



Housing Models: Single Family with Secondary Units

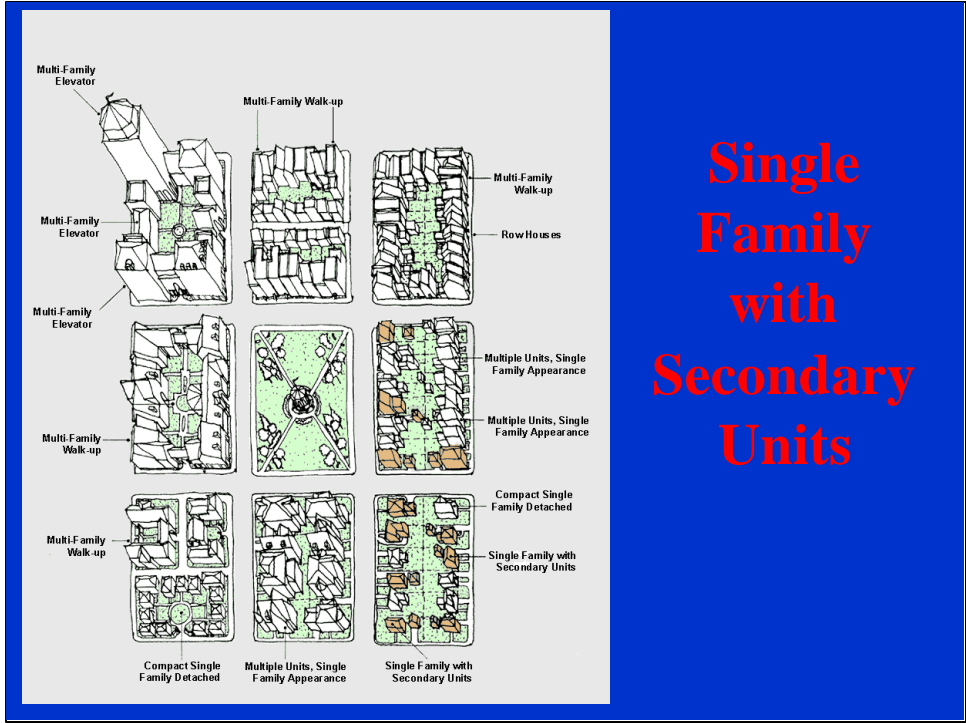


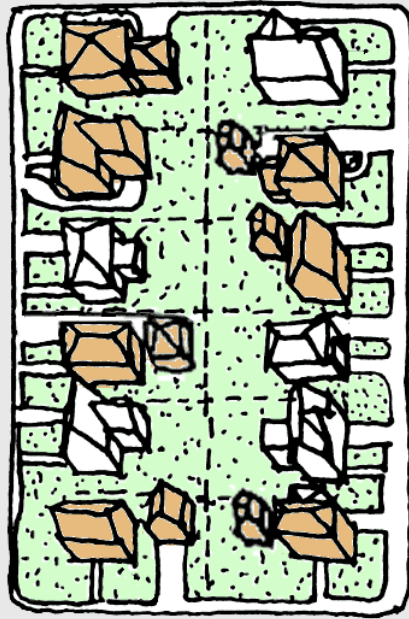
Single Family Homes with Secondary Units

The inclusion of a smaller, secondary unit on the same site as a single family detached home adds housing units without changing the perception of a different home type, or greater density. Secondary units provide income to the primary homeowner, and thus can allow buyers who would otherwise not be able to afford a home to obtain ownership. Secondary units may be considered more desirable to certain groups of tenants than larger apartment buildings, and the cost to construct them and to manage and maintain them is less than multifamily apartments.

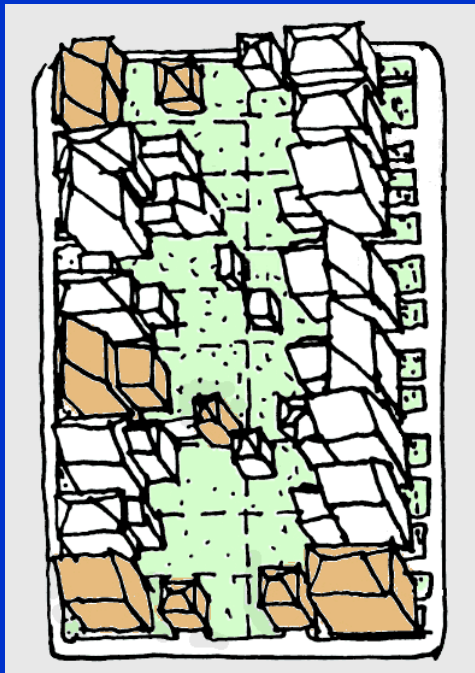
The benefits of secondary units are being rediscovered, but the housing type is an old one. The two most common ways to accommodate a secondary unit are within the main house, usually at grade, or in a separate structure about the size and scale of a double car garage. As a variation, historically they have been developed above garages, or even on an upper floor with a separate access stair. During the second World War when defense industry expansion in many cities created a housing shortage, public policies promote subdividing older homes and installing secondary units in basements, attics, and garages, to help house single workers.

