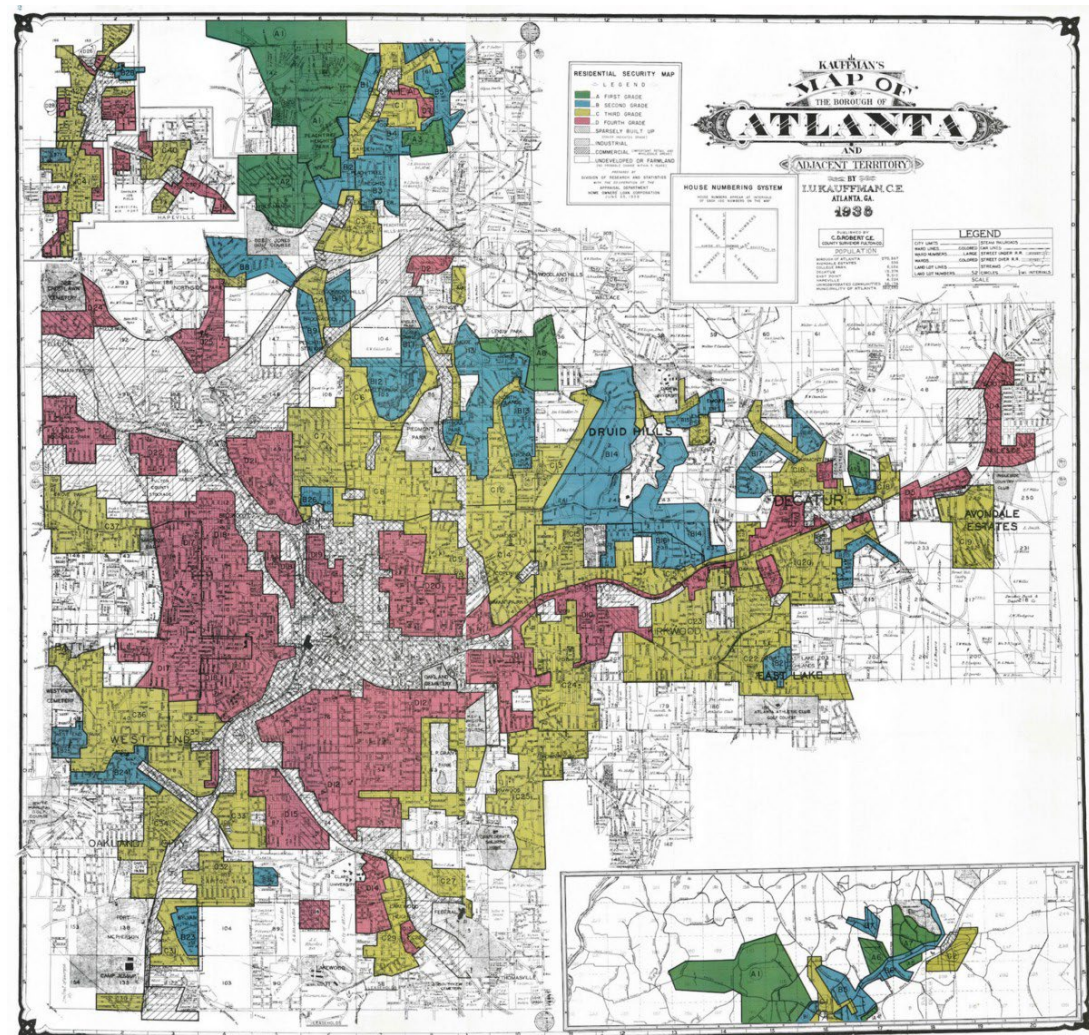
**0.668 ACRES
4 UNITS
5.8 UNITS / ACRE**



SINGLE FAMILY-ONLY ZONING IS EXCLUSIONARY



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 exclusionary. It was used from the 1950s until now in concert with redlining to separate classes and races of people.

WEALTH GAP

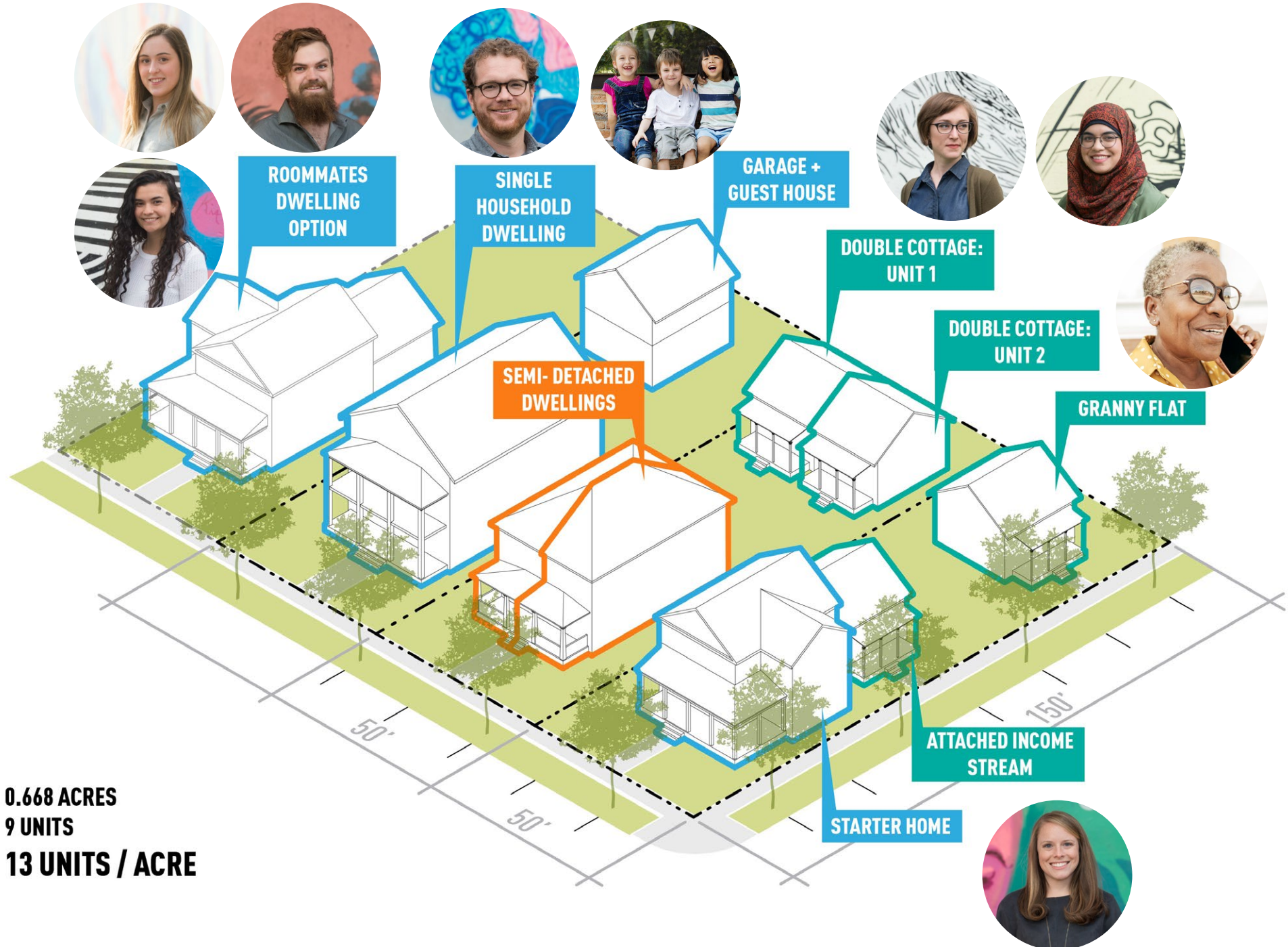
MEDIAN NET WORTH OF:

\$171,000 WHITE FAMILIES

\$20,900 HISPANIC FAMILIES

\$17,400 BLACK FAMILIES

SINGLE FAMILY ONLY ZONING NEEDS TO CHANGE



ATLANTA: ZONING TODAY

PEOPLE WANT WALKABILITY



The data is in, from a variety of sources. A majority of adults (over 60%) want to live in walkable neighborhoods.

