

THOUGHTS ON
CREATIVE DEVELOPMENT
STRATEGIES FOR INCREMENTAL INFILL

WHO IS KRONBERG WALL?



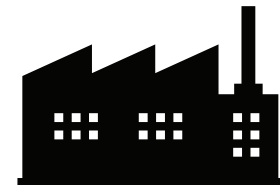
**WE ARE CONSCIOUS URBAN
PLACEMAKERS**



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 geometric shapes and perspective.

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, three-dimensional rectangular blocks are placed on the street, some floating above the ground and others resting on it. The text is centered over the scene.

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 streets with various buildings of different heights and styles. Several blocks of buildings are highlighted in a solid red color, while the rest are in a light blue/teal color. 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 solid red rectangular blocks are placed on the street, some with dashed lines indicating their position or movement. The text is centered over the scene.

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

CHALLENGES TO INCREMENTAL INFILL DEVELOPMENT

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.

UNDERSTANDING INCREMENTAL DEVELOPMENT BARRIERS

“WHY”

**RECOGNIZE THE HISTORY OF
ZONING + THE IMPLICATIONS**

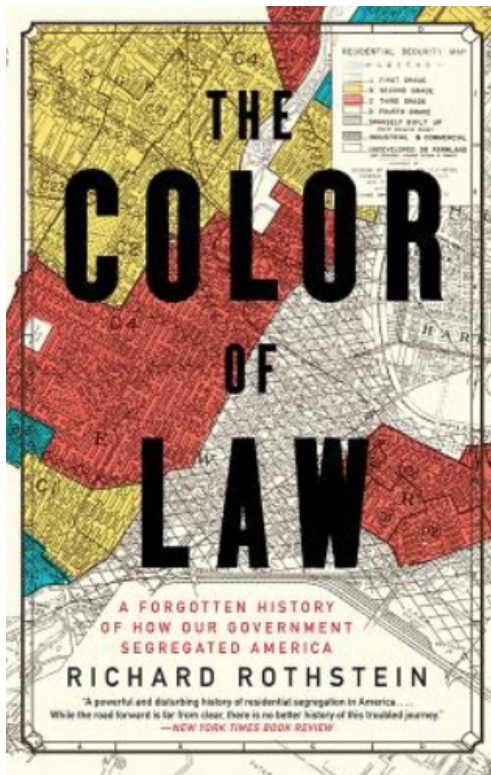
EQUITY MATTERS.

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.

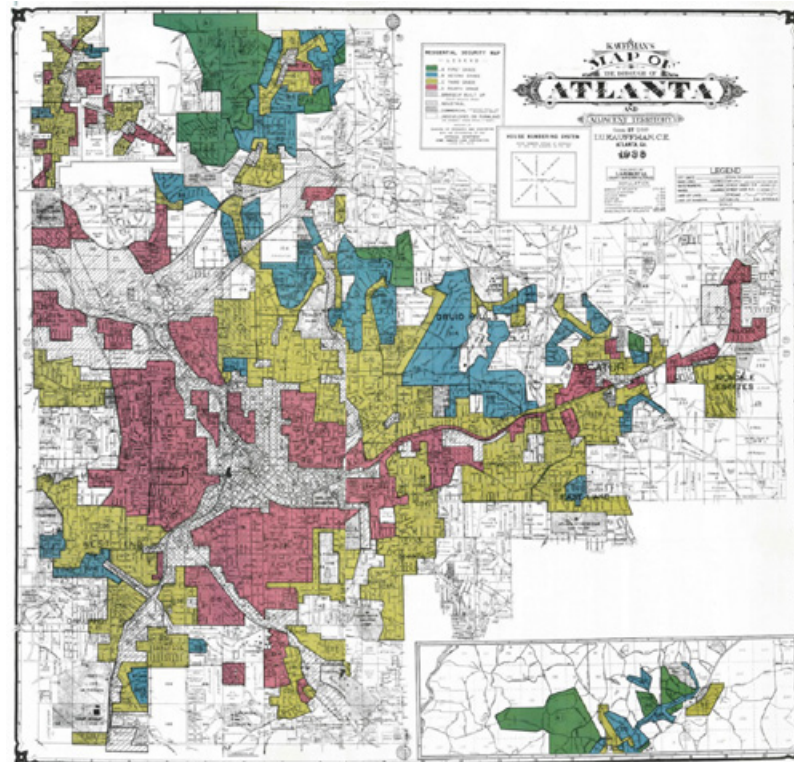
SINGLE FAMILY-ONLY ZONING IS EXCLUSIONARY

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



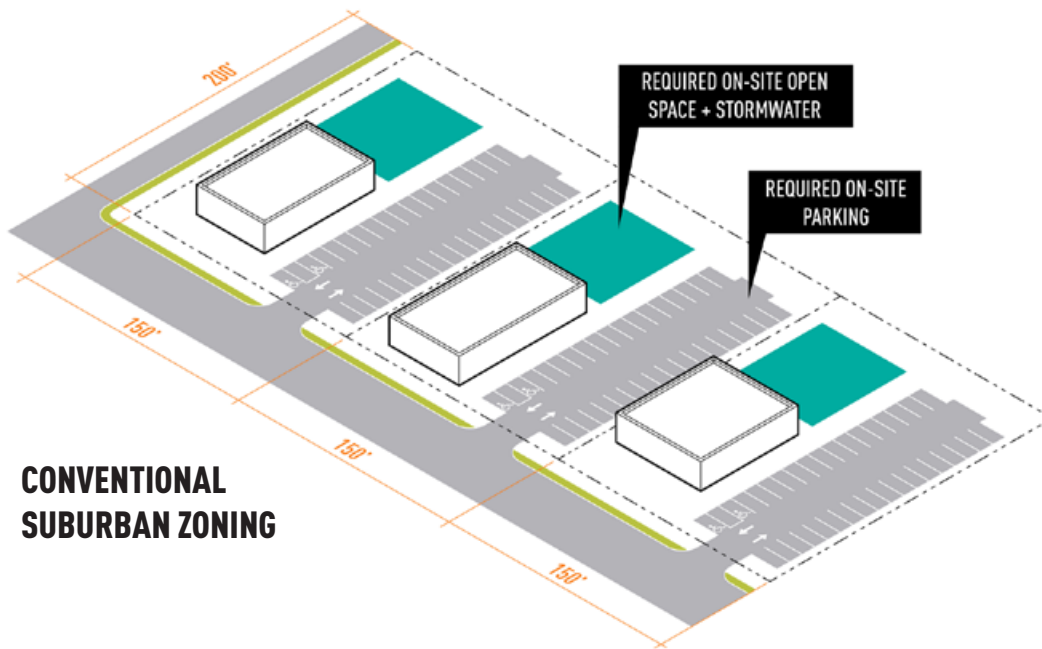
THE COLOR OF LAW
RICHARD ROTHSTEIN



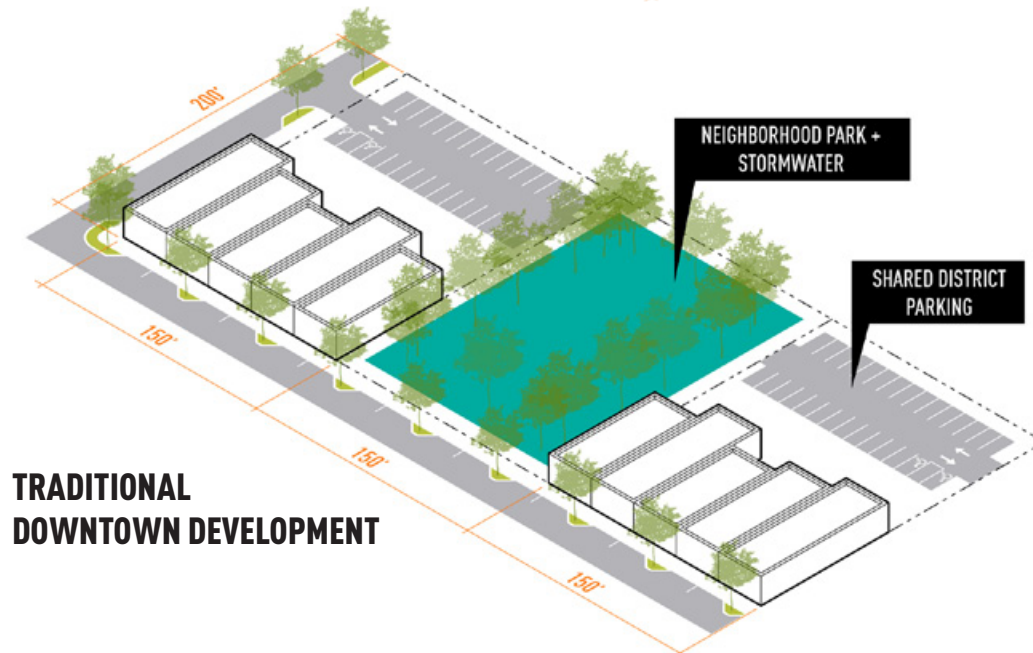
1938 CITY OF ATLANTA RACIAL ZONING MAP
HOME OWNER LOAN CORPORATION

