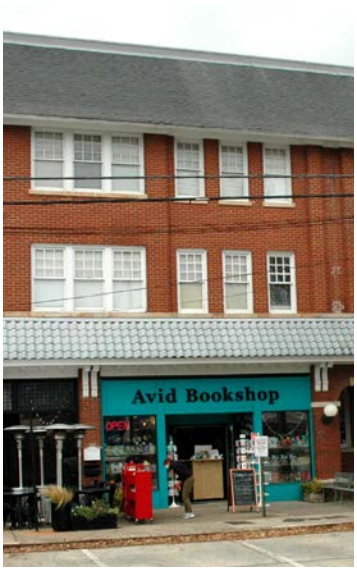
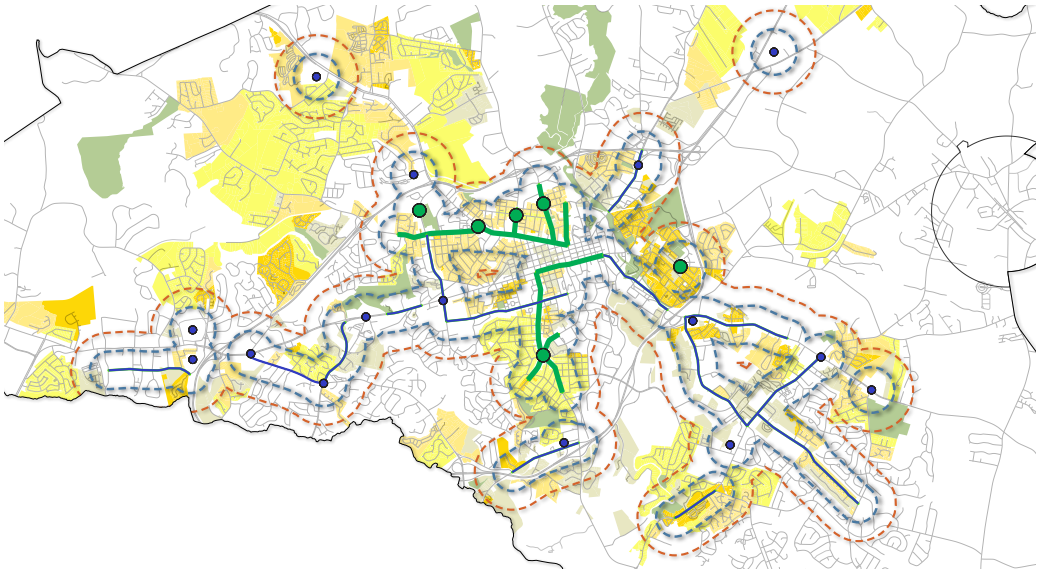
MMH Scan™

Analysis + Definition of Barriers to Missing Middle Housing

Prepared for:
Athens-Clarke County, GA

April 08, 2022





OPTICOS

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What's Inside?

MMH Scan™ Analysis + Definition of Barriers to Missing Middle Housing

Purpose + Objectives

CHAPTER 1

In this chapter

1.1 What This Study Is About

Athens-Clarke County is working to expand the variety of housing choice and promote affordability.

The Need for More Housing Choices

Increasingly, millennials and baby boomers are looking for more choices and smaller places to live that are within walking distance of their lifestyle. But the choices primarily continue to be single-family houses and large apartment projects. In ACC, since 2019, single-family homes, townhouses and large apartments (over 20 units) have been 83.2% of the total 53,633 units built, approved, or planned.[1] Duplexes and smaller apartment projects (3-19 units) have been 9.7% of the total.[1]

Source

[1] *U.S. Census Bureau*

The Need for Regulatory Change

Too often, the types and size of new dwellings that the market wants are not allowed by local policy or zoning regulations. This leaves innovative developments needing to go through complex and uncertain review processes when trying to respond to the shifting market. Regulatory change is needed to make new investment predictable and simple.

Missing Middle Housing (MMH) is intended to be part of low-rise residential neighborhoods, which are typically zoned as some variety of "single-family residential". However, because MMH contains multiple units, it is, by definition, not allowed in single-unit zoning districts. But MMH is not the same as typical apartment projects either.

Typical multi-family zoning districts allow much bigger buildings (taller and wider) and also typically encourage lot aggregation and large suburban garden apartment buildings. The environments created by these zoning districts are not what is intended by MMH.

Focus of this Study

The scope of work provided for in-depth analysis of up to four zones across ACC. ACC selected the following zones to study how these zones could contribute to generating MMH: RM-1, RS-15, RS-8, and RS-5. These zones were selected for two key reasons: how much they occur near existing and potential Walkable Centers, and because the allowed size of buildings in these zones best aligns with the House-scale nature of MMH.

Location of Available U.S. Housing Stock

90% of available housing in the U.S. is located in a conventional neighborhood of single-unit homes, adding up to a 35 million unit housing shortage.[2]

Based on the need for more and affordable housing choices, ACC is taking the leadership role to identify the barriers that hinder or prevent MMH. The results of this study and specific recommendations are in Chapter 3. These results and recommendations will benefit ACC most if pursued by a broad coalition of public and private sector groups and individuals working together.

Source

[2] *Dr. Arthur C. Nelson "Missing Middle: Demand and Benefits", Utah ULI Conference, October 21, 2014*

Note

In this analysis "single-family" is hereafter referred to as "single-unit."

Figure 1.1 *An example of a Courtyard Building MMH type (Atlanta, GA)*

1.2 Overview of Athens-Clarke County's Population + Housing

Population Projections Through 2040

By 2040, ACC is projected to become home to an additional 26,425 residents. Using the average household size for ACC (2.36 people), that means an additional 11,197 units over the next 18 years, or an annual average of 622 units. To put this in perspective, in 2019, ACC produced 673 new units, 328 of which were single-unit dwellings.

For 2020 and 2021, ACC produced an average of 748 new units, of which 110 were single-unit dwellings.

Population Characteristics	
Total Population[1]	128,671
Average Household Size[1]	2.36
Homeowners[1]	39.0%
Renters[1]	63.3%
Renter Vacancy Rate[1]	2.9%
Median Household Income[1]	$36,623
Median Home Value[1]	$170,700
Median Monthly Rent[1]	$856
Total Amount of Land[2]	75,632 acres
Amount of Land Zoned for multi-family Housing[2]	7.0% (4,963 acres)

[1] U.S. Census Bureau

[2] ACC Planning GIS

Housing Types (Existing)		
	Total	**%**
Single-unit, Detached[3]	26,496	49.4
Single-unit, Attached[3,4]	3,190	5.9
Duplexes[5]	4,352	8.1
Buildings with 3-4 Units[5,6]	162	0.3
Buildings with 5-9 Units[5,6]	161	0.3
Buildings with 10-19 Units[5,6]	527	1.0
Buildings with >20 Units[5]	14,939	27.9
Mobile Homes[5]	2,466	4.6
Other[5,7]	1,340	2.5
Total:	53,633	

[3] ACC Planning LBCS Data

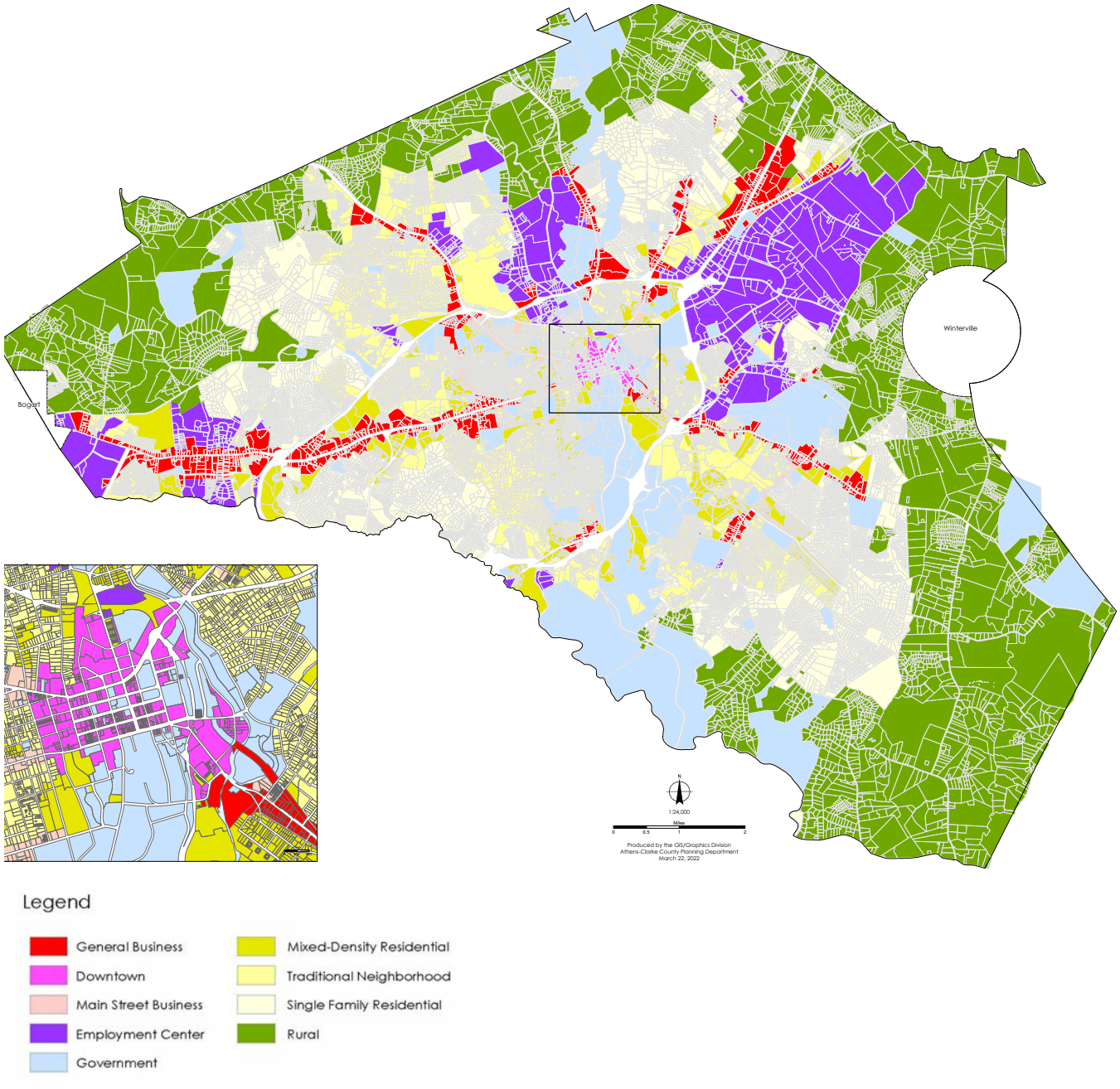
[4] Includes Townhouses

[5] ACC Tax Assessor Data

[6] May include some MMH types

[7] Dorms, Fraternities/Sororities, Other Institutional units

Figure 1.3 *Future Land Use Map of Athens-Clarke County*



1.3 Why Missing Middle Housing (MMH) Is Important in The Future of Communities

Eight key national trends point to MMH as an essential part of communities' strategy for reinvestment and housing production.

Sources

[1] *National Association of Realtors*
[2] *American Planning Association*

Cities Are Prioritizing Walkability for Their Triple-bottom-line Benefits

- The improved physical and mental health of residents;
- Environmental stewardship; and
- Economic benefits.

Walkable Living in Demand

- There is a 20-35% gap between the demand and supply of walkable urban living choices. Essentially two housing products, single-unit houses and mid/high-rise apartments, are creating the gap, and
- 60% of people favor neighborhoods with a walkable mix of houses and stores rather than neighborhoods that require more driving between home, work, and play.[1]

Housing Choices Have Been at Extreme Ends of The Spectrum

For the past 75 years, we have primarily been building detached single-unit houses and mid-rise/high-rise apartments, without addressing the market needs between these two ends.

Millennials and Baby Boomers[2]

- 56% of millennials and 46% of baby boomers want to live in more Walkable Neighborhoods, and
- 59% of millennials and 27% of baby boomers are looking for MMH.

Office Tenants[3]

Office tenants prefer locations in walkable environments over typical suburban office parks by a ratio of 4 to 1.

Changing Demographics[4]

By 2025, 85% of households will not have children, but we are building as if they will. Millennials, baby boomers, and single person households do not need or want a large yard or house to maintain. Further, nearly 30% of them are single-person households.

10,000 Baby Boomers Retire Every Day[5]

Half of them have no retirement savings and depend on their social security payment (avg. $1,341 per month), requiring smaller and more affordable housing choices.

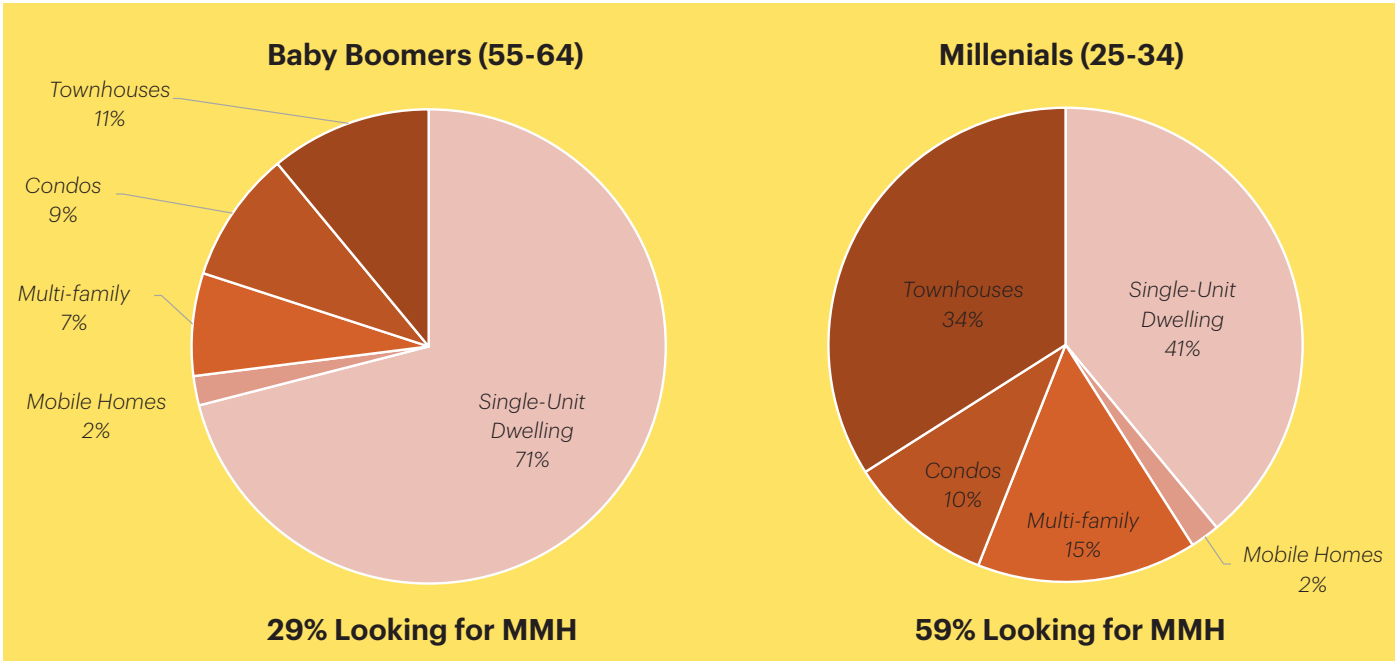
Shortage of 3 Million Units

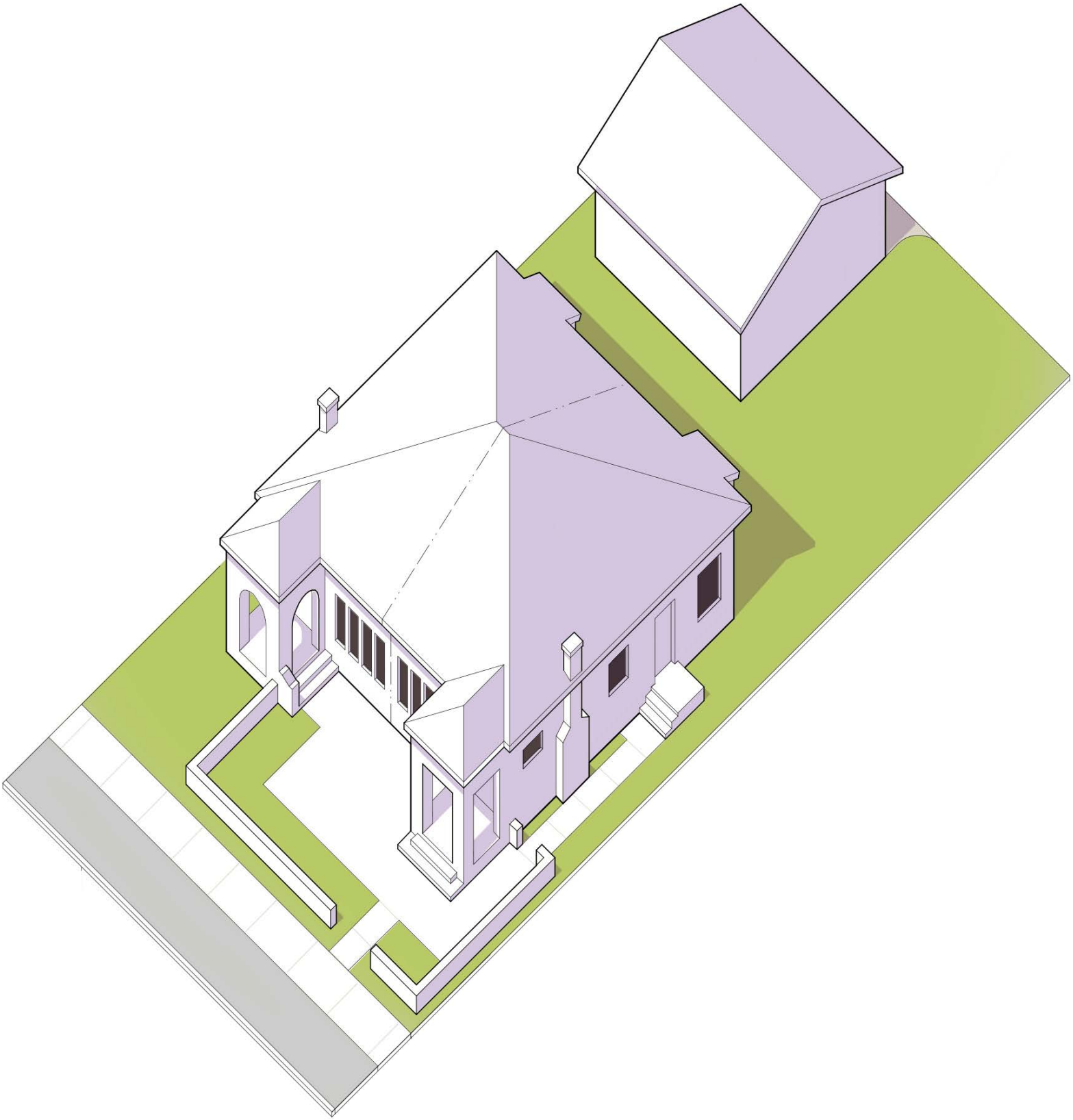
Across the U.S., we are short of the demand for small lot and attached housing units.

Sources

[3] *NAIOP Commercial Real Estate Development Association*
[4] *U.S. Census Bureau*
[5] *Home.one*

Figure 1.4 *Housing type preferences of Baby Boomers and Millenials*[2]





CHAPTER 2

About Missing Middle Housing

In this chapter

2.1 What Is Missing Middle Housing?

House-scale buildings with multiple units in Walkable Neighborhoods

Responding to The Demand for Walkable Urban Living

The mismatch between current US housing stock and shifting demographics, combined with the growing demand for walkable urban living, has been poignantly defined by recent research and publications by Christopher Nelson and Chris Leinberger, and most recently by the Urban Land Institute's publication "What's Next: Real Estate in the New Economy."

The solution is not as simple as adding more multi-family housing stock using the same housing typologies that have been built over the past couple of decades. Instead, it will be necessary to shift the way that we design, locate, regulate, and develop homes. As "What's Next" states, "It's a time to rethink and evolve, reinvent and renew." To that end, MMH types such as Duplexes, Fourplexes, Cottage Courts, Multiplexes, Townhouses, and Live/Work units, are a critical part of the solution and should be in the toolbox of every architect, planner, real estate agent, and developer.