BUT WALKABILITY IS SCARCE



**Less than 5% of our available
housing stock is located in
walkable neighborhoods.**

DATA SOURCE:
Christopher B. Leinberger
The WalkUP Wake-Up Call: Atlanta

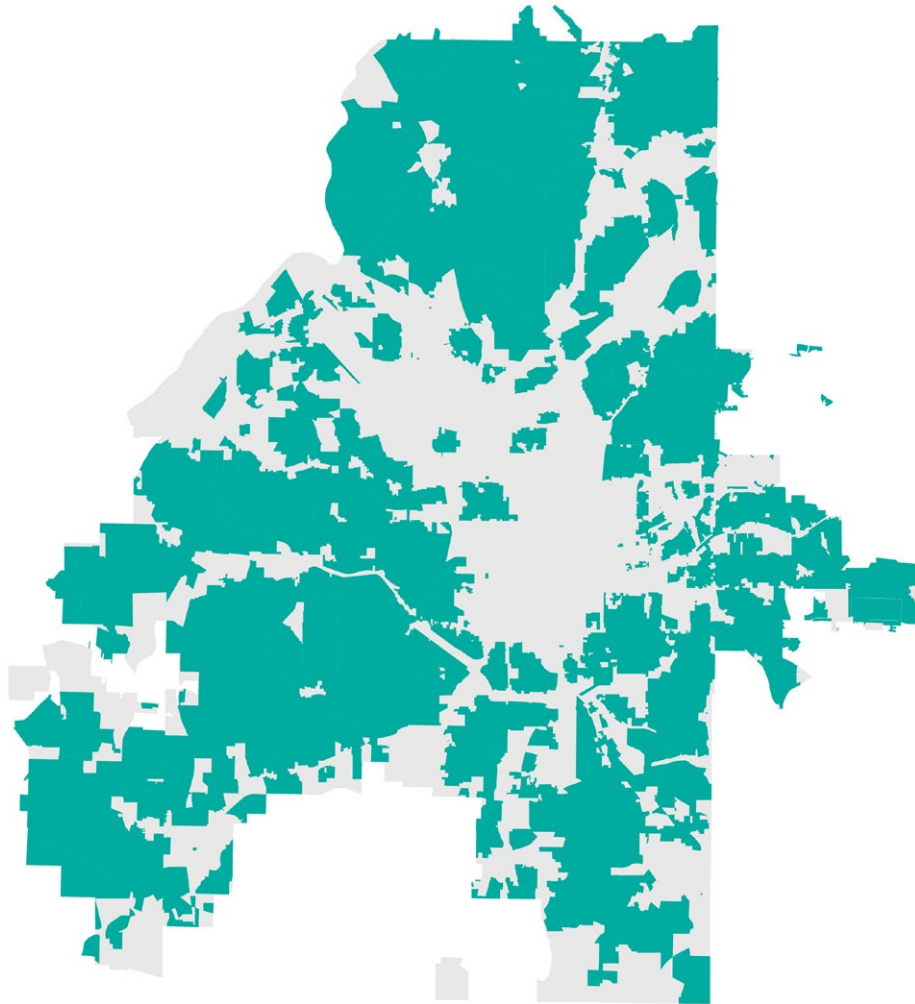
LACK OF WALKABILITY = LACK OF AFFORDABILITY