At its 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

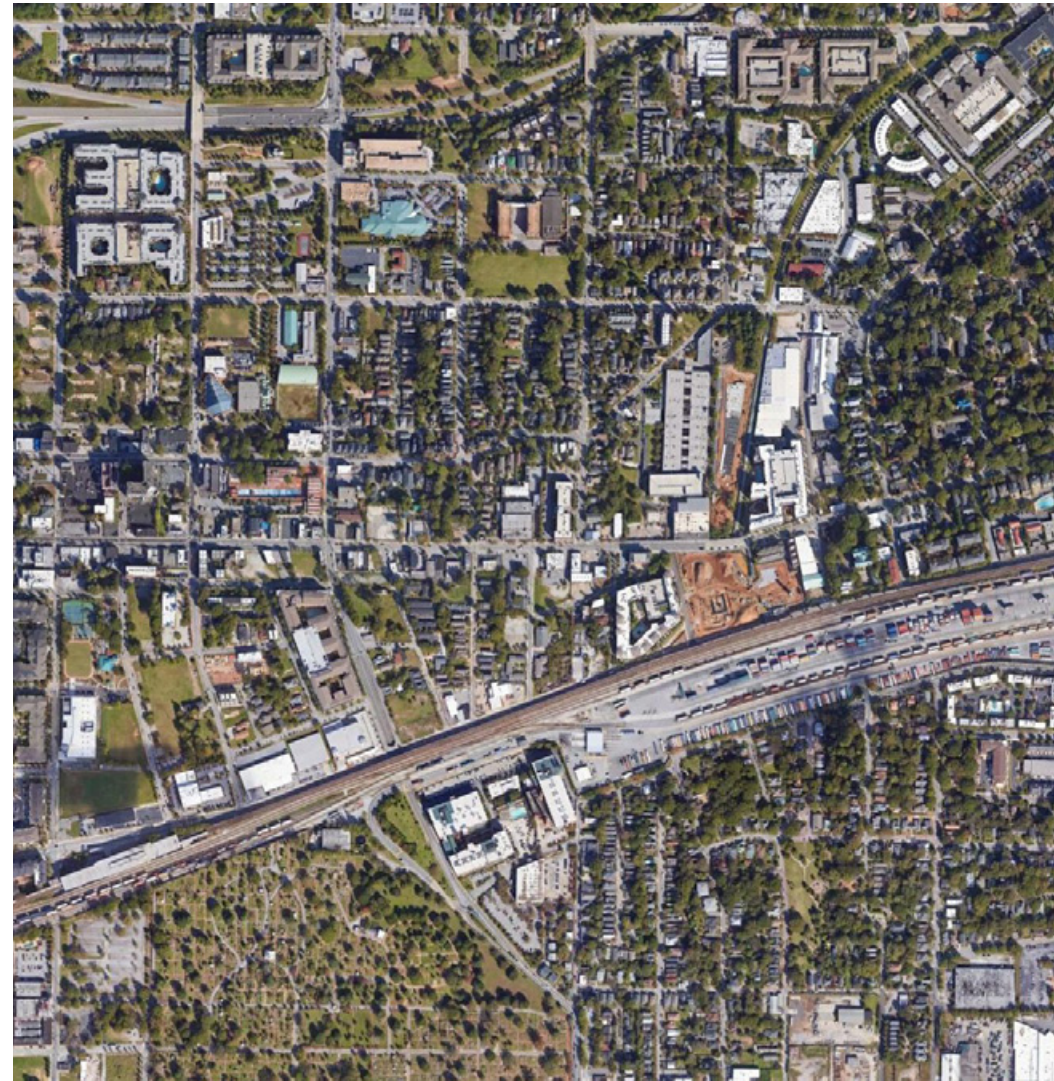
LINEAR, RIGID RULES



1000 FT

HISTORIC, INCREMENTAL DEVELOPMENT

DYNAMIC SYSTEM RESPONSES WITH LIMITED GUIDELINES



1000 FT

“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.

GOOD PROJECTS ARE HINDERED BY BAD ZONING



SINGLE FAMILY

4-6 PLEX

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

You can **double your density** without changing neighborhood character. Duplexes and Triplexes can look just like single-family, with AADUs and DADUs tucked out of site behind—yet these uses are largely illegal in single-family zoning districts.

“WHERE”

**STRATEGIC LOCATIONS FOR
POLICY CHANGE**

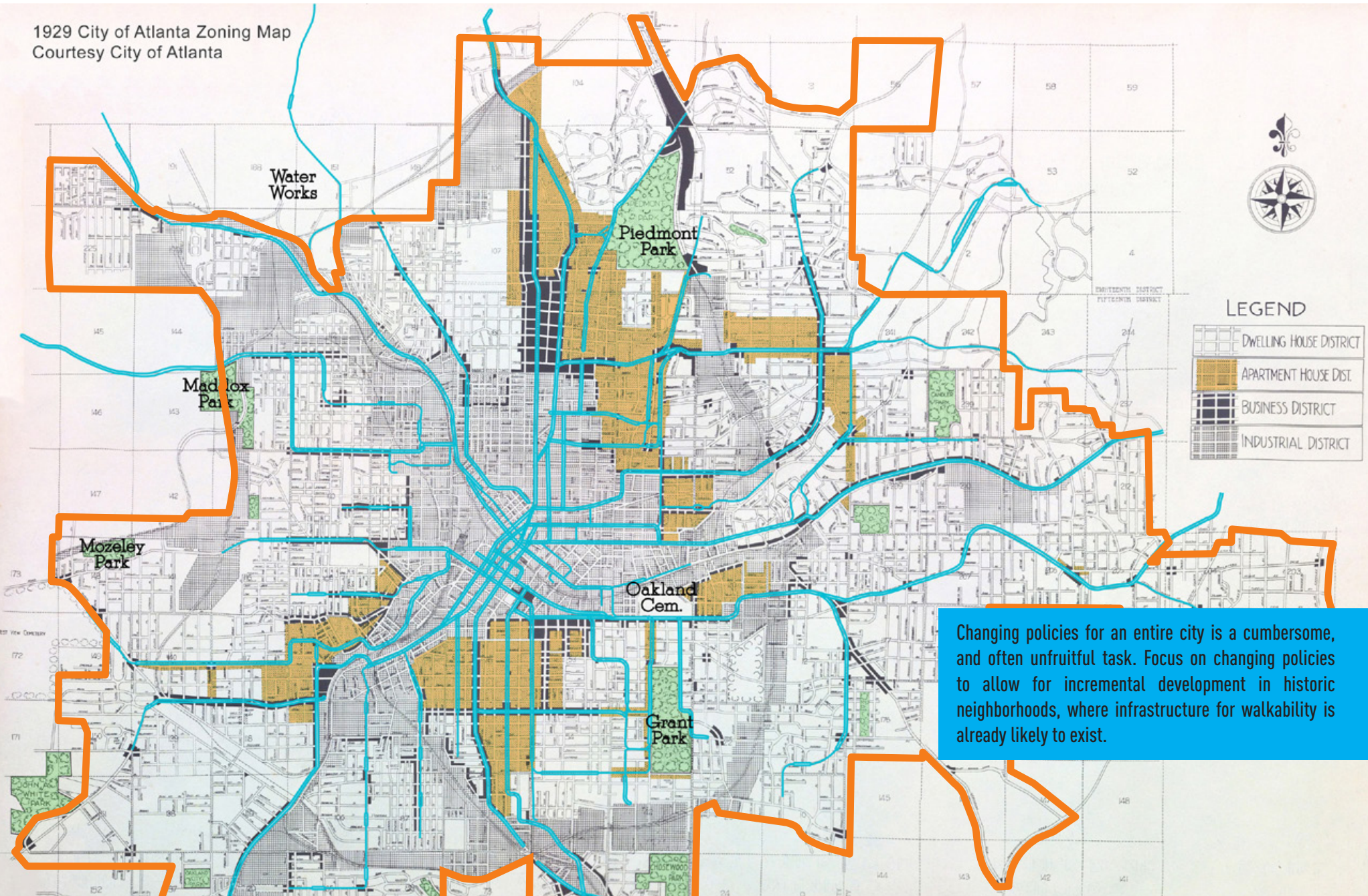
ACCESS MATTERS.

We need to focus on increasing our housing choice and housing diversity in areas where access to daily needs does not require a car.

1929 MATTERS: THE ORIGINAL TOD

1929 ATLANTA ZONING MAP

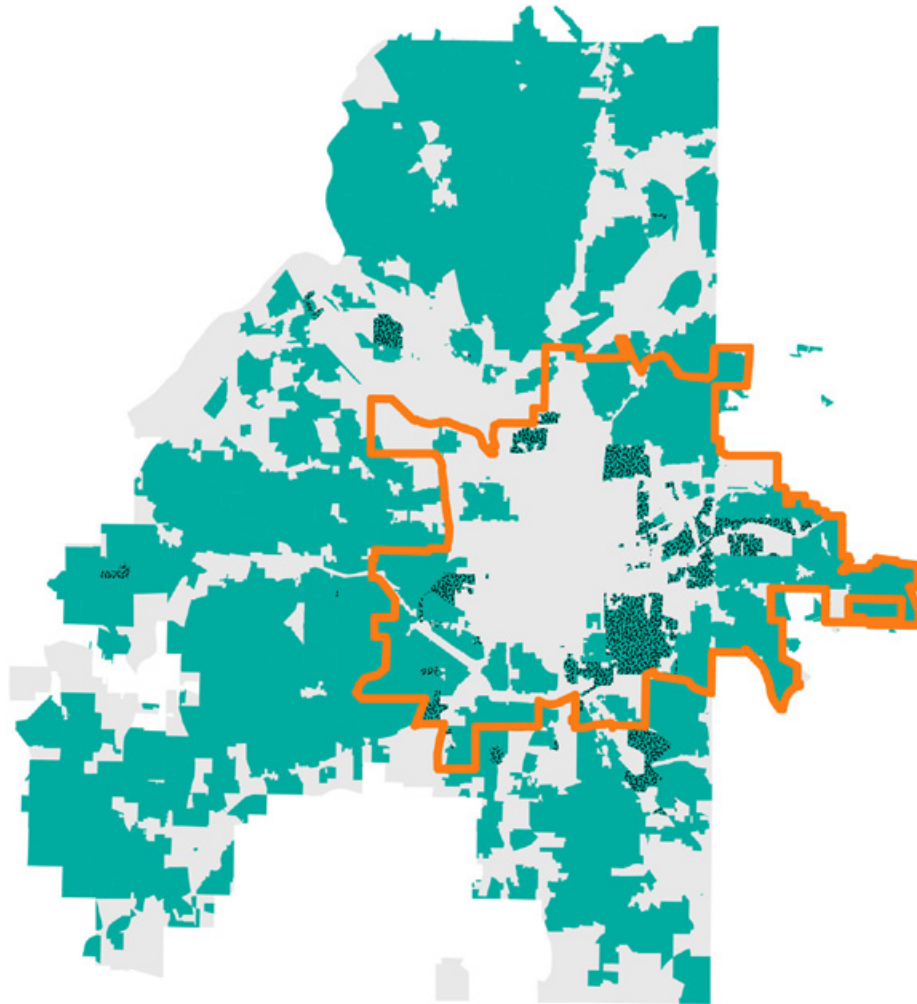
1929 City of Atlanta Zoning Map
Courtesy City of Atlanta