Well-designed and simple, Missing Middle types achieve medium-density yields and provide high-quality, marketable options between the scales of single-unit homes and mid-rise apartments. They are designed to meet the specific needs of shifting demographics and new market demands and are a key component in neighborhoods offering diverse housing choices. They are called "missing" because very few of these

Figure 2.1 *Walkable Neighborhoods within a 5-minute walk (blue dashed area) and 10-minute walk (orange dashed areas) or 5-minute bike ride surrounding a variety of Walkable Centers (green dot).*

CLOSER LOOK

Walkable Neighborhood

These are places where a person can easily walk or bike to home, work, or to fulfill most daily needs, including shopping and recreation. The compact form and mix of uses found in a Walkable Neighborhood are anchored by "Walkable Centers": where neighborhood-serving retail, food, services, and employment are located in a pedestrian-oriented environment, affording multi-modal access throughout the area. These environments accommodate but do not depend on the use of automobiles for most daily needs. This was the standard model developed prior to the 1940s. See Section 2.3 for more information on "Walkable Centers".

housing types have been built since the early 1940s due to regulatory constraints, the shift to auto-dependent patterns of development, and the incentivization of single-unit homeownership by the federal government. Before the 1940s, they were a natural part of the housing mix, helping to provide housing choices to people at a variety of stages in their life and income levels. Communities and organizations, including AARP, are realizing that MMH is important in helping neighborhoods thrive while providing housing choices as people age and can stay in their neighborhood.

A Walkable Context

A critical characteristic of the MMH types is that they are most effective when located within an existing or newly created walkable context. Buyers or renters of these housing types are choosing to trade larger suburban housing for less space, less yard to maintain, and proximity to services and amenities such as restaurants, bars, markets, services, and employment. Figure 2.1 shows a "walkable" area in ACC surrounding mixed-use "centers" that are not car-dependent.

Medium-density but Lower Perceived Densities

Missing Middle building types typically range in density from about 10 dwelling units per acre (du/acre) to up to 50 or 60 du/acre, depending on the building type and lot size. It is important not to get distracted with the density numbers when thinking about these types. Density is an unpredictable factor that depends on many variables; see Figures 2.2 and 2.3 as an example. Due to the small footprint of MMH types, and the fact that they are usually mixed with a variety of building types, even on an individual block, their perceived density is usually quite low—they do not look like dense buildings.

A combination of these types provides a neighborhood with a minimum average of 16 du/acre. This is generally the threshold at which an environment has enough people to be transit-supportive and when neighborhood-serving, walkable retail, and services become viable.

Small Footprint and Blended Densities

A common characteristic of these housing types is their small-to-medium-sized building footprints. The largest of the Missing Middle types have a typical main body width of about 40 to 60 feet and can be up to 75 feet overall when secondary wings are included. These sizes are comparable to a large estate home. This makes these types ideal for urban infill and complete neighborhoods, even in older neighborhoods that were originally developed as single-unit but could be designated to allow slightly higher intensities.

Figure 2.2 *49 units, 30 du/ acre Building 175' x 165', 3 Stories*

Figure 2.3 *5 units, 29 du/ acre Building 40' x 65', 2 Stories*

Smaller, Well-designed Units

A common mistake by architects or builders new to the urban housing market is trying to force suburban unit types and sizes into urban contexts and housing types. The starting point for MMH is smaller-unit sizes (500 to 1,000 square feet). The challenge is to create small spaces that are well designed, comfortable, and usable. As an added benefit, smaller-unit sizes can help developers keep their costs down, improving the proforma performance of a project, while keeping the housing available to a larger group of buyers or renters at a lower price point.

Off-street Parking Does Not Drive The Site Plan

Trying to provide too much on-site parking can make a MMH develop project not viable. If large parking areas are provided or required, these buildings become very inefficient from a development potential or yield standpoint. As a starting point, these units should provide no more than one off-street parking space per unit. A good example of this is newly constructed mansion apartments in the new East Beach neighborhood in Norfolk, VA. To enable these lower off-street parking requirements, on-street parking is required to be available adjacent to the units. Housing design that forces too much on-site parking also compromises the occupant's experience of entering the building or "coming home" and the relationship with its context, especially in an infill condition, which can greatly impact marketability.

Figure 2.4 *The simple forms, smaller size, and compatibility with Type V construction help maximize affordability and investment returns, and are consistent with the construction strategies familiar to most residential homebuilders, as shown in this under-construction MMH project in Papillion, Nebraska.*

Simple Construction

"What's Next" states, "Affordability—always a key element in housing markets—is taking on a whole new meaning as developers reach for ways to make attractive homes within the means of financially constrained buyers." Because of their simple forms, smaller size, and Type V construction, Missing Middle building types can help developers maximize affordability and returns without compromising quality by providing housing types that are simple and affordable to build.

Creating Community

MMH creates community through the integration of shared community spaces within the types, as is the case for Courtyard Buildings or Cottage Courts, or simply from the proximity they provide to the community within a building and/or the neighborhood. This is an important aspect, in particular within the growing market of single-person households (which is at nearly 30% of all households, nationally) that want to be part of a community. This has been especially true for single women who have proven to be a strong market for these MMH types, in particular Cottage Courts.

Marketability

A final critical characteristic is that these housing types are very close in scale to single-unit homes and provide a similar user experience. For example, in these types, you enter through a front porch facing the street instead of walking down a long corridor or anonymous stairway to get to your unit. This makes the mental shift for potential buyers and renters much less drastic than making a shift to live in a large apartment building. This, combined with the fact that many baby boomers likely grew up in or near to similar housing types in urban areas or had relatives that did, enables them to easily relate to these housing types.

This is a call for architects, planners, real estate professionals, and developers to think outside the box and to begin to create immediate, viable solutions to address the mismatch between the housing stock and what the market is demanding: vibrant, diverse, sustainable, walkable urban places. MMH types are an important part of this solution and should be integrated into comprehensive and regional planning, zoning code updates, TOD strategies, and business models for developers and builders who want to be at the forefront of this paradigm shift.

Upper Missing Middle Housing

Upper Missing Middle Housing (Upper MMH) is the category of multi-unit buildings taller and deeper than MMH that still fit on the size of lots you would find in a single-unit neighborhood.

Upper MMH builds on MMH. By selecting strategic locations, it's still compatible with House-scale neighborhoods while likely achieving higher financial feasibility than MMH. Follwing are best practices to consider when using Upper MMH:

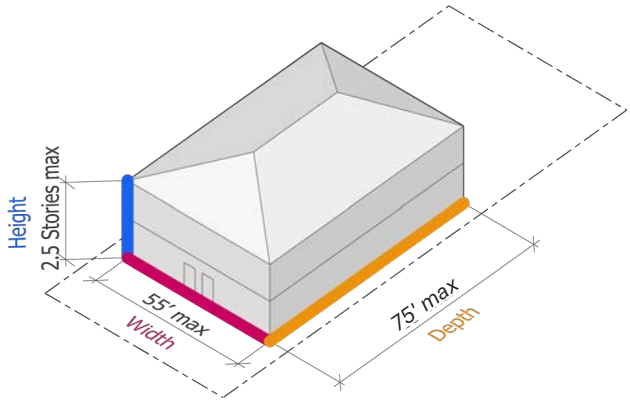
- Most effective where a greater degree of change is happening or desired.
- Use in transition areas of a neighborhood, connecting to more intense nodes or transit centers.
- Allow more lot coverage and/or deeper building footprints than for MMH.
- Require rear setback based on size of neighboring rear setbacks (up to 20 feet maximum)
- Reduced total stories along rear adjacent to neighboring houses.

Figure 2.5 *Example of where to consider locating Upper MMH in a neighborhood and along a corridor.*

Key

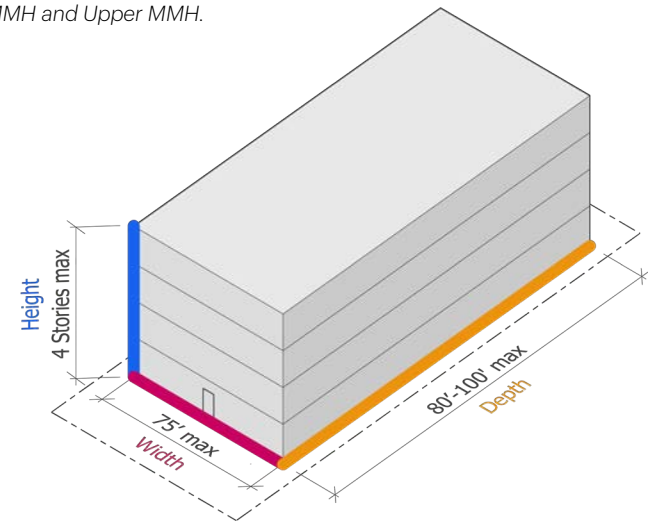
- Concentrate ground floor shops, services, food uses along major corridor
- Upper MMH along major corridor as transition to adjacent low intensity neighborhood
- Upper MMH secondary locations in response to ongoing change or desire for change

Figure 2.6 *The diagrams and images below show a comparison between MMH and Upper MMH.*



Missing Middle Housing (MMH)
Located within and along edges of low-to-moderate intensity neighborhoods.

Note: Wings not shown but allowed.



Upper Missing Middle Housing (Upper MMH)
Located along corridors and edges of neighborhoods where substantial change is happening or desired.

Duplex Side-by-Side (MMH)
2 units
Omaha, NE

Multiplex Large (Upper MMH)
7-18 units
Athens, GA

2.2 What Is A Missing Middle Building Type?

Figure 2.7 *MMH walking tour (top) and example documentation of a MMH type observed during the tour (bottom)*

Why Building Types Are Important for MMH

In order for MMH types to fit within the physical form of residential neighborhoods, it is important to understand the elements of building form and design that promote a house-scale look and feel. Building types provide a way to establish a common vocabulary that promotes house-scale building design. By providing this high degree of specificity, it is possible to promote more predictable outcomes in terms of what gets built. Higher degrees of predictability make it easier for the community to support new development projects since clear expectations in terms of building form can be set at the beginning of the development project.

CLOSER LOOK

How to Identify MMH Building Types in Athens-Clarke County

Taking an inventory of existing MMH types is the first step in creating building type standards. Many Missing Middle types may be non-conforming with existing zoning, or may have been converted into other uses, such as a single-unit home or offices, so it's important to do on-the-ground research to avoid overlooking existing examples. Mailboxes, electrical and gas meters, and window type/composition on the facade can indicate a Missing Middle type.

Existing Missing Middle types can provide guidance for calibrating zoning standards. Measuring lot dimensions, building footprints, frontage details, parking configurations, building height, location of units within the buildings, and location of building and/or unit entrances can help to define the unique characteristics of MMH types in ACC. Photo documentation also helps to inform standards, as well as providing examples of intended building form and character that can inform new development and infill development.

Characteristics of Missing Middle Building Types[1]

Missing Middle Housing is not a new type of building. It is a range of house-scale building types that exist in cities and towns across the country. These types were a fundamental part of pre-1940s neighborhoods, and many examples exist in ACC's more historic neighborhoods.

All MMH types share the following characteristics:

- **Height.** Two to two and a half stories maximum (third story as an exception; only allow Upper MMH with careful consideration of form and scale impact, see pages 18-19).
- **Multiple units per building.** Maximum of twenty units in largest MMH type; typically 12 units or less per building
- **Footprint.** Typical main body width of 40 to 60 feet along the street and can be up to 75 feet overall when secondary wings are included.
- **Off-street parking.** Recommend requiring no more than one off-street parking space per unit. This is based on being near to services, retail, and the availability of on-street parking. Detached garage buildings can help to maintain house-scale for the primary building in neighborhoods with narrower houses.
- **On-site open space.** Private open space is not needed and should not be required. Shared open space exists in the most intense MMH Types (Multiplex Large, Courtyard) in the form of a rear yard, sometimes as a wide side yard, or a courtyard.
- **Driveways.** Generally, driveway design for MMH types should match the neighborhood context on a per-lot basis. If no alley is present, single-wide driveways are recommended when possible to avoid building frontages dominated by parking.

Sources

[1] *Missing Middle Housing, Thinking Big and Building Small to Respond to Today's Housing Crisis, Dan Parolek, Island Press*

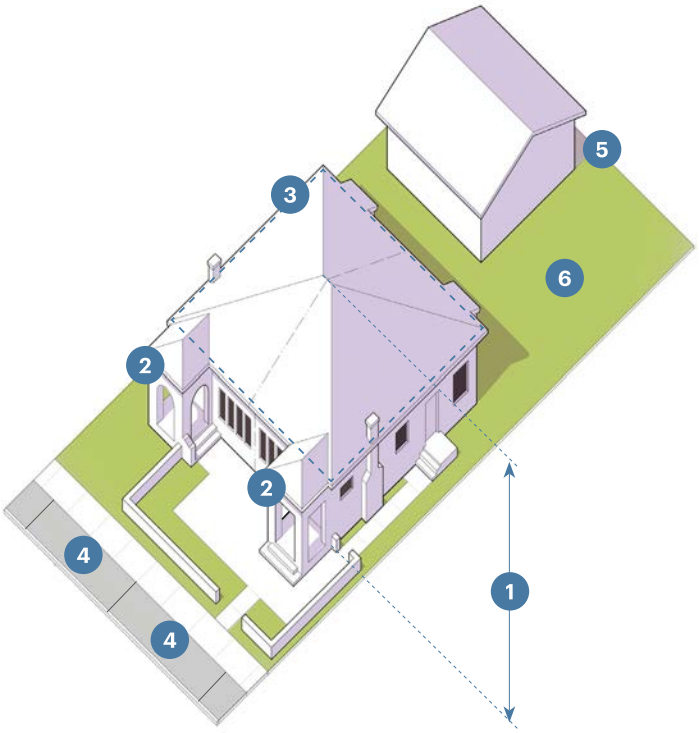


Figure 2.8 *Important features to regulate*

Key

1. Max. Height
2. Number of Units
3. Footprint/ Main Body Dimensions
4. On-street Parking
5. Driveways (if any)
6. On-site Open Space

Duplex Side-by-Side

Description

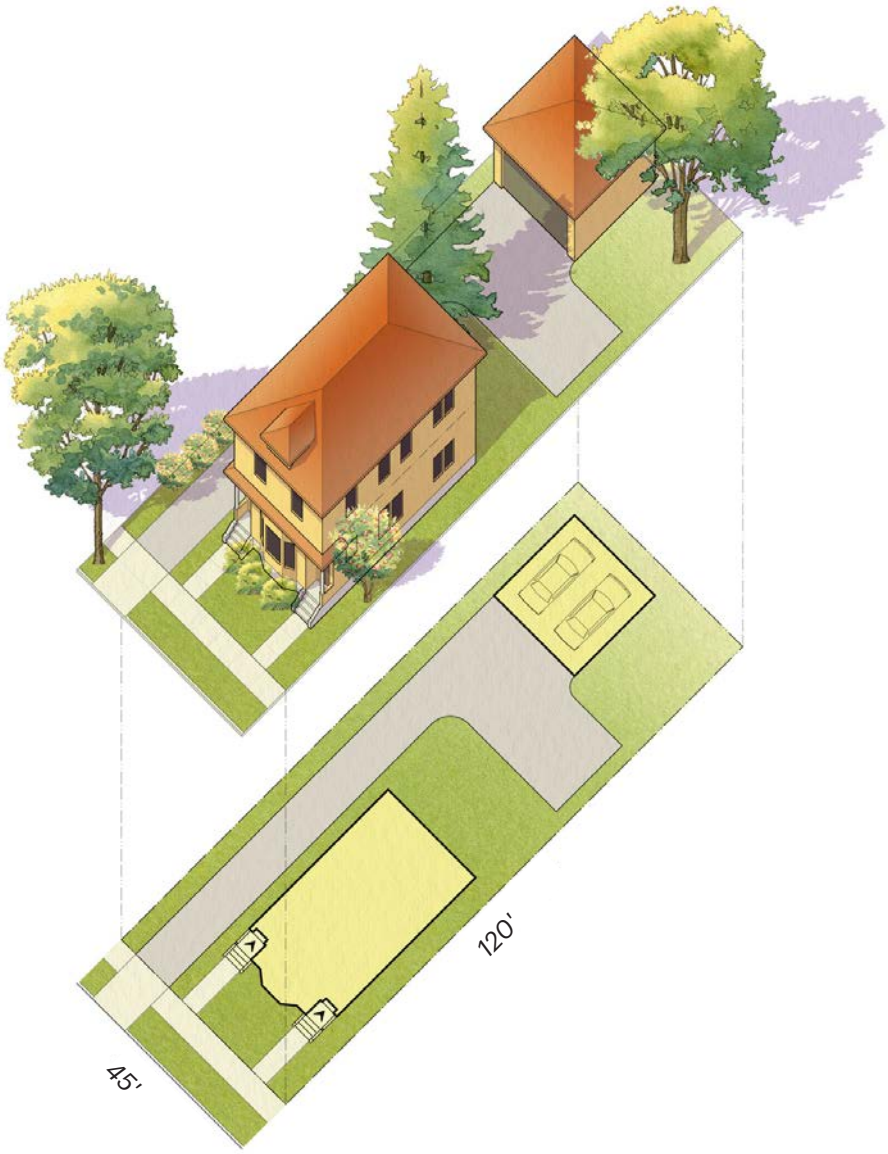
A small- to medium-sized building that consists of two dwelling units, one next to the other, both of which face and are entered from the street.

A variation of this is the "front-to-back" Duplex. This variation and the side-by-side building type are meant to provide two units within the footprint of a single-unit building. These are distinct from the non-recommended practice of attaching two single-unit houses to form two attached units. This latter approach often results in a building that is larger and is out of scale with its single-unit neighbors.

Accessory Dwelling Unit (ADU)
The ADU can be located above the garage building to provide an additional unit separate from the main building.

Duplex Side-by-Side			
Number of Units		**Vehicular Access**	
		Front	**Rear**
2	Lot Width (ft)	50' - 55'	45'
	Lot Depth (ft)	100' - 150'	100'
	Resultant Density (du/acre)		
	Without ADU	11 - 17.4	19.4
	With ADU	15.8 - 26.1	29

Duplex Stacked



Description

A small- to medium-sized building that consists of two stacked dwelling units, one on top of the other, both of which face and are entered from the street.

Accessory Dwelling Unit (ADU)
The ADU can be located above the garage building to provide an additional unit separate from the main building.

Duplex Stacked			
Number of Units		**Vehicular Access**	
		Front	**Rear**
2	Lot Width (ft)	45' - 50'	45'
	Lot Depth (ft)	100' - 130'	100'
	Resultant Density (du/acre)		
	Without ADU	13 - 25	19.4
	With ADU	20.1 - 26.1	29

Cottage Court/Bungalow Court

Description

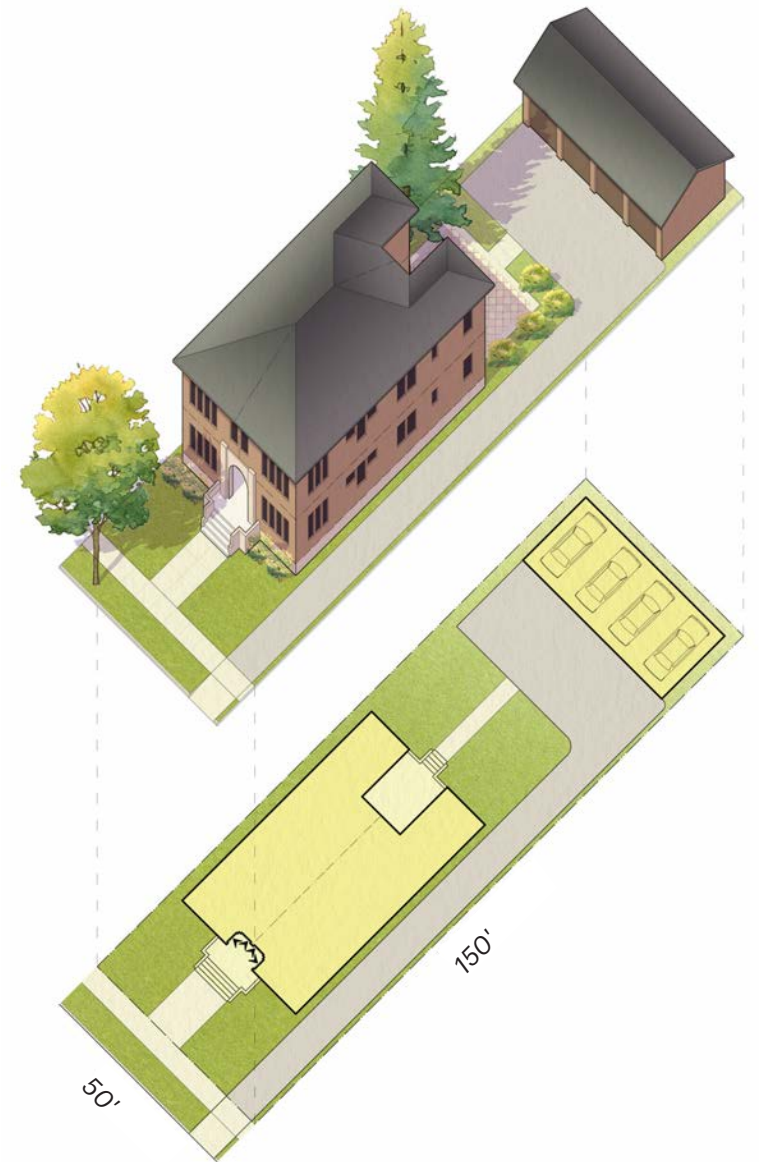
A series of small, detached buildings on a lot arranged to define a shared court that is typically perpendicular to the street. The shared court takes the place of a private rear yard and is an important community-enhancing element.

