

Development Formal Application

for the
Proposed Residential Development at
960 W 16th Street

by:

I N T R A C O R P 

Intracorp SoCal-1, LLC
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Submitted: January 16, 2025

Development Team

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RE: Response to Pre-Application Response Letter dated June 14, 2024
Attn: Chris Yeager
TTM 19345 – 960 W 16th Street

This written correspondence is in response to the City comment letter dated June 14th, 2024, to support the proposed single family detached development at 960 W 16th Street. The following material and responses are intended to help facilitate your review.

The included attachments are as follows:

1. City response letter dated June 14th, 2024
2. Response to Comment Letter – Intracorp
3. Phase I and II Environmental Reports
4. Geotechnical Report

Plans

5. Architectural Package
6. Civil Engineering TTM Package + Fire Master Plan
7. Landscape Package

Response to comment:

Deviations:

- Deficient from required guest parking stalls
 - Per City MC, the project requires 57 guest parking stalls. The urban plan also prohibits tandem parking, to which we were showing 32 spaces proposed in tandem.
 - Update: Following the City Council study session on June 14th, the Council was supportive of us reducing the parking count to accommodate side-by-side parking as well as increasing the live/work space at ground level.
 - We were able to eliminate the Plan 3, which showcased the tandem scenario. We now have two Plan Types that allow for side by side parking.
 - Eliminating some of the guest parking allowed us to increase the workspace on the first floor. We now meet the minimum requirement of 250 SF – Plan 1 = a net of 307 SF, Plan 2 = a net of 304 SF
 - Parking ratio = 2.6, which is consistent with adjacent Cities (Intracorp to provide examples)
- Distance between buildings
 - Per the Urban Plan, 10-foot separation between buildings is required. We are proposing a 6-foot separation between buildings, which is typical of this product type. Models the city's Small Lot Ordinance requirements.
- Minimum size of workspace
 - This deviation is no longer needed. With the decrease in guest parking, we were able to increase the 1st floor and meet requirements for the 250 SF of work space (we attained just over 300 SF).

Parking:

- We omitted tandem parking scenarios onsite. Providing 76 covered spaces (garage), 26 guest/open parking spaces

Landscaping:

- Sheet L-2: Landscape site plan. Showcases the proposed entry portals, statement tree and the turning circle, urban string lighting, amenity nodes, bike racks, and enhanced paving.
- We paid attention to City feedback to make this feel like an integrated space to bring urban components to the community, emphasize bike/pedestrian use, and activate the frontage to emphasize the “work” part of the live-work units.
- Sheet L-4: Site Water Use
- Sheet L-5: Private and Common Area Open Space
- L-6 and L-7: Plant palettes + shrub/tree counts
 - Plant species chosen from the City’s guidelines. All palm trees omitted
- L-8 through L-10: See concept renderings for the street scene /entry

Trash Facilities:

- Trash bin storage is shown in the floorplans within the architectural package. There is space for three cans, free and clear from the parking area.
- A waste management exhibit will be created and approved by the waste hauler.

Site Plan Adjustments:

After assessing what it would require to raise the site to avoid a sewer lift station, the raised grade proved to be infeasible. Instead, we increased the longitudinal slopes, regraded the westerly side of the site to drain in the westerly direction, added a concrete U-channel along the westerly PL for emergency overflow and integrated (3) localized sump areas to minimize retaining and aid surface drainage.

As a result we were able reduce the retaining condition to about 2’ along the westerly and northerly PLs which maintains the max. 30” adjacent to residential code requirement.

The following site plan adjustments are required:

- (4) 3 unit buildings on westerly side to shift min. 6” to east
 - U-channel curb to be adjacent to bldg.
- Incorporate (3) MWS units adjacent to proposed catch basin for water quality
- Northerly alley is now a tilt street section with 4” wedge. All other alleys have an invert street section (v-gutter down middle)

If any additional information is needed, please let me know. Thank you for your support.

Best regards,

Rick Puffer

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