

**Project Description for  
“Wildflower Townhomes 2”  
APNs: 052-140-013, -014, -015 and -016**

DeNova Homes, Inc. is submitting a SB330 Preliminary Housing Application and General Planning Applications for Design Review and Subdivision Map with attendant materials in accordance with the City’s application submittal requirements. The proposed project consists of a vesting tentative map to create 19 residential lots for 19 three-story buildings, containing 168 new townhome condominiums in two different building styles: “back-to-back” and row townhome-style.

This vacant 7.93--acre site is located on the east side of Hillcrest Avenue bordered by Wildflower Drive on the southern end. The site is a part of the original “Wildflower Station” mixed use development which includes the 22-home single-family detached neighborhood to the east and the 98-condominium stacked flat homes immediately adjacent . It is surrounded by other existing commercial uses to the north, south, and west. The original approvals stipulated that the entrances, the Wildflower Station Place private drive aisles, and a certain amount of the open parking would be jointly shared with this property. [Note: This sharing stipulation is recorded in 2020 “Shared Drive Aisle Easement and Maintenance Agreement”.]

The City’s recently-adopted Housing Element Update revised the General Plan and zoning on these four parcels to High Density Residential and R-25, respectively, promoting and allowing for the development of multifamily housing with a density of up to 25 du/acre. The proposed 168 townhome-style condominium homes result in a density of 21.2 du/acre which is within the stipulated density range.

**Site Plan and Vesting Tentative Map**

Primary access to the new community will be provided by two entrances: From Hillcrest Avenue to the private street Hillcrest Commons to the north and from Wildflower Drive onto Wildflower Station Place. Both entries to the new community will utilize the private street Wildflower Station Place. Both Hillcrest Commons and Wildflower Station Place are designed with medians separating the ingress and egress travel lanes. Automatic gates are proposed as an option at both entrances: Because these roadways and entrances will be used by the existing homeowners at Wildflower Station, its homeowners’ association and homeowners must concur with adding the gates, as well as agreeing to share in the cost of the future maintenance obligations of the gates. Until such time as that approval is received, the gates are indicated and proposed as “optional.” The gate from Wildflower Drive is proposed to be set back at least 2 car-lengths from the intersection and the existing median will be modified (see Civil Plan Set Sheet 4) to allow for a car to make a u-turn and exit should they not be able to enter. On the northern end, the gates will be placed out of the intersection with the commercial development to the north, but there is ample turn-around area for those unable to enter. No gates were proposed previously since the subject property had been planned for commercial uses: With the conversion to all residential uses, the option to install gated entries provides an added sense of privacy and security for the current and future residents.

It is important to note that the private drive aisle “Wildflower Station” and the parking and bio-retention facilities on either side of it actually are located on this property. An Emergency Vehicle Access (EVA) and shared parking easement was recorded on this property for the benefit of both properties, allowing all residents to traverse Wildflower Station Place and utilize the parking spaces (see title report). This joint

usable area of 1.90 acres has been netted-out of the overall 10.35 gross acres of the property since the easement precludes any development of the private street and parking areas.

All streets within the new community will be privately-owned and maintained by the future homeowners' association for the new development. The Civil Plans Sheet 13 shows the streets which are designated fire lanes and shows compliance with required turning radii, etc. The alleyways and motor courts between the back-back (B2B) townhome units are not designated for fire access but maintain a minimum 21-foot curb-to-curb travel width, in addition to the 4.5 feet wide sidewalk on both sides of the drive aisles to still provide potential alternative fire access in addition to the *intended* access areas. Please refer to the Civil Plans Sheet 3 for the site plan with indicated street widths, Sheet 5 for the street sections, and to Sheet 13 for the fire access and fire hydrant plan.