**The high demand and low supply
means walkable neighborhoods
are economically exclusive.**

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

ATLANTA: SINGLE FAMILY ZONING



OVER

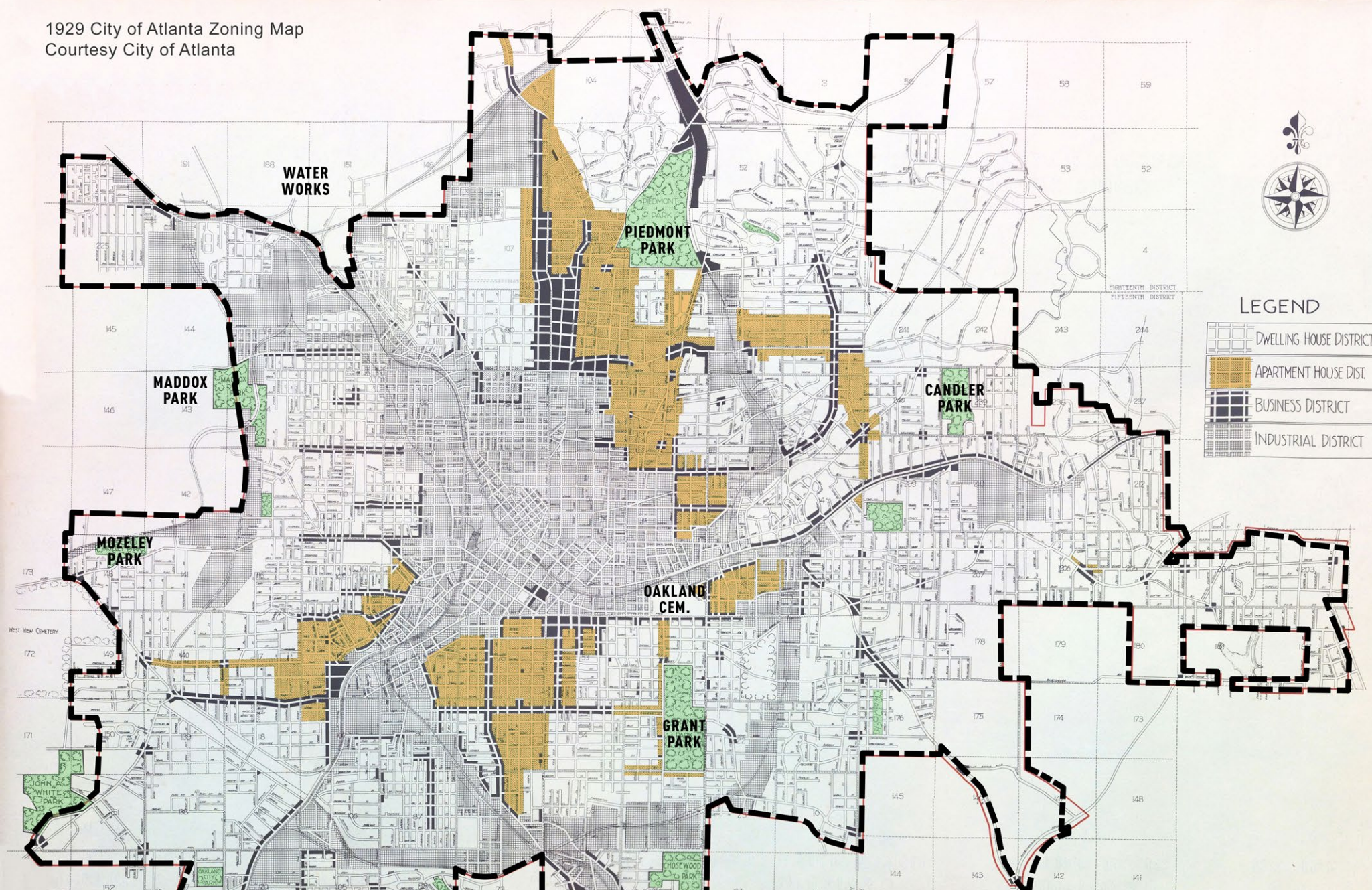
60%

**OF ATLANTA'S LAND
IS ZONED SINGLE
FAMILY (R1-R5)**

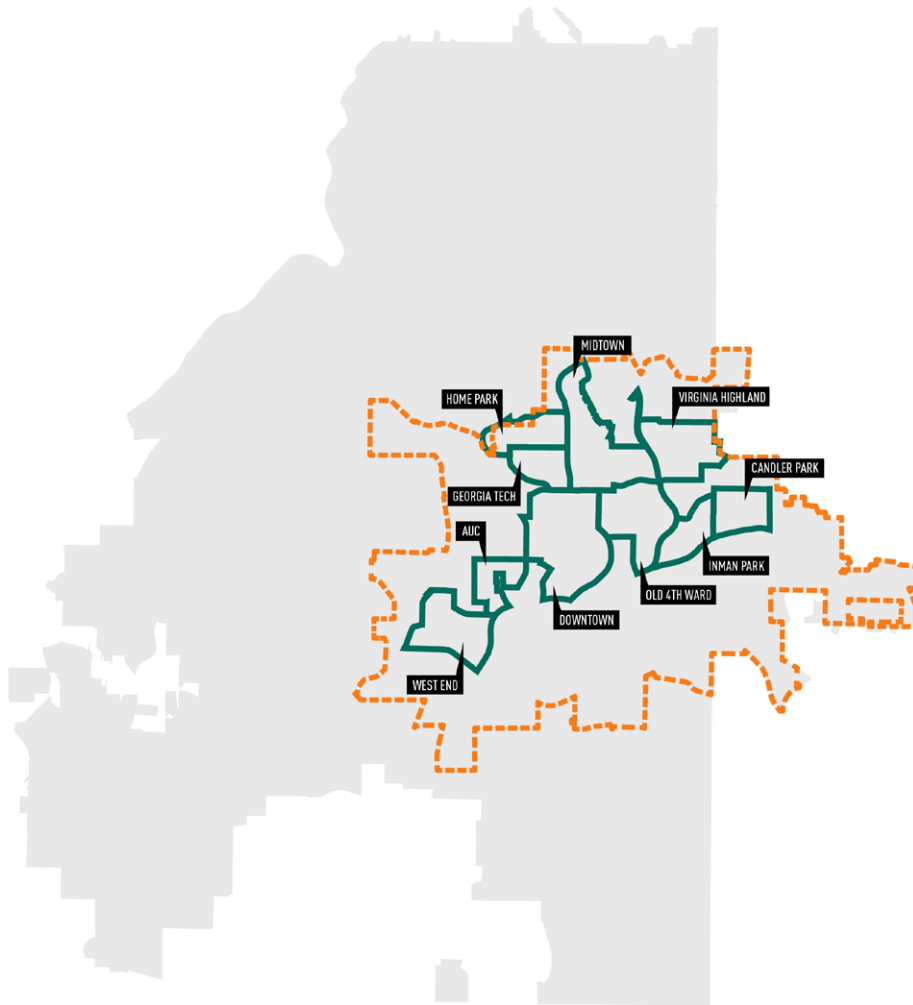
ATLANTA: LEARNING FROM THE PAST

ATLANTA: 1929 ZONING MAP

1929 City of Atlanta Zoning Map
Courtesy City of Atlanta



ATLANTA IN 1929: NEIGHBORHOODS

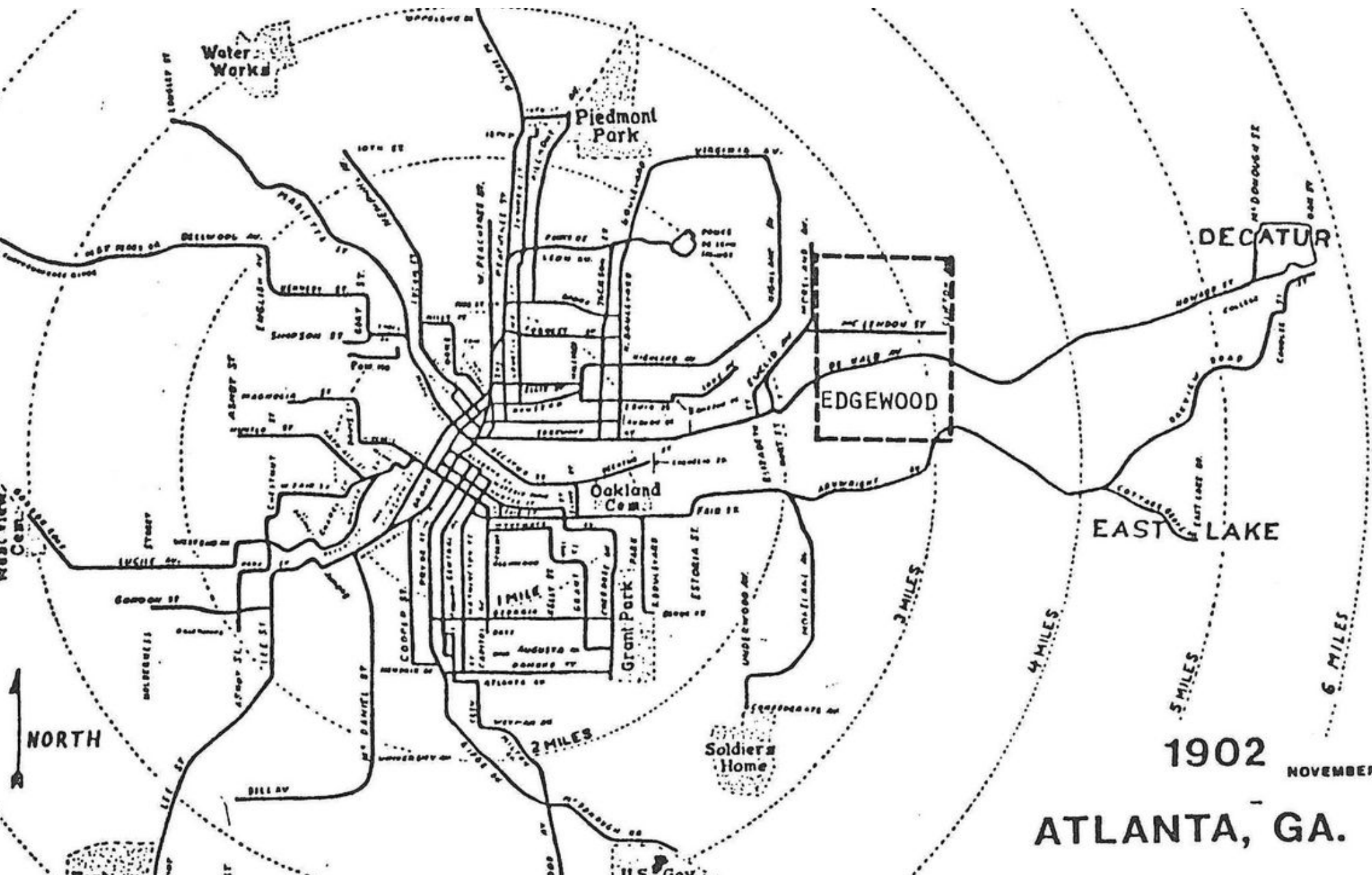


ATLANTA'S

TOP 10

**MOST WALKABLE
NEIGHBORHOODS**

KRONBERG WALL
ARCHITECTURE • DESIGN • DEVELOPMENT



ATLANTA: HISTORIC STREETCARS