The Accessory Dwelling Unit (ADU) is not recommended for this type due to the limited number of available off-street parking spaces.

A larger version of this type is known as the “Pocket Neighborhood". This type differs from the Cottage Court primarily by site size. Typically, the Pocket Neighborhood is on a site at least twice as large as the Cottage Court, has larger dwellings and a variety of housing types (Houses, Duplexes, etc.).

Cottage Court/ Bungalow Court			
Number of Units		**Vehicular Access**	
		Front	**Rear**
3-10	Lot Width (ft)	110' - 115'	105'
	Lot Depth (ft)	205'	160'
	Resultant Density (du/acre)		
	Without ADU	15 - 19	28.5
	With ADU	n/a	n/a

Triplex/Fourplex



Description

A medium-sized building that consists of three to four units: typically two on the ground floor and up to two above with a shared entry from the street.

Accessory Dwelling Unit (ADU)

The ADU can be located above the garage building to provide an additional unit separate from the main building.

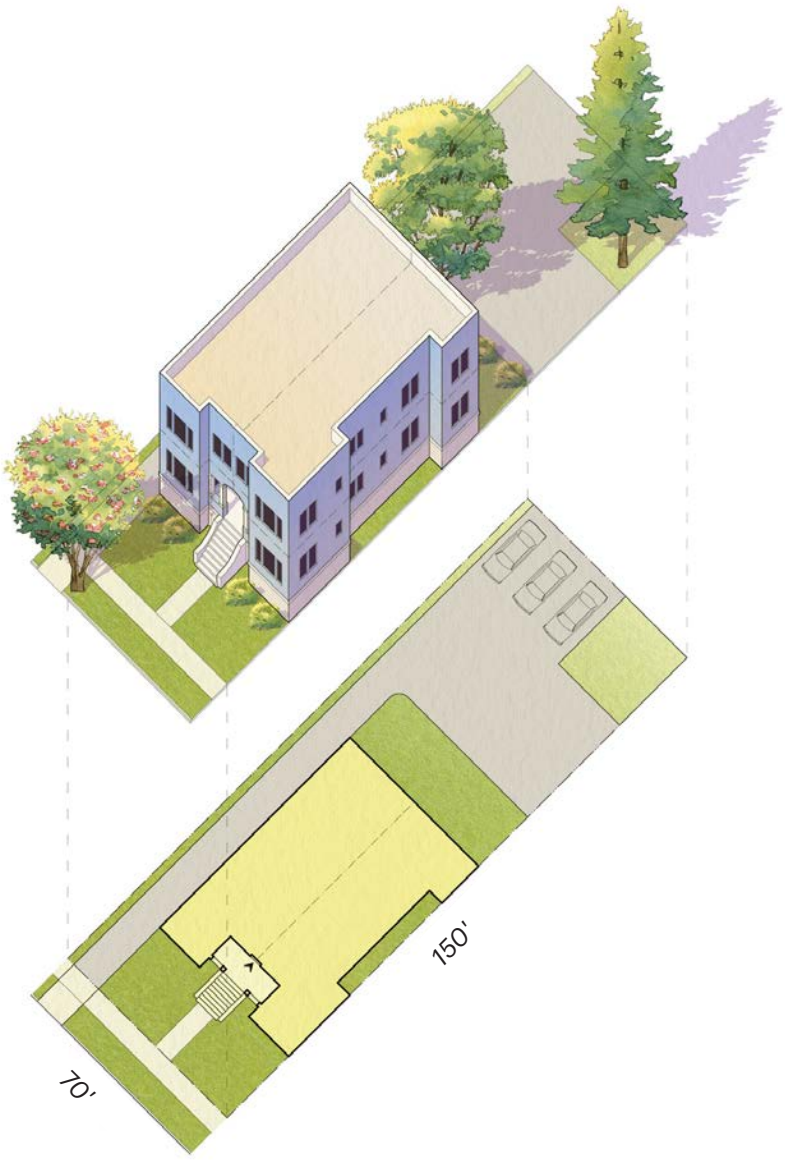
Triplex/Fourplex			
Number of Units		**Vehicular Access**	
		Front	**Rear**
3-4	Lot Width (ft)	50' - 60'	45'
	Lot Depth (ft)	110' - 150'	110'
	Resultant Density (du/acre)		
	Without ADU	20 - 29	35.2
	With ADU	25.9 - 31.7	44

Multiplex Small (Mansion)

Description

A medium-sized building that consists of 5 to 10 side-by-side and/or stacked dwelling units, typically with one shared entry or individual entries along the front and sometimes along one or both sides.

The Accessory Dwelling Unit (ADU) is not recommended for this type due to the limited number of available off-street parking spaces. In some situations, this type provides 0.5 parking spaces per unit at the lower end of the range of units.



Multiplex Small (Mansion)			
Number of Units		**Vehicular Access**	
		Front	**Rear**
5-10	Lot Width (ft)	70' - 75'	65'
	Lot Depth (ft)	110' - 150'	110'
	Resultant Density (du/acre)		
	Without ADU	33.3 - 44.6	60.9
	With ADU	n/a	n/a

Multiplex Large (Mansion)

Description

A medium-to-large-sized 2- to 3-story structure that consists of 7 to 18 side-by-side and/or stacked dwelling units, typically with one shared entry or individual entries along the front and sometimes along one or both sides.

The Accessory Dwelling Unit (ADU) is not recommended for this type due to the limited number of available off-street parking spaces. In some situations, this type provides 0.5 parking spaces per unit at the lower end of the range of units.

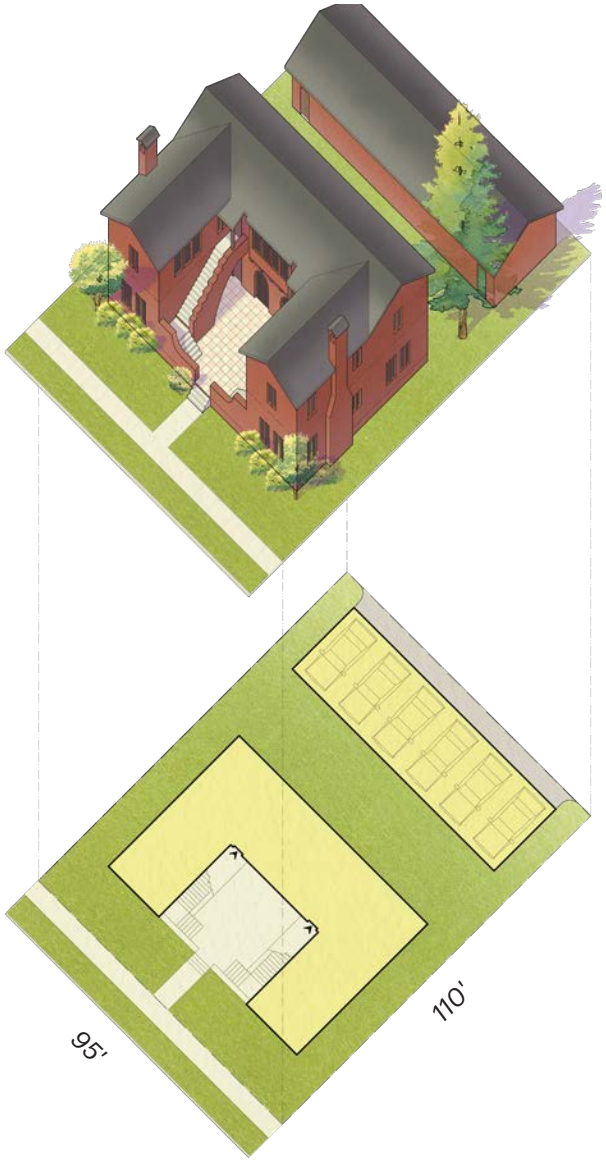
Multiplex Large			
Number of Units		**Vehicular Access**	
		Front	**Rear**
7-18	Lot Width (ft)	70' - 105'	65'
	Lot Depth (ft)	115' - 135'	115'
	Resultant Density (du/acre)		
	Without ADU	37 - 55.3	69.9
	With ADU	n/a	n/a

Courtyard Building

Description

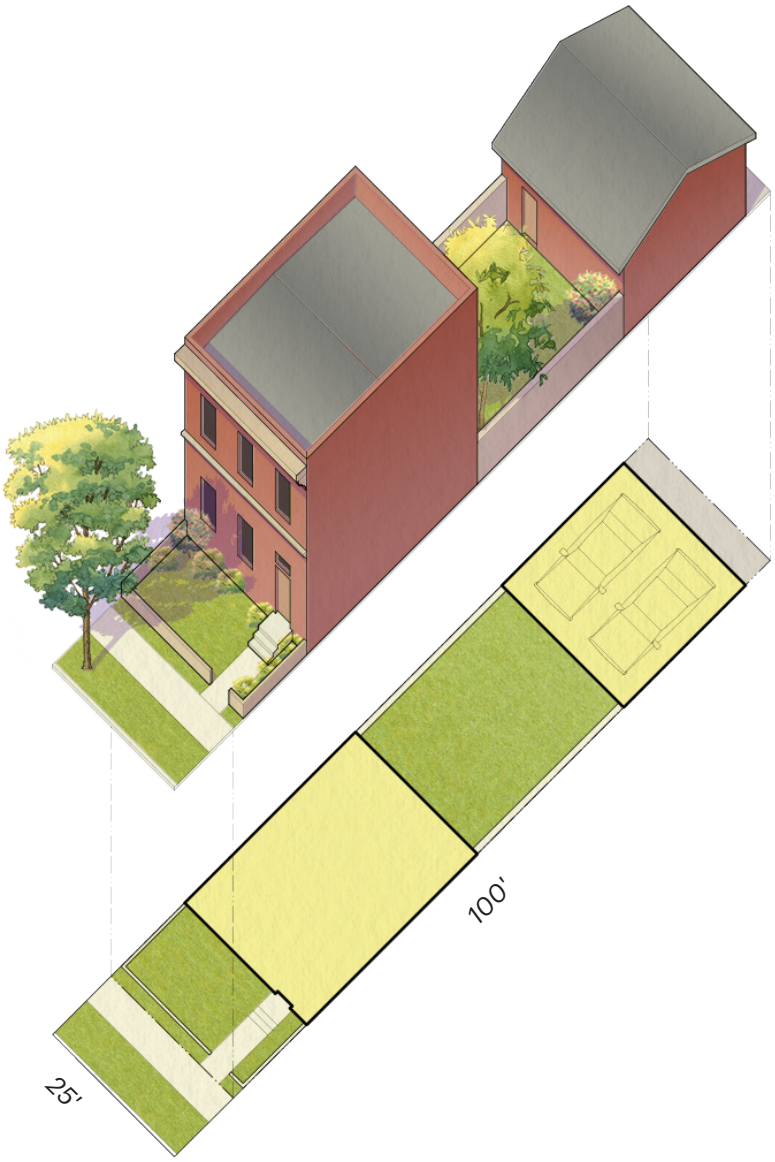
A medium- to large-sized building or up to three small-to-medium size detached buildings consisting of multiple side-by-side and/or stacked dwelling units arranged around a shared courtyard. Dwellings are accessed from the courtyard. Typically, each unit has its own individual entry or shares a common entry with up to three units.

The Accessory Dwelling Unit (ADU) is not recommended for this type due to the limited number of available off-street parking spaces.



Courtyard Building			
Number of Units		**Vehicular Access**	
		Front	**Rear**
6-20	Lot Width (ft)	100' - 125'	95'
	Lot Depth (ft)	110' - 150'	110'
	Resultant Density (du/acre)		
	Without ADU	18 - 46.5	88
	With ADU	n/a	n/a

Townhouse Small



Description

A small- to medium-sized building with one dwelling that is attached to other Townhouses in an array of up to four, depending on the context.

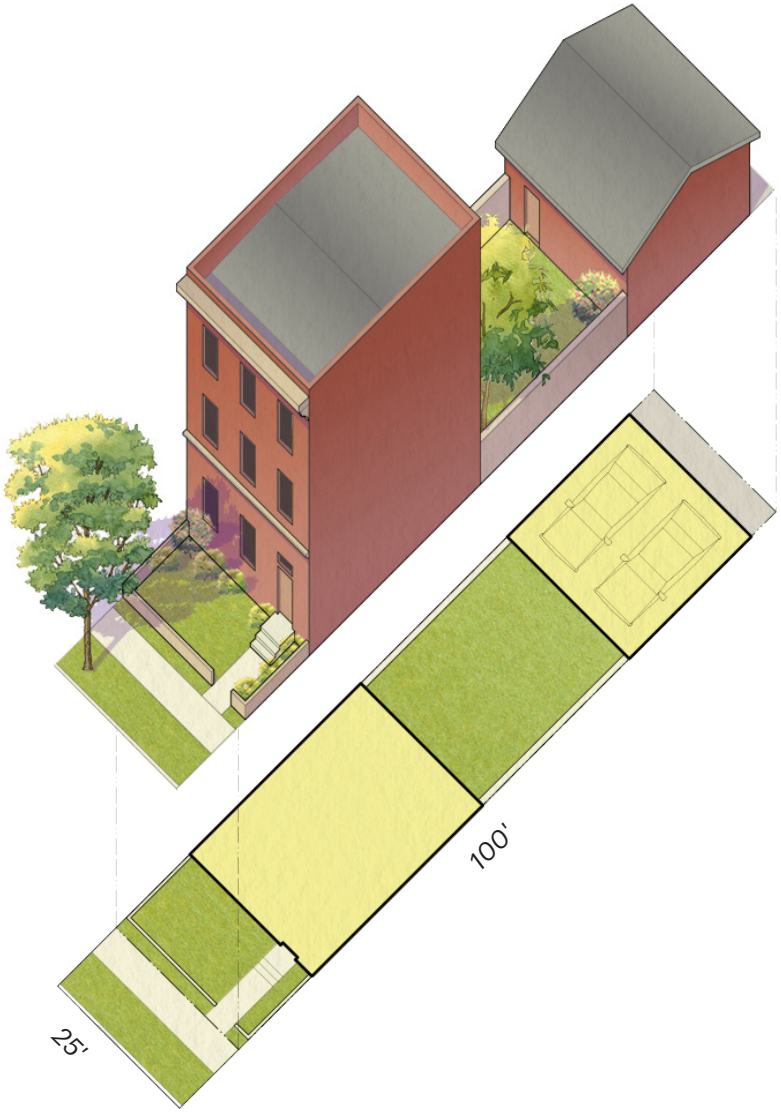
Townhouse Small			
Number of Units		**Vehicular Access**	
		Front	**Rear**
1	Lot Width (ft)	n/a	18' - 25'
	Lot Depth (ft)	n/a	100'
	Resultant Density (du/acre)		
	Without ADU	n/a	16 - 17.5
	With ADU	n/a	29 - 35

Townhouse Large

Description

A medium-sized 3-story building with one dwelling unit that is attached to other Townhouses in an array of more than four.

A more intense version of this type is the "Townhouse Flat" that divides the building vertically into two to three flats, depending on the context.



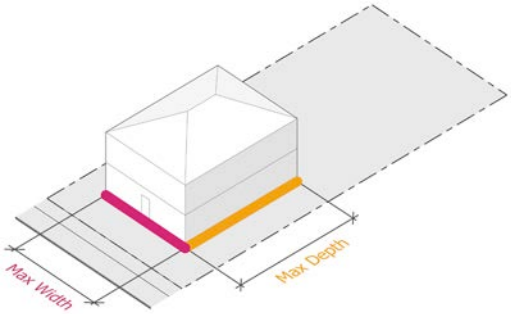
Townhouse Large			
Number of Units		**Vehicular Access**	
		Front	**Rear[1]**
1	Lot Width (ft)	n/a	18' - 25'
	Lot Depth (ft)	n/a	100'
	Resultant Density (du/acre)		
	Without ADU	n/a	18.6 - 55.8[2]
	With ADU	n/a	37.2 - 74.4

[1] Reflects one unit per Townhouse; however, option to design with one unit per floor, up to 3 units.

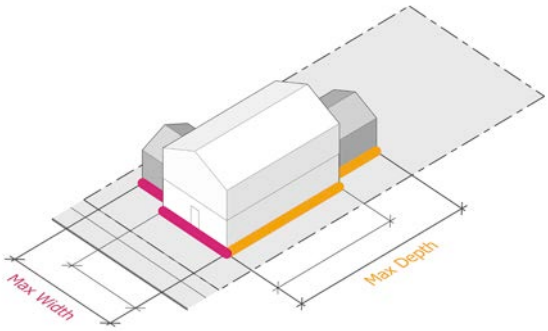
[2] This range reflects one to three units.

House-Scale Buildings

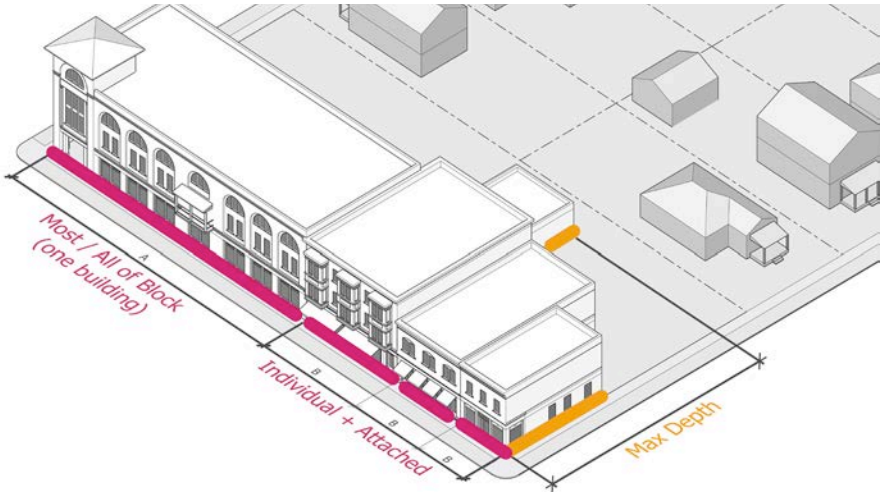
Main body only



Main body with side and rear wings



Block-Scale Buildings



CLOSER LOOK

Building Type Categories

Building types fall into one of two categories: House-Scale and Block-Scale.

House-Scale Buildings are the size of a house, typically ranging in footprint from as small as 25 feet up to 75 feet overall, including wings.

Block-Scale Buildings are individually as large as most or all of a block or, when arranged together along a street, appear as long as most or all of a block.

Figure 2.9 *House-scale Townhouses consist of a run of 2-4 units, up to 2 stories tall. This building type is appropriate in lower-intensity neighborhoods because it maintains the scale of a large single-unit house.*

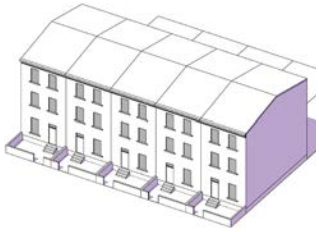


Figure 2.10 *Block-scale Townhouses consist of a run of 4-8 units, up to 3 stories tall. This building type is appropriate in moderate to high-intensity neighborhoods since it is larger in scale than a single-unit house.*

The Palette of Missing Middle Housing Types

Duplex Side-by-Side
2 units

Duplex Stacked
2 units

Cottage Court[1]
3-10 units

Triplex/Fourplex
3-4 units

Typical Characteristics of Missing Middle Housing Types

Vehicular Access	Front	Rear[2]	Front	Rear[2]	Front	Rear[2]	Front	Rear[2]
Max. Height (Stories)	1.5 (2.5 if overall building footprint is House-scale)		2.5		1.5 (rear building up to 2.5 stories)		2.5	
Lot Width (ft)	50' - 55'	45'	45' - 50'	45'	110' - 115'	105'	50' - 60'	45'
Lot Depth (ft)	100' - 150'	100'	100' - 130'	100'	205'	160'	110' - 140'	110'
Area of Lot (sf)	5,000 - 8,250	4,500	4,500 - 6,500	4,500	22,550 - 23,575	16,800	5,500 - 8,400	4,950
Resultant Density								
Without ADU	11 - 17.4	19.4	13 - 25	19.4	15 - 19	28.5	20 - 29	35.2
With ADU	15.8 - 26.1	29	20.1 - 26.1	29	n/a	n/a	25.9 - 31.7	44

[1] Variation: Pocket Neighborhood. The lot for this variation is the size of most of a block or up to an entire block, and the shared court is much larger, or there are several shared courts. The individual cottages are expanded to include a mix of Duplex and Fourplex buildings.