Two case studies in the following sections show secondary units as part of detached home developments. Additional secondary unit models can be found in the row house section.





Single Family with Secondary Units



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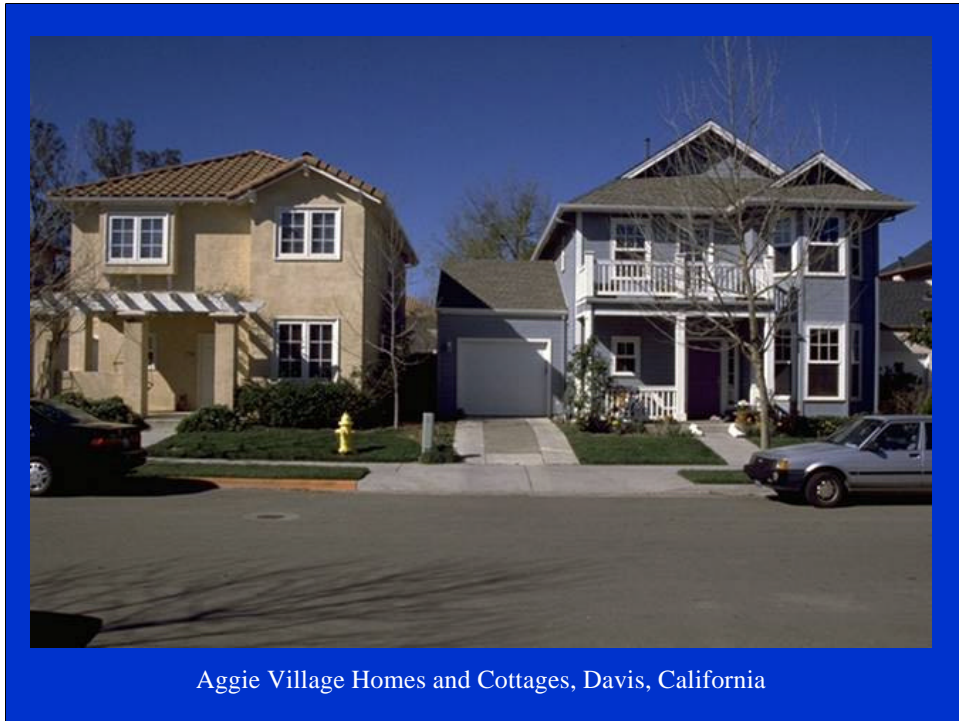


Case Study 9: MLK Homes, Oakland, 24 units per acre including alley

These ownership homes on 30 foot by 100 foot lots in a turn of the century neighborhood have a small one bedroom rental secondary units that is entered by a door facing the side yard. The main level of the larger home is on the upper floor with two bedrooms, and an interior stair leads to a lower level room bedroom and bath. A rear alley provides access to a double car garage. The rear side of the homes has a large upper deck for the main home, as well as a yard at the lower level between the rear of the house and the garage.

Most of the units back up to the alley system, but a few do not due to the irregular boundaries of the lot, and they have two one car garages facing the street instead of the extra bedroom and bath for the main unit.

The project was undertaken to replicate a similar successful development nearby that allowed mothers from the surrounding neighborhood to become homeowners, and the secondary unit income is essential to the success of the first time buyers.



Case Study 10, Aggie Village, 17 units per acre.

The site plan for this development provides for main houses with garages at their sides facing a regular street system, and small secondary cottages at the rear of the lot, facing a pedestrian mews. In some cases, the cottages face another street instead of the mews.

The allowance for just one garage per main unit, and a waiving of the parking requirement for the secondary unit, reduced the impact of drives and garages on the overall site plan. The house plans are similar of each typology, but the roof shapes and materials, building materials, and general details create a visual mix which mirrors the larger neighborhood. There, 1920's style homes in a variety of Mediterranean, neo Victorian, and arts and crafts styles all occur, but with very regular spacing, similar massing, and a unifying street grid and mature street trees.



Aggie Village Secondary "Cottages"

This view of the cottages is that face a narrow street of their own shows their stylistic differences are the same as those of the main house. All have large porches, even though they are small junior one bedrooms units inside.

The site was donated by the University of California, Davis to a private developer in exchange for lowering sales costs to a level affordable by faculty and staff. Graduate students and entry level faculty and administrators constitute the largest pool of potential cottage occupants. The low parking requirement was essential for the site plan to work, and reflects the ease of waling and bicycling in the town flat terrain and mild climate of Davis, combined with the close proximity of the development to the campus, a adjacent small retail complex, and downtown.