The Vesting Tentative Map proposes 19 residential lots, each of which will contain one townhome building and associated sidewalks and landscaping. Thirteen separate parcels are proposed for the private streets (Parcels A-K, M-Q) and four parcels for the private common and bio-retention areas (Parcels I – L). Even though the proposed units are designed in a more traditional “townhome” style, they are proposed as “air-space” condominiums. However, the market conditions at the time of construction will determine whether the homes will be offered for-sale or for-rent. As is standard for private streets, the private streets also will include the following easement to be recorded with the Final Map: emergency vehicle access, public utility, private vehicle access. Please refer to the Civil Plan Set Sheet 1, Vesting Tentative Map.

Existing City utilities in the public streets are adequately-sized to serve the proposed development. The utility connections installed for the Wildflower Station condominiums will also be incorporated into and will serve this community. As required by the City, all in-tract utilities – domestic water, water for fire service, sanitary sewer, storm drain and bio-retention facilities – will be privately owned and maintained by the homeowners association (HOA). A bio-retention basin and storm drain detention pipes within Parcel I are located along the northern property line adjacent to Hillcrest Crossroads. Please refer to the Civil Plans Sheet 1 (VTM) and Sheets 9 and 10 (Preliminary Utility Plan).

The site is traversed by several utility easements which dictate the placement of buildings, certain amenities and trees. The primary 100-foot-wide easement is in favor of Contra Costa Water District, which owns and maintains one large water distribution line and one large irrigation distribution line within that easement. No structures or trees may be placed within this easement. The portion of this large easement area which is not located in a street – about 0.5 acre - also has been subtracted from the site's gross acreage, since the easement area is non-buildable. Several other utility easements (storm drain, sanitary sewer, water and fire service water) were created and recorded with the Wildflower Station community. These easements are accommodated in the northern portion of Street A and will be utilized for the benefit of this new community, which was the original intention of their location and connection to the public systems in Hillcrest Avenue.

The site is designed to accommodate two distinct building styles, with eight row townhomes buildings located along and facing the public streets (Buildings 8 – 14 and 19). The street-facing townhome buildings have front doors, porches and walkways facing the public streets, although elevated somewhat from the public sidewalk and street. The second town home style – back-to-back townhomes (B2B) - are grouped at the interior of the site (Buildings 1-7, and 15 – 18), sharing drive aisles with the row townhomes and each other. There are eleven B2B-style townhome buildings.

The townhome buildings facing public streets are setback at least 28 feet from the Hillcrest Avenue edge of right-of-way (please refer to Civil Plan Set Sheets 3 & 4 – Site Plan, and Sheet 8 Grading Sections D, F & J) and 17 feet from Wildflower Drive (Sheets 3, site Plan, Sheet 8, Section I). Separations between the townhome buildings range between 13.6 to 20 feet.

Open parking spaces are grouped primarily around the central common open space (Parcel K), although there are 10 parking space by Building 8 and another 3 between buildings 12 and 13, for a total of 30 open parking spaces, 18 of which shall be reserved for resident parking for the 2-bedroom row townhome units with 1-car garages. The remaining 12 open spaces may be used for guest parking, along with the 57 shared parking spaces along the west side of Wildflower Station Place. Please refer to the Civil Plan Set, and the attached Building and Unit Types Matrix and Development Standards Matrix for additional details on Municipal Code development standards compliance.

### **Landscaping**

A large common open space of 0.4 acres is located at the center of the community at the middle main drive entry from Wildflower Station Place. Two B2B buildings face this common area (Buildings 7 & 15) and portions of row townhome Buildings 12 and 13 have windows facing the common area. This central common area provides amenities with seating, picnic tables and a large shade structure; a designated play area for children which is well set-back from view from the entry; and a multi-purpose turf area to make use of the otherwise unbuildable areas within the CCWD pipelines easement. To the west of the multi-purpose area are the mailboxes and areas for bicycle parking. Benches are located throughout and along walkways within Parcel K.