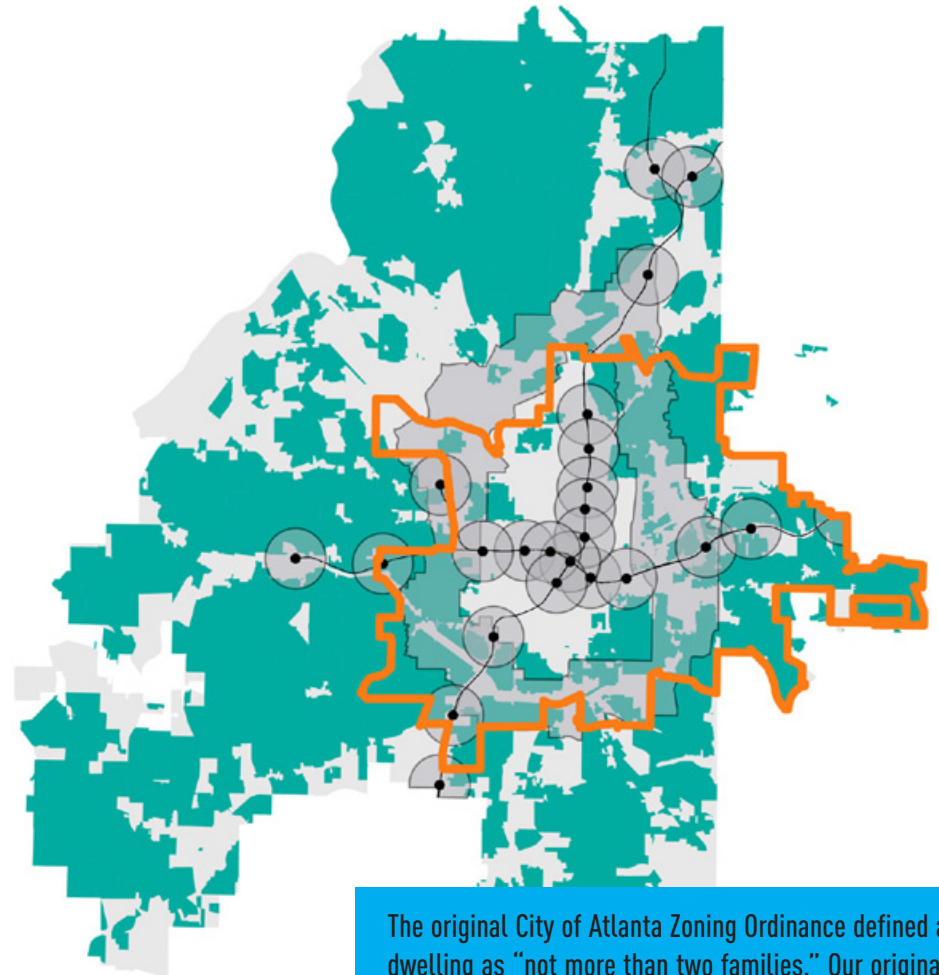
Changing policies for an entire city is a cumbersome, and often unfruitful task. Focus on changing policies to allow for incremental development in historic neighborhoods, where infrastructure for walkability is already likely to exist.

CONTEXT MATTERS: MOBILITY IN ATLANTA

SINGLE FAMILY ZONING IN ATLANTA



MARTA STATIONS + BELTLINE OVERLAY ZONE



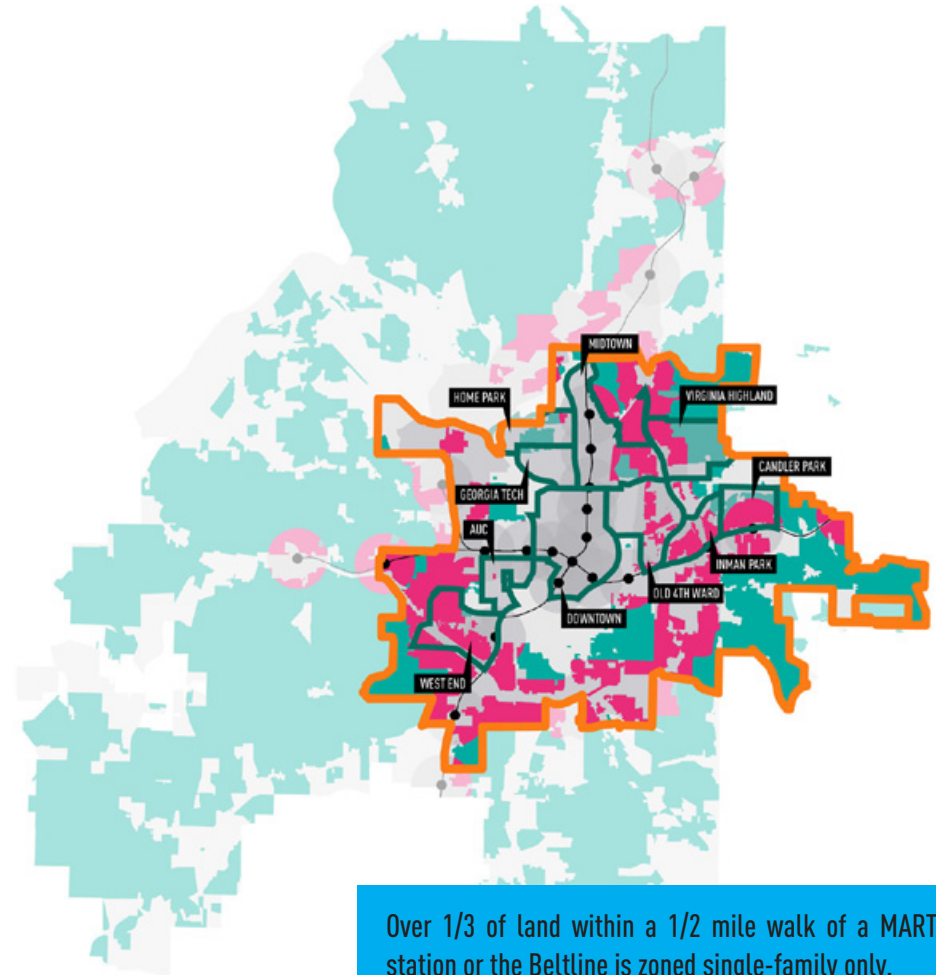
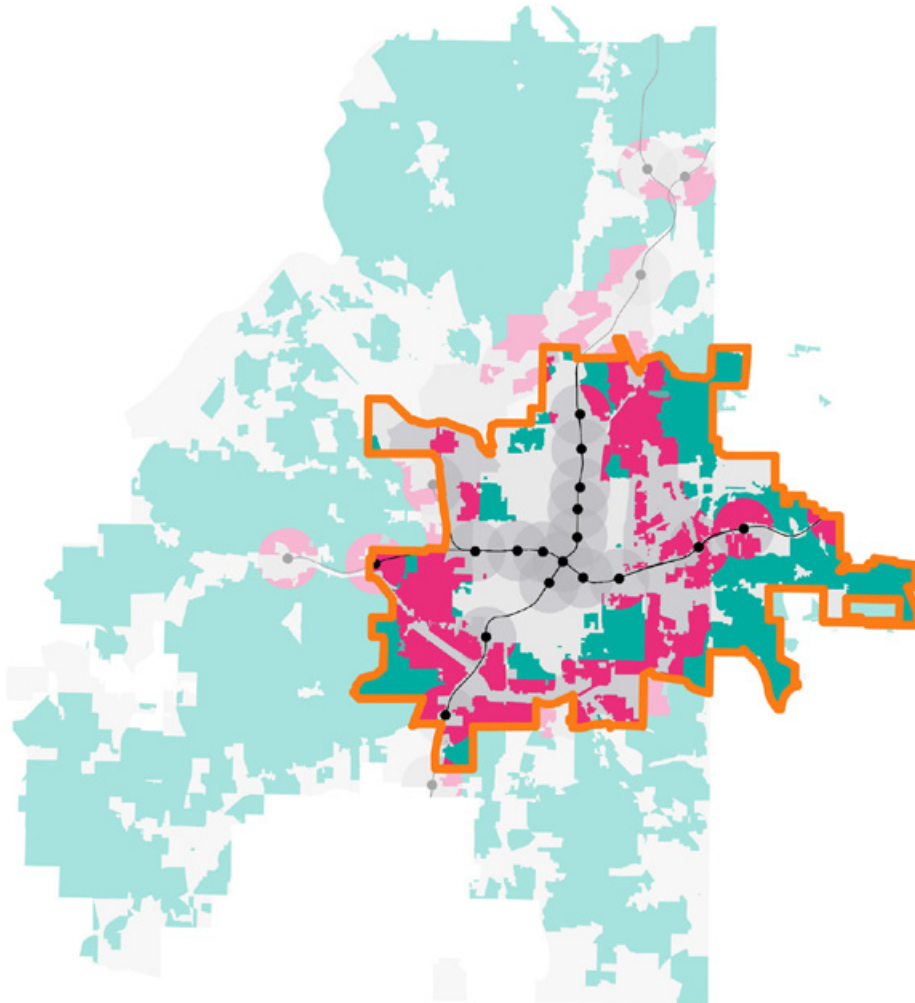
The original City of Atlanta Zoning Ordinance defined a dwelling as “not more than two families.” Our original minimum density was a duplex. This is why most of these neighborhoods are full of R5 zoning.



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

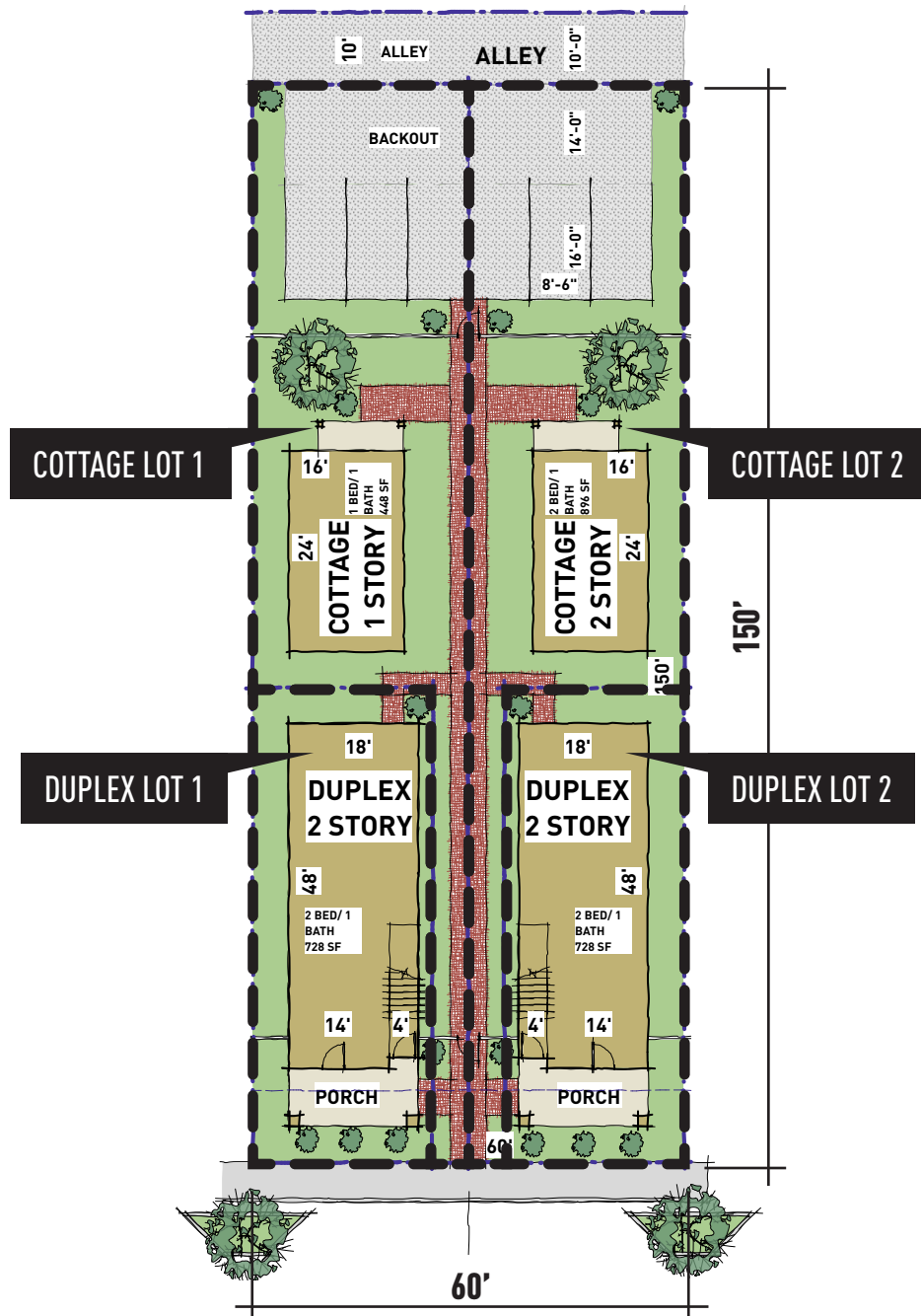
■ 10 most walkable neighborhoods (rated via walkscore)

STRATEGIC POLICIES TO REDUCE INCREMENTAL INFILL BARRIERS

1.