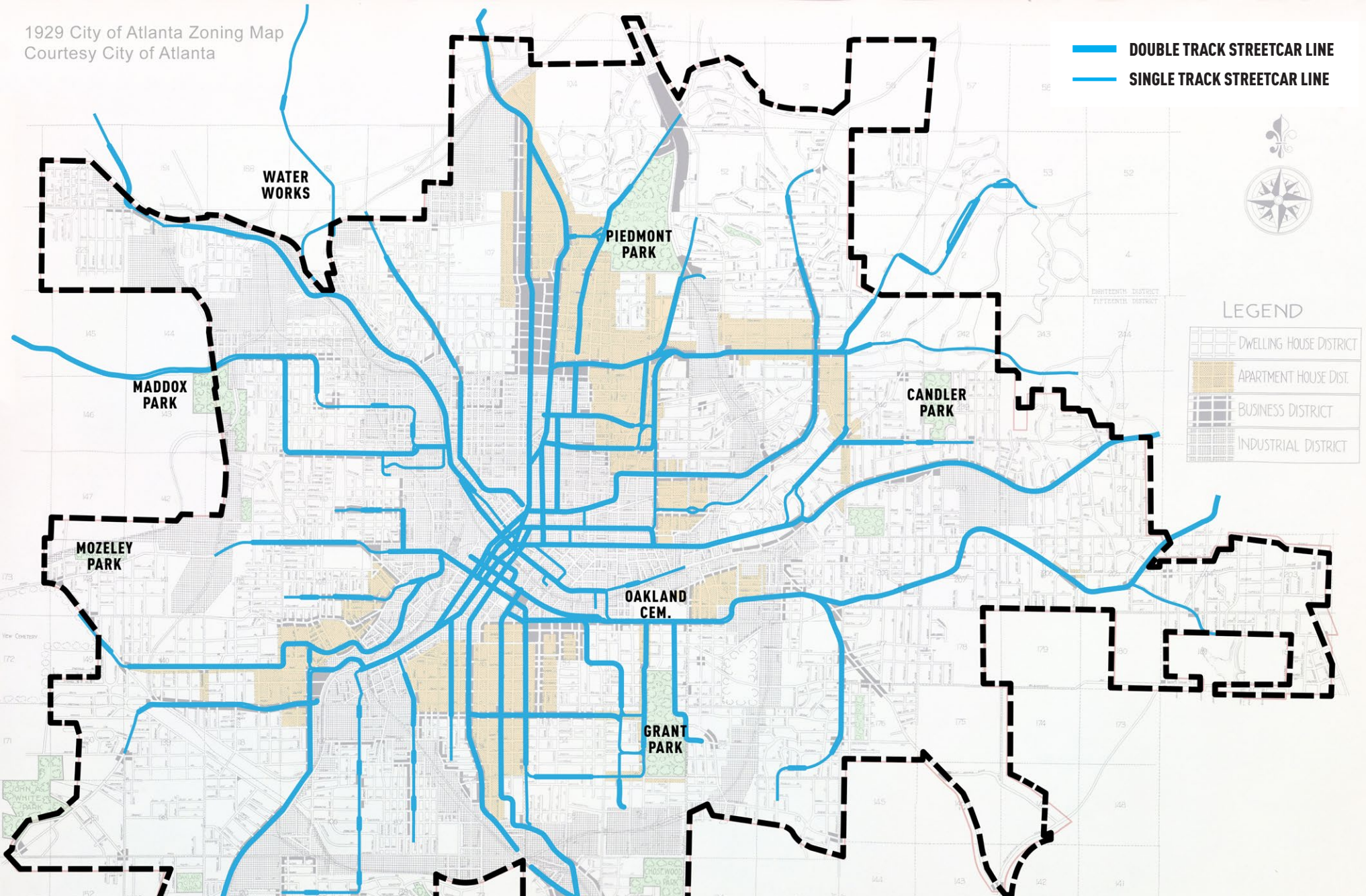


ATLANTA: HISTORIC STREETCARS



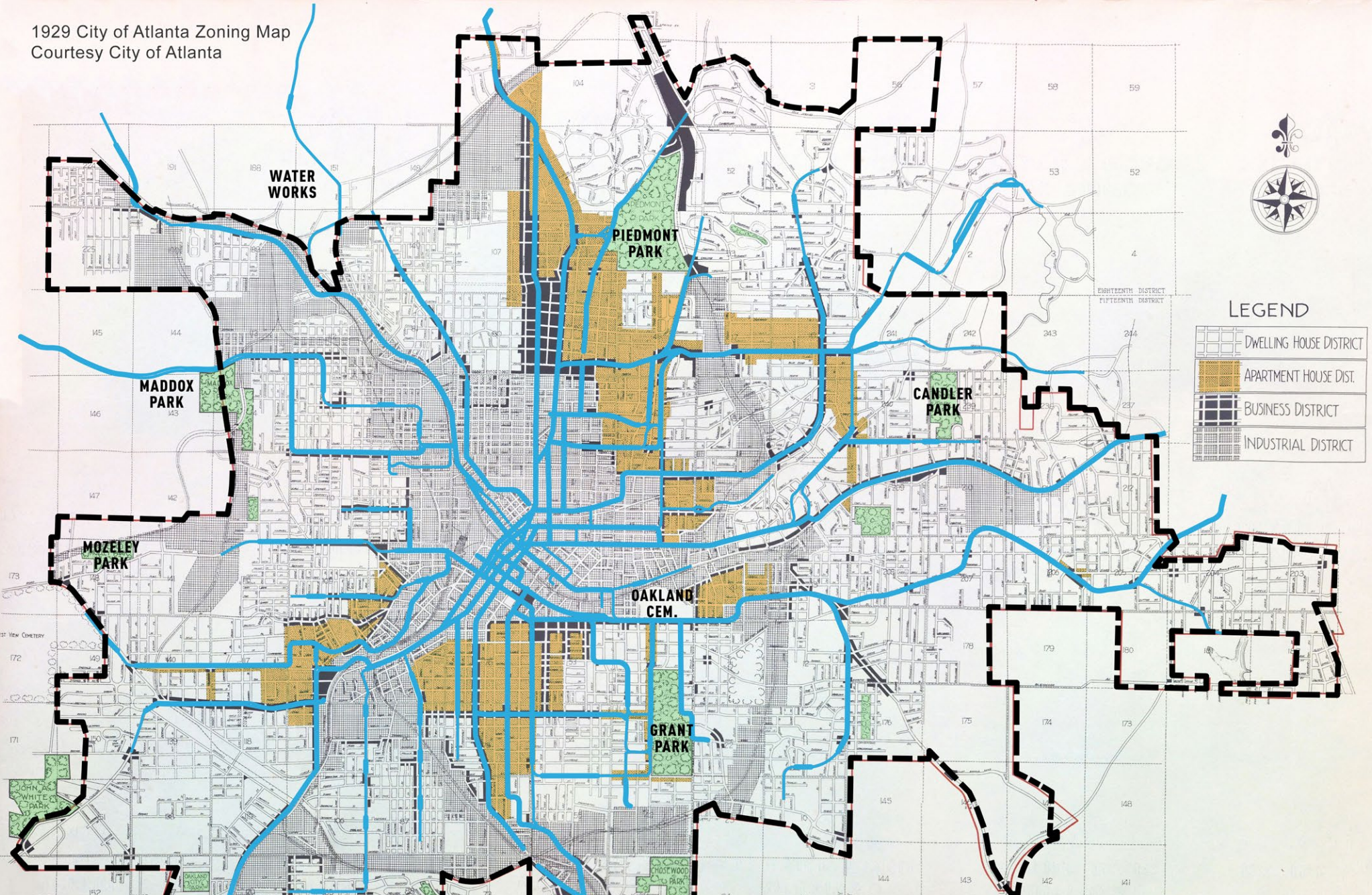
ATLANTA IN 1929: STREETCARS

1929 City of Atlanta Zoning Map
Courtesy City of Atlanta



ATLANTA IN 1929: THE ORIGINAL TOD

1929 City of Atlanta Zoning Map
Courtesy City of Atlanta



ATLANTA IN 1929: ALLOWABLE HOUSING TYPES

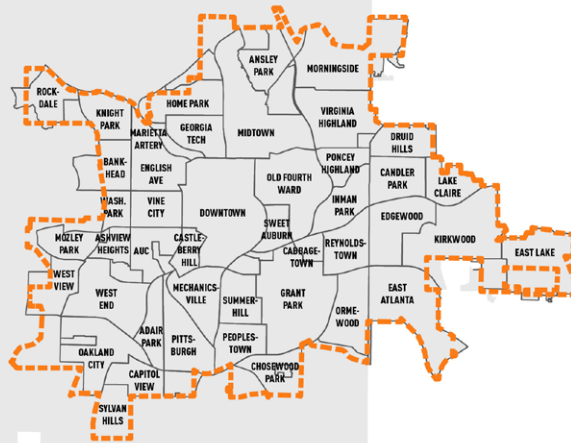
1929 ATLANTA ZONING ORDINANCE

(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.



ATLANTA IN 1929: NEIGHBORHOODS



IN 1929 ATLANTA,

100%

OF LAND ALLOWED HOUSES,
DUPLEXES AND ADUS

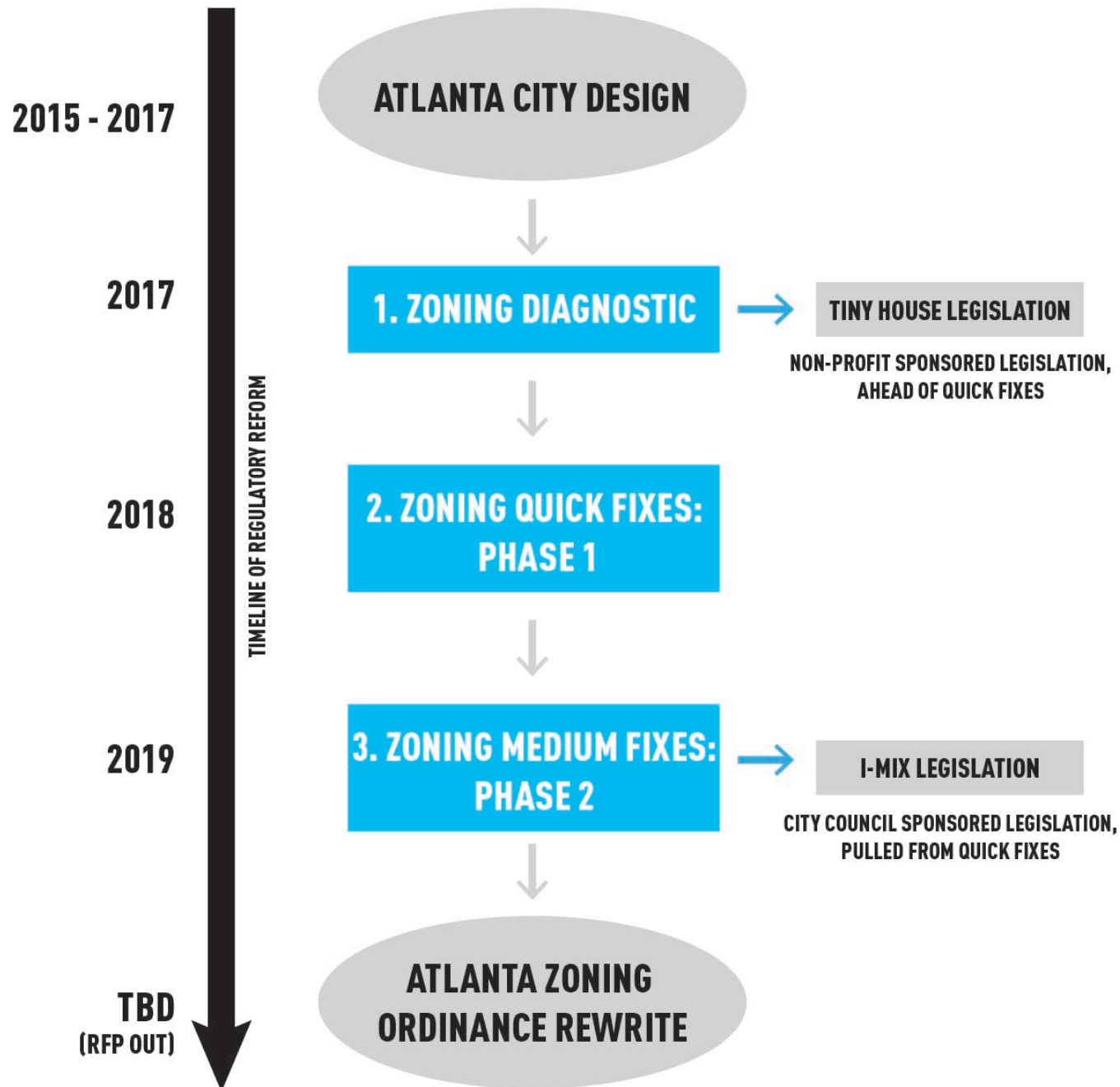
KRONBERG WALL
ARCHITECTURE • DESIGN • DEVELOPMENT