A second smaller common open space area of about 0.3 acres is located in Parcel J, to the east of Buildings 6 and 7. Structures and trees within this area are limited since it lies entirely within the CCWD easement. Therefore, the area is improved with turf and intended as a multi-purpose open play area, with enhanced paving within the seating area, and trees at the edges. Additional bicycle parking is located just to the north of this area and along the sidewalks providing access to these residents as well as the parking areas shared with Wildflower Station. An additional “quiet area” of about 3500 square feet is located to the north of Building 8. This area has some enhanced paving and seating, but is not intended to include active use or play areas. All of this common open space totals approximately 35,600 square feet, which yields 212 square feet per new home, exceeding the total (private + common) per unit required open space. Please refer to Landscape Plan set Sheets L-2 and L-3 for details of the common open space. In combination with the private open spaces provided for the units, the total private and common open space exceeds the requirements with 312 sf / unit combined private and common open space. Please see Sheet L-1 of the Landscape Plan set and the Development Standards Matrix for the open space analysis.

The landscape plan provides street trees in the parkway strips along all public streets. The corners are highlighted with additional landscape elements to provide privacy and a pleasant view of the new community. Including the bio-retention area at the north, thirty-two percent of the site is landscaped.

Along with the (potential) gated entry, the entire site will be fenced. Tubular steel, non-climb fencing is proposed at the top of slope along Hillcrest Avenue and Wildflower Drive. To ensure ease of access from the community to the public sidewalk, a resident-access-only gate in the fencing is provided between Buildings 10 and 11, with stairs and an accessible ramp to lead to the public sidewalk and the crosswalk on Hillcrest Avenue. Please refer to Sheet L-4 of the Landscape Plans for the fencing plan.

## **Architecture**

Nineteen buildings, three stories (approx. 37 – 41 feet) in height are proposed to house 168 units. Two types of buildings are proposed: “Row Townhomes” (70 homes) and “Back to Back” townhomes (98 homes). Both styles of townhomes include individual 1- car or 2-car garages with the living areas primarily on the second and third levels above the garage parking. All elevations and design themes have been prepared to compliment the adjacent condominiums to create architectural similarity rather than strict conformity. This provides visual interest with harmony among the buildings of both communities.

The back-to-back townhome buildings are designed with garages on either side of the building and front doors to each of the new homes either adjacent to the garages, or with front doors and porches on the short sides of each building. This style of townhome unit shares interior walls with units to the side as well as the unit to the “rear.” There are five building types with 6, 8, 10, 12 or 14 units. There are two B2B plan types: one 2-bedroom en-suite plan, and a 3-bedroom plan, with 2 en-suite bedrooms, ranging in size from 1316 to 1414 square feet.

The townhome-style buildings have four different floor plans, all of which are 2-bedroom ensuite plans, some with an attached 1-car garage and some with an attached 2-car garage. Home sizes range between 1135 and 1238 square feet. There are two townhome-style building types with 8- and 10-unit buildings.

All units have at least one private deck of 78 square feet, storage area of at least 250 cubic feet, and an attached garage which also accommodates three individual waste bins (standard, green waste, recycling).

The architectural style is contemporary in design and makes use of stucco and siding finishes in several different colors on each building. The front façades of all buildings are articulated to emphasize front entries and decks, while the sides and rears include varying vertical and horizontal planes, and different finishes to provide articulation and interest. The buildings are three-stories in design with heights ranging between almost 37 and 40.25 feet, as measured to the roof ridge.

Please refer to the Architectural Plans for floor plans and building plans, and the included Building and Unit Matrix for a detailed description of unit types and sizes.

## **Homeowners’ Association**

Should the property ultimately be constructed as a for-sale/ownership community, a homeowners’ association will be formed for the maintenance of the exteriors of all buildings, the private on-site streets and utilities, landscaping, common open space areas, and the bio-retention areas. If, due to market conditions, the new community instead is offered as rental homes, a qualified property management company will substitute for the HOA, with all the same duties and responsibilities.