[2] Assumption is 5' side setbacks and 12' setback if front-loaded driveway (street access).

CLOSER LOOK

Numerical Figures for MMH Types

The numbers associated with each MMH type are representative of the typical lot width and depth that each type needs to function well. However, each type can be further customized to other lot widths and depths. As the lot width and depth increase or decrease, the density numbers will also change.

Missing Middle Housing Palette

The palette of MMH types above identifies the typical lot dimensions for each type. The minimum is what each type needs to provide a high quality living environment for residents, and the maximum is the size beyond which a lot becomes too large to deliver the type of compact development that supports walkable environments. These dimensions need to be adjusted to each community and its particular lot patterns.

The resultant density is the number that results from designing units that fit in each MMH building type. This is different from density regulations that predetermine how many units are allowed without regard for what can actually fit well.

Actual results could vary depending on front or rear vehicular access to parking.

Multiplex Small
5-10 units

Multiplex Large
7-18 units

Courtyard Building
6-20 units

Townhouse *Small*
1 unit

Townhouse *Large*[4]
1 unit

Front	Rear[2]	Front	Rear[2]	Front	Rear[2]	Front	Rear	Front	Rear
2.5 (3[3])		2.5 (3[3])		2.5 (3[3])		2.5		3	
70' - 75'	65'	70' - 105'	65'	100' - 125'	95'	n/a	18' - 25'	n/a	18' - 25'
110' - 150'	110'	115' - 135'	115'	110' - 150'	110'	n/a	100'	n/a	100'
7,700 - 11,250	7,150	8,050 - 14,175	7,475	11,000 - 18,750	10,450	n/a	1,800 - 2,500	n/a	1,890 - 2,625
33.3 - 44.6	60.9	37 - 55.3	69.9	18 - 46.5	88	n/a	16 - 17.5	n/a	18.6 - 55.8[5]
n/a	n/a	n/a	n/a	n/a	n/a	n/a	29 - 35	n/a	37.2 - 74.4

[3] In more intense neighborhoods. This type can be designed to have a third story, or a portion of a third story, depending on the intended physical character of the neighborhood. This intensity is referred to as Upper Missing Middle.

[4] Reflects one unit per Townhouse; however, option to design with one unit per floor, up to 3 units, depending on the context.

[5] This range reflects one to three units.

Although lot area can be used as a regulating factor, it should not be the primary factor. Instead, lot width and the resulting building width should be the primary regulating factors, as these provide for more targeted regulations that have a greater impact on the quality of the public realm and help to deliver more predictable built results in terms of building form.

These dimensions are the results of years of on-the-ground research and design work for private and public sector clients by Opticos. These dimensions are meant as a starting point, and should be calibrated for the specific on-the-ground conditions and desired community form wherever MMH types are desired.

The density ranges for each type correspond to the lower number of units with its smaller lot dimensions, and the higher number of units with its larger lot dimensions.

2.3 What Is A Frontage Type?

Figure 2.11 *Example of engaged stoop MMH frontage. Multiple units in the building are accessed by a single, shared entry that leads to a hall or small lobby area.*

Definition

Frontage Type. The component of a building that provides an important transition and interface between the public realm (street and sidewalk) and the private realm (building facade).

The ultimate intent of regulating frontages is to ensure, after a building is located appropriately on its lot, that its interface with the public realm and the transition between the two are detailed appropriately.

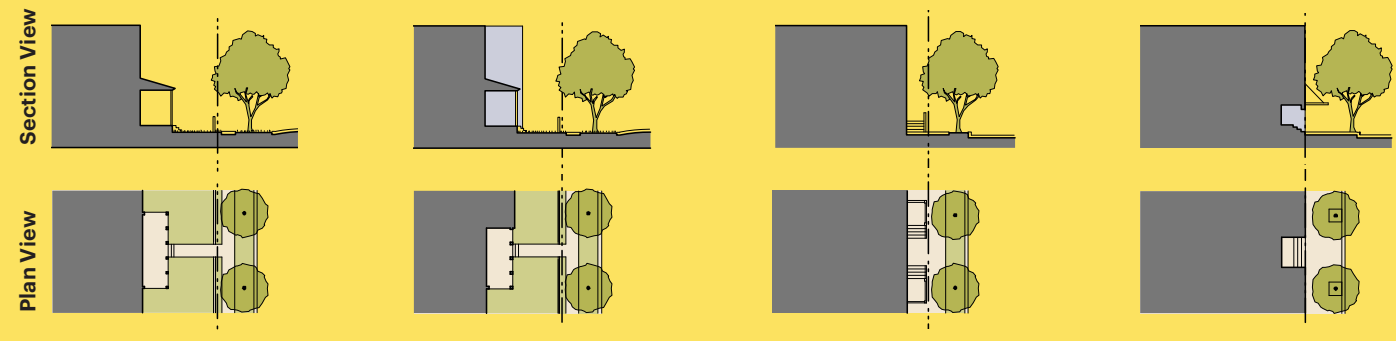
The names of the frontage types depicted below indicate their particular configuration or function and are based on examples found in cities across the country. Some types may be more or less common in ACC. An on-the-ground survey can establish which types are most representative of the character of buildings in ACC.

Why Frontages Are Important for MMH

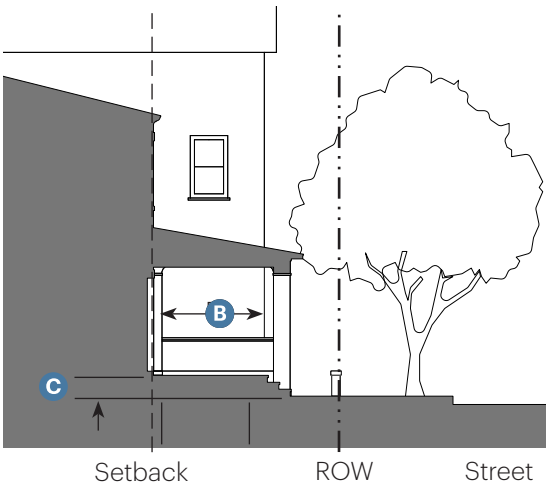
Missing Middle Housing types are house-scale and generally look like they could be a large single-unit home. Frontage types that are consistent with those used on single-unit homes, such as porches and stoops, help Missing Middle types contribute to the residential look and feel of neighborhoods where they are located. A strong sense of community is an important benefit that MMH types provide to residents and neighbors, and frontage types play a role in supporting this by providing a strong connection to the pedestrian-oriented streetscape.

CLOSER LOOK **Spectrum of Frontage Types**

Common MMH Frontages



Neighborhood



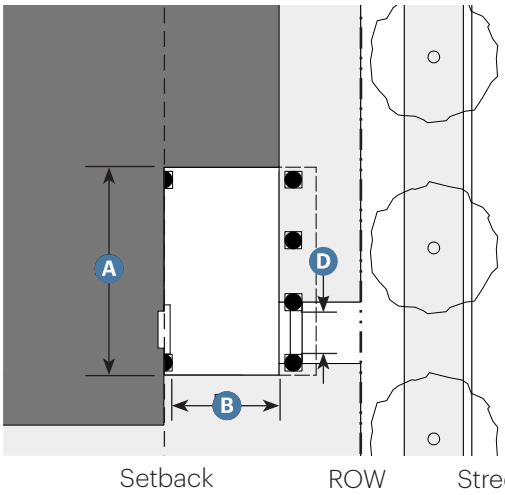


Figure 2.12 *Example of basic regulations for an engaged porch*

Key

- **A** Width
- **B** Minimum Depth
- **C** Finish Level Above Sidewalk (if applicable)
- **D** Pedestrian Access

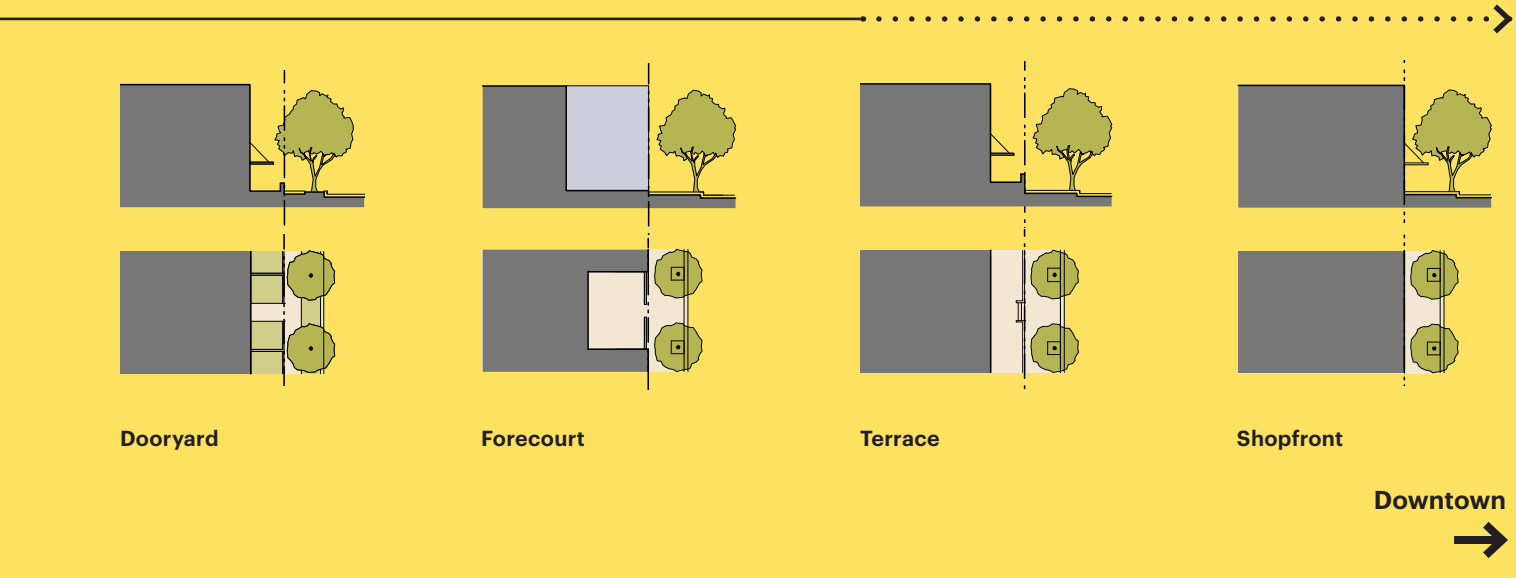
Buildings with entries that are not visible from the street can appear anonymous. Creating clear, distinct entryways with room for socializing reinforces the neighborhood character of Missing Middle types and provides for a more convivial and welcoming streetscape.

Important Features to Regulate[1]

Regulations for frontage types should be based on measurements from good local precedents to ensure they are appropriate. For instance, setting the correct minimum depth for stoops and porches is extremely important in order to ensure that they are actually usable, look like they're from the area, and improve the public/private interface by providing residents with a place to sit outside where they can also greet their neighbors.

Source

[1] *Form Based Codes: A Guide for Planners, Urban Designers, Municipalities, and Developers, Dan. Parolek AIA, Karen Parolek, Paul C. Crawford FAICP, Island Press*



2.4 Missing Middle Housing in Athens-Clarke County

Local Examples

Like most urban areas built before the 1940's, ACC includes many examples of MMH types (see page 37). These types are found primarily in older neighborhoods. Before the widespread adoption of automobiles, housing needed to be located close to areas where jobs were concentrated, since long commutes were inconvenient or infeasible. In many US urban areas, including ACC, MMH was built nearby commercial and industrial areas so that employees could have access to housing nearby their place of work. The images on the facing page (page 37) are examples of MMH types in ACC. Other examples of multi-family or medium-density housing exist in ACC; however, these examples are not considered MMH per the criteria identified on pages 14-17.

How Were These Built?

Most of the examples were built before the 1940's when previous regulations allowed them. Newer examples have had to use other zoning tools and processes because, depending on the specific zoning, none are allowed or, a very limited range of the MMH types is allowed.

Why Did They Go Missing?

Changes to the zoning code, incentives from the Federal Government to build single-unit homes at the edge of communities, and changes to the real estate finance landscape made it either impossible or financially unattractive to build the types of buildings that today we call "Missing Middle". Recent shifts in consumer demand, a need for both more housing in general and a greater variety of housing type options, and new ways of thinking about zoning provide a common way of expanding housing choice and an opportunity to bring these MMH types back to ACC.

House-scale Building
This house reflects the house-scale size of buildings that could easily have 2 to 4 units.

House-scale Building
This house reflects the house-scale size of buildings that could easily have 2 to 4 units.

Duplex Side-by-Side
2 units

Duplex Side-by-Side
2 units

Townhouse Small
4 units

Multiplex Large (Upper MMH)
7-18 units

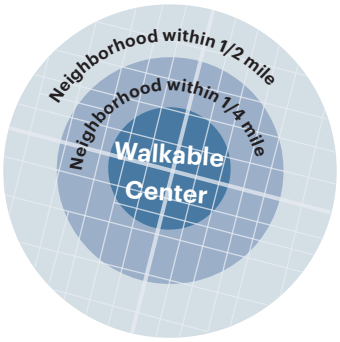
2.5 Walkable Centers in Athens-Clarke County

Walkable Centers

Missing Middle Housing is part of areas that are anchored by "Walkable Centers" that provide amenities such as schools, recreation, shopping, services, transit, food and employment. Using ACC's Growth Concept terminology, these can be grouped into three categories:

- Urban Center
- Community Center
- Neighborhood Center

Each type of center is described and illustrated on the facing page (page 39).



CLOSER LOOK

What Is A Walkable Center?

As discussed earlier, MMH is best suited for areas that are anchored by "Walkable Centers" that provide amenities such as shopping, services, transit, food, and employment. A Walkable Center can be either a small group of parcels (Neighborhood Center), or as big as a Downtown, or a Community Center. The point is that for MMH to be successful, MMH needs to be within short walking distance of vibrant centers with some or all of these amenities: food, shops, services, transit, and entertainment.

Walkable Centers are typically well connected to surrounding areas, making them accessible by multiple modes of transportation. Walkable Centers are the places where communities do things together. In some cases, they are places where people from across the city gather to work, shop, learn, play, and celebrate.

Overall, they serve as walkable, bikeable, or "park-once" destinations where community members can meet multiple daily needs in a single trip. When thriving, they are nodes of activity that enliven a neighborhood.

A 1/4 and 1/2 mile radius drawn around the Walkable Center shows a 5 and 10 minute walking (5-minute biking) distance from the Walkable Center. These areas are considered especially good locations for MMH.

Urban Center

A citywide destination for retail, food uses, service, employment, entertainment and recreation that includes significant housing.

Community Center

A community destination for retail, food uses, and services that is an amenity for adjacent neighborhoods. Examples of Community Centers are listed below:

- W. Broad St + Alps Rd
- Oglethorpe Ave + Prince Ave
- North Ave + Athens Perimeter Hwy
- Gaines School Rd + Lexington Rd

Neighborhood Center

A neighborhood destination of food, shops, and services at the intersection of two important streets that provides convenient services to the immediately adjacent residential neighborhoods. A Neighborhood Center is smaller and less intense than a Community Center.

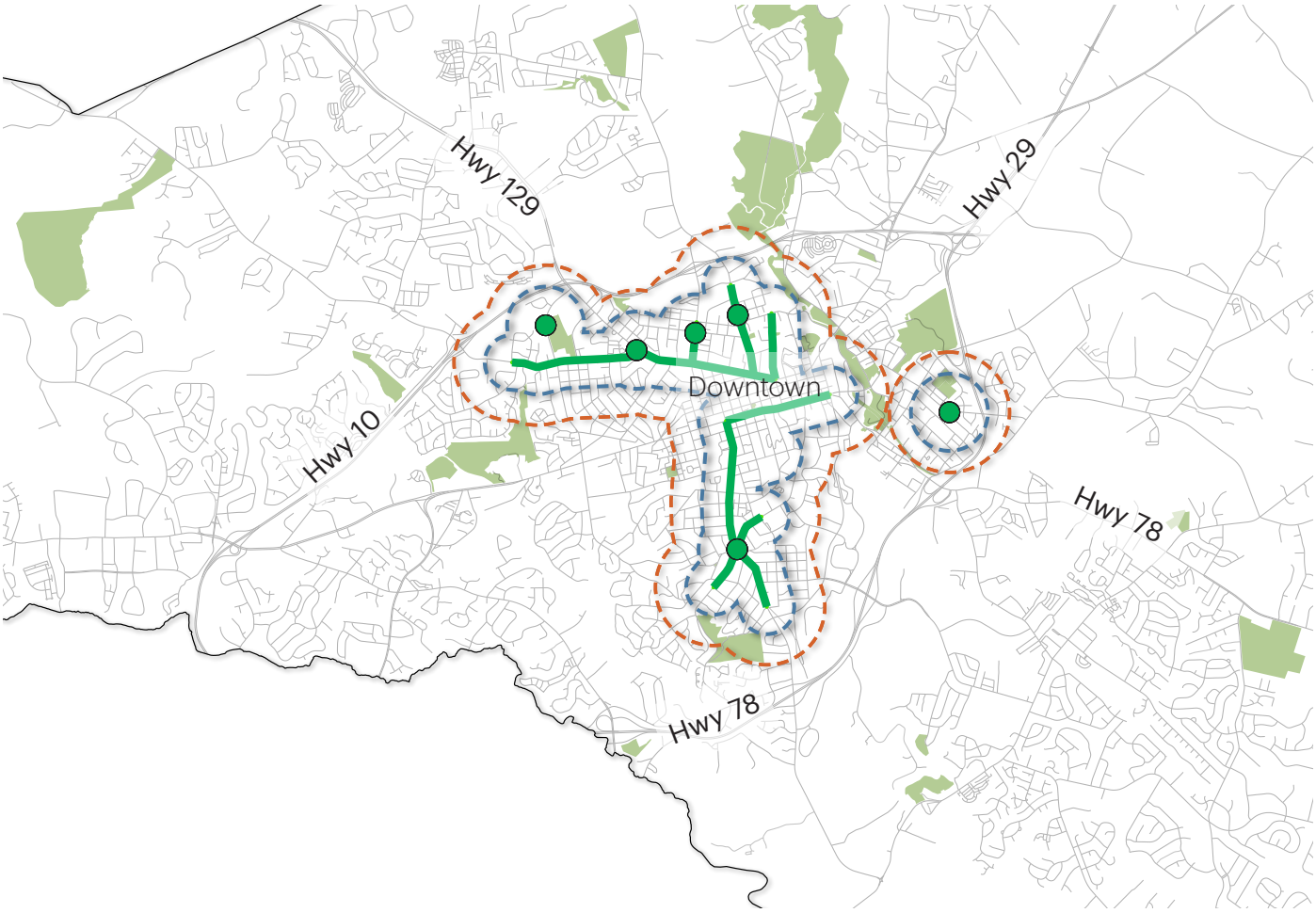
Examples of Neighborhood Centers are listed below:

- Oglethorpe Ave + Prince Ave
- Oglethorpe Ave + Hawthorne Ave
- Vine St + Nellie B. Ave
- Hawthorne Ave + Old West Broad St

Where Are Athens-Clarke County's Walkable Environments?

The map shows existing walkable environments in ACC focused around a variety of "Walkable Centers" and corridors identified through this analysis.