**FOCUS ON RED TAPE BARRIERS:
PERMITTING + CODES**

LOT SIZES MATTER



ALLOW EXEMPTIONS FROM MINIMUM LOT SIZE
IF ADDITIONAL HOUSING UNITS ARE BEING
PROVIDED.

Fee simple lots are the easiest to finance, and therefore cost less to build, sell, and buy. Allowing smaller lots provides flexibility for more diverse for-sale housing that can provide affordability.

THRESHOLDS MATTER: IRC V. IBC

DUPLEX + DADU = IRC = NO SPRINKLERS



TRIPLEX = MULTIFAMILY = IBC = SPRINKLERS



City of Atlanta has very different permit and physical improvement requirements based on size and complexity of your project.

PERMITTING MATTERS

- SITE PERMITTING REQUIREMENTS
- BUILDING PERMITTING REQUIREMENTS

SINGLE-FAMILY RESIDENCE



DUPLEX



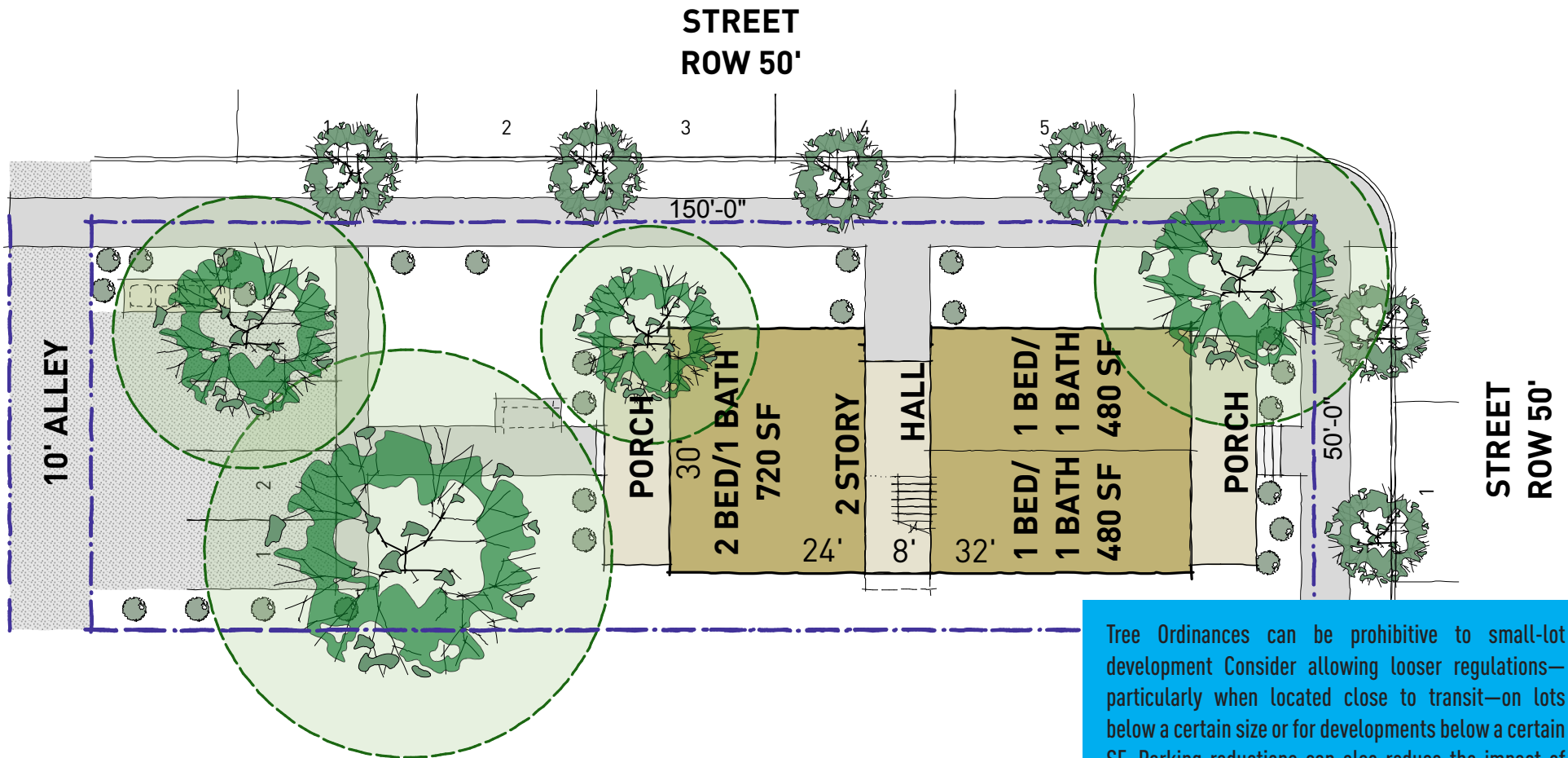
DUPLEX + ADU



To reduce regulatory barriers, Missing Middle developments less than 4,000 SF should require same permit and review process as a single-family house. This includes building department and site review, stormwater requirements, and impact fees.

TREE ORDINANCES MATTER

ATLANTA'S TREE ORDINANCE IS A POWERFUL TOOL TO SLOW OR STOP DEVELOPMENT.
A BALANCED APPROACH IS NEEDED FOR SMALL LOTS NEAR TRANSIT.



TREE IMPACT SITE PLAN
EXAMPLE PROJECT

SINGLE FAMILY SERVICE DISTRICT



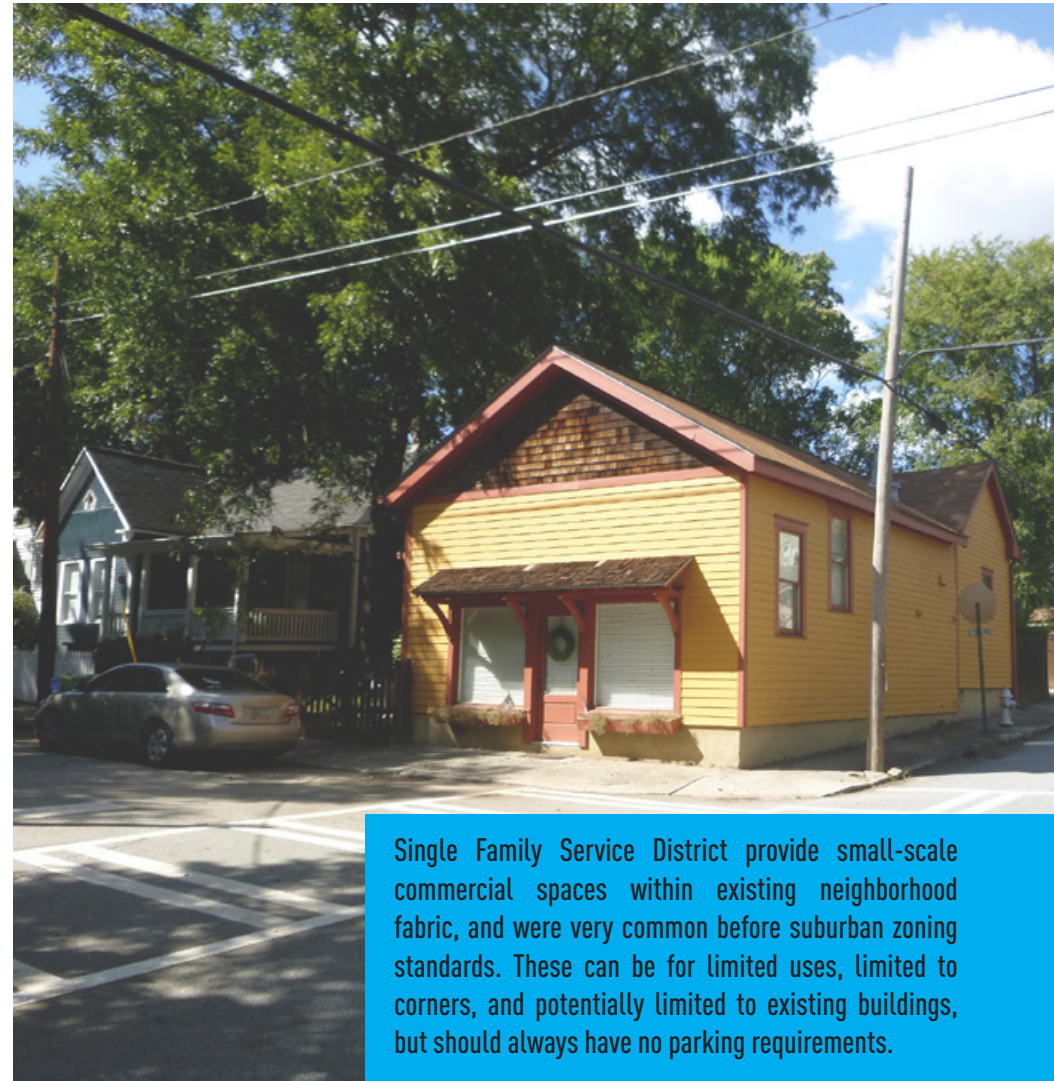
NEIGHBORHOOD COMMERCIAL

KRONBERG WALL OFFICE



LIVE-WORK

CABBAGETOWN | ATLANTA, GA



Single Family Service District provide small-scale commercial spaces within existing neighborhood fabric, and were very common before suburban zoning standards. These can be for limited uses, limited to corners, and potentially limited to existing buildings, but should always have no parking requirements.