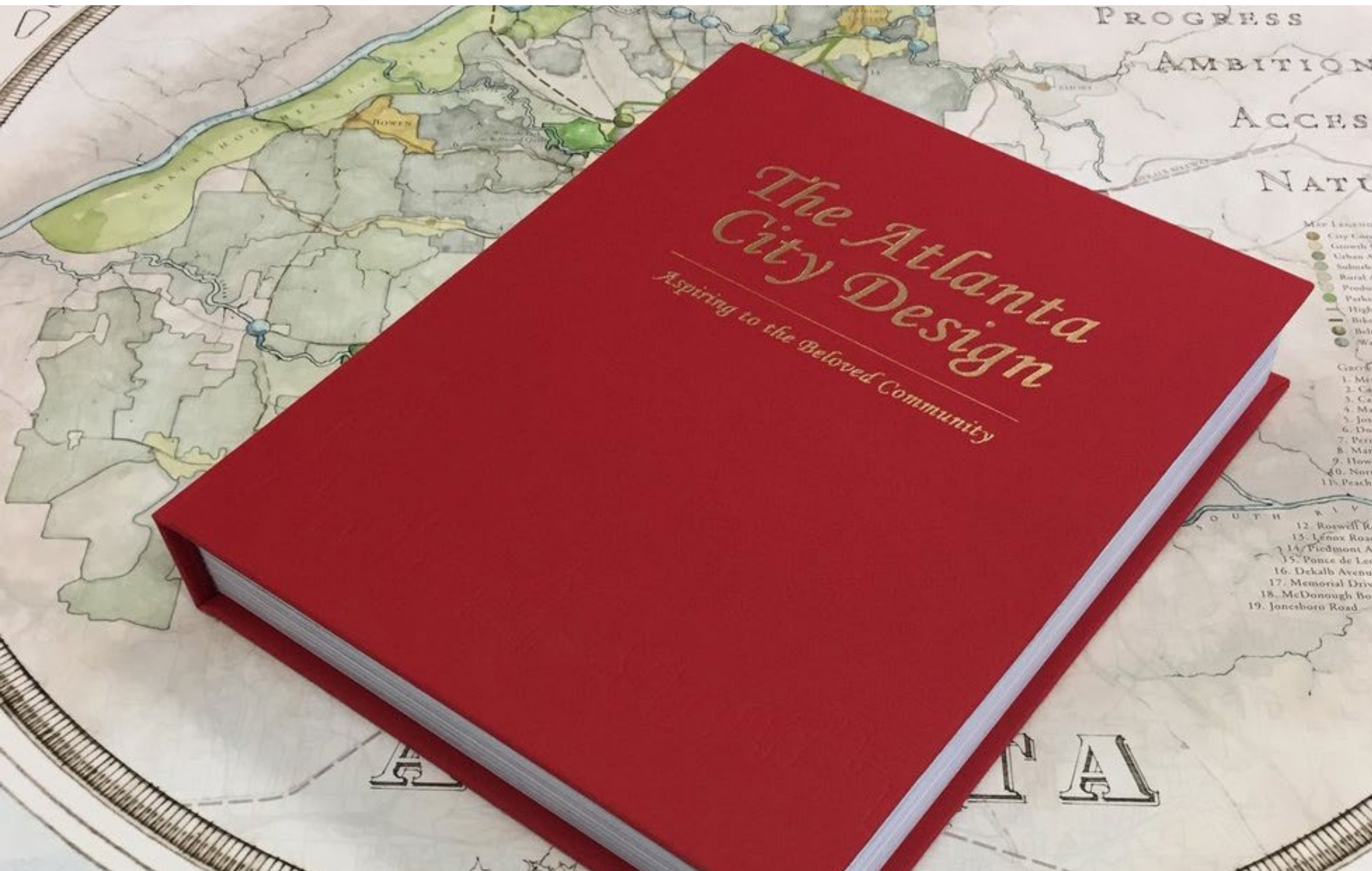
NEIGHBORHOODS ARE LOCATED INSIDE THE 1929 BOUNDARY

ATLANTA: ZONING REFORM

ATLANTA: REGULATORY REFORM



ATLANTA CITY DESIGN



**“TRANSFORM ATLANTA
INTO THE BEST POSSIBLE
VERSION OF ITSELF”**

ATLANTA CITY DESIGN // BALANCING INTERESTS



GROWTH

AFFORDABILITY

PEOPLE

NATURE

CHANGE

CHARACTER



**1. PROVIDE RECOMMENDATIONS FOR
FUTURE CHANGES & AMENDMENTS TO THE
ZONING ORDINANCE**

**2. RECOMMENDATIONS SHOULD CLARIFY,
IMPROVE, AND PROVIDE CONSISTENCY
WITH ATLANTA CITY DESIGN**

ATLANTA // ZONING DIAGNOSTIC



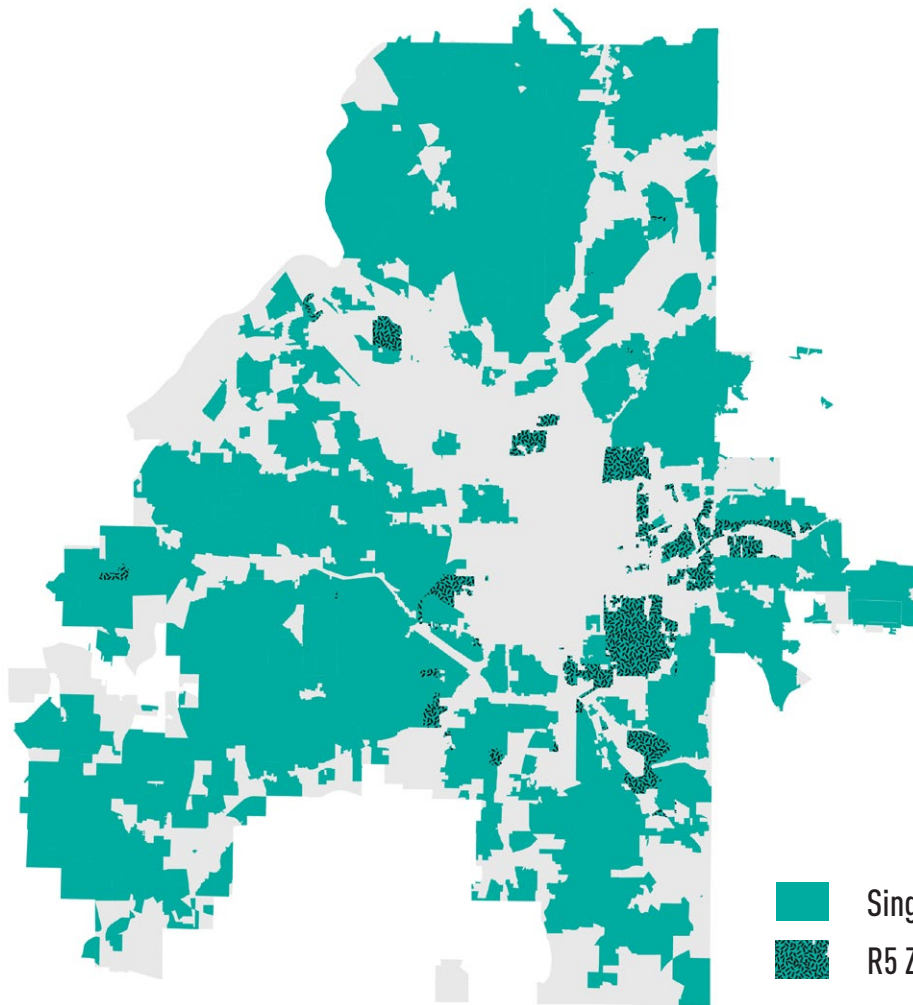
- **BEST PRACTICES**
- **CASE STUDIES**
- **STRENGTHS & WEAKNESSES OF CURRENT CODE**
- **CDP & THE CURRENT CODE**
- **LEGAL ASSESSMENT**
- **RECOMMENDATIONS:**
 - 1. QUICK FIXES (PHASE 1)**
 - 2. MEDIUM QUICK FIXES (PHASE 2)**

ATLANTA // TINY HOUSE LEGISLATION



- **TINY HOUSE FEASIBILITY STUDY: LED BY NONPROFITS
SOUTHFACE & TINY HOUSE ATLANTA**
- **TARGET SMALLEST SINGLE-FAMILY ZONING CATEGORY
FOR INTRODUCING LEGISLATION (LOWEST HANGING
FRUIT)**

ATLANTA // TINY HOUSE LEGISLATION



ADUS ALLOWED IN

5%

**OF SINGLE FAMILY
ZONING (THIS ZONING
ALSO ALLOWS DUPLEXES)**

ATLANTA // QUICK FIXES, PHASE ONE



- **BIKE PARKING STANDARDS**
- **TRADITIONAL NEIGHBORHOOD STREET STANDARDS**
- **INDEPENDENT DRIVEWAY REQUIREMENTS**
- **DELETION OF UNUSED DISTRICTS**