Figure 2.13 *Walkable environments (Centers and Corridors) in ACC*



Identified Walkable Environments

- Center
- Corridor
- 5 min. Walking Distance
- 10 min. Walking Distance, 5 min. Biking Distance

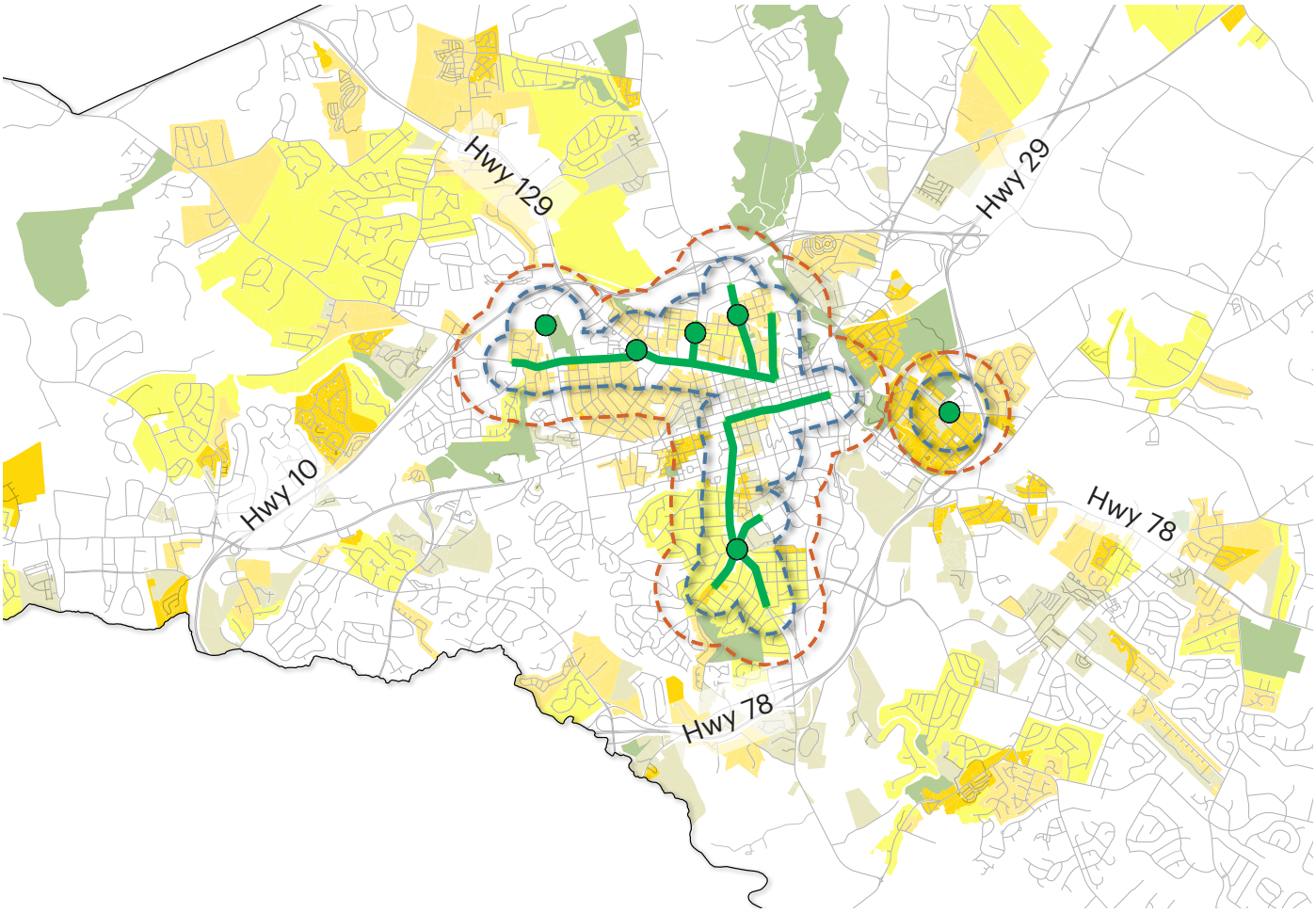
Other Amenities

- Park/ Open Space

Current Zoning within Walkable Environments

The map shows the location of the four zoning districts analyzed in relation to existing Walkable environments. Please see page 45 for information on potential Walkable Centers and their location relative to the four zones analyzed.

Figure 2.14 *Location of four zoning districts analyzed and existing Walkable environments*



2.6 Missing Middle Housing-Ready Neighborhoods

Beyond the Traditional Neighborhood Pattern

Missing Middle Housing types are most successful when located in an existing or newly built walkable context. Buyers and renters of these housing types are looking for walkability and are willing to make trade-offs on other housing features, such as unit size. For most urban areas, including ACC, the most walkable neighborhoods are those located near Downtown around the historic core.

Missing Middle Housing types can be built in an auto-oriented context, but they will not attract the same kind of buyer or renter, will not deliver more compact, sustainable patterns of development, and will not achieve the same returns or rents for developers. The higher the walkability of a project context, the smaller the units can be, and the less off-street parking is needed, which can improve the attractiveness of Missing Middle types for developers.

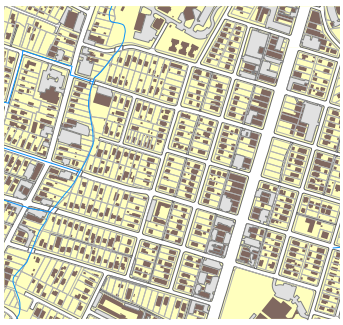
Like most mature urban areas, ACC's walkable urban core and traditional neighborhood areas are surrounded by newer neighborhoods characterized by a pattern of development that is more oriented towards automobile use. In many instances, these neighborhoods share many of the same walkable characteristics as the core and traditional neighborhoods to which they are adjacent, but certain walkable elements may be missing or may suffer from under-investment. It is these neighborhoods, where incremental changes can improve walkability, that are "Missing Middle Housing-Ready (MMH-Ready)".

CLOSER LOOK

What Does "Walkable" Mean?

For the purpose of this report, walkable describes places where a person can walk or bike to fulfill some or all daily needs. These environments allow for use of automobiles but do not require one for every trip.

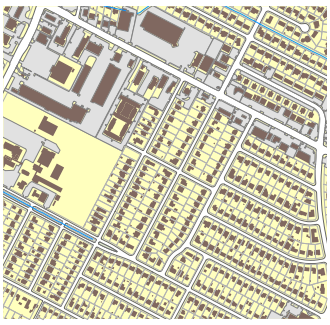
Walkable does not mean recreational walking such as on paths and trails, but rather walking ***to*** *a destination like work, services, a coffee shop, restaurants, bars, entertainment, schools, civic uses, parks, and other amenities.*



Ideal for MMH

Walkable

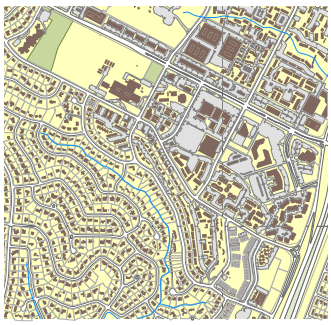
Small block lengths, a well-connected street network, and nearby services, shops, and restaurants on a local Main Street support a high degree of walkability for this historic neighborhood.



Appropriate for MMH

"MMH-Ready"

A well-connected street network with a mix of block lengths provides a walkable foundation that will support MMH types and enable pedestrian-scale redevelopment of adjacent commercial parcels.



Not Appropriate for MMH

Automobile-Oriented

Minimally-connected streets with frequent cul-de-sacs and commercial areas accessible primarily via higher-speed roadways do not provide a successful environment for MMH.

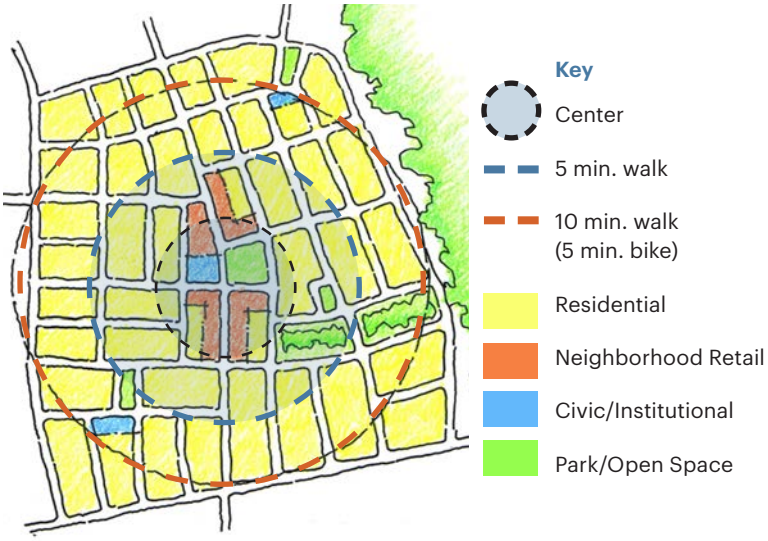


Figure 2.15 *Proximity to neighborhood retail, open space, and civic buildings helps to support walkable, MMH-Ready neighborhoods*

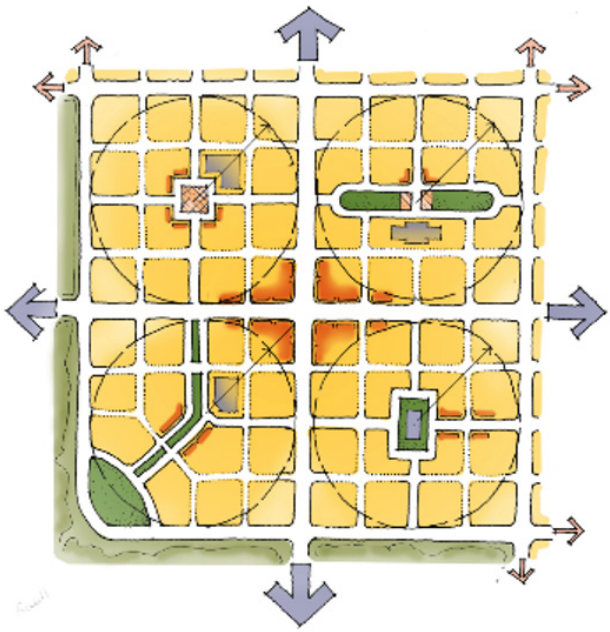


Figure 2.16 *How multiple walkable neighborhoods form a walkable environment around the intersection of two major roadways*

What Are the Characteristics of a MMH-Ready Neighborhood?

- **Smaller block sizes** that allow for better street network connectivity. Smaller block patterns encourage walkability by providing more route choices and reducing the walking distance to get between destinations. In general, dead-end streets, cul-de-sacs, and looping streets diminish an area's walkability, while through-streets tend to increase walkability.
- **Access to bicycle routes** to provide an alternative to driving for longer-distance destinations. Safe, convenient, and well-connected bicycle facilities provide transportation options for destinations that are too far away for walking.
- **Accessible to mixed-use areas** that make it possible to satisfy most daily needs — living, working, playing, shopping, dining, worshiping, and socializing — without needing to leave the neighborhood. While commuting for work, school, and special trips may still require transit or a car, most of the daily needs should be accessible within a ten-minute walk or one-half mile from housing.
- **Appropriate zoning** that allows for a variety of housing types and encourages compact development to support walkability.
- **Small to medium lot sizes** that promote house-scale development and disincentivize large tracts of identical housing types, where repetition of building forms leads to a diminished public realm.

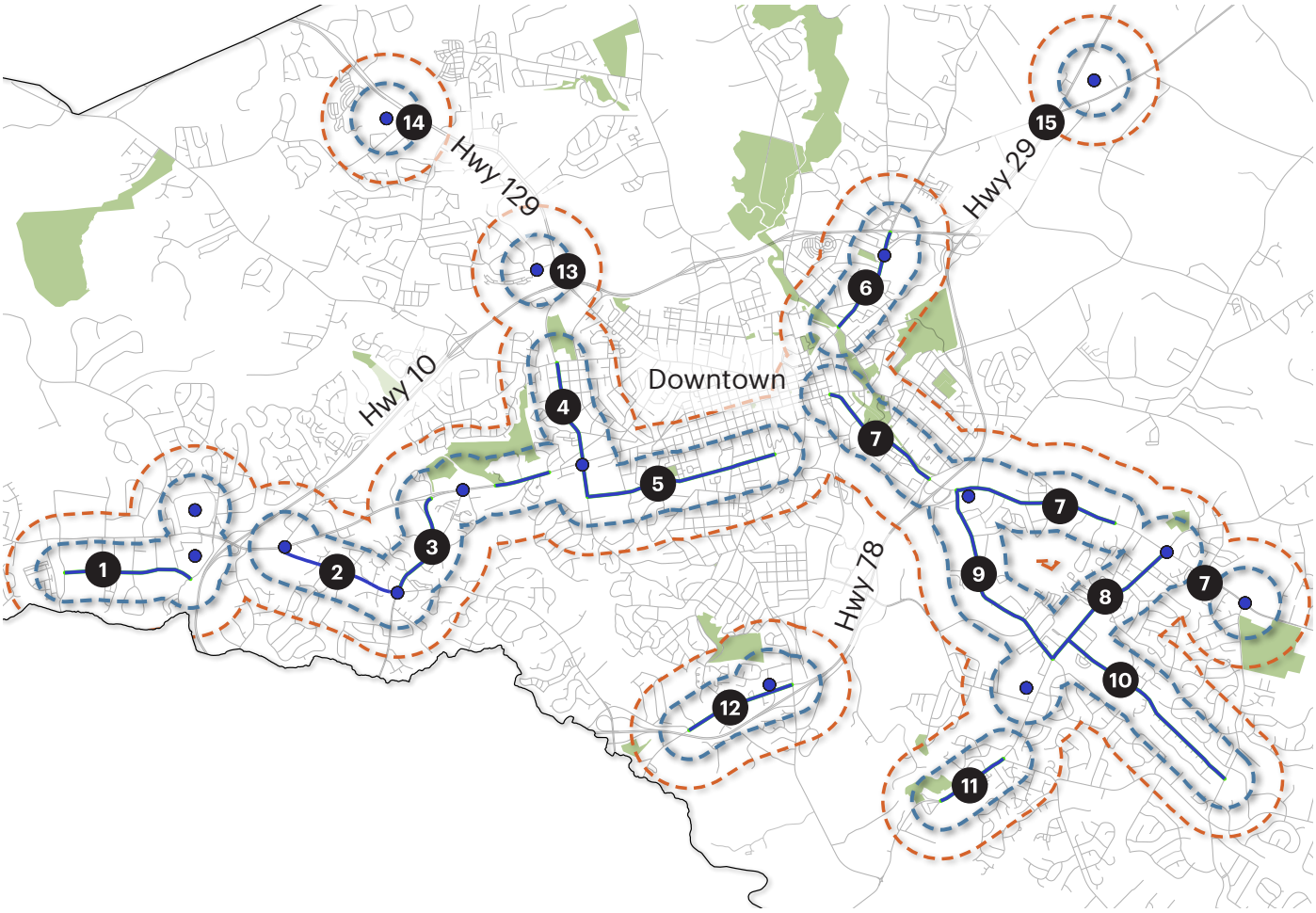
Support for MMH-Ready Neighborhoods

To support MMH outside of traditional neighborhoods adjacent to and around Downtown where walkability is high, ACC should consider making investments in MMH-Ready neighborhoods to make it more convenient for people to walk and bike from their homes to everyday destinations such as school, work, shopping, and recreation, if they choose to do so. A combination of infrastructure improvements and new or improved amenities can help to signal that MMH-Ready neighborhoods are available for new housing choices.

Where Are Athens Clarke-County's Missing Middle Housing-Ready Environments?

The map identifies the potential Walkable Centers and Corridors in MMH-Ready environments identified through this analysis.

Figure 2.17 *Potential Walkable Centers and Corridors in MMH-Ready environments*



Potential Walkable Environments

- Center (Auto-oriented/ Transformable)
- Corridor (Auto-oriented/ Transformable)
- 5 min. Walking Distance
- 10 min. Walking Distance, 5 min. Biking Distance

Auto-oriented/Transformable

Corridors

1. Jennings Mill Pkwy
2. Timothy Rd
3. Epps Bridge Pkwy
4. Hawthorne Ave
5. Baxter St
6. North Ave
7. Oconee St/Lexington Rd
8. Gaines School Rd
9. Barnett Shoals Rd
10. Cedar Shoals Dr
11. Whitehall Rd
12. Macon Hwy

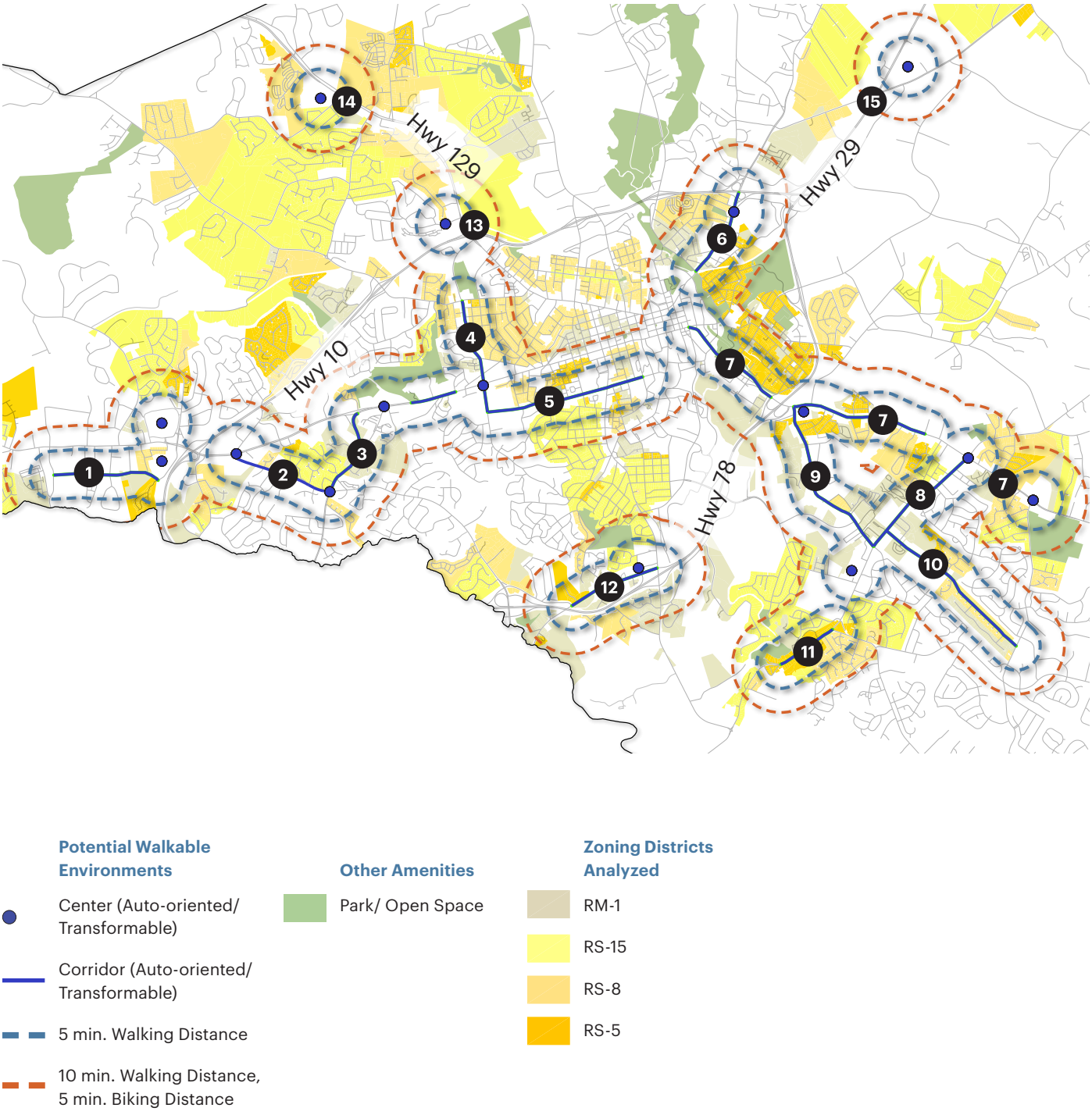
Centers

13. Intersection of Hwy 129 + Trinity Place
14. Intersection of Hwy 129 + Lavender Rd
15. Intersection of Hwy 29 + Hull Rd

Current Zoning within Missing Middle Housing-Ready Environments

The map shows the location of the four zoning districts analyzed in relation to the potential Walkable Centers and Corridors in MMH-Ready environments identified through this analysis.

Figure 2.18 *Location of four zoning districts analyzed and MMH-Ready environments*



Creating A New Walkable Center for MMH-Ready Neighborhoods

An important component of walkable neighborhoods is a destination to which to walk. Potential Walkable Centers provide that destination by creating space for neighborhood-serving retail, services, institutional and public uses in a pedestrian-oriented environment. These places already exist near ACC's traditional neighborhoods but either lack the walkable services, food uses, and shops, or these amenities are currently in auto-oriented environments. However in areas outside of the city core, the approach to create such places could involve transforming existing commercial centers, like an old mall or shopping center, or by developing a Walkable Center on undeveloped land.

New or redeveloped Walkable Centers have the potential to transition an area from an auto-oriented pattern of development to a more walkable environment that can transform nearby areas into MMH-Ready neighborhoods.

Figure 2.18 on the facing page (page 47) illustrates an example of transforming an existing commercial center (Georgia Square Mall).