TROLLEY STOP COMMERCIAL = ❤️

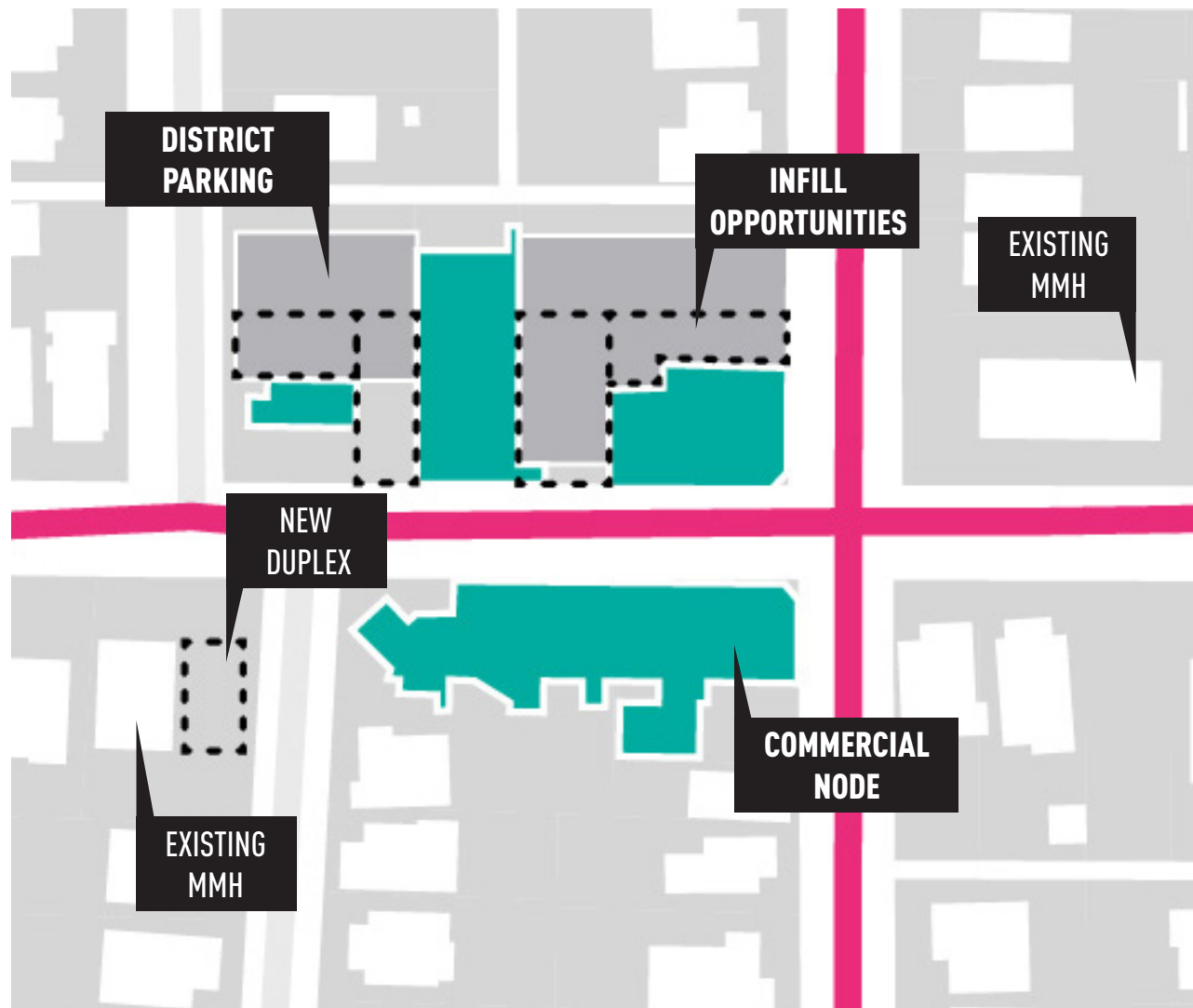


Neighborhoods that have these historic trolley car stops love them—but they often don't understand the density needed to support them. We need to be able to incrementally add small shops, and fill in gaps at these existing nodes.

CANDLER PARK | ATLANTA, GA

TROLLEY STOP NODES REQUIRE LESS PARKING

CANDLER PARK | ATLANTA, GA



CHALLENGES TO INFILL COMMERCIAL DEVELOPMENT:

- STORMWATER REQUIREMENTS
- RESIDENTIAL BUFFERS
- PARKING REQUIREMENTS
- SINGLE-FAMILY ONLY ZONING

We need 15-20 housing units/acre within walking distance of commercial nodes to effectively support commercial development. Single family zoning currently regulates around 4-4.5 units/acre—meaning you can't provide the necessary level of residential density to support this type of development without changing regulation to support missing middle housing.

2.

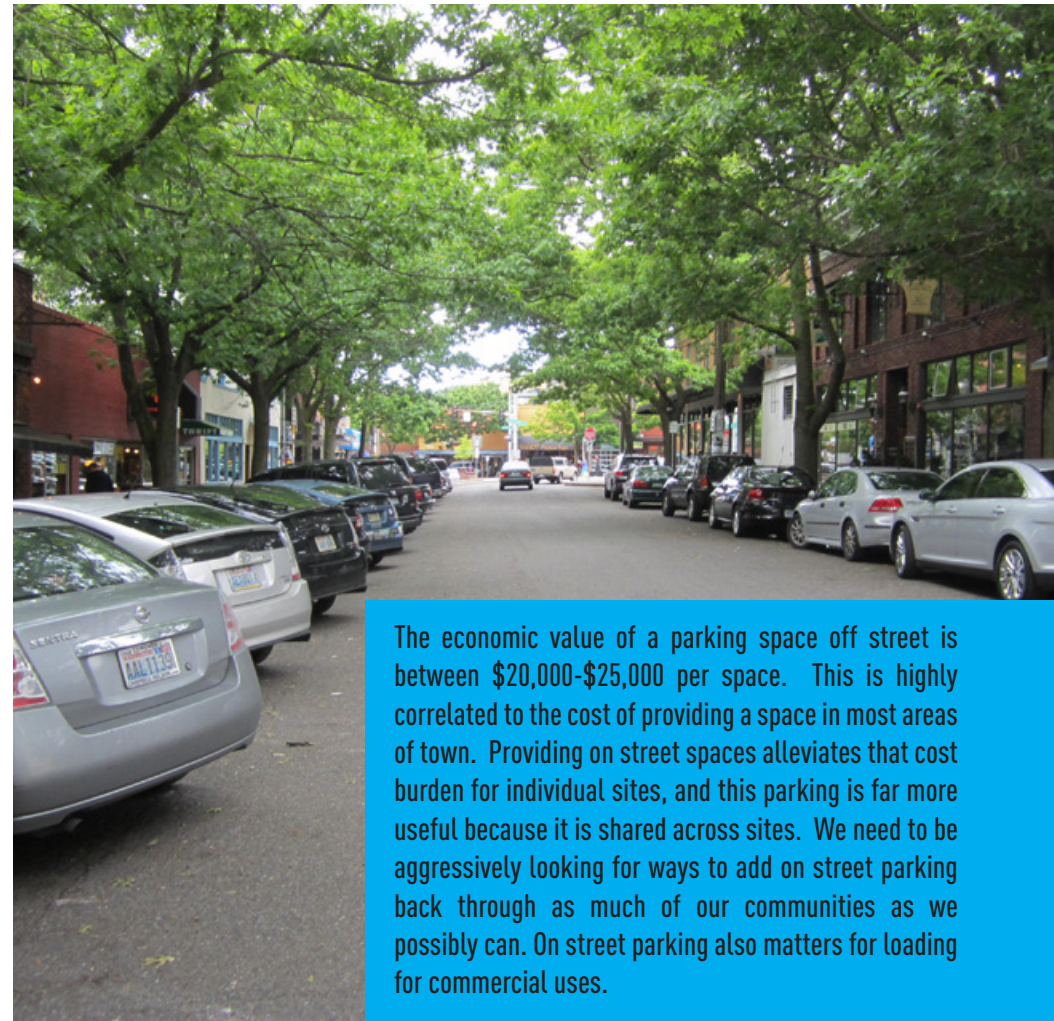
**FOCUS ON PUBLIC SOLUTIONS
FOR PRIVATE GOODS:
NEIGHBORHOODS AS ECOSYSTEMS**

ON-STREET PARKING MATTERS

- AGGRESSIVELY LOOK TO CAPTURE ON-STREET PARKING WHENEVER POSSIBLE
- IFC V. NACTO



ON-STREET PARKING
ATHENS, GA



ON-STREET PARKING VARIATIONS
SEATTLE, WA

BIKE LANES + SIDEWALKS MATTER

- AGGRESSIVELY LOOK TO ADD BIKE LANES WHENEVER POSSIBLE
- IFC V. NACTO



PROPOSED ROAD CONFIGURATION

NORWICH STREET | BRUNSWICK, GA



Re-thinking how the asphalt is used between existing curbs can drastically improve the accessibility of a neighborhood. By giving space for bikes, pedestrians, and street parking, corridors can become more people-focused. Having a Department of Transportation in place at the city that is in charge of studying, proposing, and implementing improvement projects is essential.