ATLANTA // MEDIUM FIXES, PHASE TWO

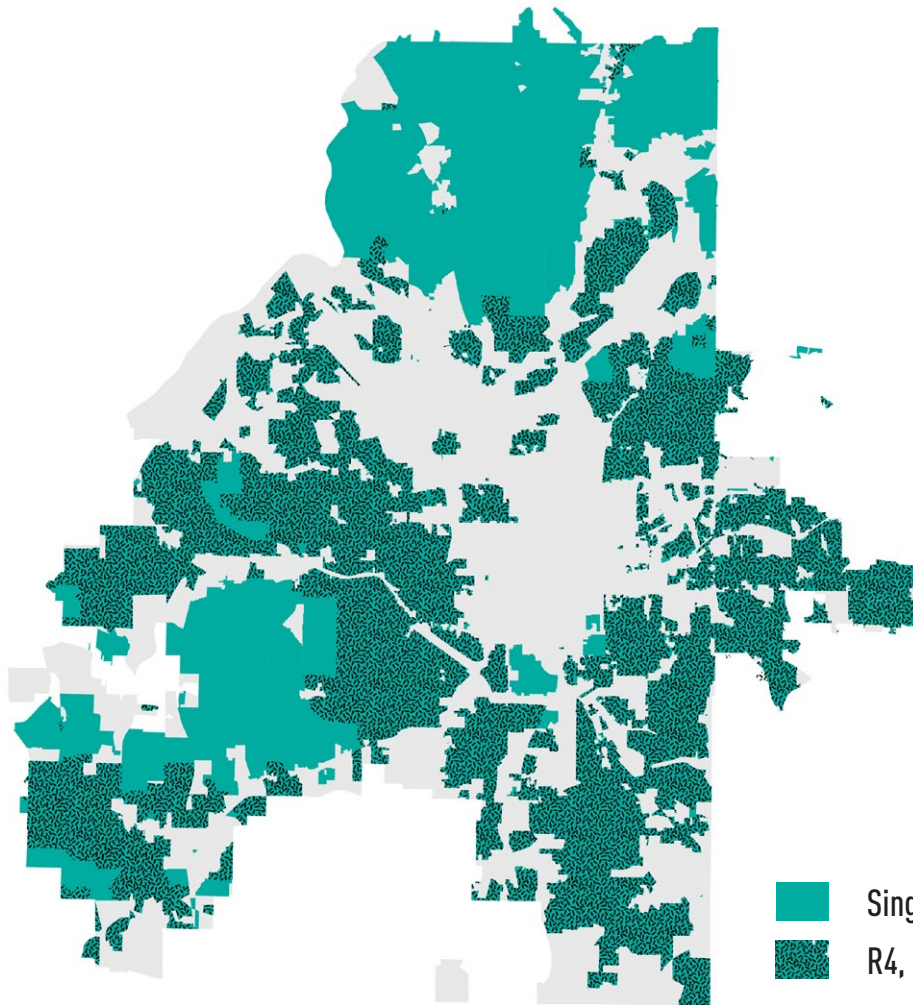


- **ADUS IN R-4 DISTRICTS**
- **REDUCED LOADING REQUIREMENTS**
- **REDUCED PARKING REQUIREMENTS**
- **MISSING MIDDLE ZONING CATEGORY**
- **NEIGHBORHOOD DESIGN STANDARDS**
- **TRANSITIONAL HEIGHT PLANE UPDATES**

ATLANTA // I-MIX ZONING DISTRICT

- **POTENTIALLY CONTROVERSIAL**
- **PULLED FROM QUICK FIXES**
- **PASSED AS ITS OWN LEGISLATION**

ATLANTA // MEDIUM FIXES, PHASE TWO



CURRENTLY

60%

**OF SINGLE FAMILY
ZONING ALLOWS
ADUS (R4 + R5)**

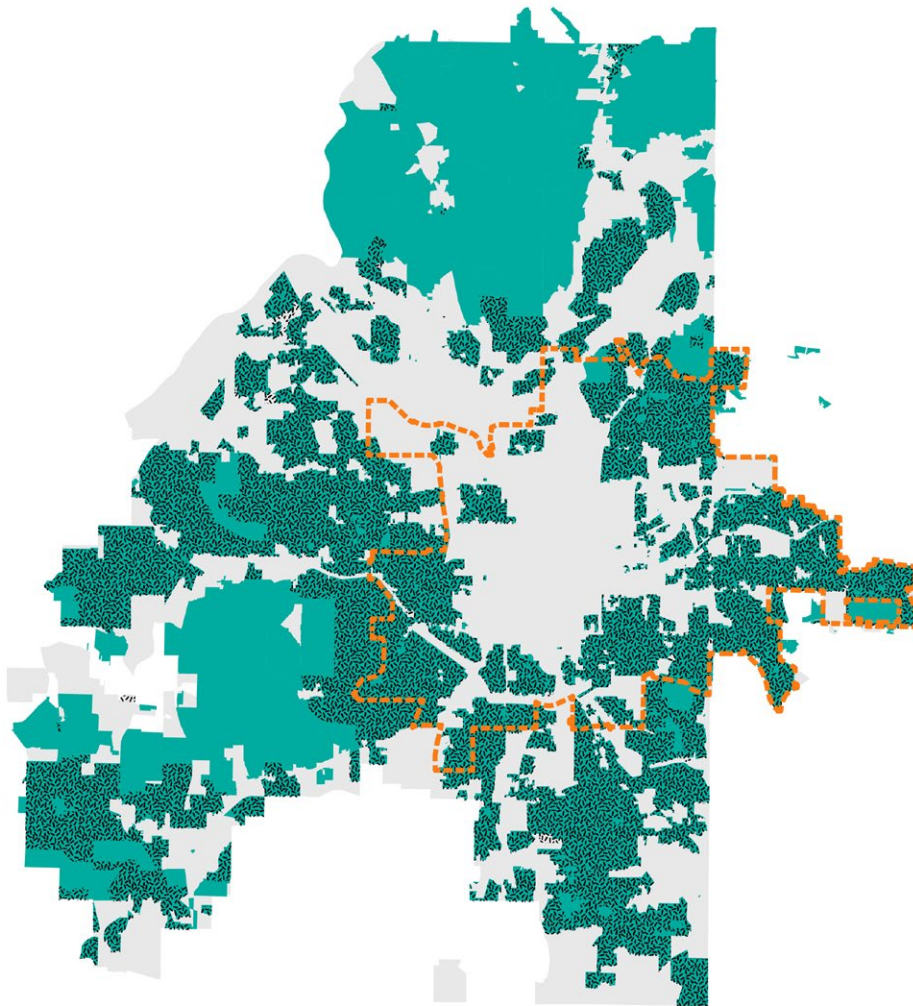
ATLANTA // MEDIUM FIXES, PHASE TWO



MEANING

100%

OF SINGLE FAMILY
ZONING IN OUR MOST
WALKABLE NEIGHBORHOODS
ALLOWS ADUS (R4 & R5)