Key Elements of A Walkable Center

An example from Austin, TX shows the transformation of a declining shopping center. While the scale of development in ACC would likely be different, the following characteristics still apply:

- ***Mixed-use** to satisfy the conditions of a vibrant active node that offers a variety of choices, from dining, entertainment, housing and amenities*
- ***Pedestrian-oriented** and active public spaces to create a more welcoming and safe environment for residents, employees, customers, and visitors.*
- ***Multi-modal access** that allows people living nearby to access the Walkable Center by biking, walking, or driving.*
- ***Transition areas** to ensure compatibility with adjacent residential neighborhoods.*

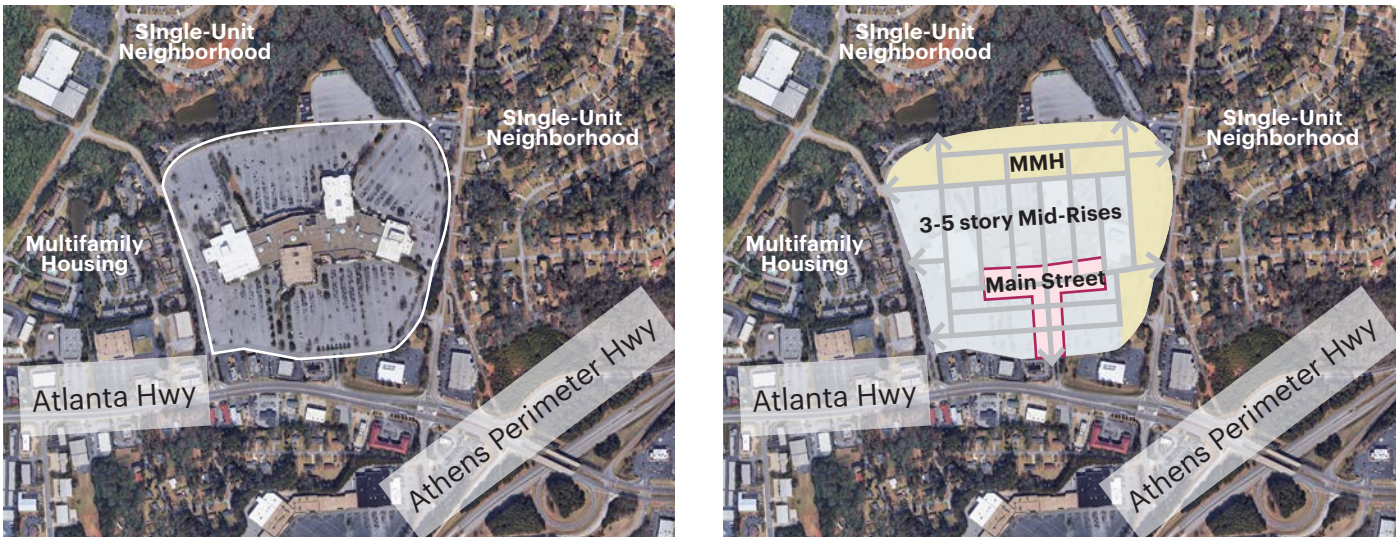


Figure 2.19 *Redevelopment of the Georgia Square Mall could result in a new potential Walkable Center that reconfigures the commercial uses into a community-level Main Street with a variety of housing that includes MMH as a transition to existing neighborhoods.*

1

Mixed-use Center as the Destination

2

Pedestrian-oriented Physical Character

3

Multi-modal Access

4

House-scale Transitions to Adjacent Neighborhoods

One-Size Doesn't Fit All

A Walkable Center is not limited to a certain size. Smaller centers, like a Neighborhood Center, or a small Community Center can do a lot to support nearby MMH-Ready neighborhoods. These small mixed-use areas can be easily embedded into or adjacent to residential neighborhoods because they are residential in scale and provide convenient services for nearby residents who can meet multiple daily needs in a single trip made by foot, bike, or car. These neighborhood-scale Walkable Centers can serve as nodes of local activity that help to enliven a neighborhood and build community.

Smaller block sizes allow for better street network connectivity and encourage walkability by providing more route choices and reducing the walking distance to get between destinations. In general, dead-end streets, cul-de-sacs, and looping streets diminish an area's walkability, while through-streets tend to increase walkability.

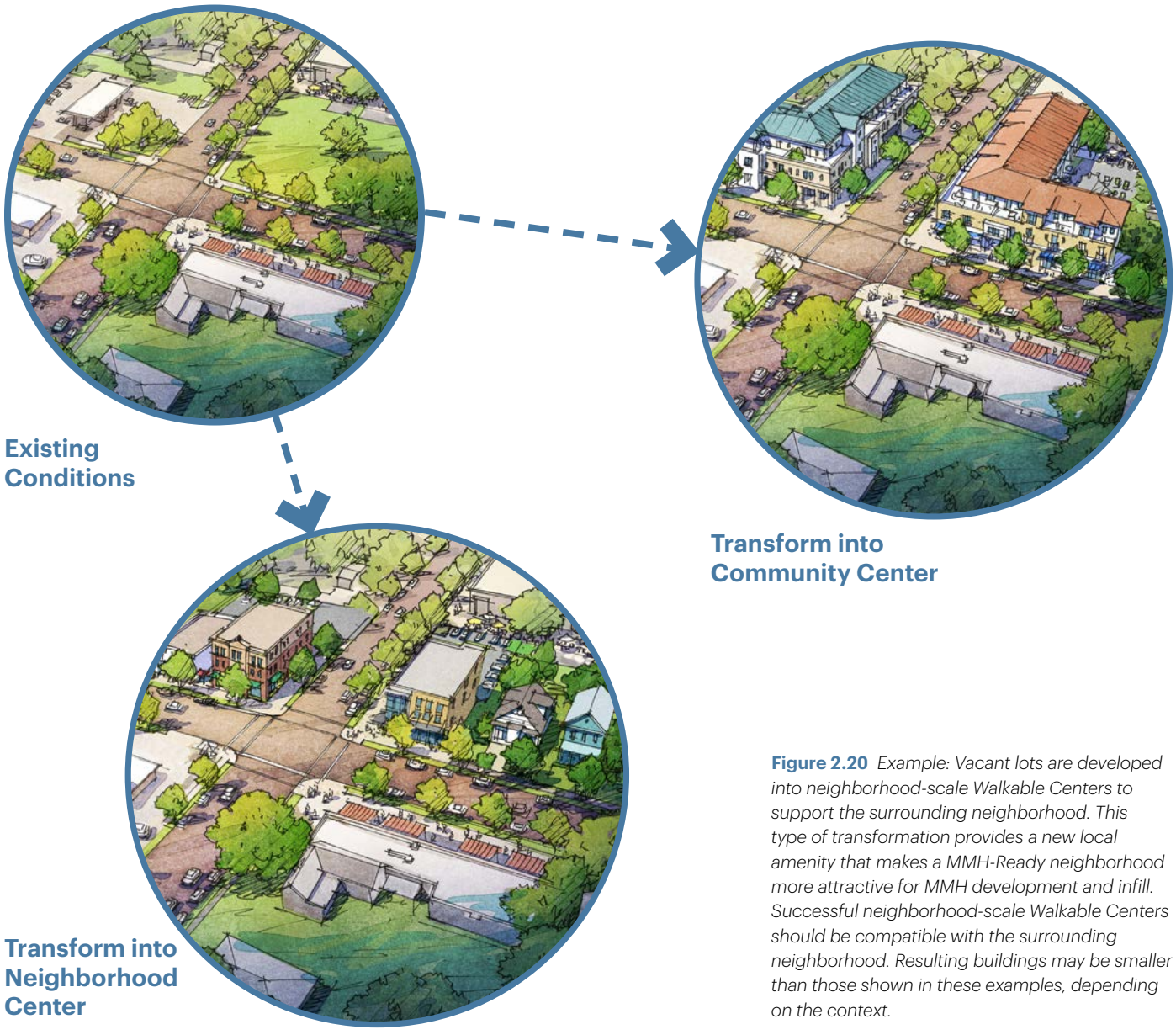
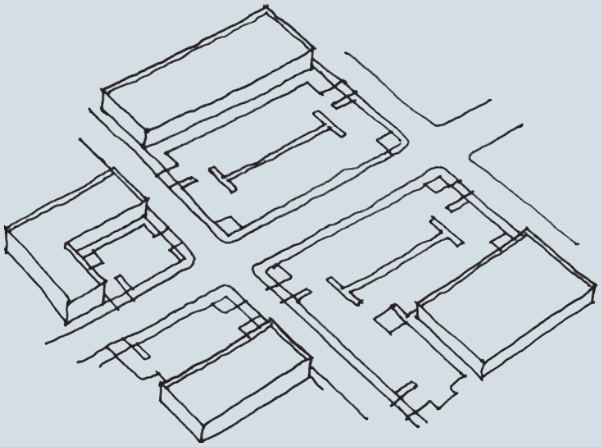


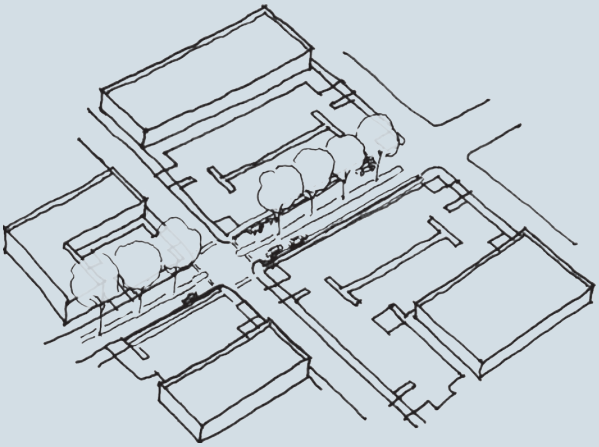
Figure 2.20 *Example: Vacant lots are developed into neighborhood-scale Walkable Centers to support the surrounding neighborhood. This type of transformation provides a new local amenity that makes a MMH-Ready neighborhood more attractive for MMH development and infill. Successful neighborhood-scale Walkable Centers should be compatible with the surrounding neighborhood. Resulting buildings may be smaller than those shown in these examples, depending on the context.*

Incremental Change

Small, incremental changes can be just as important in the long run as big, transformative change. The following incremental changes can lay the groundwork for a Walkable Center that can transform surrounding neighborhoods into MMH-Ready Neighborhoods and create suitable environments for MMH.

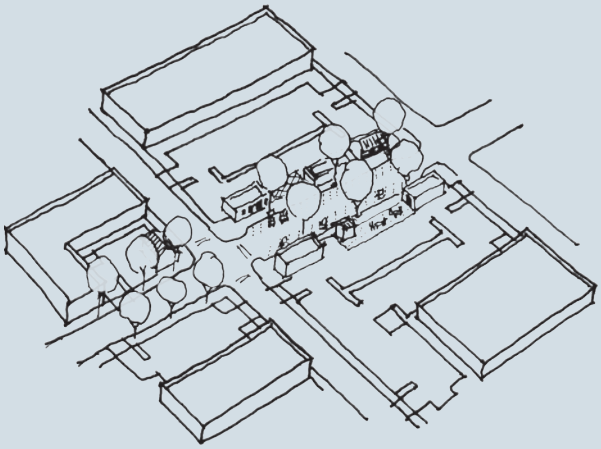


Existing Conditions



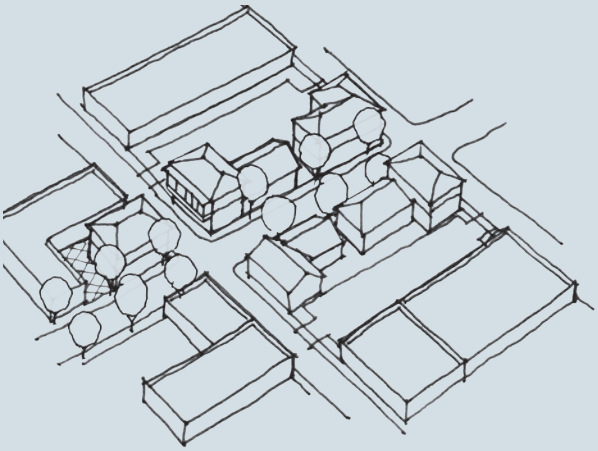
Step 1

Small changes could include landscaping, streetscape improvements and shared roads for bikes and cars.



Step 2

Temporary spaces for businesses at sidewalk edge can help form a center of activity. These small changes can be made where buildings and lots are privately owned and where major changes in near term are unlikely.



Step 3

Bigger changes may include infill, new development at the sidewalk edge or around public space in areas where they is a desire for urban character and new buildings.

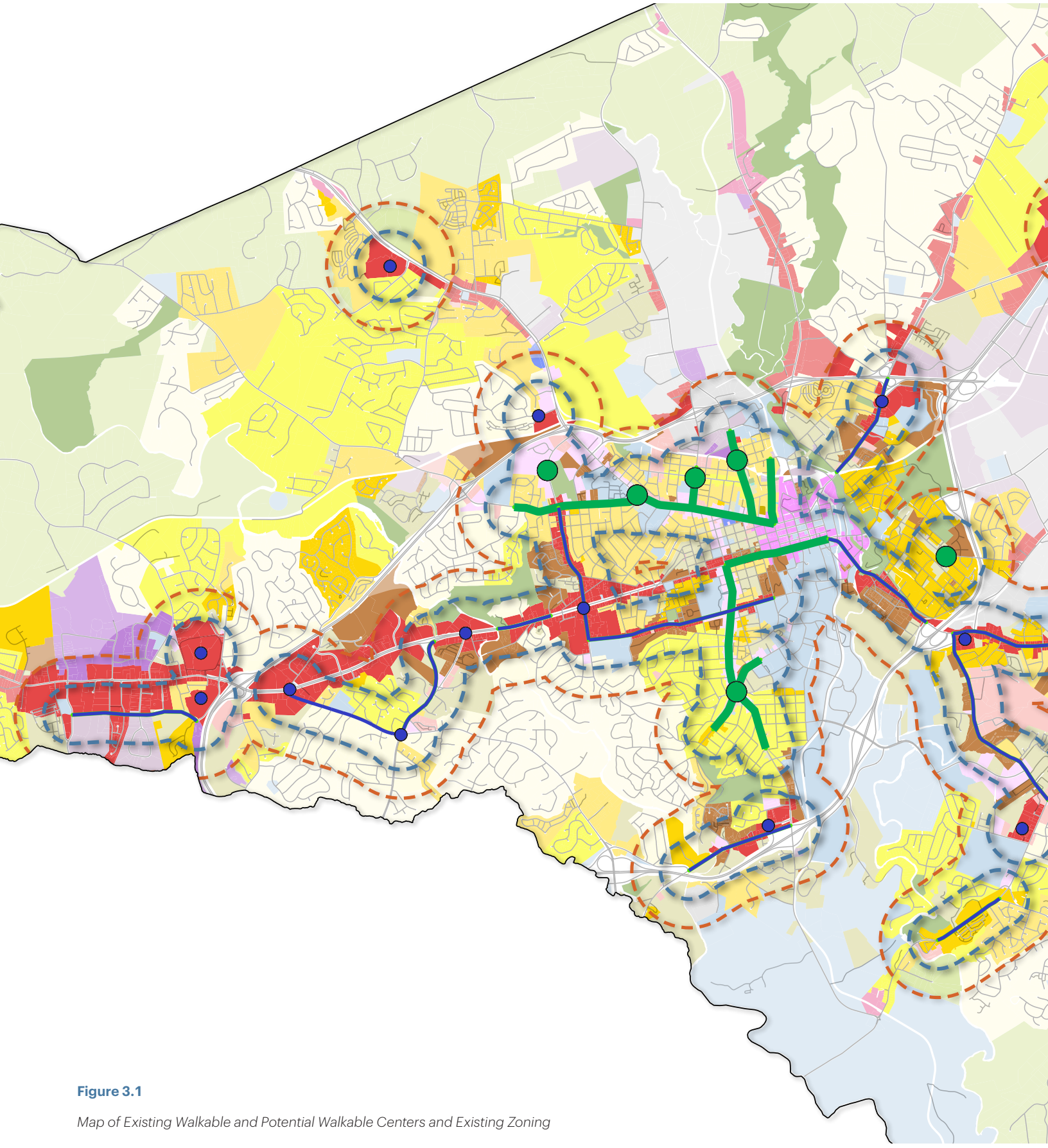
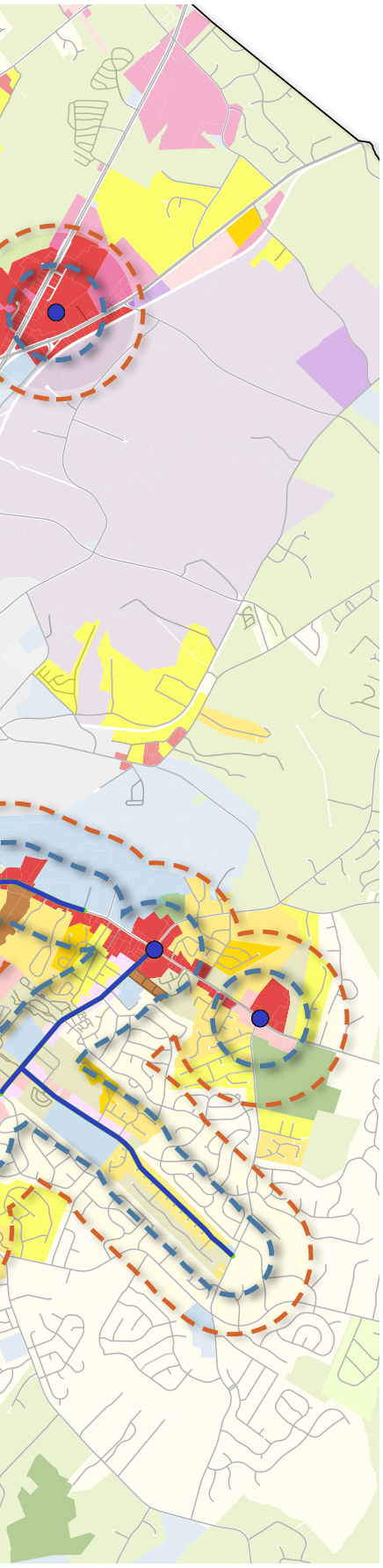


Figure 3.1

Map of Existing Walkable and Potential Walkable Centers and Existing Zoning



CHAPTER

3

Analysis of Barriers

In this chapter

3.1 Comprehensive Plan

The following analysis identifies which MMH Types are encouraged or enabled by current policy along with recommendations for addressing existing barriers to MMH.

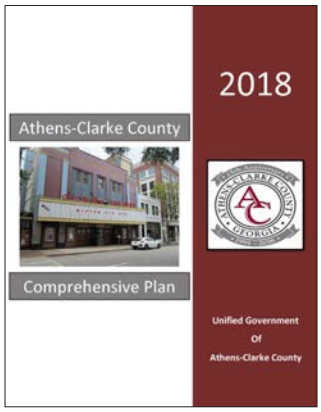


Figure 3.2

Athens-Clarke County Comprehensive Plan

The 2018 Athens-Clarke County Comprehensive Plan contains Community Goals/Needs and Opportunities which address the topics of Housing, Land Use, and Neighborhoods under the theme of Place, and the topic of Transportation under the theme of Foundation.

The Comprehensive Plan direction discusses making walkable environments through broad language in the Needs, Goals, Strategies, and Policies summarized in this section. Taken together, these broad descriptions touch on the key elements (mixed-use, pedestrian orientation, multi-modal access, and transition areas) that characterize a walkable environment supportive of MMH.

Based on this analysis, we have prepared recommendations for each issue/barrier.

Overall Recommendations

- **Recommendation 1:** The broad language of the Comprehensive Plan neither poses barriers to or explicitly promotes MMH. Future Comprehensive Plan updates should include clear statements explicitly promoting MMH in walkable environments.
- **Recommendation 2:** Distinguish between Auto-oriented centers/nodes and Walkable Centers/nodes and then aim MMH at the latter.
- **Recommendation 3:** Confirm the Auto-oriented Centers that are intended for transformation into Walkable Centers and MMH-Ready environments.
- **Recommendation 4:** Add a new policy stating, "MMH-Ready environments support the range of MMH types suitable to the context and are focused near walkable nodes that provide amenities (services, shopping, food, or transit) within short walking or biking distance."

Housing

"Needs and Opportunities: Pursue a reduction in the minimum floor area requirement for dwellings."

- **Recommendation 5:** Remove minimum unit size requirements for MMH developments in walkable environments. Further, specify that the lower end of the MMH spectrum (Duplexes, Fourplex, Cottage Court) have maximum unit sizes, to promote affordability.

Land Use

"Needs and Opportunities: Ensure that mixed-use development truly provides multiple uses amongst varying architecture and structure size. First-floor commercial should only be mandated in areas found to be appropriate; however, such areas then should strictly adhere to this requirement."

- **Recommendation 6:** Revise the above text to read: "Promote viable commercial development in mixed-use development by not requiring commercial uses for parcels at least 300 feet from the edge of an identified walkable environment."