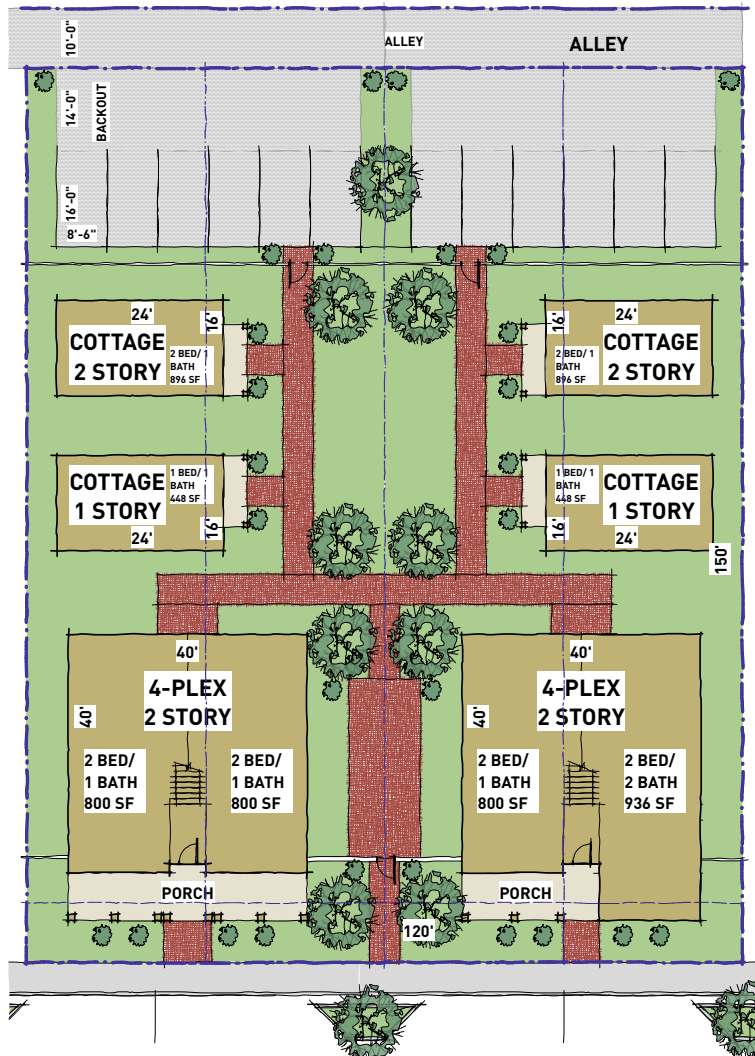
EXISTING ROAD CONFIGURATION

NORWICH STREET | BRUNSWICK, GA

ALLEYS MATTER

ALLEY PARKING SITE PLAN

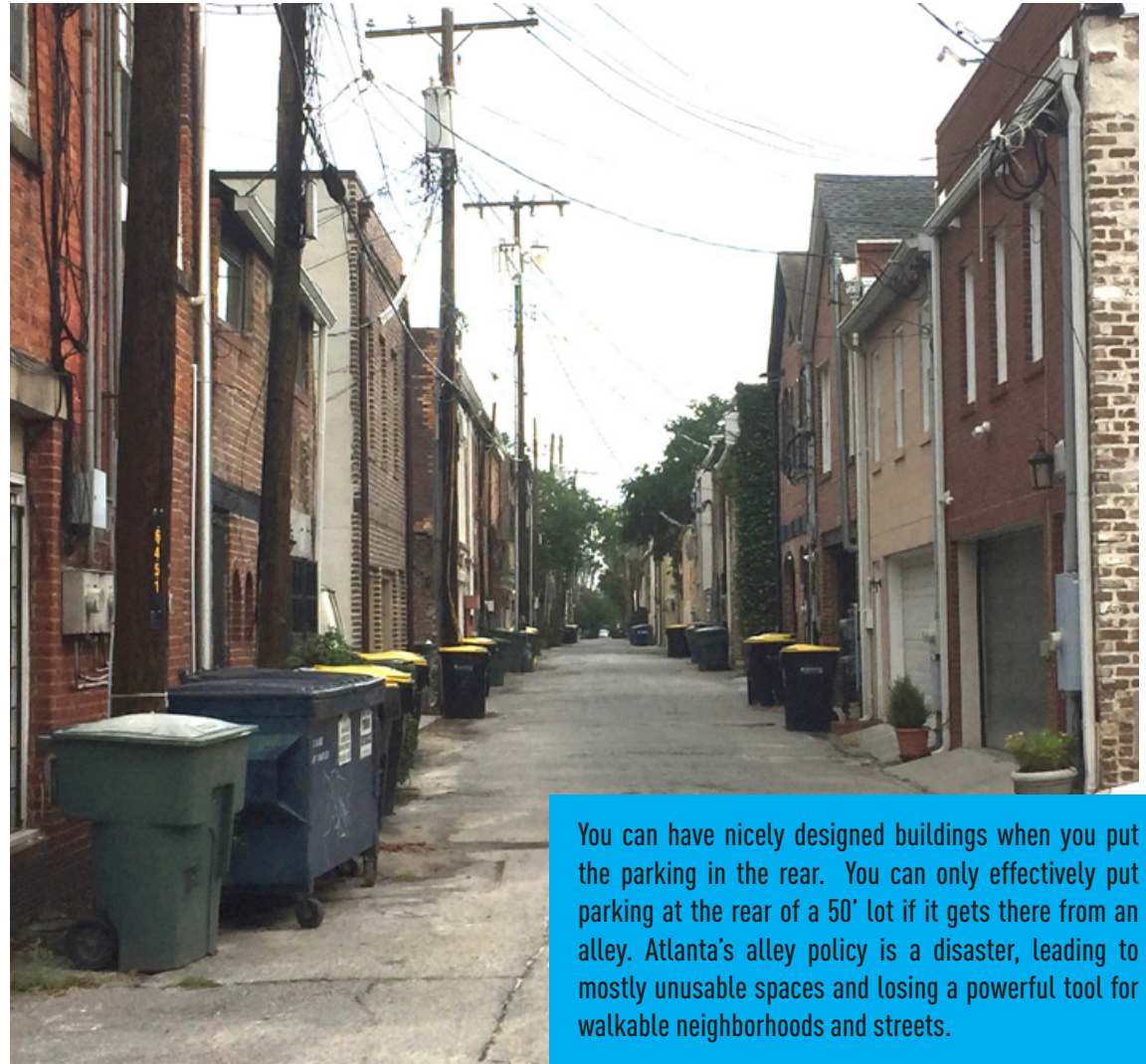
MISSING MIDDLE ONLY PARKS WELL WITH ALLEYS



50' x 150' lots

ALLEY IN SAVANNAH

USED FOR PARKING ACCESS, TRASH, AND UTILITIES

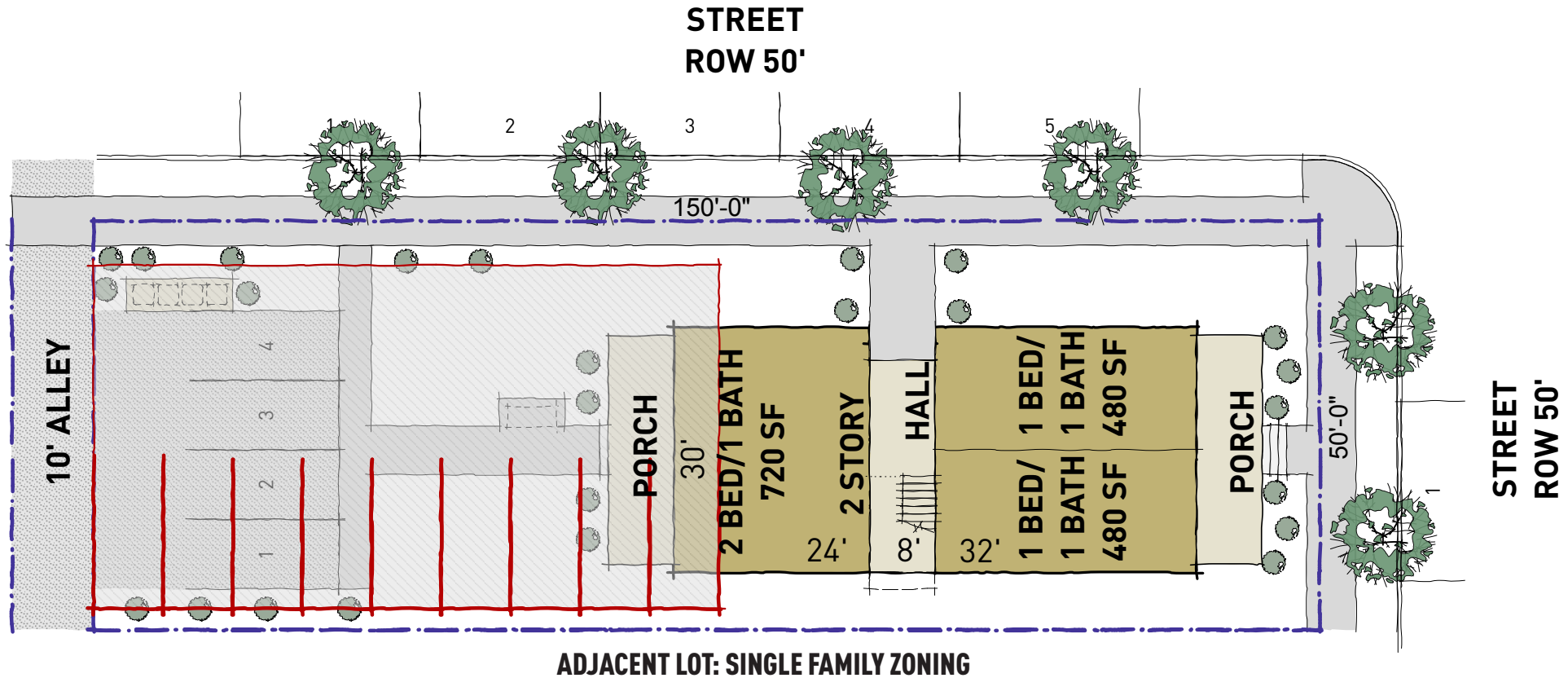


You can have nicely designed buildings when you put the parking in the rear. You can only effectively put parking at the rear of a 50' lot if it gets there from an alley. Atlanta's alley policy is a disaster, leading to mostly unusable spaces and losing a powerful tool for walkable neighborhoods and streets.

MODIFY PARKING REQUIREMENTS FOR MISSING MIDDLE

REQUIRED PARKING SITE PLAN

EXAMPLE PROJECT



LOT SIZE: 50' X 150'

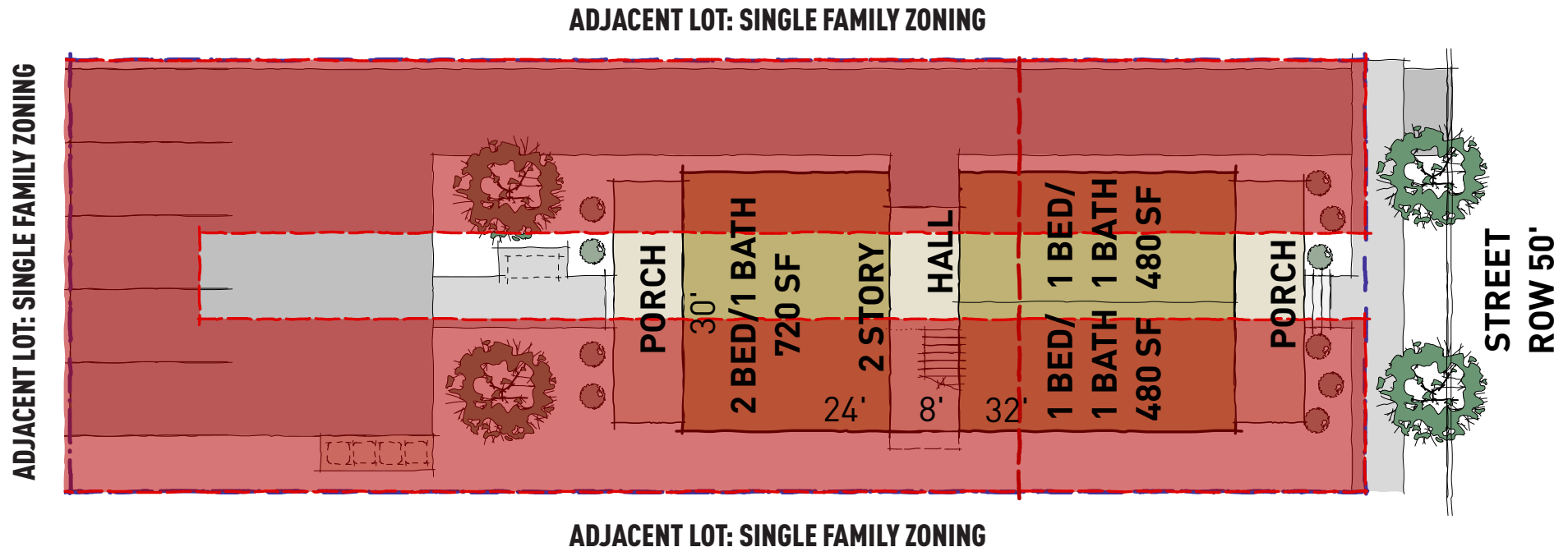
ON-SITE PARKING REQ'D: 6 UNITS @ 1.4 SPACES / UNIT = 9 REQ'D SPACES

Requiring traditional parking requirements for missing middle housing makes infill development impossible without a variance. To effectively build middle housing, alley access and on-street parking are essential.