-  Single Family Zoning
-  R4 & R5
-  1929 City of Atlanta boundary

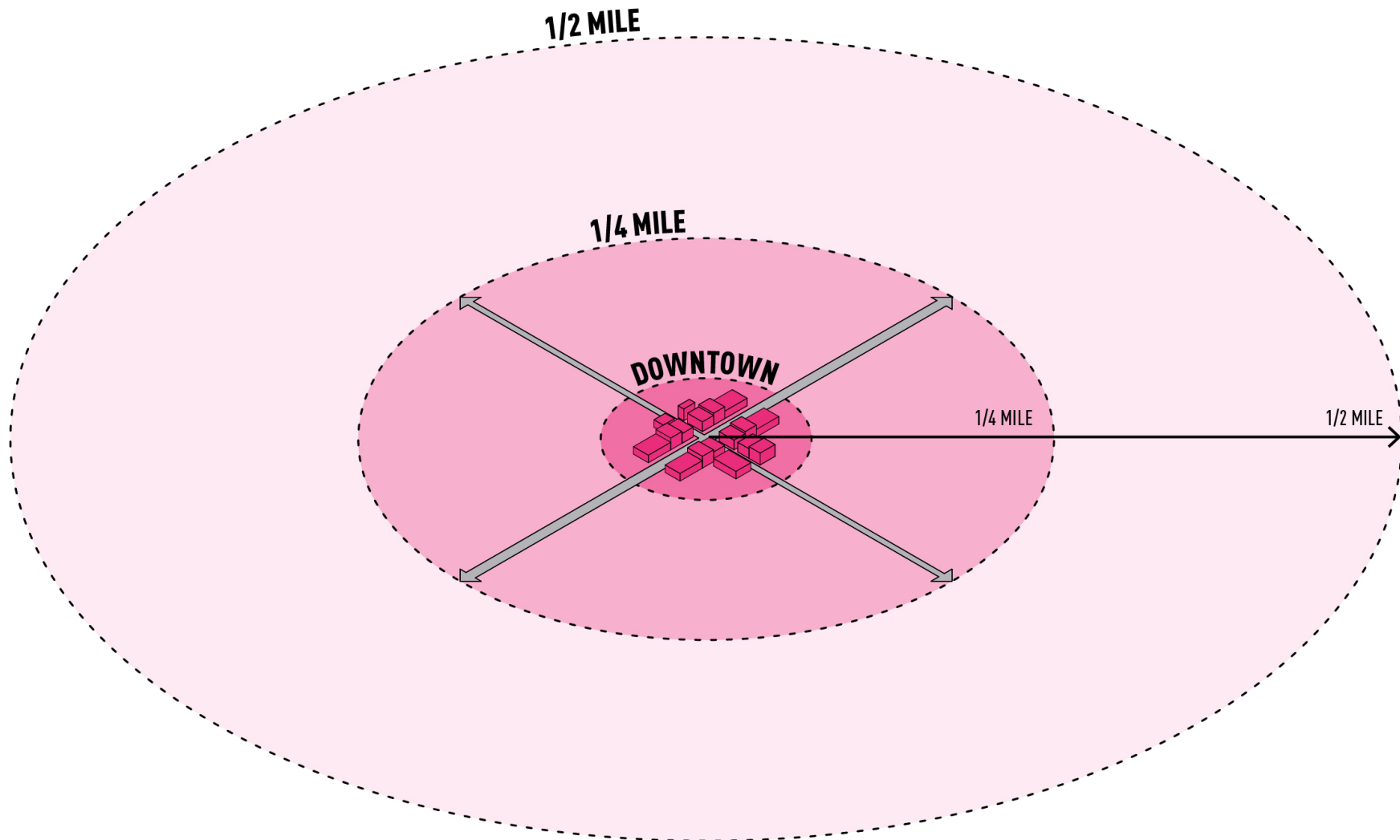
LAGRANGE: ZONING REFORM

**CHANGING POLICIES FOR AN
ENTIRE CITY IS A DIFFICULT.**

**FOCUS ON CHANGING POLICIES
TO ALLOW FOR INCREMENTAL
DEVELOPMENT IN HISTORIC
NEIGHBORHOODS...**

**...WHERE INFRASTRUCTURE FOR
WALKABILITY IS ALREADY LIKELY
TO EXIST.**

TRADITIONAL NEIGHBORHOOD OVERLAY



TRADITIONAL NEIGHBORHOOD OVERLAY



Zoning LaGrange

a rewrite of LaGrange, Georgia's zoning code



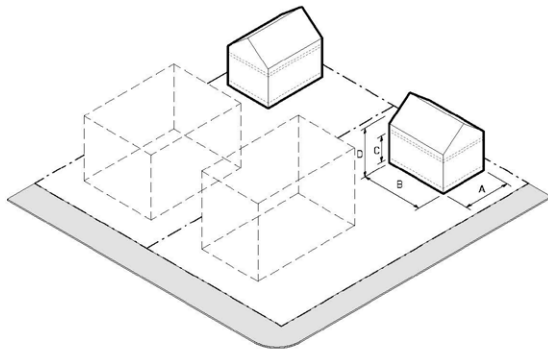
LAGRANGE
GEORGIA

[Home](#)

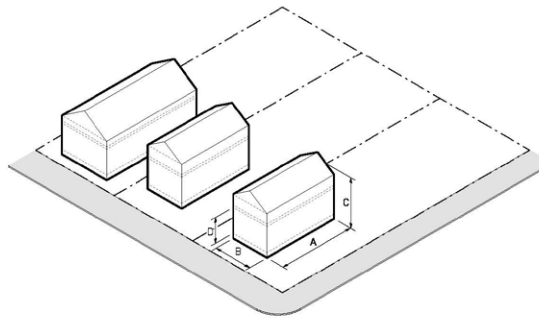
[Helpful Info](#)

[Contact](#)

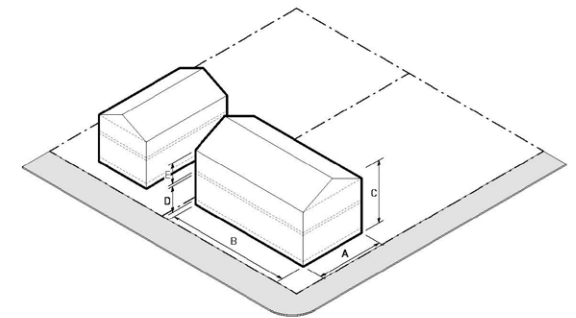
TRADITIONAL NEIGHBORHOOD OVERLAY



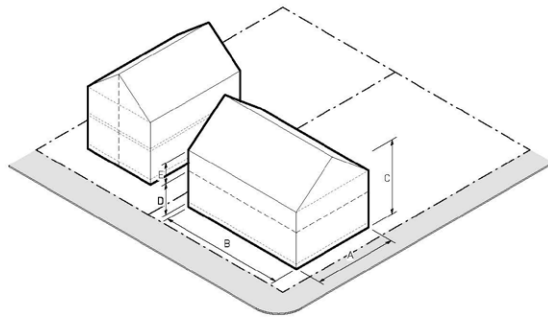
BACKYARD COTTAGE



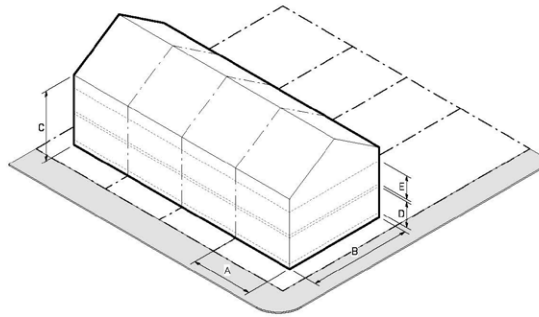
COTTAGE HOUSE



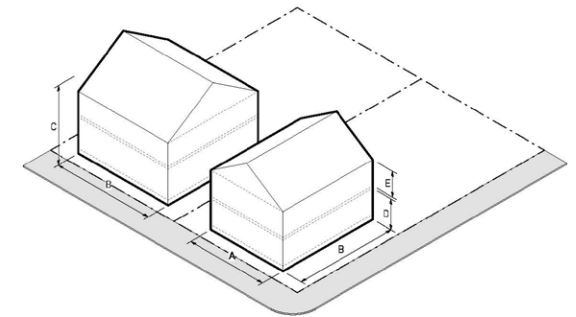
DETACHED HOUSE



DUPLEX



TOWNHOUSE



WALK-UP FLAT

DESIGN STRATEGIES FOR HOUSING CHOICE

KRONBERG WALL: INFILL HOUSING EXAMPLES



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

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LOWEST BARRIER

1. ACCESSORY DWELLING UNITS (ADUs)

2. MISSING MIDDLE HOUSING

3. POCKET NEIGHBORHOODS

HIGHEST BARRIER

4. SUBSIDIZED AFFORDABLE 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.

DETACHED ADUS

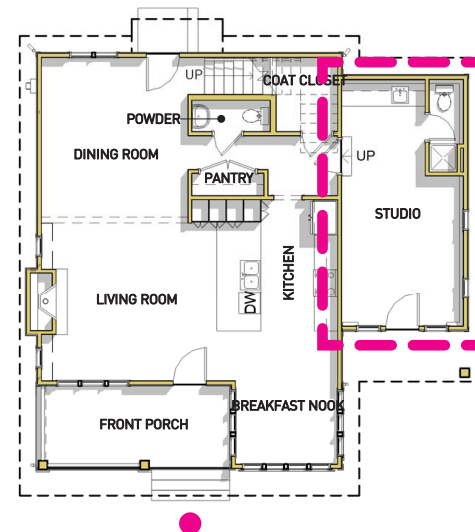
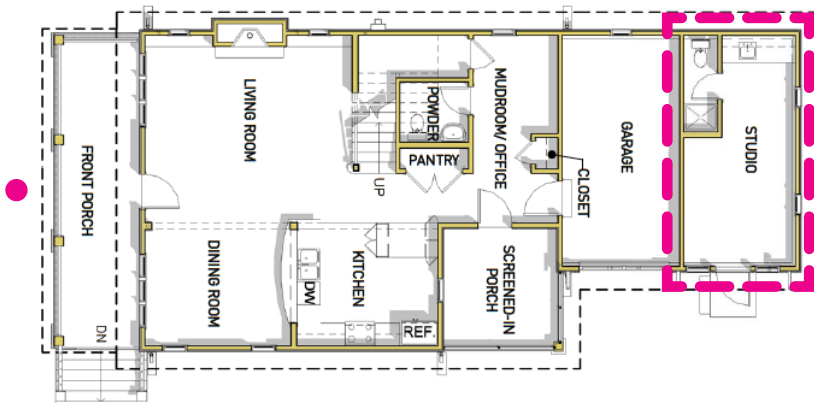