"Needs and Opportunities: Consider contingency plans for the mall, including what it could eventually be used for: movie studio, senior living, or revitalized neighborhood."

- **Recommendation 7:** Revise the above text to add at the end of the sentence "...revitalized neighborhood, including MMH types as a transition between existing neighborhoods and the more intense corridor."

"Needs and Opportunities: Reexamine the zoning Code with a focus on building height; appropriate locations for urban design versus areas with suburban design; mandatory mixed-use retail space; and smaller dwellings."

- **Recommendation 8:** Revise the above text to add at the end of the sentence "... and house-scale buildings, including the range of MMH types."

"Needs and Opportunities: Attempt to reconfigure large, existing or proposed commercial centers into "blocks" that promote walkability. There are many available lots along corridors that could be purchased directly by Athens-Clarke County in order to achieve this and in turn be marketed for development."

- **Recommendation 9:** Revise the first sentence of the above text to read: "As large, existing commercial centers redevelop, reconfigure those sites into new blocks that promote walkability and a variety of housing choices, including MMH."

"Policy: Develop zoning standards and incentives to develop and/or redevelop quality multi-family options for a diverse group."

- **Recommendation 10:** Revise the above text to read: "Develop zoning standards and incentives to develope and/or redevelop house-scale multi-family options, including MMH types, in walkable environments."

Neighborhoods

"Needs and Opportunities: Transitional zoning is needed with respect to residential neighborhoods that abut commercial zoning to lessen the adverse impact the two opposite classifications can have on one another."

- **Recommendation 11:** Add the following sentence to the end of the text: "In areas where existing neighborhoods are house-scale, allow MMH types as a way to increase housing choices while providing a compatible physical transition between the corridor and the neighborhood."

"Needs and Opportunities: Identify areas that could potentially be developed for unique neighborhoods with smaller houses and a cohesive theme."

- **Recommendation 12:** Revise the above text to read: "Identify areas for development of unique neighborhoods with house-scale buildings, including MMH types."
- **Recommendation 13:** Add a new policy stating: "Offer a diverse range of housing choices by allowing some or all of the MMH types spectrum in neighborhoods, as best fits each neighborhood."

Transportation

"Policy: Provide high quality transportation nodes, or transit-oriented developments in association with previously completed studies. This may also spur the use of underutilized transit routes."

- **Recommendation 14:** Revise end of the above text to read: "...In walkable environments near transit that are intended as house-scale, allow MMH types to provide additional housing compatible with adjacent neighborhoods."

Future Land Use Designations

The Comprehensive Plan identifies two Future Land Use Designations that allow housing relevant to MMH. The two land use designations are "Mixed Density Residential" and "Traditional Neighborhood" and are summarized below:

Mixed Density Residential
Two of the four zones under analysis, RM-1 and RS-5, are consistent with this land use designation. It is unclear what intensity or types of housing are intended. Based on the phrase "higher density residential development is allowed and intended," this could result in large-scale apartment development rather than house-scale MMH types.

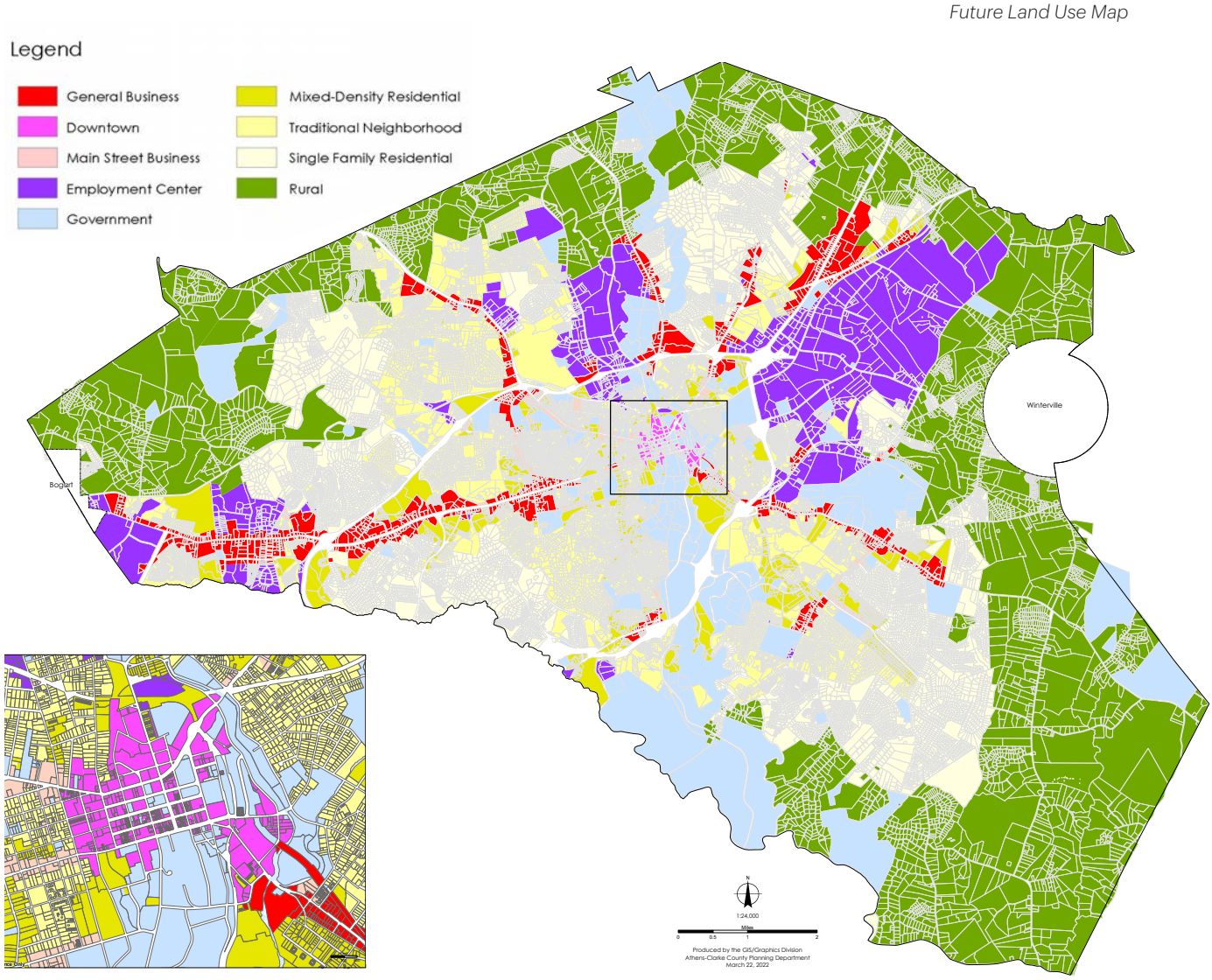
- **Recommendation 15:** Add new policy stating: "In walkable environments that are designated as Mixed Density Residential, the priority is for the Upper MMH (see pages 18-19) as distinct from conventional 'higher density' residential."

Traditional Neighborhood
All four zones under analysis, RM-1, RS-15, RS-8 and RS-5, are consistent with this land use designation. It describes a walkable environment with well-connected streets, sidewalks, street trees, limited neighborhood scale commercial and non-residential use, and access to transit. It mentions using a variety of housing types but only identifies two MMH types, Duplexes and Townhouses. However, the description contains the descriptive phrase "medium density neighborhood" which could support additional MMH types.

- **Recommendation 16**: Clarify that the 'medium density' term includes the full range/palette of MMH types.
- **Recommendation 17:** Add definition of walkable environment as "places within short walking distance where a person can walk or bike to fulfill some or all daily needs. These environments allow for use of automobiles but do not require one for every trip."

Figure 3.3

Future Land Use Map



3.2 Zoning Districts and Standards

The following analysis identifies which MMH Types are enabled by current Athens-Clarke County Zoning Code

Figure 3.4

The palette of MMH types ranges from buildings with 2 units to Courtyard Buildings with up to 20 units and represents a resultant density range of about 10 to 50 or 60 du/acre, depending on lot sizes.

RM Density Definition

Per the Zoning Code, for the purpose of calculating RM density, unit values are determined by counting the number of bedrooms: Studio/1 bedroom is equal to 1 unit, 4 bedrooms equals 4 units; etc.

RM-1 Density Calculation

16 bedrooms/ac
x 1 bedroom/unit
16 bedrooms/ac max. density

To build a fourplex with one-bedroom (1-BR) units, 0.25 acres are required:

16BR/ac x 0.25 ac = 4 1-BR units; or 4 BR per 10,890 sf of lot area.

Zoning Districts (Zones)

The following analysis focuses on the four zones (RM-1, RS-15, RS-8, and RS-5) selected for this study. The analysis identifies which MMH types are enabled in each zone regarding density, lot size /area, lot width, and distance between principal buildings. Other regulations including prioritizing MMH, applying the findings in this MMH Scan™, and making changes to zoning to enable MMH are analyzed in Section 3.6 (page 66). This analysis assumes that "multi-family dwelling" includes MMH types (e.g. Cottage Courts, Triplex/Fourplexes, Small and Large Multiplexes, or Courtyard Buildings) depending on the district.

- **RM-1:** This zone supports four MMH types: both Duplex types, Small Townhouse (depending on the lot size), and up to 4-unit 1 bedroom Cottage Court on a minimum 10,890 square feet lot. However, the zone's maximum allowed density (16 units/acre) poses a barrier to larger MMH types (Triplex/Fourplex, both Multiplex types, Courtyard Building, and Townhouse Large). The maximum density of this zone effectively requires a minimum lot area of 10,890 square feet for four units (see calculation in sidebar). This is especially limiting in infill conditions for existing lots 50 feet wide that can accommodate a Fourplex.
  Depending on the lot size and proximity to walkable neighborhood amenities, the parking requirement for this zone (1.5 spaces per unit for one-bedrooms less than 500 square feet and 2 spaces for larger units) is a barrier to MMH especially on existing infill lots less than 75 feet wide.

- **RS-15:** This zone does not support MMH due to the combined barriers of minimum lot area, density, and parking requirements.
  The minimum lot area of 15,000 square feet is too high for 7 of the 9 MMH types. However, if using larger lots than necessary, this zone does allow 4 of the 9 MMH types (Cottage Court, Multiplex Large, Courtyard Building, and Townhouse Large). While minimum lot area is a primary barrier, this zone's maximum allowed density (2 du/acre for lots greater than 2 acres) is a secondary barrier. Depending on the lot size and proximity to walkable neighborhood amenities, the parking requirement for this zone (minimum 2 spaces per dwelling unit) is a barrier especially to MMH on existing infill lots less than 100 feet wide.

- **RS-8:** This zone does not support MMH due to the combined barriers of minimum lot area, density, and parking requirements.
  This zone's minimum lot area of 8,000 square feet is greater than what is necessary for smaller-scale MMH types (both Duplex types, Triplex/Fourplex). Although the zone allows two attached

dwelling units on lots greater than 2 acres, the zone's maximum allowed density (3.8 du/acre for lots greater than 2 acres) requires the two units to be on a larger lot than necessary, presenting a barrier. Depending on the lot size and proximity to walkable neighborhood amenities, the parking requirement for this zone (minimum 2 spaces per dwelling unit) is a barrier to MMH especially on existing infill lots less than 100 feet wide.

- **RS-5:** This zone does not support MMH due to the combined barriers of density and parking requirements.
  This zone's maximum allowed density of 8 du/acre is too low and poses a barrier to all MMH types. Depending on the lot size and proximity to walkable neighborhood amenities, the parking requirement for this zone (minimum 2 spaces per dwelling unit) is a barrier to MMH especially on existing infill lots less than 100 feet wide.

Development Standards

Density for RM-1, RS-15, RS-8, and RS-5,

- **RM-1:** The zone allows up to 16 units/acre (see RM density definition on page 54). If each dwelling unit includes only one bedroom, this zone's density limit translates into a Duplex being possible if on at least a 5,500 square feet lot. Our experience shows that the Duplex can fit on a 5,000 square feet lot. The difference of 500 square feet doesn't sound like much, but when looking at existing, platted infill lots, that amount can mean needing to purchase five or more feet from the adjacent lot.
  The maximum allowed density is a barrier to 5 of 9 MMH types (Triplex/Fourplex, Multiplex Small, Multiplex Large, Courtyard Building, and Townhouse Large). See diagram on pages 32-33, and 62-63 for the resultant density ranges of each MMH type.
- **RS-15:** For lots greater than 2 acres, this zone allows up to 2 units/acre. This results in one unit on the minimum lot size, even with the 25% maximum density bonus. The maximum allowed density for lots greater than 2 acres does not currently support any MMH types, which begin at 11 du/acre.
  For lots less than 2 acres, the minimum lot area of 15,000 square feet translates into 2.9 du/acre; however, the zone doesn't regulate density, so this is not a barrier.
- **RS-8:** For lots greater than 2 acres, this zone has a 3.8 dwelling unit/acre limit. This only allows one unit on the minimum lot size, even with the 25% max imumdensity bonus. The maximum allowed density for lots greater than 2 acres does not currently support any MMH types, which begin at 11 du/acre.
  For lots less than 2 acres, the minimum lot area of 8,000 square feet translates into 5.45 du/acre; however, the zone doesn't regulate density, so this is not a barrier.
- **RS-5:** For lots greater than 2 acres, this zone allows up to 8 units/acre. This results in one unit on the minimum lot size, even with the 25% maximum density bonus. The maximum allowed density for lots greater than 2 acres does not support any MMH types unless the lot is large enough to not exceed 8 units/acre.
  For lots less than 2 acres, the minimum lot area of 5,000 square feet translates into 8.7 du/acre—still too low for any of the MMH types; however, the zone doesn't regulate density, so this is not a barrier.

- **Recommendation 18:** For MMH developments, do not regulate density. Instead, regulate maximum building footprint, height, and parking.

Lot Size/Area for RS-15 and RS-8

- **RS-15:** The minimum lot area is 15,000square feet, which translates into 2.9 du/acre. MMH types begin on lots between 4,000 and 5,000 square feet (40 to 50 feet x 100 feet), and include other types that need some additional area but only up to 15,000 square feet (100 feet x 150 feet) for the most intense types in the MMH spectrum.
- **RS-8:** The minimum lot size is 8,000 square feet, which translates into 5.45 du/acre. MMH types begin on lots between 4,000 and 5,000 square feet (40 to 50 feet x 100 feet), and include other types that need some additional area, but only up to 15,000 square feet (100 feet x150 feet). This zone's minimum lot size allows only the middle to upper end of the MMH spectrum (Townhouses, Courtyard Buildings, etc.) which might not be the best fit for all areas in the RS-8 zone. However, the zone's maximum density limit does not allow these types. This zone currently does not support any MMH types.

- **Recommendation 19:** For MMH developments, do not regulate minimum lot area. Instead, establish lot width and depth standards for each MMH type.

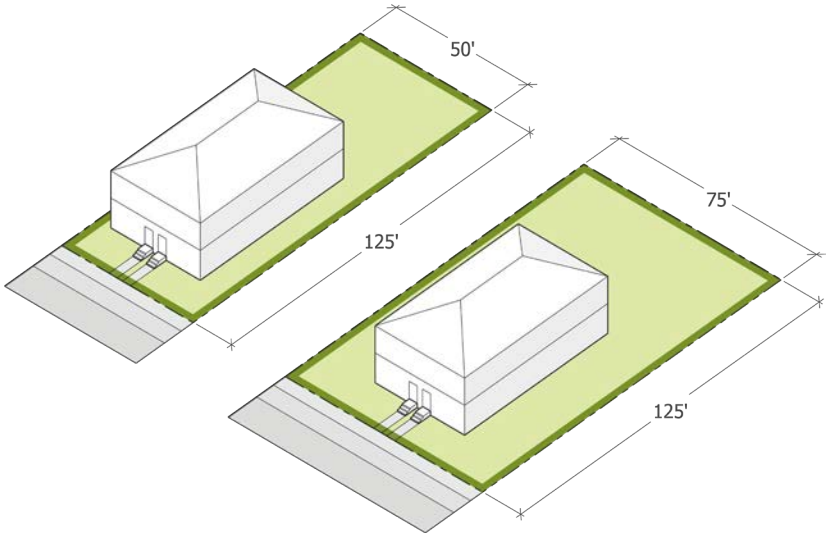
Lot Width for RS-15 and RS-8

- **RS-15:** The minimum lot width is 75 feet which enables the Cottage Court, both Townhous types, both Multiplex types, and Courtyard Building. However, the required width is more than what is needed for the lower end of the MMH spectrum, preventing both Duplex types and Triplex/Fourplex that are likely more appropriate in the RS-15 contexts.
- **RS-8:** The minimum lot width is 60 feet. The required width is more than what is needed for the lower end of the MMH spectrum, preventing both Duplex types. This width does enable the Triplex/Fourplex and Townhouses. Another 10 to 50 feet of lot width are needed for Cottage Court, Multiplex Small, Multiplex Large, and the Courtyard Building.

- **Recommendation 20:** For MMH developments, coordinate lot width and depth standards for each MMH type .

Figure 3.5

Minimum lot sizes required by zoning are often larger than necessary to enable MMH. For example, a Fourplex can function well on a 50-foot wide lot but typically is required to be on lots 2 or 3 times this size.



Distance between Principal Buildings for RM-1 lots greater than 2 acres

Per the Zoning Code, "Distance between principal buildings shall be at least one-half the height of the tallest buildings; provided, however, that in no case shall the distance be less than 12 feet." This requirement is an approach for large infill sites and greenfield sites. The intent to appropriately separate buildings on sites that might not have individual parcel boundaries around each building is understandable but limits the developable area on existing, platted infill lots.

- **Recommendation 21:** For MMH development, require a total of 12 feet as a side setback between individual MMH types. For example, a Fourplex adjacent to a Multiplex Small would be required to be 12 feet from the Multiplex Small. However, for the Cottage Court, each cottage would be separated from the others by an internal setback (minimum 5 feet) while the group of cottages would be setback from an adjacent MMH type by the required 12 feet.

CLOSER LOOK

Density Regulations on Infill Lots

Density regulations in most zoning codes do not consider or enable Missing Middle Housing (MMH). It's not necessarily because communities are against it. It's because the typical density approach favors large sites, not infill lots within existing blocks. For example, the typical multi-family project is on a site that's larger than what one building needs. The typical MMH type is on a lot that's the size of a lot for a single-unit dwelling.

Also, the typical multi-family project has multiple buildings and results in a density calculation that's lower than the single-lot, Missing Middle house-scale building. This might sound odd but it's because the more land you add to the calculation, the lower the density. Consider the two examples below:

• 21, 3-story buildings with a total of 502 units on a 53-acre site = 9.47 units/acre density

• 1, two-story, 8-unit Courtyard Building on a lot that is 100 feet wide by 120 feet deep = 29 units/acre density

These two projects are not similar in size, form or intensity. Yet, without seeing either, the 'density' number leads you to think that the lower density number means less units, less buildings, and a smaller project. Although they might be very nicely designed, the 3-story multi-family buildings, are taller and at least twice the footprint of the MMH Courtyard Building.

It's important to keep in mind that the density regulations are set up to calculate 'units per acre' reflecting the beginnings of this tool to help forecast population and infrastructure needs for large areas of a community or entire communities. However, when applied to existing infill lots (e.g., less than 100 feet wide), the approach to regulating density needs to change along with the current expectation that MMH on infill lots needs to conform to the current approach.

Parking

In RM-1, units smaller than a 500 square foot 1-bedroom or Studio require a minimum 1.5 spaces per unit, and units larger than a 500 square foot 1-bedroom or Studio require a minimum 2 spaces per unit. In the RS zones, parking for each residential unit requires a minimum 2 spaces.

- **Recommendation 22:** For MMH developments, revise parking requirements to maximum 1.25 spaces per unit with all guest parking on-street.

Driveway Width

The Zoning Code driveway access requirements pose a barrier to MMH. Developments of maximum 3 units on a private drive require an improved width of 20 feet and a dedicated easement width of 25 feet; this limits MMH developments to lots at least 70 feet wide.

- **Recommendation 23:** For MMH developments, revise the minimum driveway width to 9 feet with 2 feet of planting on each side.

In addition, it is not clear when a two-way driveway is required. The minimum width is 12 feet for one-way and 20 feet for two-way access.