REMOVE BUFFER REQUIREMENTS FOR MISSING MIDDLE

TRADITIONAL BUFFER SITE PLAN

EXAMPLE PROJECT



LOT SIZE: 50' X 150'

TRANSITIONAL BUFFER REQ'D: 20'-0"

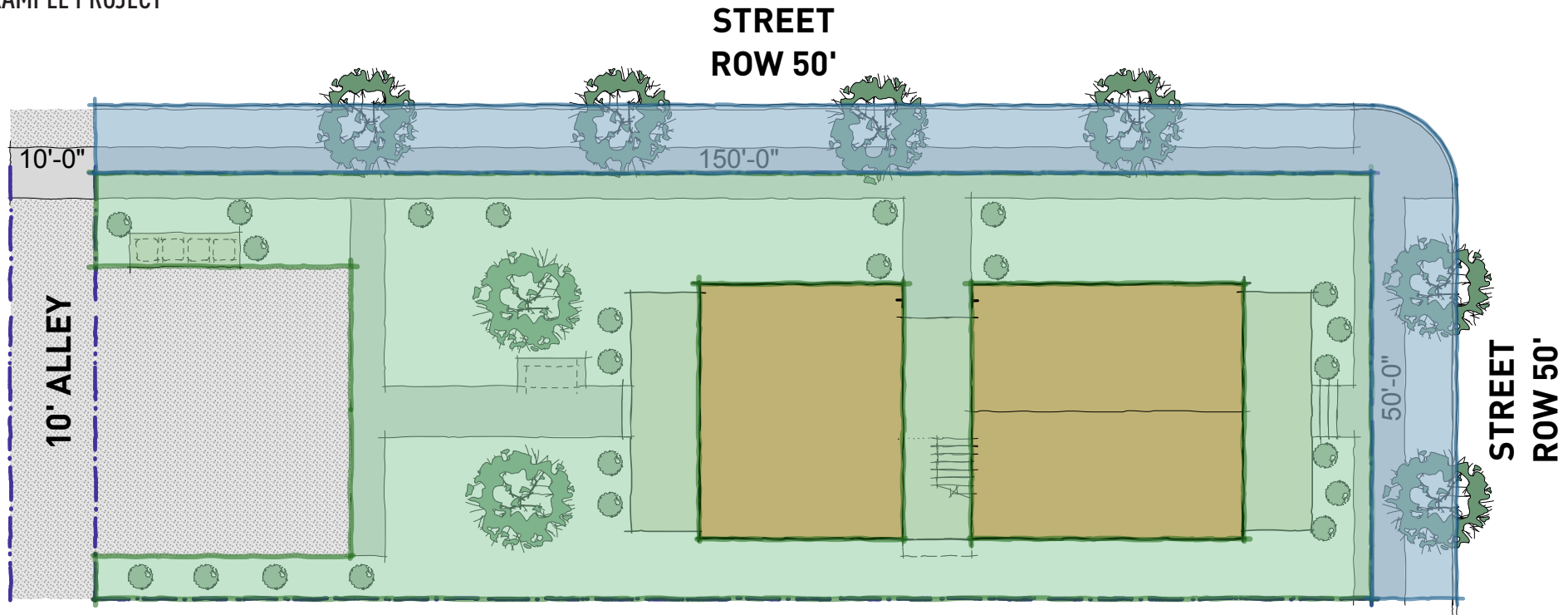
Requiring traditional buffers between multi-family and single family properties makes infill development impossible without a variance. One of the primary advantages to middle housing is its ability to retain the character of the neighborhood, reducing—if not eliminating—the need for buffers.

COLLECTIVE OPEN SPACE SOLUTIONS MATTER



OPEN SPACE SITE PLAN

EXAMPLE PROJECT



NLA: 7500 SF

GLA: 13,500 SF

FOOTPRINT: 1,815 SF

PARKING: 1,020 SF

FAR (GLA): 0.27

UOSR: 6,480 SF

UOSP: 6,330 SF (GLA) **✗**

* Note: Min. 150 SF of upper floor balcony required for conformance.

Our zoning currently expects each site to be self-sufficient for everything from parking, storm water, and also open space. The open space required on a per site basis is hard to meet, and of lower quality than can be provided in open space like parks. Much like collective storm water, allowing an open space exemption for sites within a certain distance of parks or the Beltline is rational and important.

COLLECTIVE STORMWATER SOLUTIONS MATTER



COLLECTIVE STORMWATER APPROACH

OLD FOURTH WARD PARK, ATLANTA



INDIVIDUAL STORMWATER APPROACH, PER CITY REQS

EDGEWOOD, ATLANTA



Collective stormwater solutions are often an untapped opportunity to provide district stormwater solutions, as well as provide a neighborhood amenity. Private developers should be able to pay fees in lieu of on-site stormwater mitigation to fund further park improvements or other public infrastructure. Generally, these solutions are more cost effective and provide greater public benefit than single-site solutions.

3.

**FOCUS ON CHANGING
PERCEPTIONS:
WORKING WITH COMMUNITY
MEMBERS + CITY LEADERSHIP**

DESIGN MATTERS.

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



SINGLE FAMILY

4-6 PLEX

DUPLEX

PRE-APPROVED PLANS MATTER



ATLANTA ADU CO.

KRONBERG WALL

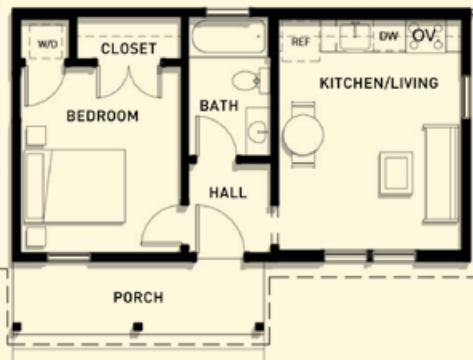


**THE R-TOWN
& R-TOWN+** 07

1 BEDROOM / 1 BATH

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

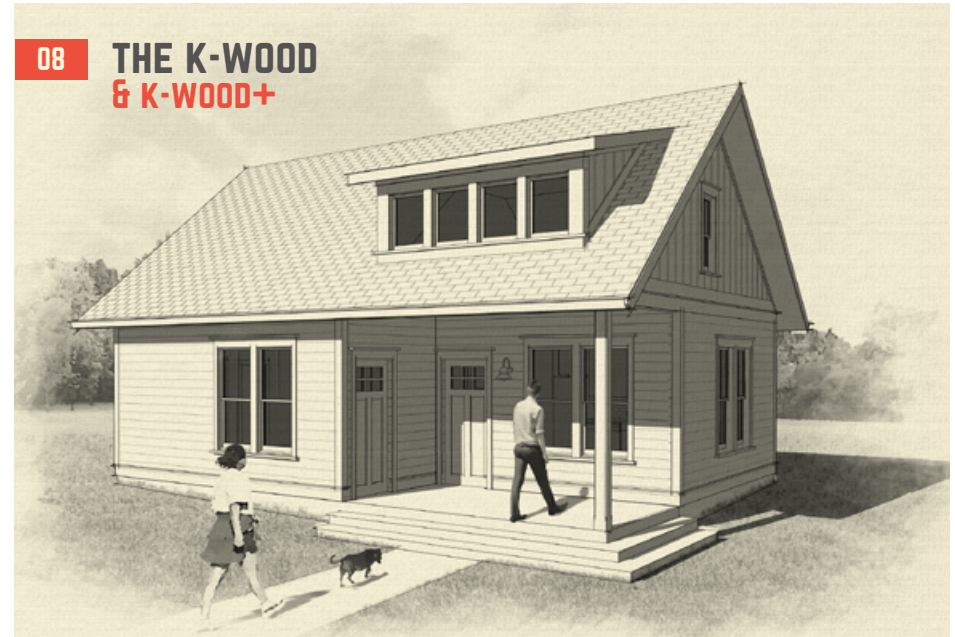
Named after the home of ATL ADU Co, the Reynoldstown is an efficient accessory dwelling unit with a bedroom (with closet), full bathroom, galley kitchen, and living room all in a compact 440 SF footprint. Large windows are placed to deliver as much natural light as possible to the interior and facilitate 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

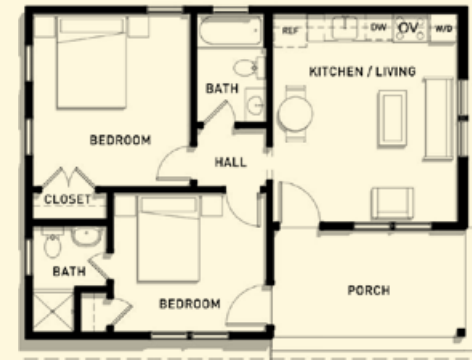


**08 THE K-WOOD
& K-WOOD+**

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.

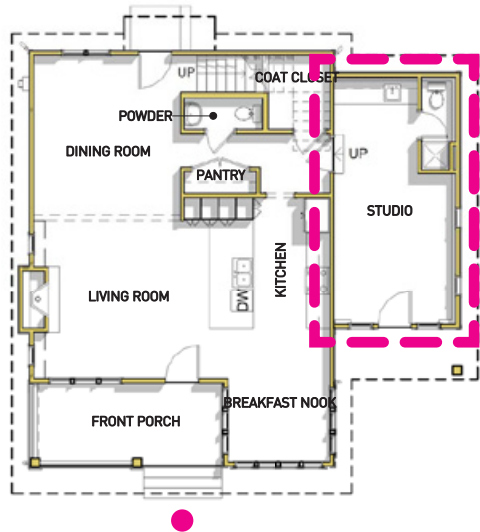
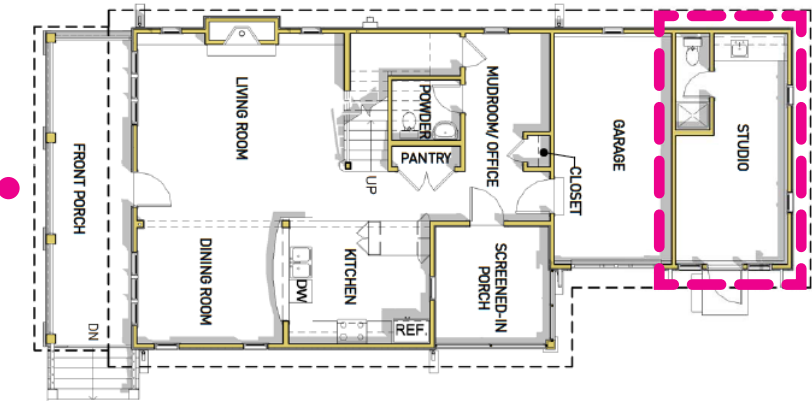


NOT INCLUDED CONTINGENCIES:

- 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



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.