FRONT YARD VIEW

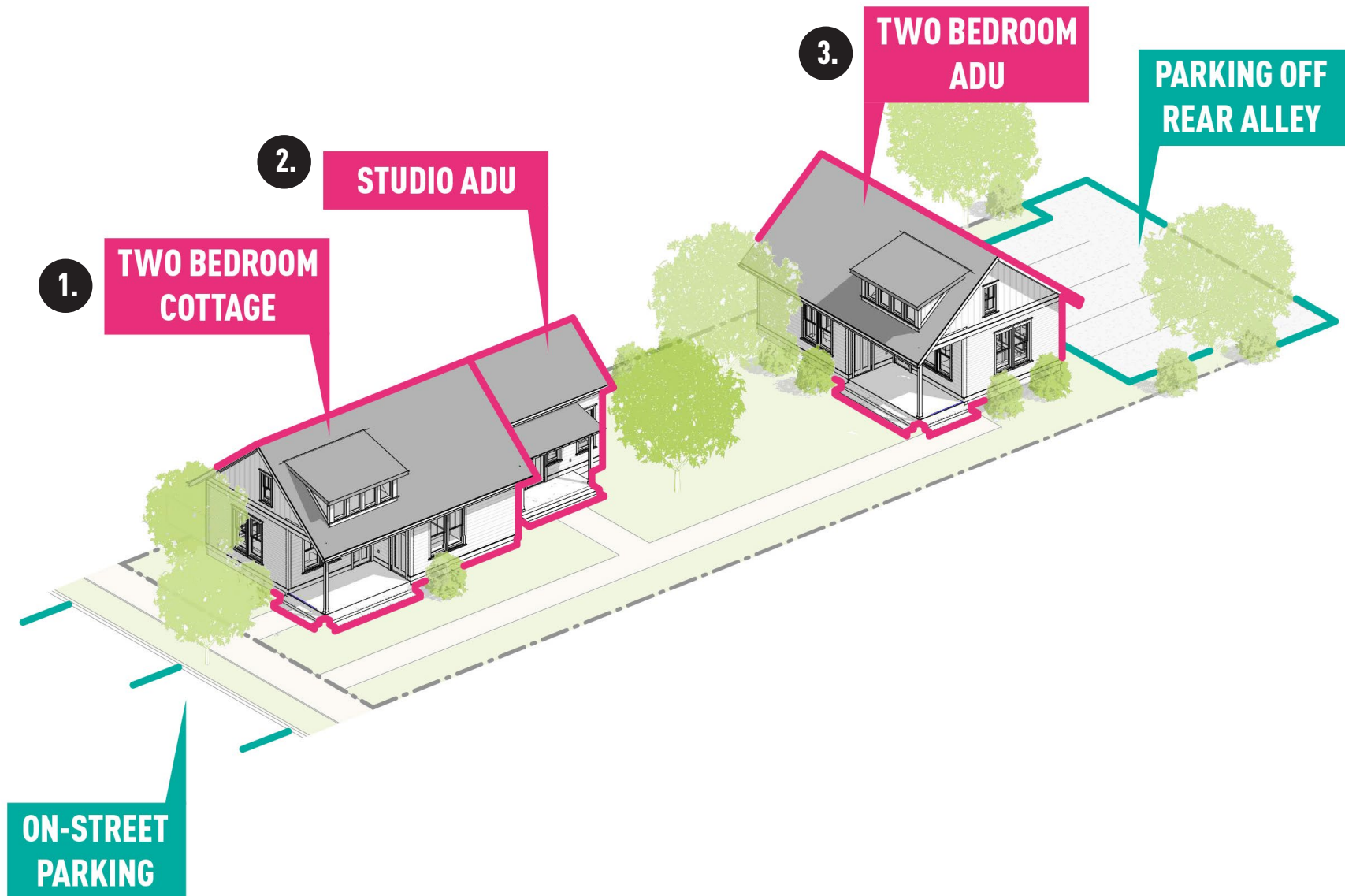


BACK YARD VIEW

ATTACHED ADUS / GUEST SUITES

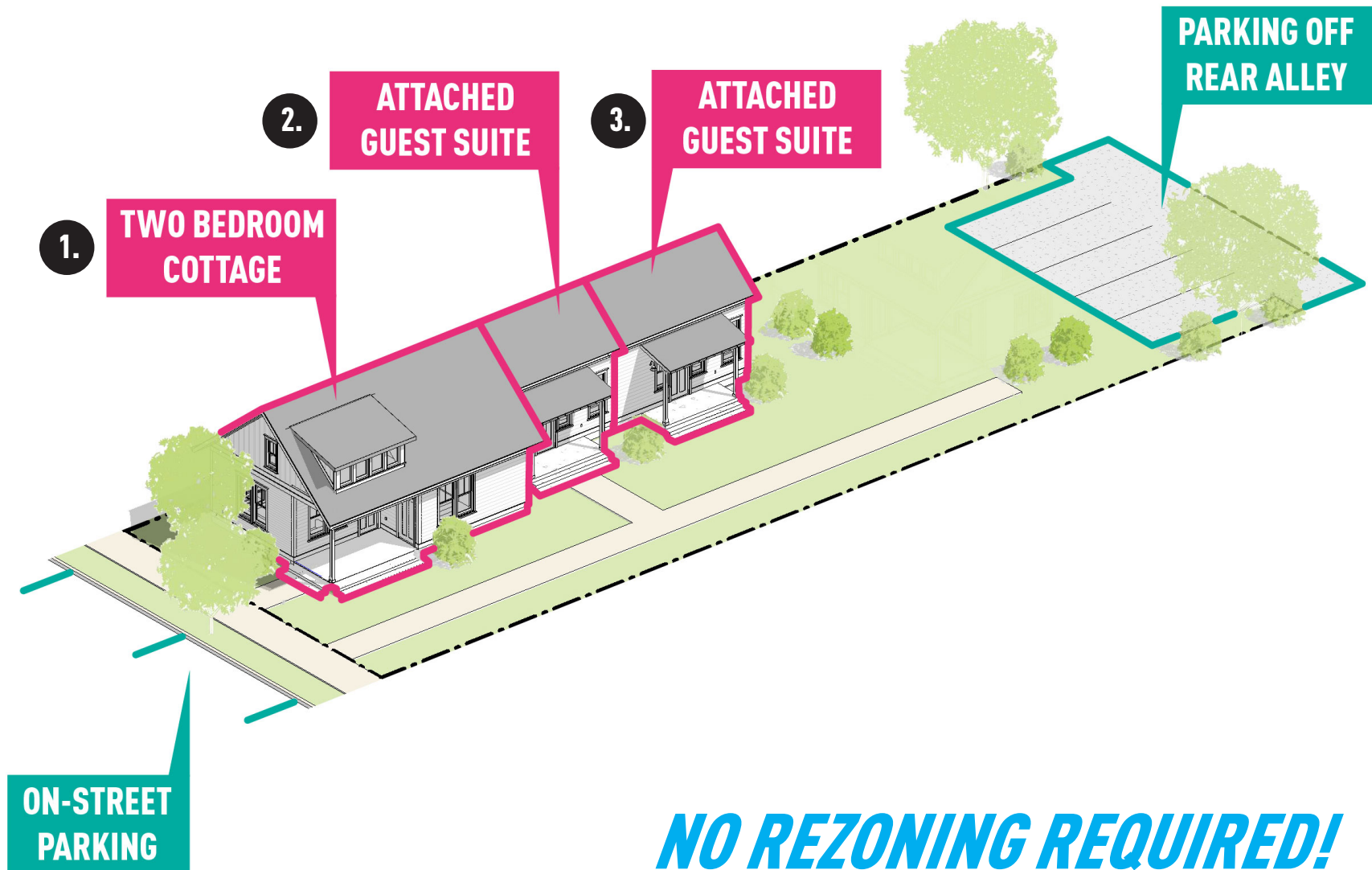


ATTACHED + DETACHED ADUS = THREE UNITS



SINGLE FAMILY HOME = THREE FUNCTIONAL 'UNITS'

- PRIVATE SECTOR WORKFORCE HOUSING
- AGING IN PLACE HOUSING



NO REZONING REQUIRED!

KEY TAKEAWAYS // ADUS

1.

REQUIRES ZONING UPDATES

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

2.

ADDS HOUSEHOLDS, 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 YOU DO TO PROMOTE HOUSING CHOICE?

SUPPORT ZONING CHANGES

1. ALLOW ADUS IN SINGLE FAMILY DISTRICTS

Allow both attached and detached ADUs on Single Family lots. Do not require parking for ADUs.

2. ALLOW MISSING MIDDLE IN SINGLE FAMILY DISTRICTS

Allow duplexes and small apartment buildings in Single Family districts. Provide flexibility with parking requirements.

SUPPORT LAND USE & SUBDIVISION CHANGES



1.

ALLOW SMALL COMMERCIAL IN SINGLE FAMILY

Amend land use regulations to allow small scale commercial (offices, corner stores) with no parking requirements in single family districts.

2.

ALLOW COTTAGE LOT SIZES

Amend minimum lot sizes to allow small scale cottage lots (40'x40')

SUPPORT A BALANCED TREE ORDINANCE



1. REWARD AFFORDABLE HOUSING

The tree ordinance rewrite should encourage the creation of small-scale, parking lite, affordable units near transit.

2. CREATE A CONTEXT SENSITIVE TREE ORDINANCE

A balanced tree ordinance should vary based on urban context - this is a best practice seen in numerous cities.

SAY YES IN MY BACKYARD

1.

DON'T LET NIMBYS BLOCK HOUSING

In walkable areas near transit, neighborhood opposition should not halt housing choice.

2.

LIMIT HISTORIC DISTRICTS

Provide limitations for historic districts aiming to limit housing choice in walkable areas near transit.



KRONBERG WALL

ARCHITECTURE • DESIGN • DEVELOPMENT

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