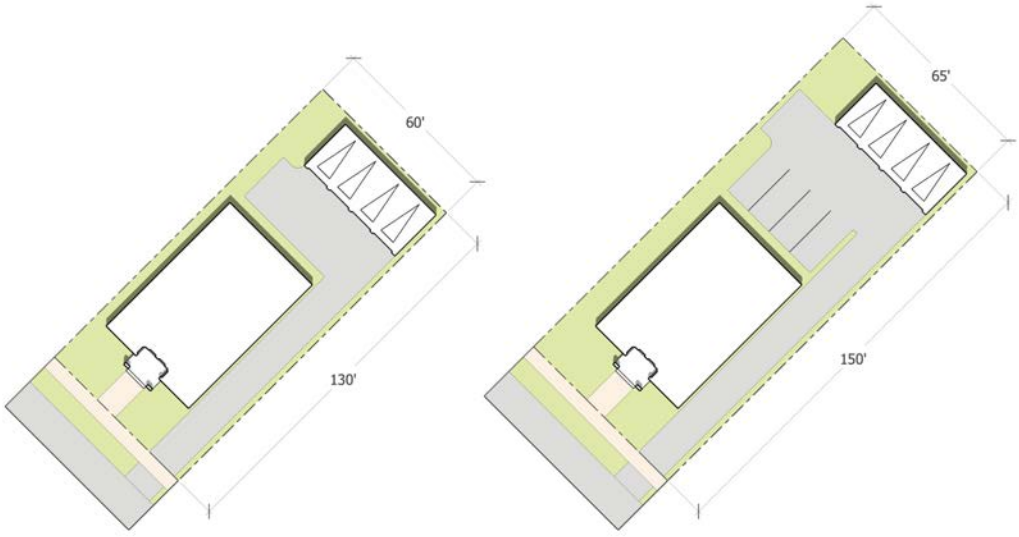
- **Recommendation 24:** For MMH developments, revise to not require two-way driveways for lots up to 150 feet wide and 150 feet deep.

Setbacks

The setback requirements do not pose barriers and are supportive of successful MMH. Of the zones analyzed, the greatest setbacks are in RS-15 which requires a minimum 20 foot front, minimum 8 foot interior sides, and minimum 20 foot rear setbacks. The other zones (RM-1, RS-8, and RS-5) require a minimum 15 foot front, minimum 6 foot interior sides, and minimum 10 foot rear setbacks. MMH typically functions with a 10-20 foot front setback, a 15-20 foot rear setback, a 5-10 foot interior side setback, and a 10-12 foot side street setback.

Figure 3.6

The impact of parking on MMH and affordability is large. This illustration shows how much more space is required to fit a Fourplex on a lot when 2 spaces are required per unit (right) versus 1 space per unit (far right).



Buffer Yards

There are no buffer yard requirements for RS-15, RS-8, or RS-5. In RM-1, buffer yards are a potential barrier to MMH when the rear and side yards are adjacent to single-family residences or districts. The RM-1 zone requires a 50-foot wide Natural buffer strip, 20-foot wide landscape buffer strip, or 10-foot wide landscape buffer wall. This requirement poses a barrier on existing, platted infill lots by reducing the amount of developable land. For example, on an existing lot that is 50 feet wide, the 20 foot landscape buffer strip and the required 6 foot side setback on the other side of the lot result in a building that is 24 feet wide. Certainly, a building of this width can be designed but it is likely to be a single Townhouse and not a Duplex, Triplex, or Fourplex.

- **Recommendation 25:** Remove buffer yard requirements on existing infill lots, and only apply them to greenfield projects.

Lot Coverage

Depending on the lot size, this may or may not be a barrier to MMH. The main concern with the RM and RS zone's maximum 40 to 50 percent lot coverage (depending on the zone) is that the standard does not prevent buildings that may be out of scale with neighboring buildings.

- **Recommendation 26:** Replace lot coverage requirements for MMH with maximum building footprint and height requirements to ensure House-scale buildings.

Units per Building

MMH typically includes a range of unit sizes from 1 to 4 bedrooms, based on the market demand and individual project goals. The RM-1 requirement of regulating bedrooms instead of units requires too much parking and presents barriers related to density. This approach also tends to result in studio units, furthering the imbalance of housing choice.

- **Recommendation 27:** For MMH types, do not regulate by bedrooms. Instead, regulate the number of units by MMH type, regulate the maximum size of units in Duplexes, Triplex/Fourplexes, and Cottage Court units while not regulating minimum unit size.

Open Space

The current requirements for open space are not a barrier to MMH. RM-1 requires 45 percent minimum landscaped area, which is not a barrier because the lots are large enough to accommodate a unit and landscaping. The RS zones in this analysis require a minimum of 5 percent for developments with a base density of at least 10 units. We understand this to mean that individual buildings have a base density of about 10 units/acre which is consistent with MMH.

Building Height

MMH types range in height from 1 to 2.5 stories (0.5 stories indicates an attic story), or about 30 to 35 feet overall in height. Building height is not a barrier in any of the four zones analyzed.

- **Recommendation 28:** Within the maximum 30 feet overall building height for the RS-15, RS-8, and RS-5 zones, clarify that only allow 2 stories are allowed instead of 3 stories which could technically fit. Also, clarify that the RM-1 zone maximum overall height of 40 feet only be allowed where Upper MMH is expected (see Upper MMH on pages 18-19).

3.3 Summary of Barriers

The table below summarizes Section 3.2 to graphically represent the various types of barriers to MMH within the Athens-Clarke County Zoning Code and which of the nine MMH types are possible under the current zoning regulations.

Key

- ✓ Enables All MMH Types
- ● Not a barrier, but does not prevent block-scale buildings in neighborhoods
- ✕ Barrier to 3 or less MMH Types
- ● Unclear/Potential Barrier
- ✕ Barrier to 4 or more MMH Types
- (# of 9) Standard enables "#" MMH Types

Summary of Regulatory Barriers for Housing in Athens-Clarke County

Development Standards

	Multifamily Zone	Single Family Zones		
	RM-1	**RS-15**	**RS-8**	**RS-5**
Density Maximum				
< 2 acre site	✕ (5 of 9 types if 1bd units)	✓	✓	✓
> 2 acre site	✕ (5 of 9 types if 1bd units)	✕ (0 of 9)	✕ (0 of 9)	✕ (0 of 9)
Lot Area Minimum	✓	✕ (3 of 9)	✕ (8 of 9)	✓
Lot Width Minimum				
< 2 acre site	✓	✕ (6 of 9)	✕ (7 of 9)	✓
> 2 acre site	✓	✓	✓	✓
Lot Depth Minimum	✕ (8 of 9)[1]	✕ (8 of 9)[1]	✕ (8 of 9)[1]	✕ (8 of 9)[1]
Setbacks Minimum	✓	✓	✓	✓
Distance between Principal Buildings	✕ (8 of 9)[1]	Side setback standards address this topic in RS zones		
Lot Coverage Maximum	●	●	●	●
Open Space Minimum	● (Landscaped Area)	✓	✓	✓
Buffer Yard Minimum	✕	Not required in RS zones		
Building Height Maximum	✓	✓	✓	✓

[1] Prevents Cottage Court on individual lot

Summary of Regulatory Barriers for Housing in Athens-Clarke County				
Development Standards				
	Multifamily Zone	**Single Family Zones**		
	RM-1	**RS-15**	**RS-8**	**RS-5**
Residential Uses Permitted (MMH Types)				
< 2 acre site	ADU	✗ (0 of 9)	✗ (0 of 9)	✗ (0 of 9)
> 2 acre site	● ADU, Duplex, Multifamily	✗ Multifamily not permitted	✗ Enables side-by-side attached (Up to 2 units)[2, 3]	✗ Enables side-by-side attached (Up to 4 units)[2,3]
Parking/Driveway Standards				
	RM-1	**RS-15**	**RS-8**	**RS-5**
Min. Parking Spaces per Unit	✗ 1.5 if < 500 sf, 2.0 if > 500sf too high	✗ 2.0 too high	✗ 2.0 too high	✗ 2.0 too high
Min. Private Drive Width Accessed by Max. 3 Units	✗ (2 of 9)	✗ (2 of 9)	✗ (2 of 9)	✗ (2 of 9)
Min. Driveway Width for 5 or more Spaces	✗ (0 of 9)	✗ (0 of 9)	✗ (0 of 9)	✗ (0 of 9)

[2] Subdivision standards apply to subdivisions creating lots less than or equal to 8,000 square feet or resulting in an overall density exceeding 2.5 units per acre.

[3] Lots containing attached single-family units must be 100 feet from the perimeter lot lines of a subdivision, and the individual common wall units are on separate lots designed to be sold individually.

3.4 Allowed Density

Allowed Density

According to the maximum allowed density, the RM-1 zone enables 4 of the 9 MMH types (Duplex Side-by-Side, Duplex Stacked, Cottage Court and Townhouse Small). No MMH types are enabled in the RS zones because current density limits are too low. However, simply increasing the maximum allowed density could create other issues such as large buildings that are not contextually appropriate for their neighborhood.

Increasing the maximum allowed density needs to be coordinated with carefully identifying the appropriate MMH building types for ACC's different areas and then incorporating the resultant density range of those types along with standards for maximum building footprint and lot width.

Key

- Range of MMH Type
- Range Enabled by Zoning
- ✓ MMH Type Enabled
- ✗ MMH Type Not Enabled

[1]Based on the minimum lot area per number of dwelling units, this is the implied density maximum.

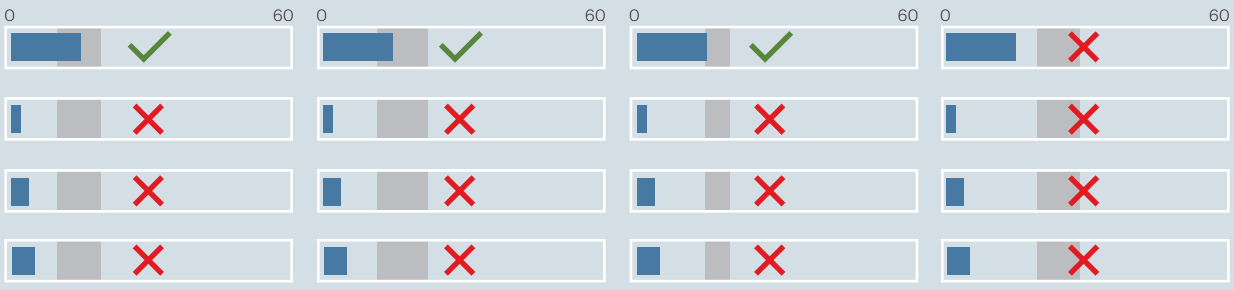
Duplex Side-by-Side
11-17.4 du/ac

Duplex Stacked
13-25 du/ac

Cottage Court
15-19 du/ac

Triplex/Fourplex
20-29 du/ac

Zoning and Density Limits:



RM-1
16 (4 on min. lot)[1] du/ac

RS-15
2 (2.9 on min. lot)[1] du/ac

RS-8
3.8 (5.45 on min. lot)[1] du/ac

RS-5
8 (8.7 on min. lot)[1] du/ac

MMH Types Enabled by Current Density Standards

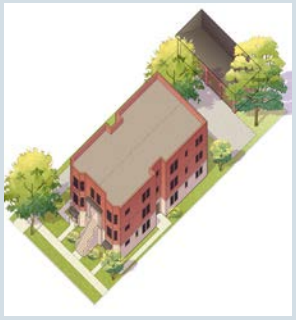
The chart below shows which and how much of each MMH type is enabled in each zone based on the maximum allowed density. When the gray and blue bars do not overlap, that MMH type is not enabled. The densities shown in this table result from the lot and width and depth scenarios on pages 32 and 33. The densities will decrease or increase depending on the actual lot width and depth applied.

- **Recommendation 29:** Increase the maximum allowed density for MMH types based on the lot size needs of each MMH type; or
- **Recommendation 30:** Do not regulate density. Instead, regulate MMH using building types with clear footprint and unit limits.

Depending on the support for changing existing zoning, the MMH types and their standards could be adopted as new zoning or as an overlay that only applies to identified walkable neighborhoods.

Multiplex Small

33.2-44.6 du/ac



Multiplex Large

37-55.3 du/ac

Courtyard Building

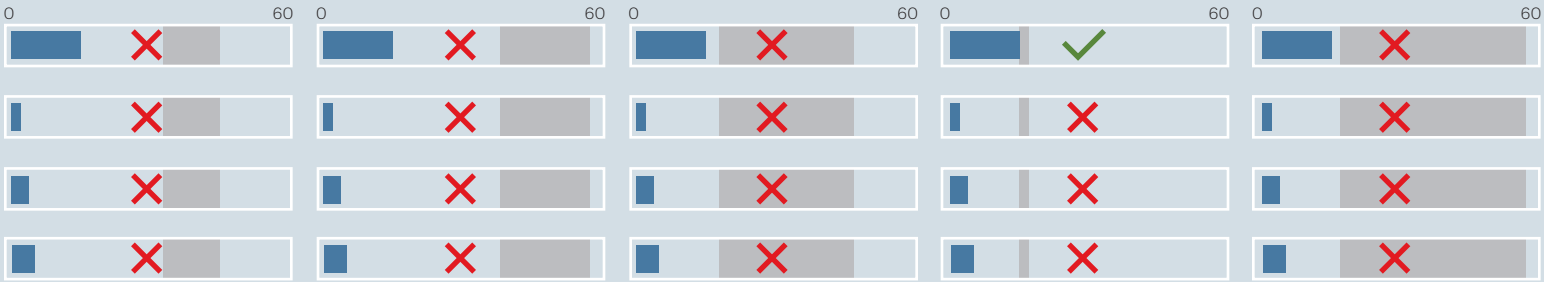
18-46.5 du/ac

Townhouse Small

16-17.5 du/ac

Townhouse Large

18.6-55.8 du/ac



3.5 Minimum Lot Area / Width

Importance of Lot Width

The existing zoning standards regulate minimum lot area. This is effectively another way to reinforce maximum allowed density. This reflects an approach that serves larger projects but not necessarily existing, infill lots on a block (less than 100 feet wide). The lot area approach ends up preventing some housing choices that are otherwise physically compatible with single-unit dwellings.

- **Recommendation 31:** Regulate lot width instead of lot area.

Lot "width" can be a more effective regulation than lot area because many projects can comply with the minimum lot area but still result in a building that is too large for its context. This often happens with low density housing like a Duplex that is allowed to fill up the building envelope and create a building that is within the density limits but is larger than nearby houses in the same neighborhood.

In contrast, regulating by lot width results in standards for maximum building footprint that are coordinated with a variety of lot widths are very helpful in lower intensity neighborhoods. This approach enables the palette of MMH types, increasing housing choices.

The Palette of Missing Middle Housing Types with Typical Lot Width Range

The palette of MMH types is provided for reference to the typical lot width range of each type. These lot width ranges include rear-loaded lots.

Duplex Side-by-Side
45' - 55'

Duplex Stacked
45' - 50'

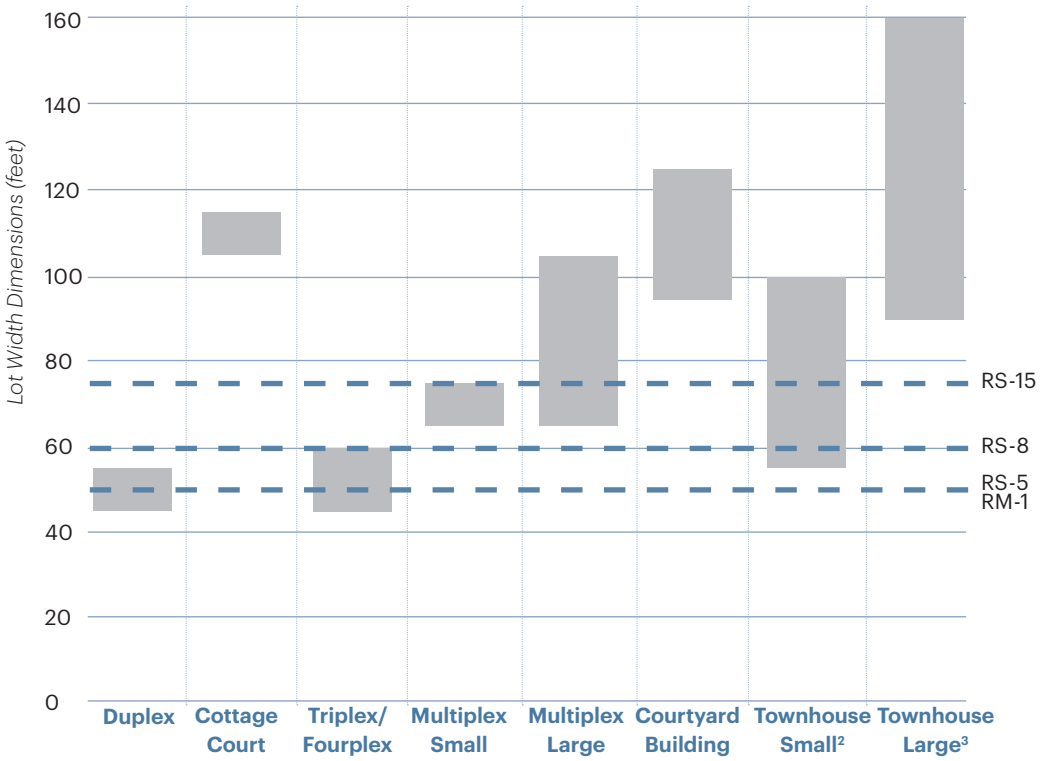
Cottage Court
105' - 115'

Triplex/Fourplex
45'-60'

MMH Types Enabled by Current Lot Width Standards

The gray bars show the typical lot width range for each MMH type based on front or rear vehicle access. Each zone's minimum lot width standard is shown horizontally by a dashed line to illustrate which MMH types, and how much of each, are possible

- **Recommendation 32:** Coordinate each MMH type with the existing lot sizes in the areas where MMH is intended. Then, apply this information to each relevant zone.



Key

Typical MMH Lot Width Range for Front-loaded and Alley-loaded lots (minimum to maximum)

Minimum Required Lot Widths

RM-1 (min. 50 ft)[1]

RS-15 (min. 75 ft)[1]

RS-8 (min. 60 ft)[1]

RS-5 (min. 50 ft)[1]

[1] If project is > 2 acres, minimum lot width of 40 feet for all zones in this analysis.

[2] Reflects the width for a group up to 4 Townhouse units in a row including 5-10 feet side setbacks for the group.

[3] Reflects the width for a group of up to 8 Townhouse units in a row including 5-10 feet side setbacks for the group.

Multiplex Small

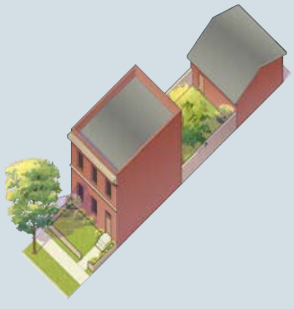
65' - 75'

Multiplex Large

65' - 105'

Courtyard Building

95' - 125'



Townhouse Small

18'-25' (single unit)
54'-100' (3-4 units in a row)

Townhouse Large

18'-25' (single unit)
90'-200' (5-8 units in a row)

3.6 Next Steps

Additional Recommendations for Implementing MMH

This MMH Scan™ (Analysis + Definition of Barriers to MMH) is the first of a two-part analysis and focuses on identifying barriers to MMH. If selected, the second part, MMH Deep Dive™ (Testing + Solutions for MMH) is a more detailed analysis of ACC's zoning to test-fit MMH types.

Part 2:

- Tests the existing zoning in walkable contexts on a variety of selected existing infill parcels to identify the number of dwellings allowed and the maximum building size under two scenarios:
  - Existing zoning, and
  - Existing physical conditions without limitation by existing zoning but within the context of the neighborhood. In other words, which MMH type(s) would fit well if allowed?
  - The above results are intended to provide further insight about recommended improvements and changes to existing standards.
- Identifies detailed recommended changes to zoning standards.

If Part 2 is not selected, we recommend the following:

- Work with the community and developers to understand the value of MMH and the findings and recommendations of this MMH Scan™.
- Prioritize MMH within the 5 to 10-minute walkable environments around the existing Walkable Centers.
- Apply the findings of this MMH Scan™ to the zoning within the 5 to 10-minute walkable environments around the existing Walkable Centers.
- Prioritize testing/fitting the desired MMH types to the actual lot sizes in specific walkable environments to identify additional changes needed to existing standards beyond those already recommended in this Scan.
- Work with the community and developers to determine which of the current Auto-oriented Centers are ready to transform into Walkable Centers, making the surrounding parcels "MMH-Ready" environments.
- If changing the standards of the RS-5, RS-8, RS-15, and RM-1 zones only where MMH developments are expected is not practical, enable MMH through a new MMH zone and standards, or through a set of overlay standards.

Current Zoning within Walkable Environments (Existing and Potential)

The map shows the location of the four zoning districts analyzed in relation to the existing Walkable Centers and Corridors and Potential Walkable Centers and Corridors in MMH-Ready environments identified through this analysis.

Figure 3.7 *Location of four zoning districts analyzed and Walkable environments (Existing and Potential)*