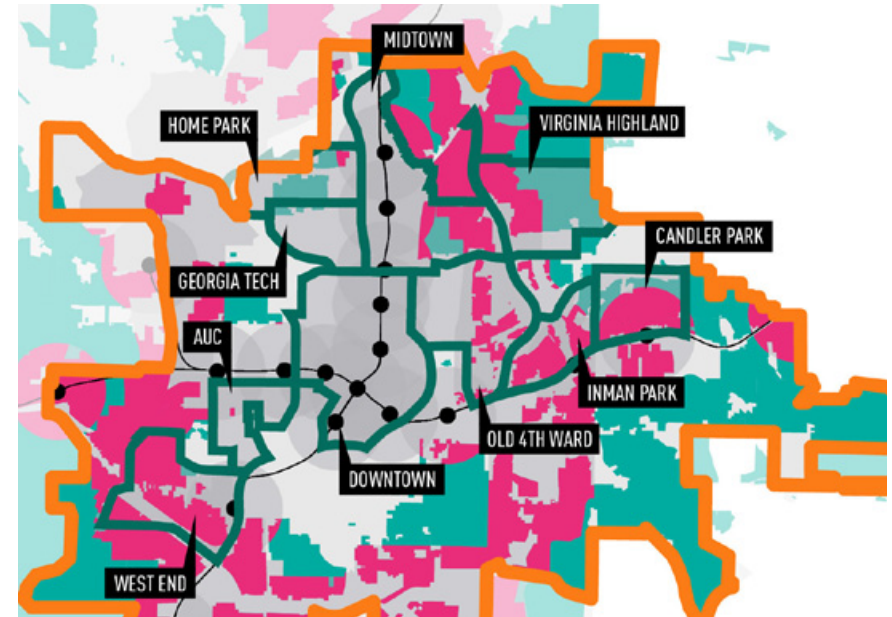
GUESS WHAT?

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.

PERCEPTION MATTERS.

Normalizing renters as a diverse group of people in every stage of life is important in changing the negative perceptions of non-single-family housing options.

SANAA + OLIVIA: renters + housemates



“There aren’t many places in Atlanta where a young professional can live on her own and still feel at home - enter Missing Middle Housing. My current home is close to work, in a great neighborhood, allows me to walk and take public transport to a number of locations, and offers me the flexibility to live how I want without being burdened by high rent or an inconvenient daily commute.”

DUPLEX + ADU

UNITS: 2 + 1 ADU

TENANTS: 5

OFF-STREET PARKING: 4



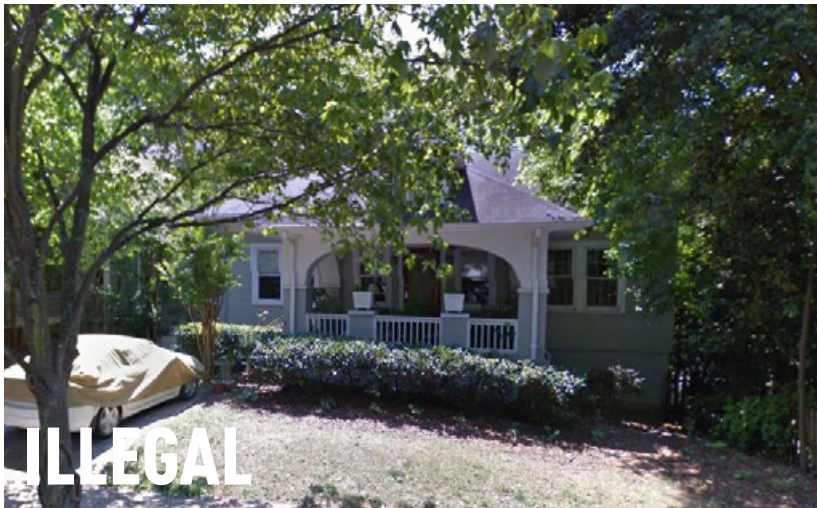
ELIZABETH: renter

“I’ve lived in Ansley Park for 5 years. The first 3 years I lived in a small house that had two basement apartments. For the past 2 years I’ve lived in a historic apartment building: 3 buildings with 24 units. I chose to live in Ansley so that I could walk to my first job, and I choose to stay because I love the area and can bike commute to my current job. I love having access to Midtown, MARTA and Piedmont Park - I would not be able to afford this neighborhood without these ‘nonconforming’ places I have lived.”



HOME 1: TRIPLEX (BASEMENT APARTMENT)

UNITS: 3
TENANTS: 3
OFF-STREET PARKING: 1



HOME 2: APARTMENT

UNITS: 24
TENANTS: 40
OFF-STREET PARKING: 10



CHRISTY: renter to homeowner

"I lived in a triplex in Midtown for 2 years during and after college. This had great proximity to Piedmont park, walkability to Midtown restaurants and stores, and bike-ability to Georgia Tech's campus. I then lived in a different triplex for 2 years after college, as a newlywed. This offered a great location that was walkable to Westside restaurants and close to MARTA, while also having a small yard for our dog. The rent was much more affordable than in a typical, large apartment complex, allowing us to save up to buy a small home in the same neighborhood, just around the block."



HOME 1: TRIPLEX

UNITS: 3
TENANTS: 6
OFF-STREET PARKING: 4



HOME 1: TRIPLEX

UNITS: 3
TENANTS: 6
OFF-STREET PARKING: 0



ERIC B: renter

“I’ve lived in ‘non-conforming’ apartments ever since I moved to Atlanta. My first apartment was a basement unit of a duplex in what was once a single-family home. For the last 2 years, I’ve lived in the upper unit of a duplex in a 100+ year-old former single-family home in Inman Park. I don’t have a car, so it is important to me to be close to MARTA and within walking distance of the office, grocery stores, parks, and restaurants. These non-conforming apartments are the only way I can afford to live in close proximity to all of those amenities. A 15-minute walk to MARTA and a 20-minute ride to the airport can get me just about anywhere in the world, without getting in a car!”



DUPLEX

UNITS: 2

TENANTS: 3

OFF-STREET PARKING: 2



DUPLEX

UNITS: 2

TENANTS: 3

OFF-STREET PARKING: 1



XIAOYUN: homeowner + landlord



"I own a single family house located near downtown Kirkwood. This a rental property with four tenants. It is a popular area with high demand and high real estate value. It's a great property for long term investment for myself, and provides affordable housing options for people who can't afford to rent a whole house themselves. My tenants are PhD students."



SINGLE-FAMILY RENTAL

UNITS: 1

TENANTS: 4

OFF-STREET PARKING: 3



ERIC K: homeowner + developer + landlord



"I bought this historic home and the large property it sat on almost 20 years ago. For a while, my family and I occupied the top floor of the home and the KWA office occupied the main floor. My family has grown and we have built an ADU on our property, and I am in the process of developing the remainder of the property as a pocket neighborhood: 10 single family homes, 4 duplexes (8 units), 3 rental quadplexes (12 units) and 9 ADUs - all on 2 acres."



HOME 1: APTS - TO OFFICE - TO SINGLE FAMILY

UNITS: 1 + 1 ADU

TENANTS: 4

OFF-STREET PARKING: 3



POCKET NEIGHBORHOOD (SAME PROPERTY)

UNITS: 30 + 9 ADU

TENANTS: TBD

OFF-STREET PARKING: 1/UNIT



RECOMMENDATIONS FOR IMPLEMENTATION

IMPLEMENTATION MATTERS.

Find stealth codes that propose incremental changes to regulatory barriers in specific, strategic areas—these should be **presented as supporting Comprehensive Plan recommendations** that the community already approved.

POLICY AMENDMENT EXAMPLES



RECOMMENDATIONS FOR MOBILITY-RICH NEIGHBORHOODS

- Modify parking requirements
- Allow AADUs + DADUs in single family zoning categories
- Work with you city's permitting office to formulate pre-approved housing plans
- Allow existing houses to be converted into duplexes in single family zoning categories
- Modify lot subdivision requirements to allow for smaller lots, flag lots, and lots with no frontage with easements to provide more diverse for-sale housing options
- Treat missing middle housing (under +/-4,000 SF) as the same permit process as single family
- Create a Single Family Service District category compatible with Single Family use (corner stores, coffee shops, etc)
- Revise the concept of buffers in urban zoning categories
- Eliminate the open space chart
- Allow small multifamily/commercial new construction to only do Water Quality (lot impact less than 5000 SF, 60% lot coverage max)

POLICY AMENDMENT EXAMPLES



RECOMMENDATIONS FOR MOBILITY-RICH NEIGHBORHOODS

- Allow on-street parking to count toward required parking, and aggressively add where dimensionally possible between existing curbs
- Revise city-wide alley policies to allow individual owners to improve access without all neighbor's permission (other than tree root impact)
- Create limited Form Based Codes for single family neighborhoods (require porches, limit garage doors facing streets, etc)
- Revise Tree Protection Ordinance to be context sensitive (take proximity to transit into account, for example)
- Create a Department of Transportation to oversee implementation of transit, on-street parking and protected bike lanes throughout the City (NACTO v. IFC)
- Allow new developments to adhere to historically appropriate setbacks instead of setbacks prescribed by existing zoning
- **DEFINE MOBILITY VERY LOOSELY TO INCLUDE BIKING AND WALKING: PROXIMITY TO BIKE LANES OR SIDEWALKS WITH STREET TREES SHOULD QUALIFY AS MOBILITY-RICH**

PARKING POLICY AMENDMENT EXAMPLES



RECOMMENDATIONS

- Keep grandfathered parking rights, allow transfer to new uses | **NOLA**
- Permit Time-of-Day sharing with percent demand studies as an acceptable standard | **ATL**
- Permit on-street parking to be counted towards totals | **Chattanooga**
- Eliminate parking requirements in proximity to transit | **Tacoma + Miami**
- Credit bicycle parking (3 bike spaces = 1 auto space) | **Dallas**
- Eliminate requirements for buildings built before a certain date | **ATL - 1965**
- Eliminate requirements for buildings under a certain size (5,000-10,000 SF) | **Miami**
- Allow municipal lots to count for spaces
- Permit In-Lieu-Of Fee Options
- Provide reduction / credit for providing rideshare loading spot | **KWA**
- Reduce minimum parking space size to 8'x16' (100% compact) | **KWA**
- Reduce minimum parallel space length to 18' | **KWA**



KRONBERG WALL

ARCHITECTURE • DESIGN • DEVELOPMENT

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

www.kronbergwall.com



@kronbergwall